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NORTH AND SOUTH AMERICA

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SPECIAL NOTICES

ELECTRONIC ACCESS TO AERONAUTICAL PRODUCTS AND DATA

The Aeronautical Content Exploitation System (ACES) and Consolidated Aeronautical Resources Download Site (CARDS) are enhanced web planning tools on the NIPRNet and Internet that allow users to access the full suite of NGA's aeronautical products and data, including DoD FLIP, AAFIF, DAFIF, and the Aeronautical Mobile Application, as well as NavPlan charts, imagery, and FAA products.

Visit ACES at <https://aerodata.nga.mil/AeroBrowser/> OR <https://aerodata.leidos.com/> for map-based access to DoD FLIP and other aeronautical products. Visit CARDS at <https://aerodata.nga.mil/AeroDownload/> for simplified bulk-downloads of FLIP products and data. Visit <https://asps.leidos.com/> for direct access to Host Nation FLIP.

Don't have internet access? DOD, FAA, and Canadian FLIP are also available on the FLIP DVD (NSN 7644015335389); the Digital Aeronautical Flight Information File (DAFIF) is available on the DAFIF DVD (NSN 7644014717446); the DOD Aeronautical Mobile Application is available on the NGA Aeronautical Application DVD (NSN 7644016004225); and the Automated Air Facilities Intelligence File (AAFIF) is available on the AAFIF DVD (NSN 7644015386515).

REPRINT OF FAA TERMINAL PROCEDURES IN DOD FLIP

Random FAA procedures re-printed in DoD Terminal publications are displaying a dashed runway profile line vice a solid runway profile line. This is a printing anomaly of the FAA procedures in DoD Terminal FLIP and is being investigated. There is no change to how the runway is depicted in the profile and should be a solid line as depicted in the Terminal legend pages. 13 NOVEMBER 2014.

INTRODUCTION

GENERAL - AP/1 contains aeronautical information for North and South America and is intended to supplement the General Planning (GP), Enroute Supplements, and Flight Information Handbook. Refer to GP Chapter 3 for a more detailed description of FLIP Planning. Textual entries include a source reference following the paragraph or paragraphs to which the reference applies.

REVISION CYCLE - AP/1 is revised every 24 weeks. The schedule, including cutoff and effective dates, is published in GP Chapter 11.

AMENDMENTS - AP/1 is amended by two (2) scheduled PCNs published 8 and 16 weeks after the effective date, and by Urgent Change Notices (UCNs) as required. PCNs are non-cumulative and must be retained until the new issue of the AP/1 is received. PCNs are only available on the FLIP DVD and the NGA Aero websites.

REVISIONS AND QUALITY REPORTS - Contact the appropriate military or civilian agency listed in GP Chapter 11.

NEW OR MODIFIED INFORMATION - A vertical line in the left margin of the applicable column identifies information added or modified since the last issue of this publication (print or electronic).

INTERNET - DAFIF™; IFR Enroute and Area charts, Enroute Supplements, and Enroute Change Notices (ECN); FLIP Planning documents and Planning Change Notices (PCN); Terminal procedures and Terminal Change Notices (TCN); the Aeronautical Mobile Application and associated data downloads; and other aeronautical products and data; are available on NGA's Aeronautical Content Exploitation System (ACES) at <https://aerodata.nga.mil/AeroBrowser/> -or- <https://aerodata.leidos.com/index.html>, and the Consolidated Aeronautical Resources Download Site (CARDS) at <https://aerodata.nga.mil/AeroDownload/>.

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ARRANGEMENT OF DATA -

NOTE: Theater, ICAO region, and national listings will generally include the following eleven entries, provided information is available and/or required:

- | | |
|--|--------------------------------|
| (1) Regional/National Procedures | (7) Enroute |
| (2) Visual Flight Rules | (8) Terminal |
| (3) Instrument Flight Rules | (9) Aerial Refueling |
| (4) Operational Air Traffic (Europe and Africa only) | (10) Bird/Wildlife Hazard Data |
| (5) Flight Planning | (11) Additional Information |
| (6) Flight Hazards | |

1. Chapter 1 - Theater information applicable to the entire North and South America is published in Chapter 1. Information for each ICAO Region in the theater and national data is published in the subsequent chapters.

2. Chapter 2 - ICAO Regional Data - This data is presented in four regional sections:
 Section A. North Atlantic
 Section B. North American
 Section C. Caribbean
 Section D. South American

Each section contains supplementary data applicable to the specific ICAO Region.

3. Chapter 3 - National Procedures and requirements sorted alphabetically. The National Procedures entry will explain the area of coverage and include a list of FIRs/UIRs within a country. If FIR/UIR entries cover more than one country, a note will be provided to see the applicable country(s) for additional information. Entries may be published to accommodate procedures and notices determined to be of interest to DoD aircrews.

a. The following is an example of the Table of Contents for each National listing. The index includes the eleven entries and a listing of those subject areas that could be expected to be located under the respective entry.

NOTE: The listed entries should not be construed as being all-inclusive. Also, this is a representation of the type of information that can be expected beneath an entry. Entries will only be depicted if information is available and/or required.

2 INTRODUCTION

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR COVERAGE
DIMENSIONAL UNITS
AIRSPACE STRUCTURE
ALTIMETER SETTING PROCEDURES
VERTICAL SEPARATION
POSITION REPORTING
SECONDARY SURVEILLANCE RADAR
MINIMUM NAVIGATION & COMMUNICATIONS EQUIPMENT
INTERCEPT PROCEDURES
RIGHT OF WAY
AIR TRAFFIC AT A CONTROLLED AERODROME
AIRSPACE WITH DESIGNATION "HX"

VISUAL FLIGHT RULES

AIRSPACE EXCEPTIONS
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NIGHT VFR FLIGHTS
VFR FLIGHTS ABOVE CLOUD LAYERS
MAXIMUM AIRSPEEDS
MINIMUM HEIGHTS FOR VFR OPERATIONS
CHANGE OF FLIGHT RULES FROM VFR TO IFR

INSTRUMENT FLIGHT RULES

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MINIMUM SAFE HEIGHTS
ALTIMETER SETTING AND CRUISING LEVELS ON IFR FLIGHTS
CHANGE OF IFR TO VFR
IFR OPERATIONS IN CLASS F
FORMATION FLIGHTS
TRANSMISSION OF EXPECTED APPROACH TIMES
RVSM RULES
RNP REQUIREMENTS
ADDITIONAL RADIO EQUIPMENT REQUIREMENTS TO INCLUDE E-TCAS, ACAS, ETC

OPERATIONAL AIR TRAFFIC (Europe and Africa ONLY)

GENERAL/COUNTRY
FILING FLIGHT PLANS
CLEARANCE INFORMATION
IFR/VFR
LOW LEVEL

FLIGHT PLANNING

GENERAL AIR TRAFFIC
AIR DEFENSE FLIGHTS
FILING FLIGHT PLANS. (DAY/NIGHT)
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SUPERSONIC FLIGHTS
LOW LEVEL FLYING
SUPPLEMENTARY AIRPORT INFORMATION
LANDING FEES

FLIGHT HAZARDS

ASCENTS OF CAPTIVE BALLOONS AND FREE FLYING SONDES
ELECTRONIC WARFARE RANGE INFORMATION
HIGH INTENSITY RADIO TRANSMITTER AREAS
HIGH MIDAIR COLLISION POTENTIAL AREA
OVER FLIGHT OF NUCLEAR REACTORS AND HIGH RISK INDUSTRIAL PLANTS

ENROUTE

FLIGHTS IN BORDER AREAS
AIRWAY/ROUTES INCLUDING CONDITIONAL ROUTE INFORMATION
TACAN ROUTES

TERMINAL

NOISE ABATEMENT PROCEDURES
TERMINAL AREA PROCEDURES

AERIAL REFUELING

AERIAL REFUELING TRACKS/ANCHOR AREAS

BIRD/WILDLIFE HAZARD DATA

BIRD/WILDLIFE CONCENTRATIONS/AREAS

ADDITIONAL INFORMATION

RADAR ASSISTED FLIGHT INFORMATION SERVICES

b. The word "Standard" will be shown under the eleven entries when the rules applicable within that area are the same as the worldwide ICAO Rules and Procedures published in Chapters 5 and 6 of General Planning, and (for Position Reporting) the Flight Information Handbook. If the rules or procedures are not standard, the differences are explained.

c. ICAO Rules and Procedures are modified to some degree within each Region. These differences are explained in the eleven entries for each Region. The phrase "Same as Regional Procedures" will be shown under FIR/UIR or National procedure entries when in agreement with the regional procedures.

d. ICAO CODES - ICAO, FAA or Host Country identifications are included adjacent to each airport name, i.e., Ramstein AB, GM (ETAR).

4. Daylight Saving Time - A ++ symbol following Z time effective or operating hours indicates that during periods of daylight saving time, hours will be one hour earlier than shown. Consult the applicable Enroute Supplement for areas and dates daylight saving time is observed.

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Chapter 1

THEATER SUPPLEMENTARY PROCEDURES

GENERAL THEATER
PROCEDURES/NOTICES

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This chapter consists of procedures applicable to the entire theater of operations, or specified portions thereof. Check other sections for information on specific countries and ICAO regions. All US Government aircraft (including non-DoD) operating in the USSOUTHCOM AOR are encouraged to comply. Compliance is mandatory for DoD aircraft. Operational reconnaissance missions are exempt from these procedures but will comply with established procedures in USSOUTHCOM OPORD 6800-XX.

(AFFSA/XOIA LTR)

DIMENSIONAL UNITS - Refer to individual FIR/UIR and/or National Supplementary Procedures.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard except:

1. US Army South (USARSO), call sign (SKYWATCH) is an Air Traffic Control, Airspace Information Center (AIC). SKYWATCH is the primary flight following service for US Army aircraft operating under visual flight rules (VFR), but is a resource for all US Government aircraft operating within the US Southern Command (USSOUTHCOM) area of responsibility (AOR) to forward a position report, message, or request a phone patch. Rotary aircraft shall report every 15 minutes with a position report or as coordinated and fixed wing shall report as stated in paragraph (1) or as coordinated. (See DOD FLIP SUPPLEMENT CARIBBEAN AND SOUTH AMERICA, Section C, page C-16 and C-17; US Southern Command Area of Operations for more information on SKYWATCH operations)

Organization	Call Sign	Primary	Secondary
USARSO	SKYWATCH	11.410 MHz	8.120 MHz 15.790 MHz Upon Request

DSN 449-5173, 5199
C011(504)2713-5123, x5713 or x5199
E-mail: southcom.sotocano.jtffb-skywatch.list.skywatch-all@mail.mil

EXAMPLE: SKYWATCH, SKYWATCH, Shark 32, 11.410 MHz with (position report OR message OR phone patch request).
(USAASA/USAASA FIL 2016-39)

2. SOUTHCOR AOR BOUNDARIES. See Graphic (page 1-8). USSOUTHCOM's geographic AOR for the conduct of normal operations includes Central and South America; the Caribbean region exclusive of the U.S. Virgin Islands, British Virgin Islands, Puerto Rico, the Bahamas, and Turks and Caicos Islands; the Pacific and Atlantic Oceans from Antarctica at 027°W, north to

21°N, west to 064°W, south to 17°30'N, west to 068°W, north to 20°30'N, west to 073°30'W, southwest to the Yucatan peninsula at 21°N/086°45'W, and south from Mexico at 092°W to Antarctica. Reference Unified Command Plan for more detailed information.

(612 AOC-AMD/612 AOC-AMD USAF FIL 10-669)

VISUAL FLIGHT RULES

Standard.

INSTRUMENT FLIGHT RULES

Standard.

RVSM RULES - Standard.

FLIGHT PLANNING

1. **HAZARDOUS MATERIALS** - The policies and procedures as set forth in AFJI 11-204/AR 95-27/OPNAVINST 3710.31C must be complied with for all aircraft carrying hazardous materials. PPR can be obtained through Airport Operations. Phone numbers are located in the Enroute Supplements, Remarks Section.

(AFFSA/FIL 80-79)

2. **FUEL** - Avgas and turbo fuel are critically short or nonexistent in several Central and South American countries. Flight crews of US military aircraft should plan missions with this in mind and expect limited or no resupply.

(AFFSA/AFFSA)

3. **NATIONAL ROUTE PROGRAM (NRP)** - The North American Route Program is a joint Federal Aviation Administration (FAA) and NAV CANADA program. The objective of the NRP is to harmonize and adopt common procedures, to the extent possible, applicable to random route flight operations at and above Flight Level 290 (FL290) within the conterminous United States and Canada. Several US Air Force aircraft have the necessary equipment to qualify for and fly under the NRP rules and procedures. The procedures are published in FAA Advisory Circular 90-91K. Advisory Circulars are available through the FAA website at <http://www.faa.gov>. Any questions on NRP procedures and altitudes should be forwarded to the ATC System Command Center, (ATCSCC) Warrenton, VA at C540-359-3146.
(AFFSA-XOS/AFFSA-XOS FIL 16-327)

4. **Western Atlantic Route System (WATRS)** - ICAO has implemented RVSM operations in the New York Oceanic FIR. The following procedures have been implemented for aircraft utilizing this airspace.

a. The WATRS area is defined as beginning at a point 27°00'N/77°00'W direct to 20°00'N/67°00'W direct to 18°00'N/62°00'W direct to 18°00'N/60°00'W direct to 38°30'N/60°00'W direct to 38°30'N/69°15'W, thence counterclockwise along the New York Oceanic CTA/FIR boundary to the Miami Oceanic CTA/FIR boundary, thence southbound

1-2 FLIGHT PLANNING

along the Miami Oceanic CTA/FIR boundary to the point of beginning.
(SPEC/FAA ORDER 7110.65 Para. 8-7-3/8-8-3)

b. WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES - The following route scheme provides direction for entering and exiting WATRS airspace in conjunction with the WATRS PLUS separation reduction and airspace redesign implementation effective 5 June 2008. The following procedures replace and supersede existing entry and exit routing procedures.

Effective 5 June 2008, MNPS certification is NOT required for aircraft operating in a small portion of MNPS airspace in the New York CTA/FIR west of 06700W and north of 3830N.

SOUTHBOUND
SOUTHBOUND WATRS PLUS ROUTE STRUCTURE - ACCESS FROM NEW YORK METRO AREA

All airspace users entering New York Center’s West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L457, L459, L461 and L462 shall flight plan and file the following routes:

ATS ROUTE	WATRS ACCESS ROUTING (SOUTHBOUND ONLY)
For L453	... LINND-AZEZU-L453 ...
For L453 VIA B24	... B24-AZEZU-L453 ...
For L454	... LINND-ROLLE-ATUGI-L454 ...
For L454 VIA B24	... B24-WEBBB-ROLLE-ATUGI-L454 ...
For L455	... LINND-RESQU-UMEDA-L455 ...
For L455 VIA B24	... B24-WEBBB-RESQU-UMEDA-L455 ...
For L456	... LINND-SQUAD-DARUX-L456 ...
For L456 VIA B24	... B24-WEBBB-RESQU-DARUX-L456 ...
For L457	... LINND-RESQU-UMEDA-L457 ...
For L457 VIA B24	... B24-WEBBB-RESQU-UMEDA-L457 ...
For L459	... LINND-SQUAD-DARUX-L459 ...
For L459 VIA B24	... B24-WEBBB-RESQU-DARUX-L459 ...
For L461	... LINND-KINGG-KINER-L461 ...
For L462	... LINND-KAYYT-L462 ...
For L462 VIA ACK	... ACK-J97-LACKS-KAYYT-L462 ...

SIGNIFICANT POINT	COORDINATES
LINND	N39°24’35.130” / W071°42’37.750”
ROLLE	N37°23’35.259” / W071°42’21.109”
RESQU	N37°28’45.872” / W071°26’49.799”
SQUAD	N38°06’48.392” / W070°27’44.915”
KINGG	N38°13’15.726” / W070°15’40.015”
KAYYT	N38°52’37.839” / W067°34’22.287”
ACK	N41°16.91’ / W070°01.60’
AZEZU	N37°52’28.100” / W072°22’43.200”
ATUGI	N35°38’18.475” / W071°31’36.304”
UMEDA	N35°45’32.979” / W070°26’55.630”
DARUX	N36°09’35.558” / W069°27’18.311”
KINER	N36°34’27.229” / W068°17’14.807”
WEBBB	N37°40’17.560” / W071°58’55.326”
LACKS	N40°00.01’ / W068°11.96’

EASTBOUND
TRANSITION TO NEW YORK OCEANIC CTA/FIR

VIA: ORF AR9 ZIBUT
All airspace operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic RNP/MNPS/RVSM airspace, are encouraged to flight plan via:

ZIBUT [DCT] LARGE [DCT]: SLATN [or] JOBOC [or] DOVEY

Operators opting to flight plan via any other fix or Latitude/Longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS nonradar traffic.

NOTE: This route may be filed bidirectionally

SIGNIFICANT POINT	COORDINATES
ZIBUT	N36°56.30’ / W072°40.00’
LARGE	N39°17.12’ / W069°18.07’
SLATN	N39°07.00’ / W067°00.00’
JOBOC	N40°07.00’ / W067°00.00’
DOVEY	N41°07.00’ / W067°00.00’

VIA: KAYYT [DCT] 0600W Longitude

Operators departing the metropolitan New York Area destined to the African Continent may file via: LINND-KAYYT-[TO 3800N/06000W or South, e.g. 3800N/06000W or 3700N/06000W or 3600N/06000W] – flight planned route.

NOTE: This route may be filed bidirectionally

SIGNIFICANT POINT	COORDINATES
LINND	N39°24’35.130” / W071°42’37.750”
KAYYT	N38°52’37.839” / W067°34’22.287”

NORTHBOUND
TRANSITION TO NEW YORK OCEANIC CTA/FIR

NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METRO AREA

Northbound airspace users exiting New York Center’s West Atlantic Route System (WATRS) destined to New York Area airports on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following transition routes to join standard airport arrival routing:

ATS ROUTE	WATRS EXIT ROUTING (NORTHBOUND ONLY)
From L453	... AZEZU-BERGH ...
From L454	... OKONU-L454-BERGH ...
From L454 TO B24	... OKONU-L454-WEBBB-B24 ...
From L455	... SAVIK-L455-BERGH ...
From L455 TO B24	... SAVIK-AZEZU-B24 ...
From L456	... MARIG-BERGH ...
From L457	... OKONU-L457-BERGH ...
From L457 TO B24	... OKONU-L457-WEBBB-B24 ...
From L459	... SAVIK-L459-BERGH ...

ATS ROUTE	WATRS EXIT ROUTING (NORTHBOUND ONLY)
From L459 TO B24	. . . SAVIK-AZEZU-B24 . . .
From L461	. . . MARIG-BERGH . . .
From L462	. . . KAYYT-BERGH . . .

(SPEC/FAA INTL NOTAMS FIL 08-632)

c. Reduced Vertical Separation Minimum (RVSM) in WATRS airspace.

(1) Only RVSM compliant aircraft will be cleared to operate at RVSM altitudes in WATRS Airspace between FL290-410 (inclusive) contained within New York FIR. Aircraft that are not RVSM compliant (e.g. state aircraft, ferry and maintenance flights) will only be cleared to operate in WATRS exclusionary airspace after prior coordination with the appropriate Center. 2000' vertical separation will be applied to such aircraft.

NOTE 1: Military (state) aircraft will be accommodated in WATRS Airspace, but must follow flight planning procedures noted below.

NOTE 2: Use of the term "RVSM Airspace" refers to the RVSM exclusive environment. Airspace where both RVSM compliant and non-compliant operators may be accommodated at all altitudes is referred to as "RVSM Transition Areas."

(2) TCAS - Unless otherwise authorized by the FAA, aircraft equipped with TCAS II and used in RVSM operations must incorporate Version 7.0 or a later version.

(3) WATRS PLUS Route Structure Redesign & Separation Reduction

For full details refer to the International NOTAM section of the current FAA NOTAM Publication.

On 5 June 2008, the FAA implemented a redesigned route structure, a reduced lateral separation standard and associated operational policies on oceanic routes or areas in the WATRS Plus Control Areas (CTA).

Control Areas (CTA) Affected:

Route structure redesign and 50 NM lateral separation was implemented in the following CTAs:

- Atlantic portion of the Miami Oceanic CTA
- San Juan CTA/FIR and
- West Atlantic Route System (WATRS)

New York Oceanic airspace outside of WATRS is transition airspace. 50 NM lateral separation may be applied in this airspace between aircraft authorized RNP-10 or RNP-4.

NOTE: The WATRS Plus route structure redesign chart is posted on the WATRS Plus Webpage.
http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus

Operational Policy and Procedures

(a) WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators. Information on WATRS Plus plans, policies and procedures is posted on the "WATRS Plus Webpage". The WATRS Plus Webpage is linked to the "Oceanic and Offshore Operations" Homepage at:
http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

(b) Lateral Separation Standards to Be Applied

1 50 NM lateral separation is applied in the WATRS Plus CTAs between aircraft authorized RNP-10 or RNP-4 operating at any altitude above the floor of controlled airspace.

2 50 NM lateral separation is applied in the New York Oceanic CTA/FIR outside of WATRS between aircraft authorized RNP-10 or RNP-4 operating at any altitude above the floor of controlled airspace.

3 Within the WATRS Plus CTAs, the lateral separation standard applicable to NonRNP-10 aircraft is 90 NM.

4 Policies for application of other lateral separation standards in airspace outside the WATRS Plus CTAs are not affected.

(c) Operation On Routes Within the WATRS Plus CTAs Not Requiring RNP-10 or RNP-4 Authorization

Operation on certain routes that fall within the boundaries of WATRS Plus CTAs is not affected by the introduction of RNP-10 and 50 NM lateral separation. Operation on the following routes is not affected:

1 Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB), such as the routes in the airspace between Florida and Puerto Rico.

2 Routes that are located within radar and VHF coverage. New WATRS Plus route segments M201 between BAHAA and PAEPR and L453 between PAEPR and AZEZU have replaced A761 between HANRI and ETOCA and R511 between ELTEE and AZEZU. At and above FL310, the new route segments are within radar and VHF coverage. Operations at and above FL310 on these route segments does not require RNP-10 or RNP-4 authorization and remains the same as those conducted on the old A761 and R511 route segments. Pilots shall not apply Strategic Lateral Offset Procedures (SLOP) on these route segments.

3 Special Area Navigation (RNAV) routes located in the airspace between Florida and Puerto Rico. The old "T-routes" were re-designated as "Y-routes" on 5 June 2008. These special RNAV routes are not part of the WATRS Plus route structure. A Notice entitled "Special RNAV Routes between Florida and Puerto Rico: Change from T-routes to Y-routes On 5 June 2008" is posted on the WATRS Plus Webpage. It is published in the FAA Domestic/International NOTAM Book. The Notice provides updated policy and procedures for Y-route operations.

(d) Provisions for Accommodation of NonRNP-10 Aircraft (Aircraft Not Authorized RNP-10 or RNP-4)

Operators of NonRNP-10 aircraft shall follow the practices detailed below.

1 Operators of NonRNP-10 aircraft shall annotate ICAO flight plan Item 18 as follows: "STS/NONRNP10" (no space between letters and numbers).

2 Pilots of NonRNP-10 aircraft that are flight planned to operate or are operating on WATRS Plus "L" and "M" routes shall report the lack of authorization by stating "Negative RNP-10" in the:

- Atlantic portion of the Miami Oceanic CTA
- New York Oceanic CTA/FIR
- New York Atlantic High Offshore Airspace
- San Juan CTA/FIR
- On initial call to ATC and . . .

1-4 FLIGHT PLANNING

- In read back of clearance to descend from FL410 and above. (See paragraph e below).
- If approval status is requested by the controller. (See paragraph 8h below).

3 Operators of NonRNP-10 aircraft shall not annotate ICAO flight plan Item 18 (Other Information) with "NAV/RNP10" or "NAV/RNP4", if they have not obtained RNP-10 or RNP-4 authorization.

4 NonRNP-10 operators/aircraft are able to file most WATRS Plus routes at any altitude. Some routes, however, may require special routing for NonRNP-10 aircraft. Check the WATRS Plus Webpage for related FAA Notices. NonRNP-10 operators are cleared to operate on preferred routes and altitudes as traffic permits.

5 Aircraft that are authorized RNP-10 or RNP-4, however, will have a better opportunity of obtaining their preferred altitude and route because the 50 NM lateral separation standard is applied to those aircraft. 50 NM lateral separation is not applied to NonRNP-10 aircraft.

6 NonRNP-10 aircraft retain the option of climbing to operate at altitudes above those where traffic is most dense (i.e., at/above FL410). To minimize the chance of conflict with aircraft on adjacent routes, NonRNP-10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage.

(e) RNP-10 or RNP-4 Authorization: Policy and Procedures For Aircraft and Operators

1 In accordance with ICAO guidance, RNP-10 and RNP-4 are the only navigation specifications (nav specs) applicable to oceanic and remote area operations.

(f) Flight Planning Requirements

Operators shall make ICAO flight plan annotations in accordance with this paragraph and, if applicable, paragraph 4.

1 ICAO Flight Plan Requirement. ICAO flight plans shall be filed for operation on oceanic routes and areas in the WATRS Plus CTAs.

2 ICAO Flight Plan AFTN Addressing For Operations in the New York Oceanic CTA/FIR (including WATRS). All flights entering the New York Oceanic CTA/FIR shall address flight plans to KZWOZOX. All flights entering the New York Oceanic CTA/FIR and a U.S. ARTCC (except Boston) and/or Bermuda airspace shall address flight plans to both KZWOZOX and the appropriate U.S. ARTCC.

NOTE: (See table below). If operators do not address flight plans to KZWOZOX, 50 NM lateral separation cannot be applied to them.

Airspace to Be Entered: New York Oceanic CTA/FIR and U.S. ARTCCs	Required AFTN Addresses
New York (NY) Oceanic CTA/FIR	KZWOZOX
Boston ARTCC & NY Oceanic	KZWOZOX only (This change confirmed on 19 June 08)
NY domestic and/or Bermuda & NY Oceanic	KZNYZQZX & KZWOZOX
Washington (KZDC) & NY Oceanic	KZDCZQZX & KZWOZOX

Airspace to Be Entered: New York Oceanic CTA/FIR and U.S. ARTCCs	Required AFTN Addresses
Jacksonville (KZJX) & NY Oceanic	KZJXZQZX & KZWOZOX
Miami (KZMA) & NY Oceanic	KZMAZQZX & KZWOZOX
San Juan & NY Oceanic	TZSUZRZX & KZWOZOX

3 To inform ATC and to key Ocean21 automation that they have obtained RNP-10 or RNP-4 authorization and are eligible for 50 NM lateral separation, operators shall:

(a) annotate ICAO Flight Plan Item 10 (Equipment) with the letters "R" and "Z" and . . .

(b) annotate Item 18 (Other Information) with, as appropriate, "NAV/RNP10" or "NAV/RNP4" (no space between letters and numbers).

4 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy.

5 Operators that have not obtained RNP-10 or RNP-4 authorization shall not annotate ICAO flight plan Item 18 (Other information) with "NAV/RNP10" or "NAV/RNP4", but shall follow the practices detailed in paragraph 4 of this notice.

NOTE: On the ICAO Flight Plan, letter "R" indicates that the aircraft will maintain the appropriate RNP navigation specification for the entire flight through airspace where RNP is prescribed. Letter "Z" indicates that information explaining aircraft navigation and/or communication capability is found in Item 18.

(SPEC/FAA INTL NOTAMS)

(4) In-flight Procedures within WATRS RVSM Airspace

(a) Before entering RVSM Airspace, the pilot should review the status of required equipment. (See Appendix 4 of FAA Interim Guidance 91-RVSM for pilot RVSM procedures). The following equipment should be operating normally:

- 1 Two primary altimetry systems.
- 2 One automatic altitude-keeping device.
- 3 One altitude-alerting device.

(b) The pilot must notify ATC whenever the aircraft:

- 1 Is no longer RVSM compliant due to equipment failure.
- 2 Experiences loss of redundancy of altimetry systems.

3 Encounters turbulence that affects the capability to maintain flight level. (See Appendix 5 of FAA Interim Guidance 91-RVSM for pilot and controller actions in such contingencies.)

(c) During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned flight level by more than 150' (45 meters).

(d) PILOT LEVEL CALL. Except in a radar environment, pilots shall report reaching any altitude assigned within RVSM Airspace.

(5) Height Deviation Reporting.

(a) Any deviation which is 300' or more from the assigned level in RVSM or RVSM Transition Airspace, whether intentional or not, should be reported to the NAT CMA.

(b) Reporting these events to the NAT CMA is accomplished using the form contained as Attachment 2 to the NORTH ATLANTIC MNPSA OPERATIONS MANUAL (NAT MNPS Operations Manual), which is available at <http://www.nat-pco.org/mnpsa.htm>. It may be filed at the completion of flight or it may be filed by the controlling ATC facility, as appropriate. It should be sent to:

Separation Standards Group at the FAA William J. Hughes Technical Center. Fax +01 609 485-5117.

North Atlantic Central Monitoring Agency. Email: natcma@nats.co.uk. Fax +44 1292 692 754

Caribbean and South American Regions Monitoring Agency (CARSAMMA) email: carsamma@decea.gov.br
(AFFSA-XOS/AFFSA XOS FIL 16-362)

(6) Flight Planning Requirements

(a) The letter "W" shall be inserted in Item 10 (Equipment) of the ICAO standard flight plan to indicate that the aircraft is RVSM approved aircraft.

(7) Procedures for Operation of Non-RVSM Compliant Aircraft in RVSM Airspace.

(a) RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft.

(b) The vertical separation minimum between non-RVSM aircraft operating in the RVSM stratum and all other aircraft is 2000'.

(c) CONTINUOUS CLIMB/DESCENT OF NON-COMPLIANT AIRCRAFT THROUGH RVSM AIRSPACE. Non-RVSM compliant aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they:

1 Do not climb or descend at less than the normal rate for the aircraft.

2 Do not level off at an intermediate level while passing through the RVSM stratum.

(d) SPECIAL COORDINATION PROCEDURES FOR CRUISE OPERATION OF NON-RVSM COMPLIANT STATE AIRCRAFT IN RVSM AIRSPACE.

1 ATC notification of non-RVSM compliant state aircraft (those aircraft used in military, custom, and police services shall be deemed state aircraft) is accomplished through filing of an ICAO flight plan. In Field 18 of the ICAO Flight Plan, include "STS/APVD NONRVSM."

2 If approval status of non-RVSM state aircraft is challenged by New York Oceanic, pilots of military aircraft should state that they are operating a state aircraft in accordance with the procedures set out in the WATRS RVSM NOTAM. Problems with accommodation within WATRS RVSM Airspace should be reported to AFFSA/XOP, DSN 857-2223.

3 Approval of all other (non-state) aircraft will be in accordance with the WATRS RVSM NOTAM (www.faa.gov/NTAP)

NOTE 1: New York Oceanic will coordinate non-RVSM status with any affected adjacent FIR or facility.

NOTE 2: Approval means able to operate in the RVSM stratum. Aircraft operating levels will be subject to Air Traffic Control.

(8) Procedures for suspension of RVSM - Air Traffic Service providers will consider suspending RVSM procedures within affected areas within the New York FIR and adjacent transition areas when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2000'.

(9) "When Able Higher" (WAH) Reports

(a) To ensure maximum use of available altitudes, aircraft entering RVSM and/or NAT HLA airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capability of the aircraft is known by controllers. If the aircraft is capable of a higher altitude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

(b) The procedures will differ for Eastbound and Westbound aircraft since many of the Eastbound aircraft will enter New York NAT HLA/RVSM Airspace from ATC sectors that have direct controller-pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

1 Eastbound aircraft entering RVSM or NAT HLA Airspace in the New York FIR: Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

2 Westbound aircraft entering RVSM or NAT HLA Airspace in the New York FIR: Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

EXAMPLE - "Global Air 543, 40 N 40 W at 1010, FL350, estimating 40 N 50 W at 1110, 40 N 60 W. Next able FL360 at 1035."

NOTE: Pilots may include more than one altitude if that information is available.

EXAMPLE - (after stating initial report) "Able FL360 at 1035, able FL370 at 1145, able FL390 at 1300."

(10) Mandatory Pilot Reports

(a) In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e. FL330, 340, 350, 360, and 370).

EXAMPLE - (initial altitude readback): "Global Air 543 climbing to FL360." (upon reaching assigned altitude): "Global Air 543 level at FL360."

(AFFSA-XOS/AFFSA-XOS, FAA INT'L NOTAMS SEC. 2, USAF FIL 16-333)

5. ICAO has implemented RVSM operations in the EUR/SAM corridor. The following procedures have been implemented for aircraft utilizing this airspace.

1-6 FLIGHT PLANNING

a. The EUR/SAM corridor is the airspace over the South Atlantic (SAT) area which lies within Flight Information Regions of Canarias, Dakar Oceanic, Atlantico and Sal Oceanic. RVSM shall be applicable in that volume of airspace between FL310 and FL410 in the following airspace:

(1) From N25°00' W15°30' to N19°00' W19°00' to N17°20' W20°00' to N15°00' W20°00' to N12°58' W21°22' to S08°30.6' W34°21' to S08°08.2' W34°55.6 (Recife VOR) then follow the N continental limits of Brazil until the point S01°20.7' W43°07.5' then to N07°40' W35°00' to N13°30' W37°30' to N17°00' W37°30' to N24°00' W25°00' to N30°00' W25°00' to N30°00' W20°00' to N25°00' W20°00' to N25°00' W15°30'.

(2) This includes ATS Routes UN741, UN866, UN873, B/UB623 and UN857.

b. Non-RVSM Aircraft

(1) Operators of non-RVSM approved state aircraft with a requested flight level of FL290 or above shall insert STS/NON RVSM in Item 18 of the ICAO flight plan form.

(2) Operators of formation flights of state aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form, regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of state aircraft intending to operate with the EUR/SAM Corridor RVSM Airspace as General Air Traffic (GAT) shall include STS/Non-RVSM in Item 18 of the ICAO flight plan form.

(3) Operators of Non-RVSM approved state aircraft intending to operate within the EUR/SAM Corridor RVSM Airspace shall include the following in Item 15 of the ICAO flight plan form:

(a) The entry point at the lateral limits of the EUR/SAM Corridor RVSM Airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and

(b) The exit point at the lateral limits of the EUR/SAM Corridor RVSM Airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

c. Crossing Traffic - For the purpose of this application, crossing traffic is defined as all that traffic entering or leaving the EUR/SAM RVSM Airspace along its E or W boundaries (i.e. at any point other than its N (Canarias) or S (Brazil transition area) boundaries). Crossing traffic can flight plan to enter and leave the RVSM Airspace at any point along its boundaries, indicating in the flight plan the coordinates and estimated time of the entering and

exit points into the RVSM Airspace and of the crossing of each of the fixed ATS routes. Crossing traffic should flight plan to operate through the EUR/SAM RVSM Airspace at conventional flight levels, i.e., E to W FL310, 350, 390 and W to E FL290, 330, 370.

(1) Traffic crossing the EUR/SAM corridor should flight plan to enter and exit the EUR/SAM corridor RVSM Airspace at the following published points: EGIMI, DIKEB, MILOK, ORARO, BODAK, NOISE and DIGOR. The time estimates over each point must be inserted in Item 18 of flight plan.

(2) Antigua and Ascension Island Route users must comply with these requirements until such time as the Antigua and Ascension Island Route is officially designated an international airway and receives official recognition.

EGIMI - N06°00.00' W36°20.00' - Entry/Exit
DIKEB - N04°29.99' W34°09.45' - UN741
MILOK - N03°25.83' W32°37.10' - UN866
ORARO - N02°14.83' W30°55.37' - UN873
BODAK - N01°35.92' W29°59.78' - B/UB623
NOISE - N01°23.67' W29°42.55' - UN857
DIGOR - N00°40.00' W28°40.00' - Entry/Exit

(3) All crossing traffic intending to operate through the RVSM Airspace must obtain an ATC clearance. This should be requested sufficiently in advance to preclude operational difficulties from the ACC responsible for the first RVSM Airspace to be entered, or in case of communications difficulties, from any of the ACC concerned with the EUR/SAM RVSM Airspace or still from any other adjacent ACC.

(AFFSA/AFFSA FIL 02-13)

ROUTE AND AREA RESTRICTIONS -

USSOUTHCOM AOR PROCEDURES -

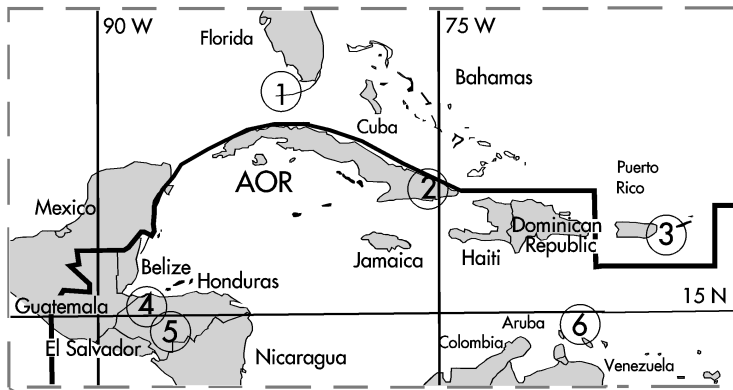
1. Mobility Aircrews OPCON/TACON to AFSOUTH unable to comply with the flight scheduling, diplomatic clearance, mission execution, and post execution procedures due to operational restrictions, equipment limitations, or mission requirements should coordinate with AFSOUTH AMD prior to takeoff.

(612 AOC-AMD/612 AOC-AMD USAF FIL 10-669)

2. Host nation Command and Control Centers in Central and South America regularly query AFSOUTH AMD at Davis Monthan AFB, AZ, concerning unidentified air traffic operating in and/or near their borders. In order to assure safety of flight and to help prevent unwarranted intercepts, the USSOUTHCOM area of responsibility (AOR) procedures outlined below must be adhered to.

(612 AOC-AMD/612 AOC-AMD USAF FIL 10-669)

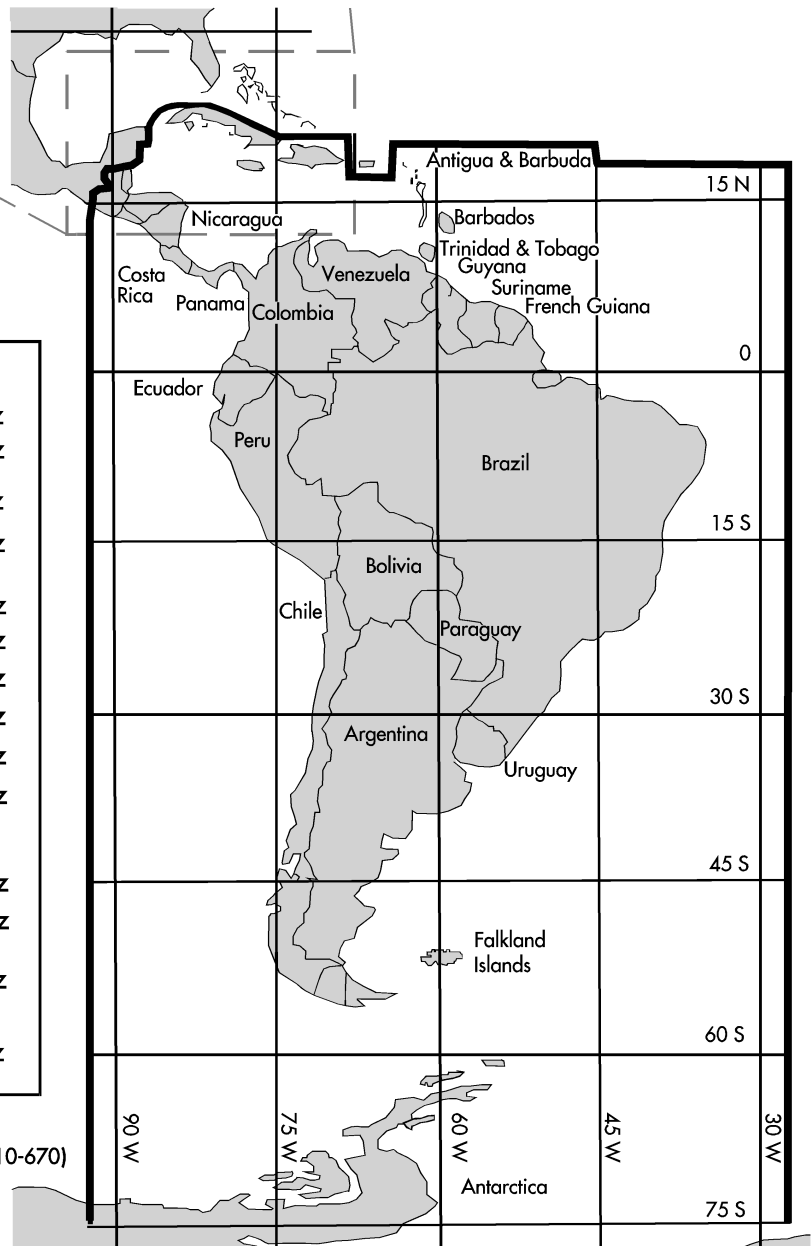
USSOUTHCOM AOR



Aircraft operating in FIR/UIR areas that adjoin the landmass are considered as operating within the AOR and must comply with USSOUTHCOM Flight Scheduling Procedures outlined in AP/1.

ANTENNA LOCATIONS		
1	SMASHER	11.205 MHz 15.025 MHz
2	SMASHER	11.205 MHz 15.025 MHz
3	MAINSAIL	4.724 MHz 6.739 MHz 8.992 MHz 11.175 MHz 13.200 MHz 15.016 MHz
4	SKYWATCH	8.120 MHz 11.410 MHz
5	SMASHER	11.205 MHz
6	SMASHER	11.205 MHz

(612 AOC-AMD/612 AOC-AMD USAF FIL 10-670)



1-8 ADDITIONAL INFORMATION

ADDITIONAL INFORMATION

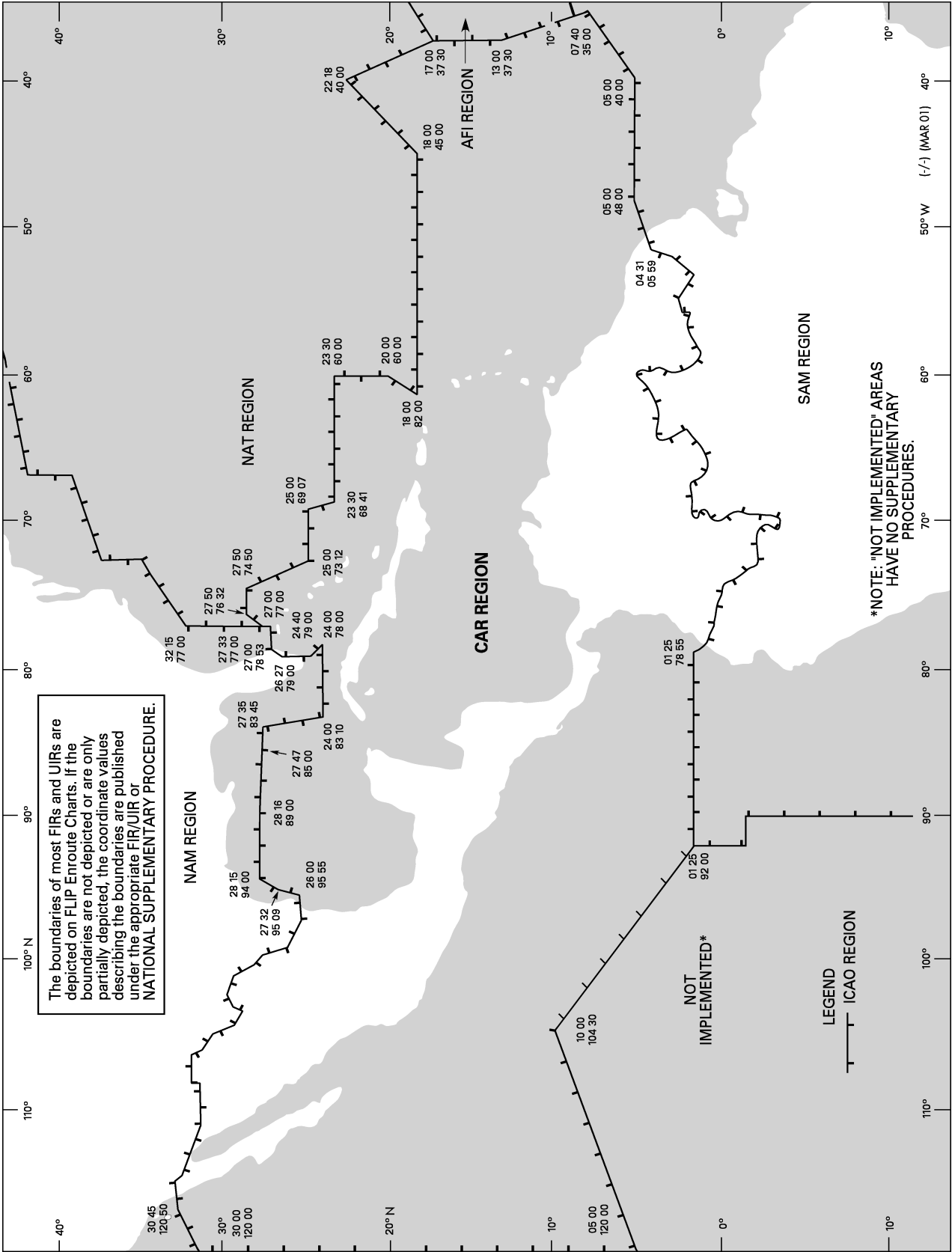
1. When filing to destination in Central and South America, host ATC requires both ceiling and visibility minimums to be met prior to execution of an instrument approach.

(AFFSA/AFFSA)

Chapter 2

ICAO REGIONAL DATA

SECTION A. CARIBBEAN (CAR) REGION



2-2 CARIBBEAN SUPPLEMENTARY PROCEDURES

SECTION A. CARIBBEAN (CAR) REGION

CARIBBEAN REGIONAL SUPPLEMENTARY PROCEDURES

the 612th SPTS/OWF at DSN 228-1977/3292, C520-228-1977/3292.

(612 SPTS-FOL/612 SPTS-FOL FIL 11-292)

NATIONAL PROCEDURES

DIMENSIONAL UNITS - Refer to individual FIR/UIR and/or National Supplementary Procedures.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Refer to individual FIR/UIR and/or National Supplementary Procedures.

INSTRUMENT FLIGHT RULES

Standard except:

1. Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in Instrument Meteorological Conditions) when operated above FL180 within the Miami Oceanic, Houston Oceanic and San Juan Control Areas.

(ICAO 7030/4/RAC 1.1.1.1)

RVSM RULES - REDUCED VERTICAL SEPARATION MINIMA (RVSM) - Standard. (See individual Theater/Regional/Country listings for exceptions.)

FLIGHT PLANNING

1. Flight plans for flights or portions thereof along oceanic routes not defined by specified reporting points shall be made in accordance with the following:

a. For flights whose path is generally oriented in an E/W direction, the planned track shall normally be defined by significant points formed by the intersections of half or whole degrees of latitude and meridians spaced at intervals of 10°.

b. For flights whose path is generally oriented in a N/S direction, the planned track shall normally be defined by significant points formed by the intersections of whole degrees of longitude with specified parallels of latitude spaced at 5° intervals.

(ICAO 7030/4/RAC 2.1.1.1)

2. For turbojet aircraft intending to operate within the Miami Oceanic, Houston Oceanic and San Juan Control Area at or above FL200 and W of W55°, the Mach number planned to be used shall be specified in Item 15 of the flight plan.

(ICAO 7030/4/RAC 2.1.2.1)

3. **WEATHER SERVICE** - All transient aircrews requiring DD 175-1 flight weather briefings and PMSV support are required to notify the 612th SPTS/OWF at Davis-Monthan AFB (KDMA), AZ not later than 2 hours prior to requested briefing/takeoff time. 24 hour service is available. PMSV service requires a phone patch to

ROUTE AND AREA RESTRICTIONS -

1. Refer to Chapter 1, Theater Supplementary Notices/Procedures, Route and Area Restrictions for USSOUTHCOM AOR Procedures.

(AFFSA-A3OF/AFFSA-A3OF)

ADDITIONAL INFORMATION

1. **ALERTING AND SEARCH AND RESCUE SERVICES** - For all flights over mountainous or sparsely populated areas, including sea areas, aircraft equipped with suitable two-way communications shall report during the period 20-40 minutes following the time of last contact, whatever the purpose of such contact, merely to indicate that the flight is progressing according to plan. The above report will consist of aircraft identification and the words "Operations normal".

(ICAO 4444/RAC 501/12 VI, 2.1)

2. **SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES** -

a. **INTRODUCTION** - The following procedures are intended for guidance only. Although all possible contingencies cannot be covered, they provide for cases of inability to maintain assigned level due to weather, aircraft performance, pressurization failure and problems associated with high level supersonic flight. They are applicable primarily when rapid descent, turn-back, or both, are required. The pilot's judgment shall determine the sequence of actions taken, having regard to the specific circumstances.

b. The following general procedures apply to both subsonic and supersonic aircraft.

(1) If an aircraft is unable to continue flight in accordance with its Air Traffic Control clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the radiotelephony distress or urgency signal as appropriate.

(2) If prior clearance cannot be obtained, an Air Traffic Control clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast its position (including ATS Route Designator or the Track Code, as appropriate) and intentions, on 121.5 MHz at suitable intervals until Air Traffic Control clearance is received.

(ICAO 7030/4/RAC 4.0)

3. **Air Traffic Service (ATS) Route Designators** for Oceanic, Bahama, Atlantic, Gulf and Puerto Rico:

a. Oceanic or ATS Routes are identified by the appropriate route designator, e.g., B24.

b. Bahama Routes are shown with the prefix "BR" preceding the route number, e.g., "BR63". A suffix of "V" or "L", as designated, follows the route number, e.g., "BR63V".

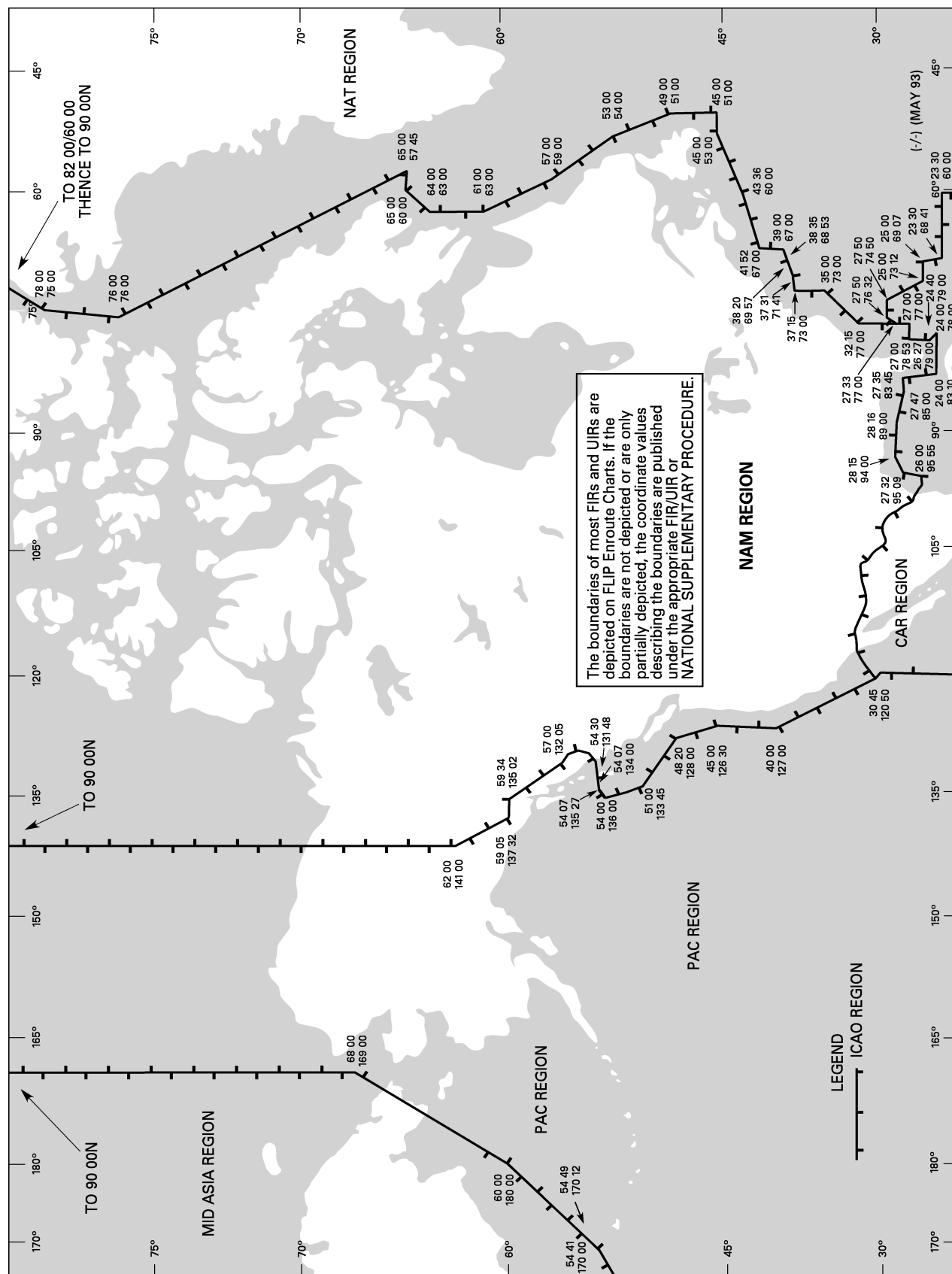
c. Puerto Rico local area routes are shown with the prefix "RTE" (route) preceding the route number, e.g., "RTE7".

CARIBBEAN SUPPLEMENTARY PROCEDURES 2-3

d. Atlantic Routes are shown with the prefix "AR" preceding the route number, e.g., "AR5".

e. Gulf Routes are identified by the total name supplemented by an appropriate route number, e.g., "GULF RTE 26"

(SPEC/IACC 1, Pg 64-65)



SECTION B: NORTH AMERICAN (NAM) REGION

**NORTH AMERICAN REGIONAL
SUPPLEMENTARY PROCEDURES**

NATIONAL PROCEDURES

DIMENSIONAL UNITS - Refer to individual FIR/UIR
and/or National Supplementary Procedures.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard.

INSTRUMENT FLIGHT RULES

Standard.

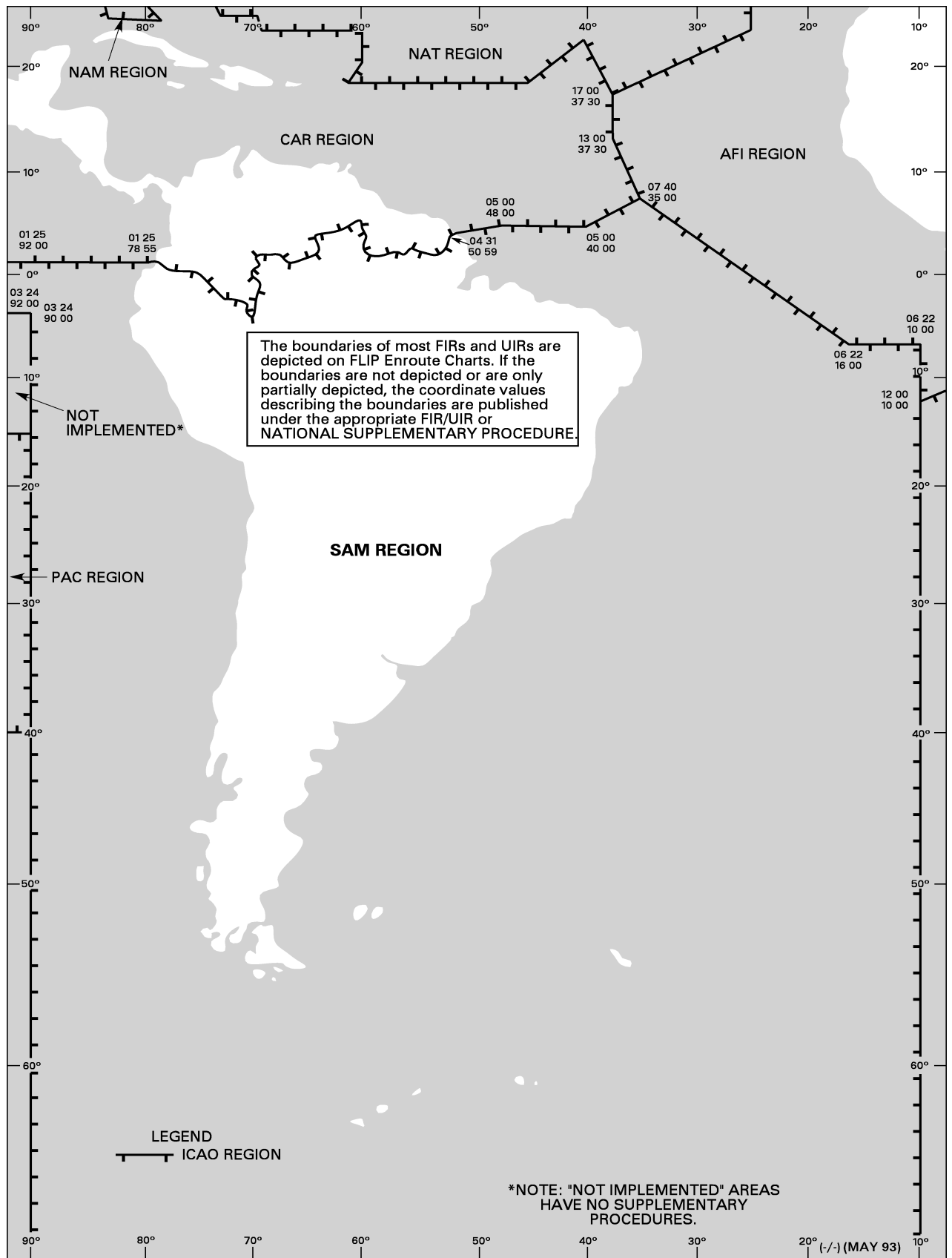
2-6 NORTH ATLANTIC SUPPLEMENTARY PROCEDURES

SECTION C. NORTH ATLANTIC (NAT) REGION

NORTH ATLANTIC (NAT) SUPPLEMENTARY PROCEDURES

NATIONAL PROCEDURES

NOTE: Refer to Area Planning (AP/2) Europe/Africa/Middle East for detailed North Atlantic Regional Supplementary Procedures.



2-8 SOUTH AMERICAN SUPPLEMENTARY PROCEDURES

SOUTH AMERICAN SUPPLEMENTARY PROCEDURES

NATIONAL PROCEDURES

DIMENSIONAL UNITS - Refer to individual FIR/UIR and/or National Supplementary Procedures.

ALTIMETER SETTING PROCEDURES - Standard.
(ICAO 7030/4/SAM RAC 1.2)

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard except:

1. All aircraft on VFR flights, and those on IFR flights outside Controlled Airspace, shall maintain a watch on a radio station furnishing communications for the unit providing Flight Information Service in the Flight Information Region and file with that station information as to their position unless otherwise authorized by the state overflown.

2. CONTENTS OF POSITION REPORT -

a. TIME - Unless air-ground communication is direct with the ACC concerned, all times shall be expressed in 4 digits, giving both the hour and minutes when making position reports within Oceanic Air Traffic Control Areas.

b. NEXT POSITION AND TIME OVER -

(1) "Next position" shall normally be expressed as the significant point at which the aircraft is next required to report its position.

(2) Time over next position shall be expressed in 4 digits, giving both the hour and minutes, when making position reports within Oceanic Air Traffic Control Areas.

(3) The name or location of the ensuing significant point following the "next position and estimated time" shall be given when making position reports within Oceanic Air Traffic Control Areas.

(4) If the estimated time over the next significant point is found to be in error by 5 minutes or more, a revised estimated time over shall be transmitted as soon as possible to the appropriate Air Traffic Service unit.

c. LEVEL - Aircraft cleared for cruise climb shall report their level to the nearest 100', e.g. 354.

3. ABBREVIATED REPORTS -

a. When operating along designated Air Traffic Service routes for supersonic aircraft, position reports may be abbreviated as notified by the appropriate Air Traffic Service authority involved.

b. Abbreviated position reports for supersonic aircraft shall consist of aircraft identification, position and time only.

4. The last Position Report before passing from one Flight Information Region to an adjacent one shall also be made to the Air Traffic Services Unit serving the airspace about to be entered.
(ICAO 7030/4/SAM RAC 3.0)

VISUAL FLIGHT RULES

Standard.

INSTRUMENT FLIGHT RULES

Standard except:

1. Flights shall be conducted in accordance with the Instrument Flight Rules (even when not operating in Instrument Meteorological Conditions) when operated more than 20 NM seaward from the shoreline, for a duration of more than 1 hour, except that compliance with IFR minimum levels is not required during the day in Visual Meteorological Conditions.
(ICAO 7030/4/SAM RAC 1.1.1.1)

2. All IFR flights shall comply with the procedures for air traffic advisory service when operating in advisory airspace.

RVSM RULES - Standard. (See individual Country listings for exceptions.)
(AFFSA-XOS/AFFSA-XOS FIL 16-328)

FLIGHT PLANNING

CLEARANCES -

1. A pilot in command shall, if at any time in doubt, request a detailed description of the route from Air Traffic Services.
(ICAO 7030/4/SAM RAC 5.1)

NOTE: Many South American countries use the term "Cleared Direct" to a fix when they mean for the pilot to fly via the flight planned route to the final destination or fix cleared to. Use caution when accepting a direct route to a fix, or query the controller as to his/her true expectations.
(TFMWG-CSA/TFMWG-CSA)

2. Turbojet aircraft operating along the specified routes between San Juan, Peru and Tongoy or Antofagasta (SCFZ), Chile, and on the specified routes between the W coast of Peru and Chile and the adjacent control areas of the Pacific Region shall adhere to the Mach number approved by Air Traffic Control and shall request Air Traffic Control approval before making any change thereto. If essential to make an immediate temporary change in the Mach number (e.g. due to turbulence), Air Traffic Control shall be notified as soon as possible that such a change has been made.

(ICAO 7030/4/SAM RAC 5.2.1)

ROUTE AND AREA RESTRICTIONS -

1. Refer to Chapter 1, Theater Supplementary Notices/Procedures, Route and Area Restrictions for USSOUTHCOM AOR Procedures.
(AFFSA-A3OF/AFFSA-A3OF)

ADDITIONAL INFORMATION

1. SPECIAL PROCEDURES FOR INFLIGHT CONTINGENCIES

a. INTRODUCTION - The following procedures are intended for guidance only. Although all possible contingencies cannot be covered, they provide for such cases as inability to maintain assigned level due to weather, aircraft performance, pressurization failure and problems associated with high level

SOUTH AMERICAN SUPPLEMENTARY PROCEDURES 2-9

supersonic flight. They are applicable primarily when rapid descent, turn-back, or both are required. The pilot's judgment shall determine the sequence of actions taken, having regard to the specific circumstances.

b. The following general procedures apply to both subsonic and supersonic aircraft.

(1) If an aircraft is unable to continue flight in accordance with its Air Traffic Control clearance, a revised clearance shall, whenever possible, be obtained prior to initiating any action, using the radio telephony distress or urgency signal as appropriate.

(2) If prior clearance cannot be obtained, an Air Traffic Control clearance shall be obtained at the earliest possible time and, in the meantime, the aircraft shall broadcast its position (including the Air Traffic Service Route Designator or the Track Code, as appropriate) and intentions, on 121.5 MHz at suitable intervals until Air Traffic Control clearance is received.

(ICAO 7030/4/SAM RAC 4.0)

2. FLIGHT INFORMATION SERVICE

a. Unless otherwise provided, area control centers shall have available for transmission to aircraft on request, immediately

prior to descent, information on the prevailing runway conditions at the airport of intended landing.

b. Transmission of SIGMET information to aircraft shall be at the initiative of the appropriate Air Traffic Services unit, by the preferred method of directed transmission followed by acknowledgment, or by a general call when the number of aircraft would render the preferred method impracticable.

c. SIGMET information passed to aircraft shall cover a portion of the route up to 2 hours flying time ahead of the aircraft.

d. Amended airport forecasts shall be passed to aircraft within 60 minutes from the airport of destination, unless the information would have been made available through other means.

e. The latest trend forecast available to the Air Traffic Service unit, provided it is no more than 1 hour old, shall always be transmitted to an aircraft together with the latest report of routine or special observation, when the aircraft requests the latter information.

(ICAO 7030/4/SAM RAC 9.0)

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Chapter 3

NATIONAL SUPPLEMENTARY PROCEDURES

ANGUILLA

See Trinidad and Tobago

set it at 2000 to make it possible to activate the airborne collision avoidance systems on aircraft having them.

(SPEC/ENR 1.6-2)

ANTIGUA/BARBUDA

See Trinidad and Tobago

ARUBA

See NETHERLANDS ANTILLES

ARGENTINA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Comodoro Rivadavia, Cordoba, Ezeiza, Mendoza and Resistencia FIR's.**DIMENSIONAL UNITS** - ICAO Table.**ALTIMETER SETTING PROCEDURES** - Standard.**VERTICAL SEPARATION** - Semi-circular.**POSITION REPORTING** - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flight authorized 10 NM outside controlled airspace in low altitude structure.
(SPEC/ENR 1.2-2)
2. VFR operations may be performed over the sea provided the distance is less than 20 NM from the coastline. However, when a greater distance from the coastline is necessary flight time will not exceed 1 hour.
(SPEC/ENR 1.2-3)

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

ROUTE AND AREA RESTRICTIONS -

1. Airway W59 in operation exclusively in summer season from 1 December thru 30 March.
(SPEC/ENR 3.1-39)
2. All aircraft flying in airspace under Argentina's jurisdiction above a height of 3000' which are equipped with a transponder on Mode C should use the code assigned by Air Traffic Control or

ASCENSION ISLAND

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes ATLANTICO FIR.**DIMENSIONAL UNITS** - Blue Table except:

1. RELATIVELY SHORT DISTANCES - Feet.
2. WIND SPEED - Statute miles per hour for surface winds.
3. VISIBILITY - Statute miles.
4. RUNWAY VISUAL RANGE - Feet.
5. ALTIMETER SETTING - Inches of mercury.
6. TEMPERATURE - Degrees Fahrenheit for surface.
7. WEIGHT - Pounds.
(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-377)

ALTIMETER SETTING PROCEDURES - Standard.**VERTICAL SEPARATION** - Semi-circular.

(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-377)

POSITION REPORTING - Standard.**VISUAL FLIGHT RULES** - Standard.**INSTRUMENT FLIGHT RULES** - Standard.**RVSM RULES** - Standard.

FLIGHT PLANNING

CLEARANCE INFORMATION -

1. Flight plan filing to next destination is available with 3 hour processing time.
2. ASCENSION AUX AF - All US aircraft must check-in with the USAF Airfield Manager upon arrival and/or departure to provide

3-2 BAHAMA ISLANDS

a copy of their aircrew orders, departure flight plan and establish aircrew brief show time.

a. Flight planning room is located in Ministry of Defence (MOD) Base Operations.

b. Access to DoD computer limited and must be arranged through the Airfield Manager.

3. Ascension Flight Planning Address

a. FAWYWYO

4. Weather briefings can be obtained from the MOD Meteorological Office.
(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-735)

SUPPLEMENTARY AIRPORT INFORMATION

Ascension Aux Afd (FAW/HAW), Ascension Is

1. Ascension Aux Afd is managed by USAF/AFSPC/45 OG Det 2. Airfield has limited support outside of scheduled AMC and Air Tanker channel mission. All other missions must obtain landing clearance through APACS. Limited contractor Follow-Me personnel available for aircraft recovery and launch with severely limiting capability. Aircrew must arrange services and equipment requirements with USAF Airfield Manager NLT 72 hrs prior to scheduled arrival. Aircrew must connect all servicing equipment to aircraft. POL provided by MOD with prior notice.

2. OPERATING HOURS/DAYS - Capability is maintained for emergency recoveries 24 hours a day, seven days a week. All other airfield activity is restricted to approved scheduled flights.

3. AIRFIELD INFORMATION AND RESTRICTIONS

a. Taxilane West of parking spot Bravo is closed to all aircraft.

b. Taxilane North of parking spot Golf restricted to aircraft with wingspans of 160' or less, when an aircraft is parked on parking spot Alpha.

c. Taxilane West of parking spot Bravo restricted to aircraft with wingspans of 90' or less.

d. High speed taxiway left side of Runway 13 at approximately the 4000 ft. to go re-entry to runway at 3000 ft. to go. Entry to taxiway can be made at either entrance, as speed permits. Aircraft commanders of heavy aircraft can expect indefinite delays due to inbound aircraft.

e. Wind Direction/Speed Indicator 172 ft. from Taxiway A centerline and 198 ft. from Aircraft Servicing Platform Peripheral Taxilane.

f. Aircraft Rescue And Fire Fighting (ARFF) capability is ICAO 8.
(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-735)

4. MISCELLANEOUS

a. Helicopter operations must follow the instructions provided by Wideawake Tower.

b. Aircraft departing RUNWAY 13 must climb straight ahead to 2,000 then climbing right turn to 10,000 direct ASI VORTAC. Depart ASI on the ASI R-320 direct HUPNO. Expect ATC routing prior to HUPNO.

(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-377)

c. Request for ground support equipment (i.e. K-loader, forklift, etc.) must be made at least 48 hrs prior to arrival.
(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-930)

FLIGHT HAZARDS

1. Numerous terrain obstructions East and West of runway. Unlit hills within 2NM of airfield up to 3,000 feet.

2. UAV operations within 10NM radius of airfield with a surface of 16,000 feet.

3. Balloon Flights – Launched multiple times a day (Mon-Fri) from Northwest end of airfield surface to 85,000 ft.
(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-921)

BIRD/WILDLIFE HAZARD DATA

BIRD/WILDLIFE CONCENTRATIONS/AREAS

1. Migratory birds in the vicinity of the departure end of RUNWAY 13 during the period October thru March. Phase 1, 1 April – 30 September. Phase 2, 1 October - 31 March. Highest bird strike potential during Phase 2 due to migratory season. Expect increased activity during Phase 2 at dawn and dusk +/- 1 hour. Phase 2 bird activity is coincident with the Wideawake tern nesting season. The breeding areas are S and SE of the departure end of Runway 13. After the eggs hatch, bird activity increases as raptors, predominately frigate birds, appear. Other birds indigenous to the island include mynah birds; waxbill finches, wild canaries, fairy terns, smoky terns, egrets and booby birds; these birds are found predominately NE of the airfield and are not normally a hazard to aircraft.

a. Bird Watch Condition Codes:

(1) SEVERE - High population on or immediately above the active runway or other specific location that represents a high potential for strike. Airfield flying operations will be suspended until airfield management personnel disperse the birds and downgrade the condition.

(2) MODERATE - Increased bird population in locations which represent an increased potential for bird strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) LOW - Normal bird activity on and above the airfield with low probability of hazard.

(45 OG DET 2-OSA/45 OG DET 2-OSA FIL 16-377)

BAHAMA ISLANDS

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Nassau FIR and is inclusive within Miami Oceanic FIR.

DIMENSIONAL UNITS - Non-SI Alternative Unit except:

1. Visibility - Statute Miles and Meters (conversion to meters underway)
 2. Visibility RVR - Statute Miles and Meters (conversion to meters underway)
 3. Altimeter setting - Inches of Mercury (Hectopascals upon request)
 4. Temperature - Degrees Fahrenheit
 5. Weight - Pounds.
- (SPEC/GEN 2-1-1)

ALTIMETER SETTING PROCEDURES - Standard.**VERTICAL SEPARATION** - Semi-circular.**POSITION REPORTING** - Standard.**VISUAL FLIGHT RULES**

Standard except:

1. All aircraft flying between the hours of official sunset and sunrise (night) shall be flown in IFR accordance.
 2. A VFR flight shall not commence if termination of the operation is known or expected to occur after official sunset.
 3. The General Manager of BANSO (Bahamas Air Navigation Services Division) may grant prior written approval for specific VFR night flying operations.
- (SPEC/GEN 1-2-2)

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING**SUPPLEMENTARY AIRPORT INFORMATION**

No aircraft shall takeoff or land at any airport between the hours of sunset to sunrise unless that airport has been designated by the General Manager of BANSO as being available after sunset.

(SPEC/GEN 1-2-1)

BARBADOS

See Trinidad and Tobago

BELIZE**NATIONAL PROCEDURES****GENERAL INFORMATION/FIR/UIR**

COVERAGE - This entry is inclusive within the Central American FIR/UIR.

DIMENSIONAL UNITS - Blue Table.**ALTIMETER SETTING PROCEDURES** - Standard.**VERTICAL SEPARATION** - Semi-circular.

1. According to agreement between Havana ACC (MUHA) and Central America ACC (MHTG) on route UR630, traffic should use the following:
 - a. Central America heading to Havana use FL200, 220, 240, 260, 280, 310, 350, 390, etc.
 - b. Havana heading to Central America use FL190, 210, 230, 250, 270, 290, 330, 370, etc.
- (SPEC/ENR 1.7-4)

POSITION REPORTING - Standard except:

1. CODES FOR SECONDARY RADAR (SSR) -
 - a. The aircraft wishing advisory service and RADAR CONTROL, should count with responder equipment (SSR TRANSPONDER) on board.
- (AFFSA/AFFSA)

VISUAL FLIGHT RULES

Standard except:

1. Central America has implemented the ICAO ANNEX 11 airspace classification as follows: FIR - Class F
2. VFR operations in Belize TCA not authorized when ceiling is below 1500' and visibility is less than 3 SM.

INSTRUMENT FLIGHT RULES

Standard.

BERMUDA**NATIONAL PROCEDURES****GENERAL INFORMATION/FIR/UIR**

COVERAGE - This entry is inclusive within the NY Oceanic FIR.

1. The NY ARTCC provides ATS within the Bermuda TCA, except for the Bermuda CTLZ when the CTLZ is activated.
 2. The Bermuda Airport Authority provides ATS within the CTLZ when the CTLZ is activated.
- (SPEC/GEN 3-3-1)

DIMENSIONAL UNITS - Non-SI Alternative table except:

1. Distance used in navigation, position reports, etc - Meters.
- (SPEC/ GEN 2-1-1)

ALTIMETER SETTING PROCEDURES - Standard.

3-4 BOLIVIA

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

SECONDARY SURVEILLANCE RADAR - NY

ARTCC provides Secondary Surveillance Radar (SSR) service. All inbound transponder equipped aircraft shall remain on last ATC assigned beacon code upon entering the Bermuda TCA.
(SPEC/GEN ENR 1-6-1)

VISUAL FLIGHT RULES

Standard.

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

1. All IFR departure aircraft shall generally be cleared up to FL230 and to fly runway heading until given a turn on course by NY ARTCC.
2. ATC will issue SID and STAR to aircraft departing and arriving TXKF during non-radar periods. Pilots may request or file SID and STAR during radar periods.
3. When congestion of inbound IFR traffic exists, NY ARTCC may instruct a departing aircraft to make an off-course climb for a specific distance and/or to a specific altitude.
(SPEC/ENR 1-5-1)

BOLIVIA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes La Paz FIR.

DIMENSIONAL UNITS - Standard.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights shall not be flown at less than 1000' laterally from mountain slopes.
(SPEC/DGCA GEN 1-7)

INSTRUMENT FLIGHT RULES -

Standard

BONAIRE

See NETHERLANDS ANTILLES

BRAZIL

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Amazonica FIR, Atlantico FIR, Brasilia FIR, Curitiba FIR, Recife FIR.

NATIONAL AND INTERNATIONAL CONTINGENCY PLAN FOR BRAZILIAN FIRs: The purpose of this Contingency Plan is to establish procedures for entry, overflight, landing, and take-off of aircraft destined to or coming from international or national FIR, in case of disruption of ATS services. This contingency is designed to maintain orderly and safe air traffic movement during ATS disrupted service and will affect normal ATS routing. Flight crews are advised to check international and national NOTMAS for activation of any contingency plan of ATS services or changes to normal routing.
(SPEC/AIP SUP A032 MAY 2014)

DIMENSIONAL UNITS - Standard.

(SPEC/GEN 2.1.1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. Additionally, a VFR flight shall:
 - a. maintain reference with the ground or water, so that meteorological formations below the flight level do not obstruct more than half the area of the pilots vision; and
 - b. be conducted at the speed of 380 kt or smaller.
(SPEC/GEN 1.7-1)
2. The VFR flight shall be conducted below the flight level 150 (FL150).
(SPEC/GEN 1.7-2)

INSTRUMENT FLIGHT RULES

RVSM RULES -

1. APPLICATION OF RVSM IN THE CORRIDOR BETWEEN EUROPE AND SOUTH AMERICA (EUR/SAM CORRIDOR)

a. AREA OF APPLICATION

(1) The EUR/SAM corridor is the airspace over the South Atlantic (SAT) area which lies within Flight Information Regions of Atlantico, Canarias, Dakar Oceanic, Recife and Sal Oceanic.

(2) RVSM shall be applicable in that volume of airspace between FL290 and FL410 in the following airspace: From N25°00'/W015°30'; N17°20'/W020°00'; N15°00'/W020°00'; N12°58'/W021°22'; S08°31'S/W034°21'; N08°08.20'/W034°56.64' (RECIFE VOR) then follow the Northern continental limits of Brazil until the point S01°21'/W043°08'; N07°40'/W035°00'; N13°30'/W037°30'; N17°00'/W037°30'; N24°00'/W025°00'; N30°00'/W025°00'; N30°00'/W20°00'; N31°39'/W017°25'; from this point following the Canarias/Lisbon boundary to N31°30'14"/W017°01'44"; N27°00'/W20°00'; N25°00'/W020°00'; N25°00'/W015°30'.

b. OPERATIONS WITHIN THE EUR/SAM CORRIDOR RVSM AIRSPACE

(1) With the exception of State Aircraft, no aircraft shall flight plan to operate in the RVSM airspace at the EUR/SAM corridor unless it is RVSM approved to operate in this airspace by the State of Registry or the State of operator, as the case may be, except in the following circumstances:

(a) The aircraft is being initially delivered to the State of Registry or the State of the operator;

(b) The aircraft is RVSM Approved but experienced navigation system degradation and is being flown back to base or to a maintenance facility for repairs;

(c) The aircraft is engaged on a humanitarian or mercy flight.

NOTE: The procedures below do not apply to the airspace at North of Parallel 27° North in the Canarias FIR where no exceptions are allowed.

(2) Special coordination procedures:

(a) Aircraft under 2.2.1 a. and 2.2.1 b. shall not flight plan to operate between 21:00 UTC and 09:00 UTC.

(b) Aircraft operators of non RVSM aircraft shall obtain a special authorization from the first ACC concerned, i.e., Atlantico, Canarias, Dakar or Sal ACC. Authorization must be requested no more than 12 hours and no less than 4 hours before the intended time of departure.

(c) In addition the operator shall notify by phone all other ACC's concerned of the following elements (see 2.2.4. for contact details):

1 Aircraft identification

2 Type of aircraft

3 Departure aerodrome and ETD

4 Route

5 Position and estimated time over the entry and exit points of each FIR concerned.

6 Requested Flight Level

7 Destination aerodrome and ETA.

(d) The operator shall insert STS/NORVSM in field 18 of the ICAO Flight Plan.

(e) Minimum vertical separation to be applied to aircraft operating under these provisions at 2000 ft.

(3) These provisions are intended to address the special cases listed and shall not be taken as a means to circumvent the normal RVSM requirements and processes.

(4) Contacts

(a) Atlantico ACC: 55.81 2129-8330/3322-4107/2129-8388

(b) Canarias ACC: 34 928 577060 1928577064

(c) Dakar ACC: 221 8692305/8692307

(d) Sal ACC: 2382411970

c. RVSM APPROVAL

(1) The 300m (1000 ft) separation minimum may only be applied between operators and aircraft that have been approved by the State of Registry or State of the Operator, as appropriate to conduct flights in RVSM airspace and that are capable of meeting the minimum aircraft system performance specification (MASPS) height-keeping requirements (or equivalent).

(2) Brazilian operators shall contact Civil Aviation Department (DAC) to obtain operational approval for RNP 10 capability. Other operators shall consult their relevant State authority.

d. FLIGHT PLANNING REQUIREMENTS – The following flight planning requirements will apply to operators of RVSM approved civil aircraft intending to conduct flights within the EUR/SAM Corridor RVSM airspace:

(1) For RVSM Approved Civil Aircraft

(a) Operators of RVSM approved civil aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form regardless of the requested flight level.

(b) Operators of RVSM approved civil aircraft intending to operate within the EUR/SAM Corridor RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:

1 The entry point at the lateral limits of the EUR/SAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and

2 The exit point at the lateral limits of the EUR/SAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

(2) For RVSM Approved State Aircraft

(a) Operators of RVSM approved State aircraft shall indicate the approval status by inserting the letter W in Item 10 of the ICAO flight plan form regardless of the requested flight level, except that operators of formation flights of State aircraft shall not insert the letter W in Item 10 of the ICAO flight plan form regardless of the RVSM approval status of the aircraft concerned.

(b) Operators of formation flights of State aircraft intending to operate within the EUR/SAM Corridor RVSM airspace as General Air Traffic (GAT) shall include STS/NONRVSM in Item 18 of the ICAO flight plan form regardless of the RVSM approval status of the aircraft concerned.

(c) Operators of RVSM approved State aircraft

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intending to operate within the EUR/SAM Corridor RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:

1 The entry point at the lateral limits of the EUR/SAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point; and

2 The exit point at the lateral limits of the EUR/SAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

(3) For NON-RVSM Approved state Aircraft

(a) Operators of non-RVSM approved State aircraft with a requested flight level between FL290 and FL410 shall insert STS/NONRVSM in Item 18 of the ICAO flight plan form.

(b) Operators of formation flights of State aircraft shall not insert: the letter W in Item 10 of the ICAO flight plan form regardless of the RVSM approval status of the aircraft concerned. Operators of formation flights of State aircraft intending to operate within the EUR/SAM Corridor RVSM airspace as General Air Traffic (GAT) shall include STS/NONRVSM in Item 18 of the ICAO flight plan form.

(c) Operators of non-RVSM approved State aircraft intending to operate within the EUR/SAM Corridor RVSM airspace shall include the following in Item 15 of the ICAO flight plan form:

1 The entry point at the lateral limits of the EUR/SAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point and

2 The exit point at the lateral limits of the EUR/SAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM exit point.

(4) Special Procedures for crossing traffic (East/West) operations.

(a) For the purpose of this application, crossing traffic is defined as all that traffic entering or leaving the EUR/SAM RVSM Airspace along its Eastern or Western Boundaries (i.e. at any point other than its Northern (Canarias) or Southern (Brazil) boundaries.

(b) Crossing traffic can flight plan to enter and leave the RVSM airspace at any point along its boundaries indicating in the flight plan the coordinates and estimated time of the entering and exit points into the RVSM airspace and of the crossing of each of the fixed ATS routes.

(c) Except when flying on published crossing routes/tracks, all crossing traffic intending to operate through the RVSM airspace must obtain an ATC Clearance. This should be requested sufficiently in advance to preclude operational difficulties from the ACC responsible for the first RVSM airspace to be entered or in case of communications difficulties from any of the ACCs concerned with the EUR/SAM RVSM airspace or still from any other adjacent ACC.

e. Mandatory Pilot Reports

(1) In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and

controllers and reduces the possibility of operational errors. This requirement for altitude read back and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e. flight levels 330, 340, 350, 360, and 370).

EXAMPLE:

(initial altitude read back): "Global Air 543 climbing to flight level 360."

(upon reaching assigned altitude): "Global Air 543 level at flight level 360."

f. ACAS -- If ACAS (TCAS) is installed in RVSM compliant aircraft, the equipment should be updated to Change 7 or a later approved version for optimum performance in RVSM airspace.

g. In-flight procedures Within RVSM Airspace

(1) Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix 4 of FAA Interim Guidance 91-RVSM for pilot RVSM procedures). The following equipment should be operating normally:

(a) Two primary altimetry systems.

(b) One automatic altitude-keeping device.

(c) One altitude-alerting device.

(2) The pilot must notify ATC whenever the aircraft:

(a) Is no longer RVSM compliant due to equipment failure.

(b) Experiences loss of redundancy of altimetry systems.

(c) Encounters turbulence that affects the capability to maintain flight level. (See Appendix 5 of FAA Interim Guidance 91-RVSM for pilot and controller actions in such contingencies).

h. Procedures for Suspension of RVSM -- Air Traffic Service providers will consider suspending RVSM procedures within affected areas within the Atlantico and Recife FIR and adjacent transition areas when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended the vertical separation minimum between all aircraft will be 2000 ft.

i. Strategic lateral offsets in oceanic airspace to mitigate collision risk and wake turbulence.

(1) Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal operations to mitigate collision risk. The Strategic Lateral Offset Procedure will be in force throughout the Atlantico FIR. This procedure is used for both wake vortex encounters and to mitigate the risk of collision due to abnormal events such as operational errors in altitude, altitude deviations caused by turbulence and/or failure of navigational systems.

(2) Strategic Lateral Offset Procedures will be applied using the following guidelines:

(a) Strategic lateral offsets and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track.

(b) In relation to a route or track, there are three positions that an aircraft may fly: centerline, 1 or 2 NM right.

(c) Offsets are not to exceed 2 NM right of

centerline.

(3) The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

(a) Aircraft without automatic offset programming capability must fly the centerline;

(b) Aircraft capable of being programmed with automatic offsets may fly the centerline or offset one or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

(c) Pilots should use whatever means are available (e.g. ACAS, communications and visual acquisition) to determine the best flight path;

(d) Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

(e) For wake turbulence purposes, pilots are also to fly one of the three positions at 2.2 above and never offset to the left of centerline nor offset more than 2 NM right of centerline.

NOTE: It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the airplane. The air-to-air channel, 123.45 MHz may be used to coordinate the best wake turbulence offset option.

(f) Aircraft transiting radar-controlled airspace shall remain on their established offset positions unless otherwise instructed by ATC.

(g) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised and;

(h) Voice position reports are to be based on the current ATC clearance and not the exact co-ordinates of the offset position.

(SPEC/ENR 3.5-2)

FLIGHT PLANNING

Flight plan - Standard except for:

1. Compulsory adherence to a flight plan:

a. prior to departure from an aerodrome provided with an ATS unit;

b. prior to departure from an AD without ATS unit, in accordance with procedures stated by specific publication;

c. excepting in b. above soon after departure from an aerodrome with an ATS unit, if the aircraft has equipment able to establish communication with the ATS unit; or

d. whenever it is intended to fly across to international borders.

2. Before departure, a flight plan shall be submitted before departure to an aerodrome aeronautical information office.

3. A flight plan shall be submitted at least 45 (forty-five) minutes before the EOBT.

4. The closing of a flight plan to an aerodrome not provided with an ATS unit will occur automatically at being completed the estimated elapsed time (EET).

5. An aircraft with communication failure, under IFR meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with 3.6.5.2.1a shall:

a. maintain speed and level, in accordance with the Current Flight Plan, up to the clearance limit and, if that is not the expected destination aerodrome, continue the flight in accordance with the Filed Flight Plan taking into consideration the applicable minimum flight altitude;

b. proceed according to a. above the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with d., hold over this aid or fix until commencement of descent;

c. when being radar vectored or having been directed by ATC to proceed offset (perform lateral deviation) using RNAV without a specified limit, rejoin the current flight plan route no later than the next significant point, also taking into consideration the applicable minimum flight altitude;

d. commence the descent from the navigation aid or fix specified in b

(1) at or as close to possible to the last estimated approach time received and acknowledged of that time; or

(2) if no expected approach time has been received and acknowledged: at or as close as possible to the estimated time of arrival resulting from the current flight plan or filed flight plan in the event that the clearance limit has not been destination aerodrome, in accordance with a. and b. above:

e. complete the instrument approach procedure as specified for the designated navigation aid or fix; and

f. land, if possible, within the subsequent 30 (thirty) minutes to the estimated time of arrival, specified in d. or the last estimated approach time, whichever is later. Consider the Art. 12 of the convention these procedures are not applied in Atlantic FIR.

(SPEC/GEN 1.7-1)

ROUTE AND AREA RESTRICTIONS -

1. Rio De Janeiro TCA

a. All aircraft that carry out parachuting, aerobatic flight or towing shall establish two-way radio communication with the adequate ATC unit and maintain a permanent listening watch on the appropriate frequency during flight. If it is not possible to establish communication with the unit responsible for the area, this contact should be made with nearest control unit.

b. Pilots are cautioned as to the possibility of unmanned hot air balloons occurring mainly in May, June, and July.

(SPEC/ENR 3.1.1-1B)

c. IFR aircraft off airway, entering TCA from NW sector shall transit via PAI VOR.

(SPEC/RIO SAO PAULO AREA CHART)

2. Continuous portions of the following routes in the Recife and Atlantico FIRs not shown on any FLIP products.

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a. W41 fr LAGOT CRP (S07°33.5' W34°35.3') 053°M 149 NM to GALOT CRP (S05°24.2' W33°20.3').

(SPEC/ENR 3.1.1-20W)

b. B623 fr MEDAL CRP (S00°50.0' W31°05.2') 044°M 139 NM to NAMBI CRP (N01°17.3' W30°08.2') 044°M 139 NM to RAKUD CRP (N03°24.6' W29°11.0').

(SPEC/ENR 3.1.1-2B)

BRITISH VIRGIN ISLANDS

See Trinidad and Tobago

CANADA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes EDMONTON, GANDER DOMESTIC, MONCTON, MONTREAL, TORONTO, VANCOUVER and WINNIPEG FIRs.

NOTE: For description of airspace see "CHARACTERISTICS AND CLASSIFICATIONS OF AIRSPACE" in Section "C" of CANADA FLIGHT SUPPLEMENT.

DIMENSIONAL UNITS - Blue Table except:

1. RELATIVELY SHORT DISTANCES - Feet.
2. WIND DIRECTION FOR LANDING AND TAKE-OFF - For airports within Northern Domestic Airspace area only - Degrees True.
3. VISIBILITY - Statute miles.
4. RUNWAY VISUAL RANGE - Feet.
5. ALTIMETER SETTING - Inches of mercury.
6. WEIGHT - Pounds.

(SPEC/GEN 1-6)

ALTIMETER SETTING PROCEDURES - Standard except:

1. REGIONS DESIGNATED WITH SEPARATE PROCEDURES - Canadian Airspace is divided into two "Regions" (Altimeter Setting Region and Standard Pressure Region) to provide altimeter setting procedures most compatible with the airspace characteristics involved. For delineation and graphic portrayal of the two "Regions" see Canada and North Atlantic FLIP Enroute Low Altitude Charts and the "Planning" Section C of the Canada Flight Supplement.
2. ALTIMETER SETTING REGION - Consists of the S region and is confined to low-level (below 18,000' MSL) airspace, much of which is controlled. Within this region altimeters shall be set to indicate altitude above Sea Level (QNH).
 - a. ARRIVALS/DEPARTURES - Set aircraft altimeters to current setting for airport being used.

b. ENROUTE - Altimeters shall be set to the current setting of the nearest station along the route of flight or, if such stations are separated by more than 150 NM, to the setting of the nearest station to the route of flight.

3. STANDARD PRES.URE REGION - Includes all airspace over Canada at and above 18,000' MSL plus all the low-level airspace lying outside (generally N) of the lateral limits of the "Altimeter Setting Region". The low-level portion of the "Standard Pressure Region" is characterized by the complete absence of controlled airspace. Within this region, altimeters shall be set to Standard Pressure of 29.92 Hg/1013.2 mb (QNE) and the vertical position expressed in terms of Flight Level in accordance with the following procedures:

a. DEPARTURES - When departing from an airport within the "Standard Pressure Region", climb shall be conducted with reference to the altimeter set at the current airport setting (QNH). Immediately prior to reaching the Flight Level at which the flight is to be maintained, reset the altimeter to Standard Pressure (QNE).

b. ENROUTE - Maintain Standard Pressure setting (QNE). All reference to altitudes shall be made using the term "Flight Level".

c. ARRIVALS - If continuous descent from cruising Flight Level to an airport within the "Standard Pressure Region" is planned, set the altimeter to the current airport setting (QNH) immediately prior to commencing descent.

NOTE: Holding procedures shall be conducted with the altimeter at Standard Setting (QNE). Immediately prior to descending below the lowest Flight Level at which holding will be conducted, change the altimeter to the airport setting (QNH).

d. TRANSITION PROCEDURES - There are no designated Transition Levels/Altitudes in Canadian Airspace. When it is necessary to change the setting of an altimeter due to flight movement out of or into the "Altimeter Setting Region", such change shall always be made on the side of (within) the "Standard Pressure Region" immediately after leaving or prior to entering the "Altimeter Setting Region" whether the movement is lateral, climbing or descending. Normally, the pilot will receive the appropriate station altimeter setting (QNH) as part of his ATC clearance prior to commencing descent. If, for any reason, the QNH is not incorporated in the clearance, the pilot shall obtain same.

4. Altimeter overreadings (aircraft at lower level than the altimeter indicates) by as much as 3000' can occur in the Standard Pressure Region when a combination of an unusually low atmospheric pressure and extremely low temperature are encountered along with a further "local drop" in pressure resulting from the increase in wind speed associated with Mountain Waves. Pilots should keep in mind that, when computing pressure drops from a given wind speed, the error is nearly twice as great in saturated air as it is in unsaturated air.
(NAV CANADA/GPH 204, CH 7, SEC 2)

VERTICAL SEPARATION - Semi-circular. For certain exceptions see the "CRUISING ALTITUDE DIAGRAMS" in Section "C" of the Canadian Flight Supplement. Also note on the Canada and North Atlantic Enroute Charts that the pointed end of the airway/air route identifier indicates direction of flight for even altitudes on the Enroute Low, and for "A" levels on the Enroute High. ATC, at their discretion, may assign an altitude not appropriate to these indicated directions of flight. For reason of icing, turbulence, operating limitations or fuel conservation a pilot may therefore request and, if feasible, ATC may assign an altitude not appropriate to the direction of flight. However, if the pilot

initiates the request he is expected to advise ATC as soon as he is able to accept an altitude that is appropriate to the direction of flight.

(NAV CANADA/GPH 204, CH 8, SEC 1)

POSITION REPORTING - Standard except:

1. For operations in the Northern and Arctic Control Areas see Special Procedures under Flight Planning.

2. The pilot of an aircraft assigned an altitude NOT appropriate to the direction of flight will NOT be authorized by ATC to omit position reports when in a radar environment.

(SPEC/RAC 8-1)

VISUAL FLIGHT RULES

Standard VFR except:

1. WEATHER MINIMA FOR VFR FLIGHT -

a. CONTROLLED AIRSPACE -

(1) Within Control Zones, unless otherwise authorized by air traffic control unit.

(a) Ground visibility 3 SM

(b) Distance from cloud 500' vertically and 1 SM horizontally

(c) Distance from ground or water 500' vertically

(2) Within Control Area

(a) Flight visibility 3 SM

(b) Distance from cloud 500' vertically and 1 SM horizontally

b. OUTSIDE CONTROLLED AIRSPACE -

(1) Within an Airport Traffic Zone

(a) Ground visibility 3 SM

(b) Distance from cloud 500' vertically and 1 SM horizontally

(c) Distance from ground or water 500' vertically, 1000' vertically for military fixed wing aircraft.

(NAV CANADA/GPH 204, CH 4, SEC 2)

(2) Outside Airport Traffic Zones, at or above 700' from ground or water

(a) Flight visibility 1 SM ①

(b) Distance from cloud 500' vertically and 2000' horizontally

(3) Outside Airport Traffic Zones, below 700' from ground or water

(a) Flight visibility 1 SM ①②

(b) Distance from cloud - clear of cloud

① Flight visibility 2 SM for fixed wing aircraft in that area in British Columbia and the adjacent coastal waters that can be generally described as being E of the ridge of the Coast Mountains to and including Vancouver Island and the Queen Charlotte Islands.

② A helicopter may be operated below 700' from the ground or water when the flight visibility is less than 1 SM but not less than 1/2 SM provided it is operated at such a reduced air speed as will give the pilot-in-command adequate opportunity to see other air traffic or obstructions in time to avoid a collision.

(NAV CANADA/GPH 205, SEC C & RAC 2-8)

2. CONTROLLED VISUAL FLIGHT RULES (CVFR) PROCEDURES -

a. File a flight plan and obtain an ATC clearance prior to entering Class B Airspace. ATC clearance will not normally be issued prior to take-off, but rather upon receipt of a position report filed by the pilot upon reaching the last 1000' altitude below the base or before entering laterally. The clearance shall be read by the pilot to assure accuracy. This procedure is intended to ensure that radio equipment is operating and to remind the pilot that outside of Class B Airspace ATC separation is not provided and that they must maintain a vigilant watch for other traffic. The ATC clearance will contain the phrase "MAINTAIN (altitude) VFR". All military pilots flying under CVFR must possess a valid instrument rating and CVFR flight must be conducted in accordance with procedures designated for use by IFR flight, except that when IFR weather conditions are encountered, the pilot of a CVFR flight must avoid such weather conditions. This should be accomplished by:

(1) Requesting an amended ATC clearance which will enable the aircraft to remain in VFR weather conditions.

(2) Requesting an IFR clearance if aircraft is equipped for IFR flight.

(3) Requesting a special VFR if within a control zone.

b. If unable to comply with the preceding, ensure that the aircraft is in VFR weather conditions at all times and leave Class B Airspace horizontally or by descending. If the airspace is a control zone, land, at the airport on which the control zone is based. In both cases inform ATC as soon as possible of the action taken.

(NAV CANADA/GPH 204, CH 4, SEC 4 & RAC 5-3)

3. CLASS C AIRSPACE OTHER THAN A CONTROL ZONE -

a. In the interest of flight safety around major airports a special service to VFR flight is provided. These areas are based at approximately 2000' AGL, extend upwards to 12,500' ASL and have a radius of approximately 22 NM. Pilots should consult the applicable Canadian VTA chart for any additional procedures that may be required for that particular Class C Airspace. Pilot procedure is:

(1) Obtain ATIS information (when available) prior to contacting ATC.

(2) Contact terminal on VFR advisory frequency (depicted on Canadian VTA charts) prior to entry and provide aircraft type and identification, position, altitude, destination and route, and transponder code (if equipped) and ATIS (code) received.

(3) Comply with ATC instructions received. Any ATC instruction issued is based on the firm understanding that a pilot will advise ATC immediately if compliance with the instruction would result in his not being able to maintain adequate terrain or

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obstruction clearance, or to maintain flight in accordance with visual flight rules. If so advised, ATC will issue alternate instructions.

(NAV CANADA/GPH 204, CH 4, SEC 4 & RAC 5-4)

4. CLASS D AIRSPACE -

a. 1000-on-top is permitted.

b. VFR are not subject to control unless operating in a control zone with an operating control tower.

(NAV CANADA/GPH 204, CH 4, SEC 4)

INSTRUMENT FLIGHT RULES

Standard except:

1. Where different MEAs are established for adjoining route segments of Airways or Air Routes aircraft are, in all cases, to cross the specified fix at which a change in MEA takes place, at the higher MEA.

2. In winter, when air temperatures are significantly lower than those of the ICAO Standard Atmosphere (ISA), IFR flight should be operated at an altitude which is at least 1000' higher than the published MEA/MOCA.

(NAV CANADA/GPH 204, CH 8, SEC 1 & RAC 8-3)

RVSM RULES - Standard except:

1. REDUCED VERTICAL SEPARATION MINIMUM (RVSM) AIRSPACE -

a. Reduced Vertical Separation Minimum (RVSM) is the application of 1000' vertical separation minimum between RVSM aircraft in RVSM Airspace.

b. REDUCED VERTICAL SEPARATION MINIMUM AIRSPACE - Controlled airspace extending from FL290 up to and including FL410 bounded by a line beginning at

N90°00'00" W60°00'00" Geographic North Pole to
N82°00'00" W60°00'00" to
N78°00'00" W75°00'00" to
N76°00'00" W76°00'00" to
N65°00'00" W57°45'00" to
N65°00'00" W60°00'00" to
N64°00'00" W63°00'00" to
N61°00'00" W63°00'00" to
N57°00'00" W59°00'00" to
N53°00'00" W54°00'00" to
N49°00'00" W51°00'00" to
N45°00'00" W51°00'00" to
N45°00'00" W53°00'00" to
N44°40'00" W54°53'00" to
N43°36'00" W60°00'00" to
N41°52'00" W67°00'00" to
N44°30'00" W67°00'00" to
N44°30'00" W67°07'00" to
N44°46'36" W66°54'09" then along the CA/US bdry to
N48°30'00" W125°00'00" to
N48°20'00" W128°00'00" to
N51°00'00" W133°45'00" to
N54°00'00" W136°00'00" to
N54°13'00" W134°57'00" to
N54°30'00" W132°30'00" to
N54°42'27" W130°36'56" then along the CA/US brdy to
N69°39'00" W141°00'00" to
N90°00'00" W60°00'00" to beginning.

c. REDUCED VERTICAL SEPARATION MINIMUM FLIGHT LEVEL ALLOCATION SCHEME - The following flight level allocation scheme should be used by operators for flight planning purposes:

	(1)	May be flight planned for both E and W non-RVSM certified aircraft - 24 hours a day
FL430		
FL410		E flight level - 24 hours per day
FL400		W flight level - except within E other than scheduled
FL390		E flight level - except within W other than scheduled
FL380*		W flight level - except within E other than scheduled
FL370		E flight level - except within W other than scheduled
FL360*		W flight level - except within E other than scheduled
FL350*		E flight level - except within W other than scheduled
FL340		W flight level - except within E other than scheduled
FL330*		E flight level - except within W other than scheduled
FL320*		W flight level - except within E other than scheduled
FL310*		E flight level - except within W other than scheduled
FL300		W flight level - 24 hours per day
FL290 and below		Even levels W - 24 hours per day Odd levels E - 24 hours per day

(2) Flight Level*: Shanwick/Gander may exchange on a tactical basis during other than scheduled periods.

(3) Other than scheduled times: E - 0100-0800Z++, W - 1130-1800Z++.

(4) For operations outside of other than scheduled times and/or the other than scheduled structure, flight plan levels in accordance with the above flight allocation scheme.

(5) If a flight is expected to be level(s) critical, operators should contact the initial Oceanic ACC prior to filing the flight plan to determine the likely availability of such level(s).

(AFFSA/AIRAC 48-04)

2. STATE AIRCRAFT -

a. For the purposes of Reduced Vertical Separation Minimum operations, state aircraft are those aircraft used in military, customs, and police service.

b. State aircraft

(1) Are exempt from the requirement to be Reduced Vertical Separation Minimum to operate in Reduced Vertical Separation Minimum Airspace.

(2) Do not require advanced approval to operate in Reduced Vertical Separation Minimum Airspace.

c. Special coordination procedures for Non-Reduced Vertical Separation Minimum aircraft in Reduced Vertical Separation Minimum Airspace: Non-Reduced Vertical Separation Minimum aircraft may not flight plan within Reduced Vertical Separation Minimum certified airspace:

(AFFSA/RAC 12.16.6)

(1) Is being initially delivered to the State of Registry of Operator.

(2) Was formerly Reduced Vertical Separation Minimum approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet Reduced Vertical Separation Minimum requirements and/or obtain approval.

(3) Is being utilized for mercy or humanitarian purposes.

(4) Is a photographic survey flight (Canadian Domestic Airspace only). This approval is not applicable for that portion of flight transiting to/from the area(s) of surveying or mapping operations.

(5) Is conducting flight checks of a navigation aid. This approval is not applicable for that portion of flight transiting to/from the area(s) of flight check operations.

(AFFSA/RAC 12.16.6(d))

d. Aircraft operators requesting approval as above shall obtain approval from the first Reduced Vertical Separation Minimum affected ACC not less than 2 hours prior to intended departure time. The ACC will provide notification of approval via telephone, AFTN, facsimile or e-mail as appropriate. (NOTE: The first ACC will coordinate with other ACC's concerned.) The operator is to include "STANDARD/APPROVED NON REDUCED VERTICAL SEPARATION MINIMUM" in Item 18 of Flight Plan. This special coordination provides approval to flight plan into Reduced Vertical Separation Minimum Airspace only. Routings and altitudes are still subject to an air traffic control clearance. This approval is intended exclusively for the purposes indicated above and not as a means to circumvent the normal Reduced Vertical Separation Minimum approval process.

(AFFSA/RAC 12.16.6)

FLIGHT PLANNING

1. VOICE CALL IDENTIFICATION OF US AIRCRAFT - The Canadian Department of National Defence and the Ministry of Transport have requested that U.S. Military Aircraft, when flying in Canada and operating in Canadian Controlled Airspace, or when communicating with TC Air Traffic Control Agencies, specifically identify their service by using the prefix "United States" or "US".

EXAMPLE United States (or US) Navy 531
United States (or US) Air Force 401
United States (or US) Army Beaver 355

The use of this prefix will obviate confusion in Air Traffic Control situations especially when DND Aircraft with identical or similar tail numbers might be sharing contiguous airspace at the same time.

2. IFR FLIGHT PLANS - Pilots are urged to file IFR Flight Plans as early as practicable, preferably 30 minutes prior to their proposed departure time, and to be prepared to depart as closely as possible to the proposed departure time as specified in the flight plan. In case of trans-border flight where the point of departure is in close proximity to the boundary; flight plans should be filed at least one hour in advance in order to facilitate adequate coordination and data transfer.

(NAV CANADA/GPH 204, CH 5, SEC 2)

3. FORMATION FLYING IFR OR CVFR IN CIVIL CONTROLLED AIRSPACE -

a. The formation leader shall operate at the cleared altitude and the other formation aircraft shall fly within 100' vertically of the altitude of the formation leader. The formation shall occupy a maximum frontal width of 1000' and shall have a maximum longitudinal spacing of 6000' between the first and the last aircraft.

b. On initial contact with the controlling agency at destination, the formation leader shall inform the controlling agency whether the formation will let down as one unit or in sections.

c. The formation leader shall be responsible for separation between aircraft within the formation. In the event of descent by sections, the responsibility for separation within the remaining section shall revert to the leader of that section at the time the preceding section commences descent.

d. The controlling agency will provide an expected approach time for each remaining section to commence descent.
(NAV CANADA/GPH 204, CH 5, SEC 5)

4. NOTICE OF VISITING AIRCRAFT (NOVA) MESSAGE -

a. To ensure that details of servicing, maintenance and personnel requirements are transmitted to airports and bases prior to the arrival of a nonscheduled flight, the Aircraft Commander shall send a NOVA message in accord with guidelines listed below.

b. The NOVA message shall be sent PRIORITY when:

(1) Passengers with rank of Colonel or above (or equivalent) are on board.

(2) Personnel aboard require designated personnel from the base to meet the aircraft.

(3) Special facilities or services are required.

c. In all other cases the NOVA message should be sent via normal administrative communications channels or may be air-filed with an appropriate ground station. In either event the message shall be dispatched in time to arrive at the destination at least one hour before arrival of the aircraft.

d. In whatever manner sent, the NOVA message shall be written in the following format and contain the following information:

NOVAMSG -

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(1) Aircraft type, registration number-designated flight number (if applicable).

(2) Itinerary (date time group UTC - show place by airport name) e.g.:

Arrive	Place	Depart
	Trenton	141300Z
141700Z	Downsview	141800Z
142230Z	Winnipeg	

(3) Servicing and maintenance required (indicate special requirements or services not listed in FLIP).

(4) Accommodation requirements (show place, number of officers, number of men, and other special considerations such as female crew members or passengers).

(5) Meal/in-flight meal requirements.

(6) Transportation requirements.

(7) Names of officers with rank of colonel or above (specify deplaning point if passenger not remaining on board for full itinerary).

(8) Space available for passengers or freight (designate enplaning airport).

(9) Custom requirements (specify place, inbound/outbound clearance required).

(10) Remarks.

(11) Aircraft Commander's name and telephone number.

e. Where civil or both civil and military agencies are handling ground requirements, a plain language version of the NOVA message, containing all pertinent information on the basis of the form prescribed above, shall be used.

(NAV CANADA/GPH 204, CH 4, SEC 2)

5. SPECIAL PROCEDURES/RESTRICTIONS IN CANADIAN DOMESTIC AIRSPACE -

NOTE: The several large area divisions of Airspace in Canada are graphically portrayed in the "Canadian Airspace Boundaries" Section C of the Canadian Flight Supplement in addition to being delineated on the Canada and North Atlantic FLIP Enroute High/Low Altitude Charts. One exception is the S boundary of the CMNPS Airspace for which see paragraph 5.c.

a. WITHIN THE SOUTHERN DOMESTIC AIRSPACE -

(1) Direction of flight is determined in accordance with Magnetic Track.

(2) Within the Southern Domestic Airspace at 18,000' MSL and above, Standard Pressure Region procedures apply.

(3) Within the Southern Domestic Airspace below 18,000' MSL Altimeter Setting Region procedures apply, except in the NE Manitoba/N Ontario/Hudson Bay region, where Standard Pressure Region procedures apply. (See Altimeter Setting Procedures).

(4) All High Level (18,000' MSL and above) Airspace is controlled airspace and is identified as the "Southern Control Area".

(NAV CANADA/GPH 204, CH 4, SEC 1 & CH 8, SEC 2)

b. WITHIN THE NORTHERN DOMESTIC AIRSPACE -

(1) Direction of flight is determined in accordance with True Tracks.

(2) Standard Pressure Region procedures apply at all levels.

(3) Controlled High Level Airspace within the Northern Domestic Airspace is divided into two geographical "Areas" with "floors" distinctive to each area:

(a) "Northern Control Area" - Airspace FL230 and above.

(b) "Arctic Control Area" - Airspace FL270 and above.

(NAV CANADA/GPH 204A, CH 3 ART. 311)

c. WITHIN THE SOUTHERN CONTROL AREA - (Also see "Within the Southern Domestic Airspace" above). Standard procedures for controlled High Level flight apply except within the Canadian Minimum Performance Specifications (CMNPS) Airspace and those portions of the Edmonton FIR, generally N of Edmonton, and in the Winnipeg and Montreal FIRs where the Northern Track System and commonly used routes exist. Within these areas there are time and Flight Level restrictions for random route flight that track closer than 90 NM (60 NM for CMNPS certified aircraft) to a published airway or Northern Track and possibly the commonly used routes. These restrictions are the same as imposed in the Northern Control Area, for which see paragraph d.(1) below.

d. WITHIN THE NORTHERN CONTROL AREA - (Also see "Within the Northern Domestic Airspace" above).

(1) RANDOM ROUTE PLANNING -

(a) Pilots may file random tracks (with certain exceptions specified in paragraph (b) and (c) below) but should, as a recommended practice, endeavor to include the preferred established airways and/or tracks in the "additional information" part of the flight plan. Should it be necessary to reroute aircraft, ATC will, if traffic conditions permit, reclear aircraft via the indicated airways and/or tracks. The route of flight should be indicated by listing sufficient geographical points to adequately portray the intended track, identifying fixes and turning points by station location identification or latitude/longitude as appropriate. Where designated High Level Airways are available list them. Also list the significant reporting points that fall within the requirements detailed in paragraph (2) below.

(b) Between the hours of 1400-0400Z++ daily, pilots intending to fly an off airway track which is parallel to and within 90 NM of High Level airways shall flight plan via airways. In the case of CMNPS certified aircraft, the 90 NM is reduced to 60 NM.

(c) During the period from May 15 to October 15, between the hours of 1500-0200Z++ daily, pilots intending to fly CMNPS certified aircraft on an off airway track which is parallel to and within 60 NM of a Northern or an Arctic Track between Flight Levels 280 and 390 shall flight plan via an established track. (See Preferred Routes/Tracks for explanation of the Northern Track System).

(d) It is recognized that there are routes of flight which cannot make use of established airways and tracks - such as between Iqaluit (CYFB) and Resolute (CYRB) or Churchill (CYYQ) and Yellowknife (CYZF), etc. In such cases pilots may file via the most appropriate route. However, ATC may, when traffic

conditions warrant, clear aircraft via routes other than those flight planned.

(2) POSITION REPORTING - Except as required over designated compulsory reporting points, or as requested by ATC, position reports shall be made in accordance with the following:

(a) Flight whose track is predominantly N or S (315° True clockwise through 045° True or the reciprocals) shall report over fixed reporting lines coincident with each 5° of latitude N or S of and including N65° latitude.

(b) Flight whose track is predominantly E or W (046° True clockwise through 134° True or the reciprocals) shall report over fixed reporting lines coincident with each 10° of longitude E and W of and including W100° longitude, except that where 20° of longitude will be traversed in less than 60 minutes the flight may report over such reporting lines spaced at 20° intervals. Longitude will be expressed in degrees only. Latitude will be expressed in degrees and minutes.

(c) When the route of flight is within the Northern Track System, position reports shall be made in accordance with the reporting points depicted on the FLIP Enroute High Altitude Charts.

(d) Flight that will penetrate or operate within the Canada Air Defense Identification Zone shall be governed by the requirements listed under "Security Control of Air Traffic" in Chapter 11 of the Canada and North Atlantic Flight Planning and Procedures.

(3) AIR/GROUND COMMUNICATION -

(a) Unless otherwise directed by ATC, flight operating within or entering the Northern Control Area shall establish communication with one of the following Flight Service Stations on International HF air/ground frequency as soon as possible: Iqaluit (CYFB), Cambridge Bay (CYCB), Churchill (CYYQ), Winnipeg (CYWG) or Resolute (CYRB).

(b) If radio communication cannot be established or maintained with any of these stations, position reports will be made to the nearest available TC Flight Service Station or Military Station, on the appropriate HF or VHF frequency.

e. WITHIN THE ARCTIC CONTROL AREA (ACA) - (Also see "Within the Northern Domestic Airspace" above).

(NAV CANADA/GPH 204, CH 5, SEC 3)

(1) RANDOM ROUTE PLANNING -

(a) Pilots may file random tracks (with certain exceptions specified in paragraph (b) below) but should, as a recommended practice, endeavor to include the preferred established tracks in the "Additional Information" part of the flight plan. Should it be necessary to reroute aircraft, ATC will, if traffic conditions permit, reclear aircraft via the indicated tracks. The route of flight should be indicated by listing sufficient geographical points to adequately portray the intended track, identifying fixes and turning points by stations location identification or latitude/longitude as appropriate. Also list the significant reporting points that fall within the requirements detailed in paragraph (2) below.

(b) During the period from 15 May to 15 October, between the hours of 1500-0200Z++ daily, pilots intending to fly CMNPS certified aircraft on an off airway track which is parallel to

and within 60 NM of an Arctic Track between FL280 and 390 shall flight plan via an established track. (See Preferred Routes/Tracks for explanation of the Arctic Track System).

(c) Between the hours of 1400-0400Z++, aircraft intending to fly an off airway track which is parallel to and within 90 NM of High Level airways shall flight plan via airways. In the case of CMNPS certified aircraft, the 90 NM is reduced to 60 NM.

(d) It is recognized that there are routes of flight which cannot make use of the relatively few established tracks in the Arctic Control Area. In such cases, pilots may file via the most appropriate route. However, ATC may, when traffic conditions warrant, clear aircraft via routes other than those flight planned.

(2) POSITION REPORTING - The W141°, W115° and W60° lines of longitude have been selected as position reporting lines for the ACA. Flights shall report as follows:

(a) Flights traversing the ACA shall report at the point at which the W141°, W115° and W60° lines of longitude are crossed. If crossing the ACA N of N87° latitude, the W115° position report is not required.

(b) Westbound flights which do not cross the W60° line of longitude on entry or prior to entry into the ACA shall report at their point of entry into the ACA.

(c) Westbound flights which do not cross the W141° line of longitude prior to leaving the ACA shall report at their point of exit from the ACA.

(d) Eastbound flights which do not cross the W141° line of longitude on entry into the ACA shall report at their point of entry into the ACA.

(e) Eastbound flights which do not cross the W60° line of longitude on leaving or after leaving the ACA shall report at their point of exit from the ACA.

(f) Northbound or Southbound flights which will not cross the significant position reporting lines shall report at their points of entry into and exit from the ACA.

(g) Flights operating on one of the established Arctic Tracks shall make position reports in accordance with the reporting points depicted on the FLIP Enroute High Altitude Charts.

(h) Flights that will penetrate the Canada Air Defense Identification Zone while in the ACA, may forward the required estimated time and place of the Air Defense Identification Zone penetration as part of their W115° longitude or Mould Bay position report.

(3) AIR/GROUND COMMUNICATION -

(a) On entry, or prior to entry into the ACA, communications should be established with Cambridge Bay (CYCB) on one of the International HF Air/Ground frequencies listed in the current Canadian Flight Supplement. Maintain a listening watch on this station while in the area, unless otherwise instructed.

(b) If communication cannot be established with Cambridge Bay (CYCB), contact should be established through Iqaluit (CYFB), Churchill (CYYQ) or other International Station on a published frequency.

(NAV CANADA/GPH 204, CH 5, SEC 3 & TP 1820E, M7)

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f. CANADIAN MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (CMNPS) AIRSPACE -

(1) All operators are to ensure that aircraft used to conduct flights within NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS Airspace have the minimum navigation equipment. For detailed requirements, refer to the following documents:

(a) ICAO, Doc 7030 - Regional Supplementary Procedures (NORTH ATLANTIC).

(b) ICAO, North Atlantic Doc 001 - Guidance and Information Material Concerning Air Navigation in the North (North Atlantic) Region.

(c) North Atlantic MNPS Airspace Operations Manual.

(d) Parts VI and VII of the Canadian Aviation Regulations.

(2) Eastbound aircraft requesting an oceanic clearance from Gander ACC to enter Minimum Navigation Performance Specifications Airspace may be requested by ATC to confirm that they are approved for MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS operations. Pilot operators unable to provide such confirmation will be issued an oceanic clearance to operate outside MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS AIRSPACE (below FL285 or above FL420).
(SPEC/RAC 11.10)

(3) The airspace between FL330 and FL390 inclusive, contained in the Arctic Control Area, the Northern Control Area and portions of the Southern Control Area is designated as CMNPS Airspace. The E and W boundaries, which converge at the North Pole, are the same as the external boundaries of the Control Areas. The S boundary of the CMNPS Airspace is established on the following coordinate points: Beginning at N82° W60° to N78° W75° to N76° W76° to N65° W57°45' to N65° W68° to N64°13'32" W73° to N58° W73° to N52° W86° to N52° W90° to N64° W118° to N68° W125° to join the Canada/Alaska border at N68° W141° excluding airspace relegated to the military and active portions of the Churchill Rocket Range.

(NAV CANADA/GPH 204, CH 5, SEC 3 & TP 1820E, M7)

g. UNCONTROLLED AIRSPACE - RECOMMENDED OPERATING PROCEDURES - When aircraft are maneuvering in the vicinity of uncontrolled airports, or cruising in uncontrolled airspace, the lack of information on the movements of other aircraft operating in close proximity may on occasion be a potential hazard to all concerned. To alleviate this situation, all pilots are advised that:

(NAV CANADA/GPH 204, CH 7, SEC 3)

(1) When operating in Class E Airspace, they should continuously monitor frequency 126.7 MHz, whenever practicable.

(2) Position reports should be made over all navigational aids along the route of flight to the nearest station having Air/Ground communications capability. These reports should be made on 126.7 MHz whenever practicable. If it is necessary to use another frequency to establish communications with the ground station, the report should also be broadcast on 126.7 MHz for information of other aircraft in the area. The report should contain: present position, track altitude, altimeter setting in use, next position and estimated time of arrival.

(3) Immediately before changing altitude, commencing an instrument approach or departing, IFR pilots should broadcast their intentions on 126.7 MHz whenever practicable. Such broadcasts shall contain adequate information to enable other pilots to be fully aware of the position and intentions so that they can determine if there will be any conflict with their flight paths.

(4) At airports where a frequency other than 126.7 MHz has been designated as the MF, arriving pilots shall first broadcast their intentions on 126.7 before changing to the MF. If conflicting IFR traffic becomes evident, this change should be delayed until the conflict is resolved. Pilots departing IFR shall broadcast their intention on 126.7 MHz in addition to the MF prior to take-off. It is strongly recommended that 126.7 MHz be monitored along with the MF if the aircraft is equipped with dual radios.

(5) The preceding reporting requirements are considered the minimum necessary. Pilots are encouraged to make additional reports whenever the possibility of conflicting IFR traffic is suspected. For example, reporting prior to overflying a facility where cross traffic is probable or where there is a published Instrument Approach Procedure.

NOTE: There is no frequency comparable to 126.7 for use by UHF only equipped aircraft. However, pertinent UHF traffic will be relayed on the MF by the Flight Service Specialist.

(NAV CANADA/AIP SUP 3/02)

6. MANDATORY FREQUENCY - NAV Canada has designated a Mandatory Frequency (MF) for use at selected uncontrolled airports or airports that are uncontrolled between certain hours. Specified reporting procedures shall be followed as detailed below. There may or may not be a ground station in operation at the airport for which the MF area has been established. When a ground station is in operation, all required aircraft reports shall be directed to the ground station. However, when the ground station is not in operation, all required aircraft reports shall be broadcast. The MF will normally be the frequency of the ground station that provides the air traffic advisory services for the airport. For the airport with an MF, the specific frequency, distance and altitude within which MF procedures apply will be published in the GPH 205.

a. AIRPORT TRAFFIC FREQUENCY - An Airport Traffic Frequency (ATF) is normally designated for active uncontrolled airports that do not meet the criteria for an MF; however, aircraft reporting procedures are virtually identical to MF procedures. The ATF is established to ensure that all aircraft operating on the ground or within the specified area are listening on a common frequency and following common reporting procedures. The specific frequency, distance and altitude within which use of the ATF is required will be published in the GPH 205. The designation of an ATF is not limited to airports only. An ATF may also be designated for use in certain areas other than the area immediately surrounding the airport, where VFR traffic activity is high, and there is a safety benefit to ensuring that all traffic monitor the same frequency. When such an area is designated, it will be specified in the GPH 205.

b. USE OF MANDATORY FREQUENCY AND AIRPORT TRAFFIC FREQUENCY

(1) When operating in accordance with VFR, or in accordance with IFR but in visual meteorological conditions, pilots have sole responsibility for seeing and avoiding other aircraft at airports for which an MF or ATF has been designated. Reports shall be made by all aircraft and are either directed to a ground station, a vehicle operator on the airport, or a broadcast

transmission that is not directed to any particular receiving station.

(2) Whenever the GPH 205 indicates that reports are to be made to a ground station, the initial transmission should be made to the station. When operating outside an MF area and when frequency congestion prevents pilots from making their mandatory calls, it is their responsibility to remain clear of the MF until contact can be established with the FSS. If operating inside an MF area, the pilot should continue as stated in previous radio transmissions. Should there be no acknowledgement of a directed transmission to a ground station, reports shall be made in the broadcast format unless the ground station subsequently established two-way contact, in which case pilots shall resume communicating by directed transmission.

c. COMMUNICATION PROCEDURES AT AIRPORTS WITH MF AND ATF AREAS

(1) The following procedures shall be followed at uncontrolled airports within an MF area and should also be followed at airports with ATF:

(a) Operations on Maneuvering Area. Report intentions prior to entering the maneuvering area and maintain a listening watch on the MF or ATF frequency while operating an aircraft on the maneuvering area;

(b) Departure -

1 Report departure intentions on the MF or ATF frequency before moving onto the runway. If a delay is encountered, broadcast intentions and expected length of delay, then rebroadcast departure intentions prior to moving onto the runway.

2 Ascertain by radio on the MF or ATF frequency and by visual observation that no other aircraft or vehicle is likely to come into contact with the aircraft during takeoff; and

3 Report departing from the airport traffic circuit, and monitor the MF or ATF until well clear of the area.

(c) Arrival -

1 Report position, altitude, arrival procedure intentions and estimated time of landing at least 5 minutes prior to entering the area;

2 Maintain a listening watch on the MF or ATF while in the area;

3 Report joining the circuit pattern giving position in the pattern;

4 Report on downwind leg, if applicable;

5 Report established on final approach; and

6 Report clear of the active runway after landing.

(d) Continuous Circuits -

1 Report joining the downwind leg;

2 Report established on final approach; stating the pilot-in-command's intentions; and

3 Report clear of active runway after final landing;

(e) Local Flying - Maintain a listening watch on the designated MF or ATF when operating within the area.

(f) Enroute Reports when flying through an MF area -

1 Report position, altitude and intentions prior to entering the area;

2 Maintain a listening watch on the MF or ATF while in the area; and

3 Report clear of the area.
(NAV CANADA/GPH 204A CH 5, SEC 5)

7. OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORT - Lester B. Pearson International Airport (CYYZ): Except for weather diversions, live medical evacuations, NAV CANADA ground-delay program affected flights, head-of-state flights, military operations, police operations, flights with mechanical delays or associated positioning flights to replace the affected aircraft, no person shall operate an aircraft to or from CYYZ unless they have received an arrival or departure reservation for that operation.

a. RESERVATIONS -

(1) Reservations are required for all arrivals and departures daily.

(2) Scheduled and repetitive air carriers require reservations daily from 1100-0600Z++. The air carrier must request a reservation through the established IATA Slot Coordination Process as published in the IATA Standard Schedule Information Manual, in the Schedule Clearance Request/Reply (SCR) format. Submission must be made to the IATA Slot Coordinator by SITA message at YYZSCAC, with a copy to YYZTMCR or by fax at C905-673-9892 between the business hours of 1300-2130Z++, Monday-Friday. Additional information may be obtained from the IATA Slot Coordinator at C905-673-6380.

(3) All operators with no scheduled or repetitive operations require reservations from Sunday-Friday between 2100-0100Z++ and daily between 0530-1130Z++.

(4) Operators must contact the Airport Reservation Office (ARO) at C905-676-3480 or in Canada 1-800-267-7568, open 24 hours a day, seven days a week. Reservations are made on a first come, first served basis.

(a) Reservations for Sunday, Monday, or Tuesday can be made after 1600Z++ on the immediate preceding Friday.

(b) Reservations for other days can be made no more than two calendar days before the day of operation after 1600Z++.

(5) No training or test flights are permitted from Sunday to Friday between 2100-0100Z++ and daily between 0500-1200Z++.

(6) Flights from European and Caribbean points of origin and from points S of latitude N25° do not require a reservation for the arrival portion of the flight.

(7) Information required when making a reservation:

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- (a) Aircraft registration
- (b) Aircraft call sign
- (c) Planned ETA or ETD at CYYZ
- (d) Aircraft type
- (e) Point of origin or destination
- (f) Contact name and telephone and fax number

(8) A reservation number is issued for all reservations approved. The operator may be required to provide this number.

b. CANCELLATIONS AND CHANGES -

(1) All operators must advise the ARO prior to the beginning of the reserved slot time whenever a reservation will not be used. Operators must notify the ARO of any changes. Collect calls will be accepted for cancellations only.

c. FLIGHT PLANNING -

(1) A reservation number is not an ATC clearance, nor does it constitute the filing of a flight plan. Normal flight planning procedures apply.

d. For further information on the Reservation System, contact the Manager, Slot and Facility Allocation at C416-776-5466, fax C416-776-3483 or SITA message at YYZTMCR. (NAV CANADA/AIP SUP 3/02)

8. NORTH ATLANTIC MINIMUM NAVIGATION PERFORMANCE SPECIFICATION AIRSPACE -

a. GENERAL - Compliance with Minimum Navigation Performance Specification is required by all aircraft operating within the following defined airspace boundaries:

- (1) Between FL285 and FL420.
- (2) Between latitudes N27° and the North Pole.
- (3) Bounded in the E by the E boundaries of Control Areas Santa-Maria, Shanwick Oceanic and Reykjavik, and
- (4) In the W, by the W boundaries of Control Areas Reykjavik and Gander and New York Oceanic, excluding the area W of W60° and S of N38° 30'.

b. Operators of Canadian-registered aircraft intending to fly in Minimum Navigation Performance Specification Airspace will be required to show that they meet all the applicable standards. Information on the measures necessary to gain approval may be obtained from: Equipment Installation Approval: Transport Canada Safety and Security, Regional Airworthiness Engineer Operating Standards Commercial Air Carriers and Private Operators: Transport Canada Safety and Security, Director Commercial and Business Aviation (AARX), Ottawa ON KIA 0N8 Fax: (613) 954-1602.

(AFFSA/RAC 11.22.1)

CLEARANCE INFORMATION -

1. LEAVING OR ENTERING CONTROLLED AIRSPACE -

a. ATC will use the phrase "While in controlled airspace" in conjunction with altitude if an aircraft will be entering or leaving

controlled airspace. In addition, ATC will specify the point at which an aircraft is to leave or enter controlled airspace laterally if the instruction is required for separation purposes.

Example: LEAVE/ENTER CONTROLLED AIRSPACE (number) MILES (direction) OF (fix) AT (altitude).

b. Aircraft destined to airports which underlie controlled low level airspace and for which there is a published Instrument Approach Procedure will be cleared out of controlled airspace (vertically) via the published Instrument Approach Procedures.

Example: ATC CLEARS (aircraft identification) OUT OF CONTROLLED AIRSPACE VIA (name, type) APPROACH.

c. Aircraft destined to airports which underlie controlled low level airspace and for which there is not a published Instrument Approach Procedure will be cleared to the minimum enroute altitude and asked to advise of its intentions.

Example: ATC CLEARS (aircraft identification) TO MAINTAIN (altitude) ADVISE YOUR INTENTIONS.

Pilots may elect to cancel IFR, depart controlled airspace laterally, or request clearance to another destination.

d. Aircraft destined to airports which underlie controlled high level airspace and where there is no minimum IFR altitude established that would prohibit such a maneuver will be cleared out of controlled high level airspace.

Example: ATC CLEARS (aircraft identification) OUT OF (type of airspace).

(NAV CANADA/GPH 204, CH 7 SEC 3)

SUPPLEMENTARY AIRPORT INFORMATION

Calgary Intl (CYYC), Alberta

NOISE ABATEMENT PROCEDURES

1. APPLICATION - These procedures apply to jet aircraft including turbo-jets, turbo-fans, and fan-jets, and are in effect at all times unless otherwise specified. It is the pilot's responsibility to adhere to published noise abatement procedures.

2. PREFERENTIAL RUNWAYS - ATC will designate runways to divert as many take-offs as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Use of other than designated runways should only be requested to meet operational necessity. Taking into consideration the following conditions and except as authorized by ATC, aircraft will use the following preferential runways:

Hours	Operation	Preferential Runways
All hours	ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified aircraft departures	34
Day Operations 0700-2300 (Mon-Fri) 0900-2300 (Sat-Sun)	Departures	34/28
Night Operations 2300-0700 (Mon-Fri) 2300-0900 (Sat-Sun)	Departures	34
	Arrivals	16,28,25

- a. Physical condition of surface.
- b. Effective crosswind component not to exceed 15 knots for arrivals, 20 knots for departures.
- c. Effective tailwind component not to exceed 5 knots.
- d. Other Safety considerations declared by the Captain of the aircraft.
- e. For landing on Runway 25 at night, aircraft are to fly the Runway 28 ILS until interception of the extended centerline of Runway 25 for a visual straight-in approach.

3. DEPARTURE PROCEDURES - SID cancellation does not terminate Noise Abatement Procedure. ICAO Annex 16 Chapter 2 (FAA Stage 2) and non-noise certified military aircraft will be assigned Runway 34 for departures when Runways 28 and 34 are in use.

Runway	Noise Abatement Procedures
25	Restricted to ICAO Annex 16 Chapter 3 (FAA Stage 3) jet aircraft under 44,100 lb gross take-off weight. Climb runway heading to 6500' ASL before proceeding on course.
07,10,16	Climb runway heading to 6500' ASL before proceeding on course.
28	Climb runway heading to 6500' ASL before proceeding on course.
34	No left turns below 6500' ASL south of "SARCEE" (ZYC) NDB.

4. ARRIVAL PROCEDURES VISUAL APPROACH - Clearance for approach or for landing does not cancel the arrival procedures described below. Pilots are requested to use delayed gear and flap extension and low power/drag configurations consistent with operating procedures and safety.

Runway	Noise Abatement Procedures
All rwys	Military jet aircraft multiple circuits and all overhead breaks prohibited
07	Not authorized.
10	Join final approach at or above the PAPI glide path slope,
25	Join final approach at or above the VASIS glide path slope.
16	Intercept final approach from the west at or above 4800' ASL and prior to the NDB or FAF.
28, 34	Intercept final approach at or above 4800' ASL and prior to the NDB or FAF for the runway in use,

- a. For landing on Runway 25 at night, aircraft are to fly the Runway 28 ILS until interception of the extended centerline of Runway 25 for a visual straight-in approach.
(AFFSA-A3IS/Canada Air Pilot CAP 3)

Edmonton Intl (CYEG), Alberta

NOISE ABATEMENT PROCEDURES:

1. TURBO JET/TURBO FAN -

a. DEPARTURE PROCEDURES -

(1) Runway 12 - Turbo-jet/Turbo-fan aircraft. No right turns west of the "LEDUC" NDB.

2. ARRIVAL PROCEDURES - VFR AND VISUAL APPROACH -

- a. Avoid flying over the town of Leduc below 5000' ASL.
- b. Runway 30 - right hand circuits.
(AFFSA-A3IS/Canada Air Pilot CAP 3)

3. APPLICATION - These procedures apply to all aircraft.

4. PREFERENTIAL RUNWAYS - ATC will designate runways to maximize airport capacity. Use of other than designated runways should only be requested to meet operational necessity. Taking into consideration the following conditions and except as authorized by ATC, aircraft can expect the following preferential runway combinations between the hours of 0630 and 2230 local:

RUNWAY COMBINATION	Primary Departure Runway	Secondary Departure Runway	Primary Arrival Runway	Secondary Arrival Runway
30/02	02	Not designated	30	02
30/20	20	Not designated	30	20
12/02	02	12	12	02
12/20	12	Not designated	20	12

- a. Physical condition of the surface.
- b. Effective tailwind component not to exceed 5 knots.
- c. Effective crosswind component not to exceed 25 knots.
- d. Effective crosswind component not to exceed 15 knots on a wet runway.
- e. When two (2) arrival runways are available, arrivals destined for location north of the main apron should not plan arrival on runways 12 or 30, with the exception of the 30/20 runway combination.
- f. Other safety considerations declared by the Captain of the aircraft.

(NAV CANADA/AIRAC 26-15, 02 JULY 2015)

Ottawa Macdonald Cartier Intl (CYOW), Ottawa

NOISE ABATEMENT PROCEDURES:

1. JET AIRCRAFT -

a. RESTRICTIONS -

- (1) Summer - May 1 through September 30.
- (2) The use of Runway 32 for departure by turbojet and turbofan aircraft on technical stops or charter operations is not permitted between the hours of 2300 and 0700 local time daily. Under extenuating circumstances, permission to operate during restricted hours may be granted (passenger flights only) through prior authorization by the Airport General Manager or his designated official.

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b. PREFERENTIAL RUNWAY DETERMINATION -

Controllers will designate runways to divert as many take-offs and landings as possible, consistent with safety of operations, from flight over residential areas adjacent to the airport. Pilots should be prepared to use runways other than 32 for take-offs and pilots of non-chapter 3 aircraft should be prepared to use runways other than 14 for landings when conditions permit the use of such other runways.

c. DEPARTURE PROCEDURES - Runways 07, 14-32 - Climb on runway heading to 3000' before proceeding on course.

d. ARRIVAL PROCEDURES - VFR AND VISUAL APPROACH -

(1) VFR

(a) Circuit height 2500' (weather permitting).

(b) Right hand circuits on Rwy 07 and 14.

(c) Maintain 2500' as long as practicable before commencing descent.

(d) Remain on or above glide slope or assumed 3° glide path.

(2) VISUAL APPROACHES - ATS MAY PROVIDE VECTORS DIRECT TO THE FINAL APPROACH FIX. AIRCRAFT MUST:

(a) Intercept final at or outside the final approach fix.

(b) Remain on or above ILS glide slope or assumed 3° glide path.

(c) Maintain the last assigned altitude until established on final.

e. TRAINING FLIGHTS

(1) Permitted from 0800-2200 hours local time. No training on Sunday.

(2) No VFR training circuits on Runways 14-32 below 2500'.

(3) Climb on runway heading to 2500'.

(4) No practice circling procedures to Runway 14.
(NAV CANADA/AIRAC 04-16)

2. PROPELLER DRIVEN AIRCRAFT -

a. DEPARTURE PROCEDURES - Runway 32 - Climb on runway heading to 1500' before proceeding on course.

b. ARRIVAL PROCEDURES - VFR

(1) Circuit height 1500'. Right hand circuits for Runways 07, 14 and 22 (weather permitting).

(2) Runways 04, 14 and - Maintain 1500' until established on final approach (weather permitting).

c. TRAINING FLIGHTS

(1) Permitted from 0815-2359 hours local time.

(2) No VFR training circuits on Runways 13-32 below 1500'.

(3) No practice circling procedures to Runway 14.
(AFFSA-A3IS/Canada Air Pilot CAP 4)

Vancouver Intl (CYVR), British Columbia

1. APPLICATION - All jet aircraft unless otherwise noted.
(NAV CANADA/GPH 200, VOL 4)

2. DEPARTURE PROCEDURES -

a. Use Vertical Noise Abatement Procedure (VNAP) A only; follow assigned SID to 3000' before proceeding on course.
(USN/NAVFIL 5-06)

b. Rwy 08R between 2300-0600 local; aircraft on W routes follow assigned SID to 2000' before proceeding on course.

RUNWAY	PROCEDURE
08R/12	Climb runway heading to 3000' ASL before proceeding on course.
26L	Climb runway heading to 3000' ASL before proceeding on course. When instructed by ATC, ICAO Annex 16 Chapter 3 or FAA FAR Part 36 Stage 3 certified aircraft are permitted to climb heading 231°.
08L/26R	ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified and non-noise certificated aircraft not permitted.
30	Climb heading 261° to 3000' ASL before proceeding on course.

c. ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified aircraft; departures on Rwy 08L and 26R not permitted.

3. ARRIVAL PROCEDURES -

a. IFR APPROACHES AND PUBLISHED VISUAL APPROACHES

(1) Use low power/drag profiles consistent with safe operating procedures, conforming to published approaches and as directed by ATC.

b. VFR APPROACHES

(1) Conform to published VTA routes and as directed by ATC.

c. REVERSE THRUST LANDING

(1) Rwy 08L and 26R use minimal reverse thrust consistent with safe operating procedures.

(2) All other runways use idle reverse thrust 2200-0700 local consistent with safe operating procedures.

d. PREFERRED RUNWAY DETERMINATION - This applies to all aircraft (including non-jets). Deviations require the approval of the Superintendent of Airport Operations.

(1) The order of preference is:

ONE DIRECTION FLOW (Local time: 0601-2300 (day))		
ORDER	TAKE-OFF RUNWAY	LANDING RUNWAY
1.	26L	26R, 26L, 12
2.	08R, 12 (non-jet only)	08L, 08R, 12
3.	30	30
4.	12	12

TWO DIRECTION FLOW (Local time: 2301-0600 (night))

ORDER	TAKE-OFF RUNWAY	LANDING RUNWAY
1.	26L	08R
2.	30	12

(2) Limiting Factors:

- (a) Physical condition of surfaces
 - (b) Effective crosswind component not to exceed 25 knots.
 - (c) Effective tailwind component not to exceed 5 knots.
- (NAV CANADA/GPH 200, VOL 4)

4. NIGHT RESTRICTIONS -

	LOCAL TIME	PROCEDURE
1.	0001-0600	Departure of ICAO Annex 16 Chapter 2 or FAA FAR Part 36 Stage 2 certified JET AIRCRAFT 34,000 kg and over not permitted.
2.	0001-0600	Departure of JET AIRCRAFT rated over 34,000 kg (MTOW), regardless of actual take-off weight, require prior approval from YVRAA Operations.
3.	2200-0700	Departure/Arrival of ALL AIRCRAFT on Rwy 08L and 26R not permitted.
4.	2200-0700	Local training flights not permitted. (NAV CANADA/AIRAC 35-15)

5. ALTITUDE RESTRICTIONS -

a. Exclusive of the departure and arrival procedures, no departing or arriving aircraft shall operate over the city at less than 5000' ASL (8000' between 2300-0700 local time)

b. The city is defined as that area lying between the S arm of the Fraser River and the N shore of Burrard Inlet and from Point Grey to the E boundary of the Vancouver (CYVR) Control Zone.

6. ENGINE RUN-UP RESTRICTIONS - Maintenance engine run-ups for ALL AIRCRAFT require prior approval from the Superintendent of Airport Operations. Guidelines are contained in the Airport Operations Directive, Aircraft Engine Run-ups.

7. CONTACT - The Superintendent of Airport Operations may permit exemptions for emergencies and airfield maintenance as well as for delays experienced at Vancouver Intl (CYVR), such as for weather, mechanical or ATC. The Superintendent of Airport Operations (C604-207-7022) will provide log numbers with exemptions or approvals.

(NAV CANADA/GPH 200, VOL 4)

ROUTE AND AREA RESTRICTIONS -

1. CANADA AIR DEFENSE IDENTIFICATION ZONE PENETRATION PROCEDURES - See "Security Control of Air Traffic" Chapter 11 GPH 204 for both graphic depiction and full text instructions. See Chapter 7, this publication, for graphic depiction and abbreviated instructions of the North American Air Defense Identification Zone.

(NAV CANADA/GPH 204, CH 11)

FLIGHT HAZARDS

1. MONCTON/McEWEN (CCG4), NB, DRONE TEST AREA - Large model aircraft (Drones) operate from Moncton/McEwen Airport (CCG4) (N46°09'17" W64°46'28") into an area bounded by a line beginning at N46°14'04" W64°48'23" to N46°13'37" W64°42'51" to N46°10'09" W64°45'40" to N46°10'12" W64°47'00" to point of beginning. Designated altitude - Surface to 4000'. Time - Contact Moncton (CYQM) Tower or FSS.
(NAV CANADA/GPH 205, SEC C)

ENROUTE**PREFERRED ROUTES/TRACKS -**

1. NORTH AMERICAN ROUTES (NAR) FOR NORTH ATLANTIC TRAFFIC - See Canadian Flight Supplement, Section "C".

2. PREFERRED LOW and HIGH ALTITUDE IFR ROUTES - See Canadian Flight Supplement, Section "C".

3. NORTHERN TRACK SYSTEM - In order to accommodate the flow of air traffic efficiently, in an area of few navigational aids, a Northern Track System has been established within the Northern Control Area (NCA), with some extensions into the Southern Control Area, to interact with the established airway system. The track system is designed primarily for use by the air carrier operators on international flights between Europe and Western North America. As these operators are using aircraft certified to NAT MNPS standards the NCA tracks are designated as extending upward from FL280. This track system consists of several Primary Tracks, so established as to provide lateral separation between aircraft on different tracks and to allow for the application of the Mach number technique. In addition, there are also secondary Lateral Tracks to facilitate transition between the Primary Tracks. Both Primary (designated by phonetic letter) and Lateral (designated by number) Tracks are depicted on Canada FLIP Enroute High Altitude Charts HE1, 2 and 3. Pilots may flight plan via these tracks at any time and are encouraged to do so if their Minimum Time Track through the NCA is close to one of the established tracks.

4. ARCTIC TRACK SYSTEM - In order to accommodate the flow of air traffic efficiently, in an area of few navigational aids, an Arctic Track System has been established within the Arctic Control Area (ACA), with a short extension into Alaskan airspace, to interact with the established airway system. This track system consists of four tracks (designated by phonetic letters) designed to provide lateral separation between aircraft and to facilitate the application of the Mach number technique by ATC as necessary to maintain longitudinal separation. Pilots may flight plan via these tracks at any time and are encouraged to do so if their Minimum Track Time through the ACA is close to one of the established tracks. See Canadian FLIP Enroute High Altitude Chart HE1 and inset on HE2 for depiction of the Arctic Track System.

5. COMMONLY USED ROUTES IN WINNIPEG/MONTREAL FIRs - To alleviate convergence of traffic in the Winnipeg/Red Lake area for international flight operating between the midwest/W US and points in Europe, a system of commonly used routes is designated in Canadian Domestic High Level Airspace from 18,000' MSL and above. These routes provide for optional flight planning over several pre-planned/fixed routes through the Winnipeg FIR to and from approximately W70° longitude in the Montreal FIR and are depicted, with their phonetic designators, on Canada FLIP Enroute High Altitude Charts HE1, 3 and 4. It is not mandatory to flight plan these routes, however, ATC may

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clear aircraft on the routes if traffic conditions warrant. Pilots may flight plan to or from the Winnipeg VORTAC through the Portage Military Flying Area and the Portage Military Terminal Control Area at FL330 and above.

(NAV CANADA/GPH 204, CH 5, SEC 3)

TERMINAL

NOISE ABATEMENT PROCEDURES

1. James Armstrong Richardson Intl (CYWG), WINNIPEG, MANITOBA

a. TURBO JET/TURBO-FAN

(1) DEPARTURE PROCEDURES

(a) Runway 13 - Climb runway heading to 4000' Above Sea Level (ASL) before proceeding on course.

(b) Runway 18- Climb and maintain 4000' ASL. Maintain extended runway centerline (184° M) by best available means to 3.5 DME (N49°52.21' W97°14.89'), (AVOTU), At 3.5 DME (AVOTU), turn left, climb heading 171° or if able, track direct to 6 DME (N49° 49.70' W97° 14.58'), (DUXUS), At 6 DME (DUXUS) anticipate radar vectors.

(c) Runway 36

- Between 2300 - 0700 Local time [0500-1300Z,(0400-1200 DT)] Climb, turn W5° to 359° as soon as safely able to 4000' ASL before proceeding on course.

- Between 0701 - 2259 local time [1301-0459Z, (1201- 0359 DT)] For east bound turns to the on course, climb and maintain extended runway centerline (004° M) by best available means to 4000' ASL before proceeding on course.

(2) ARRIVAL PROCEDURES - Intercept final approach, at or above 2000' ASL, and at or outside the NDB final approach fix for the runway in use. (Circuit training traffic may turn inside the final approach fix as required.)

b. ALL AIRCRAFT

(1) PREFERENTIAL RUNWAY DETERMINATION - Consistent with safe operating procedures, ATC will assign runways to divert as many departures and arrivals as possible from flight over noise-sensitive areas. Unless operational conditions do not permit, pilots shall accept runways as assigned by ATC. The preferred order for runway usage is as follows:

(a) Arrivals: 13, 18, 36, 31

(b) Departures: 36, 31, 18, 13

(c) Runway 36 is the preferred calm wind runway for departure except:

- For propeller driven aircraft, and;

- After 0700 local time, westbound aircraft may be authorized Runway 31 departure.

(2) ARRIVAL PROCEDURES

(a) Circuit height is 2000' ASL (weather permitting).

(b) Maintain 2000' ASL or above as long as practicable before commencing final descent.

(c) Remain on or above the ILS or PAPI glide slope.

(d) Consistent with safety of operations, aircraft should be flown on the approach so as to give the best possible performance with respect to noise abatement (flap and gear selection, power settings).

NOTE: For night operations - See NIGHT RESTRICTIONS

(3) NIGHT RESTRICTIONS - 2300-0700 LOCAL TIME

(a) Turbo Jet/Turbo-Fan aircraft departing Runway 36 are to climb and turn W5° to 359° heading as soon as safely able.

(b) Reverse thrust above idle not permitted unless required for the safety of the aircraft.

(c) Powerback operations not permitted.

(d) Prior permission required for flight training and maintenance engine runups. Contact Operations C204-987-7834.

(e) Intersection departure Runway 13 or 18 not authorized.

c. GENERAL NOISE ABATEMENT CONSIDERATIONS

(1) Circling procedures to Runways 31 and 36 are not permitted.

(2) When simulating power loss after take-off or overshoot on Runways 13 or 18, power may be reduced on one engine to simulate emergencies provided either:

(a) All engines are returned to take-off or overshoot power before the aircraft crosses the departure end of the runway, or

(b) The departure end of the runway is crossed at 300' or more above the ground and "one engine out" rate of climb is 500' per minute or greater and is maintained to 2000' ASL.

d. ATC REQUIREMENTS (WINNIPEG CLASS D AIRSPACE)

(1) VFR & IFR Flight plans, file at least 30 minutes prior to proposed departure time. All non-flight planned aircraft intending flight within Winnipeg Class D airspace, contact ATC at least 30 minutes prior to flight for transponder code. C866-WXBRIEF (C866-992-7433).

(2) Unless otherwise instructed by ATC, the following procedures will apply to practice approaches.

(a) The facility will be crossed outbound at 3000' ASL.

(b) Descent from 3000' ASL is to be initiated on the procedure turn side when clear of the outbound track.

(c) Missed approaches are to be flown as published. Request for circling approach procedures must be made with the initial request for the associated instrument approach.

(AFFSA-A3IS/Canada Air Pilot CAP 3)

2. Toronto/Lester B. Pearson Intl (CYYZ), ONTARIO**NOISE OPERATING RESTRICTIONS AND NOISE ABATEMENT PROCEDURES**

a. GENERAL - Pursuant to Canadian Aviation Regulations (CAR) 602.105 and CAR 602.106, Noise Operating Restrictions and Noise Abatement Procedures apply at Toronto/Lester B. Pearson Intl (CYYZ), to all IFR and VFR aircraft, unless otherwise specified.

b. NOISE OPERATING RESTRICTIONS –**(1) RESTRICTIONS:**

(a) Subject to paragraph (d) or (e), arrivals and departures of all aircraft are restricted as per the table below:

Aircraft	Restricted Hours - local time
Noise certification or type	Arrivals & Departures
All non-noise certificated jet aircraft	2000 - 0800
All ICAO annex 16, vol 1 chapter 2 & equivalent aircraft	0000 - 0700
All ICAO annex 16, vol 1 chapter 3 & equivalent aircraft	0030 - 0630
All other aircraft	0030 - 0630

(b) Non-noise certificated jet powered aircraft are prohibited from departing on Runways 05, 06L, 06R, 15L, 15R and 33L.

(c) Between 0000 and 0630 local time, departures are prohibited on Runways 05, 06L, 06R, 15L, & 15R and arrivals are prohibited on Runways 24R, 24L, 23, 33R, 33L and 15R unless assigned by Air Traffic Control (ATC).

(d) All aircraft operating on a scheduled and repetitive basis are required to obtain an extension or an exemption to operate during the restricted hours. Submit requests for operating extensions on the day of operation to the Resource Management Unit with justification at 416-776-3480 or 1-800-267-SLOT (7568), (fax 416-776-5552).

For advance exemption requests or information, make submission in writing to the

Senior Manager
Facility Allocation
Greater Toronto Airports Authority
Toronto Pearson International Airport
P.O. Box 6031, Toronto AMF, Ontario L5P 1B2
(Fax 416-776-3483)

(e) ALL OTHER OPERATORS ARE REQUIRED TO OBTAIN PERMISSION TO OPERATE DURING THE RESTRICTED HOURS by contacting the Resource Management Unit on the day of operation at 416-776-3480 or 1-800-267-SLOT (7568), (fax 416-776-5552).

(2) Preferential runway assignment (0000 - 0630 local time) - Consistent with operational safety (i.e. wind, weather, runway conditions, approach aid availability etc.), ATC will assign runways in the following order of priority.

ARRIVALS: 05 15L 06L
DEPARTURES: 23 33R 24R

(3) Engine Run-ups - Between 0000-0700 local time, maintenance run-ups are prohibited unless authorized by the Airport Operations Duty Manager (416-776-3030).

(4) Training Flights - Training flights are not permitted in the Toronto Control Zone from 0000 – 0700 local time. For other times, prior permission is required from Toronto Area Control Center (ACC) Flow Management Unit (905-676-3528 or 1-800-268-4831).

c. NOISE ABATEMENT PROCEDURES (General)

(1) Reverse Thrust: Consistent with safety of operations and in consideration of High Intensity Runway Operations, pilots should minimize the use of reverse thrust.

d. NOISE ABATEMENT PROCEDURES (0700 - 2300 local time) Except in emergencies, Noise Abatement Procedures, a. and b. below apply to all turbo-jet and turbo-fan powered aircraft.

(1) Departure Procedure:

(a) Vertical Noise Abatement Procedure (VNAP) A or B is required for all runways. See Canada Air Pilot General (CAP GEN).

(b) SID routing shall be followed to 3600' Above Sea Level (ASL). For Runways 33L and 33R, no unauthorized turns prior to MALTN Intersection.

NOTE: SID cancellation does not terminate Noise Abatement Procedure.

(c) Do not exceed 250 Knots until above 10,000' ASL, unless otherwise authorized by ATC.

(d) Early turn - Runways 05L, 06L, 06R, 23, 24L, 24R departures: Applies only to the following jet aircraft types - CRJ1, CRJ2, E135, E145, E45X, J328, CL60, C750, GLEX, GLF4, and GLF5. Commence turn assigned at take-off at 1100' ASL.

(2) Arrival Procedures: Consistent with safety, crews shall minimize approach noise. For all approaches including visual approaches:

(a) Maintain 3000' ASL or above until/intercepting extended runway centerline, and;

(b) Intercept extended runway centerline at or outside Final Approach Fix, then;

(c) Remain on or above glide slope or assumed 3.00 glide slope.

e. NOISE ABATEMENT PROCEDURES (2301 • 0659 local time).

(1) Procedures:

(a) Procedures "d.(1)(b) and d.(2)" apply to all aircraft.

(b) Departure procedure "d.(1)(a)" applies to Turbo-jet and Turbo-fan powered aircraft only.
(AFFSA-A3IS/Canada Air Pilot CAP 4)

3. Vancouver Intl (CYVR), BRITISH COLUMBIA

a. Criteria have been established for two types of Noise Abatement Departure Procedure (NADP) profiles that are applicable to all turbo-jets. NADP 1 profile reduces noise in close proximity to the departure end of an airport runway. NADP 2 reduces noise over area more distant from the runway end.

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b. All NADP profiles must meet the required minimum climb gradient requirements specified in the Standard Instrument Departure (SID) of departure criteria. Nothing in these procedures shall prevent the pilot-in-command from exercising his/her authority for the safe operation of the aircraft.

c. NADP 1 or 2 required for all runways. Advise Air Traffic Control (ATC) Clearance Delivery if using NADP 1. At airports where NADP 1 is the only procedure to follow, ATC does not need to be notified. Follow SID TO 3000' Before Proceeding On Course (BPOC).

(1) NADP 1

(a) Initial climb to at least 800 ft Above Aerodrome Elevation (AAE):

1 power as set for takeoff;

2 flaps/slats in take-off configuration, and

3 climb speed $V_2 + 10$ to 20 knots.

(b) At or above 800 ft AAE:

1 initiate power reduction;

2 maintain a climb speed $V_2 + 10$ to 20 knots, and

3 maintain flaps/slats in take-off configuration.

(c) At or below 3000 ft AAE:

1 maintain positive rate of climb;

2 accelerate to enroute climb speed; and

3 retract flaps/slats on schedule.

(d) At 3000 ft AAE, transition to normal en route climb speed.

(2) NADP 2

(a) Initial climb to at least 800 ft AAE:

1 power as set for takeoff;

2 flaps/slats in take-off configuration, and

3 climb speed $V_2 + 10$ to 20 knots.

(b) At or above 800 ft AAE, maintain a positive rate of climb and accelerate towards VZF, and either

1 reduce power with the initiation of the first flap retraction; or

2 reduce power after flaps/slats retraction.

(c) Continue the climb to 3000 ft AAE at a climb speed of $VZF + 10$ to 20 knots.

(d) At 3000 ft AAE, transition to normal enroute climb speed.

(NAV CANADA, CFS/ GPH 205/CAP V2, dated 20 Sep 2012)

ADDITIONAL INFORMATION

1. MARKINGS FOR FUR AND POULTRY FARMS - Noise from low flying rotary and fixed wing aircraft can cause serious economic loss to fur and poultry farmers. Such farms are marked by chrome yellow and black watch towers on top of buildings or barns. In addition, a red flag may be flown from a low mast. Any locations so marked should be avoided with special vigilance maintained during the months of February, March, April and May. (SPEC/RAC 1-14)

2. MIGRATORY BIRDS AND GAME ANIMALS - All pilots flying aircraft in the North Country should realize the importance of birds/animals in relation to the native welfare and the damage (serious disorganization and broken bones) that can result when frightened by aircraft. Therefore, diligent care should be exercised to avoid low overflight of bird nesting/harvest areas - particularly geese. When in vicinity of herds of caribou, moose, muskox or reindeer, pilots should not fly at an altitude less than 2000' AGL with a corresponding increase for larger/noisier aircraft. (SPEC/RAC 1-14)

CAYMAN ISLANDS

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Kingston FIR.

DIMENSIONAL UNITS - Blue Table except:

1. ALTIMETER SETTING - Hectopascal

(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. Unless authorized by ATS, VFR flights shall not operate above 10,500 AMSL.

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

SUPPLEMENTARY AIRPORT INFORMATION

Owen Roberts Intl (MWCR)

1. NOISE ABATEMENT

a. Jet aircraft with low bypass ratio engines, irrespective of weight are prohibited below 1500', within 2000' of the coastline, except for takeoff and landing.

b. Landing restrictions Rwy 08:

(1) Turns to final shall not be made over George Town and aircraft shall be established on final approach course prior to crossing the coastline.

c. Takeoff restrictions Rwy 08-26:

(1) Takeoff Rwy 08, unless the prevailing winds dictate the use of Rwy 26. Climb on runway heading until 3000' before proceeding on course, between 0000-1200Z++.

(2) Climb to 1000' with:

(a) Takeoff power/thrust

(b) Takeoff flap

(c) Climb at V₂ + 10 to 20 knots

(3) At 1000':

(a) Maintain a positive rate of climb, accelerate to zero flap minimum safe maneuvering speed (V_{ZF}).

(4) From 1000'-3000':

(a) Continue climb at not greater than V_{ZF} + 10 knots

(b) Retract flaps on schedule

(5) At 3000':

(a) Accelerate smoothly to enroute climb speed.
(SPEC/AD 2-35)

3. Horizontal speed including wind speed - Knots or mach

4. Vertical speed - feet per minute

(SPEC/GEN 2.1-1)

AIRSPACE STRUCTURE - Standard except:

1. Prefixes:

a. V - Low-level VOR based airway

(SPEC/ENR 3.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

NOTE: Transition altitude is specific for each aerodrome. No transition altitude is less than 1,500 ft.

(SPEC/ENR 1.7)

VERTICAL SEPARATION - Semi-circular.

030°-209°		210°-029°	
IFR FL	VFR FL	IFR FL	VFR FL
010	035	020	045
030	055	040	065
050	075	060	085
etc.	etc.	etc.	etc.
To 410	To 195	To 400	To 185
450	215*	430	205*
530*	235*	490*	225*
		570*	245*

*Only FIR Isla de Pascua (Easter Island)

(SPEC/ENR 1.7-3)

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. No VFR flight above FL195 except Isla de Pascua FIR where no VFR flight is permitted above FL245.

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard.

TRANSMISSION OF EXPECTED APPROACH TIMES -

1. All aircraft flying to Lima FIR shall contact Lima ACC at least 5 minutes before entry point to report ETO and flight level, while monitoring Santiago Radar on 128.7 MHz to report the ATO over the exit point of Antofagasta FIR to Santiago ACC.

(SPEC/AIC 5 2013)

RVSM RULES - Standard.

CHILE

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Antofagasta FIR, Santiago FIR (SCEZ), Puerto Montt FIR (SCTZ), Punta Arenas FIR (SCCZ), and Pascua FIR (SCIZ).

1. Upper controlled airspace begins at FL195, except for Pascua FIR where it begins at FL245.

(SPEC/ENR 1.4-1)

2. Pascua FIR not shown on any DOD FLIP Chart except for Isla de Pascua Inset shown on DOD PAA Chart 11C.

3. Pascua FIR (SCIZ) name is often interchangeably referenced as Isla de Pascua FIR (SCIZ).

DIMENSIONAL UNITS - 1.Primary SI Table except:

1. Distance used in navigation (in excess of 4000 meters) - Nautical miles

2. Altitude, elevation and height - Meters and feet

3-24 COLOMBIA

1. ATC will not accept handoffs between ACCs for non-RVSM certified aircraft in RVSM airspace between FL290 and FL410, except for state aircraft, maintenance flights, delivery flights, or for humanitarian reasons.

RNP REQUIREMENTS - As of May 1, 2014, Chile implemented the RNAV/RNP10 in upper Easter Island FIR and in airspace delegated to the Oceanic ACC inside the Antofagasta FIR, Santiago FIR, Puerto Montt FIR, and Punta Arenas FIR. Only aircraft approved for RNAV/RNP-10 or better will be authorized to operate within RNAV/RNP-10 airspace.

Non-approved RNAV/RNP-10 aircraft planning flight toward oceanic Tahiti FIR or New Zealand FIR must first coordinate with Tahiti or Auckland ACC prior to coordinating with the Chilean Oceanic ACC. Non-approved RNAV/RNP-10 aircraft are allowed to operate in the declared RNAV/RNP10 airspace with prior coordination. Coordinate by phone with Oceanic ACC at least 12 hours for international flights and at least 4 hours before EOBT for domestic flights. Non-RNAV/RNP-10 aircraft, authorized to operate in the RNAV/RNP-10 airspace, shall annotate ICAO flight plan item 18 as follows: "RMK/NONRNP10" (no space between letters and numbers).

(SPEC/AIC 5 2014)

FLIGHT PLANNING

ROUTE AND AREA RESTRICTIONS -

1. Portion of ATS Route L348 and UL348 between TIRLO in Santiago FIR and OSTR in Pascua FIR not shown on any DOD chart. Remainder of L348 and UL348 shown on PAA chart 11C.
2. Portion of ATS Route T118 and UT118 between OSABO and OSANI; W104 between SNO and IRC UW104 between SNO and IRC; and UL401 JURAK and POGAM not shown on any DOD chart.
3. Direct ATS route 2E18 between FAG and LOA on DoD chart L-12E not for flight planning nor filling. Route will only be assigned by ATC.

(SPEC/T-1 AREA TERMINAL CHART)

FLIGHT HAZARDS

Caution numerous active volcanoes.

(ENR 5.3-1)

ASCENTS OF CAPTIVE BALLOONS AND FREE FLYING SONDES -

Caution meteorological balloon ascents from the following locations:

1. 232719S 0702644W (Cerro Moreno Intl), GND-90,000', daily 1130Z
2. 271000S 1092600W (Mataverí Intl), GND-90,000', daily 2330Z
3. 412500S 0730500W (El Tepual Intl), GND-90,000, daily 1130Z winter, 1230Z summer
4. 530022S 0705035W (Carlos Ibanez Del Campo Intl), GND-90,000', daily 1130Z++

5. 333925S 0713654W (Santo Domingo airfield), GND-90,000', daily 1130Z & 2330Z

(SPEC/ENR 5.1-3)

ENROUTE

FLIGHTS IN BORDER AREAS -

1. Flights between the Antofagasta FIR in Chile and Lima FIR in Peru will transition between the two FIRs according to the following:

000°-179°	180°-359°
FL290	FL300
FL310	FL320
FL330	FL340
FL350	FL360
FL370	FL380
FL390	FL400
FL410	FL430
FL450	FL490*
FL530*	FL570*

*Only in Pascua FIR

(SPEC/AIC 5 2013)

AIRWAY/ROUTES INCLUDING CONDITIONAL ROUTE INFORMATION -

1. Chile allows the strategic lateral offset procedures (SLOP) on airway UL302 between ELASA and IREMI; airway UL780 between SULNA and SORTA, and airway UL401 between ANPUK and ESDIN.

a. A 1NM or 2NM offset right of centerline, with respect to the direction of flight is authorized.

b. Only aircraft with automatic offset programming capability can fly offset.

c. Flight crew must notify ATC.

d. Pilots may utilize air-to-air frequency 123.45 MHz to coordinate lateral displacements.

(SPEC/AIC 5 2013)

COLOMBIA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Barranquilla and Bogota FIR.

NOTE: San Andres and Providencia Islands lay within the boundaries of the Panama FIR. However, control of the airspace within a 40 NM radius of the San Andres VOR-DME, up to FL195, has been delegated to San Andres Approach.

(SPEC/ENR 2.1-10)

DIMENSIONAL UNITS - Blue Table except:

1. ALTITUDES, ELEVATIONS AND HEIGHTS - Meters are also used.
2. ALTIMETER SETTING - Inches (Millibars on request).
(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Colombia has implemented the ICAO Annex 11 airspace classifications with the following exceptions:

(SPEC/ENR 1.1-1)

1. Special VFR flights not authorized.
(SPEC/ENR 1.2-1)
2. VFR flights are not authorized above FL210.
(SPEC/ENR 1.7-2)

INSTRUMENT FLIGHT RULES

Colombia has implemented the ICAO Annex 11 airspace classifications.

(SPEC/ENR 1.1-1)

FLIGHT PLANNING

1. TRANSPONDERS - Use of SSR transponder with Mode C is mandatory for any aircraft operating within the airspace of Colombia.
(SPEC/ENR 1.6-3 Para 10.1)
2. MILITARY AIRFIELDS - Flight plans to a Colombian military airfield must be filed 72 hours in advance.
(SPEC/AD 1.1-1 Para 2.2.3)
3. ALTERNATE AIRFIELDS - Use of a Colombian military airfield as a planned alternate is prohibited.
(SPEC/AD 1.1-2 Para 2.2.4)

SUPPLEMENTARY AIRPORT INFORMATION

Eldorado Intl (SKBO)

1. NOISE ABATEMENT
 - a. Maintain maximum climb gradient during initial segment. Reduced thrust takeoff IAW aircraft operating manual is recommended.
 - b. Rwy 31L/R - Climb at V2+10. At 800' AGL initiate turn, adjust power in accordance with aircraft noise abatement schedule and continue climb at V2+10 in takeoff configuration. At 11,000' increase power and retract flaps/slats while maintaining positive rate of climb. At 12,500' accelerate to enroute climb speed.
 - c. Rwy 13L/R
 - (1) Left or Right Turn - Climb at V2+10. Maintain runway heading until Romeo NDB (Rwy 13L) or KOLMU (Rwy 13R)

and initiate turn. At 800' AGL adjust power in accordance with aircraft noise abatement schedule. Continue climb at V2+10 in takeoff configuration.

(2) At 11,000' increase power and retract flaps/slats while maintaining positive rate of climb. At 12,500 accelerate to enroute climb speed.

d. For DC10 aircraft the climb speed is V2+20.

e. Noise abatement procedures do not apply in case of emergency.

(SPEC/AD 2-SKBO 17)

Ernesto Cortissoz (SKBQ)

1. NOISE ABATEMENT

a. Runway 05 - Climb at V2 + 10. At 800 ft AGL, set climb power. Continue climb at V2 + 10 in takeoff configuration. At 1500 ft MSL, continue climb, accelerate and retract flaps and slats. At 3500 ft, accelerate to enroute climb speed. Maintain a high rate of climb during the initial climb segment. For DC-10 aircraft, the climb speed will be V2 + 20.

b. Noise abatement procedures do not apply in case of emergency or the following conditions:

- (1) An adverse runway surface condition is present.
- (2) Visibility is less than 1 NM.
- (3) Crosswind (including gusts) exceeds 15 kts.
- (4) Tailwind (including gusts) exceeds 5 kts.
- (5) Windshear or thunderstorms present or forecasted.
(SPEC/AD 2-SKBQ 5 Para 21)

ROUTE AND AREA RESTRICTIONS -

1. ELDORADO (SKED) FIR/UTA, BARRANQUILLA (SKEC) FIR/UTA, SAN ANDRES ISLAND (SPP) TCA SPECIAL AIR CONTROL ZONES

a. DEFINITION - These are designated sectors in Colombian Airspace which are defined by the Colombian Air Force in coordination with the Special Civil Aeronautics Administrative Unit and cover areas in which there exists a reasonable suspicion that there are routes used for drug-trafficking.

b. CONSIDERATIONS

(1) In the airspace within the Special Air Control Zones, the Colombian Air Force will apply the procedure established for the use of Colombian Air Force aircraft against aircraft that violate national airspace. This will be done in all phases with the support of the resources furnished by the government of the United States of America.

(2) The Colombian Air Force will not use force when aircraft classified as hostile are flying over a gathering of people or buildings and which may affect the civilian population. An exception will be made when a city center has been declared a prohibited area for security reasons or when there is a threat of physical harm to the personnel or facilities of the Government of the Republic of Colombia or to others.

c. DEMARCATION

3-26 COLOMBIA

(1) ZONE W - This zone covers Colombian Airspace W of the W mountain range and the Rio Cauca Valley, except for the city of Cali. All aircraft must:

- (a) File a flight plan before takeoff.
- (b) Establish contact with the Air Traffic Service agency.
- (c) Keep the transponder equipment on, with the code assigned by the Special Civil Aeronautics Administrative Unit.
- (d) Have permission to overfly areas restricted by the Colombian Air Force.
- (e) Aircraft will be authorized to stay overnight at airports restricted by the Colombian Air Force only with prior permission from the Colombian Air Force.

ZONE W: N07°13'11" W77°53'12" then along the Colombia/Panama border to
N08°31'42" W77°21'36"
N08°40'28" W77°21'32"
N06°32'00" W76°13'31"
N05°08'28" W76°13'31"
N05°08'28" W75°42'38"
N02°34'51" W76°17'40"
N02°34'51" W74°56'40"
N01°28'28" W75°29'17"
N00°25'16" W76°14'50" then along the Colombia/Ecuador border to a point 12 NM off the Colombia coast then paralleling the coast to beginning.

(2) ZONE N - This zone covers Colombian Airspace in the N of the country, excluding the cities of Barranquilla and Cartagena. All aircraft must:

- (a) File a flight plan before takeoff.
- (b) Establish contact with the Air Traffic Service agency.
- (c) Keep the transponder equipment on, with the code assigned by the Special Civil Aeronautics Administrative Unit.
- (d) Have permission to overfly areas restricted by the Colombian Air Force.
- (e) Aircraft will be authorized to stay overnight at airports restricted by the Colombian Air Force only with prior permission from the Colombian Air Force.

ZONE N: N08°40'28" W77°21'32"
N08°50'06" W77°14'00" then paralleling the Colombia coast at 12 NM to
N12°06'04" W70°55'02" then along the Colombia/Venezuela border to
N07°00'00" W72°00'12"
N06°09'22" W72°11'48"
N06°10'48" W74°03'54"
N05°27'50" W74°11'48"
N05°08'28" W75°11'15"
N07°01'15" W74°42'34"
N07°01'15" W75°33'52"
N06°32'00" W76°13'31" to beginning.

(3) ZONE E - This zone covers Colombian Airspace in the E and S of the country. All aircraft must:

- (a) File a flight plan before takeoff, especially for uncontrolled strips.
- (b) Establish contact with the Air Traffic Service agency.
- (c) Keep the transponder equipment on, with the code assigned by the Special Civil Aeronautics Administrative Unit.
- (d) Have permission to overfly areas restricted by the Colombian Air Force.
- (e) Aircraft will be authorized to stay overnight at airports restricted by the Colombian Air Force only with prior permission from the Colombian Air Force.
- (f) Aircraft flying at a low level & within a 150 NM radius of the Marandúa (Vichada) Air Base must establish contact with the Rodríguez Meneses Tower on 126.2.

ZONE E: N00°25'16" W76°14'50"

N01°28'28" W75°29'17"

N02°34'51" W74°56'40"

N04°36'05" W73°56'53"

N03°18'47" W73°56'53"

N03°18'47" W72°58'38"

N05°40'48" W72°54'24"

N06°09'22" W72°11'48"

N07°00'00" W72°00'12" then E and S along the Colombia/Venezuela/Brazil border, continuing W along the Colombia/Peru/Ecuador border to beginning.

(SPEC/ENR 1.12-6)

2. Overflights of the city of Bogota at or below 11,500' are prohibited to any type of aircraft unless:

- a. They have prior and specific authorization from the Colombia Air Force Command.
- b. Their flight paths coincide with published Standard Instrument Departures
or
Their flight paths coincide with Visual Flight Patterns for Rwy 31.

(SPEC/ENR 6.4-1 Para 1.7)

3. Overflight of the following sectors is prohibited to fixed-wing aircraft and helicopter:

- a. A 2 NM circle centered on N04°35'53" W074°04'52" (Narino Palace).
- b. A 1 NM circle centered on N04°55'18" W073°59'58" (Hacienda Hato Grande).
- c. An area from the surface to 18,500' MSL formed by the following coordinates: N04°37'32" W074°04'52", N04°36'40" W074°04'13", N04°36'20" W074°03'20", N04°34'16" W074°04'07", N04°34'16" W074°05'17", N04°35'01" W074°06'27".

(SPEC/ENR 6.4-1 Para 1.8)

4. The airspace within a circle 3 NM in radius centered on N03°28'00" W76°30'00" is restricted from overflight by all aircraft and will be permitted only after prior authorization from Alfonso Bonilla Aragon (SKCL) Tower.

(SPEC/ENR 6.6-1 Para 1.11)

ENROUTE**PREFERRED ROUTES -**

1. The following is a compendium of the preferential ATS routes for the purpose of organizing and channeling all traffic departing the Bogotá TCA.
2. Due to the saturation of S traffic over the Mariquita fix, ATC will not authorize altitudes or flight levels above 14,000' for N aircraft with destination to any of the airports as listed.
3. Due to ATC operational needs and with the intent of reducing delays, the criteria stated below may be modified as long as flight safety is not affected.
4. For unlisted airports located N or NE of the Rionegro (RNG) VOR-DME, use preferred route to RNG VOR-DME. For unlisted airports located S, SE or SW of Neiva (NVA) VOR-DME, use preferred route to NVA VOR-DME. For unlisted airports located S, SE or SW of Villavicencio (VVC) VOR-DME, use preferred route to VVC VOR-DME.

Terminal (City)	Altitude (feet)	Route and Charts
Alberto Lleras Camargo (Sogamoso)	15,000' or above	ZIP W20 SOG (A-2, L-9)
Alfonso Bonilla Aragon Intl (Cali)	15,000' or above	GIR W17 ULQ W3 CLO (A-2, L-9)
	17,000' or above	GIR R564 CLO (A-2, L-9)
Alfonso Lopez Pumarejo (Valledupar)	14,000' or below	SOA W23 MUGOP W11 OTU W33 ELB W19 VVP (A-2, L-9, L-7)
	15,000' or above	ZIP W44 EJA W12 ELB W19 VVP (A-2, L-9, L-7)
Alfredo Vasquez Cabo (Leticia)	15,000' or above	ZIP W25 ANLAV W45 VVC W44 SJE (A-2, L-9)
Almirante Padilla (Riohacha)	14,000' or below	SOA W23 MUGOP W11 OTU W33 ELB W19 VVP W32 RHC (A-2, L-9, L-7)
	15,000' or above	ZIP W44 EJA W12 ELB W19 VVP W32 RHC (A-2, L-9, L-7)
Benito Salas (Neiva)	12,000' or above	SOA W22 NVA (A-2, L-9)
Camilo Daza (Cucuta)	17,000' or above	ZIP W9 PIE W34 CUC (A-2, L-9, L-7)
Caucaya (Puerto Leguizamo)	12,000' or above	SOA W22 R567 PLG (A-2, L-9, L-10, L-11)
	13,000' or above	SOA W16 FLA R567 PLG (A-2, L-9, L-10, L-11)

Terminal (City)	Altitude (feet)	Route and Charts
Covenas NB (Tolu)	15,000' or below	SOA W23 MTR (A-2, L-9, L-7)
	16,000' or above	ABL W36 NIRSO W25 RNG W6 BUTAL W23 MTR (A-2, L-9, L-7)
Eduardo Falla Solano (San Vicente del Caguan)	13,000' or above	SOA W22 NVA W15 (A-2, L-9)
El Carano (Quibdo)	15,000' or below	SOA W23 MQU A323/B689 RNG W26 UIB (A-2, L-9)
	16,000' or above	ABL W36 NIRSO W53 UIB (A-2, L-9)
El Yopal	15,000' or above	ZIP W20 SOG W34 EYP (A-2, L-9)
Ernesto Cortissoz (Barranquilla)	14,000' or below	SOA W23 MQU A323/B689 RNG W3 MGN W46 BAQ (A-2, L-9, L-7)
	15,000' or above	ZIP W44 EJA A301 BAQ (A-2, L-9, L-7)
Fabio Alberto Leon Bentley (Mitu)	15,000' or above	ZIP W25 ANLAV W45 VVC W44 SJE W13 MTU (A-2, L-9, L-11)
Gomez Nino Apiay (Villavicencio)	15,000' or above	ZIP W25 ANLAV W45 VVC (A-2, L-9)
Gustavo Artunduaga Paredes (Florencia)	13,000' or above	SOA W22 NVA W16 FLA (A-2, L-9)
Gustavo Vargas (Tame)	16,000' or above	ZIP W20 TME (A-2, L-9)
Jorge E. Gonzalaz Torres (S. Jose d. Guaviare)	15,000' or above	ZIP W25 ANLAV W45 VVC W44 SJE (A-2, L-9)
Jose Maria Cordova (Rionegro)	15,000' or below	SOA W23 MQU A323/B689 RNG (A-2, L-9)
	16,000' or above	ABL W36 NIRSO W25 RNG (A-2, L-9)
La Mina (Cerrejon)	14,000' or below	SOA W23 MUGOP W11 OTU W33 ELB W19 CJN (A-2, L-9, L-7)
	15,000' or above	ZIP W44 EJA W12 ELB W19 CJN (A-2, L-9, L-7)
Los Garzones (Monteria)	15,000' or below	SOA W23 MTR (A-2, L-9, L-7)
	16,000' or above	ABL W36 NIRSO W25 RNG W6 BUTAL W23 MTR (A-2, L-9, L-7)

3-28 COSTA RICA

Terminal (City)	Altitude (feet)	Route and Charts
Olaya Herrera (Medellin)	15,000' or below	SOA W23 MQU A323/B689 RNG (A-2, L-9)
	16,000' or above	ABL W36 NIRSO W25 RNG (A-2, L-9)
Palonegro (Bucaramanga)	15,000' or above	ZIP W9 BGA (A-2, L-9, L-7)
Pitalito	12,000' or above	SOA W22 (A-2, L-9)
Puerto Bolivar (Portete)	14,000' or below	SOA W23 MUGOP W11 OTU W33 ELB W19 ECB (A-2, L-9, L-7)
	15,000' or above	ZIP W44 EJA W12 ELB W19 ECB (A-2, L-9, L-7)
Rafael Nunez (Cartegena)	14,000' or below	SOA W23 BUTAL W6 CTG (A-2, L-9, L-7)
	15,000' or above	ZIP W44 EJA W10 CTG (A-2, L-9, L-7)
Santiago Perez (Arauca)	16,000' or above	ZIP W20 AUC (A-2, L-9)
Simon Bolivar (Santa Marta)	14,000' or below	SOA W23 MQU A323/B689 RNG W3 MGN W4 STA (A-2, L-9, L-7)
	15,000' or above	ZIP W44 EJA W12 ELB W9 STA (A-2, L-9, L-7)
Tres de Mayo (Puerto Asis)	12,000' or above	SOA W22 SIS (A-2, L-9, L-10)
Tres Esquinas	13,000' or above	SOA W22 NVA W16 FLA R567 TQS (A-2, L-9, L-10)
Vanguardia (Villavicencio)	15,000' or above	ZIP W25 ANLAV W45 VVC (A-2, L-9)
Villa Garzon	12,000' or above	SOA W22 ARAZA (A-2, L-9)

(SPEC/ENR 6.4-3)

COSTA RICA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Central American FIR/UIR.

DIMENSIONAL UNITS - ICAO Table except:

- 1. Air Traffic Control and MET provide altitudes, elevations, and heights in feet on request.
- 2. Air Traffic Control provides vertical speed in feet per minute on request.

ALTIMETER SETTING PROCEDURES - Standard except:

- 1. Costa Rica altimeter setting - Hectopascal unit of measurement.
(SPEC/GEN 2.1-1)

VERTICAL SEPARATION - Semi-circular.

- 1. According to agreement between Havana ACC (MUHA) and Central America ACC (MHTG) on route UG439, traffic should use the following:
 - a. Central America heading to Havana use FL200, 220, 240, 260, 280, 310, 350, 390, etc.
 - b. Havana heading to Central America use FL190, 210, 230, 250, 270, 290, 330, 370, etc.
(SPEC/ENR 1.7-4)

POSITION REPORTING - Standard except:

- 1. CODES FOR SECONDARY RADAR (SSR) -
 - a. The following codes assigned by ICAO internationally will be applicable in the following cases:

Emergency Traffic Code 7700
Traffic with communication failure Code 7600
Traffic with illicit interference Code 7500

- b. (SSR) Codes are assigned for Air Traffic Control services in Juan Santamaria International Airport (MROC):

IFR TRANSIT Code 0400 Within 60 NM
VFR TRANSIT Code 1200 Within 60 NM

- c. The aircraft wishing advisory service and RADAR CONTROL, should count with responder equipment (SSR TRANSPONDER) on board.
(AFFSA/AFFSA)

VISUAL FLIGHT RULES

Standard except:

- 1. Central America has implemented the ICAO ANNEX 11 airspace classification as follows: FIR - Class F
- 2. VFR operations in El Coco TCA and CTLZ not authorized when ceiling is below 2000' and visibility is less than 5 SM.
(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard.

CUBA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Habana FIR.

DIMENSIONAL UNITS - Blue Table except:

1. ALTIMETER SETTING - Hectopascal.
(SPEC/GEN 2.1-3)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

1. Among the ACC's of Miami (KZMA), Habana (MUFA), Kingston (MKJK) and Panama (MPZL) an agreement exist, where the cruising levels changes from East and West to North (270°-089° even Flight Levels) and South (090°-269° odd Flight Levels).
(SPEC/ENR 1.7-4)

2. According to agreement between Habana ACC (MUHA) and Central America ACC (MHTG) on routes UB500, UG439 and UR630, traffic should use the following:

- Central America FIR (MHTG) heading to Habana FIR (MUHA) use FL200, 220, 240, 260, 280, 310, 350, 390, etc.
- Habana FIR (MUHA) heading to Central America FIR (MHTG) use FL190, 210, 230, 250, 270, 290, 330, 370, etc.
(SPEC/HO ENR 1.7-4)

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights shall not operate during a period from sunset to sunrise unless authorized by ATS.
(SPEC/ENR 1.2-1)

NOTE: An exception applies to paragraph 1 for aircraft arriving/departing GUANTANAMO BAY NS (MUGM). See GUANTANAMO BAY NS (MUGM) REMARKS and VFR ARR/DEP ROUTE-GUANTANAMO BAY NS (MUGM) Procedure in Section C, C & SA Enroute Supplement.
(NAVFIL/FIL 92-16)

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

SUPPLEMENTARY AIRPORT INFORMATION

Guantanamo Bay NS (MUGM)

- Guantanamo Bay NS (MUGM) is a Naval Airspace Reservation. Official business only. No flight operations within GITMO (MUGM) local flying area permitted without prior approval and briefing by NAVSTA operations.
- Aircrew and passengers remaining over night must have obtained berthing and AREA CLEARANCE message from COMNAVBASE GITMO BAY (MUGM) prior to arrival. 24 hour prior notice of intended landing required of all aircraft (See Remarks in CSA Enroute Supplement). Aircrews must provide own security, if required.
- Aircraft arriving GITMO (MUGM) on an IFR flight plan shall cancel IFR clearance at or prior to crossing the Miami FIR (KZMA)

boundary and receive acknowledgment. For VFR arrival/departure information see Section C, CSA Enroute Supplement.

(NAVFIL/FIL 95-08)

CURACAO

See NETHERLANDS ANTILLES

DOMINICA

See Trinidad and Tobago

DOMINICAN REPUBLIC

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Santo Domingo FIR/UIR.

DIMENSIONAL UNITS - ICAO except:

1. ALTIMETER SETTING - Inches of mercury.
(SPEC/GEN 2.1-3)

ALTIMETER SETTING PROCEDURES - Standard except:

- The transition altitude in the Santo Domingo FIR is 17,000' MSL.
- Vertical position of aircraft within the Santo Domingo FIR is expressed in terms of altitude, until 17,000' MSL and in terms of flight levels at and over FL180. While passing through the transition layer, vertical position is expressed in terms of altitude descending and in terms of flight levels ascending.
- Flight Level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92"). Consecutive flight levels are separated by a pressure interval corresponding to 500', (152.4 M) in the standard atmosphere.

Examples of the relationship between flight levels and altimeter indications are given in the following table, the metric equivalents being approximate

Flight Level Number	Feet	Altimeter Indication Meters
180	18000	5500
190	19000	5800
200	20000	6100
210	21000	6400
220	22000	6700
230	23000	7000
240	24000	7300

4. A QNH altimeter setting is made available to aircraft in taxi clearance prior to take-off.

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5. Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude (17,000'), and above this, vertical positioning is expressed in terms of flight levels.
(SPEC/ENR 1.7-1, 2)

VERTICAL SEPARATION - Semi-circular except:

1. Vertical separation during enroute flight shall be expressed in terms of flight levels or altitudes.
2. IFR and VFR flights above 900 M (3000'), when in cruising flight altitude or flight levels, shall be flown at those corresponding to the magnetic tracks shown in the following table, as so prescribed in Appendix C, Annex 2 of ICAO.

	000° - 179°		180° - 359°	
	IFR	VFR	IFR	VFR
Flight altitude number				
	30	35	40	45
	50	55	60	65
	70	75	80	85
	150	155	100	105
	etc.	etc.	etc.	etc.
	...	...	...	...
	270		280	
Flight level number	290		310	
	330		350	
	etc.		etc.	

NOTE: Some of the lower flight altitudes in the above table may not be usable due to terrain clearance.
(SPEC/ENR 1.7-3,4)

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in table below:
2. IFR and VFR flights above 900 M (3000'), when in cruising flight altitude or flight levels, shall be flown at those corresponding to the magnetic tracks shown in the following table, as so prescribed in Appendix C, Annex 2 of ICAO.
3. Vertical positioning of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude (17,000'), and above this, vertical positioning is expressed in terms of flight levels.
(SPEC/ENR 1.7-1, 2)
4. Vertical separation during enroute flight shall be expressed in terms of flight levels or altitudes.
5. IFR and VFR flights above 900 M (3000'), when in cruising flight altitude or flight levels, shall be flown at those corresponding to the magnetic tracks shown in the following table, as so prescribed in Appendix C, Annex 2 of ICAO.

Airspace Classification	B	CDE	FG
		Above 900 M (3000') AMSL or Above 300 M (1000') above terrain, whichever is higher.	At and below 900 M (3000') AMSL or 300 M (1000') above terrain, whichever is higher.
Distance From cloud	Clear of cloud	1500 M (5000') horizontally 300 M (1000') vertically	Clear of clouds and in sight of the surface
Flight visibility		8 km (4.3 NM) at or above 3050 M (10,000') AMSL 8 km (4.3 NM) below 3050 M (10,000') AMSL	8 km (4.3 NM)

- a. Lower flight visibility than 1500 M (5000') may be permitted for flights operating:
- (1) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or
- (2) In circumstances in which the probability of encounters with other traffic would normally be low, e.g., in areas of low traffic volume and for aerial work at low levels.
- b. Helicopters may be permitted to operate in less than 1500 M flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.
2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an airport within a control zone, or enter the airport traffic zone or traffic pattern.
- a. When the ceiling is less than 450 M (1500'); or
- b. When the ground visibility is less than 5 km.
3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.
4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:
- a. Above FL195:
- b. At transonic and supersonic speeds.
5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
- a. Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 M (1000') above the highest obstacle within a radius of 600 M from the aircraft;
- b. Elsewhere than as specified in 5.a., at a height less than 150 M (500') above the ground or water.
6. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 M (3000')

from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level or altitude appropriate to the track as specified in the tables of cruising levels.

(SPEC/ENR 1.2-2)

INSTRUMENT FLIGHT RULES

Standard except:

1. Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established, or, where no such minimum flight altitude has been established.

a. Over high terrain or in mountainous areas, at a level which is at least 600 M (2000') above the highest obstacle located within 8 km of the estimated position of the aircraft.

b. Elsewhere than as specified in a., at a level which is at least 300 M (1000') above the highest obstacle located within 8 km of the estimated position of the aircraft.

NOTE: The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

(SPEC/ENR 1.3-1)

FLIGHT PLANNING

1. The levels at which a flight is to be conducted shall be specified in a flight plan:

a. In terms of flight levels if the flight is to be conducted at or above the transition level; and

b. In terms of altitudes if the flight is to be conducted in the vicinity of an airport and at or below the transition altitude.

NOTE: Flight levels are specified in a flight plan by a number, and not in terms of feet or meters as is the case with altitudes.

2. A flight plan shall be submitted in accordance with the RAD 91, PAR 91.153:

a. Any IFR flight;

b. Any VFR flight;

(1) Departing from or destined for an airport within a control zone;

(2) Crossing the Terminal Area and Control Zone;

(3) Operating along the designated VFR routes in the Terminal Area;

(4) International flights across the Santo Domingo FIR boundary.

3. Except for repetitive flight plans, a flight plan shall be submitted at least 1 hour for IFR flights, and 30 minutes for VFR flights prior to proposed time of departure.

a. The flight plan shall be submitted at the Flight Plan Notification Office at the departure airport.

b. In the absence of such an office at the departure airport, a flight plan shall be submitted by radio-communication to appropriate ATS unit.

4. An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

a. ICAO flight plan forms are available at Flight Plan Notification Offices at the airports. The instructions for completing those forms shall be followed.

b. Flight plan concerning IFR flights along ATS routes need to include FIR boundary estimates.

c. When a flight plan is submitted by radio, the sequence of items in the flight plan form shall be strictly followed.

5. No flight plans shall be filed out of ATS route structure unless prior permission has been obtained from the aeronautical ATS authorities.

6. Flights of a specific character, such as survey flights, scientific research flights, etc, may be excepted from the restriction specified above. A request for exemption shall be made so as to be received at least 48 working hours prior the intended date of operation to the Direccion General de Aeronautica Civil.

NOTE: Failure to comply with this procedure may result in the automatic cancellation of the Repetitive Flight Plan for that specific flight at one or more of the ATS units concerned.

7. For a flight operated on a Repetitive Flight Plan, no flight plan message will be transmitted. Departure messages and delay messages relating to such flights will be normally transmitted.

8. All changes to a flight plan submitted for an IFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old flight plan has been cancelled.

NOTE: If a delay in departure (or cancellation) of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

NOTE: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, Alerting or Search and Rescue action may be unnecessarily initiated when the flight fails to arrive at the destination airport within 30 minutes after its current estimated time of arrival.

9. Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

10. Changes to a current flight plan for a controlled flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan), and significant changes to a flight plan for an uncontrolled VFR flight include changes in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

11. A report of arrival shall be made at the earliest possible moment after landing, to the airport air transit office of the arrival airport by any flight for which a flight plan has been submitted,

3-32 ECUADOR

except when the arrival has been acknowledged by the local ATS unit.

12. After landing at an airport which is not the destination airport (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the airport of diversionary landing, the pilot is responsible for passing the arrival report to the destination airport.

a. Arrival reports shall contain the following elements of information:

- (1) Aircraft identification
- (2) Departure airport
- (3) Destination airport
- (4) Time of arrival

b. In the case of diversion, insert the "arrival airport" between "destination airport" and "time of arrival."

(SPEC/ENR 1.10-1)

ECUADOR

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Guayaquil FIR.

DIMENSIONAL UNITS - Primary SI Unit except Non-SI Alternative Units may be used also as follows:

1. DISTANCES USED IN NAVIGATION, POSITION REPORTING, etc - Nautical miles.
2. ALTITUDE, ELEVATION AND HEIGHT - Feet.
3. HORIZONTAL SPEED INCLUDING WIND SPEED - Knots.
4. VERTICAL SPEED - Feet per minute.

(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights are NOT authorized during daytime when operated more than 20 NM at sea for a period of more than 1 hour.

(SPEC/ENR 1.2-2)

2. VFR operations are established in the Northeast sector of the country: Nueva Loja, Tiputini, Francisco de Orellana to the Cononaco River to the South. The area is bound by the following points:

In the Ecuador - Colombia border coordinates N00°22'45" W077°09'00", from this point to S00°07'15" W075°16'00", to

S00°06'30" W075°36'30", to S00°11'30" W075°36'30", to S00°28'00" W075°21'00", to S00°55'00" W075°14'30", to S01°32'00" W075°33'33", to S00°52'00" W077°14'00" end N00°22'45" W077°09'00".

VFR aircraft operation in the northeast sector of the country will take place only when the aerodromes Nueva Loja, Tarapoa, Tiputini and Francisco de Orellana are within the meteorological minima for VFR flights. While in this area monitor freq 123.025 MHZ.

(SPEC/ENR 1.5-5)

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

1. All low Whiskey airways with a designation of G are Class G.

(SPEC/ENR 3.1-26)

EL SALVADOR

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Central American FIR/UIR.

DIMENSIONAL UNITS - ICAO Table except:

1. Air Traffic Control and MET provide altitudes, elevations, and heights in feet on request.
2. Air Traffic Control provides vertical speed in feet per minute on request.

ALTIMETER SETTING PROCEDURES - Standard except:

1. Air Traffic Control will not assign FL200 to any aircraft when QNH pressure is less than 29.92".

2. In El Salvador, Air Traffic Control provides altimeter setting in hectopascals; milibars provided upon request.

(SPEC/GEN 2.1-1)

VERTICAL SEPARATION - Semi-circular.

1. According to agreement between Havana ACC (MUHA) and Central America ACC (MHTG) on route UB500, traffic should use the following:

a. Central America heading to Havana use FL200, 220, 240, 260, 280, 310, 350, 390, etc.

b. Havana heading to Central America use FL190, 210, 230, 250, 270, 290, 330, 370, etc.

(SPEC/ENR 1.7-4)

POSITION REPORTING - Standard except:

1. CODES FOR SECONDARY RADAR (SSR) -

a. The aircraft wishing advisory service and RADAR CONTROL, should count with responder equipment (SSR TRANSPONDER) on board.

(AFFSA/AFFSA)

VISUAL FLIGHT RULES

Standard except:

1. Central America has implemented the ICAO ANNEX 11 airspace classification as follows: FIR - Class F
2. El Salvador Intl (MSLP) CTLZ VFR weather minima is ceiling 1500' and visibility 8 km (5 SM).
3. Ilopango (MSSS) CTLZ VFR weather minima is ceiling 1500' and visibility 5 km (3 SM).

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard except:

1. Central America has implemented the ICAO ANNEX 11 airspace classifications as follows: FIR - Class F UIR - Class A

(SPEC/ENR 1.4-1)

FRENCH ANTILLES

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the territories (islands) of Guadeloupe, Martinique, St. Barthelemy, and St. Martin.

1. Guadeloupe and Martinique are inclusive within the Piarco FIR.
2. St. Martin (under the aerodrome control of Philipsburg-Juliana) and St. Barthelemy are inclusive within the San Juan FIR.

DIMENSIONAL UNITS - ICAO Table except:

1. Altitudes and heights on terminal procedures are given in feet.

2. Altimeter setting - hectopascals

(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights in icing conditions prohibited.

(SPEC/GEN 1.7-55)

2. VFR flights may be allowed in Class A airspace with ATC approval and clearance.

(SPEC/GEN 1.7-62)

3. VFR flight within TCA's of Martinique and Pointe-A-Pitre must:

- a. File a flight plan
- b. Operate at a level which allows permanent radio contact with ATC

(1) if communications are lost, land at nearest suitable aerodrome.

- c. Transmit a position report on crossing the North and South coasts of the islands of Guadeloupe, Dominica, Martinique, and Saint Lucia and upon leaving the Martinique and Pointe-A-Pitre TMA.

(SPEC/ENR 1.2-8)

INSTRUMENT FLIGHT RULES

Standard except:

1. If radio communications are lost:

- a. During a STAR or SID, comply with that procedure.
- b. In IMC and not on a published procedure:

(1) Squawk 7600

(2) Maintain the last assigned speed and level or the minimum flight altitude, whichever is higher, for 7 minutes.

(a) The 7 minutes begin at the time the last assigned level or minimum flight altitude is reached, at the time the transponder is set to 7600, at the previously reported pilot estimate for the compulsory report point, or at the time of a failed compulsory reporting point.

(3) After 7 minutes, return to filed flight plan route.

(SPEC/ENR 1.3-2)

FLIGHT PLANNING

SUPPLEMENTARY AIRPORT INFORMATION

Le Raizet (Pointe A Pitre) (TFFR)

1. Lost communications - Squawk 7600, then:

- a. Departing

(1) Maintain the last speed and altitude until exiting the TMA (if assigned altitude is below minimum safe altitude, climb to flight plan altitude), then as filed.

- b. Arriving

(1) Proceed to the Initial Approach Fix at the last assigned acknowledged level, if compatible with approach holding. If not compatible, at the highest level in the holding pattern.

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(2) Hold at this level until the expected approach time if acknowledged. If not acknowledged, hold at this level until the actual time of arrival at the Initial Approach Fix plus 4 minutes.

(3) Descend to Initial Approach Fix altitude and commence approach.

(SPEC/AD2 TFFR-6)

FRENCH GUIANA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Cayenne FIR.

DIMENSIONAL UNITS - ICAO Table except:

1. Altitudes and heights on terminal procedures are given in feet.

2. Altimeter setting - hectopascals

(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights in icing conditions prohibited.

(SPEC/GEN 1.7-55)

2. VFR flights may be allowed in Class A airspace with ATC approval and clearance.

(SPEC/GEN 1.7-62)

3. Transmit a position report when passing over a FIR or at every hour.

a. During the periods of 20-40 minutes following the last report, the pilot shall transmit either a position report at a pre-designated point or an "all is ok" message.

(SPEC/ENR 1.2-9)

INSTRUMENT FLIGHT RULES

Standard except:

1. If radio communications are lost:

a. During a STAR or SID, comply with that procedure.

b. In IMC and not on a published procedure:

(1) Squawk 7600

(2) Maintain the last assigned speed and level or the minimum flight altitude, whichever is higher, for 7 minutes.

(a) The 7 minutes begin at the time the last assigned

level or minimum flight altitude is reached, at the time the transponder is set to 7600, at the previously reported pilot estimate for the compulsory report point, or at the time of a failed compulsory reporting point.

(3) After 7 minutes, return to filed flight plan route.

(SPEC/ENR 1.3-2)

ENROUTE

AIRWAY/ROUTES INCLUDING CONDITIONAL ROUTE INFORMATION -

1. Air traffic whose routing is expected to cross the Cayenne FIR (SOOO) at night, between 0300-0700Z, east of 048° W, will fly and file their flight plan on a mandatory network of routes.

a. From the PIARCO FIR:

(1) Via UL695 and UL375

(2) Via PUBLI to KOTVO (2AW4)

(3) Via any entry point (must be inserted in the field of FPL) routing to CYR VOR or destination SOCA.

b. From the DAKAR FIR:

(1) Via GOGSO to MAVKO (2AW1)

(2) Via ARAGO to MAVKO (2AW2)

(3) Via any entry point (must be inserted in the field of FPL) routing to CYR VOR or destination SOCA.

c. From the ATLANTICO FIR :

(1) Via UL695 and UL375

(2) Via MAVKO to GOGSO (2AW1)

(3) Via MAVKO to ARAGO (2AW2)

(4) Via KOTVO to PUBLI (2AW4)

(5) Via any entry point (must be inserted in the field of FPL) routing to CYR VOR or destination SOCA.

d. Exception: Flights arriving from the East for Cayenne Felix Eboue (SOCA), or planning to fly over CYR VOR, are not bound by these route constraints.

(SPEC/AIRAC SUP 02/15 & AIC A12/15)

GREENLAND

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Greenland. Air Traffic Control, flight information and alerting services in the Sondrestrom FIR N of N63°30' above FL195 are provided by Reykjavik CTA, S of N63°30' above FL195 are provided by Gander Oceanic CTA. Below FL195, flight information and alerting services only are provided by Sondrestrom Flight Information Center except within the below listed zones/areas where all traffic services are provided by USAF.

1. Greenland has implemented the ICAO Annex 11 airspace classifications. For complete airspace descriptions see General Planning.
(SPEC/ENR 1.1-1)
2. Sondrestrom (BGSF) Control Zone (surface to 3500' MSL within 10 NM radius of airport). Thule (BGTL) Control Zone (surface to 2800' MSL within 5.2 NM radius of airport).
(SPEC/AD 2-BGSF-4, AD 2-BGTL-4)
3. For Sondrestrom Terminal Control Area see Canada and North Atlantic Enroute Low Altitude Chart LO-9.
(SPEC/LO-9)

DIMENSIONAL UNITS - Blue Table except:

1. ALTIMETER SETTING - Hectopascal with the exception of Thule (BGTL) (inches of mercury).
(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Same as Regional.

VISUAL FLIGHT RULES

Standard, except in Class F/G Airspace:

1. At or below 3000' MSL or 1000' above terrain, whichever is higher, aircraft may operate in flight visibility not less than 1.6 NM, clear of clouds and in sight of the surface, if the speed is 140 knots indicated airspeed or less.
2. Aircraft established in the airport traffic pattern may operate with a flight visibility of not less than 0.8 NM, clear of clouds, and in sight of the airport.
3. Helicopters may operate in flight visibility of not less than 0.4 NM, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacle in time to avoid collision.
(SPEC/GEN 1.7-2)

INSTRUMENT FLIGHT RULES

Standard.

FM IMMUNITY -

1. GENERAL - Aircraft equipped with Non-FM interference immune VHF COM and ILS/VOR receivers under IFR/VFR NAT, operated within Sondrestrom FIR.
2. OPERATION OF NON-FM IMMUNE STATE AIRCRAFT VHF COMM RECEIVERS.
 - a. The compliance date is postponed until new equipment, meeting the operational requirements for 8.33kHz channel spacing, is installed.
3. VHF VOR/LLZ RECEIVERS IFR OPERATIONS IN GREENLAND.

a. State aircraft with non-FM interference immune VOR equipment may operate IFR enroute within Sondrestrom FIR provided that:

- (1) Equipment is properly identified to the crew as "non-FM immune."
- (2) Aircraft is equipped with TACAN.
- (3) Aircraft is equipped and certified to meet RNP-5 without use of VOR, ref ICAO SUPPS-Doc7030/EUR/RAC.
- (4) Planned flight will not require use on non-compliant VOR equipment for enroute flight to destination or alternate aerodromes.

b. For TMA operations, state aircraft with non-FM immune VOR/ILS shall restrict operations in TMAs within Sondrestrom FIR to VMC, or to aerodromes with approved and published procedures for NDB, PAR, ASR, or TACAN approach.
(SPEC/GEN 1.5-2)

RVSM RULES - Refer to appropriate Regional, FIR/UIR or National Supplementary Procedures.

(AFFSA/AFFSA FIL 04-656)

FLIGHT PLANNING

1. FLIGHT PLAN ENTRIES - DD Form 1801 or ICAO standard format. Flight plans must be filed at least 30 minutes prior to proposed departure time to ensure clearance.

(AFFSA/AFFSA)

NOTE: To prevent misinterpretation of Item 10 in the Flight Plan, it is emphasized that HF communication equipment is considered as standard equipment for aircraft planning flight outside VHF coverage in Sondrestrom FIR. Use of the letter "S" in Item 10 of the Flight Plan therefore indicates the aircraft is HF as well as VHF equipped.

(AFFSA/CL II NOTAM)

2. When there is reason to believe that the arrival report will not reach the appropriate air traffic service unit within 30 minutes after the estimated time of arrival, notification shall be made in the flight plan concerning the time when such report may be expected.

(SPEC/GEN 1.7-2)

3. NOTICE OF VISITING AIRCRAFT (NOVA) MESSAGE -

a. To ensure that details of servicing, maintenance and personnel requirements are transmitted to airports and bases prior to the arrival of a nonscheduled flight, the Aircraft Commander shall send a NOVA message to be dispatched in time to arrive at the destination as soon as possible for planning purposes.

b. The NOVA message should preferably be sent via the Military Autodin System to Base Operations for Thule AB (BGTL), but may also be air-filed with appropriate ground stations.

c. The NOVA message shall be written in the following format and contain the following information:

NOVAMSG

- (1) Aircraft type, registration number-designated flight number (if applicable).

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(2) Itinerary (date time group UTC-show place by airport name) e.g.:

Arrive	Place	Depart
	Trenton (CYTN)	141200Z
141700Z	Sondrestrom (BGSF)	141800Z
142230Z	Thule (BGTL)	

(3) Servicing and maintenance required (indicate special requirements or services not listed in Flight Information Publications (FLIPs)).

(4) Accommodation requirements (show place, number of officers, number of enlisted, and other special considerations such as female crew members or passengers).

(5) Meal/in-flight meal requirements.

(6) Transportation requirements.

(7) Names of officers with rank of colonel and above (specify deplaning point if passengers not remaining on board for full itinerary).

(8) Space available for passengers or freight (designate emplaning airport).

(9) Remarks.

(10) Aircraft Commander's name.

d. A plain language in the NOVA message shall be used.
(AFFSA/AFFSA)

ADDITIONAL INFORMATION

1. RESPONSIBILITY FOR AIR TRAFFIC SERVICE - Denmark is responsible for provision of ICAO Air Traffic Services in the Sondrestrom FIR. In accordance with USAF-DANISH Civil Aviation Memorandum of Understanding, FAA Air Traffic Control procedures are applied in the Thule CTA/CTR.

2. Air Force Space Command (AFSPC) is the U.S. Executive Agent for the Memorandum of Understanding and the focal point to which U.S. air traffic services matters at Thule (BGTL) should be addressed. U.S. military users may forward such matters to HQ AFSPC/A3RA, 150 VANDENBERG STREET, SUITE 1105, PETERSON AFB, CO 80914-4200.
(HQ AFSPC-A3RA/HQ AFSPC-A3RA FIL 09-333)

GRENADA

See Trinidad and Tobago

GUADELOUPE

See French Antilles

GUATEMALA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Central American FIR/UIR.

DIMENSIONAL UNITS - ICAO Table except:

1. Air Traffic Control and MET provide altitudes, elevations, and heights in feet on request.
2. Air Traffic Control provides vertical speed in feet per minute on request.

ALTIMETER SETTING PROCEDURES - Standard.

1. In Guatemala, Air Traffic Control provides altimeter setting in Hectopascals (Milibars).
(SPEC/GEN 2.1-1)

VERTICAL SEPARATION - Semi-circular.

1. According to agreement between Havana ACC (MUHA) and Central America ACC (MHTG) on route UR630, traffic should use the following:
 - a. Central America heading to Havana use FL200, 220, 240, 260, 280, 310, 350, 390, etc.
 - b. Havana heading to Central America use FL190, 210, 230, 250, 270, 290, 330, 370, etc.
(SPEC/ENR 1.7-4)

POSITION REPORTING - Standard except:

1. CODES FOR SECONDARY RADAR (SSR) -
 - a. For Guatemala the following codes assigned by ICAO internationally will be applicable in the following cases:
Emergency Traffic Code 7700
Traffic with communication failure Code 7600
Traffic with illicit interference Code 7500
 - b. The aircraft wishing advisory service and RADAR CONTROL, should count with responder equipment (SSR TRANSPONDER) on board.
(AFFSA/AFFSA)

VISUAL FLIGHT RULES

Standard except:

1. Central America has implemented the ICAO ANNEX 11 airspace classification as follows: FIR - Class F

INSTRUMENT FLIGHT RULES

Standard.

GUYANA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Georgetown FIR.

DIMENSIONAL UNITS - Blue Table.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard.

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

Aircraft flying into or departing from Guyana's Territory, shall make their first landing at, or final departure from Cheddi Jagan International Airport Timehri or at Ogle International Airport.
(SPEC/GEN 1.2-1)

HAITI

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Port Au Prince FIR.

DIMENSIONAL UNITS - Blue Table except:

1. **ALTIMETER SETTING** - Hectopascal unit of measurement.
(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard except:

1. The transition altitude for the Haitian FIR is 17,000'.
2. Vertical positioning of aircraft when at or below the transition altitude is expressed in terms of altitude, whereas such positioning at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical positioning is expressed in terms of altitude when descending and in terms of flight levels when ascending.
3. Flight Level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92"). Consecutive flight levels are separated by a pressure interval corresponding to 500' (152.3 M) in the standard atmosphere.

NOTE: Examples of the relationship between flight levels and

altimeter indications are given in the following table, the metric equivalents being approximate:

Flight Level Number	Altimeter Indication	
	Feet	Meters
10	1000	300
15	1500	450
20	2000	600
50	5000	1500
100	10,000	3050
150	15,000	4550
200	20,000	6100

(SPEC/ENR 1.7-1)

VERTICAL SEPARATION - Semi-circular except:

1. Vertical separation during enroute flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.
2. IFR flights, and VFR flights above 900 M (3000'), when in level cruising flight, shall be flown at such flight levels, corresponding to the magnetic tracks shown in the following table, so as to provide the required terrain clearance:

000° - 179°		180° - 359°	
IFR	VFR	IFR	VFR
10		20	
30	35	40	45
50	55	60	65
70	75	80	85
90	95	100	105
...	etc.	...	etc.
270		280	
290		310	
330		350	
etc.		etc.	

NOTE: Some of the lower levels in the above table may not be usable due to terrain clearance requirements.

(SPEC/ENR 1.7-1)

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal or greater than those specified in Table 1.
2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an airport

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within a control zone, or enter the airport traffic zone or traffic pattern:

- a. When the ceiling is less than 450 M (1500'); or
- b. When the ground visibility is less than 5 km.

3. VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.

Table 1*

Airspace Class	B	CDE	FG	
			Above 900 M (3000') AMSL or above 300 M (1000') above terrain, whichever is higher.	At and below 900 M (3000') AMSL or 300 M (1000') above terrain, whichever is higher.
Distance from cloud	Clear of cloud	1500 M horizontally 300 M (1000') vertically	Clear of cloud and in sight of the surface	
Flight visibility	8 km at and above 3050 M (10,000') AMSL 5 km below 3050 M (10,000') AMSL			5 km**

* When the height of the transition altitude is lower than 3050 M (10,000') AMSL, FL100 should be used in lieu of 10,000'.

** When so prescribed by the appropriate ATS authority:

a. Lower flight visibilities to 1500 M may be permitted for flights operating:

(1) At speeds that, in the prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision; or

(2) In circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

b. Helicopters may be permitted to operate in less than 1500 M flight visibility, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

4. Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:

- a. Above FL180
- b. At transonic and supersonic speeds.

5. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

a. Over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300

M (1000') above the highest obstacle within a radius of 600 M from the aircraft.

b. Elsewhere than as specified in 5.a., at a height less than 150 M (500') above the ground or water.

6. Except where otherwise indicated in Air Traffic Control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 M (3000') from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in the tables.

7. VFR flights shall comply with the provisions of 3.6 of ICAO Annex 2:

- a. When operated within Classes B, C and D Airspace:
- b. When forming part of airport traffic at controlled airports; or
- c. When operated as special VFR flights.

8. An aircraft operated in accordance with the Visual Flight Rules which wishes to change to compliance with the Instrument Flight Rules shall:

a. If a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan, or

b. When so required by 3.3 of ICAO Annex 2, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.
(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard except:

1. Except when necessary for take-off or landing or when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level that is not below the minimum flight altitude established by the State whose territory is overflown, or, where no such minimum flight altitude has been established:

a. Over high terrain or in mountainous areas, at a level which is at least 600 M (2000') above the highest obstacle located within 8 km of the estimated position of the aircraft;

b. Elsewhere than as specified in a., at a level which is at least 300 M (1000') above the highest obstacle located within 8 km of the estimated position of the aircraft.

NOTE: The estimated position of the aircraft will take account of the navigational accuracy which can be achieved on the relevant route segment, having regard to the navigational facilities available on the ground and in the aircraft.

2. An aircraft electing to change the conduct of its flight from compliance with the IFR to compliance with the VFR shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate there the changes to be made to its current flight plan.

3. When an aircraft operating under the IFR is flown in or encounters VMC, it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted VMC.

4. IFR flights shall comply with the provisions of 3.6 of ICAO Annex 2 to the Convention on International Civil Aviation when operated in controlled airspace.

5. An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:

a. The tables of cruising levels in Appendix 3 of ICAO Annex 2, or

b. A modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL410. Except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in the Aeronautical Information Publication.

6. An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:

a. The tables of cruising levels in Appendix 3 of ICAO Annex 2, except when otherwise specified by the appropriate ATS authority for flight at or below 900 M (300') above mean sea level; or

b. A modified table of cruising levels, when so prescribed in accordance with Appendix 3 of ICAO Annex 2 for flight above FL410.

NOTE: This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight.

7. An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with 3.3.1.2 c) or d) of ICAO Annex 2 shall maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.

8. An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:

- a. Submit a flight plan, and
- b. Maintain a listening watch on the appropriate radio frequency and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.
- c. Shall report position as specified in 3.6.3 of ICAO Annex 2 for controlled flights.

NOTE: Aircraft electing to use the air traffic advisory service while operating IFR within specified advisory airspace are expected to comply with the provisions of 3.6 of ICAO Annex 2, except that the flight plan and changes thereto are not subjected to clearances and that two-way communication will be maintained with the unit providing the air traffic advisory service.

(SPEC/ENR 1.3-1)

FLIGHT PLANNING

1. The levels at which a flight is to be conducted shall be specified in a flight plan:

a. In terms of flight levels if the flight is to be conducted at or above the transition level, and

b. In terms of altitudes if the flight is to be conducted in the vicinity of an airport and at or below the transition altitude.

NOTE: Short flights in the vicinity of an airport may often be conducted only at altitudes below the transition altitude.

NOTE: Flight levels are specified in a plan by number and not in terms of feet or meters as is the case with altitudes.
(SPEC/ENR 1.7-2)

2. A flight plan shall be submitted in accordance with ICAO Annex 2, 3.3.1, prior to operating:

- a. Any IFR flight;
- b. Any VFR flight;
 - (1) Departing from or destined for an airport within a control zone;
 - (2) Crossing Port-au-Prince Control Zone;
 - (3) Operated along the designated VFR routes in the Port-au-Prince Terminal Area;
 - (4) Across the FIR boundary, i.e. international flights.

3. Except for repetitive flight plans, a flight plan shall be submitted at least 30 minutes prior to departure, taking into account the requirements of ATS units in the airspace along the route to be flown for timely information, including requirements for early submission for Air Traffic Flow Management purposes.

a. Flight plans shall be submitted at the Air Traffic Services Reporting Office at the departure airport.

b. For domestic flights from an uncontrolled to a controlled airport, a flight plan shall be submitted by telephone to the Air Traffic Services Reporting Office.

4. An alerting service is, in principle, provided to flights for which a flight plan has been submitted.

a. ICAO flight plan forms are available at Air Traffic Services Reporting Offices and airport offices at uncontrolled airports. The instructions for completing those forms shall be followed.

b. Flight plan concerning IFR flights along ATS routes need not include FIR boundary estimates. Inclusion of FIR boundary estimates is, however, required for off-route IFR flights and international VFR flights.

c. When a flight plan is submitted by telephone, teletype or telefax, the sequence of items in the flight plan form shall be strictly followed.

5. No flight plan shall be filed for routes deviating from the published ATS route structure unless prior permission has been obtained from the Haiti ATC (MTEG) authorities.

6. Flights of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified above. A request for exemption shall be mailed so as to be received at least one week before the intended day of operation to Haiti.

3-40 HONDURAS

7. All changes to a flight plan submitted for an IFR flight or a controlled VFR flight and significant changes to a flight plan submitted for an uncontrolled VFR flight shall be reported as soon as possible to the appropriate ATS unit. In the event of a delay in departure of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended or a new flight plan shall be submitted after the old plan has been cancelled.

NOTE: If a delay in departure of a controlled flight is not properly reported, the relevant flight plan data may no longer be readily available to the appropriate ATS unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.

NOTE: If a delay in departure (or cancellation) of an uncontrolled VFR flight is not properly reported, alerting or search and rescue action may be unnecessarily initiated when the flight fails to arrive at the destination airport within 30 minutes after its current estimated time of arrival.

a. Whenever a flight, for which a flight plan has been submitted, is cancelled, the appropriate ATS unit shall be informed immediately.

b. Changes to a current flight plan for a controlled flight during flight shall be reported or requested, subject to the provisions in ICAO Annex 2, 3.6.2. (Adherence to flight plan). Significant changes to a flight plan for an uncontrolled VFR flight include change in endurance or in the total number of persons on board and changes in time estimates of 30 minutes or more.

8. A report of arrival shall be made at the earliest possible moment after landing to the airport office of the arrival airport by any flight for which a flight plan has been submitted except when the arrival has been acknowledged by the local ATS unit. After landing at an airport which is not the destination airport (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the airport of diversionary landing, the pilot is responsible for passing the arrival report to the destination airport.

a. Arrival reports shall contain the following elements of information:

- (1) Aircraft identification
- (2) Departure airport
- (3) Destination airport
- (4) Time of arrival

b. In the case of diversion, insert the "arrival airport" between "destination airport" and "time of arrival."

(SPEC/ENR 1.10-1)

HONDURAS

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Central American FIR/UIR.

DIMENSIONAL UNITS - ICAO Table except:

1. Air Traffic Control and MET provide altitudes, elevations, and heights in feet on request.

2. Air Traffic Control provides vertical speed in feet per minute on request.

ALTIMETER SETTING PROCEDURES - Standard except:

1. Air Traffic Control will not assign FL200 to any aircraft when QNH pressure is less than 29.92".

(SPEC/ENR 1.7-1)

VERTICAL SEPARATION - Semi-circular.

1. According to agreement between Havana ACC (MUHA) and Central America ACC (MHTG) on routes UB500, UG439 and UR630, traffic should use the following:

a. Central America heading to Havana use FL200, 220, 240, 260, 280, 310, 350, 390, etc.

b. Havana heading to Central America use FL190, 210, 230, 250, 270, 290, 330, 370, etc.

(SPEC/ENR 1.7-4)

POSITION REPORTING - Standard except:

1. CODES FOR SECONDARY RADAR (SSR) –

a. While flying IFR or VFR in Honduran Airspace, maintain the assigned Mode III squawk provided by clearance authority from takeoff to landing.

b. The aircraft wishing advisory service and RADAR CONTROL, should count with responder equipment (SSR TRANSPONDER) on board.

(AFFSA/AFFSA)

VISUAL FLIGHT RULES

Standard except:

1. Central America has implemented the ICAO ANNEX 11 airspace classification as follows: FIR - Class F

INSTRUMENT FLIGHT RULES

Standard.

RVSM RULES - Standard.

FLIGHT PLANNING

ROUTE AND AREA RESTRICTIONS -

1. Continuous portions of the following routes in the CENTRAL AMERICA FIR within Honduras are not shown on any FLIP products.

a. UL203 from COCOS CRP (N05°50' W86°13'), 141°M, 330 NM to LIXAS CRP (N01°25' W82°56').

b. UL308 from ISERU CRP (N07°18' W90°14'), 142°M, 426 NM to UGADI CRP (N01°25' W86°15').

- c. UL312 from UKABO CRP (N03°54' W91°06'), 133°M, 194 NM to LOGAL CRP (N01°25' W88°54').
- d. UL318 from RADIM CRP (N05°49' W84°08'), 136°M, 109 NM to BOLDO CRP (N04°29' W82°55').
- e. UL344 from VODIR CRP (N05°32' W90°39'), 137°M, 311 NM to ARTOM CRP (N01°25' W87°29').
- f. UL401 from UKABO CRP (N03°54' W91°06'), 149°M, 162 NM to OSELO CRP (N01°25' W89°53').

(SPEC/ENR 3.1-1)

SUPPLEMENTARY AIRPORT INFORMATION

Coronel Enrique Soto Cano AB (MHSC)

1. PRIOR PERMISSION REQUIRED (PPR)/FILING PROCEDURES

a. To minimize Air Traffic Control delays, aircraft flying into Honduras and back out within 24 hours should file both the inbound and outbound DD 1801 Flight Plans at the base of departure outside Honduras. Re-file outbound flight plans (Soto Cano AB 175) at Coronel Enrique Soto Cano AB (MHSC) Airfield Management Operations.

b. DIP Clearance and Squawk required before issuing PPR. If this information will not be available 48 hours prior to scheduled arrival, call Airfield Management Operations to begin request, then notify Airfield Management Operations as soon as possible of DIP Clearance and Squawk information.

2. MISCELLANEOUS

a. Intensive VFR traffic not under US Air Traffic Control may cause controllers to initiate breakout or go-around procedures. Due to mountainous terrain surrounding Coronel Enrique Soto Cano AB (MHSC), and MVA constraints, pilots can expect to fly the only standard IFR breakout/go-around procedure Air Traffic Control is authorized to issue: "TRACK OUTBOUND ON THE ESC 347 RADIAL (RWY 35), THE ESC 170 RADIAL (RWY 17), CROSS DEPARTURE END AT OR BELOW 3100', THEN CLIMB AND MAINTAIN 7400' (RWY 35), 7200' (RWY 17)." Pilots operating under VFR rules or canceling IFR may execute the following VFR break/go-around after coordinating with Air Traffic Control: "EXECUTE CLIMBING LEFT TURN W/SW (RWY 35), RIGHT TURN W/NW (RWY 17), MAINTAIN VFR, CONTACT TOWER/GCA FOR RE-ENTRY INTO THE PATTERN/SEQUENCE." If a pilot cannot comply with the above procedures, advise ATC on initial contact.

(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFBAFFOR
FIL 10-576)

b. Aircrews can expect easier and quicker clearance procedures by filing for in-country missions below FL200.

(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFBAFFOR
FIL 12-467)

c. When conducting night vision goggle (NVG) operations base assigned aircraft will fly the west rectangular pattern at 2,600 MSL and the east rectangular pattern at 2,700 MSL only.

(JTFB-612 ABS/JTFB-612 ABS FIL 16-359)

d. Fox Ramp DV spot closed to taxi and run up.

(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFBAFFOR
FIL 19-225)

3. CAUTION -

a. Non-frangible VORTAC violates Runway 17/35 primary surface.

b. Electrical utility poles and base perimeter walls located within Runway 17/35 clear zone.

c. Firing range within Runway 17 clear zone.

d. Trees and a 980' gully located on the north end of Runway 17 – limit arrivals to Runway 17 as operationally possible.

e. Perimeter bollards and restraining cable violate clear zone and frangibility zones.

f. Area east of north overrun and north of Taxiway Alpha impedes the primary surface elevation.

g. Runway 17 overrun 585', nonstandard.

h. Multiple headwalls within 200' of Taxiway centerline at Taxiways F, E, J, G, and H; multiple headwalls within 1000' of runway centerline.

i. Fire hydrant located within 200' of TWY P centerline adjacent to Taxiway B.

(USAF FIL 17-1282)

j. Concrete drainage structures located north of Taxiway B, 245' from runway centerline.

k. Runway grade exceeds the required 10% grade by 14%.

l. Unlit obstruction light on communication tower located at 14° 22' 30"N 087° 36' 44" W, max height 100 feet.

m. Six foot fence 178 feet south of MEDEL helipad approach.

n. Non-standard marking: One blue DV mural 26' X 50' located north east of Warrior ramp.

(JTFB-612 ABS/JTFB-612 ABS FIL 16-805)

o. Non-standard marking: One blue emblem mural 18' X 16' located east of parking spot J-1.

(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFBAFFOR
FIL 17-063)

p. BASH cannons on the airfield approximately 100 ft. from runway edge.

(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFBAFFOR
FIL 19-227)

4. HELIPAD CAUTION – Medical Helipad not visible to ATC. Use/exercise extreme caution when operating in this area. Helipad is constructed of steel grates with no paved shoulders. Non-standard approach lights are installed on the South Approach and no lights installed on north approach. Helipad intended for single South approach. 7 Utility/Light poles and an Earth berm wall penetrate 2:1 transitional surface by as much as 30'. Running track, wind cone, and light pole are located in the north clear zone and a fenced in utility well is located in the south clear zone. Light pole violates the 8:1 approach-departure zone by 9 feet. 3 roads are located w/in the primary surface and all vehicles operating violate the 2:1 transitional surface.

(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFBAFFOR
FIL 16-765)

5. CUSTOMS AND IMMIGRATIONS - All transient aircraft originating outside Honduras must process through Coronel Enrique Soto Cano AB Immigration. Ctc CUSTOMS/IMMIGRATIONS at DSN 449-6633 prior to arrival at

3-42 JAMAICA

Soto Cano. Available Mon-Fri 1330Z-2330Z, closed weekends and holidays.

(USAF FIL 17-1282)

6. TRANSIENT – Transient aircrew must contact lodging/billeting 24 hours prior to arrival to Soto Cano AB at DSN 449-6745/6746 to ensure overnight lodging reservation.

7. COMSEC - Storage of classified materials not available at Airfield Management Operations. Contact Joint Operations Center (JOC) for storage at DSN 449-4149/5200.
(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFBAFFOR
FIL 12-467)

8. NOISE ABATEMENT - Coronel Enrique Soto Cano AB (MHSC) quiet hours are 0500-1300Z Mon-Fri, weekends and holidays. All aircraft quiet hour arrivals and departures require approval from the 612th DO DSN 449-6251.

9. AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF). Soto Cano AB maintains a 24/7 ARFF Vehicle Set 3 (NFPA Category 6-7) firefighting capability. Firefighting agent level is maintained at 5000 gals. Soto Cano AB provides:

a. Optimum level of service for USAF ARFF Category 1 aircraft (NFPA Category 1-4): A-10, BQM-34, C-12, C-21, CV-22, C-38, F-15, F-16, F-22, F-117, HH60, T-1, T-37, T-38, T-6, UH-1, UV18, and U-2.

b. Optimum level of service for USAF ARFF Category 2 aircraft (NFPA Category 5): C-20.

c. Optimum level of service for USAF ARFF Category 3 aircraft (NFPA Category 6-7): C-9A/C (DC-9), C-40C (737), EC-130E, T-43A (737), WC-130H, HC-130P/N, MC-130P, AC-130H/U, C-130 E/H/J/J-30, EC-130H, LC-130, MC-130E/H, C-37A, MH-53J/M, C-32A (757), E-8C (707), E-3B (707), C-22B and RC-135U/V/W (707).

d. Reduced levels of service for USAF ARFF Category 4 thru 5 aircraft (NFPA Category 8 through 9): C-17A, B-1B, B-2, B-52H, KC-46 (767) and KC-135 (707), E-4B (747), VC-25 (747) and KC-10A (DC-10).

e. Less than critical level of service for USAF Category 6 aircraft (NFPA Category 10): C-5A, and C-5B.

f. See AFPAM 32-2004, and AMCI 11-208 available from Caution-www.e-publishing.af.mil. For further information contact the Soto Cano AB Fire Emergency Services at DSN 449-5560.
(JTFB-612 ABS/JTFB-612 ABS FIL 16-196)

10. HAZARDOUS CARGO –

a. Hazardous cargo parking located on Taxiway D violates taxiway lateral clearance. Hot/hazardous cargo aircraft are authorized with AMOPS approval.

b. Hot/Hazardous Cargo NEWs are: 1.1-27250 lbs, 1.2.1-20700 lbs, 1.2.2-500K lbs, 1.2.3-500K lbs, 1.3-500K lbs, and 1.4-MEQ.
(JTFB-612 ABS/JTFB-612 ABS FIL 16-697)

BIRD/WILDLIFE HAZARD DATA

BIRD/WILDLIFE CONCENTRATIONS/AREAS

1. Coronel Enrique Soto Cano AB (MHSC) - BASH Phase I from 0000-1129Z and 1231-2229Z. Phase II from 1130Z-1230Z and

2230Z-2359Z. Specific bird hazards to acft ops include: Egrets, Swallows, Doves, Pigeons, Crested Owls, Barn Owls, Vireo, Black and White Eagle Hawks, Harpy Eagles, Kestrels, Scarlet Tanagers, Blue Goss Beaks, Turkey Vultures, Black Vultures and Banana Quits. Pilots will be cognizant of bird activity patterns occurring from east to west in the morning around sunrise and from west to east in the afternoons around sunset. Bird flight paths cross the south end of the afd, the Runway 35 approach end, and north of Taxiway Charlie. During these times aircrews can expect BWC MODERATE or SEVERE. Aircrews are encouraged to report all strikes/sightings that pose a hazard to flight ops to Airfield Management.

(USSOUTHCOM JTFB-AFFOR/USSOUTHCOM JTFB-AFFOR FIL 12-467)

JAMAICA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Kingston FIR.

DIMENSIONAL UNITS - Blue Table except:

1. ALTIMETER SETTING - Hectopascal unit of measurement.
(SPEC/GEN 2.1-1)

ALTITUDE SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. During the hours of daylight VFR flights may operate within the Kingston FIR and the Jamaica TMA at or below 14,500' AMSL.

2. At night VFR flights may only operate within the Jamaica TMA at or below 14,500' AMSL.

3. VFR flights shall operate at airspeeds of 220 Kt IAS or less.
(SPEC/ENR 1.2-2)

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

SUPPLEMENTARY AIRPORT INFORMATION

Norman Manley Intl (MKJP)

1. Special IFR routing procedures to/from East Coast USA/Canada.

a. Northbound departures shall flight plan via SID RADOK 6 L/UL417 to NEFTU.

- b. Southbound arrivals shall flight plan via AVILA (UCA) VOR/DME A/UA 301.
 - 2. Routing procedures from Georgetown/Grand Cayman.
 - a. Inbound flights shall flight plan via W8/UW8 Manley (MLY) VOR/DME.
- (SPEC/AD 2.1-11)

Sangster Intl (MKJS)

- 1. IFR flights within Jamaica TMA (Sangster Sector)
 - a. Inbound flights from MAYA CORRIDOR shall file flight plan to TANSO or UCA, NIBEO, UL341, OMAXI 5 ARRIVAL ENARI transition or LENAR 5 ARRIVAL ENARI transition.
 - (1) Whenever traffic conditions permit and subject to coordination being effected between ACC/KINGSTON and ACC/HAVANA, such flights will be cleared via L/UL341.
 - b. Outbound flights via MAYA CORRIDOR shall file flight plan via SID SEKAM 2B, M/UM437, EPSIM.

(SPEC/AD 2/1-49)
- 2. NOISE ABATEMENT
 - a. Jet operations restricted to periods 1200-0500Z daily and additionally on Sat between 0500-1200Z unless operating on late schedule.
 - b. Take-off procedures with DME:
 - (1) Rwy 07: At Sangster 1.5 DME on runway heading make a climbing left turn to enter departure procedure.
 - (2) Rwy 25: Beyond the end of the runway and within Sangster 3 DME make a climbing right turn to enter departure procedure.
 - c. Take-off procedures without DME:
 - (1) Rwy 07: At the end of the runway make a climbing left turn direct to UMBRELLA point to enter departure procedure.
 - (2) Rwy 25: Beyond the end of the runway and within Sangster 3 NM make a climbing right turn to enter departure procedure.

(SPEC/AD 2.1-48)

MARTINIQUE

See French Antilles

MEXICO

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Mazatlan Oceanic and Mexico FIRs.

DIMENSIONAL UNITS - Blue Table.

ALTIMETER SETTING PROCEDURES - Standard except:

- 1. Procedures within transition layer between FL200 and 18,000' over land and oceanic areas less than 100 NM from coast.
 - a. DESCENT - Change from QNE to QNH upon passing FL195.
 - b. CLIMBING - Change from QNH to QNE upon passing 18,500'.

(SPEC/ENR 1.7-1)

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

- 1. VFR flights are not authorized above 20,000', between sunset and sunrise, within transition layers without ATC approval, or at cruising speeds above 250 IAS.

(SPEC/ENR 1.2-2)
- 2. When flying at a level common to 2 volumes of airspace with a different class, the less restrictive class will apply.

(SPEC/ENR 1.4-6)
- 3. Speed Restrictions:
 - 250 knots indicated air speed below 10,000' AMSL.
 - 250 knots indicated air speed in terminal areas.
 - 200 knots indicated air speed below 3000' AMSL and within 10 NM of airports.

(SPEC/ENR 1.4-6)
- 4. Within Class G airspace, 2-way radio is required for IFR and VFR flights within 15 NM of airports.

(SPEC/ENR 1.4-6)

INSTRUMENT FLIGHT RULES

- 1. When flying at a level common to 2 volumes of airspace with a different class, the less restrictive class will apply.

(SPEC/ENR 1.4-6)
- 2. Speed Restrictions:
 - 250 knots indicated airspeed below 10,000' AMSL.
 - 250 knots indicated airspeed in terminal areas.
 - 200 knots indicated airspeed below 3000' AMSL and within 10 NM of airports.

(SPEC/ENR 1.4-6)
- 3. Within Class G airspace, 2-way radio is required for IFR and VFR flights within 15 NM of airports.

(SPEC/ENR 1.4-6)

FLIGHT PLANNING

- 1. For coordination of an instrument flight plan, the request must be made at least 30 minutes prior to planned departure time (10 minutes for VFR flights).

(SPEC/ENR 1.10-1)
- 2. Direction of ATS Route B764/UB764 is one-way going from EMOSA CRP (N21°49.4' W85°54.5') to CZM VOR/DME

3-44 NETHERLANDS ANTILLES

(N20°31.3' W86°55.8'). Submitting a flight plan in the opposite direction will result in refusal of diplomatic clearance.

(ENR 3.1-3)

ROUTE AND AREA RESTRICTIONS -

1. Aircraft will have an operational transponder with Mode 3/A, 4096 code capability and Mode C while operating in the Mexico FIR and the Mazatlan Oceanic FIR.

(SPEC/ENR 1.6-6)

2. All Mexican airways below FL195 are Class E airspace.

(SPEC/ENR 1.6-6)

MIQUELON

See Saint Pierre and Miquelon

MONTSERRAT

See Trinidad and Tobago

NETHERLANDS ANTILLES

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the territory islands under the jurisdiction of the provisional government of Aruba, Bonaire, Curacao, St. Eustatius, St. Maarten, Saba and is inclusive within the Curacao FIR.

DIMENSIONAL UNITS - Blue Table except:

1. ALTIMETER SETTING - Hectopascal unit of measurement.
(SPEC/GEN 2.1-2)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights are not authorized above FL200.
(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard.

FORMATION FLIGHTS -

1. No aircraft shall be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate ATS authority. These conditions shall include the following:

a. The formation operates as a single aircraft with regard to navigation and position reporting.

b. Separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are maneuvering to attain their own separation within the formation and during join-up and breakaway.

c. A distance not exceeding 1 km (0.5 NM) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.

2. Formation flights along ATS routes within the Curacao FIR will be accepted provided that:

a. Aircraft are not carrying passengers for compensation or for hire.

b. Prior to the execution of such formation flights pilots have received permission from all the ATS units(s) concerned.

c. The formation leader shall squawk the assigned transponder code.

d. A proper ICAO flight plan has been submitted.

e. A formation flight must be coordinated at least 24 hours in advance with the ATS unit(s) concerned.

3. A formation flight will be handled by the ATS unit(s) as a single aircraft, with increased radar separation (1 NM). When individual control is requested, advisory information will be issued to assist pilots in attaining standard ATC separation.
(SPEC/ENR 1.1-9)

FLIGHT PLANNING

SUPPLEMENTARY AIRPORT INFORMATION

Hato Intl (TNCC)

1. Curacao U.S. Forward Operating Locations Ramp Procedures.

a. Aircraft parking on the Forward Operating Locations ramp for the first time, please look for the follow-me vehicle on the western end of the Forward Operating Locations ramp. Ramp is designed for P3 type aircraft with 100' wing spans. All larger aircraft use caution and proceed directly behind the follow me vehicle without deviation into parking. Due to buildings, vehicles, and other obstructions along the south edge of the FOL Ramp, wing walkers mandatory for all aircraft with wing span greater than 129'.

(429 EOS-DET-2/429 EOS-DET-2 FIL 10-463)

2. BIRD ALERT - Phase I operations from Jan-Sep, Phase II operations from Oct-Dec.

a. SEVERE. Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE. Full-stop landings are permitted for emergency and low fuel aircraft only. No touch and go landings and no takeoffs.

b. MODERATE. Bird activity near the active runway or other specific location representing increased potential for strikes. BWC moderate requires increased vigilance by all agencies and supervisors, and caution by aircrews. No touch and go landings. Restricted low approaches no lower than 200 feet above bird concentrations.

(429EOS/429EOS FIL 08-596)

3. AIRFIELD RESTRICTIONS -

a. South interior taxilane and birdbath restricted to aircraft with wingspans under 146ft.

b. Aircraft with wingspans over 146ft are restricted to the two western most parking spots.

c. Aircraft are parked off centerline parking markings; exercise extreme caution.

(429 EOS-DET-2/429 EOS-DET-2 FIL 11-114)

NICARAGUA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Central American FIR/UIR.

DIMENSIONAL UNITS - ICAO Table except:

1. Air Traffic Control and MET provide altitudes, elevations, and heights in feet on request.
2. Air Traffic Control provides vertical speed in feet per minute on request.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard except:

1. CODES FOR SECONDARY RADAR (SSR) –

a. The aircraft wishing advisory service and RADAR CONTROL, should count with responder equipment (SSR TRANSPONDER) on board.

(AFFSA/AFFSA)

VISUAL FLIGHT RULES

Standard except:

1. Central America has implemented the ICAO ANNEX 11 airspace classification as follows: FIR - Class F

INSTRUMENT FLIGHT RULES

Standard.

PANAMA

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Panama FIR.

DIMENSIONAL UNITS - Blue Table except:

1. ALTIMETER SETTING - Hectopascal unit of measurement. (SPEC/GEN 2.1.5)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard.

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING

ROUTE AND AREA RESTRICTIONS -

1. Overflight of Gatun, Pedro Miguel, and Miraflores Locks, Gatun and Madden Dams, and ships transiting the Panama Canal is prohibited below 2500' MSL.

(SPEC/ENR 5.1.6)

2. Helicopter landings and activities prohibited at Omar Torrijos Park (N08°59'55" W079°30'36") without authorization from the Civil Aeronautics Administration.

(SPEC/ENR 1.1.3)

TERMINAL

NOISE ABATEMENT PROCEDURES

1. Marcos A Gelabert Intl (MPMG)

a. Overflight of city is restricted below 5000' until crossing the coastline for turboprops, jets and medium and heavy categories of aircraft 24 hours.

b. Overflight of the city will not be permitted from 0100-1100Z any altitude. When traffic situations or meteorological weather conditions require flight over the city, minimum altitude will be 5000'.

c. Area of the city is between 340° and 025° from Taboga VOR-DME and distance 20nm.

(SPEC/AD 2.2-23)

2. Panama Pacifico Intl (MPPA)

3-46 PARAGUAY

a. Overflight of city is restricted below 5000' until crossing the coastline for turboprops, jets and medium and heavy categories of aircraft 24 hours.

b. Overflight of the city will not be permitted from 0100-1100Z any altitude. When traffic situations or meteorological weather conditions require flight over the city, minimum altitude will be 5000'.

c. Area of the city is between 340° and 025° from Taboga VOR-DME and distance 20nm.
(SPEC/AD 2.6-23)

3. Tocumen Intl (MPTO)

a. Overflight of city is restricted below 5000' until crossing the coastline for turboprops, jets and medium and heavy categories of aircraft 24 hours.

b. Overflight of the city will not be permitted from 0100-1100Z any altitude. When traffic situations or meteorological weather conditions require flight over the city, minimum altitude will be 5000'.

c. Area of the city is between 340° and 025° from Taboga VOR-DME and distance 20nm.
(SPEC/AD 2.1-31)

PARAGUAY

NATIONAL PROCEDURES

GENERAL INFO/FIR/UIR COVERAGE - This entry includes Asuncion FIR.

DIMENSIONAL UNITS - ICAO Table.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. Aircraft on special VFR flights; the cloud ceiling must be equal to or greater than 300 meters (1000') and ground visibility must be not less than 3000 meters. Aircraft must be equipped with 2-way radio communications.

2. Requirements for performing VFR Flights At Night

a. The pilot must be enabled for IFR flights;

b. The aircraft must be approved for IFR flights.
(SPEC/ENR 1.2-2)

3. Paraguay has implemented the ICAO Annex 11 airspace classifications.
(NCAA DINAC/AIC 07/91)

INSTRUMENT FLIGHT RULES

Paraguay has implemented the ICAO Annex 11 airspace classifications.

(NCAA DINAC/AIC 07/91)

FLIGHT HAZARDS

1. Asuncion Terminal Control Area is a high density traffic area, in addition to commercial traffic and numerous private aircraft, Paraguayan Air Force (PAF) conducts fighter type aircraft operations from Silvio Pettirossi Intl (SGAS) including jet student training and formation flights.

2. PAF conducts training flights, light aircraft operations, and parachute training, including troop drops, from a grass airstrip at Nu Guazu which is located approximately 1 NM S of Silvio Pettirossi Intl (SGAS) and just to the W of runway centerline.

3. Student jet training and conventional training is conducted in all sectors of Paraguayan airspace within 75 NM of Asuncion.
(NGA/DOL LTR)

4. Bands of vultures are observed daily in the vicinity of Silvio Pettirossi Intl (SGAS). In the spring and at the end of summer different types of birds cross the airport area from E to W close to sunset.
(SPEC/AGA 0-2)

PERU

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR COVERAGE - This entry includes Lima FIR/UIR.

DIMENSIONAL UNITS - Blue Table.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard.

INSTRUMENT FLIGHT RULES

Peru has implemented the ICAO Annex 11 airspace classifications.

RVSM RULES - Standard
(SPEC/RAP 91.670)

FLIGHT PLANNING

1. On 31 July and 3 August 1994 Peruvian Air Traffic Control (Lima) denied clearance to a military flight and contract carrier with planned routing outside US recognized 12 NM limit, but inside Peruvian claimed 200 NM limit. Aircrews in similar

situations should immediately contact the AFSOUTH AMD through any available means, reference Chapter 1, Page 1-1 for contact info.

(612 AOC-AMD/612 AOC-AMD USAF FIL 14-225)

accordance with VFR, except that, a clearance for a VFR climb or descent may be issued during daylight hours when requested by the pilot.

(FAA/NFDD 84-207)

PUERTO RICO

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Anguilla, British and US Virgin Islands and Puerto Rico (including the St. Barthelémy, St. Eustatius and St. Maarten Islands) and the San Juan Oceanic FIR.

DIMENSIONAL UNITS - Blue Table.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. All VFR aircraft entering and departing the Oceanic CTA/FIR will provide San Juan Radio with an ICAO flight plan that includes as part of their route of flight, the airway fix or geographic position corresponding to the San Juan FIR boundary.
2. All aircraft must establish two-way communications with San Juan on 126.7, 122.2, 123.65 or 255.4. Communications can also be established by transmitting on 122.1 and receiving using the VOR frequency for Borinquen, Mayaguez, Ponce, and St. Croix. At St. Thomas the aircraft can receive over the VOR and transmit using 123.6.
3. If unable to contact San Juan Radio the pilot is responsible for notifying adjacent Air Traffic Service units and requesting that the position reports be relayed to San Juan Radio for Search and Rescue and flight following purposes.

(SPEC/FAA INTL NOTAM 9-86)

INSTRUMENT FLIGHT RULES

Standard except:

1. IFR traffic in San Juan (TJZS) CTA and within 200 NM are requested to contact San Juan Radio on the following:
134.3/307.0 from Awy A300 clockwise to Awy A523. 125.0/307.0 from E of Awy A523 clockwise to N of Awy B520. 118.15/269.0 from Awy B520 clockwise thru Awy A636. 135.7/338.3 from Awy R763 to Awy G431.

(SPEC/FAA NOTAM A184-93)

FLIGHT PLANNING

CLEARANCE INFORMATION -

1. Air Traffic Control will not clear an IFR aircraft to maintain "VFR conditions on top" or to otherwise conduct operations in

SUPPLEMENTARY AIRPORT INFORMATION

Luis Munoz Marin Intl (Muniz ANGB) (TJSJ), PR

1. SERVICES -

a. PPR service only during ANG duty hours for OFFICIAL BUSINESS ONLY; ctc Base Operations DSN 740-9629/9634, C787-253-7629/7634 at least 3 business days prior to arrival. No hangar space or lodging available inside the 156 AW Air National Guard Base (ANGB). Limited passenger service available with prior coordination. Passenger screening is required in accordance with MAJCOM directives. Aircraft parked on civilian apron should expect limited support from ANGB. Base Ops, maintenance, and base support services closed most weekends, evenings and holidays unless mission essential and prior coordination. Aircraft planning to use ANG base services must operate between 1200-2000Z Monday-Friday. Other special mission requirement must be approved by the Airfield Manager.

b. Fleet service, transient quarters or inflight meals are NOT available. Stairs not available, (engine stand will suffice in most cases). Fleet service is available at FBO.

c. COMSEC and Top Secret storage is NOT available at Base Operations.

2. CUSTOMS/IMMIGRATION/AGRICULTURE -

a. All inbound aircraft originating from OCONUS locations with a valid PPR for Muñiz ANGB must clear with CBP at civilian side prior to entering ANGB ramp. Coordinate directly with CBP at least one business day prior to scheduled arrival. If assistance is required, contact ANGB Base Ops, C787-253-7629 or DSN 740-9629.

b. All aircraft outbound to CONUS will clear US Agriculture (No exceptions). Operating hours for USDA is from 1200-0000 Monday-Sunday. Transient aircraft will be charged overtime fee if outside operating hours.

3. CAUTION -

a. Weight Bearing Restrictions: Limited parking on the ANGB ramp. Reference Airfield Suitability Report for WBC limitations on ANGB ramp. Wide body aircraft will require an approved weight bearing waiver prior to arrival, contact AMOPS for weight bearing waiver request at least one business day prior to arrival.

b. All aircraft must abide to strict compliance of Follow-Me and marshaller instructions.

c. Non-standard markings in ANGB ramp for aircraft ground equipment (AGE).

d. Junction Box located north side of apron are postured 30' from apron edge.

e. 40' apron floodlight north east corner 45' from apron edge.

(156 OSS-OSA/156 OSS-OSA FIL 18-679)

3-48 SAINT PIERRE AND MIQUELON

FLIGHT HAZARDS

1. PHASE I - YEAR ROUND HAZARD REPORT

Green Iguanas are routinely reported on the active runways, often several times a day. These Iguanas are varying in size from 1.5 meters (4.9ft) in length from head to tail up to 2.0 meters and with body weights of approximately 20 pounds (9.1 kg) and greater. Operational changes including delayed takeoffs and go-arounds are often necessary to avoid striking the wildlife. These runway incursions dramatically increase during the months of March-April, the Green Iguana's mating, nesting and hatching season.

2. PHASE II - HAZARD NOV-MAR

The use of Bird Avoidance Model (BAM) and the Avian Hazard Advisory System (AHAS) for flight planning is not available in the region. Aircrews are still encouraged to exercise extreme caution when flying in the area. Records indicate late fall and winter seasons (November-March) as the most likely periods of significant increased local bird activity.

(156 OSS-OSA/156 OSS-OSA FIL 18-679)

SABA

See NETHERLANDS ANTILLES

ST. BARTHELEMY

See French Antilles

ST. KITTS/NEVIS

See Trinidad and Tobago

ST. LUCIA

See Trinidad and Tobago

ST. MARTIN

See French Antilles

SAINT PIERRE AND MIQUELON

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry is inclusive within the Gander Domestic FIR.

DIMENSIONAL UNITS - ICAO Table except:

1. Altitudes and heights on terminal procedures are given in feet.

2. Altimeter setting - hectopascals

(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights in icing conditions prohibited.
(SPEC/GEN 1.7-55)

2. VFR flights may be allowed in Class A airspace with ATC approval and clearance.
(SPEC/GEN 1.7-62)

INSTRUMENT FLIGHT RULES

Standard except:

1. if radio communications are lost:

a. During a STAR or SID, comply with that procedure.

b. In IMC and not on a published procedure:

(1) Squawk 7600.

(2) Maintain the last assigned speed and level or the minimum flight altitude, whichever is higher, for 7 minutes.

(a) The 7 minutes begin at the time the last assigned level or minimum flight altitude is reached, at the time the transponder is set to 7600, at the previously reported pilot estimate for the compulsory report point, or at the time of a failed compulsory reporting point.

(3) After 7 minutes, return to filed flight plan route.
(SPEC/ENR 1.3-2)

ST. VINCENT AND THE GRENADINES

See Trinidad and Tobago

SINT EUSTATIUS

See NETHERLANDS ANTILLES

SINT MAARTEN

See NETHERLANDS ANTILLES

SURINAME

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Paramaribo FIR.

DIMENSIONAL UNITS - ICAO Table.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.**VISUAL FLIGHT RULES**

Standard.

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING**ROUTE AND AREA RESTRICTIONS -**

1. JTF - Suriname requires all US military flight plans filed for SMJP to reflect the following in Remarks:
Mission support to US JTF-Suriname forces.
(AFFSA/XOIA FIL 94-65)

TRINIDAD AND TOBAGO**NATIONAL PROCEDURES****GENERAL INFORMATION/FIR/UIR**

COVERAGE - This entry includes the countries of Anguilla, Antigua/Barbuda, Barbados, British Virgin Islands, Dominica, Grenada, Montserrat, St. Kitts/Nevis, St. Lucia, St. Vincent and the Grenadines, Trinidad and Tobago, and is inclusive within the Piarco FIR.

1. In the event of Air-Ground Communications Failure, the radar controller will determine if the aircraft can receive transmissions by instructing the pilot to Squawk Ident or carry out a turn or turns. If the squawk or turns are observed, the radar controller will continue to provide radar service to the aircraft.
(SPEC/ENR 1.6-2)

DIMENSIONAL UNITS - Blue Table except:

1. **ALTIMETER SETTING** - Hectopascal unit of measurement.
2. **WEIGHT** - Pounds also used except for for Trinidad/Tobago and Barbados.
(SPEC/GEN 2.1-1)

ALTIMETER SETTING PROCEDURES - Standard.**VERTICAL SEPARATION** - Semi-circular.**POSITION REPORTING** - Standard.**VISUAL FLIGHT RULES**

Standard except:

1. No VFR flight permitted above FL085 in Barbados airspace.
(SPEC/BARBADOS ENR 1.2-1)
2. All VFR flights within the E.T. Joshua, Maurice Bishop, V.C. Bird TMA's and CTLZs must maintain continuous two-way radio communication.
(SPEC/ENR 2.1-4, 2.1-7, 2.1-11, 2.2-2, 2.2-3, 2.2-7)

3. VFR flights within the V.C. Bird CTLZ are restricted to maximum altitude of 2000ft MSL.

(SPEC/ENR 2.2-7)

INSTRUMENT FLIGHT RULES

Standard.

FLIGHT PLANNING**FILING FLIGHT PLANS (DAY/NIGHT) -**

1. File a flight plan prior to operating:
 - a. Any IFR flight.
 - b. Any VFR flight:
 - (1) Departing from or destined for an aerodrome within a control zone.
 - (2) Crossing all Eastern Caribbean TMA's.
 - (3) Across the Piarco FIR boundary.
(SPEC/ENR 1.10-1)

SUPPLEMENTARY AIRPORT INFORMATION**Grantley Adams Intl (TBPB)**

1. **NOISE ABATEMENT**
 - a. Arriving aircraft Rwy 09-27 - All IFR aircraft shall maintain an altitude of 3000' until established on an Instrument Approach Procedure.
 - (1) Aircraft in excess of 12,500 pounds, VFR, or on a visual approach shall:
 - (a) Maintain a minimum altitude of 3000' over land.
 - (b) Stay at least 5 NM from the shoreline if operating below 3000'.
 - (c) Intercept the localizer not less than 5NM if approaching from the S.
 - b. Departing aircraft Rwy 09-27 northbound, prior to initiating northbound turn:
 - (1) Jet aircraft shall climb to 2500' or proceed to 7NM, whichever comes first, and continue climbing at best possible rate of climb.
 - (2) Quad turboprop aircraft shall climb to 2000' or proceed to 5NM, whichever comes first, and continue climbing at best possible rate of climb.
 - (3) Propeller driven aircraft in excess of 12,500 pounds shall climb to 1500' and continue climbing at best possible rate of climb.
 - (4) All other propeller driven aircraft shall climb to 1000' and continue normal climbing.
 - c. Departing aircraft Rwy 09-27 southbound, prior to initiating southbound turn:

3-50 TURKS AND CAICOS

(1) Jet aircraft shall climb to 2000' or proceed to 3NM, whichever comes first, and continue normal climbing.

(2) Quad turboprop aircraft shall climb to 1500' or proceed to 3NM, whichever comes first, and continue normal climbing.

(3) All other propeller driven aircraft shall climb to 1000' or proceed to 3NM, whichever comes first, and continue normal climbing.

(SPEC/BARBADOS AD 2-9)

2. Transponders should remain in Standby until as late as practical before take-off and cycled to Standby or Off as soon as practical after landing.

(SPEC/BARBADOS ENR 1.6-2)

ROUTE AND AREA RESTRICTIONS -

1. Aircraft entering/exiting the Douglas-Charles/Canefield ATZs and operating below 3000 feet in the eastern/western semi-circle within 15nm of Douglas-Charles Airport or 5nm of Canefield Airport are requested to make two-way radio contact with Douglas-Charles Tower on 118.9 or Canefield Tower on 118.7.

(SPEC/ENR 2.2-5)

TURKS AND CAICOS

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes Turks and Caicos and adjacent international waters and is inclusive within Miami Oceanic FIR.

DIMENSIONAL UNITS - Non-SI except:

1. Relatively short distances such as those relating to airports (e.g. runway lengths) - Meters.

2. Visibility (less than 5 kilometers) including Runway Visual Range - Nautical miles upon request.

3. Altimeter setting - Hectopascals upon request.

4. Weight - Pounds are used to determine changes for airport and air navigation service.

(SPEC/GEN 2-1-1)

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. Unless authorized by the ATS authority, VFR flights shall not be operated:

a. Between sunset and sunrise.

b. Above FL200.

2. Except when necessary for take-off or landing, or when authorized by the appropriate authority, a flight shall not be flown over congested areas at a height less than 1500' above the highest obstacle.

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard except:

1. Except when necessary for take-off or landing, or when authorized by the appropriate authority, IFR flights shall not be flown:

a. In mountainous areas, less than 2000' above the highest obstacle within a horizontal distance of 5 NM from the position of the aircraft.

b. Other than mountainous areas, less than 1000' above the highest obstacle within a horizontal distance of 5 NM from the position of the aircraft.

(SPEC/ENR 1.3-1)

UNITED STATES

NATIONAL PROCEDURES

DIMENSIONAL UNITS - Blue Table except:

1. DISTANCE (Short) - Feet.

2. RUNWAY LENGTH - Feet.

3. RUNWAY VISUAL RANGE - Feet.

4. TIME - May be given in local time.

5. VISIBILITY - Statute miles and fractions.

6. MASS (Weight) - Pounds.

7. ALTIMETER SETTING - Inches of mercury.

(SPEC/GEN 1.7 - 24)

ALTIMETER SETTING PROCEDURES - Standard except as prescribed by FAR.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except as prescribed by Federal Aviation Regulations (FAR).

INSTRUMENT FLIGHT RULES

Standard except as prescribed by FAR.

RVSM RULES -**1. REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

a. RVSM is implemented between FL290-410 (inclusive) in the following airspace: the airspace of the lower 48 states of the United States, Alaska, Atlantic and Gulf of Mexico High Offshore Airspace and the San Juan FIR. A chart showing the location of offshore airspace is posted on the DRVSM webpage <http://www.faa.gov/ats/ato/drvsm/default.asp>

b. RVSM AUTHORIZATION - In accordance with Title 14 of the Code of Federal Regulations (14 CFR) Section 91.180, with only limited exceptions, prior to operating in RVSM Airspace, operators and aircraft must have received RVSM authorization from the responsible civil aviation authority. If the operator or aircraft or both have not been authorized for RVSM operations, the aircraft will be referred to as a "Non-RVSM" aircraft. Paragraph k. discusses ATC policies for accommodation of non-RVSM aircraft flown by the Department of Defense, Air Ambulance (Lifeguard) operators, foreign state governments and aircraft flown for certification and development. Paragraph l. contains policies for non-RVSM aircraft climbing and descending through RVSM Airspace to/from flight levels above RVSM Airspace.

c. DRVSM FLIGHT LEVEL ORIENTATION SCHEME - Altitude assignments for direction of flight will follow a scheme of odd altitude assignment for magnetic courses 000°-179° and even altitudes for magnetic courses 180°-359° for flights up to and including FL410.

d. SOURCES OF INFORMATION - The FAA RVSM website homepage can be accessed at: www.faa.gov/ats/ato/rvsm1.htm. The "RVSM Documentation" and "Domestic RVSM" web pages are linked to the RVSM homepage. "RVSM Documentation" contains guidance and direction for an operator to obtain aircraft and operator approval to conduct RVSM operations. It provides information for DRVSM and oceanic and international RVSM Airspace.

e. TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS) EQUIPAGE - TCAS equipage requirements are contained in 14 CFR sections 121.356, 125.224, 129.18 and 135.189. Part 91 Appendix G does not contain TCAS equipage requirements specific to RVSM, however, Appendix G does require that aircraft equipped with TCAS II and flown in RVSM Airspace be modified to incorporate TCAS II Version 7.0 or a later version.

(AFFSA CL II NOTAM/AFFSA FIL 05-119)

NOTE: If a non-RVSM aircraft receiving 2000' altitude separation is operating in RVSM Airspace, there is no need for the aircraft to comply with the TCAS II requirement for version 7.0 or later.

f. FORMATION FLIGHTS -

(1) RVSM separation standards will be utilized for formation flights, which consist of all RVSM approved aircraft. RVSM formation flights may file for a single altitude if all formation aircraft fly the assigned altitude, either offset laterally from each other or in trail. Non-standard formation flights (>100 feet vertical separation or >1 mile lateral or trail separation) or formations in which one or more aircraft will maneuver, should request an altitude block. Air Traffic Control may then apply RVSM separation standards between this altitude block and other RVSM aircraft (e.g. An RVSM formation flight is assigned FL320-FL330; ATC assigns other RVSM aircraft at FL310 and FL340).

(2) RVSM formation aircraft must use their automatic altitude control system to maintain the assigned altitude. Aircraft maneuvering within an altitude block must ensure they do not

exceed the vertical boundaries of the block by utilizing the aircraft altitude alerting system, altitude capture function (if installed) and automatic altitude control system.

(3) Non-RVSM separation standards will be utilized for formation flights at or above FL290, which do not consist of all RVSM approved aircraft.

(AFFSA-A3OF/AFFSA-A3OF FIL 12-583)

g. FLIGHT PLANNING INTO DRVSM AIRSPACE -

(1) AIRCRAFT EQUIPMENT SUFFIXES - Operators that do not file the correct aircraft equipment suffix on the FAA or ICAO Flight Plan may be denied clearance into RVSM Airspace.

(2) EQUIPMENT SUFFIXES FOR DD FORM 175 MILITARY FLIGHT PLAN OR FAA FLIGHT PLAN - The revised Aircraft Equipment Suffix Table in General Planning allows operators to indicate both RVSM and Advanced Area Navigation (RNAV) capabilities when filing a military or FAA flight plan. The table revises the definition of "/Q" eliminates the prohibition of users filing "/Q" on the DD Form 175 and the FAA Flight Plan. "/Q" will indicate that the aircraft has both RVSM and Advanced RNAV capabilities. (/Q = RVSM plus /R or /E or /F or /G). "/W" only indicates RVSM authorization.

NOTE 1: In September 2005, the FAA plans to implement additional aircraft equipment suffixes. The additional suffixes will enable the operator to identify more specific advanced RNAV capabilities.

NOTE 2: Aircraft filing "/Q" to operate in Oakland and/or Anchorage Oceanic CTA/FIR must be authorized for RVSM and Required Navigation Performance 10 (RNP-10) or better (e.g., RNP-4).

(a) Operators can only file one equipment suffix on the DD Form 175 or FAA Flight Plan. Only this equipment suffix is displayed directly to the controller.

(b) If the operator or aircraft has not been authorized to conduct RVSM operations, "/W" or "/Q" will not be filed. This is in accordance with 14 CFR Part 91 Appendix G, Section 4. The appropriate equipment suffix from the Aircraft Equipment Suffix Table will be filed instead.

(c) Aircraft with RNAV Capability - For flight in RVSM Airspace, aircraft with RNAV capability, but not advanced RNAV capability, will file "/W". Filing "/W" will not preclude such aircraft from filing direct routes or RNAV routes in enroute airspace.

(3) POLICY FOR DD FORM 1801 DoD INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) FLIGHT PLAN EQUIPMENT SUFFIXES -

(a) Operators/aircraft that are RVSM-compliant and that file ICAO flight plans will continue to file letter "W" in block 10 (Equipment) to indicate RVSM authorization and will also file the appropriate ICAO Flight Plan suffixes to indicate navigation and communication capabilities. "/Q" is not an authorized ICAO equipment suffix and will not be filed in an ICAO flight plan.

(b) Operators/aircraft that file ICAO flight plans that include flight in domestic US RVSM Airspace must file letter "W" in block 10 to indicate RVSM authorization.

(4) IMPORTANCE OF FLIGHT PLAN EQUIPMENT SUFFIXES - The operator must file the appropriate equipment suffix in the equipment block of the DD Form 175, FAA or ICAO Flight Plan. The equipment suffix informs ATC:

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(a) Whether or not the operator and aircraft are authorized to fly in RVSM Airspace.

(b) The navigation and/or transponder capability of the aircraft (e.g., Advanced RNAV, Transponder with Mode C).

(5) SIGNIFICANT ATC USES OF THE FLIGHT PLAN EQUIPMENT SUFFIX INFORMATION ARE -

(a) To issue or deny clearance into RVSM Airspace.

(b) To apply a 2000' vertical separation minimum in RVSM Airspace to aircraft that are not authorized for RVSM, but are in one of the limited categories that the FAA has agreed to accommodate.

(c) To determine if the aircraft has "Advanced RNAV" capabilities and can be cleared to fly procedures for which that capability is required.

h. PILOT RVSM OPERATING PRACTICES AND PROCEDURES -

(1) RVSM MANDATE - If either the operator or the aircraft or both have not received RVSM authorization (non-RVSM aircraft), the pilot will neither request nor accept a clearance into RVSM Airspace unless:

(a) The flight is conducted by a non-RVSM DoD, Lifeguard, certification/development or foreign state (government) aircraft in accordance with paragraph k.

(b) The pilot intends to climb to or descend from FL430 or above in accordance with paragraph l.

(c) An emergency situation exists.

(2) GUIDANCE ON SEVERE TURBULENCE AND MOUNTAIN WAVE ACTIVITY (MWA)

(a) The information and practices in this section are provided to emphasize to pilots and controllers the importance of taking appropriate action in RVSM Airspace when aircraft experience severe turbulence and/or MWA that is of sufficient magnitude to significantly affect altitude-keeping.

(b) SEVERE TURBULENCE - Severe turbulence causes large, abrupt changes in altitude and/or attitude usually accompanied by large variations in indicated airspeed. Aircraft may be momentarily out of control. Encounters with severe turbulence must be remedied immediately in any phase of flight. Severe turbulence may be associated with MWA.

(c) PRIORITY FOR CONTROLLER APPLICATION OF MERGING TARGET PROCEDURES -

1 EXPLANATION OF MERGING TARGET PROCEDURES - As described below, ATC will use "merging target procedures" to mitigate the effects of both severe turbulence and MWA. These procedures have been adapted from existing procedures published in FAA Order 7110.65, paragraph 5-1-8 (Merging Target Procedures). Paragraph 5-1-8 calls for enroute controllers to advise pilots of potential traffic that they perceive may fly directly above or below his/her aircraft at minimum vertical separation. In response, pilots are given the option of requesting a radar vector to ensure their radar target will not merge or overlap with the traffic's radar target.

2 The provision of "merging target procedures" to mitigate the effects of severe turbulence and/or

MWA is not optional for the controller, but rather is a priority responsibility. Pilot requests for vectors for traffic avoidance when encountering MWA or pilot reports of "Unable RVSM due turbulence or MWA" are considered first priority aircraft separation and sequencing responsibilities. (FAA Order 7110.65, paragraph 2-1-2 states that the controller's first priority is to separate aircraft and issue safety alerts).

3 EXPLANATION OF THE TERM "TRAFFIC PERMITTING" - The contingency actions for MWA and severe turbulence detailed in following paragraphs, state that the controller will "vector aircraft to avoid merging targets with traffic at adjacent flight levels, traffic permitting." The term "traffic permitting" is not intended to imply that merging target procedures are not a priority duty. The term is intended to recognize that, as stated in FAA Order 7110.65, paragraph 2-1-2, there are circumstances when the controller is required to perform more than one action and must "exercise their best judgment based on the facts and circumstances known to them" to prioritize their actions. Further direction given is: "That action which is most critical from a safety standpoint is performed first."

(d) TCAS SENSITIVITY - For both MWA and severe turbulence encounters in RVSM Airspace, an additional concern is the sensitivity of collision avoidance systems when one or both aircraft operating in close proximity receive TCAS advisories in response to disruptions in altitude hold capability.

(e) PRE-FLIGHT TOOLS - Sources of observed and forecast information that can help the pilot ascertain the possibility of MWA or severe turbulence are: Forecast Winds and Temperatures Aloft (FD), Area Forecast (FA), SIGMETs and PIREPS.

(f) PILOT ACTIONS WHEN ENCOUNTERING WEATHER (e.g., Severe Turbulence or MWA)

1 WEATHER ENCOUNTERS INDUCING ALTITUDE DEVIATIONS OF APPROXIMATELY 200' - When the pilot experiences weather induced altitude deviations of approximately 200', the pilot will contact ATC and state "Unable RVSM Due (state reason) (e.g., turbulence, mountain wave). See contingency actions in paragraph j.

2 SEVERE TURBULENCE (including that associated with MWA) - When pilots encounter severe turbulence, they should contact ATC and report the situation. Until the pilot reports clear of severe turbulence, the controller will apply merging target vectors to one or both passing aircraft to prevent their targets from merging:

Pilot: "Yankee 123, FL310, unable RVSM due severe turbulence".

Controller: "Yankee 123, fly heading 290; traffic twelve o'clock, 10 miles, opposite direction; eastbound MD-80 at FL320"; (or the controller may issue a vector to the MD-80 traffic to avoid Yankee 123)

3 MWA - When pilots encounter MWA, they should contact ATC and report the magnitude and location of the wave activity. When a controller makes a merging targets traffic call, the pilot may request a vector to avoid flying directly over or under the traffic. In situations where the pilot is experiencing altitude deviations of 200' or greater, the pilot will request a vector to avoid traffic. Until the pilot reports clear of MWA, the controller will apply merging target vectors to one or both passing aircraft to prevent their targets from merging:

Pilot: "Yankee 123, FL310, unable RVSM due mountain wave".

Controller: "Yankee 123, fly heading 290; traffic twelve o'clock, 10 miles, opposite direction; eastbound MD-80 at FL320"; *(or the controller may issue a vector to the MD 80 traffic to avoid Yankee 123)*

4 FLIGHT LEVEL CHANGE OR RE-ROUTE - To leave airspace where MWA or severe turbulence is being encountered, the pilot may request a FL change and/or reroute, if necessary.

(3) GUIDANCE ON WAKE TURBULENCE -

(a) Pilots should be aware of the potential for wake turbulence encounters in DRVSM airspace. Experience has shown that such encounters are generally moderate or less in magnitude.

(b) Pilots should be alert for wake turbulence when operating:

1 In the vicinity of aircraft climbing or descending through their altitude.

2 Approximately 10-30 NM after passing 1000' below opposite direction traffic.

3 Approximately 10-30 NM behind and 1000' below same-direction traffic.

(c) Pilots encountering or anticipating wake turbulence in DRVSM Airspace have the option of requesting a vector, FL change or if capable, a lateral offset.

NOTE 1: Offsets of approximately a wing span upwind generally can move the aircraft out of the immediate vicinity of another aircraft's wake vortex.

NOTE 2: In domestic US airspace, pilots must request clearance to fly a lateral offset. The Strategic Lateral Offset Program used in oceanic airspace does not apply in domestic US RVSM Airspace. (AFFSA/AFFSA FIL 05-476)

i. PILOT/CONTROLLER PHRASEOLOGY:

Standard Phraseology for DRVSM Operations

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) confirm RVSM approved
Pilot indication that flight is RVSM approved	Affirm RVSM

Pilot will report lack of RVSM approval (non-RVSM status): a. On the initial call on any frequency in the RVSM Airspace and . . . b. In all requests for flight level changes pertaining to flight levels within the RVSM Airspace and . . . c. In all read-backs to flight level clearances pertaining to flight levels within the RVSM Airspace and. . . d. In read back of flight level clearances involving climb and descent through RVSM Airspace (FL290-410)	Negative RVSM, (supplementary information, e.g., "Certification flight").
Pilot report of one of the following after entry into RVSM Airspace: all primary altimeters, automatic altitude control systems or altitude alerters have failed. (See paragraph j). (This phrase is to be used to convey both the initial indication of RVSM aircraft system failure and on initial contact on all frequencies in RVSM Airspace until the problem ceases to exist or the aircraft has exited RVSM Airspace).	Unable RVSM Due Equipment
ATC denial of clearance into RVSM Airspace	Unable issue clearance into RVSM Airspace, maintain FL ____ .
*Pilot reporting inability to maintain cleared flight level due to weather encounter. (See paragraph j).	*Unable RVSM due (state reason) (e.g., turbulence, mountain wave)
ATC requesting pilot to confirm that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM	Confirm able to resume RVSM
Pilot ready to resume RVSM after aircraft system or weather contingency	Ready to resume RVSM

j. CONTINGENCY ACTIONS: WEATHER ENCOUNTERS AND AIRCRAFT SYSTEM FAILURES - The following figures provide pilot guidance on actions to take under certain conditions of aircraft system failure and weather encounters. They also describe the expected ATC controller actions in these situations. It is recognized that the pilot and controller will use judgment to determine the action most appropriate to any given situation.

**Contingency Actions: Weather Encounters and Aircraft System Failures
Initial Pilot Actions in Contingency Situations**

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Initial Pilot Actions when unable to maintain FL or unsure of aircraft altitude-keeping capability:

- Notify ATC and request assistance as detailed below.
- Maintain cleared flight level, to the extent possible, while evaluating the situation
- Watch for conflicting traffic both visually and by reference to TCAS, if equipped
- Alert nearby aircraft by illuminating exterior lights (commensurate with aircraft limitations)

Severe Turbulence and/or Mountain Wave Activity (MWA) Induced Altitude Deviations of Approximately 200'

Pilot will: - When experiencing severe turbulence and/or MWA induced altitude deviations of approximately 200' or greater, pilot will contact ATC and state "Unable RVSM Due (state reason)" (e.g., turbulence, mountain wave) - If not issued by the controller, request vector clear of traffic at adjacent FL - If desired, request FL change or reroute - Report location and magnitude of turbulence or MWA to ATC	Controller will: - Vector aircraft to avoid merging target with traffic at adjacent FL, traffic permitting - Advise pilot of conflicting traffic - Issue FL change or re-route, traffic permitting - Issue PIREP to other aircraft
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Mountain Wave Activity (MWA) Encounters - General

NOTE: MWA encounters do not necessarily result in altitude deviations on the order of 200'. The guidance below is intended to address less significant MWA encounters.

Pilot actions: - Contact ATC and report experiencing MWA - If so desired, pilot may request a FL change or re-route - Report location and magnitude of MWA to ATC	Controller actions: - Advise pilot of conflicting traffic at adjacent FL - If pilot requests, vector aircraft to avoid merging target with traffic at adjacent RVSM FL, traffic permitting - Issue FL change or re-route, traffic permitting - Issue PIREP to other aircraft
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Wake Turbulence Encounters

Pilot should: - Contact ATC and request vector, FL change or, if capable, a lateral offset	Controller should: - Issue vector, FL change or lateral offset clearance, traffic permitting
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"Unable RVSM Due Equipment"

Failure of Automatic Altitude Control System, Altitude Altered or All Primary Altimeters

Pilot will: - Contact ATC and state "Unable RVSM Due Equipment" - Request clearance out of RVSM Airspace unless operational situation dictates otherwise	Controller will: - Provide 2000' vertical separation or appropriate horizontal separation - Clear aircraft out of RVSM Airspace unless operational situation dictates otherwise
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One Primary Altimeter Remains Operational

Pilot will: - Cross check stand-by altimeter - Notify ATC of operation with single primary altimeter - If unable to confirm primary altimeter accuracy, follow actions for failure of all primary altimeters	Controller will: - Acknowledge operation with single primary altimeter
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Transponder Failure

Pilot will: - Contact ATC and request authority to continue to operate at cleared flight level - Comply with revised ATC clearance, if issued NOTE: Part 91 Section 91.215 (ATC transponder and altitude reporting equipment and use) regulates operation with the transponder inoperative.	Controller will: - Consider request to continue to operate at cleared flight level - Issue revised clearance, if necessary
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(AFFSA CL II NOTAM/AFFSA FIL 04-656)

k. PROCEDURES FOR ACCOMMODATION OF NON-RVSM AIRCRAFT -

(1) GENERAL POLICIES FOR ACCOMMODATION OF NON-RVSM AIRCRAFT -

(a) The RVSM mandate calls for only RVSM authorized aircraft/operators to fly in designated RVSM Airspace with limited exceptions. The policies detailed below are intended exclusively for use by aircraft that the FAA has agreed to accommodate. They are not intended to provide other operators a means to circumvent the normal RVSM approval process.

(b) If either the operator or aircraft or both have not been authorized to conduct RVSM operations, the aircraft will be referred to as a "Non-RVSM" aircraft. 14 CFR 91.180 and part 91 Appendix G enable the FAA to authorize a deviation to operate a non-RVSM aircraft in RVSM Airspace.

(c) Non-RVSM aircraft flights will be handled on a workload permitting basis. The vertical separation standard applied between aircraft not approved for RVSM and all other aircraft shall be 2000'.

(d) **REQUIRED PILOT CALLS.** The pilot of non-RVSM aircraft will inform the controller of the lack of RVSM approval in accordance with the direction provided in paragraph i. (Pilot/Controller Phraseology).

(2) CATEGORIES OF NON-RVSM AIRCRAFT THAT MAY BE ACCOMMODATED -

(a) Subject to FAA approval and clearance, the following categories of non-RVSM aircraft may operate in domestic US RVSM Airspace provided that they have an operational transponder:

- 1 Department of Defense (DoD) aircraft.
- 2 Flights conducted for aircraft certification and development purposes.
- 3 Active Air Ambulance flights utilizing a "Lifeguard" call sign.
- 4 Aircraft climbing/descending through RVSM FL (without intermediate level off) to/from FL above RVSM Airspace. (Policies for these flights are detailed in paragraph k. below.)
- 5 Foreign state (government) aircraft.

(3) METHODS FOR OPERATORS OF NON-RVSM AIRCRAFT TO REQUEST ACCESS TO RVSM AIRSPACE -

NOTE: For those non-RVSM aircraft operations with unique accommodation requirements or which do not fall under LOA/MOU, File-and-Fly or Priority Flight criteria, operators are encouraged to coordinate specific requirements before flight with the departure or servicing ATC facility.

Non-RVSM aircraft operators seeking accommodation may:

(a) LOA/MOU - Enter into a Letter of Agreement (LOA)/Memorandum of Understanding (MOU) with the RVSM facility (the Air Traffic facility that provides air traffic services in RVSM Airspace). Operators must comply with LOA/MOU.

(b) FILE-AND-FLY - File a flight plan to notify the FAA of their intention to request access to RVSM Airspace. No additional coordination with the FAA is required before departure. Once airborne, the pilot will request clearance into RVSM Airspace from the appropriate ATC controller.

NOTE: Priority for access to RVSM Airspace will be afforded to RVSM compliant aircraft, then File-and-Fly flights.

(c) PRIORITY FLIGHTS - Certain high-priority, non-RVSM DoD aircraft may be designated as requiring special consideration for accommodation. Only flights meeting at least one of the following criteria are eligible for designation as Priority Flights:

- 1 Aircraft engaged in active continental defense or homeland defense missions; or
- 2 Aircraft engaged in operations that will have an immediate effect upon combat operations or readiness of the Armed Forces; or
- 3 Aircraft engaged in operations in accordance with approved federal and state emergency plans, medical evacuations or search and rescue; or
- 4 Aircraft engaged in the transport of Combatant, Specified or Unified Commanders, Type/Major Command Commanders and key civilian personnel (i.e. 4-stars and equivalent or higher/code 3 or above).

This priority system is only to be used by non-RVSM DoD flights meeting at least one of the criteria above; it is not to be used by routine non-RVSM flights intending to circumvent the normal File-and-Fly process.

NOTE 1: For designated Priority Flights, there is no need to specify to the FAA which priority the mission fits into.

NOTE 2: Special consideration will be afforded a Priority Flight; however, accommodation of any non-RVSM flight is workload permitting.

Priority Flight information will be provided to the FAA each day via website. Designated wing/squadron personnel (or as appropriate) enter required information for each day's priority flights into the DoD Priority Mission (DPM) website, <http://www.fly.faa.gov/rvsm>. Priority Flight information should be entered into the website at least one hour prior to the proposed departure time; information may be entered up to one business day prior to the flight. If information is entered less than one hour prior to the proposed departure time, the departure ATC center facility must also be called.

Center phone numbers are as follows:

IDENT	CENTERS	CENTER PHONE NUMBERS
ZAB	Albuquerque	505-856-4547
ZAN	Anchorage	907-269-1108
ZAU	Chicago	630-906-8686
ZBW	Boston	603-879-6861
ZDC	Washington	703-779-3743
ZDV	Denver	303-651-4202
ZFW	Ft Worth	817-858-7504
ZHU	Houston	281-230-6262
ZID	Indianapolis	317-247-2243
ZJX	Jacksonville	904-549-1460
ZKC	Kansas City	913-254-8795
ZLA	Los Angeles	661-575-2074
ZLC	Salt Lake	801-320-2565
ZMA	Miami	305-716-1736
ZME	Memphis	901-368-8249
ZMP	Minneapolis	651-463-5514
ZNY	New York	631-468-1080
ZOA	Oakland	510-745-3332
ZOB	Cleveland	440-774-0428
ZSE	Seattle	253-351-3529
ZSU	San Juan	787-253-8664
ZTL	Atlanta	770-210-7052
E10	High Desert TRACON	661-277-3843

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NOTE: Phone number changes that occur between document publication cycles are posted on the RVSM Documentation Webpage, North American RVSM section:

http://www.faa.gov/ats/ato/150_docs/Center_Phone_No._Non-RVSM_Acft.doc

(d) Priority Flights will file a flight plan using normal File-and-Fly procedures. No special remarks are required on the flight plan. Once airborne, the pilot will request clearance into RVSM Airspace from the appropriate ATC controller. ATC will review the DPM website to determine the priority status of the flight. There is no requirement for the pilot to inform the controller of their priority status. If accommodated, controllers will pass the flight's priority status to the next sector/center.

I. NON-RVSM AIRCRAFT REQUESTING CLIMB TO AND DESCENT FROM FL ABOVE RVSM AIRSPACE WITHOUT INTERMEDIATE LEVEL OFF

(1) Non-RVSM aircraft climbing to and descending from flight levels above RVSM Airspace will be handled on a workload permitting basis. The vertical separation standard applied in RVSM Airspace between non-RVSM aircraft and all other aircraft shall be 2000'.

(2) Non-RVSM aircraft climbing to/descending from RVSM Airspace can only be considered for accommodation provided:

(a) Aircraft is capable of continuous climb/descent and does not need to level off at an intermediate altitude for any operational considerations and

(b) Aircraft is capable of climb/descent at the normal rate for the aircraft.

(c) **REQUIRED PILOT CALLS** - The pilot of non-RVSM aircraft will inform the controller of the lack of RVSM approval in accordance with the direction provided in paragraph i. (Pilot/Controller Phraseology).

m. DRVSM AIRSPACE DENIAL REPORT -

This form is intended for post-flight documentation and reporting of DVRSM Airspace denial resulting in adverse mission impact. Specific procedures are included with the form.

DRVSM Denial Report

Instructions for filling out the DRVSM Denial Report

NOTE: This DRVSM Denial Report is the only recognized means of tracking failure to obtain flight-planned access to DRVSM Airspace. You may access the form at <https://www.notams.jcs.mil/drvsm.html>.

(AFFSA/AFFSA FIL 08-658)

1. Fill in mission information
2. How did you request your DVRSM altitude: File and Fly, Designated Priority Flight, ALTRV? Select one
3. Select Service Branch
4. Did your proposed route of flight cross three or more Air Route Traffic Control Centers? Select one
5. Was your mission objective: accomplished, degraded, or not achieved? Select one

6. Are you required to re-fly in order to meet mission objectives due to denial to DRVSM altitudes? Select one

7. Was your mission profile covered in a Letter of Agreement with the involved ARTCC? Select one

8. **MISSION IMPACT** Describe the impact on your mission caused by DRVSM Airspace Denial

9. **NARRATIVE** Expound upon any pertinent facts

10. Fill in contact information

11. **FAX or EMAIL** the complete report to your regional military representative to the FAA- fax numbers listed on the bottom of the form.

For more information on DRVSM, go to

<https://www.notams.jcs.mil> and select the DRVSM Info button.

(AFFSA CL II NOTAM/AFFSA FIL 05-476)

FLIGHT PLANNING

1. **QUOTA FLOW CONTROL** - Quota Flow Control is designed to balance the air traffic control system demand with system capacity.

a. ARTCCs will hold the optimum number of aircraft that their primary and secondary holding fixes will safely accommodate without imposing undue limitations on the control of other traffic operating within the ARTCC's airspace. This is based on user requirement to continue operating to a terminal regardless of the acceptance rate at that terminal. When staffing, equipment or severe weather will inhibit the number of aircraft the arrival ARTCC may safely hold, a reduction may be necessary.

b. When an ARTCC is holding the optimum number of aircraft, the adjacent ARTCCs will be issued quotas concerning aircraft which can be cleared into the impacted ARTCC airspace. When the adjacent center's demand exceeds the quota, aircraft will be held in the adjacent ARTCC's airspace until they can be permitted to proceed.

c. The size of the hourly quota will be based initially on the projected acceptance rate and thereafter on the actual landing and diversion totals. Once quotas have been imposed, departures in the arrival and adjacent ARTCC's area to the affected airport may be assigned ground delay, if necessary, to limit airborne holding to ATC capacity. However, when a forecast of improved acceptance rate appears reliable, in the opinion of the arrival ARTCC, additional above quota flights may be approved based on the expectation that by the time these additional above quota flights become an operational factor in the affected area, the system will be able to absorb them without undue difficulty.

d. Long distance flights, which originate beyond the adjacent ARTCC area, will normally be permitted to proceed to a point just short of the arrival ARTCC boundary where a delay, at least equal to the delays (ground/airborne) being encountered will be assigned.

e. ARTCCs imposing ground delays make efforts to advise the users when lengthy delays are a prospect to preclude unnecessary boarding and subsequent unloading prior to actual take-off due to lengthy unanticipated ground delays. Users should advise the ARTCC through FSS or operation offices when there is any significant change in the proposed departure time so as to permit more efficient flow control planning. Airborne aircraft holding in the adjacent ARTCC airspace generally receive more

benefit than ground delayed aircraft when increases unexpectedly develop in the quota number because the reaction time is less. For this reason, whenever operationally feasible, adjacent ARTCCs may offer airborne delay within their areas instead of ground delay.

f. Flights originating beyond the adjacent ARTCC areas may not have sufficient fuel to absorb the total anticipated delay while airborne. Accordingly, the concerned adjacent ARTCC may permit these flights to land in its area while retaining previously accumulated delay for the purpose of quota priority. When the amount of air traffic backlogging in an adjacent ARTCC area is approaching the saturation point, additional enroute traffic will be subject to prior approval.

g. Generally, movement of arrival aircraft into the impacted airport terminal area will be made on the basis that those flights with the most accumulated delay, either ground, airborne, or a combination of both, normally receive priority over other traffic. This applies only to delays encountered because of the situation at the airport of intended landing.

h. Pilots/operators are advised to check for flow control advisories which are transmitted to Flight Service Stations, to selected airline dispatch offices and ARTCCs.

(SPEC/GEN 3.3-6)

2. AIRPORT RESERVATION OPERATIONS AND SPECIAL TRAFFIC MANAGEMENT PROGRAMS - This section describes procedures for obtaining required airport reservations at airports designated by the FAA and for airports operating under Special Traffic Management Programs.

a. SLOT CONTROLLED AIRPORTS

(1) The FAA may adopt rules to require advance operations for unscheduled operations at certain airports. In addition to the information in the rules adopted by the FAA, a listing of the airports and relevant information will be maintained on the FAA Web site listed below.

(2) The FAA has established an Airport Reservation Office (ARO) to receive and process reservations for unscheduled flights at the slot controlled airports. The ARO uses the Enhanced Computer Voice Reservation System (e-CVRS) to allocate reservations. Reservations will be available beginning 72 hours in advance of the operation at the slot controlled airport. Refer to the Web site or touch-tone phone interface for the current listing of slot controlled airports, limitations, and reservation procedures.

NOTE: The web interface/telephone numbers to obtain a reservation for unscheduled operations at a slot controlled airport are:

(a) <http://www.fly.faa.gov/ecvrs>.

(b) Touch-tone: C1-800-875-9694 or 703-707-0568. (e-CVRS interface).

(c) Trouble number: C703-904-4452.

b. SPECIAL TRAFFIC MANAGEMENT PROGRAMS (STMP)

(1) Special procedures may be established when a location requires special traffic handling to accommodate above normal traffic demand (e.g., the Indianapolis 500, Super Bowl) or reduced airport capacity (e.g., airport runway/taxiway closures for airport construction). The special procedures may remain in effect until the problem has been resolved or until local traffic

management procedures can handle the situation and a need for special handling no longer exists.

(2) There will be two methods available for obtaining slot reservations through the ATCSCC: the web interface and the touch-tone interface. If these methods are used, a NOTAM will be issued relaying the web site address and toll-free telephone number. Be sure to check current NOTAMs to determine: what airports are included in the STMP; the dates and times reservations are required; the time limits for reservation requests; the point of contact for reservations; and any other instructions.

c. CONTACT AIRPORT RESERVATION OFFICE at: C703-904-4452 if there is a problem making a reservation or for a question concerning the slot controlled airport/STMP regulations or procedures.

d. MAKING RESERVATIONS

(1) Internet Users. Detailed information and User Instruction Guides for using the Web interface to the reservation systems are available on the websites for the slot controlled airports (e-CVRS), <http://www.fly.faa.gov/ecvrs>; and STMPs (e-STMP), <http://www.fly.faa.gov/estmp>.

(SPEC/GEN 3.3-15)

e. SIMULTANEOUS CLOSELY SPACED PARALLEL OPERATIONS AIRPORTS USING PRECISION RUNWAY MONITORING SYSTEMS (PRM) - FAA Advisory Circular 90-98 describes this program which is designed to increase arrival operation efficiencies at airports where parallel runways are separated by less than 4300'. All pilots flying into airports offering PRM services must be able to accept an ILS-PRM or LDA-PRM approach clearance.

(1) Preflight Planning

(a) FAA Air Traffic Control will publish the effective hours when PRM operations are being conducted. Pilots who are unable to accept a PRM approach clearance must contact the FAA ATCSCC directly at 1-800-333-4286 (prior to departure) to obtain a pre-coordinated arrival time. The effective hours for each airport will be published in the U.S. Terminal Procedures publication on the page entitled "Attention All Users of ILS Precision Runway Monitor", or by NOTAM. All users intending to arrive at a PRM airport during PRM operations, and not accept an ILS-PRM or LDA-PRM approach clearance, must contact the FAA ATCSCC.

(b) Pilots who arrive at a PRM airport who are unable to accept a PRM approach clearance, and did not contact ATC prior to departure, should expect an ATC directed divert to a non-PRM airport. Pilots who are unable to accept a PRM approach clearance should flight plan accordingly for an ATC directed divert to their alternate airport.

(c) To avoid possible divert, undue delay to alternate airport, and inadvertent impact on airport operations, pilots must be able to accept an ILS-PRM or LDA-PRM approach clearance at airports where PRM operations are being conducted. To accept a PRM approach clearance pilots must review and be familiar with the information found in the U.S. Terminal Procedures Publication, and be able to comply with published procedures on the page entitled: "Attention to All Users of ILS Precision Runway Monitor (PRM)", for the specific PRM airport. For more information about user requirements to participate in PRM operations, refer to the PRM section of the Aeronautical Information Manual, or read the instruction for PRM users as found at:

http://www.faa.gov/training_testing/training/prm/

(AFFSA/AFFSA FIL 09-713)

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3. UNITED STATES CONTROLLED AIRSPACE - A generic term that covers the different classifications of airspace (Class A, Class B, Class C, Class D, and Class E Airspace) and defined dimensions within which Air Traffic Control service is provided to IFR and VFR flights in accordance with the airspace classification. The various divisions offer different types of air traffic services and have specific operating procedures and minimum required equipment. The major divisions of US Controlled Airspace are listed below and outlined in the accompanying FAA AIRSPACE CLASSIFICATIONS Table in this section.

(SPEC/ENR 1.4-3)

a. CLASS A AIRSPACE.

(1) That airspace of the United States, including that airspace overlying the waters within 12 NM of the coast of the 48 contiguous States, from 18,000' MSL to and including FL600 excluding the states of Alaska and Hawaii, Santa Barbara Island, Farallon Island and the airspace S of latitude N25°04'. (See the FAA AIRSPACE CLASSIFICATIONS Table in this section).

(2) That airspace of the State of Alaska, including that airspace overlying the waters within 12 NM of the coast, from 18,000' MSL to and including FL600 but not including the airspace less than 1500' above the surface of the earth and the Alaska Peninsula W of longitude W160°00'.

(SPEC/14 CFR 71.33 & FAA Order 7400.9)

(3) Operations in Class A Airspace must be conducted under IFR and in compliance with the following:

(a) ATC clearance must be received prior to entering the airspace.

(b) Unless otherwise authorized by ATC, each aircraft must be equipped with a two-way radio capable of communicating with ATC on assigned frequencies and must maintain communications while in Class A Airspace.

(SPEC/14 CFR 91.135)

(c) Aircraft must be equipped with an operable coded radar beacon transponder having either Mode 3/A 4096 code capability, replying to Mode 3/A interrogations with the code specified by ATC and automatically replies to Mode C interrogations by transmitting pressure altitude information in 100' increments.

(SPEC/14 CFR 91.215)

(d) Pilots may deviate from these provisions if authorization is issued by the ATC facility having jurisdiction of airspace concerned. In case of inoperable transponder, ATC may immediately approve operation in Class A Airspace allowing flight to continue if desired to airport of destination including intermediate stops, or to proceed to airport for suitable repairs, or both. Request for deviation from these provisions must be submitted in writing at least 4 days prior to proposed operation. ATC may authorize a deviation on a continuing basis or an individual flight.

(SPEC/14 CFR 91.135)

(4) Altitude reservations may be obtained in Class A Airspace.

(5) Local flying areas can be established within Class A Airspace to permit activity in which aircraft do not maintain constant heading and/or direction. Local flying areas are not Restricted Areas but will be open to any user, traffic permitting. ATC clearance is required and aircraft will be assigned to a FL or group of FL by ATC, depending on activity. Using military organizations may schedule aircraft to operate in these local

flying areas in excess of the quantities that can be accepted by ATC, subject to MARSAs. In this event, participating aircraft must remain in VFR conditions to preclude collision with other aircraft in the local flying area.

(6) Procedures for entering and departing Class A Airspace are in the FLIP Flight Information Handbook, Section B.

b. HIGH ALTITUDE AREA - The airspace above FL450 where no predetermined routes exist and free selection of routes is permitted.

(1) From above FL450 to FL600 navigation may be conducted via the NAVAIDS serving the jet route system provided the NAVAIDS selected to define a route are not more than 200 NM apart.

(2) The route of flight above FL600 will contain at least one fix within each ARTCC area through which flight is planned without regard to distance between fixes. These fixes designated will be in relation to NAVAIDS serving the jet route system. Position reports and estimates may be requested in the event radar monitoring is not possible and a crossing of courses will occur. Fixes used are not compulsory reporting points. Military organizations using the airspace above FL600 will employ coded altitudes in position reporting. These codes are changed annually and are available from HQ ACC/DOR, Langley AFB (KLFI), VA, DSN 574-7982.

c. JET ROUTE SYSTEM - Specified routes established in the airspace from 18,000' MSL to FL450 inclusive.

(1) Jet routes are identified by a "J" followed by the airway number, e.g. J12. Jet routes are predicated solely on VOR or VORTAC navaids except in Alaska where some segments of airways are based on L/MF navaids and are charted in brown instead of black on enroute charts.

(2) Reporting points are designated for jet routes. Aircraft will report over these points unless otherwise advised by ATC.

(SPEC/ENR 3.5-2)

d. AREA NAVIGATION (RNAV) ROUTES

(1) Published RNAV routes, including Q-Routes and T-Routes, can be flight planned for use by aircraft with RNAV capability, subject to any limitations or requirements noted on enroute charts, in applicable Advisory Circulars, or by NOTAM. RNAV routes are depicted in blue on aeronautical charts and are identified by the letter "Q" or "T" followed by the airway number (e.g., Q13, T205). Published RNAV routes are RNAV-2 except when specifically charted as RNAV-1. These routes require system performance currently met by GPS or DME/DME/IRU RNAV systems that satisfy the criteria discussed in AC 90-100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations.

(2) Q-routes are available for use by RNAV equipped aircraft between 18,000 feet MSL and FL450 inclusive. Q-routes are depicted on Enroute High Altitude Charts.

(3) T-routes are available for use by RNAV equipped aircraft from 1200 feet above the surface (or in some instances higher) up to but not including 18,000 feet MSL. T-routes are depicted on Enroute Low Altitude Charts.

(4) Unpublished RNAV routes are direct routes, based on area navigation capability, between waypoints defined in terms of latitude/longitude coordinates, degree-distance fixes, or offsets from established routes/airways at a specified distance

and direction. Radar monitoring by ATC is required on all unpublished RNAV routes.

(SPEC/ENR 3.3-1)

e. VOR AND L/MF AIRWAYS - Specified routes that extend from 1200' AGL (or in some instances higher) up to but not including 18,000' MSL. These airways are depicted on IFR Enroute Low Altitude Charts.

(1) Except in Alaska, the VOR airways are: predicated solely on VOR or VORTAC nav aids; depicted in black on aeronautical charts; and identified by a "V" (Victor) followed by the airway number (e.g. V12). Segments of VOR airways in Alaska are based on L/MF nav aids and charted in brown instead of black on enroute charts.

(USN/NAVFIL 06-017)

(2) An airway segment common to two or more routes carries the numbers of all the airways which coincide for that segment. Only the airway number of the airway being used needs to be filed in a flight plan.

(3) Reporting points are designated for VOR airways. Aircraft will report over these points unless otherwise advised by ATC.

(4) L/MF airways are predicated solely on L/MF nav aids and are depicted in brown.

(SPEC/ENR 3.5-2)

f. CLASS B AIRSPACE - Generally, that airspace from the surface to 10,000' MSL surrounding the nation's busiest airports in terms of IFR operations or passenger enplanements. The configuration of each Class B Airspace area is individually tailored and consists of a surface area and two or more layers and is designed to contain all published instrument procedures once an aircraft enters the airspace. An ATC clearance is required for all aircraft to operate in the area and all aircraft that are so cleared receive separation services within the airspace.

(1) Regardless of weather conditions, an ATC authorization is required prior to operating in Class B Airspace.

(2) EQUIPMENT REQUIRED -

(a) Operable two-way radio capable of communication with ATC on appropriate frequency.

(b) For IFR operations, an operable VOR or TACAN receiver or an operable and suitable RNAV system.

(USN/USMC FIL 149450)

(c) Unless authorized by ATC, an operable 4096, coded radar beacon transponder (Mode 3/A) operated within 30 NM of the primary airport around which Class B Airspace is established.

(d) Operable automatic pressure reporting equipment (Mode C).

(e) ATC may, upon authorization, immediately authorize a deviation from the altitude reporting equipment. A request for a deviation from the 4096 coded transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

(f) Unless otherwise authorized by ATC, large turbine engine powered aircraft operating to or from the primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.

(3) FLIGHT PROCEDURES -

(a) IFR FLIGHT - Aircraft within Class B Airspace are required to operate in accordance with current IFR procedures. A clearance for a visual approach to a primary airport is not authorization for turbine powered airplanes to operate below the floors of the Class B Airspace.

(b) VFR FLIGHT

1 ARRIVING AIRCRAFT MUST OBTAIN AUTHORIZATION PRIOR TO ENTERING CLASS B AIRSPACE, AND MUST CONTACT ATC ON THE APPROPRIATE FREQUENCY, and report their position in relation to geographical fixes shown on local charts. Although a pilot may be operating beneath the floor of the Class B Airspace on initial contact, communications with ATC should be established in relation to the points indicated for spacing and sequencing purposes.

2 Aircraft require a clearance to depart Class B Airspace and should advise the clearance delivery position of their intended altitude and route of flight. ATC will normally advise VFR aircraft when they are leaving the geographical limits of the Class B Airspace. Radar service is not automatically terminated with this advisory unless specifically stated by the controller.

3 Aircraft not landing or departing the primary airport may obtain ATC clearance to transit when traffic conditions permit and provided the requirements of 14 CFR 91.131 are met. Such VFR aircraft are encouraged to the maximum extent possible, to operate at altitudes above or below the Class B Airspace, or transit through established VFR corridors. Pilots operating in VFR corridors are urged to use frequency 122.750 MHz for the exchange of aircraft position information.

4 VFR non-participating aircraft are cautioned against operating too closely to a Class B Airspace boundary, especially where the floor of the Class B is 3000' or less of where VFR cruise altitudes are at or near floor levels. Observance of this precaution will reduce the potential for encountering an aircraft operating at the Class B Airspace floor. Additionally, VFR non-participating aircraft are encouraged to utilize the VFR Planning Charts as a tool for planning flight in proximity to Class B Airspace. Charted VFR Flyway Planning Charts are published on the back of the existing VFR Terminal Area Charts.

(4) ATC CLEARANCE AND SEPARATION

(a) AN AUTHORIZATION IS REQUIRED TO ENTER AND OPERATE WITHIN CLASS B AIRSPACE. VFR pilots are provided sequencing and separation from other aircraft while operating in Class B Airspace. Separation and sequencing of VFR aircraft will be suspended in the event of a radar outage as this service is dependent on radar. The pilot will be advised that the service is not available and issue wind, runway information and the time or place to contact the tower. Traffic information will be provided on a workload permitting basis.

(b) This program is not to be interpreted as relieving pilots of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions, to adjust their operations and flight path as necessary to preclude serious wake encounters, to maintain appropriate terrain and obstruction clearance, or to remain in weather conditions equal to or better than the minimums required by 14 CFR 91.155. Whenever compliance with an assigned route, heading and/or altitude is likely to compromise pilot responsibility respecting terrain and obstruction clearance, vortex exposure, and weather minimums, approach control should be so advised and a revised clearance or instruction obtained.

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(c) ATC may assign altitudes to VFR aircraft that do not conform to 14 CFR 91.159. When the altitude assignment is no longer needed for separation or when leaving Class B Airspace, the instruction will be broadcast, "Resume Appropriate VFR Altitudes." Pilots must return to an altitude that conforms to 14 CFR 91.159 as soon as possible.

(5) Class B Airspace is established in the following areas:

Atlanta, GA	Baltimore, MD
Boston, MA	Charlotte, NC
Chicago, IL	Cincinnati, OH
Cleveland, OH	Dallas, TX
Denver, CO	Detroit, MI
Ft. Worth, TX	Honolulu, HI
Houston, TX	Kansas City, MO
Las Vegas, NV	Los Angeles, CA
Memphis, TN	Miami, FL
Minneapolis, MN	New Orleans, LA
New York, NY	Orlando, FL
Philadelphia, PA	Pittsburgh, PA
Phoenix, AZ	Salt Lake City, UT
St. Louis, MO	San Diego, CA
San Francisco, CA	Seattle, WA
Tampa, FL	Washington, D.C.

(SPEC/ENR 1.4 - 4, 5, 6)

g. CLASS C AIRSPACE - Airspace surrounding designated airports where ATC provides radar vectoring and sequencing on a full time basis for all IFR and VFR aircraft. Class C Airspace consists of controlled airspace extending upwards from the surface or higher to specified altitudes, within which all aircraft are subject to the operating rules and equipment requirements in 14 CFR Part 91. (See FAA AIRSPACE CLASSIFICATION Table in this section.)

(SPEC/ENR 1.4 - 5, 6, 7)

(1) Class C Airspace has a basic design with minor site specific variations.

(a) The design consists of two concentric circles both centered on the primary airport. The inner circle has a radius of 5 NM and the outer circle has a radius of 10 NM.

(b) The airspace of the inner circle extends from the surface of the primary airport to 4000' AGL. The airspace area between 5 and 10 NM ring begins at 1200' AGL and extends to the same altitude cap as the inner circle.

(c) The Class C Airspace outer area normally has a radius of 20 NM from the primary airport. The outer area extends from the lower limits of radio or radar coverage up to the ceiling of the Approach Control's delegated airspace.

(2) EQUIPMENT REQUIRED -

(a) Operable two-way radio capable of communicating with ATC on appropriate frequency.

(b) Operable 4096 coded radar beacon transponder (Mode 3/A) operated within and above all Class C Airspace up to 10,000' MSL.

(c) Operable automatic pressure altitude reporting (Mode C).

(3) PROCEDURES -

(a) ARRIVALS AND OVERFLIGHTS - Two-way radio communications must be established with the ATC facility having jurisdiction over the Class C Airspace prior to entering and

thereafter as instructed by ATC.

(b) DEPARTURES - Primary or satellite with an operating control tower, two-way radio communications must be established and maintained with the control tower and thereafter as instructed by ATC. For satellite airports without an operating control tower, two-way radio communications must be established as soon as possible after departure with the ATC facility having jurisdiction over the Class C Airspace and thereafter as instructed by ATC.

(c) Aircraft must comply with FAA arrival and departure traffic patterns.

(4) ATC SERVICES -

(a) WITHIN CLASS C AIRSPACE -

1 Sequencing of all arriving aircraft to the primary airport.

2 Standard IFR separation between IFR aircraft.

3 Traffic advisories and conflict resolution so that radar targets do not touch or 500' vertical separation between IFR and VFR aircraft.

(b) WITHIN THE OUTER AREA -

1 Same services as within the Class C Airspace when two-way radio communication and radar contact is established.

2 Aircraft participation in this area is strongly encouraged but not a VFR requirement.

(c) BEYOND THE OUTER AREA -

1 Standard IFR separation

2 Basic radar service

3 Class C Service

4 Safety alert, as appropriate

5 Additional operating information

a Class C Airspace is designed as a radar environment. Services will only be provided within radar/radio coverage. In the event of a radar outage, separation and sequencing of VFR aircraft will be suspended. The pilot will be advised that the service is not available and issue wind, runway information and the time to contact the tower.

b While participation is required within Class C Airspace, it is voluntary within the outer area and can be discontinued at pilot request.

c Radar service will be provided in the outer area, unless the pilot requests to discontinue the service.

d Service provided beyond the outer area will be on a workload permitting basis and can be terminated by the controller if the workload dictates.

e In some locations, Class C Airspace may overlap the Class D Airspace of a secondary airport. In order to allow that control tower to provide service to aircraft, portions of

the overlapping Class C Airspace may be procedurally excluded when the secondary airport tower is in operation. Aircraft operating in these procedurally excluded areas will only be provided airport traffic control services when in communication with the secondary airport tower. Radar service to aircraft inbound to these secondary airports will be discontinued when the aircraft is instructed to contact the tower.

f Aircraft departing secondary controlled airports will not receive Class C Airspace Services until they have been radar identified and two-way communication has been established with the radar facility.

g Radar service to aircraft proceeding to satellite airport will be terminated at a sufficient distance to allow time to change to the appropriate tower or advisory frequency.

h Some Class C Airspace facilities shut down for portions of the night. When this occurs, the effective hours of the Class C Airspace will be the same as the operating hours of the serving facility.

i This program is not to be interpreted as relieving pilots of their responsibilities to see and avoid other traffic operating in basic VFR weather conditions, to adjust their operations and flight path as necessary to preclude serious wake encounters, to maintain appropriate terrain and obstruction clearance, or to remain in weather conditions equal to or better than the minimums required by 14 CFR 91.115. Whenever compliance with an assigned route, heading and/or altitude is likely to compromise pilot responsibility respecting terrain and obstruction clearance, vortex exposure, and weather minimums, Approach Control should be so advised and a revised clearance or instruction obtained.

j Pilots of arriving aircraft should contact the Radar facility on the publicized frequency and give their position, altitude, radar beacon code (if transponder equipped), destination, and request services. Radio contact should be initiated far enough from the airspace boundary to preclude entering before radio communication is established.

k If the controller responds to a radio call with, "(aircraft call sign) standby", radio communications have been established and the pilot can enter the Class C Airspace. If workload or traffic conditions prevent immediate provision of Class C Airspace Services, the controller will inform the pilot to remain outside the airspace boundary until conditions permit the services to be provided. If the controller responds to the initial radio call without using the aircraft call sign, radio communications have not been established and the pilot may not enter the Class C Airspace.

(SPEC/ENR 1.4-7)

l Class C Airspace is located at the following airports:

ALABAMA

Birmingham Intl (KBHM)
Huntsville Intl-Carl T. Jones Fld (KHSV)
Mobile Rgnl (KMOB)

ALASKA

Ted Stevens Anchorage Intl (PANC/ANC)

ARIZONA

Davis-Monthan AFB - (DMA) (KDMA)
Tucson Intl - (KTUS)

ARKANSAS

CALIFORNIA

Adams Fld (KLIT)
Northwest Arkansas Regional (KXNA)

Beale AFB - (KBAB)
Burbank/Glendale/Pasadena - (KBUR)
Fresno Yosemite Intl - (KFAT)
John Wayne Arpt/Orange Co (KSNA)
March ARB - (KRIV)
McClellan Aflld - (KMCC)
Metropolitan Oakland Intl - (KOAK)
Monterey Peninsula - (KMRY)
Norman Y Mineta San Jose Intl - (KSJC)
Ontario Intl - (KONT)
Sacramento Intl - (KSMF)
Santa Barbara Muni - (KSBA)

COLORADO

City of Colorado Springs Muni (KCOS)

CONNECTICUT

Bradley Intl (KBDL)

FLORIDA

Daytona Beach Intl (KDAB)
Fort Lauderdale - Hollywood Intl (KFLL)
Jacksonville Intl (KJAX)
Orlando - Sanford Intl (KSFB)
Palm Beach Intl (KPBI)
Pensacola NAS (KNPA)
Pensacola Rgnl (KPNS)
Sarasota - Bradenton Intl (KSRQ)
Southwest Florida Intl (KRSW)
Tallahassee Rgnl (KTLH)
Whiting Fld NAS North (NSE)
Whiting Fld NAS South (NDZ)

GEORGIA

Columbus Metropolitan (KCSG)
Savannah Intl (KSAV)

HAWAII

Kahului (PHOG)

IDAHO

Boise Air Terminal (KBOI)

ILLINOIS

Capital (KSPI)
Chicago Midway (KMDW)
General Downing - Peoria Intl (KPIA)
Quad City Intl (KMLI)
University of Illinois - Willard (KCMII)

INDIANA

Evansville Rgnl (KEVV)
Fort Wayne Intl (KFWA)
Indianapolis Intl (KIND)
South Bend Rgnl (KSNB)

IOWA

Des Moines Intl (KDSM)
The Eastern Iowa (KCID)

KANSAS

Wichita Mid - Continent (KICT)

KENTUCKY

Blue Grass (KLEX)
Louisville Intl Standiford Fld (KSDF)

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LOUISIANA

Barksdale AFB (KBAD)
Baton Rouge Metropolitan Ryan Fld
(KBTR)
Lafayette Rgnl (KLFT)
Shreveport Rgnl (KSHV)

MAINE

Bangor Intl (KBGR)
Portland Intl Jetport (KPWM)

MICHIGAN

Bishop Intl (KFNT)
Capital City (KLAN)
Gerald R. Ford Intl (KGRR)

MISSISSIPPI

Columbus AFB (KCBM)
Jackson Intl (KJAN)

MISSOURI

Springfield Branson National (KSGF)

MONTANA

Billings Logan Intl (KBIL)

NEBRASKA

Eppley Afd (KOMA)
Lincoln Muni (KLNK)
Offutt AFB (KOFF)

NEVADA

Reno - Tahoe Intl - (KRNO)

NEW HAMPSHIRE

Manchester (KMHT)

NEW JERSEY

Atlantic City Intl (KACY)

NEW MEXICO

Albuquerque Intl Sunport
(KIKR/KABQ/ABQ)

NEW YORK

Albany Intl (KALB)
Buffalo Niagara Intl (KBUF)
Greater Rochester Intl (KROC)
Long Island MacArthur (KISP)
Syracuse Hancock Intl (KSYR)

NORTH CAROLINA

Asheville Rgnl (KAVL)
Fayetteville Rgnl/Grannis Fld (KFAY)
Piedmont Triad Intl (KGSO)
Pope AAF (KPOB)
Raleigh/Durham Intl (KRDU)

OHIO

Akron - Canton Rgnl (KCAK)
James M. Cox - Dayton Intl (KDAY)
Port Columbus Intl (KCMH)
Toledo Express (KTOL)

OKLAHOMA

Tinker AFB (KTIK)
Tulsa Intl (KTUL)
Will Rogers World (OKC)

OREGON

Portland Intl (KPDX)

PENNSYLVANIA

Lehigh Valley Intl (KABE)

PUERTO RICO

Luis Munoz Marin Intl (TJSJ/SJU)

RHODE ISLAND

Theodore Francis Green State (KPVD)

SOUTH CAROLINA

Charleston AFB/Intl (KCHS)
Columbia Metropolitan (KCAE)
Greenville-Spartanburg (KGSP)
Myrtle Beach Intl (KMYR)
Shaw AFB (KSSC)

TENNESSEE

Lovell Fld (KCHA)
McGhee Tyson (KTYS)
Nashville Intl (KBNA)

TEXAS

Abilene Rgnl (KABI)
Amarillo Intl (KAMA)
Austin Bergstrom (KAUS)
Corpus Christi Intl (KCRP)
Dyess AFB (KDYS)
El Paso Intl (KELP)
Laughlin AFB (KDLP)
Lubbock Intl (KLBB)
Midland Intl (KMAF)
San Antonio Intl (KSAT)
Valley Intl (KHRL)

VERMONT

Burlington Intl (KBTV)

VIRGIN ISLANDS

Cyril E. King (STT)

VIRGINIA

Norfolk Intl (KORF)
Richmond Intl (KRIC)
Roanoke Rgnl/Woodrum Fld (KROA)

WASHINGTON

Fairchild AFB (KSKA)
Spokane Intl (KGEG)
Whidbey Island NAS (NUW)

WEST VIRGINIA

Yeager (KCRW)

WISCONSIN

Austin Straubel Intl (KGRB)
Dane Co Rgnl - Truax Fld (KMSN)
General Mitchell Intl (KMKE)
(SPEC/FAA Order 7400.9)

h. CLASS D AIRSPACE - Generally, that airspace from the surface to 2500' AGL surrounding those airports with an operational control tower. The configuration of each Class D Airspace area is individually tailored and when instrument procedures are published, the airspace will normally be designed to contain the procedures.

(1) ARRIVAL OR THROUGH-FLIGHT ENTRY
REQUIREMENTS-Two-way radio communication must be

established with the ATC facility providing services prior to entry and thereafter maintained while in Class D Airspace. Arriving aircraft should contact tower on published frequency and provide their position, altitude, destination and any requests. Radio contact should be made far enough away to preclude entering Class D Airspace before radio contact is made.

(2) DEPARTURE FROM -

(a) A primary or satellite airport with an operating tower - Two-way radio contact is established and maintained with control tower and thereafter as instructed while operating in Class D Airspace.

(b) A satellite airport without an operating control tower - Two-way radio contact must be established as soon as practicable after departing with the ATC facility having jurisdiction over the Class D Airspace.

(3) Arrival extensions for Instrument Approach Procedures may be Class D or E Airspace. As a general rule, if all extensions are 2 NM or less, they remain part of the Class D surface area. However if any one extension is greater than 2 NM, then all extensions become Class E Airspace.

(4) No separation services are provided to VFR aircraft.

i. CLASS E AIRSPACE - Generally, if the airspace is not Class A, B, C, or D, and it is controlled airspace, it is Class E Airspace. Class E Airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace. When designated as a surface area, the airspace will be configured to contain all instrument procedures. Also in this class are Federal airways, airspace beginning at either 700' or 1200' AGL used to transition to/from the terminal or enroute environment. Class E Airspace does not include the airspace 18,000' MSL or above.

(SPEC/ENR 1.4-8, 9)

j. CLASS G AIRSPACE (Uncontrolled Airspace) - (See the FAA AIRSPACE CLASSIFICATIONS Table in this section)

(1) There will continue to be airports in Class G Airspace. At those airports with an Instrument Approach Procedure, the floor of the controlled airspace will generally be a Class E area extending upward from 700' AGL.

k. ICAO CLASS F AIRSPACE - ATC provides separation service to IFR aircraft so far as practical - has no equivalent in U.S. airspace.

NOTE: Within the airspace classes, there is a hierarchy and, in the event of an overlap of airspace: Class A pre-empts Class B, Class B pre-empts Class C, Class C pre-empts Class D, Class D pre-empts Class E, and Class E pre-empts Class G. When overlapping airspace designations apply to the same airspace, the operating rules associated with the more restrictive airspace designation apply.

(SPEC/14 CFR 71.9)

4. FAA AIRSPACES - Airspaces of defined dimensions, alphabetically designated, within which specific types of flight may operate and for which air traffic services and rules of operation are specified. States shall select those airspace classes appropriate to their needs.

a. FAA airspaces shall be classified and designated in accordance with the following:

CLASS A - IFR flights only are permitted, all flights are

subject to air traffic control service and are separated from each other.

CLASS B - IFR and VFR flights are permitted, all flights are subject to air traffic control service and are separated from each other.

CLASS C - IFR and VFR flights are permitted, all flights are subject to air traffic control service and IFR flights are separated from other IFR flights and from VFR flights. VFR flights are separated from IFR flights and receive traffic information in respect of other VFR flights.

CLASS D - IFR and VFR flights are permitted and all flights are subject to air traffic control service, IFR flights are separated from other IFR flights and receive traffic information in respect of VFR flights, VFR flights receive traffic information in respect of all other flights.

CLASS E - IFR and VFR flights are permitted, IFR flights are subject to air traffic control service and are separated from other IFR flights. All flights receive traffic information as far as is practical.

CLASS G - IFR and VFR flights are permitted and receive flight information service if requested.

b. The requirements for flight within each class of airspace shall be as shown in the following table.

NOTE: Where the proposed FAA airspaces adjoin vertically, i.e. one above the other, flight at a common level would comply with requirements of, and be given services applicable to, the less restrictive class of airspace. In applying these criteria, Class B Airspace shall therefore be considered less restrictive than Class A Airspace; Class C Airspace less restrictive than Class B Airspace; etc.

5. ALASKA -

a. All flights departing Alaska will file a DD Form 1801 (DoD International Flight Plan). The DD Form 1801 will be filed for one destination only, because there is no provision to include a stopover in International Flight Plans. The DD Form 175 and domestic procedures will be used for Intra-Alaska flight.

b. ANCHORAGE OCEANIC - See Alaska Supplement Notices and Procedures.

(AFFSA/AFFSA)

6. RESTRICTED AREA PROCEDURES - ATS is responsible for aircraft clearance through or alternate routing to avoid Restricted Areas when a pilot files and flies an IFR flight plan. For Restricted Areas which are not joint use, or for areas not controlled by ATS, the pilot filing an IFR or VFR-On-Top flight plan must obtain clearance from the using agency. Failure to advise ATS that clearance has been obtained will result in ATS routing to avoid the area. An exception applies to aircraft flying in accordance with an approved "Altitude Reservation" (ALTRV). When flying VFR, the pilot is responsible for obtaining approval from the using or controlling agency prior to penetration or transit of a Restricted Area.

NOTE: Refer to General Planning, Chapter 2. EXPLANATION OF TERMS, for definitions of PROHIBITED, RESTRICTED, WARNING, and MILITARY OPERATING AREAS.

7. SPECIAL USE FREQUENCY - USAF and USN each loaned FAA two UHF frequencies, designated special use frequencies. Each ARTCC is assigned one or more of these frequencies for use

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on an area basis in the high altitude structure. This procedure eliminates the need for pilots to change frequency as their flight progresses from sector to sector in the same ARTCC only.

a. Special use frequencies will be assigned to:

(1) USAF Air Combat Command (ACC), US Navy and Air National Guard single-pilot jet aircraft formations operating at night or in instrument weather conditions. Formations of five or more USAF ACC aircraft deploying either to a continental United States staging base or nonstop to an overseas location are authorized to use special use frequencies at any time.

(2) Pressure suit flights of aircraft (F-15, etc.) at all altitudes/flight levels except where terminal operations require the assignment of other frequencies.

(3) All aircraft during supersonic flight.

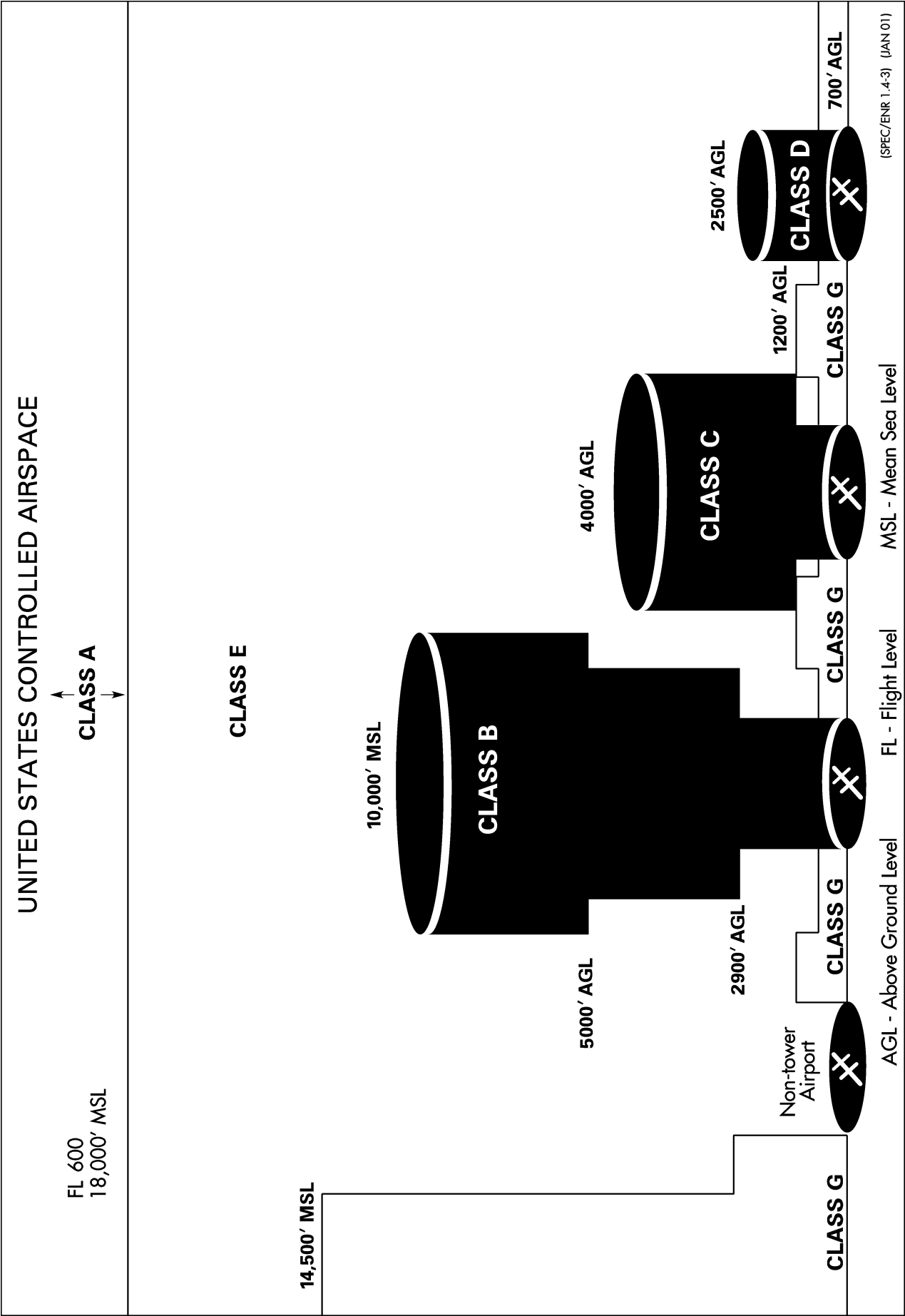
b. Pilots of aircraft in the above categories should request a special use frequency before encountering instrument conditions of supersonic flight. Aircraft operating in a special operating area, except aircraft transiting through such an area shall not be assigned a special use frequency. The special use frequency may be assigned as "back-up" for the high altitude sector when direct communications is essential because of a potential emergency condition situation.

8. ALTIMETER SETTINGS - Except in the interest of flight safety, the SCR-718 radio altimeter will be used only over broad ocean areas starting not less than 50 NM offshore.

a. SURFACE TO 18,000' MSL - FAR prescribe that altitude shall be in FEET ABOVE SEA LEVEL (QNH). Accordingly, the current reported altimeter setting of a station along the route and within 100 NM of the aircraft shall be used. If there is no station within 100 NM, the current reported altimeter setting of an appropriate available station shall be used. In the case of an aircraft without a functioning radio, the elevation of the departure airport on an appropriate altimeter setting available before departure shall be used.

b. AT AND ABOVE 18,000' MSL - The standard setting QNE (29.92" Hg) will be used at all times during flight. When using the standard altimeter setting, all reference to altitudes shall be made in Flight Levels. Procedures for determining the lowest usable Flight Level will be found in the Flight Information Handbook in Section B, Altimeter Changeover Procedures.

EXAMPLE: FL250 represents a standard pressure differential of 25,000'. In order to assure that the Flight Level is actually at or above 18,000' MSL, pilots will not select nor controllers assign certain Flight Levels when the altimeter setting is below 29.92" Hg.



FAA AIRSPACE CLASSIFICATIONS

Class	Operations Permitted	Entry Prerequisites	Two-way Radio	Aircraft Separation	Traffic Advisories	Min Flight Visibility	Min Distance from Clouds	Differs from ICAO	Speed Restriction
A	IFR	ATC Clearance	Yes	All	Yes	N/A	N/A	No	No
B	IFR	ATC Clearance	Yes	All	Yes	N/A	N/A	Yes	250 KIAS* ^② Below 10,000'
	VFR	ATC Clearance	Yes	All	Yes	3 SM	Clear of Clouds* ^①	Yes	250 KIAS* ^② Below 10,000'
	IFR	ATC Clearance	Yes	All	Yes	N/A	N/A	Yes	250 KIAS* ^② Below 10,000' 200 KIAS* ^② within 4 NM of primary airport
C	VFR	Radio Contact	Yes	Between IFR & VFR	Yes	3 SM	500' below, 1000' above, 2000' horizontal	Yes	250 KIAS* ^② Below 10,000' 200 KIAS* ^② within 4 NM of primary airport
	IFR	ATC Clearance	Yes	IFR & SVFR	Workload Permitting	N/A	N/A	No	250 KIAS* ^② Below 10,000' 200 KIAS* ^② within 4 NM of primary airport
	VFR	Radio Contact* ^③	Yes	N/A	Workload Permitting	3 SM	500' below, 1000' above, 2000' horizontal	Yes	250 KIAS* ^② Below 10,000' 200 KIAS* ^② within 4 NM of primary airport
E (Controlled Airspace)	IFR	ATC Clearance	Yes	IFR & SVFR	Workload Permitting	N/A	N/A	No	250 KIAS* ^② Below 10,000'
	VFR	None	No	N/A	Workload Permitting	3 SM* ^④	500' below, 1000' above, 2000' horizontal* ^⑤	No	250 KIAS* ^② Below 10,000'
	IFR	None	No	None	Workload Permitting	N/A	N/A	No	250 KIAS* ^② Below 10,000'
G (Uncontrolled Airspace)	VFR	None	No	None	Workload Permitting	1 SM* ^⑥	Clear of Clouds* ^⑦	Yes	250 KIAS* ^② Below 10,000'
* Indicates where flight rules differ from ICAO standards. ① Reduces cloud clearance from standard to "clear of clouds". ② ICAO does not have a speed restriction ③ ICAO requires ATC clearance. ④ Operations above 10,000' MSL - 5 SM visibility. ⑤ Operations at or above 10,000' MSL - 1000' below, 1000' above, 1 SM horizontal cloud clearance. ⑥ Night operations below 10,000' MSL - 3 SM; day or night operations at or above 10,000' - 5 SM. ⑦ Operations more than 1200' AGL, but less than 10,000' MSL - 500' below, 1000' above, 2000' horizontal. Operations at or above 10,000' MSL - 1000' below, 1000' above, 1 SM horizontal.									

(SPEC) (JAN 01)

c. **LOW TEMPERATURE ERROR** - Extreme low temperatures will cause serious errors in indicated altitude. It is suggested that the next higher altitude than normal, appropriate to direction of flight, be requested on routes with MEAs greater than 5000'. On a route 13,000', temperature -40°F, aircraft may be 1500' lower than indicated altitude. On a route 10,000', temperature -30°F aircraft may be 1000' lower than indicated altitude.

d. Pilots shall read back all altimeter settings received from Approach agencies when inbound during penetrations, letdowns, entering and departing holding patterns and during all approaches to a landing. (EXCEPTION: When under the control of the final controller on a PAR approach and the pilot has been released from further transmission requirements.)

e. Additional procedures will be found in the Flight Information Handbook.

(AFFSA/AFFSA)

SUPPLEMENTARY AIRPORT INFORMATION

Abraham Lincoln Capital (KSPI), IL

1. (ANG) Limited transient parking, maintenance and passenger service. Use of ANG ramp or facilities requires coordination with ANG Operations DSN 892-8203, prior to filing flight plan. Normal ANG operation is 1330-2300Z++, Monday through Thursday and every other Friday, except holidays. Ramp closed during non-duty hours. No transient alert maintenance, expect servicing delay. Runway 04-22, BAK-12 raised by BAK-14 device only on request from Abraham Lincoln Capital (KSPI) Tower for both arrivals and departures. Operations/Maintenance monitor 275.175 (UHF squadron common, C/S Snakepit).

2. **NOISE ABATEMENT** - The airport is located on the edge of high density population area containing significant historical and cultural sites especially to the south and east of the airport, and this requires strictest adherence to noise abatement procedures. Unless safety dictates, afterburner equipped aircraft should terminate afterburner as soon as possible after safely airborne and no later than the end of the departure runway. For safety and noise abatement procedures, afterburner aircraft are restricted to Runways 04, 22, and 31 only. In addition aircraft departing Runway 22 need to accept a departure vector of 240 degrees, commencing at the end of Runway 22. On Runways 04 and 31, aircraft should commence turns no sooner than the lower of 1,500' AGL or as directed by ATC. Do not overfly the City of Springfield below 5,000' MSL unless being vectored by approach control.

(AFFSA/AFFSA FIL 06-715)

Albuquerque Intl Sunport (Kirtland AFB) (KABQ), NM

1. Kirtland (KIKR) is a shared use airport, the city of Albuquerque owns the runways and taxiways, the FAA provides ATC.

2. Double Eagle II (KAEG) is a noncontrolled airport on the Albuquerque W mesa located at N35°00'04" W106°48'01". Albuquerque (KABQ) VORTAC 350° 6 NM. Recommend following when operating to/from Double Eagle II (KAEG):

a. If route of flight is E-SW following departure, clear the traffic pattern to a position NW of Double Eagle II (KAEG) and contact Albuquerque (KABQ) Approach on 124.4 for service and advisories.

b. Be alert for other air traffic operating in the area.

c. Utilize common traffic advisories frequency (122.9).

3. RWY 26 ARRIVALS -

a. KAFB E, Albuquerque's NE Heights (NE of Base) and Four Hills (E of Base) residential areas are noise sensitive areas.

b. Hang gliders operate from the W side of Sandia Crest (Albuquerque (ABQ) VORTAC 045° 22 NM).

c. NE gradient - Terrain exceeds 8000' MSL beginning 8 NM from arrival end Rwy 26.

d. Helicopter auxiliary field - approximately 6 NM to the SSE.

e. Avoid overflight of Manzano Mt, Albuquerque (ABQ) VORTAC 080° 16 NM. (4 NM SE of threshold.)

f. Isleta Drop Zone parachute area - 7 NM to the SE (ABQ098/16).

4. RWY 08 ARRIVALS -

a. Avoid Albuquerque Zoo, 3 1/4 NM from approach end Rwy 08.

b. Numerous obstructions exceeding 5100' MSL immediately off approach end Rwy 08.

c. Extensive low level helicopter training, ABQ 185-220, 7-35 DME; surface to 7000' MSL.

5. FLIGHT HAZARD/AVOIDANCE AREAS -

a. Extensive low level helicopter training, ABQ 185-220. 7-35 DME; surface to 7000' MSL.

b. All helicopters maintain at least 500' AGL while in vicinity of Albuquerque (ABQ) for noise abatement.

c. Avoid Sevilleta Wildlife refuge approximately 175 degrees, 37 NM from west end of Taxiway C.

d. Avoid Burris Drop Zone parachute area- 169 degrees, 33 NM from west of Twy C.
(377 MXS-MXOA/377 MXS-MXOA FIL 16-489)

6. CAUTION -

a. Numerous fire hydrants are located alongside active taxiways, parking ramps and roadways. 7 hydrants border the north side of parking apron Delta, 8 are along the south side of Delta, 9 border the north side of Parking Ramp Echo, and 2 are located on the south side of Echo. These fire hydrants may present a safety hazard or risk to taxiing or hovering aircraft.

b. All prop or low twin engine aircraft use M1 taxiway to the fullest extent possible. Taxi on concrete portions prohibited, except for to and from aero club fuel tanks. Transition from asphalt to concrete has a slight dip, use caution.

c. All aircraft with wingspans greater than 100' use caution when entering Taxiway M1. There are small aircraft parked along west edge ramp of 76' west of marked centerline. All aircraft must maintain 25' wingtip clearance by adjusting taxi to east of the marked centerline.

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d. Military aircraft parking pads 1, 2, & 4 permanently closed.
(377 MXS-MXOA/377 MXS-MXOA FIL 16-480)

7. HAZARDOUS CARGO - Contact Airfield Management Operations DSN 246-8335/6, C505-846-8335/6 and Air Freight DSN 246-7000/1, C505-846-7000/1 at least 24 hours in advance of all hazardous cargo missions due to limited hazardous cargo parking/service facilities. During non-duty hours contact 377ABW Command Post DSN 246-3776 or C505-846-3776.
(377 MXS-MXOA/377 MXS-MXOA 17-1071)

8. INBOUND REQUIREMENTS - All aircraft must file flight plan to ABQ. If destination is military side (Kirtland AFB) please put destination IKR in remarks of flight plan and send all movement messages to IKR. All inbound AMC/Cargo aircraft contact Kirtland Command Post on 349.4 30 minutes out with load message, estimated time of departure and requirements. Contact Airfield Management Operations on 372.2 30 minutes out to coordinate parking locations and fuel requirements.

9. AFTER HOURS SUPPORT - For requested support outside published hours contact Kirtland Command Post at DSN 246-3777 or C505-846-3777.
(377 MXS-MXOA/377 MXS-MXOA FIL 16-878)

10. NON-STANDARD MARKINGS - DV greeter boxes are located east of DV spots DV1, DV2, and DV3 on military Delta Ramp. These boxes are safely outside wing tip clearance for aircraft parking, and are used for local personnel to stand and greet aircraft.
(377 MXS-MXOA/377 MXS-MXOA 17-1071)

Alpena Co Rgnl (KAPN)/Alpena Combat Readiness Training Center (CRTC), MI

1. ANG - PRIOR PERMISSION REQUIRED - All transient and deployment (first and last aircraft only) aircraft must obtain a PPR number 72 hours prior to arrival, contact DSN 741-6226, C989-354-6226 or C800-292-6583. Transient services are dependent on PPR time +/- 30 minutes of arrival. Aircraft can expect delays or no services, without prior coordination with AM Ops.
(MICRTC-DO OPS/MICRTC-DO OPS FIL 13-030)

2. HOURS OF OPERATIONS – Alpena CRTC (KAPN) is currently manned 1300-2100Z++ Monday through Friday. Weekend and Holidays for PPR or deployed unit support. Any flight operations which may require an extension of operating hours beyond those published requires prior coordination with the Airfield Manager or Deputy Airfield Manager during normal duty hours; 24 hours notice required. Deployed units must have additional AM OPS manning to cover any/all flying activities regardless of operating hours IAW AFI 13-204 v3, para. 16.2.1. AM OPS does not have storage facilities for classified material and does not maintain COMSEC.
(MICRTC-DO OPS/MICRTC-DO OPS FIL 13-350)

3. TRANSIENT AIRCRAFT SERVICING – Contract Transient Alert Services available Monday-Friday 1200Z-2100Z ++, closed weekend and Federal Holiday's. Aircraft requesting after hour support must PPR 7 days prior to arrival. To reduce service and notification delays, request all inbound transient aircraft call pilot to dispatch 348.4 30 minutes prior to landing. Aircraft arriving without PPR can expect long servicing delays. PL2 and higher aircraft flying local sorties must provide security personnel unless prior coordination with Alpena CRTC Security Forces. No fleet service available. De-icing capabilities limited. No hot pit refueling capabilities unless requester supplies manning. Aircraft flying local sorties must supply maintenance support unless prior

coordination with Transient Alert . No drag chute service available. Hangar space is extremely limited contact Airfield Management for coordination.
(MICRTC OPS/MICRTC OPS FIL 16-662)

4. AIR TRAFFIC SERVICES -

a. Monday-Friday 1300-2100Z ++.

b. Weekends and Holidays for PPR or deployed unit support.

c. Visiting units that require ATC support outside of published hours need to provide at minimum 30 day notice. Contact Airfield Management at C989-354-6226, DSN 741-6226.
(MICRTC-DO OPS/ MICRTC-DO OPS FIL 16-159)

5. AIRFIELD INFORMATION AND RESTRICTIONS -

a. Taxiways A, B, C, E, F, and G are 75' wide. Taxiway D is 50' wide.

b. All heavy aircraft (KC-135, KC-10, C-5, C-17, C-9, E-3 or similar aircraft) are restricted from hangar taxiway unless a waiver is received from Alpena CRTC/DO DSN 741-6554, C989-354-6554.

c. Taxiway B is a non-movement area. Aircraft need to be alert for non-controlled vehicle movement.

d. Taxiway B not visible from Tower.

e. Alpena County Rgnl (KAPN) is an FAA Part 139 airport. Standard FAA airfield markings applied.

f. Limited transient parking available when units are deployed.

g. Intensive jet training April–October.

h. Transient Alert services Monday-Friday 1300-2100Z++.
(MICRTC/DO OPS/MICRTC-DO OPS FIL 16-004)

6. WEATHER SUPPORT - Alpena CRTC does not have a weather station. All weather information is provided by the Automated Surface Observation System (ASOS) 120.675 or C989-356-3662. 15th OWS can provide weather support by one of the following options:

a. Online Support Assistance Request (SAR).
<https://ows.scott.af.mil> Click on Support Assistance Request to open request form.

b. Duty Forecaster DSN 576-9755/9702 C618-256-9755/9702.

c. Telephone the 15th OWS Liaison at DSN 576-9755, C618-256-9707.
(MICRTC-DO OPS/MICRTC-DO OPS FIL 13-346)

7. FIRE FIGHTING CAPABILITIES - Alpena CRTC has 24 hour fire protection. Can support both military and civilian aircraft to include but not limited to fighter, attack, cargo, wide body heavy cargo, helicopters and civilian transport aircraft.
(MICRTC-DO OPS/MICRTC-DO OPS FIL 15-560)

8. CUSTOMS AND AGRICULTURE - Alpena CRTC is not a Port of Entry and does not provide any customs support. Aircraft Commander must coordinate with local Customs Office to request service C989-358-2225. Aircraft arriving without prior

coordination can expect 1 to 2 day delay. The delays will be longer if on the weekend.

(MICRTC-DO OPS/ MICRTC-DO OPS FIL 12-197)

Altus AFB (KLTS), OK

1. CAUTION - 180° turns allowed only on concrete areas at each end of Rwy 17R-35L and 17L-35R (1000' each end). 180° turns not authorized on assault strip 175-355 under any conditions.

(97 OSS-OSAA/97 OSS-OSAA FIL 14-388)

2. AIRPORT - Limited fleet and air freight service. Extensive local training may require servicing delays. Drag chute repack and exchange not available. On-base billets normally saturated. No Transient Alert service available after published airfield hours, weekends, and holidays. Four hours prior notice required for flight meals on nights, weekends and holidays - DSN 866-7781.

(97 OSS-OSAA/97 OSS-OSAA FIL 16-068)

3. ARRIVALS - All AMC aircraft inbound to Altus AFB (KLTS) contact Command Post on 349.4. Altus AFB (KLTS) radar and tower traffic patterns can be saturated with heavy transport training causing wake turbulence. Aircraft requesting approaches must coordinate in advance with Base Operations (DSN 866-6200/ 6415). Altus AFB (KLTS) aircraft takes priority over transitioning aircraft. CAUTION - Be especially vigilant for civilian light aircraft arriving/departing Altus Quartz Mountain Rgnl (KAXS), located 4 DME NW heading 303°.

4. Rwy 175-355 for assault strip training only.

(97 OSS-OSAA/97 OSS-OSAA FIL 14-388)

5. CAUTION -

a. Use caution for drainage ditch on the departure end Rwy 17L approximately 30' wide and 10' deep, immediately adjacent to the end of the overrun.

b. Use caution for large drop-off at departure end of Rwy 35R approximately 10' deep immediately adjacent to the end of the overrun.

(97 OSS-OSAA/97 OSS-OSAA FIL 16-078)

6. MISC -

a. Parking spots 21-27 restricted to push back/taxi off. Parking spots 91-99 restricted to push back/tow off.

b. All engine runs must be coordinated through the airfield manager during normal duty hours; after normal duty hours contact Command Post.

c. Above idle engine runs restricted at the following locations: 24-27, 36, 60-68, NR3-NR6, 91-99.

d. Parking spots NR1 and NR2; jet blast southbound only. Ensure jet blast is not aimed at the vehicle access road adjacent to compass rose.

e. Tow way between Taxiway B and spot 27 closed to aircraft.

f. Parking spots 32-33 closed.

g. Parking spot 95 closed.

(97 OSS-OSAA/97 OSS-OSAA FIL 14-904)

7. AIRCRAFT RESCUE AND FIREFIGHTING (ARFF): Altus AFB (KLTS) ARFF has optimal level of service for aircraft categories 1-4 (i.e. F-16, A-10, C-21, F-15, F-22, C-20, C-27, C-9, C-40, C-130, E-3, E-8, B-1, B-2, B-52, C-17, C-141, E-3A, KC/EC-135, 767, C-727) equipped with 8,000 gallons firefighting agent; expect decreased capabilities for all other aircraft categories (i.e. E-4, VC-25, MD-11, 747, 777, KC-10, C-5).

(97 OSS-OSAA/97 OSS-OSAA FIL 16-068)

Atlantic City Intl (KACY), NJ

1. CAUTION - Aircraft with 100' or more wingspan prohibited from entering ANG ramp at Taxiway G. All heavy aircraft require wing walkers prior to entering ANG ramp at Taxiway D. Fence and light pole obstructions. Contact ANG Base Operations 24 hours prior arrival at DSN 455-6009/6001, C609-761-6009/6001 and upon landing 140.7, 261.0.

2. NON-STANDARD MARKINGS -

a. Nonstandard markings on ANG apron. Blue painted boxes for AGE equipment are located between parking spaces and around apron perimeter designating safe clearance for taxiing aircraft. Blue painted boxes are located in front of and behind aircraft parking spaces designating wing-tip clearance for safe movement of vehicles and equipment around aircraft.

b. Nonstandard markings on ANG Main and Alert apron. Yellow safety warning lines painted outside and inside of aircraft shelter doors. Lines designate clear area for personnel when doors are being opened and closed. 1'x2' red and white warning boxes located next to yellow lines "warning personnel remain clear when doors are operating."

c. Nonstandard markings located on Arm/dearm pads at both ends of Rwy 13-31. Camera boxes painted white to help facilitate proper camera calibration prior to takeoff.

(177 OSF-OSA/177 OSF-OSA FIL 19-373)

Barksdale AFB (KBAD), LA

1. CAUTION -

a. Uncontrolled vehicles on taxiways and ramps.

b. Pilots are advised to use caution while landing on the runway when pavement is saturated by rainfall. Pilots should expect reduced braking performance in areas where water is ponded and the surface appears glassy smooth. The greatest potential for reduced braking performance and ice accumulation exists in the last 1750' of Rwy 15.

c. Nonstandard 6 inch white lines across alert stubs in Alert Aircraft Parking Area (AAPA) provide 25' of wing tip clearance for B-52 taxi operations within the AAPA.

d. Nonstandard 6 inch white lines parallel to interior taxi lanes provide 30' of wing tip clearance for B-52 aircraft taxiing east or west on interior taxi lanes in the Mass Parking Area (MPA)

e. Non-standard runway side stripes are one foot closer to runway centerline.

f. Arm/dearm parking locations on Taxiway A and Taxiway D hammerhead identified by non-standard yellow T markings.

g. Parking SITES 21 is a permanent AGE staging location.

h. Non-standard paint scheme on BAK-12 shelters.

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i. All Size 3 mandatory and guidance signs exceed FAA setback distances to permit B-52 wingtip clearance. Taxiway Charlie is not lighted-- nighttime operations are not permitted. Taxiway Charlie is open to all aircraft for daytime/VMC operations only with the exception of the B-52 due to wing gear restrictions.

j. Distance from taxilane centerline at the intersection of Taxiway A to the washrack boundary line is 142.5'. All aircraft ground equipment (AGE) and support equipment is required to be placed north of the boundary marking.

k. AGE storage area located adjacent to E and G Rows on NW end of MPA. Distance from primary taxilane taxi line to apron boundary is 142.5'. Distance from primary through taxilane taxi line to AGE storage boundary is 247'. Distance from interior taxilane taxi lines leading to/from E and G Rows to apron boundary is 92.5'. Distance from interior taxilane taxi lines leading to/from E and G Rows to AGE storage boundary is 177.5'.

l. Distance from Taxiway Delta taxi line to intermediate holding position markings across the warm up pad is 142.5'. Distance from Taxiway Alpha taxi line to intermediate holding position markings across the warm up pad is 162.5'.

m. Taxiway Charlie and Delta and Echo 1 VFR hold line not collocated with sign.

n. Stadium obstruction lights 1-7 out of service in mass apron parking area.

o. All airfield markings are faded and non-reflective.

p. Taxiway Alpha TACAN checkpoint distance .8NM.

q. Taxiway Delta hammerhead holding apron centerline and parking stop bars unmarked.
(2 OSS-OSAA/2 OSS-OSAA FIL 19-144)

2. NO FLY/AVOIDANCE AREAS -

a. Do not overfly ordnance storage area below 2500' MSL. Ordnance area parallels E side of runway extending for 1 NM.

b. Avoid overflying Louisiana Downs Horse Track located 4 NM due E of the approach end of Rwy 15.

c. CAUTION - Small arms practice range located .5 NM NE airfield infield in continuous operation.
(AFFSA/AFFSA FIL 06-798)

3. PPR PROCEDURES - A PPR is required and given 7 days in advance of arrival. PPRs are good for 15 minutes plus or minus the PPR time. PPRs will be canceled after 15 minutes. Coordination for late arrivals must be coordinated by telephone at least 2 hours prior to original PPR time.

4. APPROACHES - Training for transient aircrews will not be permitted to interfere with local operations. During heavy traffic periods ATC may direct transient aircraft to make one approach to a full stop (1500-0400Z++). Circling approaches for AETC aircraft not authorized.

5. TRANSIENT SERVICES - Transient services are not available 0245-1300Z++ weekdays, 2345-1400Z++ Saturday and Sunday, and any time on holidays. Expect servicing delays of 2 hours or more during base wide exercise and peak traffic periods. No drag chutes available, repack service only available during normal duty hours.

6. HAZARDOUS/DANGEROUS CARGO - Aircraft inbound to unload or load dangerous cargo or transiting with dangerous cargo must contact Pilot to Dispatcher 15-30 minutes prior to arrival with DOT Classification and Net Explosive Weight.

7. BAK-12 for AIR WARRIOR aircraft use only. Barrier is rigged only during Air Warrior exercises. Non-Air Warrior aircraft should consider the BAK-12 as unserviceable at all times.

(AFFSA/AFFSA)

8. CUSTOMS/AGRICULTURE/IMMIGRATION - Contact Base Defense Operations Center at DSN 781-2551, C318 456-2551 72 hours prior to proposed arrival time to request support. Failure to comply may result in delays.

(2 OSS-OSAA/2 OSS-OSAA FIL 15-276)

9. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. Barksdale AFB (KBAD) is located at the intersection of the Central and Mississippi flyways as they merge and become one approaching the Gulf of Mexico. Habitat on the airfield is attractive to a large diversity of bird and mammal species that serve as both direct and indirect strike hazards to aircraft. Abundant invertebrate populations, such as insects and crawfish, provide indirect strike hazards as they attract larger predators. Slow drainage on the airfield creates attractants for migratory waterfowl and other wading species. Several large bodies of water are located within 5 miles of the airfield and on the 18,000 acre East Reservation on the eastern 2/3 of Barksdale AFB (KBAD). The Red River parallels the runway 2 miles west of the installation and serves as a natural corridor for migratory species.

b. The Phase II periods at Barksdale are generally 1 April to 31 May and 1 September to 30 November. Expect activation of Phase II periods by NOTAM. Aircrews should not plan transitions within (+/-) one hour of sunrise and sunset during these Phase II periods.

(2 OSS-OSAA/2 OSS-OSAA FIL 16-296)

c. Bird Watch Condition Restrictions:

(1) BWC Severe - Takeoffs and transition are prohibited. Full stops only with OG/OCC approval.

(2) BWC Moderate - Touch-and-go landings are prohibited without OG/CC approval. Takeoffs and full stop landings are allowed if the departure and arrival route avoids identified bird activity.

(2 OSS-OSAA/2 OSS-OSAA FIL 18-762)

Beale AFB (KBAB), CA

1. CAUTION -

a. Extensive T-38, U-2, and RQ-4 student training including student flight operations from surface to 17,500' MSL Monday-Saturday. Extensive crop duster activity surface to 400' AGL vicinity of Beale AFB (KBAB).

b. Uncontrolled vehicles on taxiways and ramps.

c. High speed (60+ mph) U-2 chase car traffic on Taxiways A, B, C, D, E, and F.

d. Unmanned aerial vehicles/systems (UAV/UAS) on Taxiways B, C, D, E, F, G, and H.
(9 OSS-OSAA/9 OSS-OSAA FIL 16-846)

2. When taking manual observations, weather visibility is obstructed to 1/8 NM at SW-NW due to hangars, and to 1/2 NM

at the N due to hangars. Security lighting on the ramp hampers night observations from SW-NW.

(9 OSS-OSAA/9 OSS-OSAA FIL 09-896)

3. NO FLY/AVOIDANCE AREAS - CAUTION: Avoid flight below 6000' MSL within 1 NM of PAVE PAWS radar site located at BAB TACAN 072 radial, 4.2 DME (N39.13 W121.35) to prevent hazard to aircraft carrying electro explosive devices.

(9 OSS-OSAA/9 OSS-OSAA FIL 13-1102)

4. AIRFIELD RESTRICTIONS -

a. Taxiway A closed.

b. When operating on Taxiway B, exercise caution due to UAV/UAS aircraft and aircraft ground equipment (AGE) located in the northeast corner of the North Run-up Apron 161.5 feet north of Taxiway B centerline.

c. Taxiways B, C, D, E, F, Taxilanes G and H are restricted to aircraft with wingspan of 223' or smaller.

d. C-5, B-747, C-17 and other wide body aircraft must park in the North Apron and must limit taxi operations to Taxiways B, C, D, E, F, G and H only. These aircraft must have follow-me vehicle and marshaler into and out of parking; coordinate with Airfield Management at DSN 368-2002.

e. Taxilane G limited abeam Cargo Ramp when parking spots C-2 or C-3 are occupied; limited to base assigned aircraft only.

f. Taxiway H becomes Towway H east of Cargo spot C-1. Towway H is limited to base assigned aircraft east of C-1.

g. South Apron is restricted to aircraft with wingspan of 133' or smaller. South Apron is restricted to base assigned aircraft only. Exceptions must be coordinated with Airfield Manager at DSN 368-2002.

h. Parking spot DV1 on the Transient Ramp is restricted to aircraft with wingspan of 95' or smaller with a turning radius of 65' or less (i.e., KC-135, B-737, C-130). Exercise extreme caution when taxiing from DV1 as taxi line is located 95' from Dock 8.

i. Taxiway M is restricted to aircraft carrying hung ordinance/flares. Taxiway M is limited to aircraft with wingspans of 60' or smaller. Taxiway M is unlit and is limited to daylight use only. Any other use of this taxiway must be coordinated with Airfield Management at DSN 368-2002.

j. B-52s exit runway at Taxiway Bravo, or exit at South Hammerhead and make a 180 degree turn and back taxi via the runway to Taxiway Bravo. B-52 aircraft are not allowed on Taxiway F due to above ground taxiway lights that conflict with B-52 wing wheels. From Taxiway B, taxi via Taxiway G to parking spots C-2 or C-3 on the North Apron. The North Apron is limited to B-52s with a gross maximum weight of 469,000 lbs. Aircraft above this weight must be parked on the North Hammerhead. Exceptions must be coordinated with the Airfield Manager. Use caution not to damage taxiway lighting with wing-wheels.

k. Taxiway J restricted to aircraft with wingspan of 105' or less between Dock 8 (Bldg 11200) and Taxiway H.

l. Transient Ramp North and Transient Ramp South parking spots are restricted to wingspan 60' or smaller.

(9 OSS-OSAA/9 OSS-OSAA FIL 19-058)

5. CAUTION - Light Emitting Diode (LED) obstruction lights installed on numerous structures. LED lights may not be visible to some night vision devices (NVD) or night vision goggles (NVG). LED fixtures may also become obscured in winter weather conditions. Structures with LED obstruction lights:

a. 3 wind cones (27'AGL) 550' west of runway centerline: North wind cone (27'AGL/129' MSL) 1550' south of Runway 15 threshold; Midfield wind cone (27'AGL/132' MSL) at midfield; South wind cone (27'AGL/127' MSL) 250' north of Runway 33 threshold.

(9 OSS-OSAA/9 OSS-OSAA FIL 16-846)

6. AIRCRAFT RESCUE AND FIRE FIGHTING: Beale Fire and Emergency Services (FES) maintains a 24/7 aircraft rescue and firefighting (ARFF) Vehicle Set 4 (NFPA Airport Category 8) firefighting capability. Firefighting agent level is maintained at 7780 gals. ARFF is maintained at an optimum level of service for USAF ARFF Vehicle Set 1 through 3 (NFPA Airport Category 1 through 7 aircraft. Due to authorized manning, ARFF is maintained at a reduced level of service for ARFF Vehicle Set 4 aircraft. ARFF Vehicle Set 4 aircraft include: B-1, B-2, B-52, C-17, KC-46 and KC-135 aircraft.

a. ARFF is maintained at a critical level of service for ARFF Vehicle Set 5 aircraft (NFPA Airport Category 9) which include E-4, VC-25, MD-11, 747, and KC-10.

b. ARFF is maintained at a critical level of service for ARFF Vehicle Set 6 aircraft (NFPA Airport Category 10) which includes the C-5.

c. Refer to NFPA 403-14 Technical Implementation Guide, AFPAM 32-2004 Aircraft Fire Protection for Exercises and Contingency Response Operations, and AMC missions refer AMC Guidance Memorandum to AMCI 11-208, Tanker/Airlift Operations or contact the Beale FES at DSN 368-8675/Commercial (530) 634-8675 for further information.

(9 OSS-OSAA/9 OSS-OSAA FIL 16-375)

7. CAUTION: Water tower, 272' MSL (159' above runway elevation) located 4,100' east of runway at midpoint, marked with flashing white obstruction light.

(9 OSS-OSAA/9 OSS-OSAA FIL 15-755)

8. BIRD/WILDLIFE ACTIVITY -

a. BIRD/AIRCRAFT STRIKE HAZARD INFORMATION - Beale AFB (KBAB) is situated on a major migratory bird flyway. The Phase II period of increased bird activity begins on 1 September and lasts until 15 April. Large numbers of ducks, geese, and swans fly on and around the airfield during this time. In addition, extensive farming and excavation surrounding the base attracts large numbers of eagles, hawks, gulls, owls, sparrows, and crows throughout the year. Aircrews should plan transition so as to avoid sunrise and sunset during the Phase II period. Consult the Beale AFB (KBAB) ATIS or Supervisor of Flying for Bird Watch Conditions.

b. BIRD WATCH CONDITIONS:

(1) LOW-Normal bird activity; low probability of a strike.

(2) MODERATE-Concentrations of birds near the runway or in a location to create a probable hazard to flying. No pattern work authorized for transient aircraft; transient aircraft limited to single approach to full stop.

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(3) SEVERE--Heavy concentrations of birds on or immediately above the runway or in a location to create an immediate hazard to flying; high potential for a strike. No pattern work for transient aircraft; transient aircraft limited to single approach to full stop. Transient pilots thoroughly evaluate mission need prior to entering traffic pattern. Runway operations may be suspended during BWC Severe and landing/takeoff delays may occur.

c. MAMMAL ACTIVITY - Coyote activity near the runway year round; be vigilant during takeoff/landing.
(9 OSS-OSAA/9 OSS-OSAA FIL 17-1059)

9. NON-STANDARD AIRFIELD MARKINGS -

- a. The Distinguished Visitor Red Carpet located on the parking apron in front of Bldg 1060.
- b. Ninety-Nines Compass Rose located on Taxiway Alpha.
- c. Motorcycle Course cone markings at the north end of Taxiway Alpha.
(9 OSS-OSAA/9 OSS-OSAA FIL 19-277)

Biggs AAF (KBIF), TX

1. Fort Bliss (KBIF) is bounded by extremely noise sensitive areas.

a. Transient pilots must report to Airfield Operations and Airfield Aviation Safety prior to operating in the Fort Bliss (KBIF) Training and Range Areas. Units should request a copy of local flying regulations (FB Reg 95-1) prior to deploying to Biggs AAF (KBIF) for training.

b. NOISE ABATEMENT PROCEDURES -

(1) No overflights of Chaparral, New Mexico, 9 NM NNW of Biggs AAF (KBIF), below 5000' MSL.

(2) Noise complaints received by Biggs AAF (KBIF) or 1AD, Fort Bliss (KBIF), are vigorously investigated, regardless of the airport being used. Flight paths into nearby civil airports invite noise complaints. Instances of poor flight discipline are formally reported to home stations for corrective action.

2. CAUTION - Night Vision Device operations with minimum lighting conducted sunset to sunrise. 300' AGL and below vicinity airfield and within R5103A, B, C and R5107A.

3. CAUTION - Weapons firing in R5103 A, B, C and R5107 A and K. Coordinate entry with Airspace Management, DSN 621-1256. Aircrews operating from Biggs AAF (KBIF) must receive local area orientation prior to entering R5103 A, B, C or R5107 A or K. Coordinate briefing with Airfield Operations Office DSN 621-8811/8088.

4. CAUTION - UAS operations at designated areas within R5103 A, B, C and R5107 A and K. Contact Scheduling for times and locations DSN 621-5103.

5. CAUTION - Small arms range 3.5 NM N of airfield in continuous operation.

6. Biggs AAF (KBIF) is located within El Paso Intl Airport (KELP) Class C Airspace.

7. Coordinate with Airfield Operations for entry to the flight line after operating hours published in FLIP Enroute Supplement.

8. Aircraft with footprint tire pressure greater than 107 psi should remain on concrete. Heavy parking located on West ramp of airfield.

(USAASA/USAASA 2016-167)

Birmingham-Shuttlesworth Intl (KBHM), AL

1. Airfield Information and Restrictions:

a. PPR Required for ANG ramp. Normal operational hours 1300-2330Z++ Tuesday-Friday, closed Mondays/Weekends and all Federal holidays (except for UTA weekends). Transient aircrews are expected to operate within these hours unless directly supporting 117th ARW or HHQ missions/operations and PPR has been approved. No service available outside these hours without prior approval. No local or round-robin flights by transient aircraft. Call Command Post DSN 778-2441, C205-714-2441 for PPR 72 hour prior (96 hours for cargo mission). All inbound aircraft contact ANG Command Post "DIXIE CONTROL" no later than 15 minutes prior to landing with PPR Nr and support required.

b. Birmingham-Shuttlesworth Intl (KBHM) Pavement Condition Index is GOOD.

c. RUNWAYS:

(1) Runway 06/24 PCN 59 F/C/unknown/unknown (primary runway).

(2) Runway 18/36 PCN 47 F/C/unknown/unknown.

d. TAXIWAYS:

(1) Taxiway F between Runway 18/36 and Taxiway G restricted to aircraft weighing 100,000 lbs. or less. Unsuitable for C17, C32, C5, KC10, KC135 due to inadequate weight bearing capacity (WBC).

(2) Taxiway G restricted to aircraft weighing 65,000 lbs or less. Unsuitable for C130, C17, C32, C40, C5, KC10, KC135, due to inadequate WBC.

(3) Taxiway H - Taxiway Object Free Area on Taxiway H is only sized for up to group III aircraft. Taxiway is restricted to aircraft with a wingspan less than 118 feet.

(4) Taxiway M - North of Runway 06/24 - Restricted to Aircraft weighing 75000 lbs. or less. Unsuitable for C17, C32, C5, KC10, KC135, due to inadequate WBC.

(5) Taxiway N is restricted to Aircraft weighing 204000 lbs. or less. Unsuitable for C17 and C5 due to inadequate WBC.

e. RAMP:

(1) KC135 aircraft parked with a wingtip spacing of 25' versus a required 50' spacing for fueling operations.

(2) Non-standard markings in ANG ramp. 8' x 10' Non-standard aircraft ground equipment (AGE) boxes marked between 10 parking locations. 10' minimum wingtip clearance cannot be maintained when marked boxes are occupied.

(3) AGE boxes exist at parking spots are approved for vehicle parking during Alert Operations only.

2. CAUTION:

a. Foreign Object Damage (FOD) hazard at Compass Rose, PCI of 80, pavement in FAIR category. Medium severity weathering occurring on outer asphalt shoulder section.

b. Obstructions, Runway 18: 16' hill, 615' from runway, 26:1 slope to clear.

c. Obstructions, Runway 36: 76' trees, 1736' from runway, 392' left of centerline, 20:1 slope to clear.

d. Obstructions, Runway 24: 225' tree, 5324' from runway, 892' right of centerline, 30:1 slope to clear and 144' hill, 4010 from runway, 250' right of centerline; Approach ratio 40:1 Based on displaced threshold.

3. HAZARDOUS/EXPLOSIVE CARGO:

a. Explosive cargo is limited to physical capacity of HD 1.4 2,999 NEW and HD 1.3 1,000 NEW.

b. HD 1.1 and 1.2 explosives (missiles, bombs, etc.) "ARE NOT" allowed at this base and/or sited at this time.

4. CUSTOMS AND AGRICULTURE - Aircraft needing customs must request this additional service along with their PPR no later than 72 hours prior to estimated time of arrival. Failure to do this could result up to 4-8 hours delay. Birmingham ANG is not port of entry.

5. SERVICES:

a. ANG - No service available outside operating hours without prior approval. CARGO AND PASSENGER SERVICES - 117 ARW Small Air Terminal handles all air cargo and passenger services during normal duty hours. All aircraft requiring support should coordinate no later than 72 hours (96 hours on cargo missions) prior with 117ARW Command Post at DSN 778-2441. Space-A capabilities extremely limited, passengers services limited availability. No drag chutes available. No nitrogen for C5 aircraft fuel tanks. Limited towing capability available for smaller aircraft. Limited hangar space. Billeting, fleet service and inflight meals not available. Expect no military support on the civilian side of airport, International and Fixed Base Operations (FBO) Terminal. Aircrew Transportation and stair truck available for transients during normal duty hours.

b. All large frame aircraft need to bring ground support personnel. Transient aircraft servicing limited - No de-icing available. No hot pit refueling for transient aircraft.

c. Maintenance for aircraft other than KC135 extremely limited. Hangar space extremely limited and only for base assigned aircraft only.

(117 ARW/117 ARW FIL 14-263)

Bogue MCALF (KNJM), NC

1. TACAN no longer in service. VFR operations only.

2. When Class D airspace is inactive, airfield reverts to Class G. CTAF calls required.

(USN USMC FIL 171704)

Boise Air Terminal (KBOI), ID

1. Aerodrome OFFICIAL BUSINESS ONLY. Mandatory PPR required for all military aircraft arriving at KBOI—regardless of where the aircraft is parking—no later than 72 hours in advance at <http://www.124thfighterwing.ang.af.mil/>. Strictly enforced.

PPR valid +/- 30 min. Transient aircraft restricted to straight-in full-stop only. In event of go-around or missed-approach expect right traffic.

(124 OSS-OSA/124 OSA-OSA FIL 18-209)

2. 24 hours advance notice required for customs. To reduce potential for foreign object damage, four engine aircraft will taxi with outboard engines at idle, or shutdown whenever practical. Avoid R-3203 (located 15 NM southeast of field) due to frequent Army artillery training.

3. NOISE ABATEMENT - The procedures described below are mandatory and designed to minimize aircraft noise disturbance to homes near the Boise airport and the city of Boise. Compliance is mandatory and extremely important in maintaining goodwill between the airport, military and the surrounding community of Boise.

a. Practice approaches and overhead traffic patterns are prohibited from 1900-0700 local.

b. Overhead traffic pattern altitude for all fighter aircraft will be 5,000' MSL with a maximum airspeed of 300 KIAS. All breaks will be to the South unless directed otherwise by ATC.

c. Carrier breaks are prohibited at all times.

d. Fighter aircraft will not perform afterburner takeoffs, go-arounds or missed approaches except when operationally required. If so, fighters will terminate afterburners on takeoff no later than departure end of runway, or 300 KIAS, whichever occurs first.

e. After takeoff, go around or missed approach fighter aircraft will rapidly climb to 5,000' MSL unless directed otherwise by ATC.

(124 OSS-OSA/124 OSA-OSA FIL 18-520)

4. Taxiway B between B-1 and B-2 closed to B747, B52 and C5. Taxiway A closed to B747. Taxiways A1, A2, A5, A6 and A7 closed to B707, B747, L1011, DC8, DC10, B52, C5, C141 and C135. Taxiway H closed to B747 and C5.

(124 OSS-OSA/124 OSA-OSA FIL 14-964)

5. Transient aircrews departing the ANG Ramp are required to file a written or electronic flight plan, in person, with Airfield Management prior to departure and during the published operating hours.

(124 OSS-OSA/124 OSA-OSA FIL 18-124)

Buckley AFB (KBKF), CO

1. PREFERENTIAL RUNWAY SYSTEM IN EFFECT - Landing Runway 32, take-off Runway 14.

(140 OSS-OSA/140 OSS-OSA FIL 18-788)

2. PRIOR PERMISSION REQUIRED - All aircraft other than base-assigned aircraft must obtain a PPR number at DSN 847-9650/9651, C720-847-9650/9651. Minimum 24 hours notice required and no more than 7 days prior to arrival. Aircraft remaining overnight, flying local sorties, staging out of Buckley AFB (KBKF), must give as much lead-time as possible to coordinate support requirements. Aircrews remaining overnight check in with airfield management/base operations upon arrival and provide aircraft commander's name, contact number and copy of crew orders.

(140 OSS-OSA/140 OSS-OSA FIL 12-256)

3. Airfield open all federal holidays except Thanksgiving, Christmas and New Years. Transient aircrews are expected to

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operate within these hours unless directly supporting 140 WG or HHQ missions/operations.

4. TRANSIENT AIRCRAFT SERVICING LIMITATIONS - Lavatory truck available. 10K/max 15K forklift available with 24 hours prior coordination. Fuel available 1330-0400Z++ Tuesday-Saturday 1500-2200Z++ Sunday-Monday. Fleet service/potable water not available. Hot-pit refueling for transient aircraft not available. Drag chute repack/exchange service not available. Passenger terminal service not available; aircraft commanders are responsible for screening and manifesting their passengers. No capability to load/off load aircraft requiring wide-body loaders (e.g., KC-10, cargo B-747, etc.) or baggage conveyors. Aircrew transportation extremely limited; aircrews remaining overnight must arrange own transportation requirements prior to arrival. Passenger/Space-A transportation not available. Engine runs above idle and/or crossbleed starts not authorized on ramps. Arming/de-arming services not available.

(140 OSS-OSA/140 OSS-OSA FIL 18-458)

5. AIRFIELD INFORMATION AND RESTRICTIONS -

a. Taxiways C, D, and E closed. Taxiway M east of W is closed. Taxiways F, G, Y and Z are 50' wide. Taxiways K, L, N and W are 75' wide. Portions of Taxiway M range from 75'-150' wide. Taxiway F at south end of runway/hammerhead is 300' wide.

b. Taxiway L restricted to base assigned F-16 aircraft only.

c. Uncontrolled ground vehicle traffic and operators on aircraft parking aprons. Aircraft commanders use caution when taxiing in/out of parking.

d. East Apron asphalt subject to sinking when heavy aircraft are parked on the apron and temperatures are 90 degrees or above, usually between months of May through August. Determination on whether or not aircraft can park on this ramp will be made on a case-by-case basis, with transient alert and airfield manager concurrence.

e. Lima Apron taxi line markings are only 18' from pavement edge. Aircrews use caution when transiting this area.

f. Transient aircrews prohibited from driving on the airfield with government owned, privately owned and rental vehicles without a thorough briefing and approval from airfield operations. Vehicles will be kept to a minimum, kept off all movement areas/operational surfaces and restricted to parking aprons/areas only. Exceptions/deviations must be approved by the airfield manager.

g. Apron areas are marked/painted for F-16 aircraft. Transient aircraft must await and adhere to follow-me vehicle and marshaler instructions into and out of parking. Deviations from these procedures require Airfield Manager approval.

h. Hangar space for transient aircraft non-existent.

i. Normal daily Aircraft and Rescue Fire Fighting (ARFF) capability is 2,500 gallons of water and 322 gallons of foam.

j. Non-standard grading and terrain irregularities exist throughout the airfield. Terrain drops and rises rapidly in southend clear zone.

k. Numerous non-standard, improperly sited and missing signs/markings located throughout the airfield.

l. Fire hydrants located on East Apron and Mike Apron do not meet minimum setback distances from apron taxi line and apron edge. Large-frame aircraft with low hanging engines (e.g., KR-35) use caution.

m. Runway 32 glide slope monitoring unit/generator located 144' from Taxiway F centerline. Aircraft with wingspans greater than 188' prohibited from transiting this area between south end of runway/hammerhead and Taxiway Y.

n. Airfield perimeter fence located on north side of airfield within clear zone and mandatory zone of frangibility is not frangible or obstruction lighted.

o. Restricted area/security fence and guard shack located on alert apron. Fence protrudes on east side entrance, is not obstruction lighted and does not meet wingtip requirements for taxiing aircraft. Alert aircrews use caution when transiting into this area.

p. North MB-100 textile barrier and South MB-100 textile barrier in overruns not certifiable.

q. Night vision device activity operates on and in the vicinity of Buckley AFB (KBKF).

r. Transient aircraft de-icing capability above 40' unavailable.

s. TACAN facility and support shelter located 108' from Taxiway W centerline. Aircraft with wingspans greater than 116' prohibited from transiting this area between the East Ramp and Taxiway M. Exceptions and deviations must be coordinated and approved by the airfield manager.

t. Hot Cargo Pad is not available.
(140 OSS-OSA/140 OSS-OSA FIL 17-391)

6. WEIGHT BEARING RESTRICTIONS -

a. Weight bearing waiver requests must be coordinated through the airfield manager at least 24 hours in advance of arrival, 1300-2300Z++ Tuesday-Friday.

b. Pavement condition index is FAIR.

c. Pavement Classification Numbers (PCNs) below reflect non-frost periods. Consult with the airfield manager for PCNs during thaw-weakened periods.

(1) Taxiway F PCN 33/R/C/W/T

(2) Taxiway G PCN 28/R/C/W/T

(3) Taxiway K PCN 40/R/B/W/T

(4) Taxiway L PCN 43/R/C/W/T

(5) Taxiway M PCN 60/R/C/W/T

(6) Taxiway N PCN 33/R/C/W/T

(7) Taxiway W PCN 226/F/B/W/T

(8) Taxiway Y PCN 90/R/C/W/T

(9) Taxiway Z and Z-Helipad PCN not available

(10) East Apron PCN 31/R/C/W/T

(11) Main Apron (East of Hangar 909) PCN 54/R/C/W/T

(12) Main F-16 Apron (East of Hangar 801) PCN 40/R/C/W/T

(13) Main F-16 Apron parking PCN 22/R/C/W/T

(14) Hot Cargo Pad PCN 62/R/B/W/T

(15) Army Apron (South of Taxiway Z) PCN 10/R/D/W/T

(16) Army Apron (Main) PCN 26/R/C/W/T

d. The following aircraft restrictions are in effect for East Apron:

(1) Non-frost Period (May-February)

ACFT	Gear Configuration	East Apron
C130	2S (ST)	+
C17	2T (TRT)	490
C5	(TDT)	+
KC10	2D/D1 (SBTT)	+
KC135	2D (TT)	+
B737	D (D)	+
B757	2D (TT)	469
B747	2D/2D2 (DDT)	+
NOTES:	1) All weights in thousands of lbs.	
	2) "+" indicates no restriction	

(2) Weakened Period (March-April)

ACFT	Gear Configuration	East Apron
C130	2S (ST)	166
C17	2T (TRT)	355
C5	(TDT)	670
KC10	2D/D1 (SBTT)	+
KC135	2D (TT)	328
B737	D (D)	147
B757	2D (TT)	307
B747	2D/2D2 (DDT)	+
NOTES:	1) All weights in thousands of lbs.	
	2) "+" indicates no restriction	

(140 OSS-OSA/140 OSS-OSA FIL 15-812)

7. **PROTOCOL SERVICES** - (Greeting, Distinguished Visitors' transportation, Distinguished Visitors' lodging, etc.) Not available unless prearranged. Distinguished Visitor aircraft priority refueling is provided within fuel operating hours. Contact agency handling visit for protocol assistance: 140 WG Executive Officer DSN 847-6362 (Tuesday-Friday 1230-2315Z++). Air Reserve Personnel Center DSN 926-4638. Air Force Accounting Finance Center DSN 926-7465. 460th protocol DSN 847-9670.

8. **NOISE ABATEMENT PROCEDURES** - Maintain traffic pattern altitude until base turn.

9. **COMSEC** - Airfield Management does not have storage facilities for classified material or packages, and does not maintain COMSEC. Storage requests for classified material or

packages should be referred to the 140th WG Command Post, DSN 847-9955 or C720-847-9955.

10. **SEVERE WEATHER RESTRICTIONS** - When lightning is occurring within 5 NM of Buckley AFB (KBKF), aircraft will be allowed to land; however, crew and passengers must stay in aircraft until the lightning warning is cancelled.

(140 OSS-OSA/140 OSS-OSA FIL 11-664)

11. **CAUTION/OBSTRUCTIONS** - Numerous obstructions located throughout the airfield, both lit and unlit, that violate airfield imaginary surfaces.

a. Building 841 located northwest of Runway 14 is 1,420' from runway centerline.

b. Building 940 located northwest of Runway 14 penetrates clear zone by 486'.

c. Building 1413 (firing range) is located southwest, 857' from runway centerline.

d. Building 1415 located southwest and is in the lateral clear zone.

e. East/West parking aprons are located in the primary surface.

f. TACAN and Glide Slope facilities located within taxiway lateral clearance zone and zone of frangibility.

(140 OSS-OSA/140 OSS-OSA FIL 12-256)

12. **MISCELLANEOUS** -

a. TACC flight planning cells must ensure airfield management is provided a copy of crew papers for flight managed missions.

b. Weather forecasting not available. Aircrews should plan to contact the 25th Operational Weather Squadron at C520-228-6598/6599 or DSN 228-6598/6599 for flight weather briefs a minimum of 2 hours prior to estimated departure time. See Flight Information Handbook Section C for additional contact information.

(140 OSS-OSA/140 OSS-OSA FIL 13-329)

13. **BIRD AND WILDLIFE HAZARDS**

a. **BIRD AIRCRAFT STRIKE HAZARD (BASH)** -

(1) Phase I - All months not designated as Phase II. Bird activity is generally light during this period.

(2) Phase II - Wildlife activity vicinity of runways and taxiways. Migratory waterfowl in the vicinity of airport during morning/evening and particularly winter months. A small pond located .5 NM NE of the airfield provides significant waterfowl habitat and occasionally hosts a large number of waterfowl. Aircrews are advised to exercise vigilance and avoid low altitude flight operations over this area.

(3) The highest levels of daily wildlife activity normally occur +/- one hour of sunrise/sunset. Flight operations should be avoided during these periods unless mission essential.

b. **BIRD WATCH CONDITIONS** - Controlling agencies will issue Bird Watch Condition Codes as follows:

(1) **LOW** - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions apply.

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(2) MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds observable in locations that represent a probable hazard to flying operations. This condition requires increased vigilance by all agencies and extra caution by aircrews.

(3) SEVERE - Heavy concentrations of birds (more than 15 large or 30 small birds) on or above the runways, taxiways, infield areas and departure or arrival routes. This condition requires total vigilance by all agencies and EXTREME caution by aircrews.

(140 OSS-OSA/140 OSS-OSA FIL 16-407)

Burlington Intl (KBTV), VT

- 1. (ANG) - To reduce potential for foreign object damage, four engine aircraft will taxi with outboard engines at idle, or shutdown whenever practical.
- 2. Taxiways D, E, F and N closed to civilian traffic. Larger than fighter size aircraft will normally use "E" Taxiway for entrance on to the ANG Apron.
- 3. Noise Abatement - On takeoff, climb to 2400' MSL, no turns will be made prior to 2400' MSL, unless safety dictates. Minimize afterburner use to inside airfield boundary, or as safety dictates.
- 4. VT ANG is NOT a Port-of-Entry. Customs and Agriculture is located at Burlington Intl (KBTV), VT. Call C802-894-5181, 1300-0200Z++ for clearance arrangements; other times C800-973-2867 for services.

(158 OG-OSF/158 OG-OSF FIL 11-412)

Butts AAF (KFCS), CO

- 1. CAUTION - Extensive Night Vision Device Minimum Lighting Training conducted sunset to sunrise weekdays. Inbound aircraft contact tower 20 NM out for advisories and to request standard airfield lighting. All aircraft operating on Fort Carson Reservation are required to be in contact with Butts (KFCS) Radio 138.15 or 38.35.
- 2. All military aircraft not permanently assigned to Fort Carson (KFCS) and planning to operate on the Fort Carson Military Reservation will notify G3 Air and Base Operations 72 hours prior to arrival. Aircrews are required to receive an Installation Visiting Aircrew Brief from G3 Air prior to conducting flight operations. Briefings will be scheduled 1300-2100Z++ Monday-Friday, Call DSN 691-0508 or C719-503-0508. Restrictions do not apply to aircraft assigned to the following organizations: USAF Academy, 302d Tactical Airlift Wing, and Colorado Army National Guard based at Buckley ANGB (KBKF), CO.

(USAASA/USAASA FIL 2012-107)

Cairns AAF (KOZR), AL

- 1. Special VFR (SVFR) ceiling and visibility minimums for SVFR operations are as follows (applicable only to Fort Rucker (KOZR) operated airfields/heliports):

OPERATION	CEILING	VISIBILITY
Rotary wing - Day	300'	1/2 SM
Rotary wing - Night	500'	1 SM
Formation - Day	300'	1/2 SM
Multi-aircraft flight - Night	700'	1 SM
Fixed wing - Day	300'	1 SM

Fixed wing - Night 500' 2 SM

Night Vision Device Training ceiling and visibility minimums are: Ceiling 1000'; Visibility 3 SM.

- 2. CAUTION - High density helicopter reduced lighting night vision device training activity. See FLIGHT HAZARDS, Alabama, Fort Rucker (KOZR).
- 3. WEATHER OBSERVATION LIMITATIONS - Few suitable visibility markers are available beyond 1 1/2 SM from SE clockwise to NW. Emergency evacuation of the primary weather observation site temporarily disrupts observing service. Numerous obstructions to observer's field of view limits ability to determine prevailing and sector visibility from the alternate weather observation site.

(USAASA/USAASA)

Camp Blanding AAF (2CB), FL

- 1. Heavy military helicopter activity within 9 NM radius Blanding AAF (2CB) (N29°58' W81°59') surface to 1500'. Activity includes formation flights, personnel transport operations, sling loads, medical evacuation flights and night vision device training. 1300-0500Z++ Monday-Saturday, 1300-2000Z++ Sunday.

(USAASA/USAASA)

Campbell AAF (KHOP), KY

- 1. CAUTION - Numerous night vision device aircraft operating in the vicinity of Campbell AAF (KHOP), runway and taxiway lights may be NOTAMed out. Expect numerous dimly lit aircraft in class D Airspace. See FLIGHT HAZARDS, Kentucky, Fort Campbell (KHOP).
- 2. Helicopter pilots must receive a CVFR briefing, safety briefing and orientation flight from their host unit or installation flight standard office prior to conducting operations in R3701/3702.
- 3. Transient Pilots In Command will register with dispatch.
- 4. SERVICE - No government transportation provided.
- 5. TACAN Ground Checkpoint located 050°/2.2 NM from Twy A.

(USAASA/USAASA FIL 2014-52)

(USAASA/USAASA FIL 2013-4)

(USAASA/USAASA FIL 2012-51)

(USAASA/USAASA)

(USAASA/USAASA FIL 2017-198)

Camp Lejeune Marine Corps Base, NC

- 1. CAUTION -
 - a. Extensive live field firing and close air support Camp Lejeune Complex (R5306D and R5306E) surface to 17,999' MSL. Prior to entering Camp Lejeune Airspace (R5306D and R5306E), aircraft will contact the Range Control Duty Officer (RCDO), call sign "Blackburn", on 223.8 UHF (Primary) or 34.70 FM (Secondary) for permission to use airspace.
 - b. Minimum altitude for aircraft overflying residential areas is 1000' AGL.

c. Flight over Camp Lejeune (R5306D and R5306E) requires visual meteorological rules with helicopter operating day minimums of 500' ceilings (1000'/3 SM night) and 1 SM visibility; fixed wing requires 2000' ceiling (3000'/5 SM night) and 5 SM visibility.

d. Prior to departing Camp Lejeune Airspace (R5306D and R5306E), aircraft will contact RCDO, Blackburn, to check-out.

e. Aircraft conducting Landing Zone Parachutes contact RCDO, Blackburn, on 233.8 UHF or 34.70 FM for advisories. Parachutes into Drop Zone Condor require clearance into airspace from New River (KNCA) Tower in addition to 5 and 2 minute calls to tower prior to jump.

f. Training schedule for Camp Lejeune Marine Corps Base should be obtained in advance from Range Control, Camp Lejeune Marine Corps Base, C919-451-3064 or DSN 484-3064.
(USN/NAVFIL FIL 0108-10)

2. For use of Marine Corps Auxiliary Landing Field Bogue MCALF (KNJM), Atlantic MCOLF (12NC), and Oak Grove MCOLF (13NC) contact Commander, Marine Corps Air Bases Eastern Area, Cherry Point MCAS (KNKT), North Carolina C919-466-2343 or DSN 582-2343. For use of Camp Davis MCOLF (14NC), contact Command Officer, New River Marine Corps Air Station (KNCA), C919-451-6311/6312 or DSN 484-6311/6312.

(NAVFIL/NAVFIL)

Camp Pendleton MCB, CA

1. CAUTION -

a. Camp Pendleton Marine Corps Base (MCB), including Restricted Areas R2503A, B and R2503D, lies midway between the Greater Los Angeles Basin and San Diego (KSAN) Class B Airspace. An extensive Victor Route airway structure surrounds all sides of the Camp Pendleton special use airspace complex. Victor 23 (V23) runs N and S along the Camp Pendleton MCB beachline directly overlying R2503A, with an authorized minimum flight altitude of 4000' MSL.

b. Remain alert when operating in and around R2503A, B and R2503D, particularly for civilian aircraft transiting N and S along the beach. Aircraft cleared into R2503A, B and/or R2503D must operate at all times under "See and Avoid" flight rules.

c. The following airspace control procedures are mandatory for all aviation operations in the Camp Pendleton Special Use Airspace:

(1) All aircraft must contact Camp Pendleton MCB Range Control (LONGRIFLE) on 310.3, 123.2 or 30.35 FM prior to ingress/egress of Camp Pendleton Airspace. Extensive live firing operations including artillery and aircraft close air support occur daily within both restricted areas.

(2) Clearance by LONGRIFLE into the R2503A, B and R2503D does not include clearance to overfly the "Whiskey" or "Zulu" Impact Areas, nor does it include clearance to enter the Camp Pendleton MCAS (KNFG) Class D Airspace. For clearance procedures into the Camp Pendleton MCAS (KNFG) Airspace, authorization for landing or ground services at the Air Station, see "CAMP PENDLETON MCAS" (KNFG).

(3) Rotary wing operations in R2503A, B require minimum weather conditions of 500' ceiling and 1 SM visibility.

(4) All aircraft carrying live ordnance shall avoid overflight of base housing, permanent camps and headquarters

areas, the Naval Hospital and the Las Pulgas Ammunition Supply Point.

2. FLIGHT PLANNING -

a. There is no location identifier for Camp Pendleton MCB, therefore pilots who wish to file a flight plan will file into R2503A, B with an enroute delay when necessary. Pilots are reminded of the responsibility to notify Los Angeles ARTCC (KZLA) when entering/exiting restricted airspace and maintain radio contact with LONGRIFLE while within the restricted area.

b. PILOTS TRANSITIONING TO R2503A, B SHALL NOT USE "KNFG" AS THE DESTINATION UNLESS THEY INTEND TO MAKE A FULL STOP AT CAMP PENDLETON MCAS (KNFG). By using the location identifier "KNFG", this states to the air traffic control facilities that it is the intention of the pilot to make a full-stop landing at Camp Pendleton MCAS (KNFG).

c. Pilots planning to conduct operations at training facilities into R2503A, B shall list the exact destination where they intend to land or conduct operations (i.e. LZ-11/Red Beach/DZ Basilone, etc.) in the Remarks Section of the Military Flight Plan (DD-175). This will aid LONGRIFLE and Camp Pendleton MCAS (KNFG) in locating overdue aircraft and expedite search and rescue procedures.

d. When unable to contact Camp Pendleton MCAS (KNFG) Tower to close out a flight plan, contact Camp Pendleton MCB Range Control (LONGRIFLE) on 310.3 123.2 and request that they contact Camp Pendleton MCAS (KNFG) to close out the flight plan.

(USN/NAVFIL FIL 0113-10)

3. NOISE ABATEMENT PROCEDURES -

a. Minimum altitude for aircraft overflying residential areas is 1000' AGL.

b. Notice to Airman (NOTAM) - Changes to published information shall be listed in the Special Notices of the NOTAMS under Los Angeles Center (KZLA) R2503A, B. Check NOTAMS daily for changes and listing of operations hours for Camp Pendleton MCB facilities.

(USN/NAVFIL)

4. PARACHUTE OPERATIONS - Refer to the Assault Zone Availability Report (AZAR).

5. NIGHT VISION DEVICE (NVD) OPERATIONS -

a. CAUTION - NVD operations including operations involving unlighted and partially lighted aircraft may be in progress. Status of NVD Operations will be provided by Camp Pendleton MCB Range Control (LONGRIFLE) on 123.2 and 310.3.

6. MISCELLANEOUS -

a. For use of Drop or Landing Zones, Confined Area Landing (CAL) sites, TERF routes and maneuver areas and other training facilities contact Camp Pendleton MCB Range Scheduling DSN 365-4219/3510, C619-725-4219/3510.

b. Aircraft conducting DZ Basilone paratroops contact Camp Pendleton MCAS (KNFG) Tower 340.2 128.775 126.2 (advisory only).

c. Due to airspace limitations and a continuous high volume of hazardous activity within R-2503, aircrews must receive an annual Air Range Safety brief in order to conduct training within

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the airspace. Otherwise, flight within R-2503 will be limited to transitions only. A record of this training is held by the Director of Range Operations. A one-time event brief may be available, and must be coordinated at least three days in advance of the scheduled training activity. For information on the Camp Pendleton MCB Air Range Safety Brief contact the Range Control Officer, DSN 365-0355, C760-725-0355.

(USN/NAVFIL FIL 0113-10)

Camp Pendleton MCAS (KNFG), CA

1. GENERAL POLICY - Camp Pendleton MCAS (KNFG) is located in a densely populated area which is extremely noise sensitive. Strict compliance with Noise Abatement and ATC Procedures is mandatory. Flight/course rules violations will be processed per OPNAV 3710.7 and applicable FARs. All aircraft planning to operate in the greater San Diego area are encouraged to contact Camp Pendleton MCAS (KNFG) Operations C760-725-8016/8386, DSN 365-8016/8386 for course rules briefing and to obtain a copy of the "PREFERRED HELICOPTER ROUTING IN THE SOUTHERN CALIFORNIA AREA" per the "Interservice Memorandum of Understanding of 9 Sep 1996", prior to arrival in the area.

2. RESTRICTIONS -

a. Overflight of the fenced Ordnance Storage/Buildup Facility (located adjacent to the right side of the approach end of Rwy 21) below 500' AGL is prohibited. Ordnance uploading/downloading area (cement ramp) adjacent to the Ordnance Facility may be overflown below 500' AGL only when there is no activity present. Ordnance/Red Label Operations must be coordinated in advance with MCAS Operations.

b. Due to limited ramp space and services available, PPR requirements are strictly enforced. No closed field operations are permitted without first obtaining a PPR from MCAS Operations. Heavy fixed wing aircraft (C-5, C-141) must coordinate arrival/departure and taxi procedures due to various weight bearing capacities of the airfield surface.

c. Closed field operations are limited to VFR (1000' and 3 NM).

d. MCB restricted area/range approval via local flying notice/fire warning orders does not constitute Camp Pendleton MCAS (KNFG) PPR approval nor satisfy advance planning required for visitor operations at Camp Pendleton MCAS (KNFG).

3. CAUTION -

a. Extensive live fire firing and close air support in the Camp Pendleton (KNFG) complex from surface up to 15,000' AGL. Contact Range Control (LONGRIFLE) 301.9 123.2 for further advisories.

b. Extensive helicopter training operations in the vicinity of Camp Pendleton MCAS (KNFG). All aircraft communicating with the Control Tower shall utilize the UHF Tower and Ground Control primary frequencies if so equipped.

c. Drop Zone (DZ) Basilone (2 NM N of the airfield) is inside the Class D Airspace and the E edge is next to a heavily traveled road. All aircraft intending to conduct paradrops within the Class D Airspace must contact and obtain positive clearance from Camp Pendleton MCAS (KNFG) Tower before entering the Class D Airspace (5 NM). Accuracy of paradrops is essential. Heavy use helicopter route, directly above the same road, crosses the

paradrop run-in line. All pilots must be alert to potential conflicts between paradrop operations and transitioning helicopters. Course rules strictly require all aircraft to contact Camp Pendleton MCAS (KNFG) Tower and obtain positive clearance before entering DZ Basilone for paradrops or transitioning past DZ Basilone to and from Camp Pendleton MCAS (KNFG).

d. Extensive bird activity in the vicinity of the airfield April through October.

4. DEPARTURES -

a. When landing on Rwy 21, the MCB Ranch House shall not be overflown.

b. When Rwy 03 is in use, the Beach-Three Departure shall not be utilized.

5. NOISE ABATEMENT PROCEDURES - Avoid overflight of surrounding residential areas at less than 1000' AGL.

6. MISCELLANEOUS -

a. Small aircraft (C-12, T-39, H-1) carrying VIPs will be directed to park in front of the Control Tower. Larger transient aircraft and all aircraft not carrying VIPs may be directed to the S portion of the S ramp for parking. Camp Pendleton MCAS (KNFG) taxi directors will assist parking.

b. Limited freight/baggage handling equipment or storage available. Prior coordination for freight handling essential.

c. All transient aircraft requesting hot refueling must provide a taxi director and nozzle operator.

d. When airfield closed, Pilot Controlled Lighting (PCL) available on Tower 128.775 or 340.2.

(USN/NAVFIL FIL 0021-14)

Camp Roberts (Z26) vicinity, CA

1. Extensive military helicopter night vision device operations conducted sunset to sunrise. For night vision device operational times and locations call DSN 949-8181 when airfield operational, other times call DSN 949-8266.

(USAASA/USAASA)

Cannon AFB (KCVS), NM

1. AIRFIELD

a. Aircraft making 180° turns on the runway will initiate turns toward the arm/de-arm areas, so as to minimize foreign object damage to taxiways and arm-de-arm areas (right turn on departure end of Rwy 22 and 31 and left turn on departure end of Rwy 04 and 13). Runway 13-31: Heavy aircraft are not authorized to use Runway 13-31 unless coordinated with the Airfield Manager.

b. Rwy 22 is primary runway during non-duty hours.

c. Uncontrolled vehicles on taxiways and ramps.

d. Five hours prior coordination required with Base Operations for landing 5 or more aircraft. C-5/C-141/KC-10 aircraft operations require 5 duty days prior coordination with airfield manager (DSN 681-2801). Restricted to one C-5 on station.

e. To reduce potential for FOD, large 4 engine transport aircraft (C-141, C-5, etc.) will taxi with outboard engines at idle or shut down whenever practicable to minimize blowing debris onto runway and taxiways.

f. Mobile farm equipment 20' AGL within 3000' of threshold Rwy 31 approach end.

g. Taxiways and ramps -

(1) Taxiway edge lights 15 feet away from marked stressed pavement on Taxiway D at the intersection of Taxiway Romeo.

(2) Taxiway Echo is limited to taxiing aircraft with wingspan of 133' or less when the Echo wash rack apron is being occupied by an aircraft.

(3) Caution - Parked aircraft at the east side of Taxiway D is 420' from Runway 31 centerline containing hazardous cargo uploads. Parked aircraft at the west side of Taxiway R and Taxiway F is 270' from Runway 04 centerline containing hazardous cargo uploads. Contact Cannon AFB (KCVS) Airfield Operations for arriving aircraft restrictions DSN 681-2801.

(4) Staggered taxiing is prohibited on all taxiways.

(5) All aircraft larger than a C-130 are prohibited from making 180° turns on all taxiways without prior coordination with AMOPS.

(6) Lead aircraft will stop at the runway hold line for the runway in use until cleared to enter the runway.

(7) Diminished C-130 interior taxiway wingtip clearance on main parking ramp; D-I Taxiways; 24' available, L-P Taxiways; 15' available.

(8) CV22 hover checks and launch/recovery operations prohibited on Taxiway Bravo.

(9) Taxiway Juliet, Taxiway Hotel, Taxiway Mike and Taxiway Delta East of Runway 04-22 limited to aircraft with wingspan of 171 feet or less.

(10) Taxiway Lima, Taxiway Delta and Taxiway Kilo limited to aircraft with wingspan of 133 feet or less.

(11) Taxiway Lima Edge Lights Non-standard at Taxiway Juliet and Taxiway Delta intersections.

(12) Taxiway Kilo Non-standard width of 127 feet.

(13) Ramp N1 parking rows Delta through India limited to aircraft with a wingspan of 134' or less when parked adjacent to other similar aircraft.

(14) Ramp N2 parking rows Lima through Papa limited to aircraft with a wingspan of 134' or less when parked adjacent to other similar aircraft.

h. CAUTION -

(1) 14' tall unlit obstruction located within the Runway 13 clear zone, obstruction is 2,160' north of Runway 13 threshold and 1,390' ne abeam extended Runway centerline.

(2) 9' tall unlit obstruction located within the Runway 13 clear zone, obstruction is 2,450' north of Runway 13 threshold and 1,390' ne abeam extended Runway centerline.

(3) LED obstruction lights located throughout the airfield. Obstruction lights may not be visible to some NVG or NVD operations. LED fixtures may be obscured by ice/snow.

i. 9' frangible perimeter fence located within Runway 13 approach graded area and clear zone.
(27 SOSS-OSAA/27 SOSS-OSAA FIL 17-347)

2. DV - Aircraft with Code 7 or higher call TRAILBOSS as soon as within range.
(27 SOSS/OSAA/ 27 SOSS/OSAA FIL 09-052)

3. TRANSIENT SERVICES - Limited transient services available. Expect delays for maintenance, fueling, and arrival/departure support. Fleet Service is not available. Limited transient parking. Limited drag chute available. Non-AF must repack own chute. No demineralized water available.
(AFFSA/AFFSA FIL 02-63)

4. COMSEC/classified storage unavailable. Limited storage available at Command Post. COMSEC materials not available for issue.
(27 SOSS/OSAA/27 SOSS/OSAA FIL 11-689)

Cape Canaveral AFS Skid Strip (KXMR), FL

1. BIRD AIRCRAFT STRIKE HAZARD - Resident waterfowl are the greatest hazard to Cape Canaveral AFS Skid Strip (KXMR) flight operations. Gulls and terns are common in all areas and present exceptionally heavy activity on the ramp and runway after rain showers. Long-legged wading birds are most common along the Banana River and on the final approach course to Rwy 13. Raptors are common in all areas, especially N of the runway. Pelicans and shorebirds present heavy concentrations along the coast and are extremely hazardous along the final approach course to both runways. Deer, wild pigs and coyotes are occasionally present near the runway at night. Finally, small species and migratory birds are common in all bushy areas. Due to the limited air traffic flow into the Skid Strip, there have been few recorded BASH incidents.

2. BIRD WATCH CONDITION - Phase 1, 1 April-30 September. Phase 2, 1 October-31 March. Highest bird strike potential during Phase 2 due to migratory season. Expect increased activity during phase 2 at dawn/dusk +/- 1 hour.

a. SEVERE - High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Airfield flying operations will be suspended until airfield management personnel disperse the birds and downgrade the condition.

b. MODERATE - Increased bird population in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

c. LOW - Normal bird activity on and above the airfield with low probability of hazard.

(45 OSS-OSA/OSS-OSA FIL 16-663)

Cape Cod Coast Guard Air Station (KFMH), MA

1. CAUTION - Avoid flight within 1 NM horizontal and 6000' vertical of PAVE-PAWS radar site located 001° radial 6 NM FMH TACAN to prevent hazard to aircraft carrying electro explosive devices. No maintenance available. No fleet service available. Noise abatement program in effect. No passenger service.

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available. Passenger screening not available and will be required in accordance with Major Command directives prior to acceptance and filing of passenger manifest. No transient quarters available. No transportation available except by prior arrangement. No air freight capability. Nonstandard obstruction lights on 368' towers NE of airport.

2. NOISE ABATEMENT PROCEDURES - Cape Cod Coast Guard Air Station (KFMH) is located in an extremely noise sensitive area and employs or enforces stringent noise abatement procedures. At all times:

- a. Use minimum power settings in the traffic pattern consistent with flight safety.
- b. Climb as rapidly as possible after take-off to pattern assigned altitude.
- c. Make no turns out of the traffic until 1300' MSL.
- d. No afterburner take-off unless required for operational necessity.
- e. Secure afterburners no later than airfield boundary.
- f. Military aircraft flying in the Cape Cod area are requested to remain at or above 5000' MSL unless taking off/landing at Cape Cod Coast Guard Air Station (KFMH).

NOTE: These are noise abatement techniques only and should be used as safety of flight allows.

3. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

- a. Phase I - All months not designated as Phase II. Bird activity on and in vicinity of airfield is usually light.
- b. Phase II - In effect from 15 March to 31 October each year. This phase represents moderate to heavy bird activity associated with the migratory season. Cape Cod Coast Guard Air Station (KFMH) experiences large concentrations of migratory geese, osprey, turkey, vultures, large flocks of starlings and crows during this phase.

c. BIRD WATCH CONDITIONS - Controlling agencies will issue Bird Watch Conditions as follows:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions apply.

(2) MODERATE - Concentrations of 5-15 large or 15-30 small birds observable in locations that represent a probable hazard to flying operations. This condition requires increased vigilance by all agencies and extra caution by aircrews.

(3) SEVERE - Heavy concentrations (more than 15 large or 30 small birds) on or above the runways, taxiways, infield areas and departure or arrival routes. This condition requires total vigilance by all agencies and extreme caution by aircrews.
(Coast Guard Letter dtd 12 Aug 08)

Charleston AFB/Intl (KCHS), SC

1. All Transient aircraft to military ramp hold short of Taxiway Delta for Follow-Me to parking; military ramp and taxiways are uncontrolled.
(AFFSA/AFFSA FIL 06-992)

2. AIRFIELD -

- a. Rwy 15-33 approach lights exposed in the overruns.
- b. Air Force side has uncontrolled vehicular traffic on ramp and taxiways.
- c. Taxiways not grooved.
- d. RUNWAY MAINTENANCE CLOSURES: Runway 03-21 closed 1330-2200Z++ second Thursday monthly. Runway 15-33 closed 1330-2200Z++ last Thursday monthly.
(437 OSS-OSA/437 OSS-OSA FIL 19-007)

3. SERVICES -

- a. NO drag chutes available.
- b. NO nitrogen for C5 aircraft fuel tanks.
- c. Limited towing capability for small aircraft.
- d. Limited hangar space.
- e. Billeting information, call DSN 673-3806, C843-963-3806.
- f. Fleet Service/Inflight meals contact Command Post ("PALMETTO OPS"), 130.65 or 349.4, 1 hour prior to ETA.
- g. Customs/Agriculture contact Command Post ("PALMETTO OPS") 2 hours prior to ETA with request, add to Remarks Section of Flight Plan.
- h. Expect NO military support on the civilian side of airport, International and Fixed Base Operations (FBO) Terminal.
- i. Aircrew transport for non-contract lodging is restricted to within 5 miles of Charleston AFB/Intl (KCHS).
(437 OSS-OSA/437 OSS-OSA FIL 09-370)

4. CAUTION - Civil Cargo/Terminal and Fixed Base Operation (FBO) parking aprons have stadium lighting poles on edge of parking aprons.
(437 OSS-OSA/437 OSS-OSA FIL 10-965)

Charlotte Douglas Intl (KCLT), NC

1. BASH Phase I/Phase II Designations -

a. For military aircraft arriving and departing Charlotte Douglas Intl (KCLT), designated Phase I period is from December through August.

b. Phase II period from September through November and March through May annually.

c. During Phase II, contact Airfield Management, callsign "Newsreel", frequency 292.25 UHF, for current bird watch condition and observed bird activity on airfield. During Phase II, low level routes will be accomplished no lower than 1000' AGL on training flights conducted within one hour of sunrise and sunset.
(145 OSS-OSA/145 OSS-OSA FIL 16-579)

2. Bird/Deer Watch Condition -

a. Bird/Deer Watch Condition LOW. Normal Bird/Deer activity on, around, and above the airfield with a low probability of hazard.

b. Bird/Deer Watch Condition MODERATE. Concentrations of Bird/Deer observable in locations presenting a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

c. Bird/Deer Watch Condition SEVERE. Heavy concentration of Bird/Deer present on or in the immediate vicinity of the aerodrome presenting an immediate hazard to safe flying operations. Aircrews must thoroughly evaluate mission need and notify Airfield Management/SOF before operating under such conditions.

(145 OSF-OSA/145 OSF-OSA FIL 09-877)

3. CAUTION -

a. UNUSABLE PAVEMENT: Pavement unusable east of TWY D at D7 along NC ANG Ramp up to enhanced apron boundary marking. TWYs D and D7, as well as the ANG RAMP, may still be utilized provided this area of pavement is avoided.

b. Insufficient wingtip clearance north of ANG Ramp. 3' Guardrail located 80' north of parking spot A5 centerline. 12' jet-blast Deflector located 104' north of parking spot B3.

c. Aircraft larger than C-130H require follow me and unique taxi routes to accommodate turning radius, wingtip and aircraft length.

d. When aircraft is present in building 4 (Fuel Cell), aircraft will shut down outboard engines when taxiing to parking spots C1, C2, & C3.

e. Ground support equipment may be located on apron between parking spots in approved area marked by broken white box.

f. Wingtip clearance between parked aircraft reduced to 10' when ground support equipment present.

4. ANG -

a. MAIN apron primary parking for PPR aircraft.

b. TRANSIENT apron will be used only for helo and other light aircraft.

5. SERVICES – Fuel availability: 1230-2000Z++ Mon-Fri.
(145 OSS-OSA/145 OSS-OSA FIL 16-773)

Cherry Point MCAS (KNKT), NC

1. All landing runways at this Air Station terminate in a common area referred to as the "centermat". All departures depart from the "centermat" and all arrivals land towards the "centermat". All runways and taxiways, except Taxiways A and C, will accept all aircraft C-141 and larger at all weights. Wide body aircraft and those aircraft that have the potential for their wing-tips to penetrate the flight line parking areas are prohibited from use of Taxiway H which is 75' wide.

2. NADEP flight line gate - For entry contact "CAMEL BASE" on 267.7, 1300-2200Z++; other times with prior notice.

3. BOQ space limited, reservations required DSN 852-5169.
(USN/NAVFIL)

4. All aircraft required to contact "APPROACH NORTH" on 360.775 prior to entering R5306.
(USN/NAVFIL FIL 04-112)

5. CAUTION - WILDLIFE HAZARDS. Water fowl, migratory geese, wild turkey, seagulls and numerous other bird species prevalent in and around this Air Station. In addition, the airfield experiences numerous deer intrusions during hours of darkness. Transient services personnel can conduct a deer sweep of the runway prior to night landings at aircrews request. Monitor ATIS for latest conditions.

6. SERVICES - No lavatory services for military aircraft. De-icing services limited and must be pre-coordinated with Airfield Operations.
(USN/NAVFIL)

7. CUSTOMS and agriculture available with 24 hours prior notice and PPR.
(USN/NAVFIL FIL 04-112)

Cheyenne Rgnl Jerry Olson Fld (KCYS), WY

1. 153d WY ANG is a shared use facility with the City of Cheyenne and has a DOD Tower (243d ATC).
(153 OSS-OSA/153 OSS-OSA FIL 18-661)

2. AIRFIELD -

a. CAUTION - When outside air temperature is 65 degrees or above, 180 degree turns on Runway 13-31 are prohibited by large and heavy aircraft.

b. Taxiway G is permanently closed. Taxiway C north of F is permanently closed. Taxiway D is permanently closed.

c. WY Air National Guard (ANG) Ramp: This ramp is located north of the intersection of Runway 09-27 and Runway 13-31. Ramp is composed of concrete. Aircraft weight restrictions, see Giant Report. C-130 standing weight bearing waiver exists for operations up to 155K lbs (C-130H) & 164K lbs (C-130J). Non-Standard airfield markings are located on the ANG Ramp as follows: Fire Lane marking, aircraft parking spot diamonds, and gray paint covering erroneous airfield markings.

d. Crash equipment (ARFF) available 24 hours.

e. Excessive rubber buildup on Rwy 09-27 may affect aircraft braking capability and directional control, particularly when runways are wet.
(153 OSS-OSA/153 OSS-OSA FIL 19-094)

3. NOISE ABATEMENT - In the interest of community relations the following noise abatement procedures shall be followed by 153 AW aircraft unless otherwise directed by ATC.

a. Arrivals/Departures:

(1) Runway 27: Climb runway heading until crossing Interstate 25 (CYS 225R/6.0 DME) and reaching 6,700' MSL before starting turn. Be alert to the F.E. Warren helicopter traffic.

(2) Runway 09: Climb runway heading until crossing Highway 30 (CYS 145R/4.0 DME) and reaching 6,700' MSL before starting turn. Begin the base turn to Runway 09 ensuring not to overfly the Governor's Mansion.

(3) Runway 31: Climb runway heading until crossing Interstate 25 (CYS 221R/4.0 DME) and reaching 6,700' MSL before starting turn. Be alert to the F.E. Warren helicopter traffic.

(4) Runway 13: Climb runway heading until crossing the refinery (CYS 170R/5.0) and reaching 6,700' MSL before starting turn.

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(5) Aircraft shall vary their ground track over populated areas when performing multiple VFR traffic patterns.

(6) During non-precision approaches to Runway 27 prolonged use of high-power settings at low altitudes should be avoided.

b. Cheyenne Frontier Days Procedures: During Cheyenne Frontier Days (Last full week of July) from 1200L until 1500L and from 1800L until 2000L aircraft below 10,000' MSL should avoid flying within 1 NM of the Rodeo Grandstand located west of the airport.

4. **MILITARY AIRCRAFT ARRIVALS AND DEPARTURES -** Aircraft are controlled by a DOD Control Tower (243d ATC) that does not pass military aircraft arrival, departure, or approach times to Airfield Management Operations or Command Post. Request all military aircraft with a PPR or VIP Code 6 or higher contact Cheyenne Command Post or Cowboy Ops on Pilot to Dispatcher on 257.1 no later than 15 minutes prior to landing or as soon as practical.

5. **PPR ALL AIRCRAFT -** Call Cowboy Operations at DSN 388-6355/6879 or C307-772-6355/6879 between 1300-2330Z (Monday-Thursday, Limited Fridays, closed Saturdays, Sundays, and holidays) at least 24 hours or 1 business day before arrival. No Military AMOPS at F.E. Warren.

6. **TRANSIENT AIRCRAFT SERVICES LIMITATIONS -**

a. Airfield Management Operations has no classified storage capability. All classified must be coordinated and stored in Cheyenne Command Post or FE Warren Command Post.

b. Aircrew members will be required to act as their own servicing supervisors.

c. Transient aircrews are responsible for prior coordination of all support equipment and services at time of PPR request through Airfield Management.

d. Transient aircraft should expect no hangar space and extremely limited parking facilities. Transient aircraft support is limited to the 153d operating hours of 1300-2330Z, Monday-Thursday, Limited Fridays, closed Saturdays, Sundays, and holidays.

e. No fleet service available.

f. Civil aircraft operators must have approved AF form 2401, Civilian Aircraft Landing Permit on board the aircraft and must be on file with WY ANG Airfield Management with identification number indicated on flight plan.

7. **WILDLIFE ACTIVITY -**

a. **BASH -**

(1) Phase I - All months not designated as Phase II. Bird activity is generally light during this period.

(2) Phase II - Wildlife activity vicinity of runways and taxiways. Migratory waterfowl in the vicinity of the airport during mornings and evenings particularly May-September. A small pond located 0.5 nautical miles west of the airfield provides significant waterfowl habitats and occasionally hosts a large number of waterfowl. Aircrews are advised to exercise vigilance and avoid low altitude flight operations in this area.

b. **BIRD WATCH CONDITIONS -** Controlling agencies will issue Bird Watch Condition Codes as follows:

(1) **LOW -** Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions apply.

(2) **MODERATE -** Concentrations of 5-15 large birds or 15-30 small birds observable in locations that represent a probable hazard to flying operations. This condition requires increased vigilance by all agencies and extra caution by aircrews.

(3) **SEVERE -** Heavy concentrations of birds (more than 15 large or 30 small birds) on or above the runways, taxiways, infield areas and departure or arrival routes. This condition requires total vigilance by all agencies and **EXTREME** caution by aircrews.

(153 OSS-OSA/153 OSS-OSA FIL 18-661)

China Lake NAWS (KNID), CA

1. **CAUTION -** Extensive research, development, test and evaluation, and fleet training operations in progress in R2505, R2506, and R2524. It is imperative that pilots avoid flight within these areas without prior clearance from the appropriate controlling agency. Contact "China Control" UHF 301.0/VHF 128.25 or assigned range frequency prior to entering these areas.

2. **CAUTION -** Airfield is surrounded on three sides by gunnery, missile, and bombing ranges which restrict normal airfield traffic patterns. Live gun firing may be in progress 3.5 NM from the airfield. See FLIGHT HAZARDS Section.

(USN/NAVFIL FIL 02-71)

3. Drone operations may be in progress during daylight hours. Control tower will determine operational priority on a situational basis.

(USN/NAVFIL FIL 14-6593)

4. **SPECIAL AIRSPACE SCHEDULING REQUIREMENT -** Due to the location of China Lake (KNID) within the R2508 Complex/MOA's it is mandatory that pilots enroute to/from China Lake (KNID) contact the R2508 Complex Central Coordinating Facility (CCF) at Edwards AFB (KEDW) for complex transit scheduling and activity briefing 1400-0300Z++ Monday-Friday. (Telephone C661-277-2508 or DSN 527-2508). Also, see FLIGHT HAZARDS, R2508 Complex.

(USN/NAVFIL 159330)

5. **VFR ARRIVALS -**

a. Pilots will make initial call to Control Tower at 15 NM.

b. Break altitude 3800' MSL.

c. Pattern altitude 3300' MSL.

d. Jets enter from the S, remaining E of inhabited areas of China Lake NAWS (KNID) and city of Ridgecrest. Pilots report abeam of Point Bravo (large letter "B" on mountainside; located 105°/4 NM from the TACAN) at 3800' MSL.

e. Prop/turboprops enter from the SE and report Point Charlie (located 158°/6 NM from the TACAN) at 3300' MSL.

(USN/NAVFIL FIL 14-6594)

6. **VFR DEPARTURES -**

a. **RWY 26 AND 32 -** After departure make an immediate left turn to avoid the ranges, climb VFR on heading 170° until

departing R2505. Cross the 4 lane highway south of China Lake NAWS (KNID) at or above 3300' MSL, then proceed on course.

b. RWY 14 - After departure make an immediate right turn to avoid the inhabited areas of China Lake NAWS (KNID) and city of Ridgecrest, then turn left and climb VFR on heading 170° until departing R2505. Cross the 4 lane highway south of China Lake NAWS (KNID) at or above 3300' MSL then proceed on course.

c. RWY 03 AND 08 - After departure turn right heading 160°. Track west of Point "B" to pass abeam at 4000' MSL or higher, then proceed on course.

d. RWY 21 - Standard - After departure fly runway heading, cross the 4 lane highway south of China Lake NAWS (KNID) at or above 3300' MSL, then turn left on heading 170°, then proceed on course.

e. RWY 21 - HOT: After departure make an immediate left turn to avoid the ranges, climb VFR on heading 170° until departing R2505. Cross the 4 lane highway south of China Lake NAWS (KNID) at or above 3300' MSL, then proceed on course.
(USN/NAVFIL FIL 0092-13)

7. All aircraft avoid overflight of the following areas:

a. Inhabited areas of China Lake NAWS (KNID) and city of Ridgecrest, below 1000' AGL.

b. Building complex located 110°/6 NM from the airfield, below 2500' AGL.
(USN/NAVFIL)

8. CAUTION - Unmanned Aerial Vehicles (UAVs) operating within Class D surface area. UAV strip is located parallel to and 2500' west of Runway 21/03. UAV strip is 2000' x 50', weight capacity 450 PSF. There is no arresting gear and the arm/dearm heading is 250°. UAV strip is for exclusive use by UAV's.

a. There are three UAV marshal zones located with Class D airspace. Each UAV Zone is 1.5 NM in diameter. Each UAV Zone shall be used as entry/exit points to/from the airfield, lost link and emergency orbit points for all UAV's. Each zone is centered 4.5 NM from the NID TACAN. This creates a UAV flight path circle (while holding) from 3.75 to 5.25 NM. Altitude is restricted to at or below 2500' AGL/4800' MSL.

(1) UAV Marshall Zone 1: NID TACAN R-287/4.5 DME.

(2) UAV Marshall Zone 2: NID TACAN R-332/4.5 DME.

(3) UAV Marshall Zone 3: NID TACAN R-010/4.5 DME.

b. Additionally, there is a UAV Strip Operations Area located within Class D airspace. The area is a 1 NM x 1.5 NM box located immediately adjacent to the west side of the UAV strip. Altitude within this area is at or below 500' AGL/2800' MSL.
(USN/NAVFIL FIL 0087-07)

9. Due to the longitudinal slope of the runway aircrew are advised to use caution when landing on Runway 21. The runway end lights will not be visible until approximately 5,000' of runway remaining. After crossing the highest point of the runway many aircrew report the visual illusion of the runway end lights being much closer than they appear.
(USN/NAVFIL 0093-13)

City of Colorado Springs Muni (KCOS), CO

1. AF - PETERSON AFB (KCOS) is a special Foreign Clearance Base in accordance with Foreign Clearance Guide. Aircraft arriving from a foreign country (other than Canada) should obtain a border clearance from a regular Foreign Clearance Base prior to arrival. For additional information on the local flying area activity, see entries for USAF Academy Airfield (AFF), Butts AAF (KFCS), and Schriever AFB in this publication.

2. Deceptively rising terrain to the N. Aircrews should check aircraft performance data due to extremely high density altitude.

3. Mid-air collision potential is high in the vicinity of Colorado Springs Airport (KCOS), particularly to the N, due to extensive USAF Academy (USAF) (AFF) light plane and sailplane operations. Constant watch for other aircraft along the front range is imperative. Aircraft are vectored through unpublished working areas used by the USAFA, numerous flight schools, and commercial mock aerial combat operations. Radar coverage in some of these areas is marginal and numerous VFR aircraft may be operating undetected. Radar patterns for Rwy 13-31 and 17R-35L transition through areas of extensive activity.
(21 OSS-OSA/21 OSS-OSA FIL 16-058)

4. Peterson AFB (KCOS) is a shared-use facility with the City of Colorado Springs and has an FAA ATC tower. As such, Peterson AFB (KCOS) has unique restrictions on the way it conducts day-to-day business with aircrews. The following paragraphs outline procedures that will help Peterson AFB (KCOS) Airfield Management Operations provide all aircrews with the best service possible under restricted operating conditions.
(AFFSA/AFFSA FIL 05-658)

5. NOISE ABATEMENT PROCEDURES - Colorado Springs is a noise sensitive area, especially to the N, NE, and NW. Due to the number of complaints received, the Director of Aviation for Colorado Springs Municipal (KCOS), FAA and Peterson Airfield (KCOS) Management have instituted these specific procedures:

a. Use Rwy 17L-35R for ALL afterburner take-offs.

b. No unrestricted afterburner climbs or high speed low approaches utilizing afterburners.

c. Rwy 35L - Turbojet aircraft on departure will remain on runway heading until at least 3 NM N of departure end.

d. Rwy 17R - Turbojet aircraft on approach will be established on centerline at least 3 NM N of approach end. (This includes the initial portion of 360 overhead).

e. Rwy 13 or 31 - Turbojet aircraft departures will not be approved unless operationally necessary (C-21 exempt).

f. No turbojet training between 2200-0700 local.

g. Avoid overflying Peterson AFB (KCOS) military housing area on downwind of Rwy 13-31.

h. Aircraft maintenance engine runs on the military ramp are prohibited from 0500-1400Z++ unless specific approval is obtained from Airfield Management Operations. EXCEPTION: 302AW is authorized to perform maintenance engine runs from 0500-0700Z++.

(21 OSS-OSA/21 OSS-OSA FIL 13-435)

6. MILITARY AIRCRAFT ARRIVALS AND DEPARTURES - Aircraft are controlled by an FAA Control Tower that does not pass military aircraft arrival, departure, or approach times to

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Airfield Management Operations. Request all military aircraft with VIP Code 6 or higher contact Peterson Airfield Management Operations on Pilot to Dispatcher not later than 15 minutes out or as soon as practical. Pass actual departure times to Airfield Management Operations over Pilot to Dispatcher as well.

(21 OSS-OSA/21 OSS-OSA FIL 09-050)

7. TRANSIENT AIRCREW INFORMATION -

a. Request all passenger carrying aircraft contact Command Post (21 SW/WOC) at least 30 minutes out to coordinate load/unload requirements.

b. In-flight meals restricted to 2 hours minimum prior notification required on a 24 hour basis.

c. Dry ice must be purchased off base by aircrews.

d. Wet ice requests (over 10 pounds) must be made at least 24 hours in advance of required use and will be accepted 7 days a week (holidays excluded).

e. Peterson (KCOS) does not have the capability to load/offload aircraft requiring wide-body loaders or baggage conveyers. 72 hour prior notice is required for coordination with the city side. Users will be billed once the equipment arrives on the Peterson (KCOS) side regardless of whether the service is used or not. Requests accepted 7 days a week (holidays excluded).

f. Aircraft arriving without PPR number will be handled and serviced as the lowest priority. If fuel is requested and not available, they will be asked to go to the Fixed Base Operator on the city side.

g. Request aircraft flying into the city side to indicate such in flight plan remarks with: "Park CJC FBO".

h. Due to guide-in lines designed for local aircraft, transient aircraft will block in and out with the support of transient alert (TA). A follow me vehicle will guide aircraft into parking spots and provide wing walkers when required. A TA marshaller will block aircraft out and provide wing walkers when required. Deployed unit maintainers will be briefed by TA on specific parking areas and procedures prior to blocking their aircraft in and out during deployment. Transient aircraft movement on the military ramp is prohibited and strictly enforced during the hours of closure.

i. Deployments must provide their own ground support crews and operate within Peterson (KCOS) operational hours, as published in the US IFR Supplement. Transient aircrews deploying into Peterson AFB (KCOS) should submit written requests to the airfield management office at least 30 days prior to requested in-place date. Letter should, as a minimum, contain the following: Number of aircraft being deployed, number of people, square footage for hangar and office space, flying schedule, refueling requirements, transportation and billeting requirements, security and classified storage requirements, any special handling requirements, i.e., hazardous cargo or explosives/armament, and purpose of the deployment. Mail letter to: 21 OSS/OSA, 125 W Hamilton Ave, Ste 121, Peterson AFB (KCOS), CO 80914-1490. (Send preliminary fax to: DSN 834-8160, C719-556-8160).

j. Expect increased migratory bird activity during Phase II season 01 October - 31 March with the largest concentrations during the month of January near water and turf areas. Peterson AFB (KCOS) is on the migratory path for Canada Geese during this time. Expect increased local bird activity during Phase II period from 01 July - 31 October due to large numbers of Horned Larks, Meadowlarks and Doves on airfield grassy areas.

k. Airfield Management Operations (AMO) has no classified storage capability. All classified must be stored at separate base facilities. AMO will arrange transportation for all aircrew members in need of a storage facility.

l. Engine running On-loads/Off-loads (ERO) and Operations Stop (OPS STOP) procedures:

(1) Authorized for space required passengers only.

(2) 48 hours prior notice for large framed aircraft ERO's (i.e. P-3, C-130, C-5, C-17, KC-10, etc.). Coordinate through Airfield Management Operations (AMO), DSN 834-4778/9.)

(3) C-12 and C-21 Ops Stops provided based on available transient alert manning. Ops Stops conducted IAW applicable ACFT-1 checklists. Coordinate through 21SW/CCP, DSN 834-4225/6.

m. Peterson AFB (KCOS) flightline is a no-smoking area. Smoking is only permitted in designated areas. Aircrew commander is to ensure all personnel are aware of this policy.

n. Peterson AFB (KCOS) does not have designated transient aircraft run up areas. Transient crews are not authorized to conduct engine run ups without airfield management approval. Contact airfield management at least one hour prior.

o. Transient aircrew information passenger terminal operational hours are 1330-2330Z++. 21 LRS duty scheduled at Arrival/Departure Air Control Group (ADACG) facility are determined by real world mission requirements. Terminal personnel are available after hours support on a standby basis. If terminal personnel cannot be reached at listed numbers customers should call airfield management at DSN 834-4778, or command post at DSN 834-4555 in order to reach available standby personnel for mission requirements/needs. Logistical support equipment for Peterson AFB (KCOS) ramp: 1 Halvorsen Next Generation Small Loader (NGSL) 25k loader, and 1 Southwestern 25k loader, 2 10k AT forklifts, 2 10k standard forklifts, and a 4x4 Dodge pickup truck. ADACG ramp: station 9 ADACG facility, 2 Halvorsen (NGSL) 25k loaders, 2 10k AT forklifts, and 1 10k forklift.

p. Peterson AFB (KCOS) ramp parking spot INDIA 1 (red carpet) is restricted to aircraft with wingspan equal to or less than 95'. See graphical NOTAM.

q. Apron closed in front of Hangar 104.
(21 OSS-OSA/21 OSS-OSA FIL 16-051)

8. EMERGENCY PROCEDURES -

a. HOT BRAKES - The Colorado Springs (KCOS) ATC tower shall direct aircraft believed to have hot brakes to a predesignated area.

b. HOT SECONDARY ARMAMENT - The Colorado Springs (KCOS) ATC tower shall direct aircraft that have hot secondary armament to a predesignated area.

c. HYDRAZINE PRECAUTIONS FOR F-16 AIRCRAFT - The Colorado Springs (KCOS) ATC tower shall direct aircraft requiring hydrazine precautions to park in a predesignated area.

d. HAZARDOUS CARGO - Hazardous cargo is restricted in accordance with US IFR Supplement entry. The Colorado Springs (KCOS) ATC tower shall direct any aircraft reported to have explosive cargo or hung bombs on board to the midpoint of

Taxiway Delta. Multiple aircraft loadings accomplished by hand only. Single aircraft loading for operations utilizing mechanical equipment.

e. Peterson jettison external/internal storage tanks area, fuel dumping and controlled bailout area is R2601 Fort Carson Artillery Range. Jettison area is off the BRK R-187 at 20-24 DME. Maintain communications with the Colorado Springs (KCOS) Control Tower at all times. In the event communications cannot be established or maintained, jettison must not be done and aircraft will not remain in R2601.

(AFFSA/AFFSA)

Columbus AFB (KCBM), MS

1. Expect 30 minute landing delay during student flying periods. Limited service for other than T-6, T-38 and T-1 aircraft. All fixed wing aircraft plan to arrive, terminate and depart in accordance with IFR unless prior approval received for VFR flight plan. Expect ILS full stop landing to Rwy 13C-31C when local student training is in progress. However, RAPCON will approve multiple ILS/localizer approaches on a workload permitting basis. Extremely limited parking for aircraft exceeding 100,000 pounds GWT except Air Evacuation. Limited parking for aircraft in excess of 50,000 pounds GWT. No towing capability for large aircraft. No on/off loading capability for heavy tow bars. Expect 1 hour refueling delay. No drag chutes or repack service available. Simulated Flame Outs (SFO) are not authorized. Quiet hours in effect daily 0400-1200Z++, no departures, low approaches or unsuppressed engine runs.

2. High density student jet training within 80 NM radius of Columbus (KCBM) to FL280 Monday-Friday sunrise to sunset and occasionally nights and weekends. Intensive VFR jet training conducted within 15 NM radius of Columbus to 3500' and within 5 NM radius of Columbus AFB Auxiliary Airfield (1MS8) (43 NM S of Columbus (KCBM)) to 3500'. Numerous practice instrument approaches within 15 NM of Columbus (KCBM) to 4000'. Contact Columbus (KCBM) Approach Control for advisories.

a. Runway Supervisory Area Practice Areas - The T-6 RSU practice area includes all airspace from the surface up to and including 3500' MSL within 7 DME of CBM VORTAC SW of the extended runway centerlines of Rwy 13R-31L. The T38 RSU practice area includes all airspace from the surface up to and including 3500' MSL within 10 DME of CBM VORTAC NE of the extended runway centerlines of Rwy 13L-31R.

b. On final approach, transient aircraft will remain aligned with Rwy 13C-31C to avoid T-6 VFR traffic landing Rwy 13R-31L at 1200' and T38 VFR traffic landing Rwy 13L-31R at 1700'. All departures not on a Departure Procedure expect departure restriction of fly runway heading until 10 DME or until leaving 4000' MSL.

c. During VMC, departing aircraft must remain at/below 700' until field boundary to ensure separation from the Runway Supervisory Unit (RSU) traffic pattern. Departing VFR aircraft contact Clearance Delivery for Class C Airspace climb- out instructions prior to taxi.

(14 OSS/OSAB/14 OSS/OSAB FIL 11-420)

3. HELICOPTER PROCEDURES -

a. ARRIVALS - Due to the large volume of traffic at Columbus AFB (KCBM), helicopters arriving IFR can expect an ILS Rwy 13C-31C approach. However, an extensive delay may be encountered. To expedite landing, IFR and VFR helicopters are advised to use VFR entry procedures when VMC exists. Contact

Columbus (KCBM) Approach Control at least 20 NM from Columbus AFB (KCBM) and request VFR entry procedures.

(1) Expect radar vectors or suggested heading to CBM 240R/11 DME (VFR entry point) and descend to 2000' MSL. The VFR point is a rectangular pond approximately 2 NM S of the Bryan Foods plant located on the SE corner of the town of West Point.

(2) When the VFR entry point is in sight, request descent to 700' MSL and contact Columbus (KCBM) Tower (379.925/126.2) proceed inbound on CBM 240R to 4 DME (Tombigbee River). Maintain VFR. At 4 DME or Tombigbee River, advise tower of your position and enter a holding orbit. Remain outside 4 DME or Tombigbee River until cleared to land by tower. Use caution for numerous T-6 aircraft operating at 1200' MSL.

b. GROUND OPERATIONS - Do not taxi over other than prepared surfaces.

c. DEPARTURES -

(1) IFR - In accordance with IFR clearance.

(2) VFR - When instructed by Tower, depart outbound on the Caledonia 240R at 700' MSL. When directed, contact Columbus (KCBM) Approach on 135.6/389.8, maintain 700' MSL until 11 DME or until cleared higher by ATC.

(3) Helicopters departing VFR or IFR can expect extensive delays during student training.

(14 OSS/OSAB/14 OSS/OSAB FIL 11-420)

4. JETTISON PROCEDURES - Request external stores jettison permission and clear jettison area. Tower will notify RSU crews and direct an approach parallel to the runway in the direction of traffic at 700' MSL. Jettison area is approximately 1000' E of Rwy 13L-31R (CBM 010/1). Release the stores as to impact abeam mid-field in open area. Inform tower of applicable Dash One requirements.

(AFFSA/AFFSA)

5. RESTRICTIONS -

a. Taxiways A, J, and C Ramp has a limited load-bearing capability. If a requirement exists to park heavier aircraft, coordinate with 14 OSS/OSAB, 14 OG/CC and 14 FTW/MX to use Taxiway E. This area has a load capability of over 450,000 pounds.

b. For emergency evacuation, aircraft will be parked IAW the CAFB parking plan.

c. The SAC Alert area may also be used for parking large aircraft.

d. Weights may be increased by 80% for limited emergency use.

e. Airfield facilities include seven hangars for fighter-type aircraft only, with a total capacity of 181,839 sq ft. An additional hangar is used for miscellaneous storage with 44,080 sq ft available.

f. Aircraft parking plan is on file in AM.

g. Use caution at the intersections of Taxiways J/C and C/G. Apron edge is less than 25 feet in the turn.

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h. Towing movements are conducted IAW the appropriate maintenance TO's for aircraft being towed in the hangar/maintenance aprons.

(14 OSS-OSAB/14 OSS-OSAB FIL 18-281)

6. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. Phase I - May through August. Bird activity is generally light during this period of the year. The primary threat during this period consists of occasional soaring raptors located in all quadrants during the midday time period.

b. Phase II - September through April. The airfield has the potential for dense migratory bird activity continuously during this period due to its close proximity to the Mississippi Migratory Flyway. In addition, the potential exists for waterfowl feeding flights from the surface to 2000' AGL during the dawn/dusk time period from October through January.

c. Bird Watch Alert - Weather, time of day, and seasonal conditions, make an influx of birds onto the airfield likely. Columbus AFB (KCBM) operates in a bird watch alert status during airfield grass mowing operations and daily from a period of 1 hour before sunset until the airfield closes.

d. BIRD WATCH CONDITION CODES -

(1) SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes.

(2) MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes.

(3) LOW - Bird activity on or around the airfield representing low potential for strikes.

(14 OSS-OSAB/14 OSS-OSAB FIL 08-225)

Crater Lake-Klamath Rgnl (KLMT), OR

1. ANG - Transient aircraft service available only during ANG duty hours and only after approval has been obtained for aircraft on OFFICIAL BUSINESS ONLY. Contact ANG Operations DSN 830-6686. Normal duty hours are 1600-2400Z++ Monday-Friday. Base closed most weekends and every other Monday. If use of ANG facilities is approved, enter "PPR" number in DD175 Remarks Section.

(173 OSF-OSAB/173 OSF-OSAB FIL 11-435)

2. Commercial fuel available at Fixed Base Operator without PPR. Contact Ocean Air Aviation C541-882-4681. This area is NOT a secured aircraft parking area.

(173 OSF-OSAB/173 OSF-OSAB FIL 11-442)

3. Transient aircraft with PPR contact pilot to dispatcher (388.95/138.1) 15 minutes out.

(173 OSF-OSAB/173 OSF-OSAB FIL 11-857)

4. COMSEC storage is NOT available at Base Operations.

(AFFSA/AFFSA)

5. Wing Command Post hours of operation are from 1430-2400Z++ Monday-Friday. DSN 830-6351/6405, C541-885-6351. After hours phones are transferred to BDOC (Base Defense Operations Center). Base is closed most weekends and every other Monday.

(173 OSF-OSAB/173 OSF-OSAB FIL 12-312)

6. Transient aircraft limited to straight-in full stop landing on Rwy 14-32 during student flying periods. Expect arrival delay during student flying periods.

(AFFSA/AFFSA)

7. NOISE ABATEMENT - Stringent noise abatement procedures strictly enforced on all speed, altitudes and routing restrictions. Safety permitting, the following procedures will be followed concerning noise reduction in the local area:

a. Minimum altitude over Crater Lake, Sky Lakes Wilderness Area and Mountain Lake Wilderness Area is 11,000' unless scheduled and flying on an authorized VR or IR route.

b. Avoid overflight of Oregon Institute of Technology (OIT) and Merle West Hospital (approximately 6 NM N of field) at high power settings or low altitude.

c. Minimum altitude in the local flying area (other than the traffic pattern) is 2000' AGL unless scheduled and flying on an authorized VR or IR route.

d. TAKE-OFF AND DEPARTURE PROCEDURES:

(1) MILITARY POWER TAKE-OFF - Climb at 250 KIAS until 7000' then accelerate to normal climb speed.

(2) AFTERBURNER TAKE-OFF - Cancel Afterburner at 250 KIAS and prior to the departure end of the runway, if practical. Continue the 250 KIAS climb until 7000' in Military power, then accelerate to normal climb speed.

(173 OSF-OSAB/173 OSF-OSAB FIL 11-664)

8. BIRD WATCH CONDITION INFORMATION-

a. Crater Lake-Klamath Regional Airport (KLMT), is centrally located along the Pacific Flyway and surrounded by marshes, lakes, rivers, wildlife areas and wildlife refuges. Large waterfowl include Canada Geese, Sand Hill Cranes, White Egrets, Blue Heron, and large raptors such as Golden Eagles, Bald Eagles, and Red Tail Hawks.

b. BASH Phase I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods, except for some small bird activity in June and July during daylight hours and mowing operations.

c. BASH Phase II - February through April and October through November. The potential for bird strikes is highest during the migration months and within an hour of sunrise or sunset. During bright moon illumination, waterfowl may fly well after sunset. Historical bird strike data indicates the most hazardous months for waterfowl to be February-March and September-November.

d. Bird Watch Conditions (BWC) are announced to aircrew via ATIS during normal duty day. If no BWC is mentioned, then the condition is LOW. BWC at Crater Lake-Klamath Regional (KLMT) are defined as follows:

(1) LOW - No significant bird activity on or around the airfield. Hazards to flying operations are minimal.

(2) MODERATE - Increased bird activity on or around the airfield. Increased potential hazards to flying.

(3) SEVERE - Bird activity on or immediately above the active runway. High potential hazard to flying operations exists.

e. For questions regarding Crater Lake-Klamath Regional (KLMT) Bash procedures - contact 173 FW Safety Office DSN 830-6681/6360.

(173 OSF-OSAB/173 OSF-OSAB FIL 10-446)

Creech AFB (KINS), NV

1. ALL AIRCRAFT -

a. Contact Base Operations on 372.2 (Pilot to Dispatcher) at least 30 minutes prior for any special request. Aircraft carrying distinguished visitors contact Base Operations 15-20 minutes prior to arrival with code and name of distinguished visitor.

b. RESTRICTIONS - C-17 and C-5 utilize Taxiway Bravo and Charlie to enter/exit Runway 08-26. Taxiway Delta from Taxiway Echo to west side of Runway 13-31 and Taxiway Bravo north of Foxtrot Live Ordinance Loading Area (LOLA) are 50' wide, all taxiways are 75'. Taxiway Echo limited to use by aircraft with wingspan of 75' or less. Main parking apron south taxilane restricted to aircraft with wingspan of 75' or less. To reduce FOD potential on taxiways, large/heavy four-engine aircraft must taxi with outboard engines at idle, or off, unless operational necessity dictates otherwise.

(432 OSS-OSA/432 OSS-OSA FIL 11-269)

2. Fleet Service not available. Liquid Oxygen (LOX) servicing available. JOAP samples can be taken and burnt at Creech AFB (KINS), or given to the pilot. Creech AFB (KINS) has one MD-1 Universal tow bar. Transient Alert operation hours 1330-0515Z++ Monday through Saturday. Operation hours vary based on Nellis AFB (KLSV) scheduled flight operations and PPR requests. All transient aircraft requiring air stairs, Stiner Model PS-813B/E towable stairs available, maximum height 12'. Transient aircrews requiring ground transportation contact Nellis AFB (KLSV) Vehicle Dispatch; DSN 682-8305, C702-652-8305.

(432 OSS-OSAA/432 OSS-OSAA FIL 17-149)

3. CAUTION -

a. High mountainous terrain on all sides.

b. One GDT antenna tower 1125' from runway centerline and 92' from the apron edge; Three antenna towers 992' from runway centerline, 130' from Taxiway E centerline, all GDT towers are 56' in height.

c. Fuel tanks located adjacent to Taxiway A. One 5000 gallon tank located 178' from Taxiway A centerline and four 5000 gallon tanks located 192' from Taxiway A centerline. Heights vary respectively between 24' and 41'.

(432 OSS-OSAA/432 OSS-OSAA FIL 17-1105)

4. Limited taxiway lighting exiting and entering runway. Taxiway lighting not available on Taxiway Bravo north from Foxtrot LOLA to approach end of Runway 13, Taxiway Delta from Taxiway Echo to Taxiway Golf, Taxiway Golf from Taxiway Foxtrot to approach end of Runway 26.

(432 OSS-OSAA/432 OSS-OSAA FIL 17-1105)

5. MA-1A webbing removed from all overruns. The tail hook cable is connected in the departure overrun.

(432 OSS-OSAA/432 OSS-OSAA FIL 17-1105)

6. No classified materials storage available at Base Operations. All classified must be stored with 99 SFOF-OLA, DSN 384-0556, C702-404-0556. COMSEC materials not available for issue.

(432 OSS-OSAA/432 OSS-OSAA FIL 17-1105)

7. FIRE FIGHTING CAPABILITIES:

a. Creech AFB (KINS) Fire and Emergency Services provides adequate aircraft rescue fire fighting (ARFF) coverage twentyfour hours, seven days a week for small frame aircraft (e.g. fighters, helicopters) and medium frame aircraft (e.g. C-130, C-32A).

b. For large frame military aircraft, Creech AFB (KINS) Fire and Emergency Services does NOT meet recommended ARFF fire fighting agent requirements for fire suppression nor for offensive interior fire fighting/rescue operations.

c. All other aircraft operating out of Creech AFB (KINS) airfield are at pilot's discretion. Please contact Creech AFB (KINS) in top-to-bottom order, to reach the FDNC Senior Fire Official (SFO) on-duty at Creech AFB:

(1) District Chief, DSN 384.2226 (Office, Fire Station 6, B1150)

(2) District Chief, DSN 384.0246 (Office, Fire Station 5, B85)

(3) Deputy Chief, DSN 384.2227 (Fire Station 6)

(4) Fire Dispatch, DSN 682.9630/31 (Fire Department's Emergency Communication Center. Operational 24/7/365. Call this phone number if no one answers any of the other numbers. The Dispatcher will contact a SFO via FD LMR or ECC-landline to SFO-cell phone.

(432 OSS-OSAA/432 OSS-OSAA FIL 17-092)

8. BIRD WATCH CONDITION (BWC)

a. Report all bird and animal strikes on or in the vicinity of Creech AFB (KINS) to AMOPS (432 OSS/OSAA) at DSN 384-0308 or to AMOPS Pilot to Dispatcher on 372.2 in accordance with AFPAM 91-212.

b. Bird activity on the airfield is relatively low. Few migratory birds frequent the area during the year, and most bird populations consist of those indigenous species adapted to life here in the desert. BWC changes will be issued by the Supervisor of Flying (SOF) or AMOPS. Aircrews can monitor ATIS or contact AMOPS or Tower to obtain current BWC. No comments on ATIS when BWC Low.

c. Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines are IAW Nellis AFB (KLSV) OPLAN 17, Bird Aircraft Strike Hazard Plan.

d. When bird activity is observed or reported to be an immediate or potential hazard to aircraft operations, expect the SOF to direct appropriate actions to aircrews.

e. BWC SEVERE:

(1) Traffic Pattern: Full stop landings only. Formation takeoffs are prohibited. The SOF, in coordination with Tower Watch Supervisor, may consider changing runways, delaying takeoffs and landings, changing pattern altitude, etc.

(2) Ranges and Training Areas. Identify a specific area and altitude. All flights must avoid using the range or area.

(3) Low-Level Routes. Note and avoid specific routes or segments and altitudes.

f. BWC MODERATE:

(1) Traffic Pattern. Limit touch-and-go and low approaches to the minimum number required for training. Pilots

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will be particularly cognizant of bird activity when on final approach and will initiate an immediate go-around if a bird strike is imminent.

(2) Ranges and Training Areas. Make changes in flight profile or altitudes to avoid bird hazards.

(3) Low-Level Routes. Make amendments to flight altitude to minimize bird hazards. Limit formation flying to a minimum for mission and training requirements.

g. BWC LOW: Continue with normal operating procedures.

h. Bird Watch Alert: In addition to the above bird watch conditions, the appropriate agency can declare a Bird Watch Alert. All aircrews should be aware of the increased likelihood of bird hazards to flight safety.

(432 OSS-OSAA/432 OSS-OSAA FIL 17-1105)

Dane Co Rgnl Truax Fld (KMSN), WI

1. NOISE ABATEMENT -

a. All military aircraft, including F-18s, along with transients heading to Wisconsin Aviation must contact the 115th fighter wing for PPR and noise abatement briefing, 115th OPS 608-245-4506/ DSN 724-8506 or 115th command post 608-245-4580/DSN 724-8580. KMSN is a noise sensitive airport. Avoid overflight of the city of Madison when possible. No multiple approaches or carrier breaks due to noise abatement proc. Overhead traffic pattern altitude restricted to 3,500' MSL unless authorized lower by tower Rwy 18/36 west break. If -1 or NATOPS allows takeoff Rwy 36 and land Rwy 18. In effect until further notice.

b. DEPARTURES -

(1) GENERAL - In the interest of noise abatement, military power takeoffs will be used to the maximum extent possible. Afterburner takeoffs will be used only when required for safety and will be terminated within the airfield boundary. Maximum performance or unrestricted climbs are NOT allowed.

(2) RWY 36 - Is the preferred runway. Tailwind takeoffs will be performed if allowed by aircraft regulations.

(3) RWY 18 - Accomplish a single-ship military power takeoff with a climb and turnout of traffic to the SE, heading 140°. Avoid overflight of the populated area S and W of the airport. Coordinate with tower to ensure a departure heading of 130° is approved prior to taking the runway. Delay departures to ensure compliance. Aircraft will initiate the turn to the SE once passing 500' AGL.

2. PPR ALL AIRCRAFT - Official Business Only. Ramp closed to all transient aircraft without official business with the 115 FW/176 FS. Call Badger Operations at DSN 724-8506 or C608-245-4506 between 1200-2100Z++ weekdays; other time contact Command Post 608-245-4580/ DSN 724-8580.

3. BIRD/WILDLIFE ACTIVITY -

a. BIRD HAZARDS – Exist during the hours around dawn and dusk. During hours of operation for the ANG, BASH conditions are available if you call Badger Operations on primary UHF 238.2 and secondary VHF 138.175.

(1) Phase I & II Bird Activity:

(a) Phase I - All dates not designated as Phase II.

(b) Phase II - In effect 15 September through the end of November. Phase II also in effect 15 March through the end of May. Bird activity is increased during these months due to the migratory season. The primary threat during these periods consists of large quantities and more frequent concentrations of birds in all areas around the airfield.

(2) BASH conditions are defined under the following parameters:

(a) LOW – Bird activity on and around the airfield representing LOW potential for strikes.

(b) MODERATE – Bird activity near the active runway or other specific location representing increased potential for strikes. Bird watch condition MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.

(c) SEVERE – Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

(115 OSS-OSA/115 OSS-OSA FIL 17-259)

4. CABLE - A BAK-12/14 arresting cable is available during normal hours of operation for the ANG. Outside normal duty for the ANG, it is available on request for transient aircraft with an emergency.

(115 OSS-OSA/115 OSS-OSA FIL 16-091)

Davis-Monthan AFB (KDMA), AZ

1. CAUTION -

a. Heavy student jet traffic. Overhead patterns not authorized for heavy jet aircraft. Expect 20-30 minute landing and departure delays. Helicopter transition area 1000' SW of runway near midfield, operational SR-SS weekdays. Expect rapid descents and climbs from surface to 3500'. Uncontrolled vehicular traffic on taxiway and ramp.

b. Burrowing owls, large ravens, coyotes and javelinas frequent both sides of runway and infield next to taxiways.
(355 OSS-OSAA/355 OSS-OSAA FIL 13-943)

2. AMARG INPUTS - Pilots delivering aircraft to AMARG require PPR. Contact Base Operations DSN 228-4315 and AMARG Job Control DSN 228-8777 to coordinate an arrival window. Designate "AMARG" in the remarks section of the DD175. Crew members must remain with the aircraft to effect necessary transfer of aircraft and associated documents.
(355 OSS-OSAA/355 OSS-OSAA FIL 09-089)

3. RESTRICTIONS -

a. PPR. Aircraft arriving without PPR will receive lowest priority for servicing and can expect additional delays.

b. Speed limit for all aircraft in the overhead pattern is 300 KIAS.

c. Only single approach and full stop landing authorized for transient aircraft.

d. Aircraft can expect landing with up to 10 Kt tailwind.

e. Avoid overflight of Tucson to maximum extent possible.

f. West Ramp and North Ramp restricted to helicopters and aircraft with 60' or less wingspan. Aircraft with 60' or larger wingspan must get authorization from the Airfield Manager prior to parking in the West Ramp and North Ramp areas.

g. Aircraft desiring to deploy or fly local sorties from Davis-Monthan (KDMA) must obtain 355 Operations Group Commander approval through 355th Wing Scheduling DSN 228-4952/5331. Three weeks prior notice required to deploy/fly locally from Davis-Monthan (KDMA). Aircraft desiring to deploy/fly locally must receive a 355th Operations Group Commander briefing and a local area orientation briefing from 355th Wing Stan Eval.

h. Live Ordnance Load Area, day VFR use only. Restricted to base-assigned aircraft only during nighttime operations.

i. 355 Logistics Readiness Squadron (LRS) air terminal normal operation hours are 1500Z-2300Z Monday - Friday and are closed on weekends and federal holidays. Air terminal is unable to support missions with space available passengers with departures earlier than 1630Z and arrivals prior to 1500Z Monday - Friday. For cargo operations outside of 1500Z-2300Z Monday - Friday or any changes to scheduled arrivals or departures times coordinate with 355 LRS air terminal at DSN 312-228-7550/C520-419-4031.
(355 OSS-OSAA/355 OSS-OSAA FIL 17-1077)

4. TAXIWAYS -

a. Taxiway Charlie adjacent to West Ramp restricted to aircraft with 60' or less wingspan.

b. Taxiway A1 and A6 Arm/De-arm spots, white dashed marking apply to 355 FW A-10 aircraft only.

c. Large frame aircraft not permitted on Taxi Lane Bravo in front of A-10 parking ramp.

d. Taxiway Charlie large frame aircraft require airfield management approval and escort, taxi line 25' from taxiway edge.

e. Taxiway Echo unlit, day VFR use only.

f. Taxiway Alpha-1 and Alpha-6 closed to large frame aircraft during wing flying

g. Taxiway Bravo unlit, day VFR use only. Restricted to base-assigned aircraft only during nighttime operations.
(355 OSS-OSAA/355 OSS-OSAA FIL 17-660)

5. FIXED WING AIRCRAFT NOISE ABATEMENT PROCEDURES -

a. The primary runway for noise abatement is Rwy 12. Opposite direction take-offs will only be made when an operational need occurs. Opposite direction take-offs require approval from 355 OG/CC, through Command Post DSN 228-7400.

b. To minimize noise over the city of Tucson, aircraft departing on Rwy 12 or 30 should climb using safe procedures consistent with the aircraft flight manual until reaching 6000' MSL, then accelerate to required airspeed.

c. Pilots of B52, C5, C9, C141, KC10 and KC135 aircraft are required to depart via Rwy 12 with up to 10 Kt of tailwind. Fuel loads must be planned accordingly. When Rwy 30 is in use, expect an undetermined delay due to opposite direction traffic. When aircraft performance requires take-off on Rwy 30, prior approval from the 355 OG/CC, through Base Operations is required.

6. ROTARY WING AIRCRAFT PROCEDURES -

a. ARRIVALS -

(1) Transient helicopters are not permitted to land on the helipad without prior approval from the Airfield Manager.

(2) Unless otherwise coordinated, all arrivals will utilize the runway and exit at Taxiway A3 (midfield taxiway). Helicopters with wheels will land on the runway and utilize minimum power taxiing to the transient ramp. Helicopters without wheels will come to a hover prior to taxiing to the transient ramp.

(3) As per 355 OG/CC, helicopter formations are not authorized to land on the helipad and will be a single helicopter operation only. Each helicopter will approach the helipad while the remainder of the formation holds at a minimum of 500' AGL, and far enough away from the airfield to prevent disruption of traffic to the runway.

(AFFSA/AFFSA)

(4) Helicopter hover point located S of the tower is for use by base assigned aircraft only.

(AFFSA/AFFSA FIL 04-285)

b. DEPARTURES -

(1) Transient helicopters are not permitted to depart from the helipad without prior approval from the Airfield Manager.

(2) Unless otherwise coordinated, all departures will utilize the runway and enter at Taxiway A3 (midfield taxiway). Helicopters with wheels will taxi utilizing minimum power until on the runway surface. Helicopters without wheels will hover taxi to the runway surface before increasing power for take-off.

c. In the event a helicopter pilot requests to deviate from the above procedures, contact Base Operations for approval. The operation will be considered only if the deviation will not be a hazard to airfield operations.

(AFFSA/AFFSA)

7. Non-Standard Markings -

a. Gun Butt markings located on Taxiway A-1 and A-6.

b. Arm/De-arm stop lines located on Taxiway A1 and A-6.

c. Equipment boxes located on the Live Ordinance Load Area (LOLA).

d. HH60 rotor safety circles located on helicopter ramps.

e. Helicopter nose gear markings located on West Ramp.

f. Wingtip Clearance Line located on West Ramp and A10 Ramp.

g. Hot brake markings located on Fuel Pit 13, Taxiway A2 and A3.

h. Fuel Pit identification numbers located on Fuel Pits 13-32.

i. Transient aircraft parking row identifiers located on Parking Rows I, J and K.

j. Light-All equipment boxes located on Taxiway A1 and A6.

k. Fire Extinguisher boxes located on Taxiway A6 and A7.

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- l. Equipment boxes located on A10 ramp between sunshades.
- m. F16 engine inlet danger area marking located on Taxiway A6, alert apron, and North Ramp.
- n. Maintenance equipment boxes located on Flight Line Road.
(355 OSS-OSAA/355 OSS-OSAA FIL 16-086)

8. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. All personnel utilizing Davis Monthan AFB (KDMA) and other outlying entities of Davis Monthan AFB, must report all bird strikes and are strongly encouraged to report any bird sightings that pose probable hazards to flying, to a controlling agency. Additionally, aircrew will adhere to warnings reported by the Automatic Terminal Information System (ATIS), Improved Weather Dissemination System (IWDS), Aviation Advisory System (AHAS), AM Operations, and/or Command Post for current Bird Watch Conditions (BWC). If an aircrew observes or encounters any bird activity while in flight, that constitutes a hazard to flight safety, the aircrew shall notify one or all of the following: Davis Monthan Supervisor of Flight (SOF), Control Tower, and AM Operations.

b. Information should include the following:

- (1) Aircraft Call sign
- (2) Altitude of birds
- (3) Approximate number of birds
- (4) Species of bird if known
- (5) Location/Direction of flight or roosting site
- (6) Local time of sighting

c. Bird Watch Conditions (BWC)

(1) LOW: Is used during normal bird activity on and above the airfield with low probability of hazards. BWC Low will be declared when activity is no longer observed following a Moderate or Severe BWC. No Flight Restrictions.

(2) MODERATE: Will be declared during increased bird activity or densities in a location which represent an increased potential for having a bird strike, but does not constitute a Severe BWC. This condition requires optimal vigilance by all agencies and personnel.

(a) No formation take-offs, approaches or landings.

(b) No Touch and Go's.

(c) Aircraft on low approaches must remain 200 feet above bird concentrations as determined by the SOF, or Tower Watch Supervisor, if no SOF is on duty.

(d) MOA/Range BWC Moderate: Low-Level missions must be vigilant of increased bird activity. If significant bird activity is identified, aircraft will climb to 1000' AGL minimum and report the activity (size/altitude/location) on the LATN Common Frequency. When exiting the MOA/Range the PIC will also report significant bird activity to the SOF and/or Range Control.

(3) SEVERE: High bird densities on or above the airfield, or in a location that presents a high potential for a bird strike. All personnel must evaluate mission needs before conducting

operations in areas, under a SEVERE BWC, must get proper approval prior to take-off or landing.

(a) No fixed wing take-offs except as noted below. Rotary wing aircraft are permitted to avoid with slow air speed.

NOTE: Tower will notify scramble Alerts, Customs, 305 RQS, 563 RQG, and 162 Wing Air Defense missions of the BWC. Launch decision rests with the aircraft commander. Utilize all available resources and techniques to minimize bird hazard to these missions.

(b) No low approaches.

(c) SOF- approved full stop landings only.

(d) 6,000 minimum spacing between landing aircraft.

d. BASH Phase I and Phase II

(1) Phase I is designated as all months not designated as Phase II. During these months, the occurrence of potential hazards are decreased. Mammal populations such as jackrabbit and coyote will remain fairly static, however coyote litters will begin to disperse ~May-July. Immature pups may try to explore the airfield and in turn pose a flight hazard. Javelins will be rearing young and their movements around the airfield may become more apparent. There are several resident Red-tail Hawks and Common Ravens that have nests established in the light poles along the Ramps and Taxiways and it is their breeding season, they will have fledged young in ~May-June. Turkey vultures and Swainson's Hawks have made their return trip north and will start soaring the thermals on the Runway ends.

(2) Phase II is designated from September-January at Davis-Monthan AFB. This is when bird activity is highest, due to migration. Davis-Monthan AFB resides on the Eastern edge of the Pacific Flyway and can expect to see a large flocks of large-sized Waterfowl may be seen flying through the area. Soaring Raptors (Red-Tail Hawks, American Kestrels, etc.) will be more abundant along the flight-line during the midmorning and afternoon.

(a) The 12 EOR has a higher density of small mammals (Round-tailed Ground Squirrel) and attracts far more soaring Raptors than 30 EOR. The 30 EOR holds medium-sized flocks of Meadowlarks which present a hazard to low flying aircraft. Javelins also frequently occupy the vegetated areas between RWY 30 approached and the Whiskey Ramp.

(355 OSS-OSAA/355 OSS-OSAA FIL 18-274)

Davison AAF (KDAA), VA

1. TAXIWAY RESTRICTIONS -

a. Aircraft wingspans greater than 65' are prohibited from taxiing on Taxiway Alpha between Taxiway Charlie and Taxiway Echo due to parking aprons located within 150' of Taxiway Alpha centerline.

b. C-130 and larger aircraft will use Taxiway F to enter or exit the runway.

(USAASA/USAASA FIL 2018-175)

2. RAMP RESTRICTIONS -

a. C130 and larger aircraft are prohibited from parking on asphalt portion of DC National Guard ramp, Night Vision ramp and Fixed Wing ramp without Airfield Manager approval due to weight bearing restrictions.

- b. Transient parking ramp at approach end of Runway 14 closed.
- c. Aircraft with wingspans greater than 56' are prohibited from parking on the fixed wing ramp (vicinity of Walsh Hangar) rows 1, 2, and 3 do not allow for safe wing tip clearance.
- d. Fixed wing aircraft are prohibited from operating on any surface north (tower side) of Runway 14/32.
- e. Fixed wing parking row 2 closed.
- f. Crewmember must remain with aircraft during refueling.
(USAASA/USAASA FIL 2016-152)

3. RESTRICTIONS -

- a. Avoid overflight of Ft. Belvoir Community Hospital below 1000' MSL located 2.6 NM from airfield on a 121 degree heading.
- b. Engines will not be started when another aircraft is being refueled on an adjacent parking spot. Crew member required to man fire bottle during refuel operations.
- c. VIP 3 restricted to helicopters no larger than UH-60. No shutdowns authorized on VIP 3. Rapid helicopter pick up and drop off only.
- d. Helipad 14-32 closed for night operations and IFR operations due to being unlit.
- e. VIP 1 and VIP 2 restricted to fixed-wing aircraft passenger/cargo boarding and deplaning. Aircraft may reposition to VIP 1 and VIP 2 no more than 30 minutes prior to departure.
- f. Runway 14 Precision Approach Path Indicators (PAPI) are non-standard. VFR use only.
- g. Noise Abatement-Multiple practice instrument approaches or traffic pattern work are only authorized 1300-0300Z++ Monday-Saturday; 1700-0300Z++ Sundays and holidays.
- h. Aerodrome Advisory Service must be contacted by any aircraft entering Davison AAF airspace prior to takeoff/landing during ATC Tower non-operating hours. Davison Airport Advisory Service must be contacted on CTAF frequency VHF 126.3.
- i. Taxiway Golf, Hotel, and Juliet closed for night and IFR operations due to being unlit.
- j. Helipad 14-32 is 50' x 50' wide. Limited to H-60 and smaller aircraft operations.
- k. Avoid VFR overflight of land area centered 1 NM North of aerodrome N38-43-59 W077-10-34 radius 1/2 NM for noise abatement.
- l. Aerodrome Class E airspace changed to Class G when tower closed.
- m. Runway 14-32 South traffic pattern available to rotary wing aircraft weight class S and S+ at 1100' MSL before turning downwind.
- n. Runway 32 North traffic departures must cross Interstate 95 before turning crosswind and attain 1100' MSL before turning downwind.

4. HAZARDS -

- a. Numerous obstructions and surface irregularities are located within 500' of both sides of the runway centerline.
- b. Taxiway Alpha, Delta, and Echo are less than 50' wide.
- c. Runway and taxiways do not possess shoulders thus the potential for FOD is increased.
- d. Runway 14 inboard (inground) threshold lights are removed.
- e. Fixed wing parking tie downs on Row 1, 2, and 3 are below grade.
(USAASA/USAASA FIL 2018-175)

5. BIRD HAZARDS-

- a. Low- Bird activity on and around the airfield, low potential for strikes.
- b. Moderate- Bird activity near the active runway or other specific location representing increased potential for strikes. Bird watch condition Moderate requires increased vigilance by all agencies and supervisors and caution by aircrews.
- c. Severe- Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition Severe.
(USAASA/USAASA FIL 2014-74)

6. PILOT CONTROLLED LIGHTING - Available 0230-1100Z++ Monday-Friday and 24 hours on weekends and holidays. (USAASA/USAASA FIL 2017-64)

7. WILDLIFE - Wildlife activity in and around the airfield is constant throughout the year. The primary threats are heavy flocks of small birds, migrating geese and deer. Base Operations dispersal methods are limited.

- 8. SERVICES - Fuel availability hours of service are 1200-0300Z++ (0700-2200L) Monday-Friday, after 0300Z++ PPR required. Fuel availability weekends and holidays 1330-2130Z++, after 2130Z++ PPR is required.
(USAASA/USAASA FIL 2014-74)

Des Moines Intl (KDSM), IA

- 1. ANG - Contract fuel not available, civilian contractors may accept government credit card.
(AFFSA/AFFSA FIL 06-776)
- 2. BIRD HAZARDS - Phase I all months not designated as Phase II. Bird activity is generally light during this period. Phase II expect wildlife activity during the months of October, November and March, April especially during morning and evenings. A lake located on approach end of Runway 05 and a small pond located on east end of field provides waterfowl habitat and occasionally hosts a large number of waterfowl. Exercise vigilance and avoid low altitude flight operations over this area. During hours of operation for the ANG, BASH conditions are available if you contact HAWKI Operations on primary UHF 252.9 and secondary VHF 138.15. Controlling agencies will issue Bird Watch Condition Codes and are defined under the following parameters:
 - a. LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions apply.

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b. MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes. Bird Watch Condition (BWC) moderate requires increased vigilance by all agencies and supervisors and caution by aircrews.

c. SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in and near the airport under condition SEVERE.

(132 FW/132 FW FIL 12-537)

3. Use caution when landing over raised lights in the overruns and runway thresholds at Des Moines International Airport (KDSM).

(132 WG/132 WG FIL 15-827)

Dobbins ARB (KMGE), GA

1. Aircraft requiring individual security prior notice required DSN 625-4908. Passenger screening will be required in accordance with MAJCOM directives prior to acceptance and filing passenger manifest. Lockheed ramp area closed to all transient aircraft. Transient aircraft requiring maintenance will be recovered by home base. No fleet service available. No air freight facilities. Ctc 94 LRS/LGRT, (TMO) at DSN 625-4850/4852 for cargo assistance. TMO operating hrs 0730-1600Z++ Mon-Fri, clsd hol. After hours, including wkends ctc TMO manager C770-910-6119. DD Form 2131, Passenger Manifest must be completed in accordance with DoD 4500.9-R or aircraft subject to delay.

2. Transportation Operations 1130-2100Z++ weekdays, Saturday Unit Training Assembly (UTA) 1230-2130Z++. Sunday UTA 1200-2100Z++. Bus support available during duty hours. Limited You Drive It (UDI) vehicles; must have valid state driver's license and AF Form 2293, IAW AFI 24-301. Other times must be preapproved with 24 hour prior notice; contact C678-655-3667, DSN 625-3667, 94lrs.sup.vehops@us.af.mil.

(94 OG-OGA/94 OG-OGA FIL 17-935)

3. DEPARTURES - Do not file outbound over RMG or LGC VOR. These are INBOUND routes only. (When departing Runway 11, use caution: multiple towers beginning 3800' from departure end of runway, 2500' left of centerline, up to 258' AGL/1258' MSL.)

4. DOBBINS ARB (KMGE) AND VICINITY -

a. Aircraft arriving and departing Dobbins ARB (KMGE) should use extreme caution due to high density of civil aircraft activity all quadrants.

b. Radar patterns for Runway 11-29 transitions through areas of extensive civil aviation activity at Dekalb-Peachtree Airport (KPDK) to the East and Cobb Co McCollum Fld (KRYY) to the North.

(94 OG-OGA/94 OG-OGA FIL 17-1156)

5. AIRFIELD -

a. Hazard - Runway 29 East clearzone; first 1000' of graded portion has open drainage - concrete Flumes and a 7' high Stand Pipe, located approximately 575' north of paved overrun edge, 800' from Runway 29 threshold.

b. VEDA Assault Landing Zone (ALZ) is for C-130 use only. IFR departures from the ALZ, Rwy 110°-290°, not authorized. ALZ located on the S side, adjacent and parallel to Rwy 11-29. PPR and 24 hour coordination with 94 AW Current OPS at DSN 625-4107, 1200-2000Z++ Monday-Friday.

c. Golf Taxiway, North of the runway, restricted to vehicle operations. Advanced coordination required with AFM for aircraft operations. Lit low profile barricades in place due to pavement hazard.

d. Taxiway D limited to aircraft with wingspan no greater than 176'. No C-5 or KC-10 operations without Airfield Manager (AFM) approval.

e. Taxiway F only 40' wide restricted to use by Army Reserve aircraft only.

f. Mike Taxiway not visible from the Tower.

g. Compass Rose closed.

(94 OG-OGA/94 OG-OGA FIL 18-716)

6. AIRFIELD OBSTRUCTIONS -

a. Hill, approximate height 20', located south side of Taxiway E between Taxiway P and K, 137' from centerline of Taxiway E.

b. Taxiway E, south side, west of Taxiway P, 5' high non-frangible water pump, located 125' from centerline Taxiway E.

(94 OG-OGA/94 OG-OGA FIL 15-356)

7. TRANSIENT AIRCRAFT FLIGHT PLAN PROCEDURES -

a. All Pilots must check-in with Airfield Management Operations (AMOPS) to verify flight plan information.

b. No flight plan (FPNO) arrivals; Stopover flights - provide copy of flight plan (FPL) to AMOPS for flight following purposes.

c. Remain overnight (RON) flights; will provide AMOPS original FPL for departure. AMOPS will submit FPL to ARTCC. Exception, military acft home station may submit FPL to ARTCC and send info copy to KMGE.

d. FPL electronically filed/transmitted with an automated Air Traffic Service cannot be amended by AMOPS. Amendments/changes must refile with AMOPS.

e. FPL must be in DD Form format.

(94 OG-OGA/94 OG-OGA FIL 19-257)

Dover AFB (KDOV), DE

1. CAUTION -

a. Use of facility for practice approaches may be denied or extensive delays encountered due to high speed, low altitude heavy jet traffic in immediate vicinity. Transient aircraft may conduct practice approaches provided their operations do not interfere with local C5 training. Call Dover (KDOV) Command Post DSN 445-4201 for available transition periods.

b. Transient alert service, for other than AMC mission aircraft, expect long handling and servicing delays.

c. Rwy 01-19 edge lights may not be visible on downwind approach. If unable to see runway edge lights contact tower to increase edge light intensity.

d. Information/guidance signage is set-back further than required at the following intersections: Taxilane A and Taxiway C; Taxiway B and Taxiway C; Taxiway B and Runway 14/32; and Taxiway B and Taxilane A.

- e. Taxiway H mandatory sign not lighted.
(436 OSS-OSAA/436 OSS-OSAA FIL 18-014)
- 2. NOISE ABATEMENT -
 - a. Runway 32:
 - (1) After take-off, turn to 350° at 400' AGL.
 - (2) Use radar vectors for departure.
 - (3) Delay flap retraction until 2,000' AGL or VFR pattern altitude for noise abatement.
 - (4) For a missed approach and or touch and go, turn right to 350° prior to .8 DME from Dover TACAN (KDOV).
 - b. Runway 14 should not normally be used for landing purposes except by category I and II aircraft and helicopters. Runway 14 may be used by all aircraft during closures for Runway 01-19 and when crosswind and runway conditions prevent aircraft from landing on other runways (8,652' available for landing from displaced threshold).
 - c. AVOID OVERFLYING THE FOLLOWING AREAS -
 - (1) Beach towns.
 - (2) Town of Little Creek, 2 NM NE of Runway 19.
 - (3) All housing units to the maximum extent possible
(436 OSS-OSSA/436 OSS-OSSA FIL 14-630).
- 3. RUNWAY OPERATIONS -
 - a. Runway 32 Operations:
 - (1) For Runway 32 Take-offs, Runway available is 10,070'. For Runway 32 intersection "E" takeoffs, Runway available is 8,420'. Do not include the displaced threshold in take-off calculations; the obstacle identification surface begins where Runway 32 meets the 10,070' point.
 - (2) The full length of 12,903' is available for full stop landing roll-out or rejected take-off.
 - b. Runway 14 Operations - Normally used only for take-offs. Full length available is 12,903'. Length from Taxiway C intersection is 8,563'. Compute take-off data accordingly. No obstacles exist for Runway 14 departures.
(436 OSS-OSAA/436 OSS-OSAA FIL 17-804)
 - 4. Taxiway H unlighted. Follow me required between sunset and sunrise. Use limited to C-130 aircraft as directed by Ops GP CC.
(436 OSS-OSAA/436 OSS-OSAA FIL 12-452)
 - 5. PPR for all aircraft requiring remote/isolated parking to include all hazardous material onloads, enroutes and offloads as outlined in AFI 11-204, AR 95-27 and OPNAVINST 3170.31. For Hot Cargo Pad PARKING reservations contact ATOC DSN 445-2303/2304, C302-677-2303/2304.
(436 OSS-OSAA/436 OSS-OSAA FIL 17-1079).
 - 6. Japanese beetle spray season is directed by the Department of Agriculture typically in July and August and will be published in a NOTAM when in effect. Aircraft destined for the states of California, Colorado, Arizona, Idaho, Nevada, Montana, Oregon, Utah and Washington from Dover AFB (KDOV) will normally be sprayed before departing from Dover AFB (KDOV). AMC has

issued a waiver to normal ground times and early alerting to accommodate spraying when required. Transient aircraft commanders must contact the Dover (KDOV) Command Post at DSN 445-4201/4202, C302-677-4201/4202 for specific guidance contained in the 436 Air Wing OPLAN 020-02 when transiting Dover AFB (KDOV) and destined for one of these states.
(AAFS/AAFS FIL 04-310)

7. Aircraft operations restricted to use of ground power units and interior operations on parking locations Bravo through Hotel during dignified transfer movements. Check with Command Post (CP) for times.
(436 OSS-OSSA/436 OSS-OSSA FIL 14-465)

8. Classified Storage - Base Operations has limited amount of storage for classified material, size limited to small backpack or smaller only.
(436 OSS-OSSA/436 OSS-OSAA FIL 13-1079)

9. Crew comm transient aircrew support for COMSEC hours of service are 1300-2100 Monday-Friday.
(436-OSS-OSAA/436 OSS-OSAA FIL 19-152)

10. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. Expect heavy concentrations of waterfowl from October-April. Large flocks of seagulls and sparrows are active throughout the year. Two small dredging ponds located .5 NM southwest of Runway 01 provide a significant waterfowl habitat and occasionally host a large number of waterfowl. Additionally, the Bombay Hook National Wildlife Refuge is located approximately 5 NM northeast of the field. Aircrews are advised to exercise vigilance and avoid low altitude flight operations over these areas. Expect higher concentrations of bird activity during peak bird hours: 30 minutes prior to and 90 minutes after sunrise and sunset. Contact Airfield Management DSN 445-2861 for Bird Watch Conditions (BWC).

(1) LOW - Low probability of hazard on airport and departure and arrival routes. Increased vigilance required when flying outside of these areas. RESTRICTIONS - Local training and airlift missions approved.

(2) MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds observable in locations that represent a probable hazard to safe flying operations. RESTRICTIONS - Only initial takeoffs and full stop landings.

(3) SEVERE - Visual sightings by aircrew or tower personnel of heavy concentrations of birds (more than 15 large birds or 30 small birds) on or above the runway, taxiways, infield areas and arrival or departure routes. RESTRICTIONS - Local training and airlift mission departures and arrivals require 436 OG/CC approval (contact Command Post). NOTE II: Dover AFB Tower issues the Bird Watch Condition (BWC). Dover AFB is unique and determines a BWC for each runway. At Dover it is possible for one runway to be Moderate or Severe, while the other runway is low.

b. BASH Phase II is implemented during the migratory and flocking bird seasons that historically take place from early October to early April. During BASH Phase II operations no takeoff, transitions, or landings permitted during published peak hours. 436 OG/CC is the waiver authority for all 436th, 512th, and transient DoD aircraft. Commercial Carriers are highly encouraged to modify their arrival departure times to avoid peak bird hours. Additionally, aircrews expect ATC to use a minimum radar pattern altitude of 3000 feet AGL to the maximum extent possible. Practicing night circling approaches in the northeast quadrant (area between runways 19 and 32) and the TACAN RWY 19

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approach will be restricted to a Minimum Descent Altitude (MDA) of 900 feet (MSL) and a required ceiling of 1500 feet AGL or greater during BASH Phase II until departing from the MDA.

(436 OSS-OSAA/436 OSS-OSAA FIL 18-116)

11. HAZARDS -

a. A non-frangible low point drain hatch approximately 21" in height is located about 60' from the centerline of Taxiway Alpha between parking spots Y-Z.

b. Taxiway E and F have no paved shoulders.

c. 40' wide open drainage ditch & associated infrastructure located in clear zone 1,400' northwest of Runway 14 threshold. Ditch is 270' southwest of runway extended centerline.

d. 30' wide open drainage ditch & associated infrastructure located in clear zone 900' northwest of Runway 14 threshold. Ditch is 290' northwest of runway extended centerline.

e. 30' wide open drainage ditch and associated infrastructure, located 800' from Runway 14 threshold. Ditch is 420' south from runway centerline.

f. 35' wide open drainage ditch and associated infrastructure, located 3,800' from Runway 19 threshold. Ditch is 520' east from runway centerline.

g. Perimeter road in close proximity to Taxiway B north (road as close as 126 ft. from taxiway centerline) use extreme caution.

h. 150 ft. unlit cell phone tower located 1/2 mile northwest of the airfield (DOV350001).

i. 120' crane operating at DOV060001 Monday-Friday from 1000-2200Z++.

j. Damaged manhole cover located on shoulder of Twy B South.
(436 OSS-OSAA/436 OSS-OSAA FIL 19-211)

12. Customs/Agriculture/Immigration available. US Customs and Border Protection (CBP) available 1300-0400Z++. After hours CBP can be available with prior notification. CBP could take up to 30 minutes to respond to flights.

(436 OSS-OSAA/436 OSS-OSAA FIL 16-857)

13. TAXIWAY AND RAMP RESTRICTIONS -

a. Parking spots B2 and B3 restricted for B757 weighing 386,000 lbs. or more.

b. Parking spots C2 and C3 restricted for B757 weighing 361,000 lbs. or more, and C-17 weighing 541,000 lbs. or more.

c. Parking spot D2 restricted for B757 weighing 262,000 lbs. or more; C-17 weighing 404,000 lbs. or more; C-5 weighing 655,000 lbs. or more; KC-10 weighing 481,000 lbs. or more; and B747 weighing 673,000 lbs. or more.

d. Parking spots E - J restricted for B757 weighing 382,000 lbs. or more.

e. Parking spots K - P restricted for B757 weighing 419,000 lbs. or more.

f. Parking spots U - W restricted for B757 weighing 400,000 lbs. or more.

g. Parking spots X - Z restricted for B757 weighing 418,000 lbs. or more.

h. Parking spots AA - CC restricted for E3 weighing 373,000 lbs. or more; B757 weighing 349,000 lbs. or more; C-17 weighing 524,000 lbs. or more.

i. South ramp has weight bearing restriction for aircraft larger than C-130.

j. Taxiway C between Taxiway A and Runway 14-32 restricted to E-3 weighing 322,000 lbs. or more; B757 weighing 313,000 lbs. or more; C17 weighing 523,000 lbs. or more; KC-10 weighing 505,000 lbs. or more; or B747 weighing 721,000 lbs. or more.

k. Taxiway E restricted for B757 weighing 418,000 lbs. or more.

l. Taxiway F restricted to aircraft with a wingspan of a C-130 or smaller due to clearance issues.

m. Taxiway H limited to C-130 aircraft or emergency situation only.

n. Weight bearing waiver requests must be coordinated through the airfield management for OG/CC approval, at least 24 hours prior to arrival/departure contact DSN 445-4187/4193, C302-677-4187/4193 to start the weight bearing approval process.

o. Parking spot C3 limited to C-17 and propeller aircraft only.

p. No engine runs above idle on parking spots M and N.

q. Parking spot B1 - Authorized for G5 and smaller aircraft.

r. Parking spot C1 - Authorized for G4 or smaller aircraft.

s. Hazardous cargo Spot 3 restricted to C5, C17 and C130 aircraft only.

t. Ramp hot cargo pad Hazardous Cargo Spot 3 restricted to C5, C17 and C130 aircraft only.

u. Apron parking spots K-CC unusable for loading/unloading of hazmat materials.

v. Ramp hot cargo pad Haz Cargo Spot 3 restricted to C5, C17 and C130 aircraft only.
(436 OSS-OSAA/436 OSS-OSAA FIL 19-211)

14. Tower enroute service available to McGuire AFB (KWRI) at 7000' and below through Dover (KDOV) RAPCON.
(436 OSS-OSAA/436 OSS-OSAA FIL 17-089)

15. AIRFIELD MARKINGS

a. Non-standard markings -

(1) C17 star turn marking located on Taxiway A at intersection of Taxiway D (2 white stripes 110' apart, 190' length x 1' wide).

(2) C17 backing demonstration zone marking on Taxiway C between Runway 14/32 and Taxiway B. Marking will be white and vary width and geometry.

(3) AGE staging area boxes located near parking row B, C and D, and parking spots E - CC.

(4) Vehicle parking boxes located between taxi lane L and parking spots E - CC.

b. C-17 aircraft wingtip turning lines on taxi lane L in front of parking spot E.

c. C-5 aircraft wingtip turning lines on taxi lane L between parking spots D2 and E.

d. C-5 and C-17 wing tip turning sign located off of Taxiway G. Signs depict 10 ft. and 25 ft. wing tip clearance.

e. Surface painted apron entrance point marking exist on hazardous cargo ramp, south ramp and Christmas tree ramp.

f. Taxiway D between Runway 01-19 and hazardous cargo does not have shoulder marking.
(436 OSS-OSAA/436 OSS-OSAA FIL 18-799)

Duke Fld (KEGI), FL

1. HOURS OF OPERATION -

a. Aircraft must operate between 1500-0600Z++ Monday - Friday unless directly supporting 919 SOW or 7th SFG mission. Other special mission requirements must be approved by the Airfield Manager.
(96 OSS-OSAO/96 OSS-OSAO FIL 12-923)

2. PRIOR PERMISSION REQUIRED (PPR) -

a. PPR is strictly enforced. Duke Base Operations is the sole agent for issuing PPR. If approved, enter the complete PPR number on DD175/1801.

b. Transient alert services available to 7 SFG missions only. PPR must be coordinated 7 days in advance to ensure use of Duke. Contact Duke Base Operations to coordinate (DSN 875-6538/6516, C850-883-6538/6516).

c. Request for non-duty hour operations or missions not supporting 919 SOW or 7th SFG mission will be directed to Eglin AFB (KVPS) or Hurlburt AFB (KHRT) which have servicing capabilities for most military type aircraft.

d. Aircraft Commander must provide Base Operations with emergency contact name and phone number if remaining overnight.
(96 OSS-OSAM/96 OSS-OSAM FIL 14-282)

3. TRANSIENT AIRCRAFT SERVICING LIMITATIONS -

a. Transient service limited to 7th SFG missions. Airfield Management will assign parking location through coordination with 96 LRS.

b. Aircrew members will be required to act as their own servicing supervisors.

c. Transient aircrews are responsible for prior coordination of all support equipment and services at time of PPR request through Duke Base Operations (to include: AGE, fuel, stairs, tow bars, light alls, power carts, starters, chocks, special security, etc).

d. Transient aircraft should expect no hangar space and extremely limited parking facilities.

e. No fleet service available.

f. No in-flight kitchen or meals available.

g. Civil aircraft operators must have approved AF Form 2401, Civilian Aircraft Landing Permit on board the aircraft and must be on file with Duke Base Operations with identification number indicated on flight plan.
(96 OSS-OSAM/96 OSS-OSAM FIL 14-767)

4. AIRFIELD RESTRICTIONS AND INFORMATION -

a. RESTRICTIONS -

(1) Locked wheel turns on asphalt prohibited.

(2) Assault Landing Zone (ALZ): Turns will be accomplished abeam intersecting taxiways.

(3) C-5's are restricted from using Taxiway Alpha between Taxiway Bravo and the Aerial Delivery Apron due to uprising terrain west of the taxiway.

b. HAZARDS -

(1) Approximately 160' past Runway 36 overrun is a steep drop-off to a ditch. Aircrews failing to stop on the overrun should attempt to steer the aircraft to the left (towards the northwest).

(2) Approximately 300' past Runway 18 south overrun is a steep drop-off to a ditch. Aircrews failing to stop on the overrun should attempt to steer the aircraft to the left (towards the southeast).

(3) Ditches approximately 1260' from landing threshold on each side of the runway adjacent to the BAK-12 arresting gears (35' from the runway edge lines) present a hazardous condition if directional control is lost during takeoff or landing phase of flight.

c. CAUTION -

(1) Rising terrain located on west side of Runway 18, first 2000'. Aircrews with directional control should attempt to steer to the east. Use caution ILS Glideslope building to the east.

(2) ILS Glideslope building located approximately 500' East of runway centerline/1260' from Runway 18 threshold.

(3) Approach Departure Clearance Surface violation to the ALZ 18 approach. Eight foot tall base security fence approximately 740' north of approach to ALZ 18. The fence is unlighted/unmarked. Use caution.

(4) Night Vision Devices (NVD) operations including operations involving unlighted and partially lighted aircraft occur frequently.

(5) 5 unlit obstructions (telephone poles) approximately 750' east of runway centerline near Runway 36 overrun. 4 unlit obstructions (telephone poles) approximately 970' west of runway centerline near Runway 18 overrun.

(6) North hangar ramp and approximately 200' of Taxiway Bravo not visible from the ATC tower.

(7) Weather observing limitations including the most distant visibility marker in any quadrant is 3 miles due to tree line. The Southwest-Northwest quadrant is restricted to 1 mile, due to main base structures. Nighttime viewing of the sky for cloud cover is severely restricted due to base lighting.

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(8) ILS Localizer building located approximately 800' southwest of Runway 36.

d. ASSAULT LANDING ZONE -

(1) Duke Fld (KEGI) Assault Landing Zone Operations: Usually available during normal operating hours. The 5th SOS, 6th SOS, 8th SOS, and the 711th SOS require no scheduling coordination for the use of the ALZ and may request real-time operations with Duke Tower. All other aircrews desiring ALZ operations must coordinate use with the 919th OSS/DOO, DSN 975-6550.

(2) Duke Fld (KEGI) Assault Landing Zone markings are non-standard IAW AFI 13-217.

(3) A waiver to AFI 13-217 by MAJCOM/DO and a PPR number are required before using the ALZ for all units not assigned to the 919 SOW or AFSOC.

(4) In addition, prior to its use, those units will coordinate their request for the ALZ and receive an ALZ procedures briefing from the 919 SOW/DOO, DSN 875-6550.

(5) All ALZ operations will be conducted when weather ceilings are reported as equal to or greater than 1,500' AGL and visibility equal to or greater than 3 miles.

e. WEATHER INFORMATION - 96th WS is the supporting weather squadron located at Eglin AFB (KVPS) and can be reached at DSN 872-4800. A weather observer will be on duty at Duke Fld (KEGI) during all flight operations.

f. LIGHTNING WARNINGS - When the 96th WS broadcasts a lightning warning for lightning within 5 NM of Duke Fld (KEGI), the following procedures apply: Ramp closed for services. No ground or maintenance support is available during the warning. Aircraft armed/loaded with hot/hazardous cargo may elect to disembark the crew/passengers at the discretion of the aircraft commander if remaining on the aircraft creates a greater danger to personnel. All personnel, including civilians, contractors and transient/deployed personnel must seek shelter in a vehicle, aircraft or structure immediately after notification until the lightning warning has expired.

g. NVD/ASSAULT LANDING ZONE (ALZ) STATUS - Operations status will be provided by Duke ATC tower upon pilot request.

h. COMPUTER FLIGHT PLANS - TACC may fax AMC computer flight plans to Duke Base Operations at DSN 872-3308 or e-mail to Base Operations. Call DSN 875-6538 to coordinate e-mail address.

i. COMSEC - Classified storage not available at Base Operations. Transient aircrews requiring classified storage should contact the Duke Command Post DSN 875-6701, C850-883-6701. Duke Command Post has limited hours of operation.

j. INBOUND REQUIREMENTS FOR DV/VIP - All inbound aircraft contact Duke Command Post (Sand Castle) on 225.75 or 143.625 or Duke Base Operations (PTD 372.2) 30 minutes out with ETA, load message, and requirements.

k. BILLETING - Available on Duke Fld (KEGI) only through prior coordination with Duke Inn DSN 875-6203, C850-883-6203. Space may be limited or not available on Unit Training Assembly (UTA) drill weekends. No food service on base. No base taxi service. Small shoppette with limited hours available.

l. TRANSPORTATION - Only available through prior coordination with Eglin motor pool/transportation (DSN 882-3791). Transient aircrew members are responsible for obtaining and coordinating their own transportation needs. Duke Fld (KEGI) does not have U-Drive/loaner vehicles. Transient aircrews must coordinate U-Drive vehicles through Eglin (850-882-3791) or rental vehicles through local rental agencies.

(96 OSS-OSBM/96 OSS-OSBM FIL 17-820)

5. CARGO AND PASSENGER SERVICES -

a. CARGO/FREIGHT - 919th Aerial Delivery Squadron is the point of contact for all freight/cargo movement. All aircraft requiring support must coordinate 48 hours prior, DSN 875-6437, C850-883-6437.

b. HAZARDOUS CARGO - Contact Duke Airfield Management DSN 875-6538, C850-883-6538 at least 48 hours in advance of all hazardous cargo missions due to limited hazardous cargo parking, base support services, and facilities.

(1) Specific Net Explosives Weight (NEW), class, division, nomenclature, national stock number (NSN) information must be provided to Duke Base Operations when coordinating for hazardous cargo movement.

(2) Inbound aircraft carrying hazardous cargo will contact Duke Base Operations 30 minutes prior to arrival on PTD 372.2.

c. PASSENGER SERVICE - No passenger terminal service available. Aircraft commanders are responsible for screening and manifesting in accordance with MAJCOM directives prior to acceptance and filing passenger manifest. A signed copy of passenger manifest will be provided to base operations along with the flight plan.

6. CUSTOMS AND AGRICULTURE -

a. Customs available for base assigned aircraft and their deployments with 24 hours prior notice required. All other aircraft must clear US customs prior to arrival at Duke Fld (KEGI). Mission planners/crews must coordinate with Duke Base Operations a minimum of 24 hours prior to arrival to request and coordinate for customs service.

b. Aircraft that arrive early expect a minimum of 1 hour delay until US Customs Inspector arrives.

(96 OSS-OSAO/96 OSS-OSAO FIL 09-389)

Duluth Intl (KDLH), MN

1. ANG - Transient aircraft service only during ANG duty hours for OFFICIAL BUSINESS ONLY with a PPR (DSN 825-7252, C218-788-7252, or via email: usaf.mn.148-fw.mbx.airfield-management@mail.mil). Fuel is also available at the FBO without a PPR. Contact Monaco Air at C218-727-2911. Transient aircraft with PPR should contact Dawgpound OPS on UHF 288.9/VHF 139.9 15 minutes out. De-icing available at FBO only. No hanger space or billeting available at the ANG.

(148 FW-OSS/148 FW-OSS 18-702)

2. Local Terrain. Local terrain features in the Duluth area are consistent with no natural elevations exceeding 1000' above the airfield. When landing Runway 27 during high wind conditions, pilots should expect high sink rates and turbulence due to wind shear, terrain, and a vortex effect caused by the alert hangar and civilian terminal. The sharply rising terrain causes a deceptive approach, which could result in a dragged-in final. Minimum safe altitude is 3100' MSL. Emergency safe altitude is 4100' MSL.

3. Obstructions. Numerous TV towers, elevation 2049' MSL are located 5 miles southeast of Duluth Intl (KDLH). These towers are a hazard if the Duluth VORTAC (DLH)(CH 73) is mistakenly selected for the Lakeside TACAN (LKI)(CH 11) approach to Runway 27. A 240' AGL microwave tower is located approximately 2.5 miles from the approach end of Runway 27 on a magnetic bearing of 120 degrees.

4. Mid-Air Collision Avoidance (MACA). There are numerous uncontrolled civilian airports within a 15 NM radius of Duluth Intl (KDLH). Light aircraft operate from numerous small lakes within the vicinity during the winter and summer. Duluth tower vectors light aircraft at 3000' MSL (overhead traffic pattern altitude) within the airport traffic area. Special care should be used to avoid "Cirrus Test Aircraft" which operate in 3 distinct test areas: the North, East, and West areas which run from the airport to approximately 25 miles out at altitudes of 4000'-7000' MSL. Cirrus Aircraft are operating VFR and will be squawking Mode 3. Pilots should use visual lookout and RADAR when departing and arriving into the Duluth Intl (KDLH) to help avoid Cirrus Test Aircraft.

5. Bird Aircraft Strike Hazard (BASH)

a. Phase I - All months not designated as Phase II. Bird activity on and in vicinity of airfield is usually light.

b. Phase II - In effect from 1 Sep to 31 Oct. This phase represents moderate to heavy bird activity associated with the migratory season. The majority of the activity is centered around "Hawk Ridge" located 1 mile east of the Runway 27 Outer Marker. The largest concentration of birds are found on VMC days with northwest winds, fair weather cumulus clouds and associated thermals. Discontinue all practice instrument approaches to Runway 27 during this period. Turn initial at no more than 3 DME from Lakeside TACAN (LKI). No instrument approaches to Runway 27 unless required for currency/flight evaluation or weather. No straight-in Simulated Flame Outs (SFO) from East High.

c. BEAVER MOA - Due to high waterfowl activity in the Beaver MOA, the minimum altitude south of N47.50.0' is 5000' AGL from Mar-May and from Sep-Oct. This line is approximately by the East/West line through Northhome or 20 DME north of the southern bullseye (N47.30.0' W94.00.0'). Additional restrictions may be imposed based on intelligence data gained from migratory waterfowl agencies.

d. BIRD WATCH CONDITIONS - During periods of 148FW flying operations, the Supervisor of Flying (SOF) will issue Bird Watch Conditions for military aircraft. Contact Dawg Pound on 288.9 or 139.9 (DSN 825-7693/7399) for current status:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions.

(2) MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes requiring increased vigilance by all agencies, supervisors and aircrew. Military aircraft should expect one approach to a full stop landing.

(3) SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Military takeoffs and landings are not authorized unless a greater emergency exists or an immediate operational necessity dictates.

(148FW-OSS/148FW-OSS FIL 17-587)

Dyess AFB (KDYS), TX

1. Collision potential to transit air operations in the vicinity of Dyess AFB (KDYS). Intensive training and formation flight in the immediate vicinity. Personnel and equipment drops W of the runway. Assault operations of C-130 aircraft W of main runway. Due to traffic density and complexity of patterns, it is important that aircraft maintain runway heading on low approach, missed approach, and touch and go landing. Contact Tower for advisories.

(AFFSA/AFFSA FIL 02-36)

2. Traffic pattern for main runway, rectangular 3000' MSL and overhead 3500' MSL. When DZ/LZ W of main runway is in use E overhead patterns may be directed. Expect 3-4 hours refuel delay during alerts and high density traffic periods. Fleet service is available on 24 hour prior notice. Payment is initiated with an AF Form 15 or suitable substitute from the respective branch of service. No drag chutes available. Inbound aircraft with hazardous cargo call Command Post 20 minutes prior to landing. Transient Alert services available 1400-0400Z++ Monday-Friday, closed weekends and holidays.

(7 OSS-OSAA/7 OSS-OSAA FIL 14-326)

3. Transient aircraft desiring use of Marrion Drop Zone/Landing Zone/Extraction Zone for training will request briefing on local procedures through Tactics. Assault operations on assault strip 2900' W of main runway. Fly rectangular pattern at 2500' MSL. Single and multiple aircraft paradropping heavy equipment from altitudes up to 3000' MSL. Final approach to the drop zone parallels within 2000' the final approach to main Rwy 34. Use of assault strip requires 48 hour prior coordination with TACTICS, DSN 461-2794.

(AFFSA/AFFSA)

4. WEATHER OBSERVING VISIBILITY LIMITATION -

a. Primary Observation Point Visibility Restrictions: East through southeast visibility is restricted due to permanent structures.

b. Secondary Observation Point Visibility Restrictions: South through West visibility is restricted due to permanent structures.
(AFFSA/AFFSA FIL 06-294)

5. CUSTOMS/INTERNATIONAL WASTE -

a. All aircraft arriving from non-CONUS locations will require Customs. Dyess AFB (KDYS) will provide Customs inspections for Military aircraft carrying active duty US Military only.

b. All aircraft will contact Security Forces 72 hours prior to arrival for Customs coordination at DSN 461-2131/2132, C325-696-2131/2132.

c. International Waste Disposal inspections are available.

6. GENERAL -

a. Due to Military Airspace Management System technical difficulties all DYS slow routes are reserved for 317AW training only UFN. Point of Contact: 317AW airspace manager DSN 461-2318.

b. Aircraft with reverse thrusters refrain from using unless necessary due to high foreign object damage potential. Any questions contact airfield management DSN 461-2515.

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c. Rwy 16-34, no off-center take-offs or landings except for locally assigned C-130s.

d. Expect delays to foreign object damage checks after arrival/departure of all heavy aircraft except B1 aircraft.

e. Airfield Management does not have COMSEC or storage available for transient crews. Transient crews should plan to arrive with appropriate amount of COMSEC to complete mission. COMSEC stored at Command Post DSN 461-1921 with prior coordination.

f. Taxiway Alpha and Taxiway Charlie do not have location and/or direction signs.

g. Five mandatory VFR Hold signs missing in Marion Drop Zone and surrounding areas: Signs missing are on the south side of Taxiway J leading onto LZ 163/343, Taxiway G west of Compass Rose entrance leading on to LZ 163/343, and Taxiway H north entrance leading onto LZ 163/343 and two signs missing on Taxiway H at the LZ 163 approach corridor. Each sign should be located approximately at the same location as the VFR hold line markings.

7. BIRD AND WILDLIFE HAZARDS -

a. Bird Watch Condition (BWC) - Bird activity on the airfield is relatively low. Few migratory birds frequent the area during the year and most bird populations consist of those indigenous species adapted to desert life. Aircrews can monitor ATIS or contact Airfield Management to obtain the current Bird Watch Condition. No comments on ATIS when the condition is LOW. Bird Watch Condition Codes are as follows:

(1) LOW - Normal bird activity, fewer than 5 large birds or fewer than 15 small birds, on or above the airfield with a low probability of hazard. All locations. Continue with normal operating procedures.

(2) MODERATE - Increased bird population, 5-15 large birds or 15-30 small birds. Concentrations of birds observable that represent a possible hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by all aircrews.

(a) (7BW Aircrew/Transient) Mission essential takeoffs, low approaches, and touch-and-goes will only be allowed when departure route will avoid bird activity. All other aircraft are restricted to a single approach to a full stop.

(b) (317 AW Aircrew) Initial takeoff and final landings are allowed only when departure and arrival routes will avoid bird.

(3) SEVERE - High bird population, more than 15 large birds or 30 small birds. Concentrations of birds on or immediately above the active runway, taxiways, in-field areas and other specific areas that represent an immediate hazard to safe flying operations.

(a) (7BW Aircrew/Transient) Only full-stop landings are permitted. Takeoffs are prohibited unless approved by 7 OG/CC (77 WPS or 337 TES Commander's IAW the Memorandum of Agreement between the 7th Bomb Wing, 53rd Wing and 57th Wing.)

(b) (317 AW Aircrew) All takeoffs and landings are prohibited. Waiver authority for Dyess AFB is 317 AW/CC.

b. Report all bird and animal strikes on or in vicinity of Dyess AFB (KDYS) to Airfield Management, 7 OSS/OSAA DSN 461-2515 in accordance with AFPAM 91-212.

c. BIRD AIRCRAFT STRIKE HAZARD (BASH)

(1) BASH PHASE I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods with the primary threat resulting from occasional concentrations of swallows and pigeons.

(2) BASH PHASE II - In effect from April to June and September to November. This phase represents heavy bird activity associated with the migratory season. Dyess AFB (KDYS) experiences large concentrations of migrating swallows, meadowlarks, large raptors and blue herrings during this phase. Although most of these birds are smaller in size, they pose a potential threat due to their numbers. While the USAF Bird Avoidance Model has the area in and around Dyess AFB (KDYS) in the MODERATE Phase for most of the fall and winter, our local historical bird strike data shows a dramatic increase in bird strikes during the Phase II season. Use caution during this phase, especially when transitioning at night.

(7 OSS-OSAA/7 OSS-OSAA FIL 19-131)

Eastern WV Rgnl/Shepherd Fld (KMRB), WV

1. BIRD/WILDLIFE AND AIRCRAFT STRIKE HAZARD (BASH) -

a. Wildlife hazards exist. Pilots should report all bird or mammal sightings to Mountaineer Ops on frequency 297.9. Request Bird Watch Conditions (BWC) through Tower 124.3 / 233.7 or contact Airfield Management at DSN 242-5250 during mission planning.

b. Phase I & II Bird Activity:

(1) Phase I - All dates not designated as Phase II.

(2) Phase II - Bird activity is increased during these months due to the migratory season. The primary threat during these periods consists of large quantities and more frequent concentrations of birds in all areas around the airfield. Aircrews must be aware of heavy migratory fowl during these times.

c. Bird Watch Condition - The following terminology will be used for rapid communication to disseminate bird activity information. Bird location should be given with the BWC code. As a guide, large birds are similar in size to waterfowl, raptors, gulls etc., while small birds are similar in size to terns, swallows, wrens etc.

(1) LOW - Bird activity on and around the airfield representing low potential for strikes. No restrictions. Normal operations.

(2) MODERATE -

(a) Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(b) Traffic Pattern. Traffic will be limited to initial take-offs and full-stop landings unless approved by the 167AW OG/CC. Low approaches are restricted to 500' AGL.

(3) SEVERE -

(a) Bird Activity on or immediately above the active

runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

(b) Traffic Pattern. All 167AW takeoffs or landing will be restricted to mission essential as determined by the 167AW OG/CC. The FDO may consider changing runways, delaying takeoffs and landings, diverting aircrafts, changing pattern altitude, etc.

(167 OPG-AS/167 OPG-AS FIL 18-886)

Edwards AFB (KEDW), CA

1. See FLIGHT HAZARDS - CALIFORNIA. Numerous flight test activity around Edwards (KEDW) and in the R2508 Complex preclude furnishing IFR separation.

a. Aircraft departing Edwards AFB (KEDW) on an IFR flight plan will maintain VMC until the boundary of the R2508 Complex.

b. Edwards AFB (KEDW) is not a suitable alternate except in cases of declared emergencies.

c. Use extreme caution for extensive Unmanned Aerial Systems (UAS) operations in the vicinity.
(412 OSS-OSAM/412 OSS-OSAM FIL 11-048)

2. ALL AIRCRAFT -

a. All non-assigned aircraft (military or civilian) landing Edwards AFB (KEDW) require PPR (no exceptions). PPR and airspace briefing required for all aircraft no exceptions, Edwards PPR Briefing located at <http://www.edwards.af.mil/home/r-2515-Airspace>. Transitions should be prior coordinated in advance with airspace manager DSN 527-2515. See IFR Supplement for PPR requirements. Contact Base Operations, DSN 527-2222/3571, C661-277-2222/3571.

b. Radio contact is mandatory. Prior to entry into R2515, contact SPORT. VHF-only aircraft must have 120.7 (tower) two-way capability and must indicate "VHF ONLY" as the first item in the remarks section of the flight plan. UHF/VHF dual equipped aircraft use UHF in the traffic pattern.

c. During period 1500-0100Z++ Monday-Friday, transient aircraft can expect full stop landing.

d. If by accepting all published rules and procedures governing the R-2508/R-2515 complexes, you may elect to be a "participant" and therefore must abide by all published rules and procedures governing the R-2508/R-2515 complexes. If you intend to be an IFR non-participating aircraft, inform Base Operations of your intentions. Either way, as the first item in your "remarks" section of your IFR flight plan indicate whether you are a "participant" or a "non-participant".

e. Non-base assigned aircraft with a wingspan greater than 172 feet require wing-walkers when taxiing on Taxiway Foxtrot between Taxiway Alpha and Bravo in the vicinity of aircraft shelters (Rows L-N).

f. Taxiing aircraft restricted to a wingspan of 110' or less on Ramp 2.

g. Taxiing aircraft are restricted to a wingspan of 60' or less on Ramp 3.

h. Taxiing aircraft are restricted to a wingspan of 60' or less on North Base Taxiway N1.

i. Rwy 04R-22L non-standard runway markings: three transverse white stripes 5' wide extending from pavement edge to edge, 4000', 4500', and 5000' from each end of the runway.

j. There are no approach lighting systems installed on the runways at Edwards AFB (KEDW).

k. Taxiway H limited to tow only.

l. Taxiway D limited to day VMC only; not lighted.
(412 OSS-OSAM/412 OSS-OSAM FIL 18-524)

3. CARGO AND PASSENGER SERVICE

a. Cargo aircraft requiring support must arrive prior to 0200Z++.

b. Space A travel into Edwards AFB (KEDW) is NOT recommended due to limited services. Passenger screening not available for Space A travel. Space A passengers must be briefed that Edwards AFB (KEDW) does not have a passenger terminal or base taxi for Space A passengers. Prior transportation arrangements from the base are mandatory. No dining, lodging, or transportation services within walking distance. Main gate is 6 miles away, and nearest civilian facilities (Lancaster, CA) are 35 miles away.

(AFFSA/AFFSA FIL 05-556)

4. ARRIVALS/DEPARTURES -

a. The preferred transient procedure is to be a VFR "Participant." This requires filing for entry/exit of the R2508 Complex using one of the boundary ingress/egress fixes published in the FLIP Enroute charts.

b. ARRIVALS - Upon penetration of the boundary of the R2508 Complex, aircraft shall automatically become VFR and be subject to the R2508 Complex operating procedures.

(1) Joshua or SPORT, will, upon request, provide heading and altitude guidance to avoid active special use areas.

(2) Radio contact must be established with Edwards Tower before proceeding closer than 8 NM to the main base runway. When on final, the published TACAN/ILS ground track and altitudes may be flown under visual conditions to facilitate orientation and avoid special use areas/patterns.

(3) Position reports are critical for sequencing of aircraft. Position reports are made with reference to predominant ground features. Commonly used reference points for Runway 22 are:

"2 NM (E or N) of the mines." Distance and direction from the open pit mines.

"At the TACAN." - 7 NM on final.

"E Lakeshore." - 5 NM on final (EDW 223/2)

"Mid Lakebed." - 3 NM on final. (EDW 223/4)

"Short final." - 1 NM on final (EDW 223/6)

c. DEPARTURES - Contact Ground Control for appropriate clearance, route and take-off instructions. Aircraft will maintain VFR to the boundary, then pick up their IFR routing and altitude as directed by ATC.

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d. North Base (K9L2) Rwy 06-24 (5998'x150'). Adhere to the following limitations:

- (1) All turns will occur on the concrete areas of the runway located at mid-field, approach and departure end.
- (2) If unable to exit at the center taxiway, aircraft must proceed to the departure end to initiate turn and exit mid-field.
(412 OSS-OSAM/412 OSS-OSAM FIL 18-495)

5. GENERAL -

a. Edwards AFB (KEDW) operates primarily under VFR. IFR operations are the exception and used only when weather precludes VFR operations.

b. An operational transponder with Mode C is required to fly in R2515.

c. Nonstandard features in the Edwards (KEDW) traffic pattern include:

- (1) Multiple entry points from the N and S to overhead and straight-in approach.
- (2) SFO patterns from overhead the field or 10 NM final by various aircraft (A-38, F-16) at different altitudes (6,500' to 12,000' MSL).
- (3) Simulated space shuttle, lifting body, and NASP approaches by T-38/F-16 aircraft from overhead the field at 18,000' to 24,000' MSL. These include high finals flown from 8 NM out from 9000' to 17,000' MSL.
- (4) Overhead traffic pattern is flown at 3800' MSL and VFR initial flown 1500' N of runway centerline due to steep straight-in-simulated flame out and shuttle approach to runway.
- (5) Pitot static calibration tower fly-bys flown at 100' to 200' AGL offset 3000' to the N of the runway along a black line commencing on the lakebed and extending along the runway. Speeds exceed 450 KIAS. Closed patterns are executed from the tower fly-by line.
- (6) S base runway pattern is 2800' MSL. S base runway is only 1 NM S of Edwards (KEDW) main base Rwy 04L-22R.
- (7) S and E portions of the Class D Airspace contain a high speed corridor and two bombing ranges. Do not fly more than 3 NM S of the main base runway while in the Class D Airspace.
- (8) Flight operations are conducted by numerous types of aircraft. Significant wake vortex hazard exists within the Edwards (KEDW) traffic pattern.

d. For information on Edwards AFB (KEDW) Rogers Lakebed Runways, consult the Airport Diagram in the DoD Flight Information Publication (Terminal) High or Low Altitude United States.

(412 OSS-OSAM/412 OSS-OSAM FIL 16-520)

6. LIGHT AIRCRAFT ROUTES/PROCEDURES. When visual conditions exist, all light aircraft (12,500 pounds gross weight, no turbojets) arrivals and departures will use VFR routes listed below unless otherwise cleared.

a. ROSAMOND ARRIVAL. Contact SPORT 1 NM east of Rosamond. Proceed east remaining directly over Rosamond Blvd. Maintain 3,300' MSL until past the east shore of Rosamond Dry

Lake, then descend to 2,800' MSL by Bend-in-the-Road. Be alert for Buckhorn arrivals/departures. Contact tower at bend in Rosamond Blvd and continue to track directly over Rosamond Blvd until 1/2 miles east of the Rod and Gun Club/Small Arms Range then:

(1) Main Base Arrivals: Continue to the Golf Course where route ends. Follow tower instructions to applicable runway maintaining 2,800' MSL.

(2) South Base Arrivals: After passing Small Arms Range, turn right heading 095° to General's Hill for transition to applicable runway pattern maintaining 2,800' MSL. Advise tower prior to crossing extended centerline of Runway 04-22.

b. ROSAMOND DEPARTURE. Main Base. Fly heading 270° at 2,800' MSL to the Golf Course, then:

(1) South Base. Fly heading 235° at 2,800' MSL. Crossing Lancaster Blvd, turn right heading 275° to intercept Rosamond Blvd, then:

(2) Maintain one quarter NM north of Rosamond Blvd. Contact SPORT abeam Golf Course. At Bend-in-the-Road initiate climb 3,300' MSL so as to be level by the east shoreline of Rosamond Lakebed. Continue to Rosamond.

CAUTION: Be alert for model airplanes north of Rosamond Blvd on Rosamond Dry Lake and Unmanned Aircraft System (UAS) activity extending 1 NM north of the road.

(412 OSS-OSAM/412 OSS-OSAM FIL 10-623)

c. LANCASTER BLVD ARRIVAL - Altitude 2800' MSL. Pilots shall not fly N of Avenue E (last major E/W surface street prior to turning N on 120th) without clearance from either Sport or Tower. When cleared, proceed within 1/4 NM E of Lancaster Blvd until abeam General's Hill Radar Tower to enter pattern at South or Main Base. Contact tower when instructed.

d. LANCASTER BLVD DEPARTURE - Departures may be from Main Base or South Base. Main Base fly W of General's Hill to proceed S within 1/4 NM W of Lancaster Blvd until clear of restricted area.

7. SPECIAL INTEREST -

a. CAUTION - Transient aircraft, in the VFR pattern, must exercise extreme caution when turning final to Rwy 04L-22R (Main Base) as not to align themselves with the South Base Rwy 06-24.

b. Do not overfly the rocket engine test site located 10 NM NE of the main base runway below 5,300' MSL.

c. Do not overfly the base housing area or base hospital located 3.5 NM NW of Main Base runway.

d. Transient fighter type aircraft can expect opposite direction taxi instructions. If unable to accept, advise Ground Control upon receipt of the instructions.

e. Civil aircraft operators must have approved AF Form 2401, Civilian Aircraft Landing Permit, on board the aircraft, or on file with Edwards (KEDW) Base Operations with identification number indicated on flight plan.

f. CAUTION - Aircraft should exercise caution when landing during or immediately following a rain event on Runway 06-24 North Base, Runway 22L-04R Main Base, Runway 22R-04L Main Base, and Runway 06-24 South Base. Pilots should use caution

while landing on the runway when pavement is saturated by rainfall. Pilots should expect reduced braking performance in areas where water is ponded and the surface appears glassy smooth.
(412 OSS-OSAM/412 OSS-OSAM FIL 14-276)

Eglin AF AUX Nr 3

See Duke Fld (KEGI), FL

(AFFSA/AFFSA)

Eglin AFB/Destin-Ft Walton Beach Arpt (KVPS), FL

1. WARNING - Wind shear conditions may exist (on Rwy 12 and 19) through short final approach and touchdown, which are prevalent, undetectable by ground sources, and often unreported. Obstruction to Meteorological (MET) observations occur where the tree line obstructs the weather technicians view from approximately NW through NNE, including the approach ends of Rwy 12 and 19. During Rwy 12 and 19 usage, weather observation winds are measured from Rwy 12. No drag chutes available, repack available 1300-2200Z++ Monday-Friday except holidays. All foreign refuse bags for incineration will be in 15 pound bags or less. No fleet service. Cargo aircraft support: Cargo support is available from 1300-2200Z++ Monday-Friday except holidays. On call upload/download support is available 24 hours daily with prior coordination with the Air Freight Terminal, DSN 872-2124/3168. C-5 use runway as taxiway. Prior coordination required for C-5 operating on N/S parallel taxiway. Plan arrival prior to 1400Z++, between 1830-1930Z++ or after 2300Z++ due to extensive training and testing with all types of camouflaged aircraft operating at various altitudes and airspeeds. Arrivals expect radar box pattern due to limited airspace. Due to extensive activity in limited airspace, transient aircraft can expect full stop landing during normal flying hours. Expect 30 minute approach/departure delay. Indicate in flight plan if landing destination is on auxiliary field. Several runways at Eglin complex in use at same time. Ground handling/service checklist and drop tank/landing gear safety pins required. A6, A37 expect take-off on Rwy 12-30. Departing aircraft will not exceed 1000' AGL before they clear the field boundary. IFR arrivals file via CORKY intersection. COMSEC documents not available for issue. Heavy aircraft departure procedures due to turbulence problems. Heavy aircraft (C-130, C-9, C-141, C-5, etc.) departing Rwy 01 or 30 will pull down 700'. If insufficient runway remains on Rwy 01, then Rwy 30 should be used. If operations necessitate entire runway, coordinate with tower prior to taxi.

(AFFSA/AFFSA FIL 07-119)

2. Inbound aircraft may request direct routing via Radar vectors from ATC when 35-40 NM from DWG, Warrington TACAN, direct routing will be approved contingent upon range activity within the restricted/warning areas in the Eglin (KVPS) complex. DD Form 1801 Flight Plans must be filed at least 1 hour prior to proposed departure time.

3. Use of SCR-718 Radio Altimeters by U.S. military aircraft within 200 NM radius of Eglin AFB (KVPS) is prohibited without prior coordination with the Gulf Area Frequency Coordinator, Eglin AFB (KVPS), DSN 872-4416.

4. NAVY AIRCRAFT - Resetting the BAK-12 after engagement will require closing the runway for 45 minutes.

(46 OSS-OSAO/46 OSS-OSAO FIL 07-864)

5. Flight Line Vehicle Passes: No privately owned vehicles are authorized on the flight line at Eglin AFB. Temporary flight line passes for temporary duty rental/contractor vehicles will be

issued at Base Operations, Building 60, DSN 872-5313, C850-882-5313. Passes will only be issued to those military/DoD temporary duty personnel possessing a valid AF Form 483, Certificate of Competency, authorizing them to drive on the flight line at their home station. Contractors must present a valid stateside driver's license. All personnel requesting temporary flight line passes will receive a 15 minute briefing.

(AFFSA/AFFSA FIL 04-350)

6. Eglin AFB (KVPS) Auxiliary Fields Numbers 1, 2, 4, 5, 7 and 8 are classified and marked as closed and abandoned. Pavements on these airfields are not maintained to any criteria and should be considered unsuitable for aircraft use. Any mission planning/tests for use of these Auxiliary Fields that may include use by aircraft requires prior site visit and/or clearance through HQ, AMC, Scott AFB (KBLV) as applicable. Exceptions are Auxiliary Fields Numbers 1, 6 and 7 have certified Landing Zones (LZ) located on the closed/abandoned runway surfaces. AMC's ZARS database includes a listing of all the LZ/DZ's located on the Eglin Range complex at:

<https://afkm.wpafb.af.mil/asps/cop/opencop.asp?filter+oo-op-am-40>. User will provide lighting covert/overt as well as being NCG capable, approval from Eglin scheduling through CSE required for Auxiliary Fields Numbers 1 and 6.

(46 OSS-OSAM/46 OSS-OSAM FIL 17-961)

7. Hi mid-air potential, exercise extreme vigilance. Destin-Ft Walton Beach (KDTS) is an uncontrolled airport located 6 NM SE of Eglin AFB (KVPS). Hi volume of general aviation aircraft. Local hi-density traffic areas and restricted airspace-special operating rules apply-prior to arrivals/departures all users review information at <http://www.flydts.com/resources/MACA-Pamphlet-Mar-07.pdf>. Aircraft flying within 2 NM of Destin-Ft Walton Beach (KDTS) at or below 1000' may not be monitoring Eglin Approach frequency. Special Air Traffic Rules apply; see Part 93.83 Special Air Traffic Rules. Hi volume of Navy T34 and B06 training aircraft near CEW VORTAC.

(46 OSS-OSAM/46 OSS-OSAM FIL 12-906)

8. BIRD AIRCRAFT STRIKE HAZARD (BASH)

a. All personnel utilizing Eglin AFB (KVPS), the Range Complex, AUX Fields and aircrew must report all bird strikes and are strongly encouraged to report any bird sightings that pose probable hazards to flying to a controlling agency. Additionally, aircrew will adhere to warnings reported on the Automatic Terminal Information Service (ATIS), Improved Weather Dissemination System (IWDS), Aviation Hazard Advisory System (AHAS), AM Operations, and/or the command post for current Bird Watch Condition (BWC). If an aircrew observes or encounters any bird activity, while in flight, that constitutes a hazard to flight safety, the aircrew shall notify one or all of the following: Eglin Supervisor of Flying (SOF), control tower, Eglin Radar Control Facility (ERCF), mission controller or the Range Control Office (RCO).

b. Information should include the following:

- (1) Aircraft call sign.
- (2) Altitude of birds.
- (3) Approximate number of birds.
- (4) Type of birds, if known.
- (5) Location/direction of flight or roost.
- (6) Local time of sighting.

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c. BWC/Range Complex SEVERE. There is a high bird population on the active runway or other specific locations that represent a high potential for strike. As a general rule, 6 large birds or 30 small birds in the arrival/departure corridor should be considered a SEVERE BWC. At either airfield, the following operational limitations are in effect with BWC SEVERE:

(1) Landings. Only one approach to a full-stop landing is permitted.

(2) Takeoffs are prohibited without 46 OG/CC or higher approval. If approved, no formation takeoffs are permitted.

(3) Pattern. Aircraft will hold (fuel permitting) until the hazards no longer exist. The SOF will consider closing the overhead pattern if that will minimize the risk to the observed bird activity.

(4) The Eglin SOF shall consider delaying departures/arrivals and aircraft diverts. The Tower Watch Supervisor (WS) may consider changing runways. If a hazard is confined to a specific location that would allow safe operations to the adjacent runway, the Tower WS and/or SOF may decide to continue operations to the hazard free runway. Example:

Numerous birds on approach end of Runway 12 with no bird hazards effecting Runway 19, the SOF and/or Tower WS may transition all traffic to Runway 19.

(5) If the BWC is declared SEVERE in the range complex, a specific area and altitude will be identified and the area will be avoided by all flights using the range.

(6) BWC/Range Complex MODERATE. Increased bird population in locations which represent an increased potential for strike but does not constitute BWC SEVERE. This condition requires increased vigilance by all agencies, supervisors and aircrew. Traffic patterns shall be limited to the minimum training requirements. Pilots will be particularly cognizant of bird activity when on final and will avoid low, flat approaches. If BWC Moderate is declared in the Eglin Range Complex, flight leads will change event order or amend altitudes to minimize the hazard.

(7) BWC/Range Condition LOW. Used during normal bird activity on and above the airfield with low probability of hazard. BWC low is declared when bird activity is no longer observed following the declaration of a SEVERE or MODERATE BWC. No restrictions on flying operations.

d. All personnel discovering a bird strike will initiate AF Form 853, Air Force Bird Strike Report, and notify the Maintenance Operations Center (MOC) and AM Ops.

e. CAUTION –

(1) BASH PHASE I – June through September is designated as Phase I. Wildlife activity is generally LOW during these periods with the primary threat resulting from occasional concentrations of cattle egrets, Mississippi Kites, doves, deer, coyotes and raccoons on and around the airfield.

(2) BASH PHASE II – October through May is designated as Phase II. Wildlife activity is increased during these periods due to the migratory season. The primary threat during this period consists of larger concentrations of doves, crows, starlings, vultures, killdeer, hawks, American Kestrels, Mississippi Kites, robins, purple martins and swallows. Occasional flocks of gulls and pelicans may be observed in the immediate vicinity of,

or around the airfield areas. Expect short notice Bird Watch Conditions (BWC) MODERATE or SEVERE at any time during these periods. Wild Turkey and coyotes may also frequent the area from March through June.

(3) Aircrews are encouraged to report to Base Operations, all bird strikes and bird sightings that pose a probable hazard to flying. Monitor ATIS, contact Base Operations or Command Post for current Bird Watch Condition.

(46 OSS-OSAO/46 OSS-OSAO FIL 10-128)

Eielson AFB (PAEI/EIL), AK

1. Avoid small arms range located 2.5 NM NE of the approach end of Rwy 32. Small arms range active 1700-0100Z++ weekends, other times by advisory.

(354 OSS-OSAM/354 OSS-OSAM FIL 11-110)

2. Air Terminal Operations, to include the Passenger Terminal, Air Freight Terminal and Fleet Services, is a contract operation. Hours of operation are 1630-0030Z++ weekdays. Fleet Service is limited to an LST truck.

(AFFSA/AFFSA)

3. Transient aircrews must call Base Transportation at least 24 hours prior to estimated time of arrival at DSN 317-377-1843 (fax DSN 317-377-2972) for all U-Drive-It and transportation requests. During Red Flag Alaska exercise season (March-September), expect limited U-Drive-It vehicles. However, every aircrew will be provided transportation.

(354 OSS-OSAM/354 OSS-OSAM FIL 11-110)

4. CAUTION

a. BASH PHASE I - All dates not designated as Phase II.

b. BASH PHASE II - Migratory season when the bird activity is heaviest. Phase II months are April, May, August and September. Dates are subject to change with the migratory season. See NOTAM for updates. During periods of standing water on the airfield, gulls, ducks, geese and other birds pose a significant hazard to aircraft. Report all bird and animal strikes on or in the vicinity of Eielson (PAEI/EIL) to airfield management at DSN 317-377-1861, PTD (Pilot to Dispatch) of 354 FW/SE (Wing Safety) at DSN 317-377-4110. Moose have been spotted on or near the runway environment all hours of the day. Moose movement is particularly intense during sunrise and sunset periods.

(354 OSS-OSAM/354 OSS-OSAM FIL 09-588)

5. Transient crews air file flight plans with ARTCC if they intend to divert. Otherwise expect to follow guidance set forth in General Planning and provide a hard copy flight plan to Airfield Management.

(AFFSA/AFFSA FIL 04-182)

6. Arctic gear is strongly encouraged due to extreme cold temperatures October 1 - March 31.

7. Aerodrome closed federal holidays. Call Airfield Management DSN 317-377-1861 for approved closure dates.

(354 OSS-OSAM/354 OSS-OSAM FIL 13-626)

8. TAXIWAY AND RAMP RESTRICTIONS

a. Heavy aircraft required to park on Twy Golf. Be advised ARFF support is reduced/limited due to no fire sustainment equipment in the vicinity.

(354 OSS-OSAM/354 OSS-OSAM FIL 18-868)

El Centro NAF (KNJK), CA

1. CAUTION - Imperial County Airport (IPL) 4.5 NM E, Rwy 08-26 and Rwy 14-32. Numerous VFR General Aviation aircraft.
2. CAUTION - Numerous crop duster aircraft in the vicinity of El Centro NAF (KNJK).
3. Large four engine transport aircraft (C-141, C-5 and C-130) taxi with outboard engines in idle thrust or shutdown whenever practicable to reduce foreign object damage.
4. Sherwood Forrest parachute jump zone is located 1/2 NM NNW of Rwy 08-26.

(USN/NAVFIC)

Elizabeth City CGAS Rgnl (KECG), NC

1. NOISE ABATEMENT PROCEDURES - Strict compliance with the following noise abatement procedures will be followed by all aircraft unless controller instructions or safe procedures consistent with the aircraft flight manual for your aircraft dictate otherwise.
2. Acft dep Rwy 01 and 28 expect climb to 1500' MSL prior to turning on course.
3. VFR FLIGHTS - Avoid overflying the large white house located on the SW edge of airfield. Fixed wing traffic fly runway heading on Rwy 28 until departure end prior to turning crosswind.
4. DoD training flights are restricted to the following time periods: 1200-0200Z++ Monday-Saturday, 1700-2100Z++ Sunday and holidays. Military fixed wing aircraft use 1500' MSL pattern altitude. Rotary wing traffic 1000' pattern altitude.

(USCG/USCG)

5. DoD TURBOJET AIRCRAFT - Full stop landings only; PPR required. Practice instrument approaches, touch-and-go landings and traffic pattern work prohibited.

(USCG/USCG FIL 2011-4)

6. All military traffic utilize Rwy 10-28. Military traffic is prohibited from using Rwy 01-19, except for emergencies.

(USCG/USCG)

7. Hover taxi prohibited on USCG ramps for all wheeled rotary wing aircraft.

(USCG/USCG LTR 05-0228)

8. CG Air Station conducts fixed-wing and helicopter Night Vision Goggle operations.

(USCG/USCG FIL 2011-25 AUG)

Ellington (KEFD), TX

1. No USAF weather forecast available. CAUTION - High seagull bird strike potential during periods of rain and low visibility. Deer in vicinity of runway. Unlighted sod areas in parking ramp. Aircraft requiring maintenance will be recovered by home station. Some taxiway and portions of ramp not stressed for heavy weight aircraft. VFR traffic request Stage II Radar Service. Noise abatement procedures in effect. High altitude IFR aircraft request and expect published jet penetration. La Porte Municipal (T41), Rwy 22, 5 NM NE can be mistaken for Ellington (KEFD), Rwy 22.

(NFDD 223-18,2012)

Ellsworth AFB (KRCA), SD

1. CAUTION -

a. Numerous large aircraft in vicinity of final approach fix Rwy 31. Minimum climb rate exceeds 200 (FPM), refer to Standard Instrument Departure (SID) climb criteria. C-135 aircraft take-off GWT limited to high pressure altitude and rising terrain obstacle clearance for Rwy 31. Uncontrolled vehicular traffic on ramps and taxiways. Radio blind spot at the turn from Taxiway A to the approach end of Rwy 13. Use caution on approach to landing; light colored surface does not contrast with surface terrain and is a significant hazard in snow conditions. Oversize tiedown/ground points on TA ramp.

b. REDUCED BRAKING PERFORMANCE - Use caution while landing on the Rwy 13-31 touchdowns when pavement is saturated by rainfall. Expect reduced braking performance in the 13-31 touchdown areas where water is ponded and the surface appears glassy.

c. Visibility limited northeast to southeast due to buildings. Runway 13-31 Runway Visual Range (RVR) equipment unserviceable. From the observation point, weather technicians are unable to see the touchdown zone of both runways. AWOS has limited visibility capabilities when in automated mode: weather station augments for visibility 3 SM or less when airfield is open.

d. Crane erected 100 feet tall, coordinates: 44°08'58.45"N, 103°04'23.62"W. daily 1300- 2300Z++.

e. 8' airfield perimeter fence located in northwest corner of the airfield penetrates clear zone, graded area, and primary surface.

f. Airfield does not have required deceptive surface markings.

g. Extreme magnetic disturbance on run-up pad for Rwy 31.

h. The following terrain areas violate max 10% grade requirement IAW UFC 3-260-01:

(1) Area S Rwy 31 in the clear zone (44°07'44.7"N, 103°05'15.7"W) longitudinal/transverse slopes 20%/32%.

(2) Area NE Alert Apron R rwy lateral clearance zone (44°07'52.6"N, 103°05'25.1"W) longitudinal/transverse slopes 15%/20%.

(3) Area E Rwy/N of Twy F in Rwy lateral clear zone (44°09'25.3"N, 103°06'58.3"W) transverse slope 11%.

(4) Area NW in clear zone (44°09'07.5"N, 103°06'56.2"W) transverse slope 29%.

(5) Area N Rwy 13 in NE corner of clear zone (44°09'39.0"N, 103°07'08.4"W) longitudinal/transverse slopes 22%/12%.

i. Taxiway A South between Taxilane A and Taxiway B does not have edge lights, use caution during hours of darkness and restricted visibility.

(OSS-OSAA/28 OSS-OSAA FIL 19-375)

2. TAXIWAY AND RAMP RESTRICTIONS -

a. Bomber Alert Apron and Taxiway Hotel temporarily closed.

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- b. Parking spot 33, 42, and 43 closed.
 - c. 60 Row restricted to aircraft ground equipment (AGE) only. No aircraft movements authorized.
 - d. Parking Spots 25 & 26 closed.
 - e. Taxiway Foxtrot restricted to B-52 aircraft.
(28 OSS-OSAA/28 OSS-OSAA FIL 18-705)
 - f. Spot 72 restricted tow ops due to pavement deficiencies.
(28 OSS-OSAA/28 OSS-OSAA FIL 19-186)
3. No hangar storage. No drag chutes available.
(28 OSS-OSAA/28 OSS-OSAA FIL 19-146)
4. Aircraft should not fly within 5 NM of Devils Tower National Monument.
(AFFSA/AFFSA)
5. All aircraft maintain at or above 7700' and 2640' horizontal separation in the immediate vicinity of Mt. Rushmore.
(AFFSA/AFFSA FIL 06-887)
6. CUSTOMS is available for 28 BW and military support aircraft only. Ellsworth AFB (KRCA) is effectively closed to receiving international flights with civilian aircrews and/or personnel.
(AFFSA/AFFSA FIL 04-33)
7. Ellsworth AFB (KRCA) Class D airspace. That airspace extending upward from the surface to and including 5,800' MSL and within 5.9 mile radius of Ellsworth AFB (KRCA) to Rapid City Regional (KRAP) 4.4 mile radius, excluding that airspace south of a line between the intersection of the Ellsworth AFB (KRCA) 4.7 mile radius and the Rapid City Regional (KRAP) 4.4 mile radius. This Class D airspace is effective during the specific dates and times established in the IFR Supplement and Airport Facility Directory.
(AFFSA/AFFSA FIL 06-422)
8. Bird Aircraft Strike Hazard (BASH)
- a. BASH -
 - (1) PHASE I - All months not designated as Phase II. Wildlife activity is generally LOW during this period. Potential wildlife threats include coyotes, fox, sparrows, hawks, and waterfowl. The base golf course lake attracts over 500 wintering waterfowl between November and April.
 - (2) PHASE II - In effect March-April and October-November. The primary threat is from Canada geese, snow geese, sand hill cranes and multiple species of ducks. Expect Bird Watch Conditions to change to MODERATE or SEVERE at any time during PHASE II.
 - (3) An increased potential exists May through August for bird strikes involving perching birds such as sparrows and larks feeding on and near the airfield.
 - b. BIRD WATCH CONDITIONS -
 - (1) Bird Watch Condition LOW. Normal bird activity on and above the airfield with a low probability of hazard.
 - (2) Bird Watch Condition MODERATE. Concentrations of birds observable in locations that represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) Bird Watch Condition SEVERE. Heavy concentration of birds on or immediately above the active runway or other specific locations representing an immediate hazard to safe flying operations. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under Condition SEVERE. Monitor ATIS or Airfield Management for Bird Watch Condition updates.

9. Unable to de-ice C-5 and C-17 aircraft tails due to limited equipment reach.
(28 OSS-OSAA/28 OSS-OSAA FIL 18-151)

Elmendorf AFB (PAED/EDF), AK

1. RESTRICTIONS -

a. AMC flight must have cargo pre-approved through 732 AMS/ATOC at DSN 317-552-2104.

b. Heavy aircraft expect Runway 06 departure. If unable to comply, must coordinate with Base Operations prior to engine start.

c. Taxiway Restrictions

(1) Taxiway D from Taxiway N to Taxiway D3 limited to acft wingspan of 138' or less.

(2) Taxiway N between N2 and N4 are limited to aircraft with wingspan of 140' or less. Taxiway N between N2 and N3 is limited to 94' only when fighter aircraft are parked on Red Flag West Ramp.

(3) Intersection of Taxiway J and Taxiway B limited to acft with wingspan 152' or less.

(4) Taxiway J from Taxiway M to Taxiway B limited to aircraft with wingspan of 152' or less.

(5) Taxiway J from Taxiway D to Taxiway K restricted to aircraft with wingspan of 185' or less.

(6) Taxiway D from Taxiway N to Taxiway D3 limited to acft with wingspan of 138' or less when aircraft parked on blue ramp.

(7) Taxiway K restricted to aircraft with wingspan of 185' or less (C17 or smaller).

(8) Taxiway R and Taxiway U, East of Runway 16-34 limited to aircraft with wingspan of 185' or less (C-17 or smaller).

(9) Taxiway Papa is restricted to Aero Club use only.

(10) Weight Restriction: Taxiway November from Taxiway Bravo to the West Ramp is restricted to C130s (161K), C135s (269K) or less. Please contact Airfield Management (DSN 317-552-2107) for waiver requests.

(11) Parking locations: DV1, DV3 and Ops Ramp restricted to aircraft with wingspan of 136 feet or less.

(12) Taxiway N2 is closed.

(13) Taxiway N3 is closed.

d. LIGHTING

(1) Taxiway P does not have edge lights, use caution during hour of darkness and restricted visibility.

(2) Taxiway J between Taxiway B and Taxiway M does not have edge lights, use caution during hour of darkness and restricted visibility.

(3 OSS-OSAA/3 OSS-OSAA FIL 19-115)

2. COMSEC - Airfield management no longer receives or issues COMSEC material. Airfield management does not have COMSEC storage capabilities. All Top Secret Storage request will have to be pre-coordinated through the 11AF SSO office at DSN 317-552-2287 or C907-552-2287.

(3 OSS-OSAA/3 OSS-OSAA FIL 15-581)

3. SOAP - Available through 3 EMS.

4. CUSTOMS - Customs office is located at Ted Stevens Anchorage Intl (PANC/ANC). Agents drive to Elmendorf AFB (PAED/EDF). No-notice aircraft that require Customs can expect a minimum 1 hour delay.

a. Aircraft departing Canada contact FSS that services departure airfield and ensure an inbound message is sent to Elmendorf AFB (PAED/EDF) Base Operations (PAED). Update 90 minutes prior to arrival.

5. Heavily congested airspace, see FAR Part 93 and Alaska Supplement for additional information. Reduced altitude separation (300') in Rwy 06 approach corridor may produce increased Traffic Collision Avoidance System (TCAS) warnings.

(3 OSS-OSAM/3 OSS-OSAM FIL 10-979)

Fairchild AFB (KSKA), WA

1. CAUTION -

a. Approach lighting plane for Runway 23 is unprotected from vehicle traffic under VFR conditions.

b. Apron boundary marking behind spots 56-60, south of Hangars 3 and 4 are improperly sited use caution.

c. Expect delays for Runway 05 "CAT II" ILS requests when snow removal is in progress.

d. Fairchild ARFF is CAT 4, able to support CAT 3, 2, and 1 aircraft. CAT 5 and 6 aircraft ARFF is Reduced Level of Service.

e. Mowing operations within 100 feet of runway and taxiways from May-October.

f. Non-standard aircraft KC135 wingtip training lines located at the intersection of Taxiway Foxtrot and Taxilane Juliet.

g. Taxilane Juliet between Taxiway Charlie and Taxiway Golf does not have edge lights, use caution during night time use and reduced visibility.

h. Taxiway edge lights are located greater than 10 feet from the edge of the full strength pavement on Taxiway Echo and Taxiway Foxtrot at the intersection of Taxilane Juliet on the north side.

i. Taxiway information/guidance signage is set-back further than required.

j. Obstruction lights on wind cones located at Runway 23 glide slope, Runway 05 glide slope and Taxiway D (RWY-P) are dim when runway edge lights are on STE 1 and 2. Obstruction lights are operational on step 3.

k. Wind cone between Taxiway G and Taxiway H is for daytime VFR rotary operations only and unlighted.

l. Centerline, VFR holdlines, INST holdlines Retro-Reflectivity obscured on all TWY's and Parking Aprons.

(92 OSS-OSAA/92 OSS-OSAA FIL 19-317)

2. RESTRICTIONS -

a. 116 ANG (RC26) aircraft will not conduct engine runs in front of Hangar 1029. Engine runs will be conducted on Spots 38, 39 or 47 when requested.

b. 50's, 60's, and 80's Apron limited to aircraft with a wingspan of 131 feet or less.

c. Aerodrome unable to support aircraft transporting more than 32,000 pounds class 1.1 to 1.3 explosive cargo.

d. Aerodrome unable to support fighter/bomber aircraft with general purpose bombs and/or missiles.

e. Aircraft configured with explosives are not authorized. Cargo aircraft transporting explosives are authorized.

f. Apron edge marking west of parking spots 1 and 2 in the X-mas Tree parking apron improperly sited. Aircraft with a wingspan greater than 131 feet should use wing walkers when moving around the apron.

g. AERODROME C5 aircraft are limited to using Taxiways Papa, Alpha, Charlie, Delta, Foxtrot and Golf between the runway and Taxiway Papa. Authorized parking areas are Spots 33-37 and R8. All other parking requests require coordination through the airfield manager.

h. Do not deviate from taxilane and taxiway centerlines.

i. Helipad 1 is for daytime and VFR use only.

j. Parking spot 100 restricted to engine run only. No aircraft taxiing on/off permitted.

k. Parking spots 1-11, 15-24, 45, 46, 47, 51-55, 61, 84-86, and 100 are push back and taxi off.

l. Parking spots 25-30 and, 50 closed.

m. 80s aprons spots 82/83 restricted to MGW of 210K lbs. Prior coordination with AFM required prior to parking on spots 82/83. Spots 84-86 no restrictions.

n. Taxilane Juliet between Taxiway Charlie and Spot 44 closed when aircraft are parked in front of Hangar 1037 to taxiing aircraft, towed aircraft require prior coordination and approval by Airfield Management.

o. Taxilane Juliet between Taxiway Charlie and Taxiway Delta limited to aircraft with wing span of 169 feet or less when helicopters are operating in front of Hangar 1029.

p. Taxilane Juliet between Taxiway Echo and Taxiway Foxtrot closed when aircraft are parked in front of hangars 1015, 1017 and 1019 to taxiing aircraft, towed aircraft require prior coordination and approval by Airfield Management.

q. Taxilane Juliet between Taxiway Golf and Taxiway Foxtrot closed when aircraft are parked in front of Hangars 1003 and 1007 to taxiing aircraft, towed aircraft require prior coordination and approval by Airfield Management.

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r. Taxilane Juliet between Taxiway Golf and Taxiway Foxtrot limited to aircraft with a wing span of 169 feet or less when helicopters are operating in front of Hangar 1005.

s. Taxilane Juliet between Taxiway Golf and Taxiway Hotel closed when aircraft are parked on Spots 13 and/or 14.

t. Taxiway Alpha restricted to aircraft with a wingspan of 169 feet or less when aircraft is parked on Spot R5.

u. Spot 37 closed. Spot 37 is available for use with prior coordination and approval by Airfield Management.

v. Taxiway Echo North of Taxilane Juliet limited to aircraft with a wingspan of 131 feet or less.

w. Taxiway Foxtrot North of Taxilane Juliet limited to aircraft with a wing span of 131 feet or less.

x. Taxilane Juliet between Taxiway Charlie and Taxiway Delta limited to aircraft with wingspan of 131 feet or less, when aircraft are parked on spots 41 and 42.

y. Transient helicopter parking restricted to Spots 33-44 and Spot 47.

z. When spot 47 is closed, rotary operations available at pilot's discretion when RCR is nil, poor, or closed.

aa. Taxiway Echo (Taxilane J-50/60 apron) use inboard engines when taxiing between Taxilane J-50/60 apron due to high FOD potential.

ab. Hangar 1001, 1009 and 1013 no longer able to support aircraft to include parking aircraft within or in front of the hangars.

ac. Taxiway Foxtrot (Taxilane Juliet to 50/60's apron) use inboard engines when taxiing between Taxilane Juliet to 50/60's apron due to high FOD potential.
(92 OSS-OSAA/92 OSS-OSAA FIL 19-229)

3. NOISE ABATEMENT PROCEDURES - All aircraft avoid the following areas:

a. Medical Lake Hospital

b. City of Spokane (below 5000' MSL), unless directed by Spokane (KGEG) Approach. Helicopters are authorized to fly at or above 500' AGL as required for mission accomplishment.

c. Parking lots located on the south side of the airfield and the Air Force survival school buildings.

d. Base housing area

e. Airway Heights School directly S of the Airway Heights green and white water tower.
(92 OSS-OSAA/92 OSS-OSAA FIL 18-239)

4. No drag chute service available for fighter aircraft. Simulated flame-out procedures not available.

(AFFSA/AFFSA)

5. Weather balloon launches 1200Z++ and 0001Z++ daily, 5.5 NM N of field.

(AFFSA/AFFSA)

6. COMSEC -

a. Availability - Combat Crew Communications maintains a limited amount of COMSEC material for issue to transient aircrews. Aircrews must present their AF Form 4168 and AFCOMSEC Form 9 before COMSEC material can be issued. Aircrews should arrive with enough/all COMSEC required to complete their mission.

b. Storage Requirements - Airfield Management has limited storage capability up to/including SECRET. Command Post can store classified material up to/including TOP SECRET.
(92 OSS-OSAA/92 OSS-OSAA FIL 10-378)

7. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. Fairchild AFB (KSKA) - BIRD WATCH CONDITIONS - Local bird hazards include seagulls, crows, ducks, and geese. Bird concentrations are along the S side of the runway and off the approach ends (due to water reservoirs). AMC's MODERATE and SEVERE Bird Watch Condition hazard guidance applies to AMC operations. Air traffic control will keep airfield users advised of the current Bird Watch Condition Code and the status of AMC operations, however, for other than AMC aircraft, continued operations are at their own discretion and in accordance with their command directives. In addition, the airfield will not be closed for a SEVERE bird hazard condition. The following defines the condition codes and actions:

(1) LOW - Sparse bird activity within the designated infield area to include the departure/arrival corridor.

(2) MODERATE - Concentrations of 5-15 large birds or 15-30 small birds observed in locations that represent a probable hazard to safe flying operations. ACTION: Initial take-off and final landing allowed only when departure and arrival routes avoid identified bird activity. Additionally, local IFR/VFR traffic pattern activity ceases.

(3) SEVERE - Heavy concentrations of birds (more than 15 large or 30 small birds) on or above the runway, taxiways, infield areas, and departure or arrival routes. ACTION: All arriving/airborne aircraft will proceed to a holding fix. All takeoffs, approaches and landings are prohibited without the express approval of the applicable operations Group Commander.

(4) BASH Phase I - Implemented year-round.

(5) BASH Phase II - The high bird potential hazard time period of the Bird Aircraft Safety Hazard program is in effect annually from April to May and November to December.
(92 OSS-OSAA/92 OSS-OSAA FIL 18-667)

Fallon NAS (KNFL), NV

1. VFR DEPARTURE PROCEDURES -

a. RWY 31L/R - Immediately after reaching the upwind end of Runway 31, turn right heading 040 and maintain a positive rate of climb for noise abatement. DO NOT OVERFLY THE MAGAZINE AREA. Maintain heading until crossing the NFL 360 radial, then proceed on course. If applicable, deselect afterburners at end of runway and climb as quickly as possible for noise abatement.

b. RWY 13L/R - Fly runway heading and maintain a positive rate of climb until passing 9,000' MSL, then proceed on course. To avoid restricted areas, turn on course prior to eight DME.

c. RWY 25 - Fly runway heading until clear of the traffic pattern then turn left. Maintain a positive rate of climb until passing 9,000 MSL, then proceed on course. Avoid R-4803 and R-4810.

d. RWY 07 - Maintain a positive rate of climb until passing 9,000' MSL, then proceed on course.
(USN/NAVFIL FIL 0002-13)

2. INSTRUMENT DEPARTURES - All aircraft are enjoined to use a Standard Instrument Departure (SID).

3. ARRIVAL PROCEDURES -

a. GENERAL -

(1) Due to high mid-air collision potential, in the vicinity of VFR initials, use of Approach sequencing is highly encouraged.

(2) Prop/Turboprop or Jet Transport contact the Tower 15 NM out or as directed by Approach.

(3) Jet tactical aircraft establish contact with the Tower at 10 NM out or as directed by Approach.

(4) Instrument traffic request the overhead 360 will be provided approved separation until reaching the initial at which time radar service will be automatically terminated.

(5) "Break" speed is 250 Kt unless a greater airspeed is required to maintain safe maneuverability.

b. RWY 31L/R - Initial (NFL TACAN R-130/6 DME) at 7600' MSL, descending to 5500' MSL at the break. Left break: the Tower will issue the landing runway when at the 180/abeam position. Formations may request/be instructed to "split the duals".

c. RWY 13L/R - Initial (NFL TACAN R-335/6 DME) heading 180° at 7600' MSL, fly S of Rattlesnake Hill (5 NM N of Fallon NAS (KNFL)) and intercept the extended centerline, descending to 5500' MSL at the break. Left break: the Tower will issue landing runway when at the 180/abeam position. Formations may request/be instructed to "split the duals".

d. RWY 25 - Initial (NFL TACAN R-070/6 DME) at 7600' MSL, descending to 5500' MSL at the break. Left break.

e. RWY 07 - Initial (NFL TACAN R-090/6 DME) heading 260° at 7600' MSL, descending to 5000' MSL entering right downwind.

4. ARRESTING GEAR - Close proximity of arresting gear to the approach end of Rwy 13L-31R (952') and high field elevation coupled with high approach speeds (i.e. No flap/No slat) could result in a severe mishap during arrested landing. Aircrews must fully understand the effect of wind, temperature, high elevation and arresting gear placement on arrested landing. The pilot in command must consider all the factors when considering optimum runway/type recovery in an emergency situation.
(USN/NAVFIL FIL 06-076)

5. NOISE ABATEMENT PROCEDURES - Fallon NAS (KNFL) employs stringent noise abatement procedures and strictly enforces all speed, altitudes and routing restrictions.

a. All aircraft shall contact Operations Duty Officer, DSN 890-2419/2458, C775-426-2419/2458 for brief on noise sensitive areas prior to filing VFR flight plan in or out of Fallon NAS (KNFL).

b. Use minimum power in the traffic pattern consistent with flight safety.

c. Climb as rapidly as possible after take-off to pattern/assigned altitude.

d. Refrain from descending below the standard glidepath for landing.

e. Intersection take-offs will not normally be approved on Rwy 13R-31L or Rwy 13L-31R unless tactically necessary for expeditious launching of aircraft.

f. Rwy 31L/R departures shall turn right heading 040° immediately after reaching the upwind end of the runway and shall maintain a positive rate of climb.

g. Afterburners shall be de-selected at the upwind end of the runway.

h. Avoid overflight of Navy housing areas to the maximum extent possible.

i. Use of the high-power turn-up pad is limited to published airfield operating hours.

j. Straight-in approaches only all day Sunday and holidays.
(USN/NAVFIL FIL 0129-12)

6. BIRD ACTIVITY -

a. Lahontan Valley (in which Fallon NAS (KNFL) is located) is designated as a Reserve of Hemispheric importance by the Western Hemispheric Shorebird Reserve Network. The Fallon NAS (KNFL) area lies along the Pacific Flyway for migratory birds.

b. The Stillwater Wildlife Management Area (10 NM NE of Fallon NAS (KNFL)) is a waterfowl stop on the Pacific Flyway. The area supports peak numbers of 200,000 ducks, 6000 geese and 8000 whistling swans. Fall migrations to California occur from October-December. Return migrations in the spring to nesting grounds in Canada occur from mid-January to March.

c. Ninety-five percent of the snow geese that migrate through Nevada stage at Carson Lake (5 NM S of Fallon NAS (KNFL)) in the fall and spring.

7. WEATHER HAZARDS - During spring/fall low level windshear occurs and obscured visibility with blowing sand. Normally, when these conditions occur, wind direction mandates the use of Rwy 25. Aircraft must be alert to these conditions.
(USN/NAVFIL FIL 06-076)

8. FALLON (KNFL) RANGE TRAINING COMPLEX (FRTC) OPERATIONS

a. High intensity U.S. Navy Carrier Air Wing Integrated air strike operations occur within the FRTC located E/S of Fallon NAS (KNFL).

b. Itinerant traffic should contact Navy Fallon (KNFL) Approach/Desert Control for advisories. Restricted areas must not be penetrated without specific clearance.

c. Pilots must be alert for aircraft operating under VFR from Gabbs (GAB), Austin (9U3) and Dixie Valley (NV30) Airports beneath the FRTC.

d. Aircraft inbound on an IFR flight plan with a delay to operate within the FRTC must be aware that IFR services are automatically terminated upon contacting Desert Control.

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e. Airborne aircraft intending to depart the FRTC above FL180 shall coordinate clearance with Desert Control, including route of flight and request altitude, at least 5 minutes prior to "push time" (ETD).

f. Scheduling of Fallon Range Training Complex (FRTC) airspace outside of published airfield hours will be allowed only after approval has been granted by the Fallon NAS (KNFL) OPS Officer to extend/modify published airfield hours.
(USN/NAVFIL FIL 0129-12)

9. REMARKS - Saturday and Sunday operations by PPR/Local use only. Closed holidays. Other times by NOTAM.
(USN/NAVFIL FIL 0132-12)

Fort Meyer Helicopter LZ, DC

1. Hatfield landing zone N38°52.24' W77°04.38': Make approaches from heading 030°. Departures heading 210°. Use caution for personnel in the area. Do not land until landing zone is cleared by police.
2. Avoid over flight of Arlington National Cemetery.
3. Aircrews must coordinate with Joint Base Meyer-Henderson Hall DPTMS prior to arrival for PPR at C703-696-3290/91 from 0730-1530L EST. PPR valid for +/- 15 minutes.
4. Landing Zone is within Washington Class B airspace.
5. Contact Washington tower on 134.35 for arrival and departure clearance.

(AFFSA/AFFSA FIL 2015-43)

Fort Smith Rgnl (KFSM), AR

1. BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION -

a. BASH Phase I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods, except for some small bird activity during daylight hours and mowing operations.

b. BASH Phase II - 1 October to 30 November and 1 February to 30 April due to possibility of large migratory waterfowl flocks.

2. PRIOR PERMISSION REQUIRED (PPR) -

a. All aircraft, other than base-assigned, shall obtain a PPR number at DSN 778-5502, C479-573-5502.

b. Contact Fort Smith Rgnl (KFSM) Base Operations 20 minutes prior to arrival on UHF 268.1. Forward the following information - call sign, type aircraft, person on board and time on station.

3. ANG - Normal duty hours subject to change without notice when mission requirements dictate. Dangerous cargo facilities and handling not available.

(188 FW-OSA/188 FW-OSA FIL 08-201)

Fort Wayne Intl (KFWA), IN

1. ANG - Limited transient parking. Runway distance markers not lighted. Practice low approaches are not authorized.

Transient aircraft plan full stop landing. Noise abatement procedures strictly enforced.

(AFFSA/AFFSA)

Fort Worth NAS JRB (KNFW), TX

1. Fort Worth NAS JRB (KNFW) underlies Class B Airspace. VFR traffic overflies the airfield below 5000' MSL. High mid-air collision potential exists within 25 NM. High power jet aircraft operating within the Class D airspace and vicinity. Strict noise abatement procedures are in effect. Request all four-engine aircraft keep outboard engines at idle or secured while taxiing to minimize foreign object damage hazard. No drag chutes or repacking service available. All fueling done from trucks. Expect fueling delays during high density traffic periods. PPR required for all aircraft utilizing Transient Alert services, DSN 739-5715, C817-782-5715. Very limited transportation available for transient aircrews. All transportation requests must be coordinated through Base Transportation, DSN 739-5443, C817-782-5443.

2. Assault strip operations are authorized during daylight hours when the weather is better than 1500/3, dry conditions, VFR only. Simultaneous operations are not authorized. Operations will be on a not to interfere basis and require 72 hours prior coordination with TX ANG Operations at DSN 874-3256, C817-852-3256.

3. Aircraft visiting Lockheed Martin shall call DSN 838-5677, C817-763-3624 during normal business hours to coordinate arrival information. All arrivals must obtain PPR from Fort Worth NAS JRB (KNFW) DSN 739-5715/5677, C817-782-5715/5677. Lockheed South taxiway is closed to all transient aircraft. Request to exit runway at Lockheed North taxiway upon arrival. Contact "Lockheed Ops" on 123.575/284.1 with ETA prior to landing and after exiting runway for taxi instructions. Indicate PPR# and intent to park at Lockheed Martin in remarks section of flight plan.

4. No capability to handle live ordnance.

5. Customs and Agriculture - Inspections available with 48 hours prior notice, contact Emergency Communications Center C817-782-5200.

6. WILDLIFE ACTIVITY -

a. Naval Air Station Joint Reserve Base Fort Worth (Carswell Field) (NAS JRB Fort Worth) (KNFW) is located in north-central Texas in Tarrant County, 8 miles west of downtown Fort Worth and is 650' above mean sea level. Approximately one mile of Lake Worth's shoreline bounds the north end of the main runway. The West Fork of the Trinity River borders the base to the east, the city of Fort Worth borders the base to the north and southeast, White settlement to the west and southwest and Lockheed Martin Air Force Plant 4 to the west. The proximity of the station to water sources, landfills, golf courses, a wildlife sanctuary, and the central flyway creates a high potential for hazardous encounters between wildlife and aircraft on the NAS JRB Fort Worth (KNFW) flight line and in the local operating areas.

b. Designated Phase I and Phase II periods of bird activity are based on historical records.

(1) PHASE I - All months not designated as Phase II.

(2) PHASE II - Migratory seasons, May-June and September-October, are most likely periods of significantly increased local bird activity. During Phase II increased vigilance is required and restrictions may be implemented based on historical information on local bird movement patterns. Exceptions to this

may be permitted when visual or radar observations confirm no hazardous bird activity, or during times of operational necessity.

c. Bird Watch Hazard Conditions.

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. Continue operations as normal.

(2) MODERATE - Concentrations of birds observable in locations that represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews. Personnel will be notified to disperse birds from the airfield if necessary. Aircrews must thoroughly evaluate mission need before operating in areas under condition MODERATE. In lieu of specific guidance, (local unit specific BASH guidance is contained in local BASH publications) the following aircrew actions are recommended:

- (a) Delay or terminate practice approaches.
- (b) Modify the altitude above hazard (restricted low approach to 500' AGL, etc).
- (c) Initial takeoffs and full stop landings are at the aircraft commander discretion.
- (d) Increase interval on section departures to 20 seconds minimum.
- (e) Increase spacing to a minimum 6000' between landing aircraft.

(3) SEVERE - Heavy concentrations of birds on or immediately above the active runway or other specific locations that represent an immediate hazard to safe flying operations. Personnel will be notified immediately to disperse birds from the airfield. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE. In lieu of specific guidance, the following aircrew actions are recommended:

- (a) Fuel and weather permitting, inbound aircraft will hold until bird removal actions or natural movements have lowered the hazard condition, otherwise proceed to alternate.
- (b) Departing aircraft will hold on deck until bird removal actions or natural movements have lowered the hazard condition.

NOTE: If the bird/wildlife hazard is fouling the runway, the Control Tower will close the runway per pertinent FAA directives. Tower clearance will not be issued. Accordingly, all operations will be at the discretion and risk of the pilot in command.

(USN/NAVFIL 172-09)

7. Taxiway A will be closed between Taxiway F and the ramp from 2230-2330Z++, Tuesday-Friday, and at other times as disseminated by NOTAM.

(USN/NAVFIL 0031-10)

Francis E. Warren AFB Heliport (KFEW), WY

1. Air Base is closed to all fixed wing traffic. All transient fixed wing traffic with official business at Francis E. Warren AFB Heliport (KFEW) or in the Cheyenne area must land and depart from Cheyenne (KCYS). Rotary wing aircraft with official business contact 37th Helicopter Flight at DSN 481-2001/3921 for PPR. Transient helicopters must contact helicopter maintenance at DSN 481-3280/3921 for servicing coordination. Limited transient maintenance, towing or hangar space available for transient aircraft. Avoid overflight of the weapons storage area 1/8 NM W

of the helipad and all base housing complexes. Contact Blade Operations for landing, parking and any NOTAM information on 271.9. Contact Cheyenne (KCYS) Tower on 118.7 257.8 prior to entering the Class D Airspace and for local helicopter traffic advisories. Phase II (the high bird potential hazard time period) of the Bird Aircraft Strike Hazard program is in effect annually from September through February.

(582 OSS-OSA/582 OSS-OSA FIL 16-843)

2. Rotary wing traffic arriving and departing IFR must file to/from Cheyenne (KCYS) transitioning VFR to/from Cheyenne (KCYS) transitioning VFR to/from Francis E. Warren AFB Heliport (KFEW).

(AFFSA/AFFSA FIL 03-74)

Francis S Gabreski (KFOK), NY

1. ANG - Extremely noise sensitive area S of the airport during summer months. Depart to the N and land to the S whenever possible. Multiple landings/low approaches by jet aircraft are prohibited; other aircraft are normally limited to 30 minutes. Airport hazards include helicopter, glider, banner towing, and parachute jumping operations as well as heavy VFR light aircraft and corporate jet traffic due to multiple civilian airports in the vicinity; all are especially pronounced during the summer months (May-September). Air-refueling tracks 3 NM S of the S Long Island coast are used regularly. These air-refueling tracks extend E from Long Island MacArthur Airport (KISP) to S of Block Island and from Montauk Point NNE to the coast of Rhode Island. No transient maintenance, transportation or quarters available; expect servicing delays and limited ramp space. Notify Rescue Operations if landing with munitions, flares and/or hazardous cargo. Bird hazard exists during migration season and from resident sea gulls. Deer are often seen on or in the vicinity of the runway.

(AFFSA/AFFSA 04-368)

Franklin Co Rgnl (N68), PA

1. Rotary wing aircraft landing to Rwy 06 use left traffic, 1500' MSL. Landing to Rwy 24 use right traffic, 1500' MSL. Fixed wing aircraft landing to Rwy 06 use left traffic, 2200' MSL. Landing to Rwy 24 use right traffic, 2200' MSL. When landing Rwy 24, all traffic are requested to fly final so as to avoid overflight of the housing development on the left side of the final approach course. Departing traffic is requested to climb straight ahead at a safe maximum climb rate to traffic pattern altitude before making turns.

2. When the requirement exists for ground performance checks between the hours of 0200-1130Z++, they will be performed at the Rwy 06 run-up area only.

3. Sky diving operations take place at unscheduled times weekdays and continuously on weekends to 16,000' MSL. Users are urged to monitor 122.8 within 10 NM of airport.

(USAASA/USAASA)

Fresno Yosemite Intl (KFAT), CA

1. ANG-144FW CAANG (OSAB) – HOURS OF OPERATION 1130-2000Z++ Monday-Friday except holidays. Contact GRIFFIN OPS 298.3 or 138.15 20 minutes prior to arrival or DSN 839-5194. (144 OG-OSF/144 OG-OSF FIL 17-260)

2. WILDLIFE ACTIVITY -

- a. BASH

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(1) Phase I - All months not designated as Phase II. Bird activity is generally light during this period.

(2) Phase II - Wildlife activity in the vicinity of runways and taxiways during the months between Mar-May and Oct-Nov. Waterfowl in the vicinity of airport during morning/evening and particularly winter months. Numerous small ponding basins located .5 NM NW of the airfield provides significant habitat and occasionally hosts a large number of waterfowl. Aircrews are advised to exercise vigilance and avoid low altitude flight operations over this area.

b. BIRD WATCH CONDITIONS - ANG Base Operations issues Bird Watch Condition Codes (LOW/MODERATE/SEVERE) for 144FW based aircraft and (when requested) transient aircraft. During hours of operation for the ANG, BASH conditions are available by contacting GRIFFIN OPS on primary UHF 298.3 and secondary VHF 138.15. Base Operations will issue Bird Watch Condition Codes and are defined under the following parameters:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions apply.

(2) MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds observable in locations that represent a probable hazard to flying operations.

(3) SEVERE - Concentrations of more than 15 large or 30 small birds. This condition requires total vigilance by all agencies and EXTREME caution by aircrews. 144OG/CC approval required for all unit flying activities.

(144 OG-OSF/144 OG-OSF FIL 17-170)

3. PPR PROCEDURES – PPR required for all transient military aircraft due to limited military ramp space. Contact ANG Operations for PPR at DSN 839-5194. PPR coordination is required no later than 7 days in advance of arrival. PPRs are good for 1 hour plus or minus the PPR time.

PPRs will be canceled after 1 hour. Early or late arrivals must be coordinated by ANG Operations (or the ANG Command Post at DSN 839-5155 after normal duty hours) at least 4 hours prior to original PPR time.

NOTE: PPR requirements for military aircraft do not pertain to airfield operating hours.

4. CLASSIFIED MATERIALS - Due to limited availability of classified material, all aircrews should plan to arrive with the appropriate amount of materials needed. Short term Classified Material Storage should be coordinated with ANG Command Post at DSN 839-5155.

5. HAZARDOUS/DANGEROUS CARGO - Aircraft inbound to unload or load dangerous cargo or transiting with dangerous cargo must contact ANG Operations 15-30 minutes prior to arrival with DOT Classification and Net Explosive Weight.

6. MILITARY AIRCRAFT ARRIVALS AND DEPARTURES - Aircraft are controlled by an FAA Control Tower that does not pass military aircraft arrival, departure, or approach times to ANG Operations.

a. Request all military aircraft with DV Code 6 or higher contact GRIFFIN COMMAND POST on UHF 298.3 not later than 15 minutes out or as soon as practical. Pass actual departure times to GRIFFIN COMMAND POST on UHF 298.3 as well.

b. Space A travel into Fresno ANGB (KFAT) is NOT recommended due to limited services. Passenger screening not available for Space A travel. Space A passengers must be briefed

that Fresno ANGB (KFAT) does not have a passenger terminal or base taxi for Space A passengers. Limited surface transportation. Prior transportation arrangements from the base are mandatory. No dining, lodging, or transportation services within walking distance. Main gate is 3 miles away from transient parking, and nearest civilian facilities are 4 miles away.

7. NOISE ABATEMENT - The procedures described below are mandatory and designed to minimize aircraft noise disturbance to homes near the Fresno airports. Your compliance with our noise abatement procedures is extremely important in maintaining goodwill between the airports, military and the surrounding communities. The Fresno Yosemite International procedures reflect policies established by the FAR Part 150 Airport Noise Compatibility Program (City of Fresno Ordinance No. 92-77). Please take a few moments to familiarize yourself with the procedures.

a. ALL AIRCRAFT

(1) Traffic Pattern Altitudes:

803' MSL - Helicopters

1303' MSL - Single-Engine Airplanes (reciprocating engine)

1803' MSL - Multiengine Airplanes (reciprocating engine & turboprop)

2303' MSL - Turbojet Airplanes

(2) Intersection takeoffs from Runway 29L are not permitted, except during single-runway capability operations (Runway 11L-29R closed/unusable). Intersection takeoffs from Runway 29R are only permitted from Taxiway "B2", except during single-runway capability operations (Runway 11R-29L closed/unusable).

(3) Test- or check-flights, practice landings and low approaches, and stop- or touch-and-go operations are permitted only between 0700 and 2200 local time Monday through Saturday, and between 1000 and 1800 local time on Sundays. Note: Contact ANG Operations for prior coordination of any flight requirements outside these hours.

(4) Engine maintenance run-ups are permitted between 0500 and 2200 local time on the Taxiway "B2" run-up pad (between Runway 29L and Taxiway "B") only, except for other time periods and/or locations authorized by ANG Operations in advance.

b. SMALL SINGLE-ENGINE & MULTI-ENGINE AIRPLANES (maximum certificated takeoff weight less than 12,500 lbs.): After takeoff, climb on runway heading until passing 850' MSL (single-engine) or 1000' MSL (multiengine). For safety and noise abatement, initial climbout at best rate-of-climb (Vy) is recommended.

c. ALL AIRCRAFT (maximum certificated takeoff weight over 12,500 lbs.):

(1) VFR ENROUTE PROCEDURES/ARRIVALS Ensure contact with ATC prior to entering Class "C" airspace. Expect left-hand traffic pattern for Runway 11L -- right-hand pattern for Runway 29R.

(2) When conducting VFR test-, check-, or training-flights and making approaches to Runway 11L, maintain at or above 2000' MSL until established on a 5 nautical mile (localizer DME) final.

(3) A normal approach path (approximate 3° angle) will be flown on final.

(4) No practice missed-approaches or go-arounds to Runway 11L.

(5) Opposite direction approaches to Runway 11L are not authorized when Runway 29R is in use.

(6) Runway 11L Preferential Usage: Should Runway 29R be in use, large turbojet aircraft will receive an ATC clearance for an opposite-direction takeoff on Runway 11L, on a flight safety- and weather-permitting basis, between the local hours of 2400 and 0500.

(7) After takeoff, climb on runway heading until at or above 2000' MSL, as rapidly as practicable.

d. TACTICAL MILITARY AIRCRAFT:

(1) Cancel afterburner use on takeoff by the airport boundary. If safe to do so, avoid use of full military power settings until outside city boundaries or above 4000 MSL.

(2) Limit pattern operations to a single approach to a full stop or as directed by Fresno Approach (to include Runway 11L).

(3) After 2200 hours local, go around and low approaches will be flown only if directed by the tower or for safety of flight.

8. CAUTION – When possible all tactical military aircraft should utilize taxiways on north side of runways or call ANG Operations DSN 839-5194 for the current preferred taxi routes, to mitigate potential FOD incidents.

(144 OG-OSF/144 OG-OSF FIL 17-260)

General Downing - Peoria Intl (KPIA), IL

1. Due to limited ramp space, parking and transient services, PPR is strictly enforced. Call Base Operations for PPR, DSN 724-5282. PPR valid only +/- 1 hour of estimated time of arrival/estimated time of departure. Aircraft will not be permitted to arrive or depart after normal duty hours unless mission essential. Base Operations, maintenance and base support services closed most weekends, evenings and holidays unless mission essential. Aircraft not having official business with ANG will be directed to civilian side during non-duty hours and weekends (contract fuel not available). All aircraft will be handled on ramp space available basis.

2. Transient services available 1200-2000Z++ Monday thru Thursday. No ground transportation except that coordinated when requesting PPR. Fleet service, transient quarters or in-flight-meals are NOT available. Stairs not available, (engine stand will suffice in most cases). Aircrew members will be required to act as their own servicing supervisors in accordance with T.O. 00-25-172.

3. Tactical combat aircraft aircrew will be responsible for Safing/Arming external stores and ejection system. LOX servicing for C-130 aircraft only. -95 start cart and -86 generator with AC/DC power normally available.

4. Contact Torch Operations 20 minutes prior to landing.
(AFFSA/AFFSA)

5. PHASE II BIRD ACTIVITY - Resident bird activity on the airfield is generally low, however the airfield is located near the Illinois river, which is a bird migration route. Phase II period is

October-March for migratory waterfowl transiting the airfield. Contact Torch OPS for current Bird watch Condition.

(AFFSA/AFFSA FIL 06-299)

General Mitchell Intl (KMKE), WI

1. NOISE ABATEMENT PROCEDURES - Strictly enforced. Rwy 01L, 07R and 25L for all turbojet aircraft maintain runway heading until 2000' MSL then turn to assigned heading. Rwy 19R turn to assigned heading. Terminate use of afterburner as soon as possible when safely airborne.

(AFFSA/AFFSA)

2. Transient Aircraft - No fleet service available through ANG. Contact Base Operations for coordination with FBO (need credit card for payment to FBO) to come over to the ANG ramp for any required fleet service. Pre-coordinate storage of classified materials when calling for a PPR. ANG ramp has nonstandard markings, contact Base Operations for a detailed map.

3. Customs and Agriculture - Must go through GMIA Customs and Agriculture. Base Operations will assist in coordination with Customs and AG when coordinating for a PPR. A list of crew and passenger names is required.

(128 OG-OSA/128 OG-OSA FIL 13-709)

4. BIRD WATCH CONDITIONS -

a. Phase II periods are from 15 March-15 June and 1 September-30 November for migratory waterfowl transiting the area. Concentrations of large waterfowl including Canadian geese frequently over-fly the base searching for feeding in fields throughout the local area.

b. If ATIS states: Migratory birds in the vicinity of the airport contact UPSET Control or Base Operations on 321.0 for current Bird Watch Conditions. When Bird Watch Condition is Severe or Moderate, ATIS will say: For Military Aircrew, the Bird Watch Condition is Severe or Moderate.

(128 OSS-OSA/128 OSS-OSA FIL 17-125)

Gila Bend AF Aux (KGXF), AZ

1. Military aircraft (fixed wing and helicopter) frequently violate airspace Restricted Areas R2304 and R2305 located S of V-66 and the traffic pattern at Gila Bend AF Aux (KGXF). Aircraft must exercise caution to avoid violation of these Restricted Areas, traffic pattern, and drop zone.

2. Gila Bend AF Aux (KGXF) is for emergency use only for aircraft utilizing the Luke AFB (KLUF) range complex. Avoid overflying the town of Gila Bend, AZ, 2.5 NM north of field. Airfield operational by NOTAM. Closed holidays. Rwy 35 in use up to 10 knot tailwind. Expect delays for higher priority traffic.
(56 RMO-AM/56 RMO-AM FIL 16-139)

3. Extremely limited transient service. No fleet or passenger service available. Transient quarters and government transportation extremely limited. No hangars available. No maintenance service. No heavy aircraft parking. Limited Fuel. Three ramp light poles located 100' from edge of ramp.
(56 RMO-AM/56 RMO-AM FIL 17-922)

4. Avoid the air to ground range 7.5 NM SSE. Do not enter R2305, 2 NM S without prior approval and clearance.
(AFFSA/AFFSA)

5. BIRD AND WILDLIFE HAZARDS -

3-112 UNITED STATES

a. There are two species that present the greatest threat; horned larks and turkey vultures. Horned larks are attracted to bare ground and are present in the greatest numbers in fall and winter. Turkey vultures are present from March through November but are the greatest hazard during the fall migration. At the water treatment pond (located approximately one mile from the runway), shore birds and waterfowl can be present in relatively high numbers but are generally not considered a high BASH risk because they tend to stay in close proximity to the pond.

b. Bird Watch Condition -

(1) SEVERE- Observed heavy concentrations of birds on, or immediately above, the active runway or other specific location (bombing range, low level route, etc.) that represents a high potential for strikes and an immediate hazard to safe flying operations. BWC Severe is triggered by observations at manned sites and pilot observations. Takeoffs will cease until the reported BWC improves. KGXF will not be used for training when the tower has declared BWC severe. If landing is required (e.g. in flight emergency, minimum fuel), a single pattern to a full stop will be flown. BWC Severe will remain in effect until an observation can verify the presence or absence of bird activity and can be downgraded to BWC Moderate or Low.

(2) MODERATE- Concentrations of birds observed that represent a probable hazard to safe flying operations. Declaration of BWC moderate requires increased vigilance by all agencies and the exercising of caution by pilots. BWC Moderate is triggered by observations at manned sites and/or pilot observations. Pilots will modify flight events, if possible, to avoid the bird activity. Limit pattern operations to asterisked (*) syllabus events or to maintain RAP currencies (IP). Aircraft will then full stop. The tower may also modify traffic pattern operations to avoid bird activity.

(3) LOW- Normal bird activity and a low probability of bird strike hazard. There are no flying restrictions.
(56 RMO-AM/56 RMO-AM FIL 17-922)

6. Three unlighted 3 foot tall comm pedestals and one unlighted 4 foot tall 4"x 4" wood post with electrical box are located within the primary surface.

a. The first pedestal is located 489 feet west of the centerline and 2,159 feet north of the Runway 35 threshold.

b. The second and third pedestals are 1 foot apart and are located 348 feet west of the centerline and 2,264 feet north of the Runway 35 threshold.

c. The wood post is located 1,273 feet north of the threshold and 301 feet west of the centerline of Runway 35.
(56 RMO-AM/56 RMO-AM FIL 18-172)

Godman AAF (KFTK), KY

1. Fort Knox Regulation 95-1, Fort Knox Flight Rules, accessible on Fort Knox homepage, contains information necessary for operating aircraft at Godman AAF (KFTK) and within R-3704.
(MSD-AOA/MSD-AOA FIL 09-020)

2. CAUTION - Night vision device aircraft operating in the vicinity of Godman AAF (KFTK), runway and taxiway lights may be NOTAMed out. Expect dimly lit aircraft in control zone. No taxiway lighting available on Taxiway Foxtrot. Numerous C-130 tactical operations/approaches conducted weekly. Unmanned Aircraft System (UAS) operations and parachute activity in and around the Godman AAF (KFTK) Class D Airspace, R-3704, and

Fort Knox military reservation. Railroad tracks cross NW to SE approximately 625' from the approach end of Runway 18 centerline. Instrument approaches to Runway 18 or departures from Runway 36 will not be available when railcars are within the runway clear zone. Fence located approximately 565' off the approach end of Runway 18.

(USAASA/USAASA FIL 2018-195)

3. Airfield Fire and Crash Rescue Services available 7 days a week, 24 hours a day.

4. Transient helicopter aircrews, conducting training/operations on the Fort Knox Reservation, must receive airspace and range briefings from Range Control prior to conducting operations and training in R-3704.
(USAASA/USAASA FIL 2018-106)

5. Avoid over flight of Gold Depository (Gold Vault) located 1 NM South Southeast of approach end of Runway 36.

6. WEATHER OBSERVATION LIMITATIONS - Weather observers visibility limited to the S and SE.

7. Transient/RON aircrews must sign in with Airfield Operations before departing the flight line when Airfield Operations is open. Transient aircraft parking will be on the red ramp (south) unless alternate parking location has been pre-cleared with Airfield Operations prior to landing. C-130 and above will park on the concrete pad on red ramp between A and B Taxiways.

(USAASA/USAASA FIL 2018-106)

8. Limited ground support equipment available.
(MSD-AOA/MSD-AOA FIL 09-020)

9. Pilots requiring deer/wildlife runway sweep during hours of darkness must make request to Godman AAF (KFTK) Tower or Godman Airfield Operations 20 minutes prior to landing or departure. Deer activity on or near the airfield is a threat year round, but heaviest in September, October, and November.
(USAASA/USAASA FIL 2018-106)

10. Bird Activity - Occasional concentrations of large and small birds on and in the vicinity of the airfield. During July and August heavy swallow and killdeer activity, also moderate American Kestrel, and crow activity. Aircraft landing at Godman AAF (KFTK) contact Airfield Operations on 126.2 or call DSN 464-5545, C502-624-5545 for current Bird Watch Condition.
(MSD-AOA/MSD-AOA FIL 09-020)

Grand Forks AFB (KRDR), ND

1. Limited fleet service available.

2. CUSTOMS/IMMIGRATION is available for 319 ABW aircraft for:

a. DoD personnel on active duty traveling on military orders, leave status and their dependents who are citizens or Lawful Permanent Residents (LPR), green card holders.

b. Eligible space-available passengers and their dependents who are US citizens or LPR.
(319 OSS-OSAA/319 OSS-OSAA FIL 17-1108)

3. TAXIWAYS AND RAMPS -

a. Taxiway A3 restricted to aircraft with wingspans 110' or less when aircraft are parked in spots C25 - C28. Aircraft with

wingspans greater than 110' that require use of Taxiway A3 require wing walkers when parking spots C25 - C28 occupied.

- b. Taxiway Bravo closed due to deteriorated pavement.
 - c. Taxiway Alpha between Taxiway Bravo and Taxiway Delta closed due to deteriorated pavement.
 - d. Charlie Ramp is closed on west side to include parking spots C1-C12 due to deteriorated pavement.
 - e. Bravo Ramp south of Taxiway Delta is closed due to deteriorated pavement.
 - f. Non-standard DV Red Carpet marking located on eastern edge of Bravo Ramp connecting taxiway centerline to apron edge marking.
 - g. Taxiway H: Restricted to pre-approved Grand Sky aircraft only with wingspans 79' or less.
 - h. Taxiway H obstruction: 8' tall gate across taxiway located 1200' west of runway edge. Taxiway must be opened by Grand Sky personnel prior to aircraft use.
(319 OSS-OSAA/319 OSS-OSAA FIL 18-735)
4. Numerous TFRs in effect due to Unmanned Aerial Systems (UAS) operations. Refer to TFR NOTAMS for ZMP.
(319 OSS-OSAA/319 OSS-OSAA FIL 17-1108)
5. Airfield Hazards:
- a. Temporary hazardous cargo parking area located on Taxiway Alpha between Foxtrot and Golf. Vertical stabilizers of aircraft parked in this location may penetrate the Transitional Surface.
 - b. Bravo Ramp has no paved shoulders.
 - c. Taxiways Bravo, Delta (east), and Alpha between Bravo and Delta have no paved shoulders.
 - d. 7' fence located 700' south of Rwy 35 threshold and 730' west of extended runway centerline.
(319 OSS-OSAA/319 OSS-OSAA FIL 16-763)
6. BIRD WATCH CONDITIONS - CAUTION - Bird hazard. Expect heavy concentrations of ducks and geese during Phase II.
- a. Bird Watch Condition Codes are defined as:
 - (1) LOW. Wildlife activity on and around the airfield representing low potential for strikes.
 - (2) MODERATE. Wildlife activity near the active runway or other specific location representing increased potential for strikes. BWC MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.
 - (3) SEVERE. Wildlife activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervision and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.
 - b. PHASE II BIRD ACTIVITY - March through May and September through November. Concentrations of large waterfowl including Canadian geese frequently fly over the base searching for feeding areas in fields throughout the local area. Monitor ATIS

or contact Command Post or Base Operations for Bird Watch Condition updates. No comments on ATIS when Bird Condition is LOW.

(319 OSS-OSAA/319 OSS-OSAA FIL 17-787)

7. Normal daily Aircraft and Rescue Fire Fighting (ARFF) capability is Optimum Level of Service for SET 1, Reduced Level of Service for SET 2, Critical Level of Service for SETS 3-4, and Inadequate Level of Service for SETS 5-6 with 2,300 gallons of agent available. Any reduction in these capabilities will be published in a NOTAM.

(319 OSS-OSAA/319 OSS-OSAA FIL 18-128)

Gray AAF (Joint Base Lewis McChord) (KGRF), WA

1. All transient helicopters conducting operations on the Ft Lewis Military Reservation must receive airspace briefing at Gray AAF (KGRF) Operations.
2. Expect extensive helicopter night vision device training, Unmanned Aerial Vehicle operations and parachute activity in and around the Gray AAF (KGRF) Class D Airspace, R6703 and the entire Fort Lewis military reservation.
3. All aircraft conducting paratroops at Abrams, Point Salinas, Dakto, Solo Point, or any other drop zone within the Gray AAF (KGRF) Class D Airspace must notify Gray Tower (KGRF) at least 10 minutes prior to drop. Aircraft conducting paratroops at other Ft Lewis drop zones contact Bullseye Radio (34.6, 141.5, 379.1) 10 minutes prior to drop.
4. Aircrews using transient parking must sign in with Base Operations before departing the flight line.
5. Gray AAF (KGRF) "HOT SPOT" is for loading/unloading only.
(USAASA/USAASA)
6. The following are the Pavement Classification Numbers for the taxiway surfaces on Gray AAF (KGRF):

Taxiway A - 53 F/A/W/T	
Taxiway B - EAST 42 F/A/W/T	WEST 50 F/A/W/T
Taxiway C - 50 F/A/W/T	
Taxiway D - EAST 53 F/A/W/T	WEST 50 F/B/W/T
Taxiway E - 50 F/B/W/T	
Taxiway F - 50 F/B/W/T	
Taxiway G - 32 R/B/W/T	
Taxiway H - 29 F/A/W/T	
NE Ramp - 37 R/A/W/T	
W Ramp - 30 R/B/W/T	

(USAASA/USAASA FIL 2016-99)
7. 180° turns authorized on the runway only with ATC approval and are not authorized for aircraft exceeding 20,000 pounds. Pilots will minimize braking application when turning on the runway to avoid damage to the surface.
(USAASA/USAASA FIL 06-08)
8. High volume of Night Vision Device (NVD) training on airfield; portions of airfield lighting may be dim or off. Pilots of military rotary-wing aircraft shall inform Gray Tower on initial contact if they are unaided.
(USAASA/USAASA FIL 11-127)

Grissom ARB (KGUS), IN

1. CAUTION -

3-114 UNITED STATES

a. Power cables beneath Taxiway A run-up pad cause +/- 6° magnetic deviation.

b. Large and heavy category aircraft should retard outboard engines to idle after exiting the runway.

c. Coordinate with Airfield Manager prior to high power engine runs due to ramp and taxiway deterioration.

d. Potential for reduced braking action following significant rain first 1,000' and 2,000' - 3,000' Runway 23 and first 1,000' Runway 05.

(434 DMS-AM/434 DMA-AM FIL 17-1236)

2. SERVICE -

a. Recommend crew chiefs accompany KC/RC/C-135 aircraft due to limited maintenance support.

b. Aircraft Commander and Maintenance Chief must register with Airfield Management Operations (AMOPS) if remaining overnight.

c. JOAP processing not available weekends and holidays. Request De-ice service for weekend not later than Friday 2100Z++. Fleet service not available.

d. Ground transportation unavailable without prior coordination.

e. Transient services 1200-0400Z++ daily.

f. Munitions support not available.

g. Classified Materials - AMOPS has limited storage for classified material up to secret. COMSEC and overnight storage is available at the Command Post.

h. Passenger Service. Transportation for passengers is limited. Aircrew should call Grissom ARB (KGUS) Airfield Operations DSN 388-2254, C765-688-2254 and relay passenger information prior to departing for Grissom ARB (KGUS). Aircrew must notify 434 ARW Command Post with inbound passenger information no later than 60 minutes prior to landing.

i. Customs, Agriculture, and Immigrations. Border Clearance services are available for uniformed personnel only with a minimum 24 hour advance notice. Aircrew must contact 434 ARW Command Post DSN 388-2124, C765-688-2124 no later than 24 hours in advance of planned arrival and 30 minutes prior to landing.
(434 PMI-AM/434 PMI-AM FIL 18-746)

3. AIRFIELD -

a. Distance remaining sign 10/2 N side Rwy 23 removed permanently.

b. Imaginary Surface Penetrations:

(1) Trees penetrate the Approach/Departure Slope; 2100' west of runway 05 threshold; 902' MSL.

(2) Trees penetrate Transitional Surface; 117' north of runway 05 threshold; 925' right of runway centerline; 854' MSL.

(3) Trees penetrate Transitional Surface; 1775' north of runway 05 threshold; 925' right of runway centerline; 845' MSL.

(4) Trees penetrate Transitional Surface; 871' north of runway 05 threshold; 1021' right of runway centerline; 880' MSL.

(5) Trees penetrate Transitional Surface; 3500' north of runway 05 threshold; 1371' left of runway centerline; 900' MSL.

c. Threshold light configurations - When the threshold and runway edge lights are on, 10 bi-directional red/green lights will come on, 5 on either side of runway. The remaining green threshold lights will come on when the approach lights are on.

d. Distance remaining sign 11/1 N side Rwy 05 removed permanently.

e. West engine run-up pad permanently closed.

f. Non-standard taxi lines painted on transient ramp for access to wide-bodied aircraft parking spots. Strict compliance to Follow-Me and marshalls instructions are required.

g. Airfield mowing season May-October. Expect personnel and equipment mowing within the runway primary surfaces daily, Monday-Friday, 1200-2000Z++.

h. Hangar 200 Ramp and Taxiway Hotel are closed to military aircraft.

i. Non-standard marking on Taxiway C for hazardous cargo parking.

j. Non-standard marking on Taxiways A, D and E for Alert Operations Markings.

k. Wind Sock Obstruction Lights Runway 23-05 inoperative when airfield lighting is turned off.

l. Runway 05 ILS Critical Area not protected.
(434 DMS-AM/434 DMA-AM FIL 17-1236)

4. BIRD HAZARD INFORMATION -

a. Due to increased bird activity during spring and fall, BASH Phase II procedures are in effect for May and July through October. Aircrews should follow their command guidance during Phase II operations. Primary species are dove, killdeer, sparrow, swallow, and occasionally crow, geese, gull, starling and turkey. Birds congregate on the approach overrun of each runway and in the grassy area adjacent to the runway. Bird Watch Condition Codes are as follows:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard.

(2) MODERATE - Increased bird population in locations that represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews. Multiple approach and traffic pattern activity for AFRC aircraft ceases. A departure and full stop approach is allowed if the departure and arrival route avoids identified bird activities. Formation takeoffs approaches and landings are prohibited for fighter-type aircraft.

(3) SEVERE - High bird population in or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under condition SEVERE. Takeoff and landings of AFRC aircraft prohibited.

NOTE: The 434OG/CC or higher may authorize deviations from the above restrictions in specific instances after implementing Operational Risk Management (ORM) techniques that evaluate mission needs, risks involved, and measures to mitigate the risks.

b. MAMMAL ACTIVITY - Coyote/wild dog activity on or near airfield year round. Extreme caution should be used when landing or taking off during hours of darkness.

(434 DMS-ATMF/434 DMS-ATMF FIL 16-507)

Gulfport Biloxi Intl (KGPT), MS

1. ANG - Airfield Operations services available only during ANG duty hours and only after approval has been obtained for aircraft on official CRTC business. Contact ANG Operations, DSN 363-6027. Normal duty hours are 1300-2230Z++ Monday-Friday.

(ANG CRTC/ANG CRTC FIL 09-183)

2. Parking, commercial fuel and lavatory services available at Fixed Base Operations (FBO). Contact Million Air at C228-701-0400.

(GULFPORT CRTC/GULFPORT CRTC FIL 13-071)

3. Transient aircraft with PPR, contact Gulfport Operations pilot to dispatch (UHF 377.8) 15 minutes out.

4. COMSEC and Top Secret storage is NOT available at Base Operations.

5. TRANSIENT SERVICES - Transient Alert (TA) personnel available for parking and limited servicing for PPR aircraft only. Expect delays in large fuel and cargo loads. Joint Inspections (JI) are not available through the CRTC. Aircraft showing up unannounced can expect lengthy delays or may be diverted to FBO for services. Prior coordination is required for any local sorties. TA service available 1330-2200Z++ Monday-Friday.

6. CAUTION - BIRD WATCH CONDITION -

a. Gulfport-Biloxi Intl (KGPT) is a civilian airport and therefore does not post Bird Watch Conditions (BWC) on the ATIS. There may be general bird warnings on ATIS. When on duty, Gulfport ANG Airfield Management declares BWC for military aircraft only. Contact Gulfport Operations during normal duty hours 377.8 for current BWC.

b. Phase I - Normal bird activity from May-September.

c. Phase II represents heavy bird activity, normally associated with migratory seasons. Records indicate migratory seasons and winter (October - April) as most likely periods of significantly increased local bird activity.

d. Gulfport-Biloxi Intl (KGPT) may enter Phase II when tropical storm force winds are forecasted for the Gulfport area. 12 hours prior to the arrival of and up to 72 hours after tropical storm force winds, aircrews should anticipate Phase II and BWC Severe.

(ANG CRTC/ANG CRTC FIL 09-183)

Harrisburg Intl (KMDT), PA

1. CAUTION - ANG ramp congested with vehicle/aircraft. Runway Condition Reading (RCR) available from Tower. No published Standard Instrument Departures (SIDs). Explosives prohibited. Transient quarters not available. No fleet service. Government vehicles not available for crew or passenger transportation. No passenger service available. Passenger screening is transient crew responsibility in accordance with MAJCOM directives prior to acceptance and filing of passenger manifest.

(AFFSA/AFFSA)

2. NOISE ABATEMENT - All turbojet aircraft departing Rwy 13 will fly runway heading until leaving 1500'. All turbojet and large

turboprop aircraft departing Rwy 31 will fly runway heading until leaving 1500' or the Turnpike Bridge, whichever comes first. Large turboprop aircraft in the right closed traffic pattern to Rwy 31 will commence their right turns at the Turnpike Bridge when there is no potential conflict with Capital City (KCXY) Airport traffic.

(AFFSA/AFFSA FIL 02-90)

3. CAUTION - BIRD HAZARD - The adjacent Susquehanna River is a major attractant and corridor for movement of birds and other wildlife near the airport. Migrant birds such as ducks, geese, gulls, shorebirds, raptors, crows, doves, swallows, starlings, and blackbirds pose the most potential problems during both migration periods and resident species causing hazards throughout the year. Air traffic controllers, ATIS and Base Operations will keep airfield users advised of Bird Watch Condition.

(193 OSF/193 OSF USAF FIL 12-700)

Hector Intl (KFAR), ND

1. ANG - Use of ANG ramp requires coordination with Base Operations DSN 362-8508 prior to filing flight plan. Normal operation is 1500-2130Z++, Tuesday-Friday except holidays. Due to mission requirements, the ANG may be closed during the above periods. Contact Base Operations (262.0) 15 minutes prior to landing. Ramp degraded and larger potential for FOD exists on the northwest corner of aircraft parking ramp.

2. TRANSIENT AIRCRAFT SERVICING LIMITATIONS - Maintenance or servicing on OFFICIAL BUSINESS ONLY aircraft is limited to assisting aircraft crew. Transient aircraft may not be serviced when wind chill exceeds or is forecast to exceed -25° F. For airfield status and crash/rescue capability contact ANG Operations or the tower.

(119 WG-OSS/119 WG-OSS FIL 13-783)

3. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. Phase I - All months not designated as Phase II. Bird activity on and in vicinity of airfield is usually light.

b. Phase II - In effect from 1 March to 31 May and from 1 September to 31 December each year. This phase represents moderate to heavy bird activity associated with the migratory season. Hector Fld (KFAR) experiences large concentrations of migratory geese and ducks during this period.

c. BIRD WATCH CONDITIONS - During periods of 119 WG flying operations, the Airfield Manager will issue Bird Watch Conditions for military aircraft. Contact Base Operations on 262.0 (DSN 362-8508) for the current status:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions.

(2) MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes requiring increased vigilance by all agencies, supervisors and aircrew. Military aircraft should expect one approach to a full stop landing.

(3) SEVERE - Bird activity on or immediately above the active runway, or other specific location representing high potential for strikes. Military takeoffs and landings are not authorized unless a greater emergency exists or an immediate operational necessity dictates.

(119 OSS-OSA/119 OSS-OSA FIL 09-528)

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4. UAS OPERATIONS - Use extreme caution for UAS operations in vicinity.

(119 WG-OSS/119 WG-OSS FIL 17-624)

Henry Post AAF (Fort Sill) (KFSI), OK

1. Local procedures -

a. Henry Post Airfield is located within Restricted Special Use Airspace R5601. Contact Fort Sill Approach for access.

b. Refuel services available Mon-Fri, 1330-2130Z++ excluding holidays with 24 hour PPR. Other times require 48 hour PPR. Transient aircrew must remain with aircraft to provide technical direct/assistance for fuel services. Contact Airfield Management DSN 639-2023/4643, Commercial 580-442-2023/4643.

2. Airfield Hazards/Restrictions -

a. Taxiways Alpha and Charlie PCN weight restricted.

b. Airfield condition unmonitored when airfield management is closed.

c. Potential for bird activity near pond northwest of approach end of Runway 18.

3. Air Traffic Control Services -

a. Fort Sill Army Radar Approach Control (ARAC) operates 24/7/365.

b. Tower operating hours by NOTAM only.

c. Airfield lighting controlled by Fort Sill ARAC.
(USA FIL 2019-085)

Hill AFB (KHIF), UT

1. TRANSIENT SERVICES –

a. Transient hangar space not available.

b. Limited transient parking available for large aircraft.

c. Munitions support not available.

d. No fleet service available.

e. Base Operations does not have storage facilities for classified material and does not maintain COMSEC. Storage requests of classified material are referred to Command Post. DSN 777-3007, C801-777-3007.

f. It is highly recommended that transient aircraft C-130 and larger arriving at Hill AFB (KHIF) have a crew chief on board to assist in aircraft servicing.

2. MISCELLANEOUS –

a. Prior to requesting a PPR from AMOPS; Aircrews TDY to Hill AFB (KHIF) planning to fly local sorties must establish a point of contact within the 75 Air Base Wing, Plan & Programs (75 ABW/XP, 7981 Georgia Ave. Bldg 1102 Hill AFB, UT, 84056, DSN 586-7797) 90 days prior for non-munitions flights and 125 days in advance for live munitions flights or support.
(75 OSS-OSAMB/75 OSS-OSAMB FIL 17-270)

b. All passenger and cargo carrying aircraft must contact PTD 30 minutes prior to landing.

c. Pilots involved in delivering or picking up aircraft from Ogden ALC for periodic depot maintenance or depot maintenance must contact Base Operations on Pilot to Dispatcher 50 NM out for parking assignment.

d. Pilots picking up PDM aircraft at Hill AFB (KHIF) must file DD175 with Hill Base Operations.

e. Aircrews staging out of Hill AFB (KHIF) to UTTR must provide or arrange for a Supervisor of Flying at Hill AFB (KHIF).

f. Expect 2 hours delay for fuel and SOAP during periods of heavy traffic.

g. NAVAID checkpoint available near approach end of Runway 14.

(75 OSS-OSAMB/75 OSS-OSAMB FIL 15-513)

3. Ensure all approaches are flown as published and restrictions adhered to for Rwy 14. Ogden Municipal (KOGD) traffic pattern is 5200' MSL directly beneath the approach to Rwy 14 at Hill AFB (KHIF). CAUTION - Parachute jumping vicinity of Ogden Municipal (KOGD).

(AFFSA/AFFSA)

4. NOISE ABATEMENT PROCEDURES - High density population areas surrounding Hill AFB (KHIF) require strict use of noise abatement procedures. Climb to assigned altitude or traffic pattern altitude as rapidly as possible and follow departure procedures. Do not fly below 1000' AGL within 10 NM of Hill AFB (KHIF) unless landing or departing. Do not fly below 1000' AGL while traversing the local canyons to the E.

(75 OSS-OSAMB/75 OSS-OSAMB FIL 08-187)

5. REFUELING SERVICES - Transient aircraft arriving Hill AFB (KHIF) between the hours of 0000Z++ and 1200Z++ requiring fuel must contact Fuels Management Center, DSN 777-7311, C801-777-7311 (130

6. duty hours: 0601Z++ Sunday-0600Z++ Friday, 1500-2400Z++ Saturday and Sunday), at least 72 hours in advance for support.

7. AIR TERMINAL OPERATIONS SERVICES - Transient aircraft arriving Hill AFB (KHIF) between the hours of 2300Z++ and 1400Z++ requiring uploading/downloading of passengers and/or cargo must contact ATOC, DSN 777-3088, C801-777-3088 (duty hours: 1400-2300Z++ Monday-Friday), at least 72 hours in advance to coordinate support.

(75 OSS-OSAMB/75 OSS-OSAMB FIL 17-266)

8. Echo row, Spot 5 on the 388th ramp is closed to all deicing operations by either aircraft or airfield deicer.

(75 OSS-OSAMB/75 OSS-OSAMB FIL 12-872)

9. BIRD AND WILDLIFE HAZARDS -

a. Hill AFB (KHIF) is located 8 NM East of the Great Salt Lake, in the Inter-Mountain West Migratory Flyway. The lake and surrounding marshes are a major nesting area for waterfowl and shore birds. Thousands of local and migratory birds nest on the islands and shores of the Great Salt Lake. Birds can be expected year round particularly in the low-level routes in and around the Utah Test and Training Range. Use of Avian Hazard Advisory System (AHAS) and Bird Avoidance Model (BAM) is advised. Bird activity on the airfield is generally low, but contact Airfield Management for current Bird Watch Condition.

(1) BASH Phase I - All months not designated as Phase II. Bird activity is generally low during this period.

(2) BASH Phase II - In effect March through September. Bird activity is increased during these months. Aircrews should be aware of flocking and migratory birds near the airfield and surrounding areas. Aircrews should follow their command guidance during Phase II operations.

(3) Flight operations should be avoided +/- one hour of sunrise and sunset unless mission essential.

b. Bird Watch Condition - The following terminology will be used for rapid communication to disseminate bird activity information and implement operational procedures. Bird location should be given with the condition code.

(1) LOW - Normal bird activity on, above or around the airfield. Bird strike hazard is low.

(2) MODERATE - An increase in the bird population that raises the potential for aircraft bird strikes. This condition requires increased vigilance and caution by all agencies, supervisors and aircrews.

(3) SEVERE - High bird population on, above and around the active runway or other locations that represent a high threat potential for bird strikes. Supervisors and aircrews must thoroughly evaluate mission needs before conducting or continuing operations during a SEVERE bird condition.

(75 OSS-OSAMB/75 OSS-OSAMB 14-906)

Holloman AFB (KHMN), NM

1. AIRFIELD RESTRICTIONS AND INFORMATION

a. CAUTION -

(1) Use caution: Parachute drops occurring at the White Sands landing zone daily. Monday-Sunday (7 days a week) from sunrise to sunset. Coordinates of the landing zone are N32.881849, W105.977919. Maximum altitude of parachute drops will be 14,000' MSL.

(2) Extensive jet training conducted within a 150 NM radius Monday-Friday. Transient aircraft restricted to single approach full stop landing while training in progress.

(3) Atmospheric balloon launches and unmarked balloon operations on and in vicinity of airfield.

(4) Hang gliders operating up to 10,000' vicinity HMN 055/08 between main North-South thoroughfare and ridge line East.

(5) All aircraft will avoid overflight of the White Sands National Monument Headquarters Area below 2000' AGL; located at HMN 204/06.

(6) Taxiway Echo Live Load Pad (LOLA) has (5) non-standard airfield markings. Markings on Taxiway Echo LOLA are for aircraft conducting Live Load operations to meet the required 135 feet separation.

(7) Use Caution: A violation of the 7:1 Transitional Surface occurs when aircraft are parked on the German Air Force GAF Live Load Pad.

(8) Taxiway Foxtrot EOR has (10) non-standard airfield markings. The markings are used for F16 camera alignment.

(9) Drainage ditch and culvert is located 500 feet east of Runway 16, north and south sides of Taxiway Juliet. This is a violation of the Primary Surface (1,000').

(10) Helicopter operations located on Hotel and India row on the north ramp.

(11) Depredation activities per Holloman BASH plan will be occurring on the airfield during daylight/nighttime hours, 7 days weekly.

(12) HOLLOWMAN AFB (KHMN) local flying area is defined as a 200 NM radius from the HMN TACAN, excluding Mexico's airspace

(13) Taxiway Golf edge lights are located 150' south of Taxiway Golf pavement edge in the vicinity of closed End of Runway (EOR) Golf.

(14) Construction workers and equipment located in the Runway 16-34 and 07-25 primary surface (1,000') and in the Taxiway D/J clearance line (200'). No impact to taxi operations on Taxiway A/D/J. Terrain irregularities will exist during construction period.

(15) Construction workers and equipment crossing main ramp, Taxiways A, D, J (Mon-Fri) 0700-1900L daily.

(16) Lighted water filled low profile barricades depict Taxiway J construction boundaries. Barricades located west side Taxiway D; North and South sides Taxiway J pavement edges. In addition located within the Runway 16-34 and 07-25 primary surface (1,000').

(54 OSS-OSAA/54 OSS-OSAA FIL 19-379)

b. HAZARDS -

(1) Terrain irregularities located 187' North of Taxiway A; South of T38 hush house, West of Runway 25 threshold, 265' North of Runway 25 centerline stripes.

(2) Concrete foundations located on each side of approach end of Runway 16, 50' from runway edge, 80' North of approach end BAK-12 cable.

(3) 10' tall power station and equipment located at Northeast corner of North Ramp pavement edge.

(4) Caution: Fence and floodlight located 172' from the centerline of Taxiway L East side, South of Privately Owned Vehicle (POV) crossing.

(5) 300' towers located at N33°33'8.367" W106° 40'42.198" and N32°28" W106° .30" are unlit.

(6) Salt Cedar and Mesquite trees located throughout Airfield Environment.

(7) Taxiway R (225') is a high risk area for incursions with Runway 04-22 and Taxiway G due to size. Exercise extreme caution when distinguishing between Taxiway G and R.

(8) 10-15' tall power station located 100' N of taxilane a centerline in vicinity of GAF hush house.

(9) Taxiway Echo use caution: PVC piping 2' in height located 10' east and west of Taxiway Echo pavement edge, just north of the Taxiway Foxtrot and Taxiway Echo intersection.

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(10) Electrical junction boxes located 5700' from the approach end of Runway 22 north side, 250' from edge. And 2200' from the approach end of Runway 25 south side, 225' from edge.

(49 OSS-OSAA/49 OSS-OSAA FIL 19-252)

c. RESTRICTIONS -

(1) Missions involving 5 or more aircraft from same base, C-130 or larger aircraft, large rotary wing, and those aircraft (except Test Group) contemplating local sorties require prior coordination with Airfield Manager, DSN 572-5410.

(2) C-5/E-4 restricted to take-off and landing on Runway 04-22. Other heavy aircraft (E-3, C-141, etc.) should expect to land/take-off Runway 22.

(3) 180 degree turns on runway asphalt surfaces not permitted without approval of Airfield Manager.

(4) West ramp east taxilane southbound on west ramp closed to aircraft and vehicles, grates unstable.

(54 OSS-OSAA/54 OSS-OSAA FIL 19-379)

d. TAXIWAYS AND RAMP RESTRICTIONS -

(1) Taxiway J west of Runway 16 limited to aircraft with wingspans 45' or less.

(2) Taxiway A from Runway 34 to the T-38 hush house limited to aircraft with wingspans 175' or less. Taxiway A from the T-38 hush house to Taxiway B limited to aircraft with wingspans 132' or less, and aircraft over 100' wingspans expect to offset 16' south of Taxiway A centerline.

(3) Taxiway D north of taxiway C limited to aircraft with wingspan 175' or less.

(4) Taxiway E and F north of Runway 25 limited to aircraft with wingspans 112' or less.

(5) Maximum allowable weight 62,000 pounds for fighter type aircraft on North Ramp west of Hangar 1028.

(6) North ramp spots 1 & 2 Echo row restricted to Army air ops.

(7) West ramp closed; Taxilane east of Hangar 21818 closed to all aircraft and vehicles. Low profile barricades are in place.

(8) Taxiway Charlie from west edge of North Ramp to Runway 25 limited to aircraft with wingspans 63' or less.

(9) Maximum allowable weight 68,000 pounds for fighter type aircraft on Taxiway Kilo. Medium and heavy aircraft not authorized.

(49 OSS-OSAA/49 OSS-OSAA FIL 19-252)

2. ARMY AVIATION - Limited refuel/parking available. Contact Army Aviation DSN 349-1315. Numerous unmarked poles in area. Rotary wing operations during daylight are conducted to the South end of the ramp area. Clearance to land in the North area is not clearance to land on Taxiway C.

(AFFSA/AFFSA FIL 09-579)

3. MISCELLANEOUS -

a. All IFR aircraft use arrival terminal feeder routes in instrument approach plates and expect 30 minute approach delays

due to restricted airspace and instrument training. Departure briefing required from Airfield Management Operations prior to filing.

b. VFR procedures in effect: North and South between Alamogordo and El Paso via corridor within 2 NM West of railroad- Contact Holloman Approach 30 NM out; East and North - Contact Holloman Approach 30 NM out; West contact Albuquerque FSS for possible clearance across R5107B.

c. Foreign Nationals will require prior security coordination and White Sands Missile Range approval to fly in R5107B, Controlling Agency DSN 258-8000/8001.

d. Customs and Agriculture services available with 72 hours prior notice. Contact airfield management at C575-572-5411.

e. Jettison external or internal stores at the aux field (N32° 51.65' W106° 8.6'). VFR jettison area is for fuel tanks, inert ordnance, and nonhazardous stores only. Hold for jettison on final Runway 04 or Runway 22 at or above 8,500' MSL. From the west, fly parallel to and 5,800' left of Runway 04 heading 038° at or below 5,600' MSL. From the east, fly parallel to and 5,800' right of Runway 22 heading 218° at or below 5,600' MSL.

f. Runway 04-22 hung forward firing procedures: aircraft land Runway 22: stop and point aircraft nose to runway heading, de-arm end of runway. If able, aircraft stop on the north side of runway to allow FD/emergency vehicle access via tower road.

g. Taxiway Tango and Tango hazardous cargo pad heavy/medium aircraft procedures: Expect to land Runway 22, continue taxiing in southwest direction on Runway 22 until reaching Taxiway Tango. Expect right turn onto Taxiway Tango, then taxi northbound to the Tango hazardous cargo pad. Follow transient alert guidance (follow me) and stop at designated parking location.

(49 OSS-OSAA/49 OSS-OSAA FIL 19-250)

4. COMSEC - Classified material not available at Base Operations. Contact 49 FW/CP for classified storage at DSN 572-7575, C575-572-7575. Airfield Management Operations DSN 572-5411, C575-572-5411.

5. TRANSIENT SERVICES - Expect limited transient maintenance. Fleet service not available. Air Terminal services (freight on/off load) are available only between the hours of 1500-2300Z++ daily, except for contingency and exercise airlift.

(AFFSA/AFFSA FIL 09-579)

6. NOISE ABATEMENT PROCEDURES - The following local noise abatement procedures apply (AirEvac, HAFB Aero Club, Army Air, 46 TG C-12, special air missions, and flight check are exempt):

a. For noise abatement reasons, avoid over flying the White Sands National Monument (WSNM) Visitor's Center by at least 1,500' AGL or 1 NM.

(49 OSS-OSAA/49 OSS-OSAA FIL 13-159)

7. AERODROME AIRCRAFT HYDRAZINE PROCEDURES: Aircraft land Runway 22, stop at departure end of runway. If able, aircraft stop on the north side of runway to allow fire department/emergency vehicles access via Taxiway R if required.

(49 OSS-OSAA/49 OSS-OSAA FIL 18-250)

8. BIRD AND WILDLIFE HAZARDS

a. A bird-aircraft strike hazard exists at Holloman AFB and its vicinity due to low populations of resident and migratory bird

species and the distribution patterns of those species. Daily and seasonal bird movements at times do create various hazardous conditions. Holloman AFB also experiences occasional runway encroachment by other animals such as coyotes, oryx, rabbits, or various reptiles such as snakes.

b. BASH Phase I. All months not designated as Phase II. Bird activity is generally light during these periods.

c. BASH Phase II. In effect March – May and August – October. While bird activity remains relatively light, increased migratory activity along nearby flyways over the Rio Grande affects low-level routes. Aircrew are cautioned to remain vigilant for increased waterfowl activity around wetlands less than one mile south of the approach end of Runway 34.

d. BIRD WATCH CONDITIONS –

(1) LOW – Normal level of wildlife activity on and above the airfield with a low potential of strikes to aircraft. This includes the flight path corridors for the runway(s) in use.

(2) MODERATE – Wildlife activity on and around the airfield in specific locations that represent a probable bird strike hazard to safe flying operations. An example of this condition could be a single large bird remaining within the airfield taxiways and runways, or flocks of ducks or geese near the airfield enroute to Lake Holloman (AKA "Raptor Lake"). Declaration of BWC moderate requires increased vigilance by all agencies and the exercising of caution by pilots.

(3) SEVERE – Wildlife activity on, or immediately above, the active runway or other specific locations (numbered ranges, low level route, etc.) that represents a high potential for strikes and an immediate hazard to safe flying operations. An example of this condition would be a concentrated flock of over 35 small birds or numerous migrating songbirds on or near the runway, or large bird in the flight path of the active runway.

(49 OSS-OSAA/49 OSS-OSAA FIL 19-238)

Homestead ARB (KHST), FL

1. CAUTION - Please call Airfield Management Operations DSN 535-7516/7071 to obtain a PPR number prior to making any plans to fly into Homestead ARB (KHST). Classified storage available at Homestead (KHST) Command Post 24 hours.

(482 OG-OSAA/482 OG-OSAA FIL 18-612)

2. Flights originating from outside CONUS:

a. Customs is only available at Homestead ARB (KHST) for military personnel. Civilian personnel (including DoD civilians or government contractors) must be cleared by Customs Border Protection (CBP) from Miami. Aircrew must contact Homestead Airfield Management Operations at least 24 hours in advance of arrival and advise the number of civilian personnel on board to ensure Miami CBP personnel are on station upon your arrival. Failure to contact Base Operations 24 hours prior to arrival may result in extensive delays to aircrew and passengers.

b. Customs/Agriculture/Immigration will be notified of any aircraft coming from overseas carrying civilians, excluding Puerto Rico and US Virgin Islands. For aircraft carrying all uniformed US Military personnel, the Security Forces clears personnel, and customs does not need to be contacted.

c. Homestead ARB (KHST) is not a Port of Entry. Homestead ARN Security Forces DSN 535-7115 or C786-415-7115. US Customs/Agriculture/Immigration Miami C305-874-5403.

3. CAUTION - ATC view of Taxilane B is partially obscured by sunshades on the 93 FS (MAKO) ramp.

4. CAUTION - Obstacle hazard. A 150' water tower located 2500' northwest of Runway 24 approach has no obstruction light.

5. CAUTION - 38 Fuel Pit Covers on the Main Ramp from Rows 4 to 14 exceed the 3 inch grade above payment, use caution when taxiing.

(482 OG-OSAA/482 OG-OSAA FIL 17-1142)

Hood AAF (Ft. Hood) (KHLR), TX

1. WEATHER INFORMATION -

a. Weather observation fully automated. Manual back-up provided for equipment/communication failure only during airfield operating hours. During manual augmentation hills and airfield buildings northeast to southeast and northwest to the north may restrict view of the sky and/or horizon and horizontal visibility in those directions.

b. Flight Weather Briefings. Available 24/7 via Robert Gray AAF (KGRK) weather station C254-288-9620/9400, DSN 738-9620/9400. Remote weather briefings also available via 26 OWS, Barksdale AFB (KBAD) C318-529-2651, DSN 331-2651.

c. PMSV via Gray Metro 306.5

(USAASA/USAASA FIL 2015-42)

2. NO GUIDANCE SIGNAGE AVAILABLE

(USAASA/USAASA FIL 2015-34)

3. Helipad 1 and Taxiway J closed 1200-1345Z++ Monday-Friday except holidays.

4. Airfield management operating hours 1200-2100Z++ Monday-Friday except holidays.

(USAASA/USAASA FIL 2016-56)

5. No airfield checks are done when Hood AAF Management is closed.

a. All U.S. Army Rotary Wing aircraft and 302nd Squadron, Royal Netherlands Air Force aircraft stationed at Fort Hood are authorized to operate on Hood AAF when AAF Management and/or Hood Tower are closed.

b. All transient rotary wing aircraft will be approved case by case via PPR procedures. These aircraft may use all movement and non-movement areas as well as airfield wash racks during these times.

c. The Fort Hood Pre-Accident Plan, IAW appendix D of Fort Hood Regulation 95-1 is applicable and will be followed during times of Hood AAF Management and/or Hood Tower closure.

d. Robert Gray AAF Base Operations will publish applicable NOTAM's when Hood AAF Management is closed.

e. Commanders accept the risk of aircraft operating on Hood AAF when Hood AAF Management and/or Hood Tower are closed.

f. Commanders are responsible to cease aircraft operations during closure times should an unsafe condition occur.

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6. Extensive helicopter night vision device training, Unmanned Aircraft operations and parachute activity within the entire Fort Hood military reservation and R6302 Airspace.

(USAASA/USAASA FIL 2016-124)

7. Transient aircraft are required to tie down their aircraft IAW the applicable TM. Units are required to provide their own chains and other tie down equipment. Chains and other tie down equipment are not available from Hood AAF operations.

8. Commanders of transient aircraft will secure their aircraft IAW AR 190-51 para 3-3f(2). Hood AAF is a Risk Level II facility.

9. Wheeled aircraft are prohibited from hovering on Hood AAF parking aprons.

(USAASA/USAASA FIL 2017-157)

Hunter AAF (KSVN), GA

1. FLEET SERVICE AVAILABLE. Contact Airfield Operations for coordination. Extensive helicopter operations 24 hours a day within 50 NM radius of airport. Limited ground support equipment available. When more than one fixed-wing aircraft in fuel pit, aircraft commander will insure prior to starting engines that other aircraft are not in process of refueling. Foreign object damage hazard concrete portion of apron. Pilots requiring deer/wildlife runway sweep during hours of darkness must make request to Hunter (KSVN) Tower or Base Operations 20 minutes prior to landing or departure.

2. NOISE ABATEMENT PROCEDURES - Savannah is a noise sensitive area, no overflight of the city of Savannah, below 1000', without authorization from appropriate ATC. Departing VFR aircraft not using a Low Level Transition Route will expedite climb to 1000' for rotary wing and 1500' for fixed wing. Arriving VFR aircraft not using a Low Level Transition Route will not descend below 1000' for rotary wing and 1500' for fixed wing until entry into the traffic pattern. No multiple approaches authorized 0300-1200Z++ Monday-Saturday; 0300-1800Z++ Sunday.

3. Numerous National Wildlife Refuges harboring endangered species are located along the Savannah Coast. Avoid overflight of these areas below 2000'.

4. RESTRICTION - Trees restrict visibility end Rwy 10 to 1/2 SM. Mound between main taxiway and runway restricts 1/3 of Rwy 28. Trees restrict visibility NE to 1/8 SM, SE to 1/2 SM, SW to 2 1/2 SM and NW to 1 SM.

(USAASA/USAASA)

Hurlburt Fld (KHRT), FL

1. Hurlburt Fld (KHRT) should not be used as an alternate or divert base due to short notice airport closures.

(AFFSA/AFFSA)

2. CAUTION -

a. Extensive banner towing in VFR corridor 1.2 NM S of runway.

b. Small arms range located 4000' NW of runway, avoid overflight below 700' AMSL.

c. Multiple obstructions violating Runway 18-36 7:1 transitional surfaces; trees located east and west sides of airfield.

d. Base assigned and transient aircraft restricted from conducting engine run onload/offloads on India, Juliet, and Kilo row.

(1 SOSS-OSAA/1 SOSS-OSAA FIL 19-261)

3. CAUTION - Hurlburt Fld (KHRT) is located on the fringe of the Mississippi Flyway and the Atlantic Flyway. Additionally there is evidence that many birds accumulate along the coast and move through the area on a circum-gulf rather than a trans-gulf route. Pelicans, ibis, swallows, hawks and herons use the circum-gulf route. Fall migration is dispersed over several months, peak periods usually follow cold fronts in September and October. Land birds prefer migrating at 1000'-2000', most Canadian geese fly at approximately 2000', shore birds and Snow geese usually fly at 8000'-10,000'. A substantial hawk migration occurs in this area, peak movements occur 24-48 hours following passage of cold front with peak times 1400-1900Z++. Peak density for night migrants occurs between 0100-0500Z++. Contact Hurlburt (KHRT) Base Operations DSN 579-7806, C850-884-7806 fax extension 5358, Command Post DSN 579-8100, C850-884-8100 for latest bird watch condition.

(AFFSA/AFFSA)

4. PPR, TRANSIENT PARKING LIMITED. All transient aircraft can expect extensive delays for maintenance due to limited facilities. Aircrew personnel of cargo type aircraft are expected to service their aircraft. Air freight is available with 48 hour prior notice, contact ATOC DSN 579-5781/2, C850-884-5781/2. Fighter installed munitions support limited to installation and removal of impulse cartridges only. Aircraft exceeding weight bearing capacity must secure waiver from airfield manager. Sea breeze 6-8 Kt 1500-0000Z++ and associated Crestview line of thunderstorms 5-20 NM N of HRT 1800-0000Z++ 15 April-14 September. Intermittent 80' crane along the coastline W of the extended centerline to the S. Fleet service not available.

(AFFSA/AFFSA FIL 05-760)

5. Hurlburt Field Fire and Emergency Services (FES) maintains a 24/7 ARFF vehicle set 3 (NFPA category 6-7) firefighting capability. Firefighting agent level is maintained at 5,000 gals. ARFF set 3 aircraft include C-9A/C (DC-9), C-40C (737), EC-130E, T-43A (737), WC-130H, HC-130P/N, MC-130P, AC-130H/U, C-130 E/H/J/J-30, EC-130H, LC-130, MC-130E/H, C-37A, MH-53J/M, C-32A (757), E-8C (707, E-3B (707), C-22B AND RC-135U/V/W (707). Refer to NFPA 403-14 Technical Implementation Guide. AMC missions refer to AMCI 11-208. If you have questions or require further information, contact the Hurlburt Field FES at DSN 579-6360 option 0/Commercial (850) 884-6360 option 0.

(1 SOSS-OSAA/1 SOSS-OSAA FIL 17-641)

6. BIRD AND WILDLIFE HAZARDS -

a. BASH Phase I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods with the primary threat resulting from occasional concentrations of cattle egrets, sand pipers, doves, and deer on and around the airfield.

b. BASH Phase II

(1) FALL Airfield Mitigation Operations 15 September-15 November, SPRING 1 March-30 April. Dates may vary based on actual bird observations. Aircrews must confirm the current airfield BASH condition via NOTAMs or ATIS. Phase II restrictions: Within +/- one hour of dawn/dusk, only initial take-offs and only full stop landings, restricted low approaches must be at or above 500' AGL. Exception: Rotary Wing Operations (hoist, fast rope and other low speed operations) to conduct required training below 1000' is authorized.

(2) FALL Low Level/Range/Low Altitude Terrain Due to the impracticality of active bird surveillance during Range/Low Level/LATN operations, Unit Commanders may limit Range/Low Level/LATN activities to mitigate bird strikes while maintaining their units' training effectiveness. Unit commanders should consider mitigation measures during the Spring Migration (1 March to 30 April) and Fall Migration (15 September to 15 November).

c. Aircrews are encouraged to report to Base Operations all bird sightings that pose a probable hazard to flying. Monitor ATIS, contact Base Operations or Command Post for current Bird Watch Condition. NOTE: Turkey and black vultures are large soaring raptors and are present year round during daylight hours. They become active during mid-morning and remain aloft until late afternoon. Awareness of these raptors should remain in mind at all times while flying over the Eglin Range (KVPS) Complex.
(1 SOSS-OSAA/1 SOSS-OSAA FIL 18-767)

Jackson Evers Intl (KJAN), MS

1. CAUTION - BASH HAZARD - Phase II Bash period indicates historically heavy bird activity, normally associated with migratory seasons. Phase II period of Jackson Evers Intl (KJAN) is 1 November through 28 February, or as determined by 172 AW Safety. During the Phase II period, all departures and arrivals that fall within +/- one hour of official sunrise or sunset will be approved by the OG/CC or his/her designated representative. All transient aircraft should contact the Command Post on UHF 264.6 to obtain the current Bird Watch Condition.
(172 AW-SE/172 AW-SE FIL 09-028)

Jacksonville Intl (KJAX), FL

BIRD WATCH CONDITIONS - Birds are present all year round. Bird Watch condition is generally LOW but there are periods of increased bird activity. During these times the Airfield Management or SOF will determine the bird condition and post at the operations duty desk. Transient aircraft can obtain the bird status by contacting the SOF (FANG OPS) 251.25 during normal business hours. If the 125 FW is not flying it may not be possible to contact FANG OPS on the radio. Due to Jacksonville Intl (KJAX) being a civilian field the bird condition (LOW, MODERATE, SEVERE) is not recorded on ATIS. There may be general bird warnings on ATIS. PHASE II for increased bird activity for migratory period from 1 November to 31 March. There may be heavy concentrations of Cattle Egrets and Vultures during June-August and when mowing on the airfield.
(125 OSF-OSA/125 OSF-OSA FIL 07-444)

Jacksonville NAS (Towers Fld) (KNIP), FL

1. PRIOR PERMISSION REQUIRED (PPR). All aircraft, with the exception of locally based, JOSAC, NALO and AIREVAC aircraft, contact Base Operations, DSN 942-2511, C904-542-2511, 48 hours prior to arrival for PPR number.
2. LOX SERVICES. 48 hour notice required, contact Fuels Division, DSN 942-3906, C904-542-3906, for service Monday-Friday 1300-1930Z++. After hours, holidays and weekends, contact Base Operations, DSN 942-2511, C904-542-2511.
(USN/NAVFIL FIL 0031-09)
3. Airfield closed on Federal holidays via NOTAM.
(USN FIL 0015-10)
4. CUSTOMS, AGRICULTURAL, AND IMMIGRATION. Aircraft requiring inspection should plan on arriving between 1300-

2100Z++ Monday-Friday. Contact Base Operations DSN 942-2511, C904-542-2511, 48 hours prior to arrival. No inspections outside of published hours.

(USN/NAVFIL FIL 0031-09)

5. NOISE ABATEMENT. Departures or full stop landings only 0300-1300Z++ Monday-Sunday, and 1300-1700Z++ on Sunday. Transient jet aircraft not authorized in the tower pattern.
(USN FIL 0015-10)

6. Limited transient maintenance and space available.

7. Transient aircraft requiring oil samples should contact the Naval Oil Analysis lab at DSN 942-4031, C904-542-4031.

8. Hung Ordnance/Divert Alert - Limited. Limited organic weapons handling capability.

9. Non-station aircraft desiring hot refueling are required to be sponsored by a local squadron.
(USN/NAVFIL FIL 0031-09)

10. Radar services not available from 1200Z++ Saturday until 1200Z++ Monday and during holiday closures. Check NOTAMS for holiday closures.
(USN/NAVFIL FIL 0110-12)

Joe Foss Fld (KFSD), SD

1. ANG - Use of ANG ramp requires coordination with Base Operations for a PPR, DSN 798-7754 prior to filing flight plan. Normal operation is 1145-2200Z++, Tuesday-Friday except holidays. Due to mission requirements, the ANG may be closed during the above periods. Contact Base Operations (253.4 or 138.1) 15 minutes prior to landing.
2. TRANSIENT AIRCRAFT SERVICING LIMITATIONS - No transient alert maintenance, expect servicing delay. No fleet service. No hot pit refueling. No drag chute service. Maintenance for aircraft other than F-16s not available. No hangar space. No customs or agriculture inspections service.
3. NOISE ABATEMENT - Do not use afterburner in traffic pattern unless required for safety of flight. Climb above 2500' MSL as soon as possible after low approach or on departure for all runways. For Runway 15 departures, terminate afterburner use at the airfield boundary or as soon as safely possible.
4. Use caution during landing for 18 to 23 inch tall threshold crossing lights within 12' prior to the approach ends of all runways.
5. A water canal 2000' to the northwest paralleling Runway 3-21 may be mistaken for the runway during low visibility approaches.
6. BIRD AIRCRAFT STRIKE HAZARD (BASH) -
 - a. Phase I - All months not designated as Phase II. Bird activity on and in vicinity of airfield is usually light.
 - b. Phase II - In effect from 20 February to 15 April and from 1 September to 15 December each year. This phase represents moderate to heavy bird activity associated with the migratory season. Joe Foss Fld (KFSD) experiences large concentrations of migratory geese and ducks during this period. For up to date information on migration status call the Snow Goose Hotline - C605-885-6401.

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c. BIRD WATCH CONDITIONS - During periods of 114 FW flying operations the Supervisor of Flying (SOF) will issue Bird Watch Conditions for military aircraft. Contact LOBO SOF on 253.4 or 138.1 (DSN 798-7754) for the current status:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions.

(2) MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes requiring increased vigilance by all agencies, supervisors and aircrew. Military aircraft should expect one approach to a full stop landing.

(3) SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Military takeoffs and landings are not authorized unless a greater emergency exists or an immediate operational necessity dictates.

(AFFSA/AFFSA FIL 07-245)

Joint Base Andrews (KADW), MD

1. PRIOR PERMISSION REQUIRED (PPR) PROCEDURES -

a. All transient aircraft must obtain a PPR number for tracking and ramp availability via email: 89oss.osa@us.af.mil no earlier than 6 days and no less than 72 hrs prior to arrival. Transient Alert services for West Ramp (W side) available 24 hrs. East/Navv side transient services not available 24/7. Aircraft parking on the East/NAFW ramp must plan arrivals and departures during published NAFW working hours (0730L-1630L, Mon-Fri) or coordinate with NAFW Operations for concurrent scheduling with DV missions. Contact NAFW at C240-857-9259/240-381-2739/202-340-5954.

b. PPR requests require the following information:

- (1) Call sign, number and type aircraft
- (2) Date and time of arrival and departure point
- (3) Date and time of departure and destination
- (4) Fuel required
- (5) Distinguished Visitors
- (6) Point of contact, name and phone number
- (7) Aircraft arrival and departure weight.

NOTE: All civilian aircraft requesting a civil aircraft landing permit for Joint Base Andrews (KADW) require a Transportation Security Administration (TSA) Airspace Waiver to enter the Special Flight Rules Area (SFRA)/Flight Restricted Zone (FRZ). Waiver application instructions available at www.tsa.gov/for_industry/general_aviation. Completed waiver requests must be submitted to the TSA Airspace Waiver Office no later than 5-7 business days (10 days preferred) prior to ETA. A

PPR issued by AM Ops does not alleviate the TSA airspace waiver requirement or a civil aircraft landing permit. Civilian aircraft without a valid TSA Airspace Waiver will be denied access to the SFRA/FRZ and unable to land at Joint Base Andrews (KADW).

(89 OSS-OSAA/89 OSS-OSAA FIL 18-633)

2. QUIET PERIODS/RAMP FREEZE - Quiet periods/ramp freeze procedures will be strictly adhered to when in effect.

NOTE: A ramp freeze is a security precaution established because of the presence of Distinguished Visitors. No aircraft movement on the West Ramp or active runway during these periods. Once a ramp freeze is in effect, expect a 30 minute delay. Ramp freeze times subject to change; refer to NOTAMS.

(89 OSS-OSA/89 OSS-OSA FIL 11-072)

3. DISTINGUISHED VISITORS (DV) - During duty hours contact 89 AW/CCP (Flight line Protocol) at DSN 858-2100 for DV support and any special DV requirements. All inbound aircraft contact Andrews Command Post 1 hour out with DV codes, load message, block time, estimated time of departure (ETD) and fleet service, MHE support (i.e. staircase truck, baggage conveyor, etc.) requirements. For remain overnight (RON) service call Andrews Command Post DSN 858-5058 or C301-981-5058. All aircraft (including home station unless coordinated with NAFW Operations) must on/off load DV passengers on West Ramp due to Protocol handling requirements unless otherwise coordinated with 89 AW/CCP and AM Operations. All inbound DVs utilizing West Ramp should utilize West Runway when landing.

4. TRANSIENT SERVICING LIMITATIONS - All aircraft requiring servicing by 89 APS must on/off load on West Ramp due to handling limitations unless otherwise coordinated. Contact Andrews Command Post 1 hour out with DV codes, load message (pax/cargo breakdown), block time, estimated time of departure (ETD) and fleet service, MHE support (i.e. staircase truck, baggage conveyor, etc.) requirements. With prior coordination from AM Operations, aircraft may reposition to East Ramp provided East Transient Alert is operational and can support.

(89 OSS-OSAA/89 OSS-OSAA FIL 15-906)

5. HAZARDOUS/DANGEROUS CARGO -

a. Primary Hot Cargo Pad closed. Alternate location is at Taxiway Charlie Middle with nose facing east or west. 48 hour prior notice to Airfield Management required. Due to limited service facilities and the lack of hazardous or sensitive cargo storage facilities, all aircraft, except AMC aircraft scheduled to park/RON on the West Ramp should contact 89 APS Capability Forecasting section at least 24 hours in advance at DSN 858-7205. Hazardous Cargo operations prohibited during snow removal operations, call to verify PPR prior to departure during inclement winter weather.

b. The table below contains the mandatory explosive weights for the Hazardous Cargo Pad limitations at Joint Base Andrews. Due to the unique mission at Joint Base Andrews, the Hazardous Cargo Pad explosives weights CANNOT exceed 10,000 lbs of Hazard Division 1.1. If there are any questions, please contact 11th Wing Weapons Safety at DSN: 612-6376/5975.

TAXIWAY CHARLIE CENTER (PRIMARY)	
HD	NEW LIMIT
1.1	10,000
1.2.1	519, with Maximum Credible Event (MCE) $\leq$ 82
1.2.2	81,756
1.2.3	150,000; Largest Single Round (LSRN) $\leq$ (05) 36
1.3	150,000
1.4	No Limit NEW; Mission-Essential Quantities (MEQ)
WEST RAMP PARKING ROWS 12, 13, AND 14, Spots A, B and C	
HD	NEW LIMIT
1.1	None
1.2.1	None
1.2.2	70
1.2.3	None
1.3	7,000
1.4	10,000

(89 OSS-OSAA/89 OSS-OSAA FIL 19-182)

6. AIRFIELD INFORMATION AND RESTRICTIONS –

a. Foreign route briefing available 1230-2130Z++ Monday-Friday, other times require 12 hour prior notice. Extremely heavy VFR traffic operating in proximity to and beneath the Washington Class B Airspace. Compliance with TCA procedures mandatory for all VFR traffic. Heavy helicopter traffic West Ramp area. PMU29E jet oil service cart not available. No drag chutes available. Limited BOQ/BEQ available, reservations required.

b. All aircraft flying under visual flight rules (VFR) to/from Joint Base Andrews (KADW) shall contact the DOD NCRCC at C866-598-9225 one hour prior to departure due to enhanced SFRA/FRZ airspace security requirements. It is strongly recommended that all pilots flying under VFR within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metro Area. This training is mandatory for all pilots flying under VFR within 60 NM of the DCA VOR/DME. Training available at the Aviation Learning Center at <http://www.faasafety.gov>.

c. West Ramp parking spot 12A restricted to aircraft with wingspan of 170' or smaller.

d. CAUTION:

(1) Concrete culvert wall approx 18" high, located western edge of Taxiway E-5, 42' from taxiway centerline.

(2) Berm located on south end of Taxiway E, adjacent to Aerospace Control Alert (ACA) Facility is slumping and impacting the taxiway clear zone. Berm is 153' east of the taxiway edge.

(3) Wingspans 113' and larger aircraft prohibited from conducting 180 degree turns on Runway 01R-19L except for northern most 300'.

(4) 30 inch AGL frangible microwave sensors at the following locations:

(a) Taxiway Whiskey (North) - 250' west of runway edge, 60' south of taxiway centerline.

(b) Taxiway November - 660' east of runway edge, 60' south of taxiway centerline.

(c) Taxiway Whiskey (South) - 240' west of runway edge, 60' north of taxiway centerline.

(d) Taxiway Sierra - 560' east of runway edge, 67.5' north of taxiway centerline.

(e) Runway 01L western shoulder 150' north of Taxiway Sierra centerline.

(f) Runway 19R west shoulder 160' south of Taxiway November centerline.

(5) 125' AGL and 392' MSL crane located at N38°83'95.30" W076°86'45" approximately 5400' to the north of Runway 01R/19L threshold.

(6) Runway 01L/19R possible skip hook bounce due to centerline lights protruding 6 mm (0.25 in) above runway surface within aircraft arresting system critical area (ASCA).

(7) Hangar access pad south of Hangar 18 restricted to Civil Air Patrol assigned C-182 aircraft only.

(8) Taxiway Charlie ILS holding position sign missing west of RWY 01L-19R.

(9) East Ramp taxilane closed between rows 3 and 4, to include parking spot 3F.

e. Joint Base Andrews (KADW) ARFF USAF Category 5 IAW AMCI 11-208, Chapter 10, table 10.2.

f. Hangar Access Pad north of Hangar 1 closed to all aircraft.

g. East ramp, Row 12, restricted to aircraft with wingspans of 125' and smaller.

h. Hangar 11 obstruction lights out of service until further notice.

i. Taxiway W south Helo pattern closed. No Helo operations authorized over construction site.

(89 OSS-OSAA/89 OSS-OSAA FIL 19-292)

7. TAXIWAY RESTRICTIONS –

a. Taxiway W-3 is accessible only to PAG aircraft.

b. Taxiway W-2 is prohibited to aircraft with wingspans exceeding 120'.

c. Taxiway E-1, E-2 and E-5 are 50' wide.

d. Taxiway E North of E-4 is 50' wide.

e. Taxiway E-7 restricted to wingspans 94' and smaller.

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f. Taxiway E-6, between the East and 113 WG Ramps, is prohibited to aircraft with a wingspan exceeding 56'. Aircraft with a greater wingspan should turn North immediately upon entering the East Ramp from Taxiway E-6.

g. Taxiway W-5 is off limits to all transient and non-assigned aircraft.

h. Taxiway A-1 and A-2 are accessible only to 113 WG Aerospace Control Alert (ACA) aircraft and contingency F-22 and F-15. Aircraft with wingspans exceeding 33 feet are prohibited from using Taxiway A-2 without OG/CC approval.

i. Aircraft with wingspans exceeding 165 feet are prohibited from using Taxiway Echo adjacent to the 459th Air Refueling Wing (459 ARW) Ramp without prior coordination with the 459th ARW Maintenance Operations Center (MOC). The use of an approved Follow-Me Vehicle and trained wing walkers is required.

j. Taxiway S, adjacent to Pad 92, prohibited to aircraft with wingspans exceeding 75 feet when F-16 arm/de-arm operations are in progress.

k. Taxiways E-5 are off limits to all unassigned aircraft.

l. Taxiway Echo south of Taxiway E-6 restricted to aircraft with a wingspan of 131' or less (wingspan of KC-135 Aircraft or smaller).

m. Taxiway W closed south of Taxiway W-5 up to RWY 01L-19R VFR hold line to include Pad 94.

n. Taxiway W closed south of Taxiway W-3 restricted to aircraft with a wingspan of 240' or less.

o. Taxiway W-4 restricted to aircraft with a wingspan of 240' or less.

(89 OSS-OSAA/89 OSS-OSAA FIL 19-306)

8. ANG -

a. 201 AS DCANG (OLAA) - Hours of operation 1130-2000Z++ Monday-Friday except holidays. Contact BOXER at UHF 314.25 30 minutes prior to arrival.

b. DCANG (113 WG) - hours of operation 1130-2000Z++ Monday-Friday except holidays. Contact CAPITAL at 139.7 15 minutes prior to arrival. Limited surface transportation.

NOTE: PPR for ANG does not pertain to airfield.

9. AFRC - 459 ARW hours of operation 1130-2100Z++ Monday-Friday. Ramp secured during non-duty hours and specific coordination must be obtained and will not normally be approved for non-duty hours operations. Surface transportation is limited and vehicular traffic on airfield requires a briefing by 459 ARW/CP. Contact 459 ARW/CP 30 minutes out for parking location and crew pickup coordination.

(89 OSS-OSA/89 OSS-OSA FIL 11-072)

10. WEIGHT BEARING RESTRICTIONS – Weight bearing waiver requests must be coordinated through AM Ops at DSN 858-9442, C301-981-9442 at least 24 hours in advance of arrival and departure Monday-Friday 1130Z-2030Z++. Aircrews will notify ATC on initial contact of allowable gross loads taxi route. Allowable gross load (lbs) restrictions apply to large aircraft and may restrict taxi routes. Allowable gross load restrictions apply to the following gear configurations/variants on Taxiway N. Aircraft with allowable Gross Loads exceeding those below,

and/or the PCN for Runway 01R/19L, must request a Weight Bearing Waiver.

a. West Ramp Parking Rows 9-11: T - 160K; TT- 323K; TDT - 840K; TRT - 516K.

(89 OSS-OSAA/89 OSS-OSAA FIL 17-902)

11. NOISE ABATEMENT PROCEDURES –

a. After takeoff, using safe procedures consistent with the Technical Order for your aircraft, maintain proper clearance from clouds, follow the controller's instructions and climb as rapidly as possible to 1500' MSL.

b. Before landing, using safe procedures consistent with the Technical Orders for your aircraft, maintain traffic pattern altitude so long as practical before landing.

c. No practice approaches between 0300-1100Z++, all arriving aircraft expect full stop landing. Quiet hours normally 0300-1100Z++.

d. Aircraft making an IFR departure to the North, if cleared for a left turn, will start standard rate turn within 1.5 NM from the end of the runway (ADW/2.5 DME). If unable to comply, do not accept clearance. Aircraft making an East turnout for an IFR/VFR departure, including entry into the closed or VFR box pattern, off Runway 01L or 01R, will not begin right turn until reaching ADW/1.5 DME (Suitland Parkway) and at or above 400' AGL. Aircrews will avoid overflying the East housing areas.

(89 OSS-OSAA/89 OSS-OSAA FIL 15-420)

12. MISCELLANEOUS -

a. Transient aircraft will have all safety pins, sleeves, canopy jacks, etc., required for refueling/servicing operations. Aircrews on aircraft with ejection seats/canopies will install all safety pins or servicing will not be accomplished.

b. Airfield Management is unable to store COMSEC. Please contact 11 WG/Command Post at DSN 858-5058 for storage. All transient crews must seal COMSEC bags prior to storage.

c. Aircrews requiring overnight lodging contact billeting (Presidential Inn) at DSN 858-4614, C301-981-4614 24 hours in advance.

d. AMC Prime Knight services are not available for aircrew remaining overnight at Joint Base Andrews (KADW).

e. 89 APS cannot support engine running offloads (EROL). EROL not authorized.

f. For flight planning, use DCA preferred IFR routes located at http://www.fly.faa.gov/rmt/nfdc_preferred_routes_database.js p.

NOTE: The URL above is case-sensitive and must be in lower-case.

g. IAW Joint Base Andrews policy, the authorized transport radius for off-installation lodging is a maximum of 5 miles from base. Aircrews seeking off-installation lodging WITHIN this 5 mile radius can utilize the 11th Logistics Readiness Squadron's crew transportation support. Aircrews arranging off-installation lodging OUTSIDE this 5 mile radius will use commercial taxi services or, if available, the 11 LRS U-Drive-It fleet for transportation (phone number: C981-301-1876/1878). The 11 LRS will provide transportation to the Joint Base Andrews Visitor's Center for aircrews to receive their commercial taxi.

(89 OSS-OSAA/89 OSS-OSAA FIL 17-1296)

13. CAUTION - LED obstruction lights on all airfield Air Traffic Control and Landing Systems (ATCALS) equipment and the following locations: Hangars 5, 10 & 11, Building 1915 fuel cell wind sock, east runway wind socks, west ramp ballpark stadium lights, 459th ramp ballpark stadium lights, and two radio transmitter receivers located 3000' southwest of Runway 01L-19R.

(89 OSS-OSA/89 OSS-OSA FIL 12-153)

14. BIRD/WILDLIFE AIRCRAFT STRIKE HAZARD (BASH) INFORMATION

a. Bird Watch Condition (BWC)

(1) LOW - normal bird activity (fewer than 5 large birds or fewer than 15 small birds) on or above the airfield with a low probability of hazard. Local training approved.

(2) MODERATE - increased bird activity (5 to 15 large birds or 15 to 30 small birds) in locations (aerodrome and within 20 degrees of arrival and departure corridors) that represent an increased potential for strike. Only initial takeoffs and full stop landings are allowed for the BWC MODERATE runway. The Aircraft Commander and ATC must coordinate an arrival or departure path that has the least amount of reported bird activity. If both runways are MODERATE, local transition training is suspended until the BWC is downgraded (to facilitate touch and go landings) or coordination is made to depart to an alternate training airfield.

(3) SEVERE - high bird population (more than 15 large birds (waterfowl, raptors, gulls, etc.) or 30 small birds (terns, swallows, etc.)) are immediately above the active runway or in specific locations (taxiways, in-field areas, departure or arrival routes, etc.) representing a high potential for a strike. During SEVERE, all departures and arrivals require 89 OG/CC approval. The PAG/CC is the approval/waiver authority for PAG missions. The 811 OG/CC is the approval waiver authority for 811 OG missions. If both runways are SEVERE, inbound aircraft must either hold until the BWC is downgraded or coordinate with the applicable C2 agency to go to an alternate airfield. The Aircraft Commander will coordinate with ATC to determine the best departure/arrival route.

b. Local/Seasonal Bash Hazards

(1) BASH PHASE I - Phase I operations concentrate on bird control actions and are in effect year round. During Phase I, BWC will be used to communicate any strike hazards.

(2) BASH PHASE II - Phase II is implemented in March through May and September through October (this reflects historic migratory and flocking bird seasons). Additional restrictions to flying operations apply during phase II. Departures and arrivals should not be scheduled ± 1 hour from sunrise to sunset.

(3) Bird Strike Reporting Procedures - Report all bird and animal strikes on or in the vicinity of Joint Base Andrews (KADW) to Airfield Management Operations, 89 OSS/OSAA DSN 858-9442 in accordance with AFPAM 91-212.

(89 OSS-OSAA/89 OSS-OSAA FIL 18-633)

Keesler AFB (KBIX), MS

1. CAUTION - Obstructions off both ends of runway require displaced threshold for Rwy 03-21. Do not land prior to runway threshold; however, area past the opposite displaced threshold authorized for use during landing roll out. Portions of runway prior to threshold may be used to begin take-off roll; however,

do not use area past opposite threshold for take-off computations or take-off ground roll. Variable width runway at both ends of runway. Distance remaining markers indicate distance remaining for landing roll out only. Pilots unfamiliar with Keesler AFB (KBIX) or requiring overnight parking should contact Base Operations DSN 597-2120 for briefing. Minimum 8 hours prior notice required for on/off load cargo DSN 597-3009. Flightline construction, use low power settings while taxiing and watch for foreign objects.

(81 OSF-OSAM/81 OSF-OSAM FIL 16-549)

2. SERVICE - Customs and Border Protection (CBP) available 24 hours for HHQ mission directed aircraft and 403rd WG aircraft. Restrictions and limitations for CBP inspections and clearances. Customs inspections are not available for civilian personnel. Point of contact is 403 WG Command Post, C228-377-4330, DSN 597-4330.

(81 OSF/OSAM/81 OSF/OSAM FIL 10-749)

3. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. PHASE I AND PHASE II BIRD ACTIVITY:

(1) Phase I represents normal bird activity.

(2) BASH Phase II in effect 1 Jun – 30 Sep, expect heavier bird activity sunrise-sunset.

b. Condition SEVERE:

(1) Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE. During BWC Severe, AM will maintain an aggressive posture using all available tools to reduce bird activity during BWC SEVERE. Personnel will remain on the airfield until such times as it is clear that bird scare tactics do not reduce BWC. At that time AMOPS will monitor the bird activity and conducts checks until BWC has gone to MODERATE or lower.

(2) Ranges/Training Areas. Identify a specific area and/or altitude. All flights must avoid using the range or area affected by the SEVERE condition.

(3) Low- Level Routes. Note and avoid specific routes, route segments, and altitudes affected by the SEVERE condition. Aircraft Commanders using the Keesler AFB (KBIX) Drop Zone (DZ) for low altitude airdrop operations will contact the Drop Zone Supervisor, Supervisor of Flying, and/or Airfield Operations prior to commencing operations to determine the nature of the SEVERE bird activity on the airfield.

c. Condition MODERATE:

(1) Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews. Aircraft commanders will assess the risk of increased potential for bird strike and take appropriate precautions. During BWC Moderate, AM will maintain a constant presence on the airfield and will conduct hourly checks to disperse birds.

(2) Ranges/Training Areas. Make changes in flight profile or altitude to avoid bird hazards.

(3) Low-Level Routes. Make amendments to flight altitude to minimize bird hazards. Limit formation flying to a minimum for mission and training requirements.

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d. Condition LOW - Normal bird activity on or above the airfield with a low probability of hazard to aircraft.
(81 OSF-OSAM/81 OSF-OSAM FIL 17-499)

Kelly Fld (KSKF), TX

1. CAUTION:

a. Avoid San Antonio Intl (KSAT) Class C and Stinson Muni (KSSF) Class D Controlled Airspace.

b. Occasional fireworks display .5 NM west of approach end Runway 16, April-August.

c. Possible VFR glider traffic in vicinity of San Geronimo Airport (K8T8) located 304° 21 NM from Kelly TACAN (KSY) and Boerne Stage Field (K5C1) located 335° 21 NM from Kelly TACAN (KSY).
(502 OSS-OSAA/502 OSS-OSAA FIL 19-109)

2. Temporary storage of classified materials up to and including SECRET available at AMOPS.
(502 OSS-OSAA/502 OSS-OSAA FIL 17-357)

3. Limited Transient Maintenance available, only basic launch/recovery services available, no aircraft repair or maintenance inspection capability, refuel assist only on commercial and large aircraft. Limited fleet service - portable water, air stair support, human waste and trash removal only; prior coordination required (except AIREVAC), phone DSN 945-8668.
(502 OSS-OSAA/502 OSS-OSAA FIL 14-796)

4. VIP - All aircraft transporting VIP's contact Pilot to Dispatcher with block time, VIP information and requirements.
(502 OSS-OSAA/502 OSS-OSAA FIL 17-357)

5. All aircraft use Pilot to Dispatch 126.2 or 372.2, at least 30 minutes prior to arrival with passenger/cargo info. Once on the ground check-in with base operations; aircrew remaining overnight sign in with AMOPS.
(502 OSS-OSAA/502 OSS-OSAA FIL 18-624)

6. CUSTOMS/AGRICULTURE/IMMIGRATIONS:3

a. All aircraft arriving from non-CONUS locations will contact AMOPS 2 hours prior to arrival for Custom/Agriculture/Immigration coordination at DSN 945-6802/6803, C210-925-6802/6803. Failure to do so may result in delays.

b. All aircraft commanders will provide number of people on board by category (military, civilian, retirees, dependants and foreign nationals).

c. Customs response agency - San Antonio Homeland Security.
(502 OSS-OSAA/502 OSS-OSAA FIL 17-357)

7. TAXIWAY RESTRICTIONS -

a. Taxiway Golf limited to tenant F-16 aircraft taxi/tow operations.

b. Aircraft with a wingspan of 110 feet or larger will not use Taxiway D to enter or exit the transient ramp unless aircraft has wing walkers.

c. Taxiway B and F: When aircraft are in the arm/de-arm areas on the hammerheads, aircraft with wingspans over 110 feet are restricted from taxiing on Taxiway B and/or F, as applicable.

d. Taxiway B and F, adjacent to the arm/de-arm pad consists of 12 and 8 small black bars which are non-standard markings used for F-16 HUD line up.

e. Compass Rose: 50 feet wide tow way is unlit, limited to towing operations. From sunset to sunrise the compass rose can only be occupied by aircraft conducting engine runs with beacon light on.

f. Trim Pad: 30 feet wide tow way is unlit. Same restrictions as Compass Rose above.
(502 OSS-OSAA/502 OSS-OSAA FIL 18-167)

8. Limited parking for heavy aircraft, mission aircraft have priority. Engine running off/on loading for cargo and passengers not authorized.
(502 OSS-OSAA/502 OSS-OSAA FIL 17-357)

9. NON-STANDARD CRITERIA - 433AW ramp parking spot markings provide a non-standard wingtip clearance of 20' for C-5's parked next to each other.
(502 OSS-OSAA/502 OSS-OSAA FIL 19-109)

10. Majority of paved shoulders exceed standard dimensions. Runway shoulders are painted with yellow chevron deceptive surface markings to indicate unusable surface. Taxiway paved shoulders are asphalt and unmarked.
(502 OSS-OSAA/502 OSS-OSAA FIL 18-167)

11. BIRD/WILDLIFE HAZARDS-

a. Phase II for birds occurs 1 March through 30 November. Aircrews should use caution and contact Airfield Management for questions concerning bird status/location of birds when transiting during these months.

(1) The highest volume of bird activity occurs in the early spring (March-May) and throughout the late summer and fall (September-November).

(2) Winter months (December-February) have shown the lowest activity.

(3) Year-round population include:
- Turkey/black vultures - most active from midmorning to early afternoon.
- Great-tailed Grackles - most active in the early morning and evening.
- Perching birds - active all day at low altitudes.
- Doves and Meadowlarks - active all day at low altitudes.
- Bats - active during periods of warm weather from 1 hour prior to sunset until 30 minutes after sunrise.
- Cattle egrets - heaviest concentration during the morning hours, March-July.

(4) WARNING - Large successive formations of Cattle Egrets, 5 to 50 in flock numbers, have been observed flying below 300 feet AGL from east to west across the north end of the runway (EOR) and approach lights every morning at approximately sunrise for up to two hours duration. Heaviest activity is 5 to 30 minutes after sunrise. There is a roost of several hundred Cattle Egrets and Double-crested Cormorants at Elmendorf Lake State Park, 2.9 NM northeast of the north EOR. These birds travel southwest, crossing the north EOR, towards foraging areas southwest of the airfield each morning. The return

to roost throughout the day is not a consistent /concentrated pattern.

(5) Increased bird activity is announced to aircrews via ATIS and NOTAM.

(6) Aircrews shall advise ATC of bird observations and encounters.

(502 OSS-OSAA/502 OSS-OSAA FIL 18-099)

Key West NAS (KNQX), FL

1. PRIOR PERMISSION REQUIRED (PPR) – All aircraft, other than base-assigned aircraft or scheduled detachment aircraft, shall obtain a PPR number at Air Terminal DSN 483-2769/2779, C305-293-2769/2779 or email PPR request at naskw.n3.tline.fct@navy.mil. Strict adherence to published field operating hours is required. PPR is valid for +/- 1 hour of proposed ETA. If outside of ETA slot, contact Air Terminal to update PPR. Transient parking and services limited. PPR can be scheduled 2 weeks prior to arrival, but no further in advance.

2. ATC Course Rules Brief, in accordance with NASKWINST 3120.1 Key West NAS (KNQX) Deployment Manual, is required prior to conducting flight operations in the Key West (KNQX) Local Flying Area. Detachments contact Fleet Liaison at DSN 483-2773, C305-293-2773 to schedule. Transient Aircraft contact ATC at DSN 483-2770, C305-293-2770 to schedule.

3. CAUTION – Key West NAS (KNQX) is a unique and overlapping Class D Airspace with Key West Intl (KEYW) Class D Airspace, as defined in FAA Order 7400.9 and FAR Part 71. Due care and extreme caution must be utilized so as not to encroach upon KEYW Class D airspace, as well as increased vigilance for civilian traffic.

4. NOISE ABATEMENT PROCEDURES – Strict compliance with the following noise abatement procedures will be followed by all aircraft unless controller instructions or safe procedures consistent with the aircraft flight manual for your aircraft dictate otherwise. Compliance is mandatory and extremely important in maintaining goodwill between the military and the surrounding community of Key West.

a. Aircraft shall avoid flying over the following locations:

(1) Key Haven; 2.5 NM WNW west of KNQX; 24° 34' 53" N, 081° 44' 06" W

(2) Stock Island; 3.0 NM WSW of KNQX; 24° 33' 52" N, 081° 43' 37" W

(3) East Rockland Key; 1.4 NM NE of KNQX; 24° 35' 10" N, 081° 40' 21" W

(4) Geiger Key; 1.9 NM E of KNQX; 24° 34' 42" N, 081° 39' 24" W

b. Aircraft shall not fly over the city of Key West below 3K unless under radar control or executing an approved instrument approach.

c. Use minimum power in the traffic pattern consistent with flight safety.

d. Climb as rapidly as practicable after takeoff to pattern/assigned altitude.

(USN/NAVFIC 178613)

5. Trumbo Point Helicopter Landing Zone – This is an unlit helicopter landing area adjacent to the former seaplane hangar and FLY NAVY Building at Trumbo Point. It is located inside KEYW Class D Airspace and is not under the positive control of KNQX Tower. However, the following procedures apply:

a. KNQX Fleet Liaison shall be utilized as the main coordinating agency for Trumbo Point LZ operations. Overnight detachment operations are authorized after thorough coordination with the Fleet Liaison Officer and the NASKW OPSO.

b. PRIOR PERMISSION REQUIRED (PPR) – All aircraft, other than base-assigned aircraft or scheduled detachment aircraft, shall obtain a PPR number at DSN 483-2769/2779, C305-293-2769/2779.

c. Contact KNQX Base Operations 15 minutes prior to arrival on 338.15. Forward the following information – callsign, type aircraft, persons on board, and time on station.

d. All arrivals and departures at the Trumbo Point LZ will be To and From the North, respectfully. All aircraft will coordinate with KEYW Tower for clearance into their Class D airspace.

6. CAUTION – R2916, Cudjoe Key Tethered Aerostat Radar System (TARS), as defined in FAA Order 7400.8 and AP/1A. A large helium filled balloon type device operating continuously, up to 14,000'. Strobe lights are located on balloons, however the tether is unmarked and nearly impossible to see/locate. Located approximately at NQX TAC R-050/12. Aircraft will be vectored to remain outside the lateral boundary of R-2916 unless overflying the area at or above 15,000'.

7. TAXIWAY OBSTRUCTION – C-130 and larger aircraft utilize caution when taxiing due to unmarked/unlit fences, located 88' from Taxiway D, 115' from Taxiway F, and 68' from Taxiway G centerlines. Caution – Standing water after periods of rain at hold short of Taxiway A and Runway 14, possible hazard to taxiing aircraft.

8. CUSTOMS, AGRICULTURE, AND IMMIGRATION – Customs office is located at Key West Intl (KEYW). Agents available 0800-1600L Mon-Sat. Aircraft requiring inspections must annotate on PPR and notify Navy Approach when in radio contact with updated ETA and request CBP coordination, failure may cause undue delays with CBP's limited resources.

9. COMSEC – Airfield services has limited storage facilities available for classified material for transient aircraft. Storage requests for classified material must be made in advance and when making a PPR by contacting the Air Terminal at DSN 483-2769/2779, C305-293-2769/2779. For large vault items or for other security questions, contact NASKW Security Manager at DSN 483-2662, C305-293-2662 or C305-797-4407. Upon arrival, aircrews SHALL notify transient services of classified storage requirement and estimated departure information for coordination.

10. Weather observations are performed by a certified weather observer during published field hours 1000-0200Z++. Automated Surface Observation System (ASOS) is available during all other hours.

11. CAUTION – Bird activities abound at KNQX due to its unique location on the Florida Keys and its natural stop for the fall and spring migrations.

a. Bird/Animal Aircraft Strike Hazard (BASH) Reduction Program point of contact is the KNQX Aviation Safety Officer DSN 483-2350.

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b. Bird Watch Conditions (BWC) shall be disseminated via ATIS 307.025 during published field hours. Key West NAS (KNQX) BWC are defined as follows:

(1) BWC Severe – Heavy (15 or more large or 30 or more small) bird activity observed on or immediately above the active runway, or other specific locations which may represent probable hazard to safe flying conditions.

(2) BWC Moderate – Moderate (5-15 large or 15-30 small) bird activity in the local flying vicinity that constitutes a probable hazard to safe flying operations.

(3) BWC Low – Normal (sparse birds) activity on or around the airfield.

c. Aircrew shall advise ATC of bird observations and encounters. Bird/Animal strikes shall be reported to the KNQX Aviation Safety Officer as per paragraph 6.a., the KNQX Base Ops DSN 483-2770, and the USDA representative at DSN 483-3132, C305-293-3132. Additionally, a Bird/Animal Strike Report shall be completed and forwarded to the KNQX USDA Representative.

12. When weather anticipated greater the 5000/5, Precision Approach Radar (PAR) released IAW RADMINS No NOTAM maintenance requirements. PAR can be placed back in service within 15 minutes if required or in the event of an emergency.

13. IFR THURSDAY - Every Thursday, all aircraft with a scheduled land time of 0700-0930L should expect to recover via Radar or Instrument approaches for controller training.

14. PRACTICE APPROACHES - Any aircraft that is attempting to conduct practice approaches with no intent to land during a busy launch/recovery cycle will be placed in holding until primary mission launch/recovery is complete. If holding is expected for greater than 15 minutes and the transient aircraft cannot accept a longer delay, the holding aircraft may be asked to depart.

(USN/NAVFIL FIL 161810)

Kirtland AFB (KIKR), NM

See Albuquerque Intl Sunport (KABQ)

(AFFSA/AFFSA)

Lakehurst Maxfield Fld (KNEL), NJ

1. Navy operated airfield. Aircrews can expect operations IAW NATOPS procedures under the direction of the 305 AMW.

(USN/NAVFIL FIL 0057-13)

2. Runway 15/33 open for daylight VFR operations only, all associated lighting is inoperative.

(USN/NAVFIL FIL 0094-13)

3. Caution: All aircraft should exercise caution when landing Runway 15/33, a 36" to 40" drainage ditch runs 320' from centerline and parallel to Runway 15 end on the southwest side. This drainage ditch is also 395' from the end of ALZ 24.

(USN/NAVFIL FIL 0095-13)

4. Lakehurst steady state ARFF condition is set as USAF categories 1-3. C17's should expect ARFF service within RLS range due to 6,000 gallon water capability. Aircrews should refer to AFI 13-204V3 AMCSUP1 attachment 20 for level of service guidance.

(USN/NAVFIL FIL 14-1522)

5. C-17 aircraft restricted from 180° turns on the asphalt surface of Runway 15-33 and Runway 06-24. Runway 06-24 has 150' wide by 180' long concrete pads installed at the thresholds for C-17 operations.

(USN/NAVFIL FIL 14-7029)

6. An 80' Raid Tower with Beacon on top is located at N40.00806 W074.42510, MGRS 18TWK4907728825.

(USN/NAVFIL FIL 149885)

Langley AFB (KLFI), VA

1. CAUTION:

a. Fish spotter aircraft over the Chesapeake Bay and adjacent coastal waters at or above 1500' between 1 May and 1 December.

b. Crane erected at NASA research center, Hampton Virginia, surface to 150 feet within 1/2 nautical mile radius of 37° 05' 29.5044"N 76° 23' 01.8276"W.

c. NON-STANDARD CRITERIA -

(1) White line painted on South Ramp to delineate equipment storage safety area from aircraft.

(2) White line painted on East Ramp to delineate equipment storage safety area from aircraft.

(3) Non-standard Yellow Cones used as warnings for hot pit refueling on West Ramp.

(4) Non-standard DV red carpet located on West Ramp.

d. Non-Frangible junk yard building and associated equipment located 3000 feet from RWY 08 threshold. Non-Frangible 3 foot posts and barbwire fence located 2000 feet from 08 threshold.

(1 OSS-OSAA/1 OSS-OSAA FIL 18-137)

2. TAXIWAY RESTRICTIONS -

a. When hot pit refueling is in progress on the West Ramp, Taxiway A is restricted to aircraft with wing spans of 100' or less between Taxiway B and Taxiway M. Aircraft with wingspans greater than 100' will enter/exit the West Ramp via Taxiway B and /or Taxiway M.

b. Taxiway A between Taxiway M and Taxiway D limited to aircraft with wingspans 150' or less. All other aircraft require marshallers/follow-me service to maintain wingtip clearance with adjacent East Ramp.

c. Taxiway A between Taxiway D and east end of Runway limited to aircraft with wingspans up to 44' and 6" and main gear of 10' and 7". Taxi layout is F-22 specific, larger aircraft require marshallers/follow-me service to ensure wingtip/main gear clearance requirements.

d. The tower will advise C-130 and larger aircraft to taxi with outboard engines at idle.

e. Turns will be made to avoid blowing foreign object damage into the arm/de-arm (Runway 08 requires a right 180° turn at end of runway, Runway 26 requires a left 180° turn at end of runway with the exception of aircraft 175,000 pounds or greater are prohibited from making turns at end of Runway 26).

f. Taxiway Juliet may only be used by NASA aircraft with wingspans of 80' or less, have a gross weight of 100,000 lbs or less, and may only be used during daytime and VMC conditions due to lack of taxiway edge lighting system.

g. Taxiway A between Taxiway D and east end of runway limited to 1/192nd FW aircraft.

(1 OSS-OSAA/1 OSS-OSAA FIL 19-378)

3. RAMP RESTRICTIONS -

a. West Ramp parking row Juliet, east Taxilane, restricted to aircraft wingspans less than or equal to 138'.

b. North Ramp is limited to during daytime and VFR conditions. Must have prior coordination with Airfield Management before conducting night operations.

c. North end of Civil Air Patrol (CAP) ramp closed, barriers in place.

d. Clear Water Rinse closed for maintenance.

(1 OSS-OSAA/1 OSS-OSAA FIL 19-108)

4. NOISE ABATEMENT -

a. Langley AFB (KLF) quiet hours are 0330-1100Z++ Monday through Friday and 0330-1300Z++ on weekends and holidays. All aircraft quiet hour arrivals and departures require prior approval from the 1 OG/CC through the 633 ABW/CP DSN 574-5411.

b. NASA aircraft less than 12,500 pounds gross weight are granted approval by the 1 OG/CC to make a full stop landing during quiet hours. Departures or multiple approaches are not authorized unless specifically approved by the 1 OG/CC on a case-by-case basis through the 633 ABW/CP. All transient aircraft avoid landing on the BAK-12.

5. APPROACHES -

a. Successive instrument approaches must be coordinated with Norfolk Intl (KORF) Approach prior to handoff Monday-Friday.

b. Heavy aircraft are not authorized to conduct touch-and-go landings unless approved by Airfield Management. NASA's Boeing 757 is authorized to conduct touch-and-go landings.

(1 OSS-OSAA/1 OSS-OSAA FIL 17-1128)

6. TRANSIENT SERVICES -

a. Expect 30 minute fuel servicing delays for all transients particularly large/heavy aircraft.

b. Fighter aircraft must carry extra drag chutes, no qualified personnel on station.

c. De-ice capabilities for large aircraft very limited.

d. LAV truck service provided by Tran Alert limited to VIP C-9, C-12, C-20, C-21, UC-35, VC-135, and E-4B(DV) aircraft only.

e. LOX not available from 1 FW until further notice.

f. Aircraft elevated work platform not available.

(1 OSS-OSAA/1 OSS-OSAA FIL 16-262)

7. Distinguished Visitor (DV) -

a. Aircraft transporting DV (Code 7 and above) contact Pilot-to-Dispatch with load message, block time, DV information and requirements.

b. Coordinate passenger movement to and from Langley AFB (KLF) with Passenger Terminal, 1300-2100Z++ Monday-Friday, DSN 574-3531.

(1 OSS-OSAA/1 OSS-OSAA FIL 16-262)

8. HAZARDOUS CARGO - Shippers/Receivers of hazardous materials by air are responsible for coordinating with Airfield Management DSN 574-2504 at least 12 hours prior to ensure adequate isolated parking is available. The following information is required; N.E.W. Example: N.E.W.=0.89 pounds. Class; Class=A. DIV; DIV=1.1. Nomenclature; Nomenclature=C-4 explosives.

(1 OSS-OSAA/1 OSS-OSAA FIL 17-1128)

9. CUSTOMS/AGRICULTURE/IMMIGRATION - Plan accordingly; U.S. Customs and Border Protection (CBP) will not provide services except for 1 FW assigned aircraft to include O-7 and above (DV)/civilian equivalents. Contact U.S. Customs and Border Protection at C757-533-4218.

(1 OSS-OSAA/1 OSS-OSAA FIL 16-083)

10. Airfield openings outside of published hours will be posted via NOTAM and approved via 1 FW leadership. Short notice openings on case by case basis and must have a minimum of 2 hours notice and be approved by 1 FW Ops Group Commander; contact CP @ (C757-764-5411/DSN 574-5411) outside of opening hours.

(1 OSS-OSAA/1 OSS-OSAA FIL 17-1128)

11. Bird and Wildlife Hazards -

a. All dates not designated as Phase II are considered Phase I. Wildlife activity is generally low during Phase I with the primary threat resulting from meadowlarks and shorebirds.

b. Langley AFB (KLF) is Phase II for birds October 1-November 30 and February 1-March 31. Aircrews should use extreme caution and contact AM OPS to obtain current bird watch condition when transiting the base during Phase II. Expect moderate to severe bird conditions more frequently during Phase II. Expect moderate to severe bird conditions throughout rain events and when standing water is present on the Airfield.

c. Bird movements are higher early to mid-morning and at dusk throughout the year.

d. The highest volume of bird activity is in the spring migration season from February through March. Geese, eagles, ducks, gulls, and shorebirds are typically abundant.

e. During the summer fledgling period from July and August, there is an increased BASH risk due to juvenile birds hatching near the AOA. Osprey, doves, egrets, and swallows are often struck by aircraft this time of year.

f. Increased risk of deer activity on the airfield one hour prior to sunset through one hour past sunrise.

12. If dedicated passengers go directly to the aircraft, the aircraft commander shall be responsible for manually producing a manifest using DD Form 2131 and anti-hijacking. This manifest must be submitted to Airfield Management or the Small Air Terminal.

(1 OSS-OSAA/1 OSS-OSAA FIL 18-195)

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Laughlin AFB (KDLF), TX

1. Extensive VFR student jet training conducted within 100 NM radius of Laughlin AFB (KDLF), Monday-Friday through FL230. Numerous instrument practice approaches within 15 NM Rocksprings VORTAC, surface to 16,000'. Extensive VFR traffic pattern practice within 7 NM Laughlin AFB Aux Nr 1 (KT70) (New) to 3100' (near Spofford). Expect extensive IFR departure delays on Fridays. Aircraft C130 or larger may be restricted use due to inadequate wing tip clearances.

2. Expect arrival delay during student flying periods. Practice instrument approach and/or touch and go not authorized during student training except as approved by Approach Control. Expect radar vector for straight-in approach and full stop landing to the center runway. Inbound within 100 NM Laughlin (KDLF), cruising altitude below 7000' or FL240 and above. Request all transient aircraft arrive and depart Laughlin (KDLF) in accordance with IFR, VFR requires prior coordination with Airfield Management Operations. Aircraft desiring to fly to initial must coordinate in advance with the Supervisor of Flying via AMOPS. During student training, arrive at FL240 or above via DLF 301/54 or DLF 040/50 fixes. Expect enroute descent on DLF R-301 or R-040. Departures via Standard Instrument Departure (SID) or Radar vectors to the DLF 301/54 or DLF 031/45 fixes. VFR helicopter expect vectors to DLF 173/05 for straight-in approach under tower clearance. Maintain at or below 1600' to avoid T-6 Runway Supervisory Unit (RSU) traffic pattern. No reciprocating maintenance or parts, limited maintenance T-6, T-38 and T-1 aircraft. VOR-DME or TACAN approach not available when Runway Supervisory Units (RSU's) are operating.

(47 OSS-OSAM/47 OSS-OSAM FIL 13-093)

3. Runway Supervisory Unit Practice Area (not applicable to IFR arrivals) - The practice area includes all airspace from the surface up to and including 3100' MSL within 9 DME of DLF VORTAC from the DLF 300 radial clockwise to the DLF 136 radial, direct to the DLF 135 radial at 5 DME, within 5 DME of DLF VORTAC from the 135 radial clockwise to the 267 radial, within the boundary from the DLF 267005 to DLF 288007, within 7 DME of DLF from the DLF 288 radial to the DLF 300 radial, then along the 300 radial to 9 DME.

(47 OSS-OSAM/47 OSS/OSAM FIL 08-234)

4. COMSEC material not available for issue. Limited classified storage available at Command Post DSN 732-5167.

(AFFSA/AFFSA)

5. CUSTOMS/AGRICULTURE/IMMIGRATION - Limited support, highly suggested that aircraft divert to clearing base. Aircraft that must land at Laughlin AFB (KDLF) - the aircraft commander will contact Airfield Management Operations (372.2) with point of origin, type aircraft, tail number, ETA, number of people on board by category (military, civilian, dependents, foreign nationals: civilian, military, diplomatic), and type of cargo. U.S. Custom Officials will take a minimum of 1 hour to respond to flights that have not been previously coordinated.

(47 OSS-OSAM/47 OSS-OSAM FIL 07-679)

6. NON-STANDARD MARKINGS - South trim pads are outlined in a 100' diameter red circle - remain outside this area when an aircraft is inside the circle. Threshold markings at approach end Runway 31C are marked with a yellow demarcation (FAA) bar; the area south of the bar is not usable by aircraft and the area north of the bar is usable for taxi. South NAVAID checkpoint marking is entirely outlined in black paint to provide better visual acuity. North end hammerhead between Runway 13R and 13C. T38 parking lines are dashed; T1 parking lines are solid; both lines are labeled.

(47 OSS-OSAM/47 OSS-OSAM FIL 16-222)

7. Air stairs are not available at this location. Coordination for air stairs must be accomplished with Kelly AFB, San Antonio, Texas.

(47 OSS-OSAM/47 OSS-OSAM FIL 16-222)

8. BIRD/WILDLIFE AIRCRAFT STRIKE HAZARD (BASH)

a. Phase I - Laughlin AFB (KDLF) operates under Phase I from November- March and July-August. Bird activity is generally light during this period of the year. The primary threat during this period consists of occasional soaring raptors located in all quadrants during the midday time period. Additionally, caution should be used during dawn and dusk hours when the majority of bird movement occurs.

b. Phase II - Laughlin AFB (KDLF) typically operates under Phase II from April-June and September-October based on recommendations from the Bird Hazard Working Group (BHWG). The airfield and areas of operation in/near the Central Migratory Flyway have the potential for dense migratory bird activity continuously during this period. Moving from Phase I to Phase II operations is dependent on seasonal migratory patterns and the observed or forecasted avian threat. Local Laughlin AFB (KDLF) bird numbers, as well as those at commonly used off-station training locations and low-levels, will be considered. Bird activity reports gained through the OG/CC may be used in determining the need to begin Phase II operations or return to Phase I. The OG/CC will continuously monitor the operations with sound Operational Risk Management (ORM) principles. Notification of Phase II status and restrictions will be disseminated by local Flight Crew Information File (FCIF) and will be posted in base operations.

Phase II will include:

(1) Bird depredation shoots as required.

(2) Increased airfield checks in areas that attract migratory birds.

(3) The Supervisor of Flying (SOF) will initially declare Bird Watch Condition (BWC) MODERATE during the periods of sunrise +/- 1 hour and sunset +/- 1 hour. Observed activity may increase or decrease BWC.

c. CAUTION - The potential exists for deer and other small wildlife hazards on the airfield from sunset to sunrise, especially during the hours of dawn and dusk. Report all wildlife incursions to Airfield Management Operations (AMOPS) on 372.2, Ground Control on 275.8 or Supervisor of Flying 139.25.

d. BIRD WATCH CONDITIONS: Contact Airfield Management Operations or ATIS for Bird Watch Condition at Laughlin AFB (KDLF). Contact Airfield Management or Wizard Runway Supervisory Unit (RSU) for bird conditions at Laughlin AFB AUX NR 1 (KT70). Report bird activity to the SOF or the controlling agency. Use the following terminology to rapidly communicate bird activity. Also, give bird location with the condition. Restrictions are enforced on local aircraft; other aircraft proceed at own risk.

(1) Bird Condition Low - Normal bird activities within the local pattern area with a low probability of hazard (no restrictions).

(a) Traffic Pattern: No restrictions.

(b) Low-Level: No restrictions.

(2) Bird Condition Moderate - Concentration of birds observed in locations represent a probable hazard to safe flying operations. Exercise increased vigilance.

(a) Traffic Pattern: Minimize pattern work to that which is required by training. To the maximum extent possible, T-38 and T-6 flight leads will direct wingmen to route below 5,000' MSL. Aircraft conducting formation approaches may fly close formation inside 5 miles for the T-6 and 9 miles for the T-38. Formations on initial will maintain route until 3 miles. Note: USDA or Airfield Management will respond to mitigate the bird watch condition if the hazard is present on the airfield.

(b) Low-Level: Maintain at or above 1,000' AGL. Aircrew may fly as low as 500' AGL to complete minimum syllabus or check ride requirements. After requirements are met, aircrew will maintain at or above 1,000' AGL. Aircrews are encouraged to complete 500' AGL training on bird condition "low" legs if available.

(3) Bird Condition Severe - Heavy concentration of birds on or immediately above the active runway or other specific locations represents an immediate hazard to safe flying operations. Exercise extreme caution.

(a) Traffic Pattern: Stop all takeoffs. Divert aircraft as necessary. Landings should be accomplished from the overhead pattern to a full-stop landing. T-38 and T-6 formation procedures for bird condition MODERATE apply. Formation approaches will not be flown, except in an emergency. Note: USDA or Airfield Management will respond to mitigate the bird watch condition if the hazard is present on the airfield.

(b) Low-Level: If the current and/or forecast Avian Hazard Advisory System (AHAS) indicates SEVERE for any route segments planned to be flown, apply the following guidance in order of precedence to minimize the bird strike threat:

1. Select a different low-level route/mission (weather and operational constraints permitting).
2. Enter or exit the route at published (AP1/B) alternate entry/exit points to avoid the severe leg(s).
3. Maintain at or above 1,500' AGL minimum. Squadron SUPs may approve flying the affected route segments at the top of the route segment altitude block (do not exceed AP1/B route altitude restrictions) or 1,500' AGL, whichever is higher.
(47 OSS-OSAM/47 OSS-OSAM FIL 16-222)

Laurence G. Hanscom Fld (KBED), MA

1. Extensive light airplane activity in airport traffic pattern and vicinity. Jets, turboprops, and all aircraft over 12,500 pounds - recommend using 1800' MSL for circling altitude, when ceiling and visibility permits, to avoid light aircraft at 1000' MSL. Published circling altitudes may be used when required by ceiling and visibility.

(AFFSA/AFFSA)

2. NOISE ABATEMENT - Voluntary noise abatement procedures are in effect, contact airport manager at C718-869-8000.

a. Noise sensitive area south of airport; for Runway 23 departure, continue runway heading to 1000' AGL, turning crosswind over Route 2. Helicopters operating within controlled airspace are required to maintain highest possible altitude.

b. Practice low approaches/touch and go landings for aircraft 12,500 pounds and over are prohibited. Practice low approaches/touch and go landings for aircraft under 12500 pounds are prohibited between 0400-1200Z++.

c. Aircraft over 12500 pounds must fly a right traffic pattern for Runway 29.

3. AIRFIELD RESTRICTIONS - Taxiway G between Runway 11-29 and Runway 05-23 is closed to aircraft with wingspans greater than 118 feet. Taxiways C, F, J, M, N, R, S, and T are closed to aircraft with wingspans greater than 118 feet. Taxiway N is unavailable November 15 - April 1.

4. WILDLIFE HAZARDS - Bird and wildlife activity in and around the airfield is constant throughout the year.

5. CAUTION - Be alert for small aircraft parked on ramps.
(66 LRS-LGRDA/66 LRS-LGRDA FIL 18-378)

Lawson AAF (KLSF), GA

1. CAUTION - Expect birds on airfield. Limited parking ramp for Category C, D, and E aircraft. Aircraft over 160,000 pound maximum gross take-off weight use concrete taxiways only. Concurrent loading/fueling operations permitted for transport aircraft engaged in deployments

(USAASA/USAASA)

2. HAZARDOUS CARGO - Explosive capability A/2/3/90/3-B/90/3; PPR, DSN 835-3524/6540. Hazardous cargo aircraft contact Pilot to Dispatcher a minimum of 15 minutes prior to ETA, if unable to advise tower, DSN 835-3524/2857.

(USAASA/USAASA FIL 08-01)

3. Military supported fuel service available. No fleet service or oxygen available. Limited passenger service available. Fire guard available on request, contact Pilot to Dispatcher on 134.1 or 245.7 prior to engine start.

4. ARRIVALS/DEPARTURES - VFR traffic inbound from the S, contact Lawson (KLSF) Tower at Paper Mill smoke stack (mandatory), 9.5 NM, 188° from airfield, N32°10.36' W85°01.35' for aircraft tactical combat spacing. Aircraft landing at Lawson (KLSF) must have a properly executed DD Form 175 or FAA Form 7233-1 on file. Transient remaining overnight aircrews report to Base Operations prior to departing the flightline.

(USAASA/USAASA)

5. WEATHER OBSERVATION LIMITATION - Approach ends of Runway 15-33 are not visible to weather observer. Reported weather conditions may not be actual conditions at these locations.

(USAASA/USAASA FIL 11-25)

6. RESTRICTED AREA - All aircraft, except TACAIR under FAC control operating in R3002, contact Doughboy Advisory 138.325, 227.4 prior to entering R3002. Rotary-wing aircrews report to Lawson (KLSF) Base Operations for briefing prior to entering R3002. VHF 139.375 is provided for aircraft utilization as an internal Air-to-Air frequency when operating on the Fort Benning Military Reservation.

(USAASA/USAASA FIL 11-50)

7. FRYAR Drop Zone (DZ) Operations - All aircraft conducting paratroop operations into FRYAR DZ contact Lawson (KLSF) Tower prior to initial point inbound.

8. Night Vision Device Operations - Extensive night vision device training conducted on Lawson AAF (KLSF). Repeated

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traffic pattern operations by unaided transient aircraft not permitted when night vision device training in progress.

9. Transient pilot-in-command will register with Base Operations, Flight Dispatch.

(USAASA/USAASA)

10. LIGHTNING WARNINGS - When the Lawson AAF (KLSF) weather station broadcasts a lightning warning for lightning within 5 NM of the airfield, the following procedures will apply: Ramp closed for services. Arriving aircraft will be allowed to taxi to parking, with progressive instructions as needed. Crew and passengers will remain on board the aircraft until the lightning warning is cancelled. No ground or maintenance support is available during the warning. Aircraft armed/loaded with hot/hazardous cargo may elect to disembark the crew/passengers at the discretion of the aircraft commander if remaining on the aircraft creates a greater danger to personnel. Ground support will respond to transport the crew/passengers to shelter. Ground support will not vacate the transportation vehicle. No other ground/maintenance support will be provided. Departing aircraft, given that the crew is already on board and no further ground support is required, shall be allowed to taxi and depart at their discretion. All personnel, including civilians, contractors and transient/deployed personnel must seek shelter in a vehicle, aircraft or structure immediately after notification until the lightning warning has expired. Lawson's ATC will inform all inbound aircraft when a "Lightning within 5 miles Warning" is in effect, and inform the crew they can expect to remain aboard the aircraft until the warning is canceled. Ground Control will inform transient aircrews on the ground when a "Lightning within 5 miles Warning" has been issued. Personnel can expect to remain aboard the aircraft until the warning is canceled. No ground or maintenance support is available during the warning.

All agencies in receipt of the warning shall accomplish applicable checklists and relay the warning to personnel operating on the aerodrome and base to the maximum extent possible. Base Operations will monitor the flight line (via closed circuit video) for personnel on the flight line during lightning warning conditions. In the event personnel are spotted on the flight line, Base Operations will attempt to contact said personnel via available communications or dispatch Alert Services. Alert Services will dispatch a vehicle to clear the flight line at the request of Base Operations. Alert Services will not vacate their vehicle at any time during this process.

The Maneuver Center of Excellence Commanding General (MCoE CG), in conjunction with the Airfield Manager or their designated representative(s), may elect to deviate from the above restrictions in the interest of safety or when other requirements dictate. In the event the above directs a deviation, the absolute minimum amount of ground support personnel will respond to assist in the disembarking and chocking of the aircraft. Offloading baggage, equipment, etc., will not be accomplished until the lightning warning is cancelled or has expired.

(USAASA/USAASA FIL 11-25)

Lemoore NAS (KNLC), CA

1. Airfield closed on all federal holidays as follows:

a. Closed 0200Z++ Thursday until 1600Z++ Monday if holiday is observed on Friday.

b. Closed 0200Z++ Friday until 1600Z++ Tuesday if holiday is observed on Monday.

c. Closed 0200Z++ day prior until 1600Z++ day following if holiday observed on other days.

(USN/NAVFIC)

Lincoln (KLNK), NE

1. ANG - PPR required for all aircraft (official business only accepted). Contact AM Ops DSN 279-1293/1297, C402-309-1293/1297. All non-official business aircraft may contact Duncan Aviation at C402-479-1597. Duncan Aviation has a government contract for fuel. There is no government dining or billeting available at ANG. Aircraft wishing to practice transition at Lincoln (KLNK) should contact Lincoln Airport Authority at C402-458-2423.

(155 OSS-OSA/155 OSS-OSA FIL 18-825)

2. CUSTOMS AND AGRICULTURE - Lincoln (KLNK) is not a Port of Entry and can only provide services for DoD personnel. Services are not available to retirees or dependents.

(155 OSS-OSA/155 OSS-OSA FIL 09-171)

3. BIRDS AND WILDLIFE - Phase I bird activity (low threat of bird activity) is all months not designated as Phase II. Phase II bird activity (elevated bird activity) is July through October. Neither the ATCT or the Lincoln Airport Authority will make go/no go decisions nor determine bird watch conditions (BWC). BWC's will not be broadcast over the ATIS frequency.

(155 OSS-OSA/155 OSS-OSA FIL 18-825)

Little Rock AFB (KLRF), AR

1. Rwy 25 normally in use until 10 Kt tailwind component is exceeded due to local operating requirement. Transient aircraft expect landing delay and full stop landing only, during PPR periods, and when student training is in progress. Transient aircraft expect to be sequenced with local C-130 on approach to main runway, landing zone. Transient aircraft will execute an instrument approach when landing Rwy 07. Use caution while taxiing: 2 1/2' high water hydrants located 99' from centerline of Taxiway F, taxi line markings may not provide adequate clearance for aircraft larger than C-130; when present, follow marshalls directions. Drag chutes not available.

(19 OSS-OSAA/19 OSS-OSAA FIL 19-099)

2. Tactical combat aircraft aircrews will be responsible for Safing/Arming external stores and ejection systems.

(AFFSA/AFFSA)

3. No classified material held for issue. Aircrews should arrive with appropriate amount of classified.

(AFFSA/AFFSA FIL 02-107)

4. CAUTION:

a. BIRD WATCH CONDITIONS:

(1) BASH Phase I - All months not designated as Phase II. Bird activity is generally light during these periods. The primary threat during these periods consists of occasional birds in small flocks in all areas around the airfield. Most bird strikes around Little Rock AFB (KLRF) occur at 500' to 1500' AGL.

(2) BASH Phase II in effect April-May and September-November. Bird activity is increased during these periods due to the migratory season. The primary threat during these periods consists of larger quantities and more frequent concentrations of birds in all areas around the airfield. This also applies to local Low Level Routes flown by Little Rock AFB (KLRF) aircrews.

b. DEER WATCH notification system in effect. The following are condition codes and actions to minimize the risks of deer strikes.

(1) Deer Watch Condition LOW: Minimal threat to flying operations. No deer sighted within the fence perimeter. Distance from N edge of main runway to N treeline is approximately 1004'.

(2) Deer Watch Condition MODERATE: Increased threat to flying operations. 1-5 deer sighted within the fence perimeter, but no closer than 200' to a landing surface. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) Deer Watch Condition SEVERE: Likely threat to flying operations. More than 5 deer sighted within the fence perimeter and any deer within 200' of a landing surface. Aircrews must thoroughly evaluate mission need before operating under Deer Watch Condition SEVERE.

(19 OSS-OSAA/19 OSS-OSAA FIL 13-827)

Los Alamitos AAF (KSLI) and vicinity, CA

1. CAUTION - HIGH MID-AIR COLLISION POTENTIAL. Extensive VFR general aviation traffic all altitudes, all directions operating in vicinity of Los Alamitos AAF (KSLI).

2. NOISE ABATEMENT PROCEDURES - Strict compliance required with Los Alamitos (KSLI).

3. ARRIVALS - PPR. Transient IFR aircraft should request Rwy 22 approach. Transient VFR aircraft contact Socal (VCV) Approach for Radar vectors landing Rwy 22. Aircraft inbound/outbound Seal Beach Naval Weapons Station must contact Los Alamitos (KSLI) Tower for advisories. IFR aircraft expect extensive Radar vectoring. Multiple approaches for fixed wing aircraft are not authorized. Aircraft should plan a single approach to a full-stop. No over-head breaks.

4. DEPARTURES - Departure briefing required for all aircraft. IFR departure instructions will be issued by ATC. No section or formation fixed wing departures.

5. TRAFFIC PATTERNS - Helicopter VFR patterns are restricted to aircrews that are familiar with non-standard patterns and mandatory noise abatement procedures. CAUTION - Extensive helicopter emergency procedures training in progress at all times.

6. CUSTOMS - Requests for Customs, Immigration and Agriculture clearances required 72 hours in advance.

7. CAUTION - Military helicopter night vision device traffic operations during hours of darkness without lights at 200' AGL and below over mountain training route in area bounded by a line from El Toro MCAS to San Clemente to French Valley Airport (F70) to Lake Mathews to El Toro MCAS. Area established in accordance with FAA Grant of Exemption No. 3946 to FAR Section 91.73a and b.

8. CAUTION - Parachute jumping weekends and occasional weekdays, surface to 1500' AGL.

9. RESTRICTIONS - Afd attended 1400-0600Z† Mon-Thu, 1400-0100Z† Fri, 1400-0000Z† Sat-Sun, clsd all fed hol. Twr open 1500-0600Z† Tue-Thu, 1500-0000Z† Fri & Mon, clsd Sat-Sun. Clsd all federal hol. Clsd field ops are proh.

10. TRAINING AREA - The US Forest Service has granted the Government, a right of entry permit for use of land as a CAL/MAL helicopter landing site.

a. DESCRIPTION AND LIMITATIONS -

(1) CAL/MAL sites 3-11 shall be used as a helicopter landing sites for helicopters assigned to the California National Guard, Army Reserve, and the US Marine Corps.

b. PROCEDURES AND RESTRICTIONS -

(1) On ingress/egress call on UHF frequency 305.9 for military traffic and monitor VHF 122.850 for police and fire department aircraft that are authorized to use the sites.

(2) Announce site to be used, direction of turns, and altitude as deemed necessary.

(3) No air traffic control procedures are exercised.

(4) Crash rescue is not available.

(USAASA/USAASA FIL 2019-095)

Los Angeles Intl (AF) (KLAX), CA

1. Contact 61 ABW Flight Operations for aircraft coordination DSN 633-3779/4014, C310-653-3779/4014. All services are contractor supported. Aircraft commanders should not expect USAF standard conditions and support. Contract maintenance is extremely limited. Expect 1-3 hour delay for all service/support requests not previously coordinated.

(61 ABW/61 ABW FIL 08-200)

2. Parking for DoD aircraft is extremely limited, all aircrews must contact Flight Operations for parking instruction/location prior to arrival.

3. Charges and user fees are assessed for all services and support. Users should expect to pay these rates plus a ten (10) percent Los Angeles Intl (KLAX) service charge for each mission.

4. Aircraft lead-in, power cart 28 volt DC and Air Starts are available with prior coordination. Limited cargo handling is available upon request. Lavatory service is available with 24 hours prior notice.

5. Fuel (Jet "A") available continuously 7 days per week. Icing inhibitor (single point only) requires 24 hours prior notice.

(AFFSA/AFFSA)

6. 61 ABW Flight Operations is remotely located. Only commercial transportation and lodging available, contact Atlantic Aviation C310-215-5745 for reservations, credit card required. Space available travel into Los Angeles Intl (KLAX) is not recommended due to limited services. Prior arrangement is recommended. No dining facilities within walking distance. Passenger screening is not available.

(61 ABW/61 ABW FIL 08-200)

Louisville Intl-Standiford Fld (KSDF), KY

1. JET AIRCRAFT NOISE ABATEMENT - When conditions permit request Rwy 17 for landing; Rwy 35 for departure. Arrivals - straight-in approach, full stop landing only. Departures terminate afterburner as soon as safely possible; expedite climb through 3500' MSL. No formation takeoffs on Rwy 17; no formation landing on Rwy 35 except in emergency.

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2. (ANG) - Normal duty hours subject to change without notice when mission requirements dictate.

(AFFSA/AFFSA)

3. CAUTION - BIRD AIRCRAFT STRIKE HAZARD (BASH)
INFORMATION - Phase I: 1 November - 28 February and 1 May - 31 August; Phase II: 1 September - 31 October and 1 March - 30 April.

a. Phase I - Normal bird activity based on historical data. Crews should still consult Bird Avoidance Model (BAM)/Avian Hazard Advisory System (AHAS) and request Bird Watch Conditions (BWC) from Base Operations.

b. Phase II - Heavy activity associated with migratory patterns. No special procedures are required of transient crews based on BAM or AHAS Condition, but aircrews must maintain vigilance due to the Ohio River being within 10 miles to the North and an extremely large landfill within 5 miles to the South.

(123 AW-SEF/123 AW-SEF FIL 07-706)

4. (ANG) Aircraft Parking Ramp (Non-Standard Markings)
White lines are painted on the ANG Ramp to indicate maintenance "Safety zone" for maintenance and servicing of assigned C-130 aircraft. These lines provide a reference area for 123MXG personnel, but do not impact C-130 aircraft movement.

(123 OSF-OSA/123 OSF-OSA FIL 13-090)

Luke AFB (KLUF), AZ

1. Expect Standard Instrument Departure (SID) for IFR departure to avoid delay and comply with strict noise abatement program. Preferred RADAR departure routing to NE is available. See Pilot to Dispatcher.

(56 OSS-OSAA/OSS-OSAA FIL 18-066)

2. SERVICES-

a. All transient aircraft require PPR. Plan to land, re-service and depart airfield during published airfield hours.

b. 24 hour notice required for aircraft with hazardous cargo. Aircraft carrying hazardous cargo must call via Pilot to Dispatcher 30 minutes prior to arrival.

c. Transient aircraft will not be issued PPR to fly local sorties from Luke AFB (KLUF) without approval from the 56 OG/CC. Due to Transient Alert manning, flights of 5 or more must be separated in flights of 4 or less, arriving 15 minutes apart.

d. Space available passenger service is not available; aircrews releasing seats must manifest passengers.

e. Fleet Service (Military or Civilian contract) is not available.

f. In case of a tow, transient aircraft with maintenance issues must ensure Transient Alert has key access to locked aircraft.

g. Hot refuel not available for transient aircraft.

h. Aircraft tow limit 400,000 lb.

i. No B-52 capability.

j. No approaches will be allowed during heavy student flying.

(56 OSS-OSAA/56 OSS-OSAA FIL 19-263)

3. Reduced firefighting and rescue capabilities for KC-135 and larger. Weekend/Holiday operations further reduce firefighting

capabilities for C-37 (Gulfstream 5) and larger. Severe risk/loss: Firefighting forces cannot be expected to extinguish interior fire or successful rescue operations. Only limited exterior firefighting can be performed.

(56 OSS-OSAA/56 OSS-OSAA FIL 18-066)

4. Following non-standard airfield markings exist: aircraft position lines in the hammerheads at Taxiways A, B, C, and J; camera box containers in the north and south ends of runway (EOR) for pilots to check boresight of on-board cameras; arm/de-arm markings in north and south EORs to warn ground personnel of immediate danger areas of aircraft; candy cane restricted markings, sunshade end cap markings, row number designation markings.

5. The following runway hold signs are improperly sited:

a. Mandatory Sign discrepancies:

(1) VFR hold sign Sign at Taxiway Alpha and Runway 21R located 60.6 feet from taxiway edge.

(2) VFR hold sign at Taxiway Juliet and Runway 03R/21L located 43 feet from taxiway edge and instrument hold signs missing in this area.

(3) VFR hold sign and marking not collocated at Taxiway Echo and Runway 21R/03L. Sign legend not visible from VFR hold line.

(4) VFR hold sign improperly sited on Twy Echo. Hold sign located 97.8 feet from runway edge.

(5) VFR hold sign and marking not collocated at Taxiway Juliet center and runway 21L/03R.

b. Informational signs -

(1) Runway 21R/03L exit sign at Taxiway Alpha improperly collocated with destination sign.

(2) Runway 21L/03R exit sign at Taxiway Bravo improperly collocated with destination sign.

(3) Runway 21L/03R exit sign at Taxiway Hotel is located 98 feet from full strength pavement.

(4) Runway 21L/03R exit signs missing on both sides of runway at Taxiway Juliet.

(5) Runway 21R/03L exit sign missing at Taxiway Charlie.

(6) All TACAN checkpoint signs nonstandard: character height 1/8 inch too short. Overall sign length is 80 inches.

(7) Taxiway Hotel missing location sign.

c. Multiple Arresting gear markers (AGM) improperly sited.

(1) Runway 21L/03R south BAK-12 east AGM located 77 feet from runway edge. West AGM 78ft from runway edge and located 12ft south of cable (not in line with cable).

(2) Runway 21L/03R north BAK-12 east AGM located 77 feet from runway edge.

(3) Runway 21R/03L south BAK-12 west AGM located 12 feet south of cable (not in line w/cable). East AGM located 77 feet from runway edge.

(4) Runway 21R/03L north BAK-12 east AGM located 77 feet from runway edge.

d. All Runway Distance Remaining (RDR) markers on runway 21L/03R improperly sited.

(1) Total distance of runway remaining on Runway 03R is 87 feet less than the indicated value on each RDR marker.

(2) Each RDR marker is spaced 1000 feet apart.

(3) The 9 RDR marker on Runway 21L is located 913 feet from Runway 21L threshold.

e. Multiple mandatory signs improperly sited too close to taxiway edge:

(1) Runway 03R and Taxiway J southeast corner.

(2) Runway 03R and Taxiway J northeast corner.

(3) Taxiway J center and Runway 21L/03R VFR hold sign.

(4) Runway 03R and Taxiway H.

(5) Taxiway E and Runway 21L/03R.

(6) Runway 21L and Taxiway B northeast corner.

(7) Runway 21R and Taxiway A southwest corner.

(8) Runway 03L and Taxiway C southeast corner.

(9) Runway 03L and Taxiway C northeast corner.

f. Additional mandatory sign discrepancies exist:

(1) Runway 03R and Taxiway J northeast corner INST hold sign missing.

(2) Taxiway J center and Runway 21L/03R VFR hold sign and marking not co-located.

(3) Taxiway E and Runway 21L/03R VFR sign and marking not co-located. Sign legend not visible from VFR hold line.

g. Multiple informational signs improperly sited too close to taxiway edge:

(1) Taxiway C location sign located South of S. EOR.

(2) Runway 03L/03R/Taxiway J directional sign array at Taxiway C and Taxiway J intersection.

(3) Taxiway C location/Runway 3 directional sign at southeast corner of S. EOR.

(4) EOR/Taxiway H directional sign on Taxiway C.

(5) Taxiway C/Ramp directional sign array near 944th Ramp.

(6) Taxiway C location/Taxiway D directional sign array at intersection of Taxiway D.

(7) All Taxiway C location/Taxiway E directional sign arrays.

(8) Taxiway E/Ramp directional sign array at Taxiway C and Taxiway F intersection.

(9) Taxiway C directional sign array at Taxiway F.

(10) Taxiway E location/Taxiway C directional sign array at Taxiway short E.

(11) Ramp directional sign array at Taxiway C and Taxiway B intersection.

(12) Taxiway C directional sign at Northwest corner of Taxiway B.

(13) Taxiway B exit/Ramp directional sign array on Runway 03R, signs are also improperly co-located.

(14) Taxiway A exit/Ramp directional sign array on rwy 03L, signs are also improperly co-located.

(15) Taxiway A TACAN sign. Sign is also non-standard and legend is incorrect.

h. The following are sited too far from edge:

(1) Taxiway B TACAN sign. Sign is also non-standard and legend is incorrect.

(2) Runway 21L/03R directional signs on Taxiway B.

(3) Taxiway H exit sign on Runway 21L.

(4) Taxiway C exit sign on Runway 21R.

(5) Taxiway J exit sign on Runway 21R.

(56 OSS-OSAA/56 OSS-OSAA FIL 18-787)

6. RUNWAY RESTRICTIONS -

a. C130 and larger aircraft:

(1) If landing on Runway 21L, the aircraft will make a left 180 degree turn on the runway and back to taxi to exit the runway at Taxiway Foxtrot East, Taxiway Echo, or taxiway Bravo, per ATC instruction.

(2) If landing on Runway 21R, the aircraft will make a 180 degree turn on the runway, back taxi and exit at Taxiway Alpha, per ATC instruction. NOTE: Taxiway Hotel is restricted to fighter type aircraft and smaller.

7. TAXIWAY AND RAMP RESTRICTIONS -

a. Taxiway Hotel is restricted to fighter type aircraft and smaller.

b. Coordination with Airfield Management required prior to taxiing C-130 or larger aircraft on Taxiway Bravo (south) and Taxiway Charlie. C-130 aircraft or larger require wingtip, plus 50' clearance from parked aircraft/objects. Wing-walkers may be required.

c. The Airfield Manager may authorize large aircraft to use Taxiway Charlie and Taxiway Bravo (between Row 3 and Taxiway Charlie) on a case-by-case basis.

d. C-130 aircraft and larger will park on North Ramp in a north/south direction only. At no time will aircraft be parked at a 45 degree angle to the parking spot.

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e. Large frame aircraft will maintain a minimum clearance of 50' between wing tips when parked.

f. Large frame aircraft taxiing down South of Taxilane Bravo will utilize qualified wing walkers to ensure clearance from aircraft sunshades.

g. F-35 aircrew use caution when parking beneath sunshades due to less than 10 feet of wingtip clearance. F-16 aircrew use caution when parking beneath sunshades due to less than 10 feet of tail clearance.

(56 OSS-OSAA/56 OSS-OSAA FIL 19-263)

8. CAUTION -

a. Abrupt surface irregularity violates south clear zone: South drainage ditch located 2,904' from Runway 03R threshold and 1,531' from Runway 03L threshold. Area may be prone to vegetation growth, standing water, and birds/wildlife.

b. Runway 21L contains a mirror image visual illusion hazard. Under certain visibility conditions, physical features at the approach end of Runway 21L can cause a visual illusion of a duplicate overrun and threshold approximately 2,000' short of the actual overrun and threshold. A portion of the approach lights for Runway 21L are positioned off base on the north side. This portion of the lights is the same approximate size as the overrun and is surrounded by a fence giving it definition. Additionally, the curvature of the airfield perimeter road adjacent to the lighting section matches the curve of the taxiways adjacent to the actual Runway 21L threshold. During low contrast conditions, such as those experienced during the winter months (October through February) within 1 hour of sunset, the illusion can become more prevalent.

c. Ball Park lights located on the 944th Apron do not have obstruction lights installed.
(56 OSS-OSAA/56 OSS-OSAA FIL 18-787)

MacDill AFB (KMCF), FL

1. **LIGHTNING WARNINGS** - When the MacDill (KMCF) weather station broadcasts a lightning warning for lightning within 5 NM of the airfield, the following procedures will apply: no ground or maintenance support is available during the warning. Arriving aircraft shall be allowed to land and taxi to an interior taxi lane for self-park and/or engine shutdown (aircraft will not self-taxi into parking spot unless approved by the OG/CC). Crew and passengers will remain onboard the aircraft until the lightning warning has expired. Departing aircraft, given that the crew is already on board and no further ground support is required, shall be allowed to taxi and depart at their discretion.

2. **HELICOPTERS** - Unless otherwise authorized by ATC, helicopters will utilize the intersection of taxiway Lima and Echo for arrivals/departures. Designated helicopter parking is located at 52 Row, Spot C. Use caution for uncontrolled movement areas.

3. **COMSEC** - Airfield Management Operations does not provide COMSEC materials for issue or storage. Classified overnight storage is available at the MacDill Command Post (DSN: 968-4361).

4. **PRIOR PERMISSION REQUIRED** - Transient aircraft requesting PPRs longer than 72 hours must coordinate with the Airfield Manager (DSN: 968-2030) and 6 AMW/XP (DSN: 968-9952).

5. **TRANSIENT ALERT & SUPPORT** - TA can support minimal transient aircraft for local or out and back with a prior

coordination PPR. Aircraft requiring demineralized water service must provide 24 hours advance notice. No tie down facilities. Aircraft with a deployed drag chute should retain the chute until on the parking ramp. SOAP is not available.

6. **NOISE ABATEMENT/AFTERBURNER** - To minimize the impact of aircraft noise on the local community, the most stringent noise abatement procedures, compatible with safety, will be employed. No transient aircraft will conduct pattern work between the hours 0230-1100Z++ without OG/CC. Overflight of noise sensitive areas will be avoided in visual meteorological conditions (VMC) so long as safety is not compromised. These areas include the St. Petersburg land mass restriction and Apollo Beach as defined in the DoD approach plates for KMCF. Fighter Aircraft: Between sunset and sunrise: No afterburner takeoffs without 6 OG/CC approval. Request Runway 22 departure/Runway 04 arrival (over water) unless wind, air traffic volume or operational requirements dictate otherwise. Daytime: If safety/performance dictates use of afterburner for takeoff terminate afterburner at 300 Kts (360 Kts for B-1B) or at the departure end of runway, whichever comes last. At that point, immediately begin turn to comply with ATC instructions. Flight leads must not delay the turn nor will wingman drop low or turn early to expedite join-up. Afterburner should not be used for closed patterns, pattern reentry, go-arounds, etc. For fighter type aircraft conducting night operations, fly one approach to full stop unless approved by 6 OG/CC. High population density area surrounding MacDill AFB (KMCF) requires strict use of noise abatement procedures for arriving and departing aircraft. For departure, use minimum power settings within limits of normal safety practices. Arriving aircraft will not use afterburners except for emergencies; can expect radar vectors for noise abatement, and may request direct routing to expedite arrival. Intersection or formation takeoffs are not permitted unless aircraft are capable of reaching 1000' MSL before arriving at airfield boundary.

7. **TRAFFIC PATTERNS** - Tactical jet overhead traffic pattern 1600' MSL and 300 KIAS. For landing Runway 04 fly from southeast to 3 NM initial for right overhead pattern. For Runway 22 fly from east to 3 NM initial for left overhead pattern. Avoid flying over base housing area. Rectangular traffic pattern 1100' MSL in Class D Airspace with downwind legs flown to the southeast. Stay between 1300' and 1200' when VFR in area over East Bay between Peter O'Knight (KTPF) 5 NM NE clockwise to Albert Whitted (KSPG) 8 NM SW. Light Aircraft/Helicopter pattern is 600' MSL; the west pattern will remain within 1 1/2 miles of the runway; the east pattern will remain within 2 miles of the runway. **CAUTION** - Extreme mid-air collision potential. Heavy civil traffic in the area 1100' and below; 2100' and above. Avoid flight below 1500' over 4 adjacent airports, Tampa (KTPA) and St. Petersburg (KPIE) housing area. Runway at MacDill (KMCF) may be easily confused with Peter O'Knight (KTPF) uncontrolled airport 5 NM NE. For VFR approach to Rwy 22 keep entry leg over water. Request landing lights be turned on during all approaches and landings.

8. **DEPARTURE PROCEDURES** - All aircraft departing Runway 04 will depart via the MacDill Standard Instrument Departure (SID) procedure or be issued a right turn heading 080 and instructed to climb to 1,600' MSL. Aircraft departing Runway 22 will depart via the MacDill Standard Instrument Departure (SID) procedure or be issued a left turn heading 190 and instructed to climb to 1,600' MSL.

(6 OSS-OSAA/6 OSS-OSAA FIL 16-925)

9. **TAXIING RESTRICTIONS** - All wake turbulence Category H aircraft retard outboard engines to idle after departing the runway. Set outboard engines at idle to the maximum extent possible, while taxiing to runway. Only aircraft utilizing the

birdbath may use the taxiway between taxiway Mike and taxiway Echo.

(6 OSS-OSSA/6 OSS-OSSA FIL 17-1262)

10. FREIGHT and PASSENGER SERVICES - Air Freight and Passenger Service Terminal operates from 1100-2100Z++ Monday through Friday. Personnel are on a standby schedule during non-duty hours, weekends and holidays. Air Freight and/or Passenger Service will meet all aircraft if services are required. Cargo and passenger missions should be coordinated with Air Freight and Passenger Service Superintendent at DSN 968-2440. MacDill AFB (KMCF) does not have an Air Terminal (ATOC) or a Fleet Service Section.

11. WEATHER INFORMATION - The 26th OWS is the supporting Weather Squadron for MacDill AFB (KMCF) and can be reached at DSN 331-2651/2652. Weather observation limitations are due to hangars 2 and 3 obstructing the view from the NE and SE from the official point of observation, which is approximately 1 NM from the center of the runway. The Weather Flight has a cooperative weather watch agreement with MacDill ATC (KMCF) wherein tower personnel are provided limited training in weather observation. Workload and time permitting tower personnel will report observed weather phenomena to Weather Flight personnel. Tower visibility will be reported in observation remarks if surface and/or tower visibility are less than 4 SM and differs from the prevailing visibility by a reportable value. The Weather Flight operates 24/7.

(6 OSS-OSAA/6 OSS-OSAA FIL 16-925)

12. CUSTOMS AND AGRICULTURE - Mission planners/crews must coordinate with 6 AMW Command Post on 311.0 or DSN 968-4361/4362, C813-828-4361 a minimum of 3 hours prior to arrival to request and coordinate for customs service. Please provide command post with the following information: Aircraft country of origin, number of U.S. Active Duty Military, number of Foreign Military on NATO orders, number of Foreign Nationals (not military on NATO orders), and number of American Citizens (not Active Duty Military). Aircraft that have not coordinated and early arrivals can expect a delay until US Customs and Border Patrol Agent arrives.

(6 OSS-OSSA/6 OSS-OSSA FIL 17-1262)

13. Report all bird-aircraft strike(s) to air traffic control tower (OSS/OSAT) and Command Post as soon as possible. Report all strikes and concentrated or unusual bird activities as follows:

On airfield, report to the 6th Operations Support Squadron, Airfield Manager (6 OSS/OSAA), or tower/ground controller. On departure or arrival, report to controlling agency, tower, or command post, time permitting. In Military Operating Areas (MOA) and warning areas, report to 6 AMW/CP when in radio range or relay by telephone patch when out of range. Report the following information: Call sign, location, altitude, local time of sighting, approximate number of birds, and type of birds (if known). Following a known or suspected bird strike; do not take aircraft through the birdbath to ensure that remains are not washed from the aircraft. 6 AMW Command Post, DSN 968-4361/4362 and MacDill Tower, DSN 968-4492.

(6 OSS-OSAA/6 OSS-OSAA FIL 15-759)

14. CAUTION -

a. Between the months of June thru November the potential for tropical storms and severe weather exists. It is recommended all aircraft utilize protective covers between flights. FOD potential also increases with severe weather.

b. KC-10, C-5 and similar aircraft use caution when turning from taxiway Delta onto taxiway Golf southbound. Turn is approximately 120 degrees and has no fillets. Recommend alternate taxi route or continue to end of runway if possible.

c. DV-4 spot is for C12, C21 aircraft tight turn radius.

d. Nonstandard aircraft turning radius on transient spots 16-25, follow transient alert vehicle.

e. South Ramp: electrical box 116' from taxiway centerline and fence 138' from taxiway centerline.

f. Non-standard DV carpet marking located on DV spots 1-4. Painted carpet is 12' by 21'.

g. Fuel Cell Hangar toway restricted to KC135 aircraft.

h. Aircraft with wingspan greater than 170' require wing walkers at the intersection of the south apron and Taxiway Kilo due to light pole obstruction. Light pole is located 129 feet north of Taxiway Kilo centerline.

(6 OSS-OSAA/6 OSS-OSAA FIL 18-111)

15. BIRD HAZARD INFORMATION - Concentration of birds on and around airport. Anticipate concentrations of water fowl, large and small birds below 1000' within 5 NM of the base. Birds commonly observed traversing approach end of Rwy 04. Increased migratory bird activity, including a large population of turkey vultures, can be expected during Phase II condition. MacDill AFB (KMCF) Phase II period is from 1 November-28 February, peak times 0900L-1100L and 1500L-1630L. From 15 May-30 September expect Bird Condition MODERATE immediately following heavy rain. In order to minimize the risk of bird strikes, request all air traffic transitioning MacDill AFB (KMCF) adhere to the following: Contact MacDill AFB (KMCF) Base Operations (372.2) or Command Post (321.0 311.0) to obtain bird condition status while enroute, before descent into MacDill AFB (KMCF). If aircrews require further information, contact MacDill (KMCF) Tower (123.7 294.7). Additionally, MacDill (KMCF) ATIS (133.825 270.1) has the current bird status conditions. Upon entering MacDill's (KMCF) airspace aircrews should solicit MacDill (KMCF) Tower for current bird condition. Bird status conditions are as follows. Peak bird activity usually begins 1 hour prior to sunrise or sunset and ends 1 hour after sunrise or sunset. However the bird strike potential is always prevalent. Aircrews are advised to plan accordingly and be prepared to hold at the Initial Approach Fix when the bird condition does not allow for a safe margin of recovery into MacDill AFB (KMCF). This will allow BASH teams to disperse birds from the airfield. Controlling agencies will issue Bird Watch Condition Codes as follows:

a. LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions apply.

b. MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds observed on location that represent a probable hazard to safe flying operations. Flight restrictions require increased vigilance by all agencies and extra caution by aircrews. Initial takeoffs and landing allowed only when departure and arrival routes avoid identified bird activity. Local VFR/IFR traffic pattern ceases.

c. SEVERE - Heavy concentrations of birds (more than 15 large or 30 small birds) on or above the runway, taxiways, infield areas, and departure or arrival routes. Flight restrictions require total vigilance by all agencies and EXTREME caution by aircrews. Takeoffs and landings are prohibited without 6 OG/CC (or higher) approval.

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d. BIRD WATCH ALERT - Weather, time of day and seasonal conditions are such as to expect an influx of birds onto the airfield, or birds are present in such numbers to constitute a bird hazard to aircraft outside of BASH Area A. For example, an approaching weather frontal system may promote an increase in bird activity, or a small number of birds are noticed crossing the active runway every 10 minutes, or birds are near the bird bath and dispersal efforts are going on. BIRDWATCH Alert Condition will include the location of bird activity to increase aircrew awareness during engine start and taxi.

(6 OSS-OSSA/6 OSS-OSSA FIL 17-1262)

Mackall AAF (KHFF), NC

1. CAUTION - All aircraft contact Ground prior to engine start. All wheeled rotary wing aircraft conduct ground taxi until reaching taxiway or runway. VFR high density helicopter traffic within 5 NM of airfield. Frequent static line, HALO and HAHO operations within 3 NM radius of the airfield. Traffic pattern altitude for fixed wing aircraft is 1250' MSL, rotary wing aircraft 1000' MSL. See FLIGHT HAZARDS, North Carolina, Fort Bragg (KFBG).

2. Range briefing required prior to conducting air operations in Fort Bragg R5311A, B, C. Orientation flights required before conducting rotary wing aircraft operations within restricted area. Contact Fort Bragg Range Control, DSN 239-1161/2170, C910-432-1161/2170, 5 working days prior to mission(s) for briefing. Pilots who have not received the required briefing/flight within the last 12 months will be denied entry.

(AFFSA/AFFSA FIL 03-19)

3. The Maximum on the Ground for large, fixed wing, cargo aircraft is limited to no more than 2, depending on operational activity at the airfield at one time. Rapid Refuel is available for rotary wing aircraft 1310-0500Z++ Monday-Saturday. PPR (24 hours prior to need) for fixed wing refuel operations. PPR for transient aircraft. Call Simmons (KFBG) Base Operations at DSN 236-7804/6420/1824 to obtain PPR for Mackall AAF (KHFF).

(USAASA/USAASA FIL 2005-15)

4. Tower operating hours are 1310-0500Z++ Monday-Saturday, closed all Federal holidays. During tower closures, Fort Bragg (KFBG) Range Control will provide Airfield Advisory Service on Mackall (KHFF) tower frequency.

(USAASA/USAASA FIL 2005-15)

5. Airfield Fire and Crash Rescue Services available 7 days a week, 24 hours a day. No Base Operations services available.

(USAASA/USAASA FIL 04-2)

6. No approved hazardous cargo area available; nearest available is Pope AAF (KPOB). Minimum coordination of 24 hours required for hazardous cargo operations. You must Contact Pope Base Operations (KPOB), DSN 424-6508 or C910-394-6508 for coordination.

(USAASA/USAASA FIL 2014-151)

7. No runway lighting available on Rwy 04-22.

(USAASA/USAASA FIL 02-21)

Malmstrom AFB Heliport (KGFA), MT

1. Runway closed to all fixed wing traffic. All transient fixed wing traffic with Official Business at Malmstrom AFB Heliport (KGFA) or in the Great Falls area must land and depart from Great Falls International Airport (KGTF).

2. Rotary wing aircraft contact 40th Helicopter Squadron at DSN 632-3250 for PPR and servicing coordination.

3. Limited transient maintenance, towing or hangar space available for transient aircraft.

4. Contact Blade Operations for landing, parking and any NOTAM information.

5. Monitor 271.9 for local helicopter traffic.

6. Avoid overflight of the Weapons Storage Area 1/4 NM NE approach end Runway 21 and all base housing complexes.

7. Phase II (the high bird potential hazard time period) of the Bird Aircraft Strike Hazard Program is in effect from August through April

(40 HS-DOO/40 HS-DOO FIL 17-1072)

Mansfield Lahm Rgnl (KMFD), OH

1. (ANG) - ANG Apron is a restricted area. Markings on ANG apron are for C-130 aircraft and provide appropriate wingtip clearances for C-130 and smaller aircraft. Larger aircraft require follow-me/wing walkers. Heavy aircraft KC-135, C-17, C-5 etc, expect to park on terminal apron. Aircrews expect to service their own aircraft. Limited transient parking, maintenance and passenger service 1200-2230Z++ Monday-Friday. Expect refueling delays. No fleet service. No ground transportation except that coordinated when requesting prior permission. Military drop zone at airport, low altitude cargo drops daily. Inbound aircraft contact Skull OPS/Command Post on 297.75, 20 minutes out with revised ETA and requirements.

(179 OSS-OSA/179 OSS-OSA FIL 16-756)

2. KC-135R aircraft must adhere closely to staying on all taxiway centerlines to avoid contact with the inboard nacelles and taxiway lights up to 30" above ground located 10' from edge of the 50' wide taxiway. If unable to maintain visual reference to the centerline, hold position and request wingwalkers.

(179 OSS-OSA/179 OSS-OSA FIL 17-1069)

3. WILDLIFE/BIRD HAZARDS — Bird Watch Conditions (BWC) are determined by Mansfield- Lahm ANGB Airfield Management personnel for military aircraft only. Mansfield-Lahm Airport is a civilian Part 139 FAA airport and BWCs are not announced over ATIS. Transient aircrew should contact SKULL OPS/Command Post for the latest update to BWC status, or Mansfield-Lahm Tower for real time bird activity. Reported BWC at Mansfield Lahm Rgnl (KMFD) are defined as follows:

a. BASH Phase I - All months not designated as Phase II. Bird activity is generally light during these periods.

b. BASH Phase II - migratory bird hazards are from March-May and August-November. Bird activity is increased during these months due to the migratory season. The primary threat during these periods consists of large quantities and more frequent concentrations of birds in all areas around the airfield. Increased deer hazard during the fall and winter season.

c. Bird Watch Condition (BWC): The following terminology will be used for rapid communications to disseminate bird activity information and implement operational procedures. Bird location may be given with the condition code.

(1) Bird Watch Condition SEVERE - High bird population on or immediately above runway or other specific location that represents a high potential for strike. Supervisors and aircrews

must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

(2) Bird Watch Condition MODERATE - Increased bird population in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) Bird Watch Condition LOW - Normal bird activity on and above the airfield with a low probability of hazard.
(179 OSS-OSA/179 OSS-OSA FIL 17-1069)

4. PRIOR PERMISSION REQUIRED (PPR) - Mansfield-Lahm ANG Base Operations 179 OSS/OSA (Airfield Management) is the sole agent for issuing PPRs. PPR's are issued Monday - Friday 0800-1630L, closed Holidays and weekends. Requests exceeding ANG capabilities will be denied. Suggested military alternate is Wright-Patterson AFB (KFFO) who have servicing capabilities for most military aircraft. Plan to land, re-service and depart during published operating hours. Any flight operation requiring an extension of operating hours for fuel support beyond those published requires prior coordination with the airfield manager; 48 hours notice is required. Aircrews must comply with pre-coordinated arrival/departure times to ensure support. Early arrivals can expect to be held until pre-coordinated time. Heavy aircraft require airfield manager approval 72 hours in advance. Limitations to number and type of transient aircraft supported are imposed due to ramp space, available services and operating hours. PPR requests will require the following information:

- a. Number / type / tail number / call sign of aircraft.
- b. Date and time of arrival and departure point / Date and time of departure and destination.
- c. Fuel and other services required.
- d. Number of passengers.
- e. Point of contact, name and phone number. Aircraft Commander will provide Base Operations with emergency contact name and phone number if remaining overnight.
(179 OSS-OSA/OSS-OSA FIL 16-756)

March ARB (KRIV), CA

1. CAUTION -

a. Arrivals and departures should expect heavy civilian traffic, especially in VMC and on weekends. Anticipate sailplane, skydiving, ultralight and balloonist activity in vicinity of Perris Valley Airport (L65) and Skylark Field Airport (CA89).

(1) Perris Jump Zone. Open daily, weekends, and holidays from sunrise to 30 minutes past sunset and may be open other days and hours. 1 NM radius of HDF 220/001, surface up to and including 17,500 ft MSL. (MARCHARBI 13-204, 2.8.4.1.1., 4.16.4.1.)

(2) Skylark Field Jump Zone. Open daily, weekends, and holidays from sunrise to 30 minutes past sunset and may be open other days and hours. 1 NM radius of HDF 198/010.5, surface up to and including 17,500 ft MSL. (MARCHARBI 13-204, 2.8.4.4.1., 4.16.4.2.)

b. Extensive MQ-9 unmanned aircraft operations within March ARB Class C and under escort in the vicinity during operating hours. Small unmanned aircraft operations up to 400 ft AGL in select areas within March ARB Class C and in the vicinity.

c. All jet/conventional VFR flights contact SoCal (SCT) Approach prior to 25 NM radius (jet)/15 NM radius (conventional) of Homeland VOR. VFR flights avoid direct route between Julian (JLI) VORTAC, Oceanside (OKB) VORTAC and March ARB (KRIV).

d. Use caution on Rwy 32 departure for heavy VFR traffic into Riverside Muni (RAL), 9 NM west northwest of March ARB (KRIV).

e. Two hangars estimated 100 ft high, 1500 ft northeast of Runway 14 threshold without double steady burning red obstruction lights.

f. Antenna located in the northeast clear zone north of building 2345, alert facility, approximately 50 ft tall.

2. TAXIWAY AND RAMP RESTRICTIONS -

a. Main Apron. Twenty oblong asphalt areas, approximately 100 ft by 75 ft, in three parallel rows of seven, on the main parking apron parallel to Taxiway Alpha and centered on the intersection of Taxiway Alpha and Taxiway Delta are non-stressed shoulder pavement areas unusable to any taxiing aircraft. Standard six inch wide, yellow taxilane centerline stripes, outlined in black, run perpendicular to Taxiway Alpha and lead into aircraft parking spots between each asphalt area. The non-stressed shoulder pavement areas are marked with six inch parallel double yellow lines, six inches apart, and denote the edge of the taxilane and apron. (MARCHARBI 13-204, 2.5.1.)

b. Main Apron Fuel Farm. A single asphalt area, 280 ft by 440 ft, northwest of the area described in 2.5.1. and between Taxiway Alpha and the fuel farm is non-stressed shoulder pavement areas unusable to any taxiing aircraft. (MARCHARBI 13-204, 2.5.2.)

c. Runway 12/30. Obliterated pavement along the extended centerline of Runway 12/30 to the northwest between Taxiway Delta to Taxiway Foxtrot is closed to all aircraft. Pavement northeast and parallel to the Runway 12 approach end outside of the marked runway is closed to all aircraft. The pavement area extending southeast from the marked helipad boundary at the approach end of Runway 30 to Taxiway Alpha is closed to all aircraft. Helicopters may utilize the marked helipad and pavement extending northwest to the approach end of Runway 30. (MARCHARBI 13-204, 2.5.3.)

d. Taxiway Alpha. Aircraft taxiing south-bound on Taxiway Alpha shall not cross the extended centerline of Runway 12/30 without Tower or Ground Control approval and hold short at the hold short markings east of the extended centerline. Aircraft taxiing north-bound on Taxiway Alpha shall not cross the extended centerline of Runway 12/30 without Tower or Ground Control approval and hold short at the hold short markings west of the extended centerline. (MARCHARBI 13-204, 3.9.3.1.)

e. Taxiway Bravo. Aircraft taxiing east-bound on Taxiway Bravo are prohibited from making a right turn on Taxiway Alpha. Aircraft taxiing north-bound on Taxiway Alpha from the Runway 32 approach end are prohibited from making a left turn on Taxiway Bravo. A closed warm-up pad pavement area is adjacent to and southeast of Taxiway Bravo and southwest of Taxiway Alpha which is not marked as part of the load bearing pavement and not for use by any aircraft. (MARCHARBI 13-204, 2.5.4., 3.9.3.2.)

f. Taxiway Charlie. Non-base assigned aircraft taxiing east-bound on Taxiway Charlie are prohibited from making a right turn on Taxiway Alpha. Non-base assigned aircraft taxiing northbound on Taxiway Alpha are prohibited from making a left turn on Taxiway Charlie. (MARCHARBI 13-204, 3.9.3.3.)

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g. Taxiway Golf. Aircraft taxiing south-bound on Taxiway Alpha are prohibited from making a left turn north-bound onto Taxiway Golf. Aircraft taxiing south-bound on Taxiway Golf are prohibited from making a right turn north-bound onto Taxiway Alpha. Aircraft taxiing southbound on Taxiway Golf are required stop at the hold short line on Taxiway Golf at the south intersection convergence of Taxiway Golf and Taxiway Alpha and obtain Tower approval to proceed to Runway 32. (MARCHARBI 13-204, 3.9.3.4.)

h. Rotary-Wing Aircraft. Rotary-wing aircraft with wheels should taxi on the ground. Rotary-wing aircraft with skids should hover taxi on taxiways and aprons. Rotary-wing aircraft shall not air taxi on any taxiways, aprons or unpaved surface at March ARB. Helicopter arrivals or departures are not authorized on any apron area northeast of Taxiway Alpha. (MARCHARBI 13-204, 3.9.4., 4.18.1.)

i. Apron Choke Points. Departing aircraft assigned parking spots in row Alpha and Bravo should not taxi southwest simultaneously from row Alpha and Bravo interior taxilanes due to the convergence of interior taxilanes from row Alpha to row Bravo to the peripheral taxilane southeast of the Alert Facility. (MARCHARBI 13-204, 3.9.5.)

j. Medium to large frame aircraft are not allowed to taxi on Lima row without a follow me escort.
(452 OSS-OSSA/452 OSS-OSAA FIL 17-663)

3. RESTRICTIONS -

a. Avoidance Areas. All pilots shall avoid overflight of the following sites below prescribed traffic pattern altitudes: (MARCHARBI 13-204, 2.8.10.)

(1) Riverside National Cemetery.

(2) Lieutenant General Archie J. Old Jr. Golf Course.

(3) Ben Clark Public Safety Training Center Firing Range.

b. VFR Overhead Pattern. Carrier breaks for any runway are prohibited at March ARB. (MARCHARBI 13-204, 4.13.8.)

c. Reduced Same Runway Separation not authorized for non-Det 1, 144 FW or sponsored aircraft. (MARCHARBI 13-204, 4.13.9.)

d. Rotary-wing aircraft shall not overfly aprons or parked aircraft below 500 ft AGL. (MARCHARBI 13-204, 4.13.13.1.)

e. Night Landing Zone Operations. Transient aircrews should expect no transition training while night landing zone operations using night vision devices is on-going. Transient aircrews are not permitted to conduct night landing zone operations using AMP-3 lighting installed in Runway 14-32. (MARCH ARBI 13-204, 2.1.3.1., 2.1.5.2., 4.16.3.1.)
(452 OSS-OSAA/452 OSS-OSAA FIL 17-916)

4. WEIGHT RESTRICTIONS – Contact Airfield Manager at DSN 447-6000 or C951-655-6000 for aircraft weight waivers.

5. NOISE ABATEMENT PROCEDURES -

a. All aircraft conducting circling approaches for training (under VMC conditions) will use Category E circling minimums.

b. Airfield Quiet Hours. 0700-1500Z++ daily. Engine runs are NOT AUTHORIZED 0600-1400Z++ daily without 452 MXG/CC approval. Requests for approval shall be made through the Maintenance Operations Center or Command Post. (MARCHARBI 13-204, 3.16.2.)

(452 OSS-OSAA/452 OSS-OSAA FIL 17-663)

6. LOCAL PROCEDURES AND REMARKS –

a. March ARB is host to aircraft on active alert. Pilots should expect delays when alert aircraft are afforded departure priority.

b. JAPANESE BEETLE QUARNATINE PROCEDURES - Crews issued a PPQ Form 250, Aircraft Clearance or Safeguard Order upon departure from a regulated airport in a quarantine area and inbound direct to March ARB shall provide documentation to Airfield Management upon arrival. Contact Airfield Manager at DSN 447-6000 or C951-655-6000 for further information. (MARCHARBI 13-204, 2.7.2.4.3.)

c. Temporary storage of classified materials up to and including Secret limited to small backpack is available at Airfield Management, DSN 447-4404 or C951-655-4404. Temporary storage of classified material up to and including Top Secret is available at Command Post, DSN 447-4665 or C951-655-4665. Combat Crew Communication or Airfield Management does not issue COMSEC to transient aircrews. Aircrews should arrive with enough COMSEC to complete their mission.

d. Limited services available. Expect intermittent 2-3 hour delays for transient alert, fleet service, and refueling. Prior coordination with Command Post DSN 447-4665, C951-655-4665 for fleet service required. Missions operated by civilian air carriers in support of rotational training unit passenger and cargo movements for U.S. Army National Training Center receive only Transient Alert support and must plan on making aircraft servicing arrangements through appropriate sub-contractors. Civilian air carrier representatives should contact March ARB Visitor's Center for sub-contractor access as soon as aircraft service personnel are identified for timely base access. Missions operated by military aircraft in support of rotational training unit passenger and cargo movements for U.S. Army National Training Center will receive full support.

e. Due to manning and resources the Air Terminal Operations Center (ATOC) is only able to receive no more than 19 Space Available passengers on all missions. Approval for additional Space Available passengers may be granted if coordinated and approved in advance by the ATOC Duty Officer, DSN: 447-2864, Comm: 951-655-2864.

f. All Cargo/PAX movements MUST be coordinated & approved by ATOC, DSN: 447-2864, Comm: 951-655-2864. Once approved, cargo MUST arrive 72 hours prior to mission departure, deviations to this will require the APSF Air Terminal Manager approval. Failure to meet these timelines may delay the mission and will be at the fault of the User.

g. Transient aircrews planning random VFR low levels or VFR flying into, out of, or in the vicinity of March ARB (RIV), will contact 452 AMW Tactics (452 OSS/OSK) at DSN 447-4376/5545, C951-655-4376/5545 to deconflict with 452 AMW tactical operations and receive a local area briefing. (MARCHARBI 13-204, 2.1.3.1., 2.1.5., 3.20.)

h. Deployed Operations at March ARB. Non-March ARB assigned units intending on flying missions temporarily based at March ARB shall contact Plans (452 OSS/OSTX) at DSN 447-4491 or C951-655-4491 to determine feasibility, obtain approval, and effect coordination with base agencies. Large force exercises

based at March ARB or utilizing airspace within 50 NM shall be coordinated at least 45 days in advance to allow FAA notification. (MARCHARBI 13-204, 1.5.2., 1.7.2.)

i. Flight Plans. File a flight plan IAW GP or provide the intended route of flight to a C2 mission agency. If filing by electronic or telephonic means and departing from a non-DoD airfield, provide Airfield Management with a copy of the flight plan for flight following.

j. Preferred Arrival Routes. (MARCHARBI 13-204, 2.8.7.)

(1) North Arrival (VOR Equipped). Utilize PMD.MARCH4 ARRIVAL.

(2) North Arrival (TACAN Only). Utilize HITOP.HITOP1 ARRIVAL.

(3) East Arrival (DME Equipped). Utilize ARKOE.ARKOE1 ARRIVAL.

k. Pilots should notify March ARB (RIV) Control Tower if Type H BAK-12B(B) is needed raised prior to landing. After landing, pilots should notify March ARB (RIV) Control Tower when roll-out and deceleration can be made without Type H BAK-12B(B) raised by stating "request cable down". (MARCHARBI 13-204, 2.1.4., 4.5.1.)

l. All aircraft shall file and use current ARROW or SKYES Standard Instrument Departure (SID) to enroute transition (except VFR/Class C). When departing Runway 32, notify March ARB (RIV) Control Tower if unable to turn within 5 DME of RIV TACAN.
(452 OSS-OSAA/452 OSS-OSAA FIL 18-820)

7. BIRD AND WILDLIFE HAZARDS –

a. Periods of elevated BWC. Airborne aircraft will hold, divert or full stop. Aircraft commander should assess all factors before accepting the risk of landing periods of elevated BWC.

b. BWC Severe: Consideration should be fuel, weather or any circumstance placing the crew at equal or greater risk. Do not conduct flight operations except emergencies. Arrivals will either hold awaiting a lower BWC or divert. Non-emergency landings in BWC Severe require 452 OG/CC approval.

c. BWC Moderate: Aero Club and CBP may depart or land after respective management has assessed the increased Risk and Approval for take off, on full stop landing has been received.

d. Phase I Bird Activity: this phase concentrates on bird control and is always in effect.

e. Phase II Bird Activity: This is in effect during periods of heavy bird activity (normal associated with migration) and concentrates on bird avoidance using scheduling and airfield operating restrictions. Periods and the concentrations of birds during the spring are subject to change based on climatic variations such as mild winters or wet seasons, therefore, Phase II is not automatically implemented but employed on when there is an increased population of birds. The 452 OG/CC will implement and terminate Phase II upon notification from Wing Safety.

f. Flocks of waterfowl crossing airfield +/- 30 minutes sunrise & sunset, 50'-1000' AGL, between Lake Perris and cemetery. Minimize flying below 1000' during these time frames.
(452 OSS-OSAA/452 OSS-OSAA FIL 17-946)

Maxwell AFB (KMXF), AL

1. CAUTION -

a. Parking area NE of Base Operations is not visible from the tower.

b. All aircraft with wingspan greater than C-130 (132' 7"):

(1) Use caution for fence 7'8" to 8' tall, 135' NW of north ramp taxilane centerline.

(2) Are restricted from taxiing to and from Delta and Echo Taxiways when aircraft are parked on the west ramp parking apron.

(3) All aircraft taxiing behind parked C-130 on the north ramp are restricted to C-17 aircraft (wingspan 170').

c. 75' obstacle located 3500' east of the intersection of Runway 15-33 centerline and entry to Taxiway Charlie, Daily 1225-1400Z++.

d. Unlit obstruction 1,120' west of northern overrun, 70' above grade, violating 7:1 transitional slope by 54'.

e. West parking ramp is within Runway Lateral Clearance; parked aircraft penetrate the primary surface.

f. Kelly street gate, final denial barriers and vehicle inspection tent (CVI) is located within the south clear zone.

g. 90' Security light poles on North/West Ramp penetrates the Primary Surface Lateral clearance and 7:1 transitional slope.

h. A longitudinal grade change occurs 2188' from Runway 15 end.

i. The BX parking lot is located in the south clear zone, 1259' from Runway 33 threshold.

j. Building 1154 parking lot is located in the south clear zone, 789' from Runway 33 threshold.

k. Aircraft parked on the engine run-up violates the 7:1 transitional slope.

l. Tree canopy in the north and south clear zone violates the 50:1 transitional slope.

m. Non-Frangible Perimeter Fence in Mandatory Zone of Frangibility at the North and South ends of Runway 15-33.

n. There are signs and utility poles located within the expanded clear zone of the approach to Runway 33.

o. Obstacle Hazard - Golf Course Fairway located within 200 feet of Taxiway Alpha centerline.

p. Taxiway Alpha from Taxiway Bravo to Landing Zone is restricted to aircraft with wingspan 133 feet and below.

q. Normal daily Aircraft and Rescue Fire Fighting (ARFF) capability is 5,300 gallons. Anytime when the capability falls below 2000 gallons a NOTAM will be published.

r. Mowers working up to the edge of runways when airport is uncontrolled.

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- s. North East Ramp marked for aircraft with wing span of 58' or less.
- t. North Ramp marked for C-130 aircraft, parking spots N1-N8.
- u. West Ramp marked for C-130 aircraft, all heavy aircraft must use follow me assistance into parking.
- v. North Ramp taxi lane marked for heavy C-17 aircraft.
(42 OSS-OSAA/42 OSS-OSAA FIL 19-278)

2. Limited transient quarters available until further notice, prior arrangement recommended. DSN 493-2430/2055. Expect landing delay during drop zone training. VHF only aircraft must have 118.15 two-way capability. Limited fleet service available. Contact Airfield Management Operations DSN 493-6961 for fleet service requests. Transient aircraft expect servicing delay during peak traffic periods. For Harrier aircraft: Vertical takeoffs and hover landings are permitted only on the first 2200' of Rwy 15. Cargo handling limited to 10,000 pound fork-lift. Cargo on/offload requirements must have prior coordination with 42 LRS/LGRR, DSN 493-8265. Aircraft with firearms call minimum 24 hours prior to arrange for security, DSN 493-7222. COMSEC not available. COMSEC storage is not available at Airfield Management Operations, but may be stored at Maxwell AFB (KMXF) combined command post, DSN 493-7333. Classified foreign clearance guide available at 908th intelligence section, DSN 493-6361. Adequate tie-down/hangar space not available for severe weather. Arm/de-arm services not available for transient aircraft.

- a. In an effort to reduce noise over the base, aircraft using the east pattern shall not over fly the base less than 1,200' MSL to exclude approaches to the Landing Zone and random shallow approaches.
(42 OSS-OSAA/42 OSS-OSAA FIL 17-966)

3. LANDING ZONE - Rwy 009-189 is restricted to C130 or smaller aircraft only during VMC conditions with valid Landing Zone training requirements. PPR for non Maxwell (KMXF) based C130 or smaller aircraft. Contact Airfield Management Operations DSN 493-6961/2.

- a. Aircraft landing in a southerly direction are automatically authorized to roll through the intersection onto Rwy 15-33. Land and hold short operations are not authorized.

NOTE: Near Prattville, AL, 2/C130 between MGM235016 and MGM300017, 3500' MSL and below conducting IFR and VFR Airdrops daily between 1500-0300Z++ at BUZZ Dropzone, IAW FAA Waiver 4371.

- b. Landing Zone lighting is IAW ETL 09-6 chg 1 AMP-1 lighting plan, layout A."
(42 OSS-OSAA/42 OSS-OSAA FIL 17-966)

4. BIRD/WILDLIFE AIRCRAFT STRIKE HAZARD – Expect increased bird activity during periods of dusk and dawn throughout the year. Maxwell AFB (KMXF) is on the edges of two major migratory routes, as such migratory birds transit the area, mainly during the spring and fall. Phase I and Phase II designations should be established in addition to the use of BWC codes. These phases are based on historical wildlife activity information and can be altered as needed to meet safety of flight requirements. Phase I represents normal, baseline wildlife activity. Phase II represents times of significant increases in local wildlife activity, typically associated with migratory movements, seasonal increases of local wildlife populations, or local land use practices (farming, ranching, or hunting). Phase II may warrant

increased bird dispersal activities. Based on the most current annual wildlife hazard assessment conducted by the USDA, Maxwell AFB has the following BASH Phase I and Phase II periods:

- a. Phase I: December – May. Normal bird activity within the KMXF airfield environment, which includes any time outside the Phase II period. Historically, KMXF experiences its least number of strikes during December, January, and February. The most abundant guilds present during this timeframe are blackbirds and waterfowl. A small relative increase in bird strikes is seen in March and April, as new grass, seeds, other food sources, and other guilds such as passerines and corvids become more abundant in the spring. Despite this relative increase, average bird strikes in March and April remain below the historical average of 15 strikes per month. A small decrease in strikes is usually observed in May before Phase II begins.

- b. Phase II: June – November. Historically, most wildlife strikes at KMXF occurred from June to October from 1993-2017, with multiple bird strikes per incidence occurring primarily during September and October. The airfield has the potential for increased numbers of wildlife strikes or migratory birds transiting the area due to proximity to water and feeding sources. Heightened activity is most prevalent during the dusk and dawn periods. This phase may be adjusted as needed.

- c. From November to March, the greatest BASH risk is blackbirds due to large flocks of up to a thousand birds transitioning the approach and departure zones of the airfield. During this time period and depending on wildlife activity the Phase may change. Beginning in April and continuing through June, aerial forager risk increases along with the arrival of more corvids utilizing the airfield. Starting in July after the waterfowl nesting and molting periods, Canada geese numbers increase at KMXF as new offspring arrive to the area to forage along with adult geese. Resident Canada geese remain a hazard in the KMXF area until mating pairs began separating from the flocks in February.

- d. These results suggest some separation in guild risk throughout the year. Efforts to reduce potential wildlife strikes can be applied in very specific time frames and towards specific guilds. However, it is important to remain cogent of risks posed by all wildlife observed, regardless of seasonal abundance, frequency, BWC, or BASH Phase. The below table identifies most abundant guilds throughout the year.

Month	Most Abundant Guilds
January	Blackbirds, Waterfowl
February	Blackbirds
March	Blackbirds, Passerines
April	Aerial Foragers, Starlings, Corvids
May	Corvids, Starlings, Waterfowl
June	Corvids, Aerial Foragers Wading Birds, Meadowlarks
July	Waterfowl
August	Waterfowl, Starlings
September	Waterfowl
October	Waterfowl, Blackbirds
November	Blackbirds, Waterfowl
December	Blackbirds, Waterfowl

(42 OSS-OSAA/42 OSS-OSAA FIL 18-448)

McChord Fld (KTCM), WA**1. CAUTION:**

a. D Ramp south parking spots D32-D43. Area used to park transient fighter aircraft only. 200' taxiway centerline clearance and 125' apron edge clearance criteria not met. Wingtip clearance of 30' for spots 39 through 43 not met. F/FB-111 aircraft allowed to operate on the ramp only with wings retracted.

b. C17/C5/B747 aircraft will not park on parking spot K2 without Chief, Airfield Management approval.

c. Taxiway K restricted to tow operations only. One week prior coordination with Airfield Manager is required for any taxi operations. Some runway exit signs are installed on the right side of the runway. A number of information signs are installed on the right side of taxiways and beyond the point of tangency of the taxiway intersection.

d. Non-standard white C-17 wing tip clearance training lines placed on Taxiways A and E.

e. Taxiway Alpha VFR hold line is not coincident with the mandatory hold sign and runway guard lights. Hold line is 45' west of mandatory hold sign. All aircraft/vehicles must stop short at the hold line.

f. Taxiway C West mandatory hold sign located 117' from hold line toward the runway. All aircraft/vehicles must stop short at the hold line and runway guard lights.

g. Taxiway end lights not in place from Taxiway Juliet ramp at Taxiway Hotel and Taxiway Bravo and Charlie at Taxiway Hotel.

h. Potential hazard for coyotes or deer on or near the runway.

i. Except in an emergency, B-52 aircraft are not permitted to land due to a lack of outrigger clearance from the BAK-12 housings. B-52 low approaches are permitted. Tower will ensure pilots are notified of the BAK-12 housing limitations prior to starting the approach.

(62 OSS-OSAA/62 OSS-OSAA FIL 16-898)

2. MCCHORD FLD (KTCM) BASH GUIDANCE - BASH Phase I period indicates historically light bird activity, normally associated with non-migratory seasons. BASH II period indicates historically heavy bird activity, normally associated with migratory seasons. Typically, this period runs from 1 October through 31 March, or as determined by OG/CC, and will be announced by FCIF and NOTAM. During this period aircrews should be especially aware of increased bird activity and bird strike risks along migratory routes.

3. AIRFIELD RESTRICTIONS - Aircrews will obtain Bird Watch Condition (BWC), if available, prior to initial departure from, or arrival into, McChord Fld (KTCM). Crews will immediately notify Tower, Base Ops, or Command Post of any observed activity that may present a hazard for other aircraft. If crews observe or receive notification of bird conditions worse than the last identified BWC they will follow guidance for the more restrictive condition.

a. BWC LOW - No operating restriction.

b. BWC MODERATE - All local IFR/VFR traffic pattern activity will cease. AMC aircraft/crews will terminate transition training in McChord local pattern. AMC aircraft commanders will be the approval authority for takeoffs and landings.

c. BWC SEVERE - All takeoffs and landings are prohibited. Airborne aircraft will hold or divert. Deviations require 62 OG/CC or higher approval.

4. BIRD HAZARD CONDITIONS ARE DEFINED AS FOLLOWS:

a. LOW - Sparse bird activity within 5 NM of the airport.

b. MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds observed in locations that represent a probable hazard to safe flying operations.

c. SEVERE - Heavy concentration of birds (more than 15 large or 30 small birds) on or above the runway, taxiways, in-field areas, and departure or arrival routes.

(AFFSA/AFFSA FIL 06-1043)

5. Sequence Flashing Lights (SFL) Rwy 16-34 may be turned off at pilots request. Aircraft transporting dangerous cargo may be diverted due to limited parking. C5, E4 and B747 aircraft will taxi to the end of the runway to clear. Taxiways B, C, D and J may be used with control tower approval. Intersecting taxiways will not be used without Tower approval. McChord (KTCM) should not be used as an alternate by B52 aircraft due to lack of outrigger clearance from the BAK-12 housing. B52s can be accommodated only during extreme emergency. All transient aircrews check in with Base Operations upon arrival. Taxiway F used only in cases of absolute necessity during day time at the lowest possible aircraft gross weights (C-130 limit 165,000 pounds). The taxiways are composed of 2" of asphalt over an unstable base. Questions concerning other aircraft types are referred to airfield management, DSN 382-2854.

(62 OSS-OSAA/62 OSS-OSAA FIL 08-804)

6. All transient aircraft require PPR, including scheduled AMC missions. Transient aircraft parking extremely limited. 24 hour prior coordination required. PPRs assigned to transient aircraft are valid +/- one hour of requested arrival time unless previously coordinated. Contact airfield management ops, DSN 382-5611/5612, C253-982-5611/5612. Request all Distinguished Visitors, Code 7 or higher, contact Protocol Office, DSN 382-2788, C253-982-2788 prior to visit to coordinate protocol assistance.

(62 OSS-OSAA/62 OSS-OSAA FIL 12-927)

7. All transient aircraft flying low level within the McChord Fld (KTCM) local area, contact 62 OSS/OSO, DSN 382-9925, for route deconfliction. Call 62 OSS/OSK, DSN 382-3615 to obtain inflight guides and supplements which contain numerous no fly and noise sensitive areas. Units desiring to use the Farmer DZ must contact 62 OSS/OSO, DSN 382-9925/9926, a minimum of 21 days prior to execution. Failure to coordinate 21 days prior is grounds for disapproval. Upon contact with OSO you will receive the request form and local area procedures. The request form must be submitted 14 days prior to execution and is acknowledgement of the procedures and requirements for flying within McChord Fld's (KTCM) airspace. Contact DSN 382-2633/9926/9920 for the request form.

(62 OSS-OSAA/62 OSS-OSAA FIL 07-326)

8. COMSEC

a. Combat Crew Communications maintains a limited amount of COMSEC to issue to transient aircrews. Aircrews should arrive with enough COMSEC to complete their mission.

b. Base Operations can store a limited amount of COMSEC up to and including SECRET.

(AFFSA/AFFSA FIL 07-051)

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9. NOISE ABATEMENT - Arriving aircraft will make a straight-in, full stop landing, no multiple approaches, low approach, or touch-and-go landings 0700-1300++. During local pattern operations, VFR aircraft patterns are E of McChord (KTCM), flown at 1800' MSL, unless otherwise cleared by tower. Avoid overflying Pacific Lutheran University located 1.2 NM due E of the airfield. Avoid VFR overflight of Brown's Point, 10 NM N of McChord (KTCM), and downtown Tacoma, located 7 NM N of McChord (KTCM). Avoid Eatonville and Swanson Fields, located 17 NM SW of McChord (KTCM), by 3 NM and 3000'. Non-precision approaches to Rwy 16 should be planned to avoid prolonged use of high-power settings at MDA. Any questions concerning local pattern Noise Abatement procedures should be directed to 62 OSS/OSK, DSN 382-4057.

(62 OSS-OSAA/62 OSS-OSAA FIL 07-326)

10. Runway is marked with a white non-reflective 90' x 3500' VFR day time assault landing zone and equipped with 90' x 5000' AMP-1/AMP-3 (overt/covert) assault zone landing system located in the middle of Rwy 16-34. For graphical depiction and additional information see 62 OG OI 11-1, McChord Fld (KTCM) Tactical Aircrew Procedures. To obtain this document, contact Wing Tactics at DSN 382-3615.

(62 OSS-OSAA/62 OSS-OSAA FIL 13-954)

NOTE: McChord (KTCM) assigned aircrews have priority during hours of darkness; transient aircraft will be accepted on a non-interference basis. To coordinate for usage during these hours, contact 62 OSS/OSOO no later than 2400Z++ the day prior at DSN 382-9925/9926. No touch-and-go landings between 0700-1400Z++ Monday-Friday, 0700-1600Z++ Saturday, Sunday and holidays unless authorized by 62 OG/CC.

11. Fire fighting and rescue capability is reduced to: CAT 9/10 - Yellow; CAT 8 and below - Green.

(62 OSS-OSAA/62 OSS-OSAA FIL 12-927)

12. C-130 AMP-4 assault strip on Runway 162-342 available during VFR operations. No-light LZ operations may be conducted with 62 OG/CC approval. Users shall be instructed to abide by the operating procedures in MAFBI 13-202 at their "own risk." Units requesting to conduct no-light DZ, NVD (Night Vision Device) operations must coordinate with 62 OSS/OSK, combat tactics flight, DSN 382-3614, and 62 OSS/OSO, current operations flight, DSN 382-9920, at least 24 hours prior to operations. Units requesting to install their own AMP-1 and/or AMP-3 lighting systems must coordinate with 62 OSS/OSAA, airfield manager, DSN 382-2854, at least 72 hours prior to mission execution. Failure to coordinate at least 72 hours prior may result in disapproval. Control of assault strip flight operations will remain with McChord Fld (KTCM) tower. Simultaneous operations to Runway 16-34 and 162-342 not authorized.

(62 OSS-OSAA/62 OSS-OSAA FIL 13-161)

McConnell AFB (KIAB), KS

1. CAUTION:

a. Runway 01R-19L 300' wide but marked as 150' wide, all signs and lights installed for 300' wide runway.

b. Do not confuse Colonel James Jabara Airport (KAAO), 7.5 NM Northeast of McConnell AFB (KIAB) with McConnell AFB (KIAB) when on approach to Runway 19L/R.

c. Severe ponding midfield on Runway 01R-19L, potential for .5 to 1.5 inches standing water during heavy rain or extended periods of rainfall. Linear ponding 10' west of centerline, though much less severe, also starts near the intersection with Taxiway Delta and extends for 2000' south.

d. Uncontrolled vehicular traffic on ramps and taxiways.

e. GROUNDS MAINTENANCE: 1 April - 31 October, airfield mowing and trimming in progress 1300-2300Z++ daily.

f. There are no helipads at McConnell AFB (KIAB), helicopter traffic should expect landing on either runway and hover taxi with Follow-Me to parking ramp.

g. NVG Operations - LED lights are used for lighting on obstruction lights, windsocks, and taxiway lights and signs.

h. SFL's not electronically coupled with ALS on Runway 01R-19L. Possibility that SFL intensity not as required with associated ALS intensity, advise ATC to increase/decrease SFL and/or ALS intensity as required.

(22 OSS-OSAA/22 OSS-OSAA FIL 16-462)

2. RUNWAY RESTRICTIONS:

a. Base assigned aircraft will receive pattern priority when VFR and/or RADAR pattern is saturated. VFR traffic will operate east of airport.

b. Aircraft larger than KC-135 make 180° turns on concrete ends of runways only.

c. Runway 01R-19L is only available for departures, full stop arrivals, and low approaches. McConnell Air Traffic Control Tower may approve touch and go/stop and go operations on a case by case basis contingent upon traffic volume.

(22 OSS-OSAA/22 OSS-OSAA FIL 16-550)

3. TAXIWAY RESTRICTIONS:

a. Holding between runways on Taxiway Bravo, Charlie, Delta and Echo restricted to KC-135 and smaller aircraft.

b. Taxiway Alpha from Mass Aircraft Parking Apron north to Taxiway Bravo restricted to aircraft with wingspan of 169.8' or less.

c. Aircraft with wingspan of 175' and greater are restricted from taxiing north on Taxiway Alpha past Building 1218 without prior coordination and approval from the Airfield Manager.

d. B-52s require wing walkers for ALL ground operations, no exceptions. B-52s will park on Delta Ramp and taxi to/from Delta Ramp via Taxiway Charlie only. All other taxi routes and parking locations require prior coordination with and approval by the Airfield Manager.

(22 OSS-OSAA/22 OSS-OSAA FIL 18-174)

4. ENGINE RUN RESTRICTIONS - In accordance with Engineering Technical Letter (ETL) 01-5 to limit jet blast damage to shoulders and prevent foreign object damage, the following engine restriction applies: Aircraft larger than KC-135 (B-777, B-767, B747, E-4, VC-25, KC-10, C-5, C-17, and HB-52), pilots will use minimum thrust required for safe taxi operations. No takeoff thrust engine runs on any taxiway and Runway 01L-19R. Takeoff thrust engine runs can be conducted, with tower coordination, in designated maintenance areas and on concrete ends of Runway 01R-19L, positioning the aircraft on centerline and 500' South of Taxiway Bravo or 500' North of Taxiway Echo.

5. TRANSIENT AIRCRAFT SERVICING - Maintenance available for KC-135 only; limited transient maintenance (normal servicing only, expect 2 hour delay). Spectrometric Oil Analysis Program (SOAP), and Liquid Oxygen (LOX) not available. Drag chute packing not available; deploy drag chutes only in emergency situations. Weapons/guns, arm/dearm/safeing not available.
(22 OSS-OSAA/22 OSS-OSAA FIL 17-1243)

6. CLASSIFIED STORAGE AVAILABILITY - Limited classified storage available. Coordinate with Command Post 24 hours prior.
(22 OSS-OSAA/22 OSS-OSAA FIL 16-462)

7. CAUTION - HIGH MID-AIR COLLISION POTENTIAL/LOCAL FLIGHT RESTRICTIONS - Mid-air collision potential is high in the vicinity of McConnell AFB (KIAB), particularly within a 20 NM radius in all quadrants below 5000'. This is because of the location of (20) airports in the area, primarily Cessna Field (KCEA) .25 NM Northeast (NE) of approach end of Runways 19L/R, Beech Field (KBEC) 4.5 NM northeast, and Col James Jabara Airport (KAAO) 7.5 NM northeast.

a. The location of Cessna Field (KCEA) Runway 17-35 causes Cessna aircraft to overfly the North end of McConnell AFB (KIAB) runways. Pilots should exercise extreme caution for light aircraft when crossing Cessna Field (KCEA) on approach to Runway 19L/R.

b. Colonel James Jabara Airport (KAAO) (7.5 NM NE of McConnell AFB (KIAB)) is beneath the final approach course for Runway 19L/R. Colonel James Jabara (KAAO) is an uncontrolled airfield with Instrument Approach Procedures. VFR pattern altitude is 2200' with the downwind leg located directly beneath the ILS final for Runway 19R. In addition to civilian flight training conducted at Colonel James Jabara (KAAO), many high performance corporate aircraft transit this airfield.

c. Aircraft operating in the VFR pattern to Runway 19 will remain at or above 2700' MSL until past Beech Field (KBEC) (4.5 NM Northeast of Runway 19 extended centerline).

d. Aircrews departing/transitioning VFR on Runway 01 will turn crosswind to remain within 1.5 NM North of McConnell AFB (KIAB). If unable, continue North until reaching 3000' MSL, then turn crosswind North of Beech Field (KBEC).

e. Aircraft flying West closed VFR pattern shall remain within 1.5 NM of extended centerline of active runway.

8. WEATHER SUPPORT

a. Automated Weather Observations System (AWOS) in use. No limitations in fully automated mode. If augmented, prevailing visibility is obstructed from the observer from 200°-300°.

b. ATC will assist in cooperative weather watch by notifying weather station of previously unreported weather conditions.

c. Digital-ATIS enabled: 124.65 or 269.9. Phone ATIS - DSN 743-5140 or C316-759-5140.
(22 OSS-OSAA/22 OSS-OSAA FIL 17-1243)

9. BIRD AND WILDLIFE HAZARDS -

a. KNOWN BIRD ACTIVITY: At all times expect large waterfowl, including Canada Geese, frequenting fields and ponds within 4 NM radius of McConnell AFB (KIAB).

(1) May-September Seasonal Bird Hazard; Cattle Egrets transiting the airfield from west to east a half hour before to two

hours after dawn and east to west three hours before to full sunset. Cattle Egrets fly 50-200' AGL during VFR conditions and 50' AGL and below during inclement weather.

(2) Mid-August-September Nighthawk migration occurs and may cause a temporary increase in medium-sized bird concentrations and corresponding Bird Watch Condition of Moderate, especially during the hours of darkness.

(3) November-February expect increased concentrations of large waterfowl in immediate vicinity of airfield and on final approach. Waterfowl transit over airfield traveling between ponds bordering on all sides of the airfield.

b. BIRD WATCH CONDITIONS:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard.

(2) MODERATE - Concentrations of 5-15 large birds (waterfowl, Raptors, Gulls, etc.) or 15-30 small birds (Terns, Swallows, etc.) in observable locations that present a probable hazard to safe flying operations.

(3) SEVERE - Heavy concentration of birds (more than 15 large or 30 small) on or above the runways, taxiways, infield areas, and departure or arrival routes that represent a high potential for a strike.

c. BIRD WATCH CONDITION MODERATE: Any time in this condition, the VFR/IFR patterns will be closed to all aircraft and only initial takeoffs and final landings will be allowed provided arrival and departure routes avoid bird activity.

d. BIRD WATCH CONDITION SEVERE: Any time in this condition, the VFR/IFR patterns will be closed to all aircraft and all takeoffs and landings require approval of 22 OG/CC. Airborne aircraft other than In-flight Emergency or minimum fuel will divert or hold until the bird watch condition is downgraded. Aircraft requesting to land or takeoff in bird watch condition SEVERE will contact Command Post.

e. BASH PHASE I - All months not designated as Phase II.

f. BASH PHASE II - 15 September-15 March, unless changed by NOTAM. During Phase II period expect extensive holding delays. Pilots are encouraged to report all bird sightings that pose a probable hazard to flying. Monitor ATIS or contact Pilot to Dispatcher or Command Post for bird watch condition updates.

g. PHASE II BASH RESTRICTIONS: During the BASH Phase II window (1 hour prior to and 1 hour after sunrise and sunset), the VFR/IFR pattern will be closed to all aircraft for transition training. Only initial takeoff and final landing will be allowed provided the mission is of operational necessity, OG/CC approval is attained, and the arrival and departure route avoids reported bird activity.
(22 OSS-OSAA/22 OSS-OSAA FIL 18-174)

McEntire Joint National Guard Base (KMMT), SC

1. PRIOR PERMISSION REQUIRED (PPR)

a. Aerodrome parking limited. Fixed wing Aircraft must request PPR 48 hours prior from Airfield Management DSN 583-8231 or C803-647-8231. Rotary wing aircraft contact Army Operations at DSN 583-1815/14 or C803-299-1815/1814 for PPR.

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b. Aircraft remaining overnight must check in with Base Operations upon arrival and provide aircraft commander's name and contact number.

c. Services – Transient service limited. All services must be requested when obtaining a PPR.

d. Transient flight crew classified storage available in Base Operations for Secret and below. COMSEC issue not available.

2. CUSTOMS AND AGRICULTURE – McEntire JNGB (KMMT) is not a Port of Entry and will only provide services for aircraft directly supporting 169 FW or SC Army Guard missions. Customs inspections are performed by US Customs Authority. Agriculture inspections are coordinated with USDA. Aircraft must coordinate at least 96 hours prior for these services. Aircraft that arrive early and/or without coordination can expect a minimum 3 hour delay.

3. WEATHER OBSERVATION LIMITATIONS: The observation site, located approximately 100 feet from the east side of Building 249, offers an unobstructed view of Runway 14-32. To take a representative observation, a 360° unobstructed view must be available. However, buildings, trees, and topography that obstruct part of the 360° viewing requirement surround the observation site viewing area. Specifically, the view area is limited from the south through northwest. Buildings and trees restrict visibility from 5/8 mile south to 1/10 mile west northwest. The most distant daylight visibility marker is 15 miles north. Additionally, nighttime ramp lighting detracts the observer's view. Weather sensors are located on Runway 32.

4. AIRFIELD INFORMATION AND RESTRICTIONS –

a. General Information

(1) All aircraft with a wing span greater than 35' will require wing walker when entering/exiting fighter ramp.

(2) Fighter Ramp apron boundary not marked.

(3) Precision Approach Path Indicators (PAPI): The PAPIs are located on the right side of the approach end of Runway 32 and Runway 14.

b. Airfield Restrictions

(1) Runway 05-23, Army Apron, Taxiway L, M and P are closed to all but base assigned helicopters, unless coordinated with Airfield Management. Taxiway P and Runway 05-23 have a 3 inch lip from the usable pavement surface to the shoulders.

c. Taxiway Information and Restrictions

(1) Lights: Taxiway P has no taxiway lighting.

(2) Taxiways A1 and A2 closed to all but base assigned aircraft.

(3) Taxiway Widths

(a) -A, A1, A2, J, B, C, D, E are 50' with no paved apron shoulders.

(b) -A from F to G is 75' with no paved apron shoulders.

(c) -A at North EOR is 225' with no paved apron shoulders.

(d) -F is 100' with no paved apron shoulders.

(e) -G is 147' with no paved apron shoulders.

(f) -H is 200' with no paved apron shoulders.

(g) -L and M are 40'

(h) -P is 90'

d. Airfield Obstructions

(1) Obstructions

(a) 1000' lateral clear zone is violated by the fighter ramp to include sunshades, all taxiways, GCA, aircraft arresting facilities, all ramps, and perimeter fencing.

(b) Overhead electrical lines and three poles at the southeast end of Runway 32 are all located within the 1000' lateral clear zone. Lateral clear zone on east and west sides of runway has multiple surface irregularities.

(c) The approach/departure clear zone Runway 14 has multiple surface irregularities and non-standard grades. Terrain drops rapidly below the surface elevation approximately 700' from runway threshold.

(2) The approach/departure clear zone Runway 14 has multiple obstructions to include: ditches and headwalls, off base cemetery and private residences.

(3) The approach/departure clear zone Runway 32 has multiple obstructions to include off base obstructions: railroad, base steel plant, and private residence.

(4) Fighter Apron, North Ramp and EOR's are marked/painted for F-16 aircraft. Transient aircraft operating on all parking aprons must follow the marshaller.

(5) Army Apron is marked/painted for base assigned rotary wing aircraft.

(6) Fighter apron sunshades have 25' height clearance.
(169 OSS-OSA/169 OSS-OSA FIL 17-958)

5. BIRD WATCH CONDITION AND WILDLIFE –

a. Resident bird activity on the airfield is relatively low. Contact Tower or Base Operations for current Bird Watch Condition. Phase 1 Bird activity April through October. Phase 2 Bird activity November through March.

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. Normal activity.

(2) MODERATE - Concentrations of 1-5 large birds (waterfowl, raptors, gulls, etc.) or 10-20 small birds (swallows, wrens, etc.) in observable locations that present a probable hazard to safe flying operations. Takeoff allowed: full stop landings only. No chase, formation takeoff/landing. Low Fly: 1500' AGL minimum except for weapons delivery.

(3) SEVERE - Heavy concentrations of birds (more than 5 large or more than 20 small) on or above the runway, taxiways, infield areas and departure or arrival routes. No patterns/approaches. Divert if able. Low Fly: 3000' AGL minimum to include weapons delivery.

b. Deer activity from sunset to sunrise.
(169 OSS-OSA/169 OSS-OSA FIL 17-839)

McGhee Tyson (KTYN), TN

1. (ANG) - ANG ramp is a Restricted Area. OFFICIAL BUSINESS ONLY. PPR DSN 266-4404/4419. Very limited transient parking. Very limited base transportation during duty hours.

2. ANG RAMP RESTRICTIONS -

a. Use extreme caution while taxiing on SW ANG (Lower) ramp. Wing tip clearance provided only on aircraft with 140' wing span or less without wing walkers.

b. White wingtip clearance safety lines have been applied to the 134 ARW Lower apron. When the aircraft is taxiing, these white lines run parallel to the fuselage of the parked aircraft. The white lines are used by the pilots to ensure wingtip clearance from fixed or mobile obstacles.

c. White rectangular boxes have been painted between parking spots on Lower apron. These are designated areas for Aerospace Ground Equipment (AGE) and vehicle parking to ensure wingtip clearance for taxiing aircraft.

3. CAUTION: Taxi hazard exists in the vicinity of the SW (Lower) parking apron. If a tanker is parked in spot 2, use caution for a tanker wingtip 178' west of taxiway Golf centerline.

a. When entering the north side of the parking apron, use caution for 2 electrical transformers 122' right of taxi center 8.5' high and 3 emergency fuel safety shutoff switches 67' right of taxi center 6.6' high.

b. When entering the SW parking apron from the south entrance, use caution for 3 emergency fuel shutoff switches 69' left of taxiway center 4.5' high and 3 fire hydrants 83' left of center 6.2' high.

c. When transiting Taxiway Golf adjacent to the SW parking apron, use caution for 2 emergency fuel shutoff switches 129' from taxi center 1.1' high located in the asphalt islands north of Taxiway Golf.

d. If a tanker is parked in spot 2, use caution for a tanker wingtip 178' north of Taxiway Golf taxiway center.

4. CUSTOMS AND AGRICULTURE - McGhee Tyson (KTYN) is not a Port of Entry and can only provide services for DoD personnel. Services are not available to retirees or dependents. Point of contact is McGhee Tyson (KTYN) Command Post DSN 266-4371.

5. BIRD WATCH CONDITIONS -

a. Bird activity on the airfield is typically low. McGhee Tyson ANGB (KTYN) is not located along a major migratory route. However, McGhee Tyson ANGB (KTYN) historical trends cause the institution of PHASE II, October through April. PHASE II does not automatically establish a Bird Watch Condition (BWC) of Moderate. Bird Watch Conditions are established based upon the bird activity observed on the airfield and surrounding environments.

(1) LOW. Normal bird activity (fewer than 5 large birds or fewer than 15 small birds) on or above the airfield with a low probability of hazard.

(2) MODERATE. Increased bird population (5 to 15 large birds or 15 to 30 small birds) in locations that represent an increased potential for strike.

(3) SEVERE. High bird population, of more than 15 large birds (waterfowl, raptors, gulls, etc.) or 30 small birds (terns, swallows, etc.), on or immediately above the active runway or other specific locations (taxiways, in-field areas, departure or arrival routes, etc.) that represents a high potential for strike.

b. BWC can be obtained by contacting Airfield Management DSN 266-4419/4421, C865-336-4419/4421 or the Supervisor of Flying (SOF) DSN 266-4391, C865-336-4391.

(134 OSS-OSA/134 OSS-OSA FIL 19-171)

McGuire Fld (Joint Base McGuire Dix Lakehurst)(KWRI), NJ

1. CAUTION - Deer may be crossing runway. Pilots are requested to obtain ATC clearance from Clearance Delivery prior to engine start. Transient aircraft should expect 1 approach and full stop landing (except C5) during the hours 1500-0100Z++ Monday-Friday when training is being conducted. Drag chute release point for transient aircraft, run-up pads approach end Rwy 6-24. Drag chute repack available 1245-2130Z++ Monday-Friday. VFR traffic will avoid overflying McGuire Fld (KWRI)-Ft Dix housing areas.

(305 OSS-OSA/305 OSS-OSA FIL 09-598)

2. Commanders of aircraft transporting whole blood should enter the terminology "blood shipment" in the remarks section of DD Form 175 and request that the Airfield Management Operations of the departure station call McGuire Fld (KWRI) Airfield Management Operations (DSN 650-2712) and give the following information: Aircraft type and call sign, departure time, ETA McGuire Fld (KWRI) and the approximate size of shipment. The aircraft commander should contact Command Post or Airfield Management Operations approximately 15 minutes prior to landing and state estimated block time.

(AFFSA/AFFSA FIL 04-77)

3. Aircraft transiting McGuire Fld (KWRI) during summer months should expect delays due to Japanese Beetle treatment. (305 OSS-OSAA/305 OSS-OSAA FIL 13-003)

4. No 180° turns on the asphalt surface of Rwy 06-24 or 18-36 without prior approval of the airport manager.

5. Aircraft arriving without inbound flight plan (no flight plan arrivals FPNO) can expect up to 30 minute delay for identification.

(305 OSS-OSA/305 OSS-OSA FIL 07-677)

6. CAUTION - HIGH MID-AIR COLLISION POTENTIAL exists within McGuire Fld (KWRI) airspace. McGuire Fld (KWRI) has 13 satellite airports, which generate a high volume of VFR traffic. The close proximity of Class B Airspace at Philadelphia Intl (KPHL) and Newark Liberty Intl (KEWR) and the Class C Airspace at Atlantic City Intl (KACY) tends to concentrate transient VFR aircraft within McGuire Fld (KWRI) Class E Airspace at altitudes typically used by RAPCON for vectoring aircraft in their radar pattern. Most of the reported Near Mid-Air Collisions have occurred in the area approximately 10 NM SW of the field, where 3 satellite airports are closely situated, and in the vicinity of Coyle (CYN) VORTAC. Military aircraft perform aggressive VFR tactical maneuvers in the vicinity of Lakehurst Naval Air Engineering Station at altitudes up to 5,500' MSL. Use extreme vigilance.

(305 OSS-OSAA/305 OSS-OSAA FIL 09-526)

7. WEATHER INFORMATION - Weather briefings for transient aircrews available via 15 Operational Weather Squadron (OWS) at Scott AFB (KBLV), DSN 576-9755/9702, C618-256-9755/9702. During evacuation of Combat Weather Flight contact 15 OWS at

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number above. 87 ABW CP 1-stop shop prints Integrated Flight Management System crew packages. OSS mission planning room with 2 computer terminals/print/fax available 24/7.

(305 OSS-OSSA/305 OSS-OSSA FIL 09-597)

8. CAUTION - Airfield Restrictions/Advisories: Recommend both transient and joint base partners (Marine, Army, Navy) advise either JB CP or Airfield Management of higher priority missions (DV movements, etc) during or immediately following periods of heavy snowfall due to somewhat limited snow removal capabilities. Signage adjacent to Taxiway Mike and November is non-standard AMC mandated wingtip reference signage for base assigned pilot training. Significant ponding has been noted after heavy rainfall and large snow melt periods on Northwest Lima, Taxiway Hotel just north of the ANG ramp, intersection of Romeo row and Taxiway Kilo.

9. PARKING RESTRICTIONS - HCLA spot 1 is limited to C17 and smaller aircraft. HCLA 1 lacks required 37.5' from taxi line to the edge of the usable pavement (22') but has an AMC/CV waiver. HCLA 2 is closed to aircraft parking due to various obstructions. HCLA Spots on Taxiway Lima can be utilized, but require prior approval from the Airfield Manager since this will close portions of Taxiway Lima. Transient parking apron spot A1 restricted to C17 and smaller aircraft. Remainder of Alpha and Bravo row parking limited to C130 and smaller airframes. Main Ramp Wide-Body spots M2, M3, N2, and N3 are sized for C5 and smaller aircraft. Aircraft with larger wingspans than a C5 (222' 9") require use of 2 wide-body spots or a taxiway (usually Lima behind POL). Army ASA ramp (adjacent to the Marine Helicopter ramp; south) is in poor condition. No fixed wing operations into this area due to FOD concerns. Marine Ramp designed for aircraft load for a C130. Fixed wing aircraft should park on the outer (eastern) most taxi line to the Marine hangar between Taxiways Tango and Victor. Smaller fixed wing aircraft (C12, C21, UC35) can park adjacent to the Marine hangar as long as a visual check of the area is accomplished by Airfield Management prior. Marine ramp designated for a C130; however C17's can utilize for up to 500 passes. Permission required by Airfield Manager for tracking and to ensure coordination with MAG-49 and area is cleared of obstructions.

10. Romeo Row spots 5, 6, and 8 can be used for turboprop aircraft. Romeo 6 can be used for C135 and smaller jet engine aircraft. Engine runs are not authorized on Romeo 1 due to proximity to the road adjacent to the airfield. Aircraft restrictions on Alpha, Bravo, Romeo, Victor, and Xray rows. C17's that park on Victor row should park with nose facing towards Runway 6-24 due to primary surface restrictions. Parking on Romeo and Victor row is restricted to C17 (170' wingspan) or smaller. Romeo Spots 6 and 9 can be used with prior coordinated approval from air field management (AFM).

11. Aircraft utilizing the center throat of the ANG Ramp (NW Lima extension) are limited to aircraft with wingspans of 133'. Aircraft larger than a C130 (up to a C17) can utilize Yankee Taxiway, however; Airfield Management approval is required due to causing restrictions due to wingtip considerations. Navy E6 aircraft periodically park on Y8. When this happens, Yankee taxiway should be closed due to wingtip clearance considerations.

(305 OSS-OSAA/305 OSS-OSAA FIL 18-566)

12. Caution - 2 large antennas located at Latitude 400135.25N, Longitude 743643.43W. They do not have obstructions lights, and are at the Northwest corner of the Navy hangar at a height of 123' AGL, 252' AMSL. Airfield Restrictions/Advisories: Aircraft on Transient Aprons Alpha and Bravo Row and in front of Romeo Row spots 1-9 use caution. Adjacent driving lanes do not

afford wingtip clearance with vehicles in the driving lanes. Drivers should yield and either turn around or exit the driving lane parallel with structures adjacent to these aprons. Significant ponding has been noted during periods of heavy rainfall in the infield between Taxiways Charlie and Bravo adjacent to Runway 6-24. Trees that violate the Runway 36 approach are waived and undergoing removal. Multiple waivers in proximity to Runway 06/24 and Runway 18/36. These items are mostly low profile (less than 4' tall) and items such as junction boxes, etc. that are non-frangible. These include: "Cemetery Hill" to the southeast of Runway 36 exceeds published allowable grade changes, a headwall to the East of Taxiway Hotel that exceeds allowable 3" in grade changes and within 200' taxiway clearance criteria, various obstructions (junction boxes, etc.) within primary surface between Taxiway Golf and Runway 6-24, a non-frangible junction box located west of Runway 36 between NW Lima and Taxiway Hotel. MOG for aircraft with hazardous cargo uploading or downloading 1.1 or 1.2 are limited to 2, with a side loading only airframe (ex: 747-100/200).

(305 OSS-OSAA/305 OSS-OSAA FIL 17-478)

13. CAUTION -

a. Various junction boxes and other obstructions between Taxiway Golf and Runway 06-24.

b. Taxiway Papa is restricted to aircraft with wingspans of 170' or less. Aircraft larger than a C-130 should not taxi to or from this taxiway through the Bravo Ramp unless prior coordination and approval is granted by Airfield Management. Verification is needed to ensure aircraft are not parked on the Bravo Ramp that would be a wingtip clearance issue. Bravo Ramp is designed to park C-130 and smaller wingspan aircraft.

c. Runway 06-24 has non-standard DOD/FAA displaced threshold markings/lighting configurations.

d. Aircraft taxiing on the front side of Romeo Row, on the northern portion of Transient Aprons Alpha and Bravo (closest to the buildings) and on Taxiway Lima should exercise caution. Vehicle driving lanes in these areas do not provide adequate wingtip clearance if vehicle is in the lanes and aircraft are approaching. Vehicle drivers should give way.

e. Hazard Cargo Loading Area (HCLA) 1 is open. HCLA 1 waived for lack of 37.5' from taxilane to edge of stressed pavement. HCLA 1 operations require 2 wing walkers and light-alls for illumination. Waiver is valid until 27 August 2018. Hazardous Cargo Loading Area 2 closed.

f. HCLA 3-7 (Taxiway Lima) require light-alls while aircraft is present.

g. Aircraft taxiing/towing on the West ramp (ANG 108th ramp) via Quebec or NW Lima are limited to wingspans of 131' or less. Larger aircraft can taxi/tow using NW Lima with prior coordination with the 108th airfield manager, command post, or maintenance.

h. Taxiway Hotel controlled movement area sign is not internally illuminated to depict the boundary prior to entering and exiting.

i. RUNWAY 06-24 - Portion of Runway 06-24 is not grooved. The area that is not grooved is from Taxiway Bravo south towards the Runway 06 threshold. It is a 575' long by 15' wide patch on the west side of the runway centerline.

(305 OSS-OSAA/305 OSS-OSAA FIL 19-388)

14. Steady state Aircraft Rescue and Fire Fighting condition is set as USAF category 5.
(305 OSS-OSSA/305 OSS-OSSA FIL 13-033)

15. Under runs Runway 24, all 1000' available for departure. Runway 6, aircraft will accomplish 180° turn on the overrun, then taxi until the acft main gear is just beyond the painted yellow line before setting takeoff power. The yellow line is 556' from the end of the overrun, 444' from the end of the runway. Crews should use all means necessary to ensure main gear are beyond the yellow line before setting takeoff power. If in doubt, use a crewmember to observe the main gear tires through the cabin door or cargo compartment window. When accomplishing the 180° turns on the overrun, crews are cautioned to carefully manage power to prevent stalling in the turn. High power settings could result in damage to equipment or motor vehicles.
(305 OSS-OSSA/305 OSS-OSSA FIL 16-092)

16. BIRD AND WILDLIFE HAZARDS -

a. CAUTION - Anticipate concentration of water fowl, seagulls and small birds below 3000 feet. Controlling agencies will issue a Bird Watch Condition (BWC) as follows:

(1) BWC SEVERE - Bird activity representing high potential for strikes. All VFR traffic pattern activity will cease. Takeoffs and landings are not authorized unless cleared by the 305 OG/CC.

(2) BWC MODERATE - An increased bird population in locations that represent an increased potential for a strike. All local IFR/VFR traffic pattern activity will cease (airborne AMC aircraft/crews will terminate transition training in the McGuire Fld (KWRI) local pattern). AMC aircraft commanders are the approving authority for takeoffs and landings.

(3) BWC LOW - Bird activity on and around the airfield representing low potential for strikes. No restrictions to operations.

(4) SPLIT BWC - In order to safely minimize arrival and departure delays, differing levels of BWC may be implemented for each runway. The BWC may be elevated or reduced independently for each of the two runways on McGuire Fld (KWRI). If separate BWC is not indicated for each runway, a single BWC will be posted for the entire airfield. Tower personnel will advise aircrew of the split BWC by referencing specific runway identifier and using standard BWC terminology. For example, "BWC LOW for Runway 24. BWC MODERATE for Runway 18."

b. BASH Phase II is established from the beginning of the migratory season in the fall until the end of the migratory season in the spring. At JB MDL, this falls typically between 1 November and 31 March. The initiation and termination of BASH Phase II will be according to real-time bird migration observations and its initiation and termination will be published in the McGuire airfield NOTAMs.

(1) During BASH Phase II, the aerodrome will likely experience a higher than normal concentration of migratory birds. The window of highest bird activity is generally +/- 1 hour of sunrise and sunset. Aircraft will not be scheduled to arrive or depart McGuire airfield within 1 hour of official sunrise or sunset. However, a single unscheduled departure or arrival is authorized when observed BWC is LOW or MODERATE. If observed BWC is SEVERE, takeoffs and landings are not authorized unless cleared by the 305 OG/CC.

(2) The 305 OG/CC is the waiver authority for all 305th, 514th, and transient USAF aircraft. 108 OG/CC is the waiver

authority for 108 WG assets. All other Joint Service Partners should request approval from their respective Operations Group Commander or equivalent. Coordinate all waivers through 87 ABW Command Post. Commercial Carriers are highly encouraged to modify their arrival departure times to avoid these time periods.

c. Fall BASH Advisory: There are no operational restrictions during Fall BASH Advisory, however, aircrews should avoid flying any pattern work and minimize takeoffs and landings during within 1 hour of official sunrise and sunset. Aircrews should expect BWC MODERATE or SEVERE more often during this entire time frame and should plan accordingly. Fall BASH Advisory status will be published via NOTAM.

(305 OSS-OSSA/305 OSS-OSSA FIL 18-689)

McNair Helicopter LZ, DC

1. Landing Zone South N38°51.53' W77°01.01': Make approach from heading 045° to 135° clockwise remaining no lower than 200' MSL, until crossing all roads. Depart heading 225° to 315° clockwise crossing all roads at highest altitude possible. No overflight of buildings. Land and depart from marked landing pad only, no repositioning from the pad is allowed. Use caution for personnel in area. Do not land until police have cleared the landing zone.

2. Landing Zone North N38°52.10' W77°01.01': Make approach to landing south and then air taxi to Landing Zone North avoiding overflight of buildings. Use caution for personnel in area. Do not land until police have cleared the landing zone.

3. Aircrews must coordinate with Joint Base Meyer-Henderson Hall DPTMS prior to arrival for PPR at C703-696-3290/91 between the hours of 0730-1530 EST (1230-2030Z++). PPR valid for +/- 15 minutes.

4. National Defense University, War College, and all housing are noise sensitive areas.

5. Landing zones are within Washington Class B airspace.

6. Contact Washington Tower frequency 134.35 for clearance arriving and departing.

(USAASA/USAASA FIL 2015-21)

Memphis Intl (KMEM), TN

1. (ANG) - Limited fleet service available. Lavatory and trash service only. Service inside of normal business hours only 1245-2215Z++ Monday through Friday, closed alternate Monday. C-17 maintenance only. Refuel service for other than C-17 aircraft require qualified crew chief or crew members. Limited parking, no tie-down. Dangerous cargo facilities and handling not available.

(164 AW-OSS/164 AW-OSS FIL 13-840)

2. All aircraft required to have "Follow Me" assistance upon entering and leaving ANG Ramp. Use of ANG Ramp requires PPR DSN 726-7131, C901-291-7131 "FOR OFFICIAL BUSINESS ONLY".

(164 AW-OSS/164 AW-OSS FIL 11-434)

3. CAUTION -

a. Non-standard marking, a vehicle traffic control line 138' long and 4" wide and painted white in color is located west of the vehicle entry control point at the service road entrance south of spot 6.

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b. Four (4) C-17 taxi training lines are located each side and parallel of the northern taxi lane. Lines are painted in an east/west direction, reflective white, 136' in length and 4" wide.

c. Taxi lines leading into aircraft ground equipment (AGE) parking, aircraft will have to be towed into parking spot when "no" AGE equipment in this spot.
(164 OSS-DOSA/164 OSS-DOSA FIL 17-314)

4. CAUTION - BIRD WATCH CONDITION -

a. Memphis Intl (KMEM) does not post Bird Watch Conditions (BWC) on the ATIS. There may be general bird warnings on ATIS. When on duty, Memphis ANG Airfield Management will declare BWC for Military aircraft only for the ANG ramp area.

b. Phase I-Normal bird activity from May-September.

c. Phase II represents heavy bird activity, normally associated with migratory seasons. Recrods indicate migratory seasons and winter (October-November) (March-April) as most likely periods of significantly increased local bird activity.
(164 OSS-DOSA/164 OSS-DOSA FIL 16-677)

5. CAUTION - RAMP LIGHTING - ALL "Ballpark" lights are inoperable until further notice; limited visibility in hours of darkness. Temporary lighting is in place.
(164 OSS-DOSA/164 OSS-DOSA FIL 17-548)

Michael AAF (KDPG), UT

1. CAUTION - Potential for animals crossing runway and foreign object damage during high wind conditions. Very few night reference lights within 50 NM. Numerous high mountains within 100 NM. Transient and newly arriving helicopters may only land at Michael AAF (KDPG), until a range briefing has been received due to no fly areas and unmarked impact areas. All USAF, ANG, AFRES, SOCOM, AMC planners consult TACC Airfield Suitability Report. TALCE/APS support is suggested depending on size and length of mission and/or exercise. Load planning and forklift may not be available. Extensive Unmanned Aerial Vehicle (UAV) Operations on and around Michael AAF (KDPG), expect frequent delays upon arrival or departure.

2. Michael AAF (KDPG), Dugway Proving Ground, lies within R6402A and B. Civilian/private aircraft should avoid entering R6402 during duty/non-duty hours unless pre-approved by a combination of the Post Commander, Range Control, and the Airfield Manager. R6402 is depicted on the Salt Lake City Sectional. Civilian/private aircraft that enter R6402 without regard to this notice will be reported to the FAA. Warning: Strict security measures have been implemented at Dugway Proving Ground to prohibit unauthorized aircraft from transiting the area. Pilots in Command plan IFR and VFR flights to avoid Dugway Proving Ground and R6402. All aircraft will maintain two-way radio communications with Michael Advisory and/or Dugway Range Control while operating in R6402A and B.

a. Prior Permission Request (PPR) is required for all aircraft planning to land at Michael AAF (KDPG). Call Michael Army Airfield at DSN 789-5322 or C435-831-5322 for PPR.

b. AIRCARD (only) accepted for fuel. 48 hours PPR for service after normal duty hours. Upon issue of the PPR indicate if fuel is required.

3. Limited transient alert services. No maintenance services. Limited parking for heavy aircraft. Aircraft refueling other than 1430-2300Z++ Monday through Thursday require overtime arrangements for fueling contractor.

4. VFR OPERATIONS - Plan to enter R6402A, B from the East via Sevier MOA. After clearance to enter R6402A, B has been obtained from either Clover Control or Michael AAF (KDPG) Operations or Range Control, proceed west to Dugway (locally referred to as English Village), along the paved road (Stark Road), remain north of this road until necessary for landing and avoid overflying all buildings. Enter right base for Rwy 30 or left downwind for Rwy 12. Departures are via the same route.

5. IFR OPERATIONS -

a. ARRIVALS - Instructions will be provided by Salt Lake Center or Clover Control.

b. DEPARTURES - IFR departures are only permitted when Clover Control, Michael AAF (KDPG) Operations or Range Control are operational. Depart via published low altitude instrument departure procedures and ATC clearance. If Clover Control is closed you must depart R6402A, B using VFR procedures.

6. Infrequent, no-notice, range closings, affecting R6402A, B occur. Delays should be expected.

7. HELICOPTERS PERFORMING TERRAIN FLIGHTS - All operations below 500' AGL, within R6402A, B and R6407, or above the Dugway Proving Ground (KDPG) Installation boundaries, must comply with Dugway Proving Ground (KDPG) Regulations.

(USAASA/USAASA FIL 2010-105)

Minneapolis-St Paul Intl (KMSP), MN

1. ANG -

a. Except for aircraft with DV-6 or higher on board or aircraft emergencies, PPR is required for all aircraft no less than 24 hours prior to arrival. AIREVAC or SAM missions are exempt from PPR restrictions, but are required to obtain a PPR for tracking/notification. Airfield Management DSN 783-2461/2474, C612-713-2461/2474. Arrivals accepted only during normal business hours 1100-1900Z++ Monday - Friday.

b. Airfield Management and MX closed most weekends and holidays. Requests for non-duty hour arrivals or missions not supporting MNANG or MNARNG will be directed to the civilian ramp Signature Flight Support C612-726-5700. Ground transportation provided only if included in original PPR request. No COMSEC storage available at ANG Airfield Management.

c. Passenger screening will be required in accordance with major command directives prior to acceptance and filing passenger manifest. Non-C130 aircrew will be required to act as their own servicing supervisors in accordance with T.O.00-25-172.

d. CUSTOMS require 24 hours advance notice and will be processed at HHH Terminal prior to entering ANG ramp.

e. LOX service for C130 only. No fleet service available.

2. AFRC -

a. HOURS OF OPERATION -

(1) AFRC-934AW hours of operation: 1300-0400Z++ Monday-Thursday, 1300-2230Z++ Friday, closed weekends and holidays. Contact Airfield Management for operating hours during Unit Training Assembly weekends. Transient aircraft must operate 1300-2145Z++ Monday-Friday excluding holidays, unless directly supporting 934AW or other special circumstances. All

transient aircraft must receive a PPR at least 48 hours prior to ETA. Contact Airfield Management to coordinate PPR.

b. PRIOR PERMISSION REQUIRED (PPR) -

(1) PPR is strictly enforced. Contact Airfield Management at DSN 783-1720, C612-713-1720 to obtain a PPR.

(2) Request for non-duty hour arrival/departure or missions not supporting 934AW may be directed to the civilian ramp. Fixed Base Operator is Signature Flight Support and is capable of servicing nearly all military type aircraft, C612-726-5700.

(3) All flight plans must be filed with MSP as destination. If military side of airport is your mission location, place "Destination USAFR or MNANG" as applicable in remarks of flight plan.

c. TRANSIENT AIRCRAFT SERVICING LIMITATIONS -

(1) Transient aircraft requiring maintenance will be recovered by home base. No transient service without applicable technical data. Aircrew members will be required to act as their own servicing supervisors in accordance with TO 00-20-172.

(2) LOX service for C-130 aircraft only.

(3) No fleet service available.

(4) Limited de-icing available to transient aircraft.

(5) Unable to de-ice C-5 and C-17 aircraft. No aircraft anti-icing available.

(6) No transient alert service.

d. CARGO AND PASSENGER SERVICE -

(1) PASSENGER SERVICE - Limited passenger service available. Passenger screening and processing accomplished in accordance with MAJCOM directives.

(2) 27th Aerial Port Squadron is the point of contact for all freight movement. All aircraft requiring support must coordinate 48 hours prior, DSN 783-1137.

(3) No Hazard Class/Division 1.1 or 1.2 explosives are allowed on the airfield. Loading or unloading of Hazard Class/Division 1.3, 1.4, 1.5, or 1.6 must be approved by the Metropolitan Airport Commission Airport Director a minimum of 48 hours prior to arrival. Contact 934 AW Airfield Management to coordinate DSN 783-1720 or C612-713-1720.

(4) One air stair truck available.

e. INBOUND REQUIREMENTS - All transient aircraft must contact Airfield Management (VIKING OPS) 282.675 at least 20 minutes prior to arrival to verify servicing requirements. Aircraft that do not contact can expect servicing delays.

f. CUSTOMS AND AGRICULTURE -

(1) Aircraft must coordinate with 934AW Airfield Management minimum 48 hours prior to arrival to coordinate for US Customs service.

(2) Aircraft must clear Customs at the Hubert Humphrey Terminal (S side of airport) prior to entering AFRC

ramp. Aircraft that arrive early and/or without prior coordination can expect a minimum of 1 hour delay.

g. RESTRICTIONS -

(1) KC-135 and other aircraft with similar low hanging engines are restricted from using 934 AW Ramp Taxiway Feeders R3, R4 and R7 due to 30-inch high taxiway edge lights.

(2) Potential aircraft weight restrictions, especially during the southern Minnesota frost period (1 December-31 March) may limit/restrict aircraft load capabilities. Contact Airfield Management, DSN 783-1720 for information.

h. AIRFIELD INFORMATION -

(1) COMPUTER FLIGHT PLANS - TACC may email flight plans to AFR-934 AW Airfield Management. Call DSN 783-1720 to coordinate.

(2) WEATHER INFORMATION - 15 OWS is the supporting weather squadron located at Scott AFB (KBLV) and can be reached at DSN 576-9755. Weather information may be emailed to Airfield Management. Call DSN 783-1720 to coordinate.

(3) HEAVY AIRCRAFT - Requesting Rwy 04-22 arrival/departure should contact ATC minimum 30 minutes prior estimated time of departure, or 1 hour prior estimated time of arrival inbound.

(4) WINTER OPERATIONS - RCR are not taken on AFRC ramp due to tightly confined parking plan. Transient crews are advised to check DOD NOTAM. Local NOTAM section for 934AW RSC information pertaining to AFRC ramp only. Or on 20 minutes inbound call on PTD (VIKING OPS: 282.675), or call Airfield Management directly at DSN 783-1720 or C612-713-1720.

(5) COMSEC - Classified storage not available at Airfield Management. Storage requests (Secret and below) are referred to the Command Post DSN 783-1777, C612-713-1777. COMSEC not available for transient crews.

(6) TRANSIENT AIRCRAFT PARKING - Extremely limited transient parking and hangar space.

(7) CAUTION - ILS critical area located on W side of ramp.

(8) BILLETING - 250 rooms available on base. Reservations can be made by calling DSN 783-1983 or C612-713-9440. Space may be limited on UTA drill weekends. Facility within walking distance to BX, gym, and Airfield Management. Limited food service facilities on base.

(9) TRANSPORTATION - U-Drive vehicles available for transient aircrews. Requests are made through Airfield Management.

(10) Non-standard green Safety Zone Arcs, yellow Aircraft Nose Wheel Spots and white and black Aerospace Ground Equipment boxes are painted on the aircraft parking apron.

(11) Minneapolis-St Paul Intl (KMSP) Romeo Taxiway is located between Runways 04/22 and 12L/30R. There are six Feeder Taxiways leading from this Taxiway to the Minneapolis St Paul Intl (KMSP) ARS - 934 AW Ramp. Applicable Taxiway

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Feeders are as follows:

Taxiway	Width	Lighted
R3	60'	Y
R4	60'	Y
R5	80'	Y
R6	80'	Y
R7	60'	Y
R8	135'	Y

Taxiway Edge lights are 30 inches high and are located approximately 7 - 10 feet from edge of full-strength pavement. Feeder Taxiways R3 - R8 are not marked (no signs), however they are numerically positioned east (R3) - west (R8). Follow-me support is available.

(12) Numerous obstructions (buildings, light poles, security fencing, etc) are located along the entire northern edge of ramp. Obstructions are marked with Red Obstruction Lights. Ramp taxi/lead-in lines are configured for C-130 operations. Aircraft larger than C-130 will disregard ramp taxi/lead-in lines and follow instructions from aircraft marshaller.
(934 OSS-OSA/934 OSS-OSA FIL 18-781)

3. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. BIRD WATCH CONDITION - Immediately report all wildlife sightings to the Tower, TRACON, Operations Duty Officer, or Airfield Management at DSN 783-1720, C612-713-1720. Bird Watch Conditions as given by the Air Force are not announced by tower or ATIS. The Reserve Wing will issue Bird Watch Condition of MODERATE or SEVERE for local military and transient aircraft. Contact AFRC Airfield Management UHF 282.675 or ANG Airfield Management UHF 324.3 for current Bird Watch Condition. The ATIS belongs to the international airport and will announce "use caution for migratory waterfowl in the area of Minneapolis-St Paul Airport (KMSP)". In order to minimize the risk of bird strikes from the expected transition of migratory birds all military transiting area will adhere to the following AMC flight restrictions imposed during MODERATE and SEVERE Bird Watch Conditions.

- (1) BASH PHASE II - Periods are from 1 April - 1 June and 15 August - 15 October due to an increase in migratory bird activity. Peak bird activity occurs one hour before and one hour after sunrise and sunset. During Phase II one hour prior and one hour after sunrise and sunset, low level routes will be accomplished no lower than 1000' AGL. All transiting aircrews must use vigilance from migratory waterfowl and other bird activity.
- (2) BASH PHASE I - All months not designated as Phase II. Wildlife activity is generally LOW during this period.

b. SEVERE - Heavy activity that represents an immediate hazard to safe flying operations.

(1) Takeoffs and landings are prohibited without the WG OG/CC (or higher) approval. Recommended guidance during BWC SEVERE is to delay departures and arrivals until BWC is MODERATE or less. In all cases, operational mission priority must be weighted in determining waiver approval.

(2) Only full-stop landings are permitted. The Supervisor of Flying will consider changing runways, delaying takeoffs and landings, diverting aircraft, etc. where military aircraft are involved.

- c. MODERATE - Increased activity in locations that represent a probable hazard to flight. Initial takeoffs and final landings allowed only when departure and arrival routes avoid identified bird activity. Additionally, local IFR/VFR traffic pattern activity ceases.
- d. LOW - Normal bird activity on and above the airfield with a low probability of hazard.
(934 OSS-OSA/934 OSS-OSA FIL 17-504)

Minot AFB (KMIB), ND

1. CAUTION -

- a. Uncontrolled vehicular traffic taxiways and ramps.
- b. Approach, runway and taxiway lights may be turned off during periods of no known traffic. Light poles with obstruction lights (1728' MSL) located on S side of mass parking area.
- c. Aircraft with a wingspan greater than 175' require specific Airfield Management approval before parking on Sierra/DV Aprons.
- d. Unlit obstructions- 45 foot light poles located approximately 1000 feet northeast of the extended runway centerline at the approach end of Runway 30/departure end of Runway 12.
- e. Taxiway Kilo width less than 75 feet at the intersection of Taxilane Golf and Taxiway Kilo and the intersection Taxiway Kilo and Taxiway Echo.
- f. Fence located within 7 feet of apron boundary between Dock 3 and Dock 4.
- g. Open trench located 160 feet east of overflow parking area (OPA) next to Stub 31.
- h. Intermediate hold lines are located on taxiways Alpha, Delta and Lima. When multiple aircraft with wingspans 193' and smaller are located or approaching taxiways Alpha, Delta and Lima, pilots will stop their aircraft prior to intermediate hold line perpendicularly bisecting the taxi line they are using. For B-52 pilots, to align with the intermediate hold line, pilots will stop so that the line is directly beneath their seats, and confirm by checking the line is off of their left or right shoulder. These lines ensure that other aircraft have adequate wingtip spacing to taxi onto the runway without requiring a wing walker. This does not apply to aircraft over 193' wingspans.
(5 OSS-OSAA/5 OSS-OSAA FIL 19-266)

2. RESTRICTIONS -

- a. VFR traffic will not overfly the housing area N of the runway. Do not overfly the weapons storage area NW of Rwy 30 approach end and base housing N of the runway.
- b. B52 aircraft prohibited from using Taxiway A North.
- c. Overflow Parking Apron (OPA) limited to daytime operations, light-all usage required for night-time operations.
- d. DV Ramp and Helicopter Spot H5 limited to daytime operations, light-all usage required for night-time operations.
(5 OSS-OSAA/5 OSS-OSAA FIL 16-280)

3. SERVICE -

- a. Transient aircraft should expect no hangar space and extremely limited parking facilities.
- b. Airfield Management does not store COMSEC material. COMSEC storage is available at Command Post.
- c. Aircraft intending to load/off load passengers or cargo will contact airfield management via pilot to dispatch with block time and service requirement no later than 60 NM out. Aircraft intending to remain overnight must provide command post with POC/billeting location; provide security with crew orders.

4. CUSTOMS/AGRICULTURE/IMMIGRATION - Consult airfield operating hours prior to planning mission. Aircraft requiring this support must contact Airfield Management at DSN 453-2347 at least 24 hours prior to arrival. Failure to comply may result in delays. 5 BW/SFS Police Service provides an immediate response for all aircraft types.

(5 OSS-OSAA/5 OSS-OSAA FIL 17-1102)

5. NON-STANDARD SIGNS/MARKINGS -

- a. Runway Distance Markers.
(5 OSS-OSAA/5 OSS-OSAA FIL 17-1152)

6. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. CAUTION: Expect moderate bird population in vicinity of airport throughout year during the BASH Phase I period. Expect significant increases in hazardous bird activity while in Phase II during Spring: March-May and in Fall: September-November migratory seasons.

b. Bird Watch Condition Restrictions:

(1) Moderate: BWC MODERATE requires increased vigilance by all agencies, supervisors, and aircrews. Takeoffs and full stop landings are allowed. Transition training by fixed wing aircraft requires 5 OG/CC approval and shall be kept to the minimum required for mission accomplishment.

(2) Severe: Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under BWC SEVERE. 5 OG/CC approval is required for all takeoff and landings of fixed wing aircraft. Transition training is prohibited.

(5 OSS-OSAA/5 OSS-OSAA FIL 17-1004)

7. AIRCRAFT RESCUE AND FIRE FIGHTING - Minot is a CAT 8 airfield in terms of firefighting capabilities. Current capability is limited for C5, E-4, KC-10, and VC25(747) transitioning aircraft. Senior Fire Official will make the decision of offensive or defensive actions based on their initial size up. Personnel must exit under their own power.

(5 OSS-OSAA/5 OSS-OSAA FIL 17-1006)

Miramar MCAS (Joe Foss Fld) (KNKX), CA

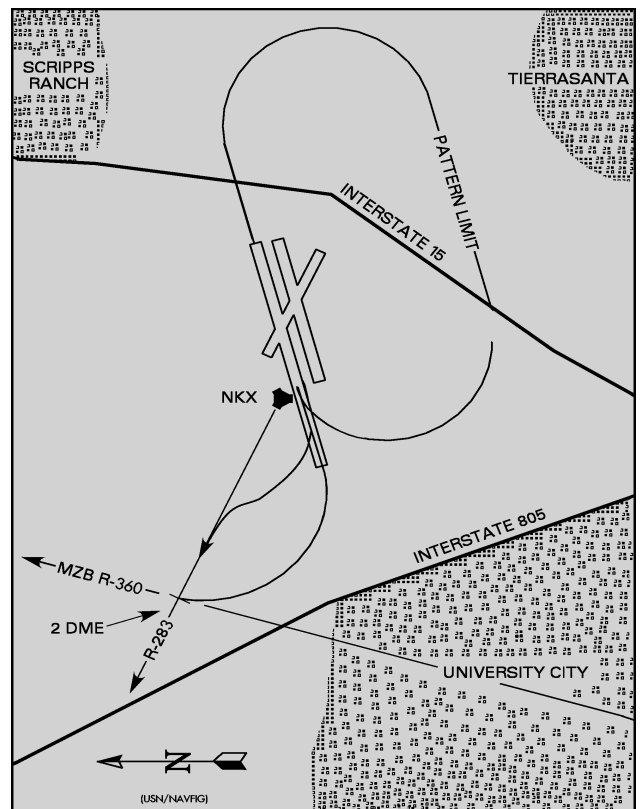
1. GENERAL POLICY - Miramar MCAS (KNKX) is located in a densely populated area which is extremely noise sensitive. Strict compliance with Noise Abatement and Air Traffic Control procedures is mandatory. Flight/course rules violations will be processed per OPNAV 3710.7 and applicable FAR. All aircraft planning to operate in the greater San Diego area are encouraged to contact Miramar MCAS (KNKX) Air Traffic Control C858-577-4254/4257, DSN 267-4254/4257 for course rules briefing and advisories.

2. CAUTION - High mid-air collision potential. Extensive general aviation traffic all altitudes, all directions in vicinity of Miramar MCAS (KNKX). High volume of civilian VFR air traffic operating along the coastline W of Miramar MCAS (KNKX). Additionally, all aircraft arriving/departing VFR from Miramar MCAS (KNKX) via course rules to/from the coastline are advised to exercise extreme caution to avoid hang glider activity in the vicinity of Torrey Pines Golf Course (NKX R-283/5 DME).

3. NOISE ABATEMENT PROCEDURES - Miramar MCAS (KNKX) employs stringent noise abatement procedures and strictly enforces all speed, altitude, and routing restrictions. No practice approaches for large jet aircraft over 100,000 pounds. Only full-stop arrivals will be allowed to conduct an instrument approach to Miramar MCAS (KNKX) between 0600Z++ and airfield closing time. Between 0600Z++ and airfield closing time, practice instrument approaches will not be allowed.

4. DEPARTURES RWY 24 - Commence a climbing right turn abeam the NKX TACAN, then via assigned Standard Instrument Departure. Turns shall not be commenced early, nor delayed to facilitate flight rendezvous. The NKX TACAN is located abeam Rwy 24R, 8500' from the approach end. Secure afterburners prior to commencing right turn. Flight leader separation for transient aircraft not authorized.

5. ARRIVALS RWY 24 - Break altitude 2100' MSL. Remain within 2 NM S of field on VFR downwind leg. Avoid overflight of residential area located 3 NM SE of airport. When landing Rwy 24R, do not descend below 1200' MSL prior to passing Rwy 24L extended centerline. CAUTION - Extensive Field Carrier Landing Practice (FCLP) day and night. FCLP pattern 1100' MSL.



6. ARRIVALS RWY 06 - Downwind, avoid overflight of residential area located 2 NM N of the airport.

7. ARRIVALS RWY 06L/R AND 24L/R. WARNING - The PAPI units for Rwy 06L/R and 24L/R are optimized for Height Group 2 type aircraft such as F-18's. Aircraft larger than an F-18 utilizing

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the PAPI to fly an approach to either Rwy 06L/R or 24L/R should adjust their glidepath accordingly so as not to land short of the optimum touchdown zone for their type aircraft.

8. VFR HELICOPTER ROUTE PROCEDURES -

a. All helicopter VFR and Special VFR (SVFR) routes shall be flown as published unless modified by ATC. If weather conditions preclude flight at published altitudes, helicopters shall fly under IFR procedures or by SVFR procedures, where permitted.

b. Helicopter VFR arrivals between 0800-1500Z++ shall fly inbound to Miramar MCAS (KNKX) above 4000' MSL until beginning descent for landing, or navigate to avoid direct overflight of communities along the coastline and Interstate 15.

c. Helicopters are prohibited from conducting repetitive instrument approaches to Miramar MCAS (KNKX) between 0600-1500Z++. Helicopter instrument approaches to full stop landings, to enter the VFR/SVFR Tower patterns, or to depart to another destination are authorized.

d. Helicopters shall transit along the coast by at least 1 NM laterally from the coastline. Inbound traffic to Miramar MCAS (KNKX) shall remain at least 1 NM off the coast prior to making the turn onto either the Beach or Fairways Route toward Miramar MCAS (KNKX). Outbound departures shall proceed out to at least 1 NM offshore perpendicular to the coastline prior to turning N or S.

9. SPECIAL OPERATING PROCEDURES - VFR minima - Jet and prop 1000/3. All military aircraft shall utilize instrument approach or radar vector into arrival traffic pattern and Standard Instrument Departure or radar vectors for departure. Reduced runway separation standards in effect for USN/USMC aircraft.

10. VFR corridor 3500' and below 10 DME E. VFR corridor 3500' through 4500' 4 DME S through W, refer to San Diego (KSAN) TCA Chart. Uncontrolled general aviation VFR traffic maneuvering 7-10 NM N, surface to 5000'. Daily weather balloon launches 1 1/2 NM S of Rwy 24L at 0000Z++ and 1200Z++.

11. ORDNANCE - Live or inert ordnance is not permitted to remain on transient aircraft overnight. Uploading services not available.

12. SERVICES -

a. Transient aircraft expect fuel delays. To expedite fuel services, contact Pilot to Dispatch 335.65 with fuel request prior to landing. Tenant tactical aircraft have refueling priority.

b. Base transportation extremely limited. Aircrews should expect delays for transportation assets.

c. PPR for all transient aircraft and all aircraft requiring Visiting Aircraft Line services including VIP, passenger stop, cargo, fuel and transient line parking.

d. Airfield closed on Saturday. Sunday airfield hours for tenant aircraft. Non-tenant aircraft require PPR for utilization. Expect airfield closure on national holiday and national holiday weekends. Check posted NOTAM for airfield hours.

(USN/NAVFIL FIL 17561)

Moffett Federal Afd (KNUQ), CA

1. CAUTION -

a. High mid-air collision potential. Extensive VFR general aviation traffic all altitudes, all directions, operating in vicinity of Moffett Federal Afd (KNUQ).

b. Occasional Unmanned Aerial Systems (UAS) operations occur on a mutually exclusive basis. Review local NOTAM for date and time.

(NUQ Base Ops/NUQ Base Ops FIL 11-241)

2. NOISE ABATEMENT - Power setting changes, unusual steep climb angles or excessive banked turns not required for safe aircraft operations in the pattern shall be avoided. High power turn-ups/run-ups not authorized hold short area Rwy 32L.

3. To reduce potential for foreign object damage, large 4 engine transport aircraft (C141, C5, DC8 etc.) will taxi with outboard engines at idle or shut down whenever practicable to minimize blowing debris onto runway and taxiways.

(AFFSA/AFFSA)

4. Transient IFR arrivals are limited to one IFR approach to full stop landing. Limited turbo-prop practice approaches/touch-and-goes at control tower discretion. Transient jet practice approaches/touch-and-goes require Airport Managers approval.

(NUQ Base Ops/NUQ Base Ops FIL 09-502)

5. Minimum altitudes on final rotary wing 32 2 NM 700' AGL 1 NM 400' AGL, crossing Bayshore Highway at or above 75' AGL.

6. Transient aircraft crews or special mission aircraft requiring special security for their aircraft will provide that security. No ground support equipment available.

7. Customs/Agriculture/Immigration available only by prior notice 1700-0100Z++ Monday-Friday except holidays.

8. No local forecasts, surface weather observations only.

(AFFSA/AFFSA)

9. ANG - Extremely limited transient aircrew and flight planning services available for aircraft parking at the ANG. No PAX terminal or PAX services available at the ANG. Prior coordination for any transient needs with 129th Ops Group is essential for aircraft parking at the ANG.

10. Phase I seasonal wildlife activity occurs April to September, Phase II period is October to March.

(NUQ Base Ops/NUQ Base Ops FIL 18-453)

Montgomery Rgnl (Dannelly Fld) (KMGM), AL

1. BIRD WATCH CONDITIONS - Birds prominent year-round. Bird Watch Conditions change frequently. Airfield Management or Supervisor of Flying sets Bird Watch Conditions. Aircrews can contact Airfield Management on 360.975 for the current Bird Watch Conditions. Expect delays and full stop landings only when Bird Watch Condition SEVERE. Phase I bird activity periods include January - March and May - September. Phase II bird activity is during April and 1 October to 31 December. When possible, avoid takeoffs and landings 1/2 hour before and 1 hour after sunrise and sunset.

(187 OSS-OG/187 OSS-OG FIL 18-184)

Moody AFB (KVAD), GA

1. AIRFIELD INFORMATION AND RESTRICTIONS -

a. General information:

(1) All Taxiways are 75' wide except Taxiway L which is 150' wide.

(2) Taxiways B, E, H, K limited to aircraft with wingspans 133' or less.

(3) All heavy aircraft (e.g., KC-135, C-17, C-5 or similar aircraft) can expect to park on NW Ramp and enter apron via Taxiway J. Await Transient Alert "Follow-Me" vehicle to parking.

(4) Aircraft on hot cargo pad use caution for 3' high, unlit jersey barriers located along perimeter of the apron edge. Gun berm located 100' east of hot cargo pad on the extended centerline of Taxiway November.

(5) Aircraft operations involving aircraft larger than C-130 must coordinate with airfield manager prior to transiting Moody AFB (KVAD).

(6) Airfield unlighted when closed. During non-duty hours contact Command Post for emergency airfield lights 30 minutes prior.

(7) Trees and brush in south clear zone of both runways.

b. Taxiway A:

(1) Taxiway A East primary entry/exit for heavy aircraft. Expect back taxi via runway to Taxiway G West for transient parking. Closed to non-participating aircraft when Forward Area Refueling operations in progress.

(2) Taxiway A West limited to aircraft with wingspans 133' or less when arming/de-arming in South End of Runway (EOR).

c. Taxiway J:

(1) Taxiway J limited to aircraft with wingspans 58' or less when C-5 or larger aircraft parked on adjacent parking ramp (NW Ramp).

d. Taxiway L:

(1) 180 degree turns not authorized for fixed wing aircraft with wingspans greater than 58'.

e. NW Ramp:

(1) C-5 aircraft should expect parking offset to the taxi line.

(23 OSS-OSAA/23 OSS-OSAA FIL 13-781)

2. TRANSIENT SERVICES - Aircraft flying local sorties must provide their own maintenance personnel or be hosted by 23 WG maintenance. 4 or more out and back aircraft from same wing/base requires coordination with the airfield manager 48 hours prior to intended flight. Hangar space is limited and available only for C-130/small frame aircraft. Prior coordination required with 71st RQS and 723 AMXS. Follow-me services are available. Fleet services are not available.

3. CUSTOMS AND AGRICULTURE - Moody AFB (KVAD) is not a Port of Entry and will only provide services for aircraft supporting 23 WG or 9 AF missions. Customs inspections for military personnel are performed by 23 SFS. Custom inspections for civilian passengers are coordinated through US Customs Service in Savannah and require 72 hours prior notification. Agriculture inspections are coordinated with 23 MDG.

4. HAZARDOUS CARGO - Shippers/Receivers of hazardous materials by air are responsible for coordinating with 23 OSS/OSAA (DSN 460-3305) at least 12 hours prior to ensure adequate isolated parking is available. The following information is required; N.E.W. Example: N.E.W.=0.89 pounds. Class; Class=A. DIV; DIV=1.1. Nomenclature; Nomenclature=C-4 explosives.

5. HOT BRAKES AND HYDRAZINE LEAKS - Landing Runway 18 hot brake area will be on end of South EOR or Taxiway Alpha East. Landing Runway 36 hot brake area will be on North EOR. Hydrazine area will be on Taxiway Alpha East.

6. RETAINED, HUNG OR SUSPECTED HUNG LIVE ORDNANCE OR GUN MALFUNCTION- Pilots will only declare an In Flight Emergency (IFE) for an unsafe indication. Landing runway for aircraft with live or hung ordnance will be Runway 18L/36R. Aircraft with a hung rocket (TP, SP, WP, M257) will stop in the South end of runway for de-arm. If the rocket can be safed, taxi to parking. If not, shut down in EOR and declare a ground emergency. Once the aircraft is safed, maintenance will tow the aircraft to parking. For hung free fall inert ordnance, pilots will proceed to de-arm. If the ordnance can be safed, taxi to parking. If not, shut down in EOR. For all live ordnance (High Explosive rockets, General Purpose bombs, LUU flares), pilots will declare an IFE and proceed directly to the gun berm at the Hot Cargo Pad. Aircraft with suspected gun malfunctions will declare an IFE and taxi to the gun berm. If able to safe the gun, taxi to park. If gun cannot be safed, shut down in front of the gun berm. Pilots will turn the nose east when turning toward the gun berm. HH-60s with a hung gun will normally land at the gun berm area on the Hot Cargo Pad until the gun can be removed from the aircraft.

7. EXTERNAL STORES JETTISON - The external stores and cargo jettison area is east-southeast of Moody AFB (KVAD) and is defined by the VAD R-090 and R-130 between 1 and 3 DME. Advise SOF/ATC of the need to use the area and squawk 7700. Use caution to avoid jettison on Bemiss Field when personnel and equipment are set up at the Bemiss Field intersection.

8. FUEL DUMPING - Aircrews will advise RAPCON prior to commencing fuel dump operations and when fuel dumping is terminated. Upon request RAPCON can provide vectors to the area. Primary fuel dump area is within the confines of MOA 2 at 7,000'.

9. BAIL OUT - If VMC, bailout approaching the intersection of the grass runways at Bemiss Field heading 157 degrees at 2,500' MSL. Attempt to have aircraft impact prior to Highway 221, but do not compromise proper ejection parameters. Bailout will be in accordance with pertinent technical orders for the aircraft type. If IMC, proceed to VAD 110/2.5 heading 157 degrees at 2,500' MSL and eject. Attempt to avoid populated areas and Moody AFB (KVAD). RAPCON will provide vectors to the area if required, and if able, annotate LAT/LONG of where the aircraft was last observed on radar.

(23 OSS-OSAA/23 OSS-OSAA FIL 09-186)

10. UNCONTROLLED AIRCRAFT OPERATIONS (UAO): CAUTION. Uncontrolled aircraft operations (UAO) are possible during hours of tower closure. Exercise extreme caution within the confines of the Moody AFB (KVAD) Class D airspace during times of tower closure and check NOTAMS for uncontrolled aircraft activity. Uncontrolled aircraft operations are restricted to locally based aircraft. TDY or Tenant Units may only participate in UAO at Moody AFB (KVAD) when authorized by the 347 RQG/CC and with a signed Memorandum of Understanding between the 347 RQG/CC and the TDY/tenant unit equivalent. Aircraft authorized to perform uncontrolled aircraft operations

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will use tower VHF frequency as the Common Traffic Advisory Frequency (CTAF) to provide all required takeoff, traffic, and landing advisories.

(23 OSS-OSAA/23 OSS-OSAA FIL 10-741)

Mosby AHP (7A7), GA

1. CAUTION - Mosby AHP (7A7) is bounded by extremely noise sensitive areas. Transient pilots, training aircraft, and other organizations will coordinate with the 5th Ranger Training Battalion (RTB) S-3 (Air), C706-864-3327 extension 231/232; if no answer, dial extension 0 (zero) prior to operating in the Chattahoochee National Forest Training Area.

2. NOISE ABATEMENT PROCEDURES

a. Avoid overflight of city of Dahlonaga and other built-up areas except for actual MEDEVAC operations or when weather conditions warrant.

b. VFR arrivals will be from the S, contact Mountain Ranger 08, FM frequency 34.10, 73.00 at 5 NM from Mosby AHP (7A7).

NOTE: Aircraft landing Mosby AHP (7A7) must close flight plan C1-800-992-7433 upon arrival Camp Merrill (7A7).

c. Avoid the following area by 500 meters laterally and 2000' vertically (AGL). The entire area from Stover Creek and TVD Road intersection (16S GP 560370), N 5 kilometers to Noontootla Creek Branch (16S GP 567418), NE to Mill Creek Branch (16S GP 589425), SE to Union County line (16S GP 618404), S 4.5 kilometers to Big Swamp Gap (16S GP 593362) then W along TVD Road to Stover Creek intersection.

d. Multiple small noise sensitive areas in the 5th RTB training area, contact the S-3 (Air) for a complete and current listing.

3. Helicopter pilots must receive a training area briefing, safety/hazards map briefing, and orientation flight from 5th RTB S-3 (Air) prior to operating in the Chattahoochee National Forest Training Area.

4. Wildlife activity on and around heliport. Deer and other animals are common to Mosby AHP (7A7), day or night.

NOTE: See information on "Overflight of charted U.S. Wildlife Refuges, Parks and Forest Service Areas".

(USAASA/USAASA)

Mountain Home AFB (KMUO), ID

1. Airfield/Taxi Restrictions -

a. Taxiway Alpha between Taxiways Hotel and Bravo. Aircraft, including C-5s, may taxi along this area unrestricted. A white obstacle clearance line is painted 162' from the centerline of Taxiway Alpha. Position unattended equipment and vehicles on the parking ramp side of the obstacle clearance line. This guarantees adequate wing-tip clearance for heavy aircraft using the taxiway.

b. Taxiway Alpha from the approach end of Runway 12 end of runway (EOR) apron to Taxiway Hotel is available for normal operations to aircraft with wingspans of 134' or less. Use by larger aircraft is possible, but requires prior coordination with AMOPS.

c. Taxiway Echo is available for normal operations to aircraft with wingspans of 43' or less. Use by larger aircraft is possible, but requires prior coordination with AMOPS. Obstacles related to

EOR operations must be removed or placed in approved staging areas when aircraft with wingspans larger than 43' are taxiing on this taxiway.

d. Taxiways Charlie and Delta, south of Taxiway Bravo are not available for aircraft with wingspans greater than 43'. Airfield Management can approve deviations upon inspection of area to ensure EOR equipment does not pose an obstruction hazard. Aircraft with wingspans larger than 43' must not follow connecting taxiline due to close proximity to taxiway edge. Aircraft must use follow-me to get to Taxiway Charlie or Delta.

e. B-52 aircraft require wing walkers for entering and exiting the runway to ensure proper clearance from taxiway signs.

f. Heavy Aircraft Jet Thrust Avoidance Procedures: The designated heavy aircraft parking area is the Heavy Ramp. Heavy aircraft are marshaled into position which ensures safe jet blast distances from Flightline Road and hangars. Preferred heavy aircraft full thrust engine run location is the Transient Ramp with engine exhaust pointing towards Taxiway Hotel.

g. Taxiways Juliet and Kilo permanently closed and marked with X's.

h. If turnoff at ladder Taxiways G and H is not possible, slow to taxi speed before approaching the last 3000' of Runway 30 or the last 200' of Runway 12.

i. Fighter aircraft on parking rows 1-23 are designated for F-15 aircraft and are restricted to 78% power due to limited tail to tail distance. Use of parking spot/shelters for other than F-15 aircraft must be coordinated and approved by the Airfield Manager.

j. The transient ramp consists of three parking spots able to support aircraft with wingspans of 133' or smaller. Larger aircraft must utilize the Heavy Ramp. Parking spot 1 (closest to Base Operations, Bldg. 261) is the designated Distinguished Visitor (DV) spot.

k. The LOLA spots 1, 5, and 9 closed due to clear zone impediment.

l. For emergency ATC service requiring the opening of Mountain Home AFB (KMUO) airfield outside of published hours contact Mountain Home Command Post DSN 728-5800 or C208-828-5800. Expect a 30 minute delay for coordination.

m. Prior Permission Required (PPR) only except VIP Code 6 or above, AIREVAC and SAAM. Request VIP Code or above, AIREVAC and SAAM obtain PPR number for tracking and support planning purposes. Minimum 24 hours notice required and no more than 7 days prior. Aircraft requiring customs must coordinate for PPR no later than 72 hours prior. All aircraft must adhere to PPR ETA +/- 30 minutes or PPR is invalid.

n. Apron in front of building 1333 closed to all aircraft due to equipment storage.

2. CAUTION -

a. Tumbleweeds on runway and ramp area during periods of high winds.

b. Extremely rough terrain within clear zones and safety areas caused by badger habitation.

c. Abandoned alert facility located near the approach end of Runway 30 inside the clear zone.

d. Non-standard wingtip clearance line markings along Taxiline Alpha, Charlie LOLA, and parking aprons, white solid 6 inch line parallel. This line represents wingtip clearance for C-5 aircraft.

e. Taxiway Alpha VFR hold line is 208' from the runway edge. Taxiway Golf VFR hold line is 198' from the runway edge. Taxiway Hotel VFR hold line is 170' from the runway edge.

f. Taxiway Foxtrot 75' wide.
(366 OSS-OSAA/366 OSS-OSAA 18-815)

3. C5 and C17 aircraft can taxi into and out of hazardous cargo pad with marshaller assist. All other heavy aircraft require towing to reposition. Limited tow capability for heavy aircraft. Contact Transient Alert DSN 728-2252, C208-828-2252.

(AFFSA/AFFSA)

4. Service -

a. Air stairs for heavy aircraft are available. No fleet service available, however a lavatory truck is available. Aircraft hook-up procedures must be done by aircrew. International flights where Mountain Home AFB is the point of entry lavatory service is not available. Start carts, ground power units, and maintenance stands available. Liquid oxygen (LOX) not available.

b. Universal tow bar for fighter aircrafts only.

5. Airfield Management does not have facilities available to store classified.

6. TACC may send AMC computer flight plans to Mountain Home (KMUO) Aflid Mgmt via fax at DSN 728-4128. Aircrews can also coordinate having these flight plans e-mailed to the on duty Aflid Mgmt personnel.
(366 OSS-OSAA/366 OSS-OSAA FIL 18-837)

7. HOT BRAKES AND HYDRAZINE LEAKS - Landing Rwy 12 hot brake/hydrazine area will be on Taxiway C. Landing Rwy 30 at Taxiway A end of runway/hammerhead. Aircrews will be directed by Tower and Fire Chief. Emergency aircraft will not be towed or taxied until emergency response personnel have arrived and released the aircraft. Minimum of 30 minute cool down period for hot brakes.

(AFFSA/AFFSA FIL 02-92)

8. RETAINED, HUNG OR SUSPECTED HUNG LIVE ORDNANCE OR GUN MALFUNCTION - Aircraft landing with unexploded live ordnance, and no other problems, will not be treated as an emergency. Preferred landing runway for hung or live ordnance is Rwy 12, to allow rapid taxi to the live ordnance loading area if necessary. Otherwise, aircraft will taxi to end of runway and be safe by end of runway crew. For malfunctioning guns, aircrew will declare an emergency. Aircraft will exit runway at the end into a designated gun malfunction area (marked with a white arrow indicating required direction of aircraft and black HUNG GUN wording). Aircraft engines will be shut down and pilot egressed from aircraft before specialists attempt to clear the gun. Gun will be de-armed and cleared before aircraft can be towed.

(366 OSS-OSAA/366 OSS-OSAA FIL 12-347)

9. EXTERNAL STORES JETTISON - Training and inert ordnance and other external stores will be jettisoned on SCAFR (R3202A). RAPCON will assist when possible. Live ordnance jettison will be as specified in the implementing frag/operations in accordance with AFI 13-212, V1-V3.

10. FUEL DUMPING - Aircrews will advise controlling agency of the intention to dump fuel and obtain Supervisor of Flying concurrence if time permits. Dump over unpopulated areas above the minimum fuel dumping altitude for aircraft and type (condition permitting). Notify ATC of location and altitude prior to fuel dumping to allow time for ATC to make advisory radio transmissions.

11. BAIL OUT - The primary controlled bailout area starts at a point S of Bruneau Arm of Strike Reservoir (MUO 160/13 DME). Aircrews contemplating a controlled bailout will contact RAPCON on guard and squawk emergency IFF or SIF. For emergency bailout, aircrews will attempt to avoid known populated areas to the maximum extent possible. RAPCON will provide requested assistance to aircraft in distress.

(AFFSA/AFFSA FIL 02-93)

12. CAUTION: NON-STANDARD CRITERIA -

a. Non-standard hot brake markings located on Taxiway C. Markings are black rectangles with black "HOT BRAKE" legend.

b. Mandatory and informational taxiway guidance signs throughout the airfield are not sited correctly, signs located at various distances ranging from between 30 to 73 ft from the edge of the taxiway but are required to be installed between 10 and 20 ft from edge of taxiway.

c. Extraneous taxiway markings from previous parking scheme located on Taxilane A leading to the mass parking ramp. Use caution to utilize through predominant taxi line.

d. Non-standard hung gun markings located on Taxiway A end of runway and Taxiway C. Markings are a white arrow indicating required direction of aircraft and black HUNG GUN wording.

e. Sun shelters aircraft ground equipment (AGE) equipment box marking: AGE/Equipment box: 8' wide x 60' long located around sun shelter post rows 4-5 & rows 12-20.

f. 10' Aircraft sun shelter line: White 6" wide continuous solid line located in front of the aircraft sun shelters, 10' out from the sun shelters, at least 63' from taxi lane centerline.

g. Non-standard DV Carpet marking located in front of Airfield Management on Terminal Area Ramp, representing a red carpet for DV aircraft. Painted carpet is approximately 7 feet wide by 100 feet long.

(366 OSS-OSAA/366 OSS-OSAA FIL 18-837)

13. FIRE FIGHTING AND RESCUE SERVICES

a. Aerodrome optimum firefighting capability for Set 1 aircraft, which includes: A-10, C-21, F-15, F-16, F-22, F-35, F-117, T-37B, BQM-34, MQ-1A/B, T-38, AT-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, AND C-12.

b. Critical firefighting capability for:

(1) Set 2 aircraft, which includes C-20.

(2) Set 3 aircraft, which includes: C-9, C-22, C-32, C-37, C-40, C-130, E-3, E-8, T-43, MH-53 and RC-135.

(3) Set 4 aircraft, which includes: B-1, B-2, B-52, C-17, KC-46 AND KC-135.

(4) Set 5 aircraft, which includes: E-4 (747), KC-10 AND VC-25.

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- (5) Set 6 aircraft, which includes: C-5.
(366 OSS-OSAA/366 OSS-OSAA FIL 18-806)

14. BIRD/WILDLIFE ACTIVITY -

a. Heavy concentration of large waterfowl frequent the sewage treatment ponds. The ponds are approximately 1200' SW of the approach end of Runway 12. During migratory season, Phase II, aircraft will make 1 approach to a full stop landing during the period, plus or minus 1 hour of sunrise and sunset.

b. Phase I season is from 01 December-31 March and 01 July-31 August. Phase II (increased bird activity/migration season) is from 01 September-30 November and 01 April-30 June, aircraft will make one approach to a full stop plus or minus one hour of sunrise/sunset.

c. Burrowing owls, large ravens, and coyotes frequent both sides of the runway and infield next to taxiways.

d. BASH Conditions:

(1) Bird Watch Condition SEVERE. Heavy concentration of birds on and immediately above the active runway or other specific location. Severe areas are closed to flying. Only full stop landings are permitted.

(2) Bird Watch Condition MODERATE. Concentration of birds presents a probable hazard. Requires extreme caution by aircrews. Aircrews should be particularly cognizant of bird activity. Formation flight prohibited, practice approaches prohibited without Supervisor of Flying approval.

(3) Bird Watch Condition LOW. Normal bird activity. Low probability of hazard.
(366 OSS-OSAA/366 OSS-OSAA FIL 14-675)

Muir AAF (KMUI), PA

1. CAUTION - Buildings and obstructions approach end of Rwy 07. Rising terrain 1300' MSL .5 NM N of airfield. Migratory bird flock within the vicinity of the airfield October-November and March-May. Expect 10-20 knot wind shear when wind is NW or NE at 15+ knots. Extensive helicopter training within vicinity of airfield.

2. No overflight of cantonment area below traffic pattern altitudes. All traffic patterns are to be flown S of the airfield. Small arms ranges normally active N of airfield. Remain S of airfield Tower unless specifically cleared.

3. Military fixed wing operations at Muir AAF (KMUI) will be limited to take-offs and landing. Closed traffic or simulated emergency procedures are prohibited. During student training, Instructor Pilot must be on the controls for all take-offs and landing.

4. Rotary wing aircraft desiring to operate in designated training areas N of Muir AAF (KMUI) must coordinate (in writing) with ARNG Operations at least 48 hours in advance, receive formal briefing, and comply with the provisions of Ft. Indiantown Gap Regulation 95-1.

(USAASA/USAASA)

Nashville Intl (KBNA), TN

1. CAUTION - BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION - Phase I 1 April-30 September; Phase II 1 October-31 March.

a. PHASE I - Represents normal bird activity based on historical bird activity information. Wildlife activity is generally LOW during this phase. Phase I for the 118th AW at Berryfield/Nashville Instrument Approach Procedure run from 1 April through 30 September each year.

b. PHASE II - Represents heavy bird activity, normally associated with the migratory season. Phase II for the 118th AW at Berryfield/Nashville Instrument Approach Procedure runs from 1 October through 31 March each year due to its proximity to the four major migratory flyways. Other than increased alertness by aircrews and the Supervisor of Flying, no changes are required to the 118th AW BASH Plan while in Phase II. Expect Bird Watch Conditions to change to MODERATE or SEVERE at any time during Phase II.

c. PHASE CHANGE - In the event the phases do not follow the dates specified above, a temporary NOTAM will be issued until published phase dates resume.

(AFFSA/AFFSA FIL 05-103)

2. ANG - CAUTION - Use extreme caution while taxiing on ANG ramp. All taxi lines provide obstruction clearance for C130 type aircraft (wingspan 133').

NOTE: All transient aircraft are required to have "Follow - Me" assistance upon entering ANG ramp area due to security fence location. Use of ANG ramp facilities requires PPR and coordination during duty hours prior to filing flight plan inbound. Very limited transient parking. Remaining overnight aircraft must be tied down. Dangerous cargo facilities and handling not available.

(AFFSA/AFFSA)

Nellis AFB (KLSV), NV

1. ARRIVALS:

a. Comply with Prior Permission Required (PPR) procedures identified in sub-paragraph 3 below.

b. Due to high density military and civilian air traffic in the Las Vegas area, it is strongly recommended that IFR clearances to Nellis AFB (KLSV) be retained as long as possible.

c. Inbound VFR aircraft should contact Nellis Approach Radar on listed frequency for traffic advisories.

d. Expect visual approach when Runway 03 is active and VFR conditions exist.

e. Compliance with Noise Abatement Procedures identified in sub-paragraph 4 is mandatory when conducting multiple approaches.

f. To reduce service and notification delays, request all inbound aircraft contact Airfield Management Operations (AMOPS) Pilot to Dispatcher on 139.3 or 372.2 30 minutes prior to landing.

g. Nellis AFB (KLSV) does not have "follow me" services.
(57 OSS-OSAA/57 OSS-OSAA FIL 12-543)

2. DEPARTURES:

a. Departure procedures will be used by aircraft operating out of Nellis AFB (KLSV).

b. RWY 21L/R diverse departures not authorized, use published instrument departure procedures as identified immediately below or request a RWY 21L/R radar vector departure for obstacle avoidance.

c. As mandated by Los Angeles Center, the following National Airspace System (NAS-DD Form 175) departure routes are authorized and comply with center flow restrictions:

(1) DREAM FIVE DEPARTURE is not authorized for NAS departures.

(2) For NAS destinations West/Northwest of Nellis AFB (KLSV): LSV.FYTTR5.FYTTR.BTY.

(3) For NAS destinations North/Northeast of Nellis AFB (KLSV): LSV.MMM6.MMM.MLF or LSV.MMM6.MMM.BCE.

(4) For NAS destinations East of Nellis AFB (KLSV): LSV.BLD.DVC or LSV.BLD.TBC and request a radar vector departure when departing RWY 21L/R or published (obstacle) departure procedure when departing RWY 03L/R with Clearance Delivery.

(5) For NAS destinations South/Southwest of Nellis AFB (KLSV): LSV.LAS.CREDO.HEC or LSV.LAS.CREDO.GFS and request a radar vector departure when departing RWY 21L/R or (obstacle) departure procedure when departing RWY 03L/R with Clearance Delivery.

(6) During periods of LSV TACAN/LAS VORTAC outages, aircrews shall continue to file the appropriate routing and request a radar vector departure when departing RWY 21L/R or (obstacle) departure procedure when departing RWY 03L/R with Clearance Delivery.

d. Aircraft unable to comply with an instrument departure procedure, RWY 03L/R (obstacle) departure procedure or RWY 21L/R radar vector departure climb gradients must file the appropriate Los Angeles Center departure procedure/routing identified in sub-paragraph 2c for their intended destination. Aircrew shall notify Clearance Delivery that they are unable to comply with the procedure climb gradient and request a VFR departure. Clearance Delivery will assign a VFR Class B Departure and once airborne, aircrew may request their IFR Clearance.

e. Do not request a straight-ahead or left turn departure when utilizing Runway 21L/R for departure.
(57 OSS-OSAA/57 OSS-OSAA FIL 17-1224)

3. PPR PROCEDURES -

a. PPR numbers will be issued by Airfield Management or Nellis Support Center with a block arrival time no sooner than 7 days prior, but no later than 24 hours prior to scheduled arrivals to Nellis airfield and/or airspace from 1430-0630Z++ daily. Aircraft block times are +/- 30 minutes of approved landing time. Aircraft with an approved PPR that will arrive outside of the approved block time must contact Airfield Management (DSN 682-4600/4601, C702-652-4600/4601). Airfield Management will cancel aircraft PPRs for if aircraft do not coordinate changes to the requested times or do not arrive in approved block times. PPR numbers will be issued. Deployment/LFE aircraft contact Nellis Support Center, DSN 682-2713/5250, C702-652-2713, 1430-0030Z++, Monday-Friday, for PPR.

b. PPR numbers are restricted to a total of 4 aircraft from any 1 base within a 24 hour period. Aircraft in flights of 4 are only authorized a RON of no more than 24 hours. Note: This rule does

not apply to aircraft participating in Nellis sponsored exercises/LFEs. Aircraft with more than 4 aircraft can request an exception for special Nellis ceremonies through the 57 OSS/DO.

c. Aircraft participating in Nellis sponsored exercises/LFEs must have a local sponsoring unit. The local sponsoring unit will coordinate maintenance, parking and services.

d. C-130 and larger must contact Nellis Support Center for PPR DSN 682-5250, C702-652-5250 for PPR. PPR numbers will be issued 1430-0630Z++ and not any earlier than 7 days prior to and no less than 24 hours prior to scheduled arrival.
(57 OSS-OSAA/57 OSS-OSAA FIL 18-391)

4. NOISE ABATEMENT PROCEDURES:

a. Noise Abatement Procedures are mandatory for all aircraft during Visual Meteorological Conditions (VMC) and using RWY 21L/R for takeoff, climb out, closed patterns, pattern reentry, go-around, etc.

b. When executing noise abatement procedures in conjunction with any instrument departure/missed approach local climb out, aircrews are on a VFR climb until established on a radial segment of the instrument procedure (FYTTR/DREAM Departure) "or" when north of Craig Road when departing on a MORMON MESA, radar vector departure or missed approach local climb. At this point, the aircraft is considered Instrument Flight Rules (IFR) and further instrument departure/missed approach local climb restrictions are mandatory. To ensure obstacle/terrain separation, aircrews are required to climb at published climb gradient rates contained within the FLIP/as issued by ATC throughout the entire noise abatement procedure.

NOTE: Noise abatement is not applicable to helicopter operations when departing from other portions of the airport.

c. To accommodate aircrew an initial VFR climb, 4,700' AGL/3 SM are required to execute the VMC portion of noise abatement.

d. If the above weather is not available, aircrew shall comply with the instrument procedure as published except noise abatement.

e. When executing noise abatement:

(1) Aircraft shall remain within 4.0 DME of LSV TACAN/do not penetrate LAS VORTAC 7.5 DME ARC westbound.

(2) All aircraft must expedite climb in accordance with flight manual to an altitude window of 2,500' to 3,000' MSL until turning out of traffic abeam the south end of the Nellis AFB golf course (the portion of the golf course on the southwest side of the runways).

(3) Unless flight manual directs otherwise, fighter aircraft will terminate afterburner NLT 300 KIAS (360 KIAS for B-1B aircraft) or abeam the south end of the Nellis golf course (southwest side), whichever occurs last.

(4) Immediately start a 60 degree banked right turn (safety of flight permitting) abeam the south end of the Nellis golf course (southwest side) to 300° in order to avoid populated areas and fly between Shadow Creek and Craig Ranch Park.

(5) When departing on the FYTTR Departure, cross the LSV R-256 westbound between 5,000' and 6,000' MSL.

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(6) When departing on the DREAM Departure, intercept the LAS R-349 outbound between 5,000' to 6,000' MSL NLT 12 DME.

(7) When departing on the MORMON MESA Departure, cross Craig Road northbound between 5,000' and 6,000' MSL.

(8) When departing on ATC issued radar vectors/executing missed approach local climb out, cross the LSV R-256 (military TACAN equipped) or LAS R-349 (civilian) westbound below 6,000 feet MSL.

(9) Once north of Craig Road, resume the departure procedures as directed (AB may be re-selected as required once clear of populated areas).

(10) Flight leads must not delay the turn nor will wingmen drop low or turn out early to expedite join-up.

f. Aircraft unable to comply with Nellis noise abatement procedures will advise ATC prior to departure.

NOTE: Aircraft unable to comply with noise abatement and departing on an instrument departure are still required to climb at published climb gradient rates contained within the FLIP/as issued by ATC to ensure obstacle/terrain separation.

(1) Such aircraft will climb to 2,500' to 3,000' MSL and upon reaching the departure end will use power as required to achieve, aircraft performance permitting, 250 knots indicated airspeed (KIAS).

(2) Use up to approximately 60 degrees of bank (safety of flight permitting) to maintain a ground track through the least populated areas.

(3) Northwest of Interstate 15 use power as required to achieve the planned climb schedule and altitude restrictions.
(57 OSS-OSAA/57 OSS-OSAA FIL 17-744)

5. CAUTION:

a. Very few night reference lights to north of field and a dual runway illusion exists when landing at night during single runway operations.

b. Runway 03R-21L normally provides better braking action than Runway 03L-21R when damp/wet. Use caution for hydroplaning.

c. Due to foreign object damage problem 4 engine aircraft will taxi with outboard engine at idle or shutdown if possible.

d. Local flight not authorized for transient aircraft without advance approval 57 OG/CC; coordinate 7 days prior through host unit.

e. Uncontrolled aircraft and vehicle movement on taxiways and parking ramps.

f. Taxiway F provides 144' obstacle clearance from the centerline to the edge of the restricted area on T-West.

g. Aircraft with wingspan in excess of 132' may require wing walkers on Taxiway F.

h. Rows 3-9 on the parking ramp, the SW end of runway pad and SW end of runway shack are located in the graded portion of the clear zone.

i. Lights out night vision goggle flight training and IFF-OFF operations conducted within the Desert and Reveille North/South military operation areas (MOAs) below 18,000' when the MOAs are active. Traffic advisories are available from Nellis ATC on 126.65 or 124.45.

j. For jet blast on Main Parking apron, required distance may not be met based on parking locations, type aircraft, and engine power settings.

k. Several transformer boxes are within the imaginary surface. They have obstacle lights and are painted in contrasting colors.

l. Jolly helipad floodlights are located only on west side due to adjacent ramp.

m. Trees located approximately 620' east of Runway 03R approach extended centerline (golf course) with heights up to 52'.

n. Tumbleweeds on runway and ramp area during periods of high winds.

o. Transformer located 150' south of Taxiway C centerline.

p. Taxiway C restricted to A-10 and smaller aircraft.

q. VFR hold signs are only located on north sides of Taxiways Alpha and Bravo.

r. Aircraft parking space centerlines not marked on main parking apron Rows 1-12, 25-31, and 45/46. Marshalls and Wing Walkers must be used as required.

(57 OSS-OSAA/57 OSS-OSAA FIL 14-991)

6. TRANSIENT SERVICES:

a. Expect delays for maintenance, fueling, and arrival/departure support.

b. Transient Alert contractor supports local flying missions only after coordination with the Quality Assurance Evaluator and the maintenance group Commander. The Transient Alert contractor is required to be paid additional fees to support these special event missions, therefore, ample justification is required. Moreover, the supported unit may be asked to provide a reimbursement for services rendered. Further, aircraft deploying to or staging from Nellis for the purpose of flying sorties or conducting training with a squadron assigned to Nellis, with or without the necessary maintenance support from their home base, are not considered transient aircraft. The contractor is paid special event fees when tasked to support these aircraft.

c. All transient aircraft expect arrival delays up to 30 minutes, remote parking and up to 1 hour delay for maintenance, fueling, and departure during LFE launch and recovery periods - check NOTAM for date/time.

d. Limited hangar space for transient aircraft.

e. No oil truck available.

f. Engine intake/exhaust covers not available.

g. No TACAN/IFF repair capability for A37 aircraft.

h. Aircrews service limited both on and off base.

i. Limited availability of demineralized water, 24 hours notice required.

j. No transient arrival or departure service after transient alert published operating hours. All aircraft requesting servicing must arrive no later than 0600Z++.

7. HOT CARGO PAD NET EXPLOSIVE WEIGHT (NEW) LIMITS:

a. PRIMARY PAD - Class/Division (C/D) 1.1 26,000 pounds NEW, C/D 1.2.1 2,500 pounds NEW, C/D 1.2.2 30,000 pounds C/D (08)1.2.3 30,000 pounds NEW, C/D 1.3 30,000 pounds NEW, C/D 1.4 Capacity.

b. BOMBER PAD - C/D (12) 1.1 3,626 pounds NEW, C/D 1.2 1,000 pounds NEW, C/D 1.2.2 1000 pounds (07)1.2.3 1,000 pounds C/D 1.3 1,000 pounds NEW, C/D 1.4 Capacity.

(57 OSS-OSAA/57 OSS-OSAA FIL 12-473)

8. MISCELLANEOUS:

a. TDY/deployed units must plan to receive FLIPs from home station accounts. No support available at AMOPS.

b. Non-mission related VFR transitions over the city of Las Vegas for fixed-wing aircraft below 7,500' MSL require prior approval from the 57 WG/CC and the Las Vegas TRACON operation desk C702-652-5926.

(57 OSS-OSAA/57 OSS-OSAA FIL 12-423)

9. BACKSHOP MAINTENANCE SUPPORT:

a. Backshop Maintenance at Nellis AFB (KLSV) is a contracted operation that primarily supports aircraft assigned to Nellis AFB (KLSV). Transient Aircraft support is limited to Space and Equipment with the following exceptions:

(1) Egress (F16, F-22 only)

(2) Fuels (F15, F-16, A-10, F-22 only)

(3) Armament (Respond to hung munitions for F-15, F-16, A-10, F-22 only)

(4) NDI (Limited to JOAP, SEM/EDX)

(5) Test Cell (Monitor installed engine runs)

(6) Repair/Reclamation (A-10, F-15A/B/C/D/E only)

(7) Wheel and Tire (F-16, A-10, F-15, F-22, HH-60 only)
(57 OSS-OSAA/57 OSS-OSAA FIL 12-488)

10. BIRD WATCH CONDITION (BWC) -

a. Report all bird and animal strikes on or in the vicinity of Nellis AFB (KLSV) to AMOPS (57 OSS/OSAA) at DSN 682-4600 or to AMOPS Pilot to Dispatcher on 139.3 or 372.2 in accordance with AFPAM 91-212.

b. Bird activity on the airfield is relatively low. Few migratory birds frequent the area during the year, and most bird populations consist of those indigenous species adapted to life here in the desert. BWC changes will be issued by the Supervisor of Flying (SOF) or AMOPS. Aircrews can monitor ATIS or contact AMOPS, Tower or Command Post to obtain current BWC. No comments on ATIS when BWC Low.

c. Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines are IAW Nellis AFB (KLSV) OPLAN 17, Bird Aircraft Strike Hazard Plan.

d. With the exception of helicopter operations, landing lights will be used for all takeoffs and landings when BWC is reported as other than low.

e. When bird activity is observed or reported to be an immediate or potential hazard to aircraft operations, expect the SOF to direct appropriate actions to aircrews.

f. Phase I and Phase II Periods for Wildlife Activity: Phase I (November – March, June, September) Shall be designated during normal, baseline wildlife activity.

g. Phase II (October, April - May, July – August) Shall be designated for expected increases in wildlife activity that are associated with migratory movements, seasonal increases in local wildlife activity.

h. BWC SEVERE:

(1) Traffic Pattern: Full stop landings only. Formation takeoffs are prohibited. The SOF, in coordination with Tower Watch Supervisor, may consider changing runways, delaying takeoffs and landings, changing pattern altitude, etc.

(2) Ranges and Training Areas. Identify a specific area and altitude. All flights must avoid using the range or area.

(3) Low-Level Routes. Note and avoid specific routes or segments and altitudes.

i. BWC MODERATE:

(1) Traffic Pattern. Limit touch-and-go and low approaches to the minimum number required for training. Pilots will be particularly cognizant of bird activity when on final approach and will initiate an immediate go-around if a bird strike is imminent.

(2) Ranges and Training Areas. Make changes in flight profile or altitudes to avoid bird hazards.

(3) Low-Level Routes. Make amendments to flight altitude to minimize bird hazards. Limit formation flying to a minimum for mission and training requirements.

j. BWC LOW: Continue with normal operating procedures.

k. Bird Watch Alert: In addition to the above bird watch conditions, the appropriate agency can declare a Bird Watch Alert. All aircrews should be aware of the increased likelihood of bird hazards to flight safety.

(57 OSS-OSAA/57 OSS/OSAA FIL 18-287)

New Orleans NAS JRB (KNBG), LA

1. TRANSIENT AIRCRAFT - PPR for all aircraft not assigned, DSN 678-3602/3603, C504-678-3602/3603. Expect official business only restrictions during the Mardi Gras season (usually February).

(USN/NAVFIL FIL 04-66)

2. ARRESTING GEAR REMOVAL - Available, one hour advance notice required.

3. TRANSPORTATION - Commercial rental vehicles with delivery to Base Operations is available by calling Enterprise Rental Cars at C504-433-2325.

(USN/NAVFIL FIL F0019-11)

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4. **BILLETING ACCOMODATIONS** - Transient billeting arrangements can be made by calling DSN 678-3419 or C504-678-3419. Space may be limited.

(USN/NAVFIL FIL 04-66)

5. **CUSTOMS** - Available 24 hours prior notice, contact customs C504-623-6600. Agriculture waste disposal available.

6. **CATEGORY III TACTICAL REDUCED RUNWAY SEPARATION** - Reduced runway separation in effect for local based aircraft.

(USN/NAVFIL FIL F0019-11)

7. **NOISE ABATEMENT** - All departures fly runway heading and maintain 1000' MSL or below until crossing the departure end of the runway. Afterburners will be secured at the airfield boundary. For Rwy 04-22 departures, turn shall not be commenced below 2000' MSL including flight join up maneuvers. Rwy 32 departures expect an immediate left turn on departure.

(USN/NAVFIL FIL 04-66)

8. CAUTION

a. High volume of civil fixed wing aircraft and helicopters operating in the Class D Airspace N of the airfield.

b. Numerous birds on and in the vicinity of airfield throughout the year. Increased activity 1 March through 30 September.

c. The intersection of Taxiway A and F, the Air Sovereignty Alert Facility, and the CALA Pad are not visible from the tower.

d. Multiple obstructions 171' AGL and below, within Class D Airspace.

(USN/NAVFIL FIL 0123-12)

9. AIRFIELD INFORMATION -

a. ILS - PAR monitoring not available.

(USN/NAVFIL FIL 0151-14)

New River MCAS (KNCA), NC

1. CAUTION -

a. Extensive live field firing and close air support Camp Lejeune (KNCA) complex surface to 17,500'. Contact Range Control 233.8 FM 34.7 for advisories.

b. Extensive helicopter training operations in the vicinity of New River MCAS (KNCA). All aircraft communicating with the tower shall utilize the UHF tower and ground primary frequency if so equipped.

c. Extensive bird activity in the vicinity of the airfield October through April.

(USN/NAVFIL FIL 0109-10)

2. **NOISE ABATEMENT** - New River MCAS (KNCA) employs stringent noise abatement procedures. Strict adherence is required to local course rules which have been designed to ensure compliance. Under local course rules, the Catherine Lake area is considered a noise sensitive area. Aircraft in the vicinity of Catherine Lake shall transit the area at or above 1000' MSL. Contact Operations Duty Officer C910-449-6311/6316, DSN 752-6311/6316 for additional information.

(USN/NAVFIL 0102-08)

3. PPR for all transient aircraft. Contact Operations Duty Officer Opr 1200-0600Z++ Mon-Thu; 1200-2400Z++ Fri; 1400-2000Z++ Sat; 1700-2300Z++ Sun, closed holidays. Request PPR by 1900Z++ day prior Mon-Fri and by 1900Z++ Fri for Sat-Sun. Airfield hours subject to change by NOTAM.

(USN/NAVFIL 05-91)

4. Aircraft conducting LZ paradrops contact New River Tower 360.2 120.0.

(USN/NAVFIL)

Niagara Falls Intl (KIAG), NY

1. (AFRC/ANG) - Limited transient and fleet service available. Limited hangar space. Hazardous cargo accepted only during normal duty hours Monday-Friday. No remaining overnight for hazardous cargo aircraft. Preferential Runway 10L-28R for departures with good rate of climb. Aircrews should arrive with appropriate amount of classified materials to complete their mission.

2. Niagara Falls "Scenic Falls" area. Due to the hazardous concentration of sightseeing flight in the Niagara Falls area, and in the interest of flight safety, the minimum altitude is 3500' MSL over the entire scenic falls attraction area. Strict compliance with the procedures published in the Special Notices section of the US Government Airport/Facility Directory, Northeast Booklet is required.

3. BIRD AIRCRAFT STRIKE HAZARD (BASH)

a. BASH

(1) PHASE I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods with the primary threats being gulls, starlings, kestrels and geese.

(2) PHASE II - In effect 15 March - 15 May and 1 September - 1 November, or when determined locally, in which case a NOTAM will be issued. The primary threats during this phase are migratory waterfowl such as mallards and Canada geese. Heavy concentrations of starlings and grackles can be expected. Short periods of MODERATE or SEVERE may occur during these periods. Takeoffs and landings during these periods of increased activity are prohibited unless authorized by the OG/CC or a greater emergency and/or immediate operational necessity dictates a landing or takeoff be made.

b. During Phase II avoid overflying the following:

(1) Montezuma Wildlife Refuge (N42°56' W76°49', N43°02' W76°49', N43°02' W76°42', N42°56' W76°42').

(2) Alabama/Oak Orchard Swamps and Iroquois National Wildlife Refuge enclosed within the following: N43°06' W78°30', N43°10' W78°30', N43°10' W78°10', N43°06' W78°10'.
(914 OG-OSA/914 OG-OSA FIL 19-128)

4. Transient acft must be led/marshalled in and out of parking on AFRC main ramp due to unpainted parking plan.
(914 OG-OSA/914 OG-OSA FIL 18-104)

5. **AIRFIELD RESTRICTIONS** - Parking Spot A-1, located at eastern end of main military ramp closed UFN.
(914 OG-OSA/914 OG-OSA FIL 19-128)

6. NON-STANDARD AIRFIELD MARKINGS -

a. Painted vehicle roadway marking located on the north side of the entire length of taxiway Alpha.

- b. Parking row and spot identifiers painted on taxiway Alpha and parking aprons.

(914 OG-OSA/914 OG-OSA FIL 19-126)

Norfolk NS (KNGU), VA

1. RESTRICTIONS -

- a. Overflight of weapons compound SE quadrant of airport prohibited below 500'.

b. PPR only DSN 262-3429/3419, C757-322-3429/3419. AMC/ATOC PPR for remaining overnight only DSN 564-4735/3922, C757-444-4735/3922.

c. Limited Class D Airspace. Upper limit, up to but not including 2000', lateral limit 1.5 NM E due to overlying/adjacent Class C Airspace. Refer to Washington Sectional Area Chart.

d. Minimum altitude over Willoughby Spit (N of airfield) 700'.

e. Heliport operations (1 NM NW) restricted to Rwy 09-27, 1300-0400Z++.

f. Landing Zone Green, Naval Amphibious Base, Little Creek is within Norfolk (KORF) Class C Airspace. Contact Norfolk (KORF) Tower on 120.8 or 257.8.

(NORFOLK NS/FIL 155100)

2. CAUTION -

a. Extensive fish spotter aircraft activity (single engine general aviation aircraft) upwards from 1500' over the Chesapeake Bay and adjacent coastal waters.

b. Ship masts/cranes to 230', 1.5 NM W on extended centerline Rwy 10-28.

c. Heavy bird activity year round.

d. Arresting gear normally rigged on departure end of active runway only.

e. Arrival/departure Terminal Collision Avoidance System (TCAS) equipped aircraft should expect numerous TCAS alerts from ship transponders harbored or transiting into/out of the Chesapeake Bay and coastal waters.

f. Norfolk NS (KNGU) Rwy 28 and Norfolk Intl (KORF) Rwy 23 centerline extensions intersect at a point 5.5 NM E of KNGU. KNGU aircraft arrivals on Rwy 28 watch for ORF traffic arrivals on Rwy 23 or departures Rwy 05.

g. The left downwind and base leg for Rwy 10 contains a lighting hazard. Aircrews should exercise extreme caution while operating in this area.

(NORFOLK NS/FIL 155100)

3. NOISE ABATEMENT - Norfolk NS (KNGU) is located in an extremely noise sensitive area and employs or enforces stringent noise abatement procedures.

a. At all times:

(1) Use minimum power in the traffic pattern consistent with flight safety.

(2) Climb as rapidly as possible after take-off to pattern/assigned altitude.

(3) Avoid prolonged engine run-ups in the Rwy 28 warm-up block. Request alternate area from Ground.

(4) Secure afterburners no later than airfield boundary.

(5) Avoid flight directly over the pier area W of airfield while on crosswind/base leg and transiting helicopters.

b. From 0400-1200Z++ Monday - Saturday and 0400-1800Z++ Sunday:

(1) No practice approaches; full stop landing only.

(2) No overhead approaches; straight-in landings only.

(3) Engine/maintenance turnups prohibited unless required by operational necessity and with Norfolk NS (KNGU) Command Duty Officer (CDO) approval.

(4) No afterburner take-off unless required by operational necessity and with Norfolk NS (KNGU) Command Duty Officer approval.

(5) Runway Use Program - Wind permitting, arrivals use Rwy 10, departures use Rwy 28.

c. Visual Patterns:

(1) Break altitude: 1500'.

(2) Pattern altitude: 1000'. CAUTION - Norfolk NS (KNGU) Heliport traffic (1 NM NW), surface to 500'.

4. DEPARTURE PROCEDURES -

a. Rwy 10-28 - All aircraft use SID departure. Rwy 10 departures turn as soon as practical to avoid Norfolk Intl (KORF) traffic

(NORFOLK NS/FIL 155100)

5. MISCELLANEOUS -

a. All non-AMC/JOSAC/NALO aircraft contact Base Operations 15 minutes prior to arrival. Aircraft utilizing AMC terminal contact AMC/ATOC terminal 15 minutes prior to arrival with load report. Aircraft overseas contact AMC/ATOC via phone patch 2 hours prior to arrival for customs.

b. All aircraft, including COMLANTFLT helipad arrivals, contact Chambers Base Operations 15 minutes prior to arrival on 268.8 or 134.1.

c. Government transportation off base not available.

d. No locked wheel or sharp turns by large or heavy aircraft on asphalt portion of runway/taxiway.

e. Annual course rules briefing mandatory for all squadrons and visiting operational detachments, except stopover flights. Contact Norfolk NS (KNGU) ATC ADMIN DSN 262-3435, C757-322-3435 1300-2000Z++ Monday-Friday.

f. Norfolk (KNGU) Approach will provide standard separation to VFR aircraft conducting practice instrument approach. Except for heavy aircraft, 500' vertical separation may be applied between VFR aircraft and between a VFR and IFR aircraft.

(NORFOLK NS/FIL 155100)

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North AF AUX (KXNO), SC

1. CAUTION:

- a. Deer activity on airfield.
 - b. Drop Zones on airfield.
 - c. Uncontrolled vehicular traffic on taxiways.
 - d. Multiple service training; various types of aircraft and altitudes utilized.
- (437 OSS-OSA/437 OSS-OSA FIL 10-1002)

2. CONTROLLING AGENCY - Charleston AFB (KCHS), SC, 437 OSS/OSO, DSN 673-5554.

(AFFSA/AFFSA FIL 06-088)

3. SERVICE -

- a. Fire protection (C843-247-2241) hours of operation are 1430-0900Z++ Monday-Thursday, closed Friday-Sunday and federal holidays. Operations outside of these hours require a minimum of 14 days prior coordination with 437 OSS/OSO (DSN 673-5554). Uncontrolled operations prohibited when airfield is published closed.
 - b. No transient maintenance.
 - c. LZ/DZ Operations Facility limited advisory services only. Aircrews will contact Columbia Approach Control on 124.15 or Columbia Clearance Delivery 119.75 to request/activate IFR clearance. Cancel IFR with Columbia Approach Control prior to operations at North AF Aux (KXNO).
- (437 OSS-OSA/437 OSS-OSA FIL 17-059)

4. AIRFIELD -

- a. Rwy 6-24 and Rwy 5-23 grooved.
 - b. Runway Condition Reading (RCR) not available.
 - c. No arresting gear.
- (AFFSA/AFFSA FIL 03-73)

North Island NAS (KNZY), CA

1. GENERAL POLICY - North Island NAS (KNZY) is located in a densely populated area which is extremely noise sensitive. Strict compliance with Noise Abatement and ATC procedures is mandatory. Flight course rules violations will be processed per OPNAVINST 3710.7.

- a. A PPR Number is mandatory for all aircraft and may be coordinated through KNZY Airfield Manager at DSN 735-8243, C619-545-8243, C619-778-2074.

(1) Due to transient line limitations, transient tactical aircraft operations are not authorized between Monday 1430Z++ and Friday 2200Z++, except for official business.

(2) PPR limitations to number and type aircraft supported may be imposed due to limited transient alert services available.

(3) Tactical aircraft staging or detachment request requires a minimum of 10 days written, prior notification (Message traffic required per para 8). Contact airfield manager at

DSN 735-8243/61, C619-545-8243/61 for advanced coordination and message template.

- b. Heavy-class and AV8 Harrier aircraft are not normally authorized to land Rwy 29. Land Rwy 36 (TACAN, ASR, PAR, or Visual) or Rwy 18 (LOC-A or LOC-B).

- c. Due to excessive wear on arresting gear equipment, arresting gear will not be de-rigged for arrivals and departures.
- (USN/NAVFIL FIL 0089-14)

2. NOISE ABATEMENT - Strict compliance with following noise abatement procedures required by all transient aircraft unless controller instructions or safety of flight dictate otherwise. Use appropriate aircraft configuration, power settings and airspeeds for low noise profiles.

- a. Practice approaches not authorized.
- b. Full stop landing only.
- c. Section approach not authorized.
- d. Expect visual approach (Wind/Weather permitting).
- e. Do not overfly the following communities below 2500' MSL:

- (1) City of Coronado - E of airport
- (2) Point Loma - Land mass W of airport
- (3) Coronado Cays - 6.5 DME SE of airport on the coast.
- (4) High-rise apartments and Hotel Del Coronado - 2.3 to 3 DME on Rwy 29 final approach, except during instrument approach.

3. RUNWAY USE PROGRAM - The following runway use program is in effect for Noise Abatement (wind/weather permitting) unless directed by ATC.

- a. Land Rwy 29 - Depart Rwy 18
- (1) 1500-0600Z++ Monday-Thursday
- (2) 1500-0200Z++ Friday.
- b. Land Rwy 36 - Depart Rwy 18 all other times.

4. ARRIVALS RWY 18 - Transient aircraft expect LOC-A or LOC-B instrument approach.

5. ARRIVALS RWY 29 -

- a. Visual entry and landing for all aircraft as follows:

(1) Interception of extended Rwy 29 centerline N of NZY TACAN R-125 not authorized until inside 2.5 DME.

(2) Arrivals from E - Cross Silver Strand Beach beyond NZY 4 DME and remain SW of NZY TACAN R-125 until inside 2.5 DME.

(3) Arrivals from W - Remain SW of NZY TACAN R-125 until inside 2.5 DME. CAUTION - Departing traffic climbing S on NZY TACAN R-175 within 7 DME.

- b. Rwy 29 ASR/PAR approach:

(1) When weather is 600-2 or better, Rwy 29 ASR/PAR final approach course is OFFSET 8° clockwise. At 1 NM from runway/touchdown (approximately NZY TACAN 2 DME) pilot proceeds visually.

6. ARRIVALS RWY 36 -

a. Used for arrivals during noise abatement hours when weather is at or above basic VFR minima. Heavy-class and AV-8 aircraft arrive on this runway even if IMC exist, unless otherwise directed by ATC or pilot request of another runway for safety of flight reasons.

b. Expect up to 30 minute delay for instrument approach due sequencing with San Diego Intl Airport (KSAN) arrivals and departures.

7. ENGINE TURN-UP RESTRICTIONS - Transient flight crew and/or maintenance personnel shall coordinate with North Island (KNZY) Operations Duty Officer, Bldg 516 next to transient line, prior to commencing any engine maintenance turn-ups. High performance turn-ups are not authorized under any circumstances on parking aprons. Pre-departure turn-ups immediately prior to take-off are excluded from limitations; however, they must be accomplished in designated areas and prudence must be exercised to avoid excessive turn-up time.

(USN/NAVFIL)

8. MESSAGE TRAFFIC - All message traffic to North Island NAS (KNZY) pertaining to flight operations shall be directed to "NAVBASE CORONADO SAN DIEGO CA."

(USN/NAVFIL FIL 0057-12)

9. AIR TERMINAL - All passengers (except Distinguished Visitors) are required to enplane/deplane at the Air Terminal. Fueling of large passenger aircraft will be accomplished after all passengers/baggage have been off-loaded.

(USN/NAVFIL)

10. TRANSIENT SERVICE - Limited on-base transportation available (for aircrew only) expect delays. Off-base transportation available only via commercial taxi or pre-arranged rental car. Contact the Operations Duty Officer DSN 735-8233, C619-545-8233 for billeting and transportation information. All tactical aircraft are requested to hot refuel in the pits upon arrival (Open Monday-Friday 1700-0600++ 0900-2200 local). Expect delays in line service due to limited personnel and logistical priorities.

(USN/NAVFIL)

11. CAUTION -

a. Taxiway D not lit for night operations.

b. Runway 11-29 surface area between the runway edge lines and runway edge lights, approximately 50' on either side, is cracked and has loose gravel. Pilots should exercise caution transiting the area between the runway edge lines and runway edge lights.

c. Heavy vehicle traffic crossing Taxiway L at Read Road. Ensure landing light is on while operating on Taxiway L.

d. Radio communications intermittent west side of Point Loma at altitudes below 500'.

e. Runway 11-29 HIRL Located 50' outside of runway edge lines.

f. Runway 11-29 runway edge lights are not within 10 feet for the marked runway edge.

g. Runway 18-36 runway distance markers less than the required 50 feet off the runway edge.

h. Taxiway L edge lights not within 10 feet of marked taxiway edge.

(USN/NAVFIL FIL 149362)

Oceana NAS (KNTU), VA

1. NOISE ABATEMENT PROCEDURES - Oceana NAS (KNTU) is located in an extremely noise-sensitive area and strict compliance with ATC procedures is mandatory. Flight/course rules violations will be processed in accordance with OPNAVINST 3710.7.

(USN/NAVFIL)

2. ATC Course Rules Brief, in accordance with NASOCEANAINST 3710.1 Air Operations Manual, is required prior to conducting flight operations in the Oceana NAS (KNTU) Local Flying Area. Detachments contact Air Operations Duty Officer at DSN 433-2161/63, C757-433-2161/63 to schedule PPR, and ATC at DSN 433-3471, C757-433-3471 to schedule Course Rules Brief.

(USN/NAVFIL FIL 154845)

3. Touch and go, low approach or carrier landing practice not permitted at Oceana NAS (KNTU) during 0300-1200Z++ Monday-Saturday and 0300Z++ Saturday-1800Z++ Sunday.

4. PROCEDURES FOR TAKE-OFF ON ALL RUNWAYS -

a. During all operating conditions:

(1) Climb as rapidly as possible to 1000' MSL on runway heading. Maintain 1000' MSL until clear of VFR landing pattern. CAUTION - Extensive overhead traffic.

(2) Secure afterburners no later than field boundary.

5. DEPARTURE PROCEDURES AFTER TAKE-OFF -

a. Use published SID, diverse vectors authorized from TRACON or upon request pending traffic. CAUTION - R6606 3.5 NM E of airport, exercise extreme care to avoid flight E of NTU R-175 between 2 and 8 DME.

b. RWY 23 - Do not commence left turn until reaching the upwind end of Rwy 23L. Maintain 1000' MSL until clear of VFR landing pattern and then continue to 4000' MSL. Expect requested altitude 10 minutes after departure.

c. RWY 32 - Departure turns must commence within 2 NM. CAUTION - Class C Airspace located 3.5 NM NW of airport. Maintain 1000' MSL until clear of VFR landing pattern then continue to 4000' MSL. Expect requested altitude 10 minutes after departure.

d. Exercise extreme care to avoid flight E of NTU R-175 between 2 and 8 DME.

6. SPECIAL OPERATING PROCEDURES -

a. VFR tower pattern - when cleared aircraft enter the break at 1500' MSL, remain left of the inboard runway to deconflict with departures, break level when cleared and maintain 1500' MSL until established on downwind to avoid departing traffic. Downwind 1000' MSL.

b. Fentress NALF (KNFE) - Break altitude 1000' MSL, downwind altitude 800' MSL. Climb on runway heading to 800' MSL, do not turn downwind until over the upwind end of runway.

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Rwy 05 - Absolute maximum pattern width 1.5 NM. Rwy 23 - Absolute minimum pattern width 2.2 NM to avoid overflight of residential area located 1.5 NM SE of approach end of Rwy 05. ALL FLIGHTS TO/FROM FENTRESS NALF (KNFE) REQUIRE ATC APPROVAL. CAUTION - Arrivals to Rwy 05 at Oceana NAS (KNTU) pass over Fentress NALF (KNFE) as low as 1500' MSL.
(USN/NAVFIL 154845)

7. MISCELLANEOUS -

- a. QUARTERS - Officer/enlisted berthing very limited, contact billeting 48 hours prior to ensure accommodations.
- b. TRANSPORTATION - No on-base transportation available. Off-base transportation available only via commercial taxi or pre-arranged rental car.
- c. FUEL - Hot-pit refueling available 1300-0330Z++ Monday-Friday; with possible 1-2 hour delay if truck refuel required. Limited fuel service available 0330-1300Z++ due to personnel restrictions. Non transient hot-pit refueling available weekends and holidays. JOSAC/NALO have priority weekends and holidays.
- d. PPR required for all non-Oceana based aircraft, DSN 433-2161/2163 or C757-433-2161/2163.
- e. TRANSIENT ALERT - Transient line 1230-0330Z++ Monday-Friday; 1300-2300Z++ Saturday, Sunday and holidays. Limited parking/storage facilities. During peak periods extensive delays in transient servicing, JOSAC/NALO have priority. No lavatory service or potable water available.
- f. No locked wheel turns on asphalt portions of runways/taxiways.
- g. Touch and go prohibited for B707 series or larger aircraft.
- h. Naval Station Norfolk, Chambers Field coordinates all Flight Planning Services. Flight plans should be emailed to kngu.fltplng.fct@navy.mil or faxed to DSN 565-9680, C757-445-9680. To confirm receipt of flight plans call NS Norfolk, Chambers Field Flight Planning Supervisor at DSN 262-3419/3429, C757-322-3419/3429.
- i. Use caution, braking action may be degraded when runways are wet due to paint and rubber buildup.
- j. Huffer air start services unavailable to transient aircraft.
- k. Use caution, parasailing will take place along the coast from NTU R-350 to NTU R-160 from coastline to 3NM, SFC-400 ft. Daytime and VMC only from 1 Apr until 30 Oct.
- l. All surfaces work in progress grass cutting along runways and taxiways.
(USN/NAVFIL 175840)

Offutt AFB (KOFF), NE

1. No brake/drag chute repacking available. Bring spare chute. Potable water available with 24 hour prior notice. Limited parking and no hangar space available for transient aircraft. Limited deicing capabilities for large T-Tail type aircraft, contact Transient Alert (TA) DSN 272-6145/6146, C402-232-6145/6146 prior to flight planning for Offutt AFB (KOFF), NE. Transient aircraft expect 2 hour delay for services. Limited maintenance for F-16 with F110 engines, no Electron Microscope/Energy Dispersive X-Ray (SEM/EDX) available. No engine runs above idle thrust on Mike North Taxiway.

2. CAUTION -

a. ARRIVALS - No overruns available on Runway 12-30, runway ends result in major terrain irregularities. Precision Approach Path Indicators on approach end Runway 12 are non-standard, located on right (South) side of runway. Railroad crosses approach end of Runway 30, 1494' from threshold. Railroad/vehicle road penetrates Runway 30 approach light plane.

b. B-52 acft, expect back taxi on the runway, parking authorized on Mike North only. C-5 acft not authorized on Charlie taxiway between Papa to Quebec taxiways.

c. Irrigation equipment sporadically located in the Runway 30 approach zone.

d. Use caution for jet blast on Parking Aprons Foxtrot and Mike-South. Required distance may not be met based on parking locations, aircraft type, and engine power setting.

e. Multiple cranes located in the vicinity of 41° 06' 58.20"N/095° 55' 21.67"W. Tallest crane is 1150' (MSL).

f. Numerous buildings and obstructions are located in the vicinity of RWY 12 approach that either create mechanical turbulence and shifting crosswinds or encroach on height criteria.
(55 OSS-OSAA/55 OSS-OSAA FIL 17-871)

3. Noise sensitive areas adjacent to base over city of Bellevue to the NE and housing areas SW. Expeditious climb to assigned altitude and minimum use of afterburner consistent with safe aircraft operating procedures required to minimize noise impact. Multiple approaches not authorized for transient aircraft 0600-1200Z++. DO NOT overfly USSTRATCOM (building 500) 4000' S of runway centerline.
(55 OSS-OSAA/55 OSS-OSAA FIL 17-449)

4. Hazardous Cargo Limits:

HC/D	NEW
1.1	374 pounds
1.2.1	16,658 pounds
1.2.2	500,000 pounds
1.2.3	500,000 pounds
1.3	500,000 pounds
1.4	No Restriction

(55 OSS-OSAA/55 OSS-OSAA FIL 16-696)

5. Delta-tow is restricted to tow operations only.
(55 OSS-OSAA/55 OSS-OSAA FIL 15-157)

6. BIRD AIRCRAFT STRIKE HAZARD -

a. A significant bird strike hazard exists at Offutt AFB (KOFF) and its vicinity due to resident and migratory bird species. Expect increased bird activity during BASH Phase II during the bird migration season, typically March-May and September-November. Offutt's bird strike hazard does not coincide with +/- 1 hour sunrise/sunset. 55 Wing Flight Safety operates a real-time Bird Avoidance Radar System. The system is the most advanced and widely-used technology available for bird-aircraft strike hazard (BASH) management and for real-time detection, tracking and alerting of hazardous bird activity. The system is aligned to Offutt's runway and scans horizon-to-horizon on the horizontal and vertical planes out to approximately 4 nautical miles in each direction and up to 3,000' above ground level.

b. CAUTION - Approach to Runway 30 is over area lakes and surrounding cropland with large year-round population of birds and waterfowl.

c. Bird Watch Condition (BWC) restrictions are:

(1) SEVERE - All flight operations (takeoffs, landings and approaches) are prohibited. Airborne aircraft will divert or hold at or above 5000' MSL until BWC is reduced.

(2) MODERATE - Initial takeoffs and full stops are allowed when departure and arrival routes avoid identified bird activity. Airborne aircraft doing transition will full stop, hold at altitudes at or above 5000' MSL, or depart the local area until the BWC has returned to LOW.

(3) LOW – No restriction to operations.

(4) Contact ATIS or Offutt Tower for current BWC.

(5) Deviations require 55 OG/CC (or higher) approval.
(55 OSS-OSAA/55 OSS-OSAA FIL 17-124)

7. MISCELLANEOUS -

a. Transient aircraft inbound to Offutt AFB are encouraged to do VFR pattern work with the control tower for training proficiency.

(55 OSS-OSAA/55 OSS-OSAA FIL 17-955)

8. NON-STANDARD MARKINGS -

a. Red DV carpet located on KILO apron in front of Base Ops bldg.

b. White boxes located adjacent to Echo row, B6 parking spot and Kilo apron to delineate aerospace ground equipment (AGE) storage areas.

(55 OSS-OSAA/55 OSS-OSAA FIL 17-962)

Palmdale USAF Plant 42 (KPMO), CA

1. NOISE ABATEMENT - Aircraft using Rwy 25 should begin turn to downwind leg no later than 3/4 NM from end of runway (a 4-lane highway off the end of the runway is a good visual reference). If aircraft performance or ATC instructions do not permit this, remain on runway heading, expedite climb to 1000' AGL and then begin turn. Aircraft using Rwy 04-22 should begin turn to downwind leg as soon as safely possible. Afterburner use should be minimized for both runways. All aircraft should avoid overflight of populated areas at altitudes less than 1200' AGL.

(AFFSA/AFFSA)

2. BIRD AIRCRAFT STRIKE HAZARD -

a. Migratory Season Phase II normally implemented Fall (1 Oct-31 Nov) and Spring (1 Mar-30 Apr), but may remain active for the entire winter.

b. During Bird Watch Condition MODERATE take-off and full stop landing only, no practice approaches.

c. During Bird Watch Condition Severe take-off and landing prohibited. Official notification of Phase II will be via NOTAM.

(412 TW-OL-AF/412 TW-OL-AF FIL 19-191)

Patrick AFB (KCOF), FL

1. CAUTION -

a. Numerous birds on and in vicinity of airfield throughout the year. Expect increased activity during Phase II (1 October-31 March) and at dawn/dusk +/- 1 hour. Gulls, cattle egrets, pigeons,

shorebirds and raptors account for over 85% of bird strikes.

Pelicans, cormorants, shorebirds, herons, egrets, storks and owls are also on and around the airfield. Bird Watch Condition Codes are:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard.

(2) MODERATE - Increased bird population in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) SEVERE - High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Airfield flying operations will be suspended until airfield management personnel disperses the birds and downgrades the condition.

b. Extensive uncontrolled VFR traffic all altitudes within 20 NM of Patrick AFB (KCOF).

c. Rwy 11-29 has both standard and assault landing zone markings.

d. ARRIVAL/DEPARTURE - All aircraft large or heavier are prohibited from overflying Merrit Island below 2000' MSL.

e. IFR circling not authorized Runway 11.
(45 OSS-OSAB/45 OSS-OSAB FIL 16-444)

2. AIRCRAFT MAINTENANCE AND SERVICING - Drag-chute exchange/repack not available. Intermediate maintenance extremely limited. Transient aircraft expect up to 1 hour servicing delay, may increase due to weather.

(45 OSS-OSAB/45 OSS-OSAB FIL 17-251)

3. AIRCRAFT OPERATIONS - Airfield Management hours are Monday through Friday 1300-0500Z++, Saturday and Sunday 1400-2200Z++, closed holidays. Ceiling and visibility: expect conditions over the Banana River to be lower than those reported for the airfield. All transient aircrews remaining overnight will complete a Remain Overnight Statement form prior to departing the flight area. COMSEC documents are not available for issue. Overnight storage is available at the Patrick (KCOF) Consolidated Command Post. All inbound aircraft contact Airfield Management Pilot to Dispatcher 30 minutes out for load/parking or other services as required. METRO 123.225 and 225.05 not available surface to 100' within 5 NM radius of COF. (Aircraft Operations) Pre-engine run/taxi clearance; all aircraft must report to Airfield Management dispatch counter prior to going to their aircraft. Ground engine run maintenance must also be reported to Airfield Management prior to maintenance beginning.

(45 OSS-OSAB/45 OSS-OSAB FIL 16-443)

4. PASSENGER/AIR FREIGHT SERVICES - Air freight/passenger service is available between the hours of Monday 1100-1900Z++, Wednesday 1230-2130Z++, and Tuesday, Thursday, Friday 1430-2300Z++, closed Saturday and Sunday. Minimum of 48 hours prior coordination required for other than published operating hours DSN 854-5631/7211. Mobile boarding staircase capability is limited and available only for passenger carrying aircraft.

(45 OSS-OSAB/45 OSS-OSAB FIL 16-289)

5. TRANSPORTATION - Aircrew transportation service is available Monday through Friday 1200-2100Z++, closed weekends and holidays.

(45 OSS-OSAB/45 OSS-OSAB FIL 16-443)

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6. NOISE ABATEMENT PROCEDURES -

a. Pilots will climb runway heading to appropriate altitude as rapidly as possible consistent with safety of flight and flight manual procedures.

b. DEPARTURES -

(1) RWY 21 - 2.5 DME, if turning E of the extended runway centerline.

(2) RWY 03 - 2.5 DME, if turning W of the extended runway centerline.

(3) The above procedures do not apply to helicopters or light fixed wing aircraft.

(4) RESTRICTIONS - Transient aircraft are restricted to one full stop landing between 0300Z++ and 0400Z++. Maintenance ground engine runs above idle are prohibited from 0330-1100Z++ unless approved by the Airfield Manager.

c. CLOSED PATTERN DEPARTURES -

(1) RWY 21 - 2.5 DME turn left heading 060° to downwind.

(2) RWY 03 - Begin base turn at 2.5 DME.
(45 OSS-OSAB/45 OSS-OSAB FIL 16-115)

7. JUDY DROP ZONE OPERATIONS - To obtain the most current survey, consult the Assault Zone Survey Repository Fax on Demand System. Crews are responsible for verifying current CHUM altitudes and restrictions on all charts used in flight. Contact the 920th Current Operations at DSN 854-1167 to get Drop Zone status and deconflict with other users. Contact Patrick AFB (KCOF) Airfield Management DSN 854-2222 to coordinate run-in direction, drop times and ask for update on seasonal bird activity. Contact Patrick (KCOF) Tower 133.75 or 348.4 no later than 10 NM from Drop Zone. No pyrotechnics will be dropped at Judy Drop Zone. Aggressively clear for VFR Traffic on the Banana River. Stay clear of Melbourne (KMLB) Class D Airspace 4.3 NM S of Drop Zone. Avoid flying over any part of Merritt Island. If unable to avoid overflight, ensure at least 2000' AGL clearance. Notify tower 5 minutes and 1 minute prior to personnel drop and when jumpers are in the air. Notify tower when drop operations are complete.

(45 OSS-OSAB/45 OSS-OSAB FIL 16-443)

8. Units deploying to Patrick AFB (KCOF) will submit completed AF Form 813, Request for Environmental Impact Analysis 60 days in advance. Contact 45 CES/CEV DSN 854-9259 or fax 854-5965 for further assistance. AF Form 813's will be completed in accordance with 32 CFR 989. Environmental Impact Analysis Process, reviewed and approved by 45 CES/CEV prior to exercise/training.

(AFFSA/AFFSA FIL 02-73)

9. CAUTION - Non-Standard Landing Zone Markings.
(45 OSS-OSAB/45 OSS-OSAB FIL 09-797)

Patuxent River NAS (KNHK), MD

1. Extensive high performance aircraft research, development, test and engineering activities are conducted in the Patuxent (KNHK) restricted areas. It is required that all users be familiar with the provisions of NASPAXRIVINST 3710.5 (series). This publication can be obtained electronically at <https://mynavair.navy.mil> under Libraries and Research. A

MYNAVAIR account must be established to use this site. See MARYLAND FLIGHT HAZARDS Section.

2. HELICOPTER OPERATIONS - NAS Patuxent River (KNHK) utilizes three separate Helicopter Operating Areas, (West, South, and East Helo Operating Areas). Extensive rotorcraft flights are conducted within the boundaries of these areas.

a. The West Helo Operating Area is defined as the airspace above the landmass enclosed by the PXT 354/26 (N38°41.5' W76°32.5') to PXT 270/18 (N38°13' W76°47') to PXT 240/10 (N38°11.5' W76°33') to the PXT 240/05 (N38°15' W76°29') along an approximate 5 mile arc to PXT 015/5.5 (N38°23' W76°23').

b. The South Helo Operating Area is defined as the airspace above the landmass enclosed by the PXT 258/21 (N38°10' W76°47.5') to PXT 255/26 (N38°07' W76°53') to the southern limit of R4006, PXT 185/32.5 (W37°45' W76°22.5') to the PXT 180/32 (N37°45' W76°18').

c. The East Helo Operating Area is defined as the airspace enclosed by the landmass northeast of NAS Patuxent River (KNHK) with the southernmost boundary as the PXT 074/8.5 (N38°21.5' W76°14') along the eastern boundary of R4006 to the PXT 062/24 (N38°33.5' W75°59.5') south of Hwy 50 to the PXT 054/22.5 (N38°34' W76° 04').

d. These areas are not designated as Special Use Airspace and are traversed by three airways (V16-157-213, V20-33, and V31), military training routes (VR 1711-12-13) with an alternate exit/entry point, radar approach corridors to NAS Patuxent River (KNHK) Rwy 6/14/24, and are also utilized by civilian aircraft from St. Mary's County Airport. All Patuxent River (KNHK) rotorcraft operate with Patuxent TRACON on 250.85.

(USN FIL 0043-06)

Pensacola NAS (KNPA), FL

1. All KNPA operations are under positive control. Transient pilots operating locally shall obtain a Course Rules Briefing prior to commencing operations. High mid-air potential 8500' and below within Alert Area A292 due to T-6 aircraft acrobatic maneuvers.

(USN/NAVFIL FIL 0055-13)

2. MANDATORY ARRIVAL PROCEDURES -

a. HIGH TACAN PENETRATION. If an enroute descent is required, pilots shall request J2 to CEW R-263 31 DME direct NPA.

b. LOW ALTITUDE: Pilots returning from the E shall file via V198 - 241 - PENSI direct NPA. Pilots returning from the W shall file via TRADR direct NPA. Mandatory routing is required to avoid intensive jet/prop student training in A292.

(USN/NAVFIL)

3. Runway 07L-R/25L-R grooved. Runway 01-19 not grooved, may be slippery when wet.

4. Transient accommodations limited. DSN 459-2755, C850-452- 2755. Group reservations DSN 459-3625, C850-452-3625.
(USN/NAVFIL FIL 0055-13)

Pentagon AHP (KJPN), DC

1. Normal operating hours, 1200-2000Z++ Monday - Friday, closed Saturday, Sunday, and Holidays. Coordination for Tier I/II passengers official business operations at other times requires approval from The Executive Travel Office C703-545-1262/1263.

2. 24 hours PPR will include the following information:
 - a. Aircraft ID, number and type of aircraft.
 - b. Date and time of arrival.
 - c. Time of departure.
 - d. Name, grade, and code of senior passenger.
 - e. Point of contact and phone number of requestor.
3. 2 hour PPR unscheduled, mission essential Code 2 or above only during normal operating hours.
4. Crews are responsible to maintain coordinated flight hours and must notify ATC of any flight changes or cancellation via C703-697-9250. During non-duty hours report cancellations via C703-806-7225.
5. Flights to/from KJPN not authorized if ATC unavailable.
(AAOG-MDW FIL 2019-090)

Peterson AFB (KCOS), CO

See City of Colorado Springs Municipal (KCOS).

(AFFSA/AFFSA)

Phoenix-Sky Harbor Intl (KPHX), AZ

1. Diverting and emergency aircraft contact Sky Harbor Command Post (24 hour operation) on UHF 311.0, VHF 138.95, or C602-302-9071 as soon as possible.
2. Space on ANG ramp extremely limited. Transient aircraft require PPR to park on ANG ramp. Normal Airfield Management operating hours 1200-0100Z Mon-Thurs, 1200-2200Z Fri, closed weekends and holidays. Call C602-302-9362 or 9119 (DSN 853).
(161 OSS-OSA/161 OSS-OSA FIL 17-838)
3. CIVIL - Contact local fixed base operator for government contract information.
(161 OSS-OSA/161 OSS-OSA FIL 15-259)

Pittsburgh Intl (KPIT), PA

1. Bird Aircraft Strike Hazard - Pilots should report all bird or mammal sightings to Command Post or Base Operations. Request Bird Watch Condition from "Pit Ops." (AFRC) on UHF 252.1 or "Steel Control" (PAANG) on UHF 311.0.
 - a. Bird Activity - Red-tailed Hawk, Killdeer, Canada Goose, Mourning Doves, Mallard, Redhead, American Crow, European Starling, American Robin, Cliff Swallow, Chimney Swift, Horned Lark, Pectoral Sandpiper, Northern Mockingbird, Flycatchers, Thrush, Sparrow and Warbler.
 - b. Mammal Activity - Deer, Red Fox, Woodchuck/Groundhog and Coyote.
 - c. BASH PHASES:
 - (1) BASH Phase I - All periods not designated as Phase II. Wildlife activity is generally LOW during these periods.
 - (2) BASH Phase II - In effect by NOTAM as determined by airfield surveillance and risk assessment. Phase II is most likely

to occur during periods of waterfowl migration: spring migration (April, May) and fall migration (September, October).

d. Bird Watch Condition Restrictions -

(1) Bird Watch Condition LOW. Bird activity on and around the airfield representing low potential for strikes. No restrictions. Normal operations.

(2) Bird Watch Condition MODERATE. Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(a) Traffic Pattern. Traffic will be limited to the initial take-offs and full-stop landings unless approved by the 171 ARW/911 AW OG/CC. Low approaches are restricted to 500' AGL.

(b) Training Areas. Aircraft commanders will make appropriate changes in mission profile to minimize bird strike risk. Such changes include avoidance of known/observed concentrations, raising flight altitudes, and reducing airspeed.

(3) Bird Watch Condition SEVERE. Bird Activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

(a) Traffic Pattern. All 171 ARW/911 AW takeoffs or landings will be restricted to mission essential as determined by the 171 ARW/911 AW OG/CC. The SOF may consider changing runways, delaying takeoffs and landings, diverting aircraft, changing pattern altitude, etc.

(b) Training Areas. Identify specific areas and altitudes. Those areas will be avoided by all flights when possible.
(911 AW/911 AW FIL 17-363)

2. Construction - Concrete fence line with lighted barriers along Northwest corner of AFRC ramp.

3. PARKING - Spot 3 Northwest corner of AFRC ramp is limited for aircraft. Wing walkers required or towed in due to only 18 ft wing tip clearance from fence line to taxi centerline.
(911 OSS-OSA/911 OSS-OSA FIL 18-989)

4. There will be no hung ordinance arrivals to Pittsburgh International Airport. Military aircraft will divert to nearest military airfield.

(911 OSS-OSA/911 OSS-OSA FIL 18-901)

Point Mugu NAS (KNTD), CA

1. CAUTION - Extreme mid-air potential due to high-density VFR general aviation traffic in vicinity. High terrain to 1567' E of Point Mugu NAS (KNTD). Bird watch condition is moderate to severe, due to seasonal bird migration annually from October 1-April 30. Hang glider/ultralight activity in the vicinity of Round Mountain (4 NM NE).

(USN/NAVFIL FIL 0031-13)

2. Field subject to intermittent full-stop landing or 2 NM missed approach restriction for 45 minute periods due to weapons testing activity. Aircraft requesting practice instrument approaches or VFR tower pattern work call for approval.

3. Transient parking extremely limited. PPR for all transient aircraft except AIREVAC. If PPR not obtained prior to departure

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for Point Mugu NAS (KNTD), landing will be denied. No PPR issued by radio.

4. Pilots operating on missions from Point Mugu NAS (KNTD) are required to attend a course rules briefing prior to commencing flight operations. Course rule appointments are scheduled by calling DSN 351-8854 or C805-989-8854.

5. Aircraft departing Point Mugu NAS (KNTD) are required to file a VFR or IFR flight plan or to be on a local flight schedule. Flight advisories are required for AMC/NALO missions.

6. CAUTION - Transient line is not visible from the tower.
(USN/NAVFIG)

7. USAF ONLY - CAUTION - Bird Hazard: Phase I (March-September); Phase II (October-April). Seasonal waterfowl hunting. Heavy concentration of waterfowl traffic the last 3000 feet of Runway 21.

(USN/NAVFIG FIL 0031-13)

Polk AAF (KPOE), LA

1. GROUND OPERATIONS - Limited to C-130 and smaller aircraft. C-130 parking limited to two aircraft, additional C-130 aircraft may land only when parking is available. Taxiway B and Taxiway F closed. Taxiway C closed to all fixed wing aircraft. Taxiway C limited to hover taxiing and air taxiing only. Fixed wing aircraft landing Runway 34, exit runway at Taxiway A or use north hammerhead to complete 180 degree turn to back taxi on runway. No 180 degree turns on the runway. North end of UAS runway restricted to 1400 lbs or less. Hoverlane for parking row C limited to hover taxiing and air taxiing only. Ground taxiing on this hoverlane is prohibited.

(USA FIL 2019-038)

2. CAUTION - Steep drop-off at approach end of Runway 16. Limited airfield signage. Use caution for drainage ditch on the departure end of Runway 16 approximately 12' wide and 10' deep located 800' from end of runway. Occasional Unmanned Aerial System (UAS) operations occur within the Class D. CAUTION: 19' tall building located 503' east of runway centerline midfield. Building has obstruction lights installed.

(USA FIL 2016-141)

3. GENERAL - Coordinate with Airfield Operations for entry to the flightline after operating hours published in FLIP Enroute Supplement. Airfield services are contractor supported to meet Army requirements. Expect delays for all service/support not previously coordinated. Airfield Operations contact number is DSN 863-4831, C337-531-4831. Classified document storage not available on the airfield. Units utilizing range facility/restricted areas or staging operations at Polk AAF (KPOE) must contact AT and A officer at DSN 863-1151, C337-531-1151 for briefing.

(USA FIL 2016-141)

4. SERVICE - No government transportation provided.
(USA FIL 2011-101)

5. HELIPAD RESTRICTIONS - Numerous unlit 40' obstructions 350' north of the hospital helipad, use caution. Numerous unlit 40' obstructions 400' west of headquarters pad, use caution.
(USA FIL 2016-26)

6. PRIOR PERMISSION REQUIRED (PPR) - Fixed wing aircraft only must obtain a PPR number at DSN 863-4831, C337-531-4831. Aircraft remaining overnight must obtain PPR at least 24 hours prior. Aircraft remaining overnight must check in with Airfield Management upon arrival and provide aircraft

commander's name and a local contact number. No transient alert services provided. Aircrew members are required to provide their own wing-walkers and marshalls.

(USA FIL 2017-75)

7. WEATHER - Full service 1100-0500Z++, will vary with local mission schedule. DSN 863-4100, C337-531-4100. Airfield weather maintained by single FMQ-23 sensor. Remote briefing service and after hours weather available by 26 OWS, Barksdale AFB (KBAD), DSN 331-2651/52, C318-529-2651/52, toll free 1-866-223-9328.

(USA FIL 2016-139)

Pope AAF (KPOB), NC

1. CAUTION -

a. High mid-air collision potential due to extensive military/civilian aircraft training within 30 NM radius, surface to 6000'.

b. Initial point of 6 DME will be used for automatically terminating an IFR clearance for an IFR aircraft returning to the overhead.

c. Heavy and high performance aircraft check turning radius to ensure no penetration into R5311A, B, C when departing to the N on Rwy 23.

d. Category E approach minimums are not available due to R5311 2.5 NM off departure end Rwy 23.

e. W departures (250°-300° off the Pope (KPOB) TACAN) must file POB.FAY.V296.Hustn . . . ON COURSE.

f. N departures (300°-070° off the Pope (KPOB) TACAN) must file POB.Livia (POB334009).RDU . . . ON COURSE.

g. S arrivals expect FLO . . SDZ.POB above 10,000' MSL.

h. CAUTION-Bird Watch Condition Information: AMC's MODERATE and SEVERE Bird Watch Condition hazard guidance applies to AMC and local conditions. Air traffic controllers, ATIS and Base Operations will keep airfield users advised of Bird Watch Condition Code and the status of operations, however, for other than AMC and local aircraft, continued operations are at their own discretion and in accordance with their MAJCOM directives. ATIS broadcasts Bird Watch Condition if MODERATE or SEVERE. Absence of ATIS Bird Watch Condition indicates condition is LOW.

NOTE: An area within 25 NM radius of Pope AAF (KPOB) contains low raptor activity during mid-day (surface to 2000' AGL) year round and low activity of waterfowl during dusk and dawn periods (surface to 2000' AGL) October-January. Phase II Bird activity 1 September-30 November.

i. Vehicles and joggers crossing approach end of Rwy 05 approximately 1,200' from threshold and approach end of Rwy 23 approximately 1,500' from threshold.

j. Do not land prior to mrk thld. RWY 05-23, 7501' avbl for tkof btn displ thld. TERPS end of rwy for obst protection is mrk thld. Additional 1000' avbl for tkof by back taxiing past mrk thld.
(USA FIL 2018-23)

2. GENERAL -

a. Limited fleet service—request defleet upon arrival through AMCC. 910 394-9000. (DSN 424-9000).

b. All aircraft operating AMC missions, including Joint Airborne/Air Transportability Training (JA/ATT), and aircraft requiring Green Ramp, Yellow Ramp or Red Ramp parking will coordinate required parking prior to arrival with 43 Operations Support Squadron (43 OSS) Enroute Operations at C910 394-7388. (DSN 424-7388). Outside of normal duty hours aircrews will contact Pope AMCC at C910 394-9000 (DSN 424-9000). Aircrews must make arrangements for parking on all other ramps through Airfield Management at C910 394-6508 (DSN 424-6508).

c. Aircraft inbound with an onboard medical emergency will notify Pope AMCC (UHF 257.1) for aircraft supporting AMC missions. Aircraft carrying sick/injured personnel must keep ground personnel informed of patients' status, type injury/condition and intended location for patient transfer. Yellow Ramp is the preferred transfer location due to close proximity to Womack Army Medical Center.

d. Per Air Force Instruction 34-135, Air Force Lodging Program, the Prime Knight Program is mandatory for all transient Aircrews. All transient AF aircrews will coordinate lodging and ground transportation through the Pope AAF Prime Knight Program Manager C910 394-4839; FAX ext. 7992 (DSN 424-7992) at the earliest opportunity prior to and upon arriving at Pope AAF. Outside normal duty hours contact Pope AMCC 910 394-9000.

All aircrews plan accordingly:

(1) AMC and AMC gained aircrews conducting DZ/LZ operations in R5311, Ft. Bragg or Pope AAF local area are required to receive an airspace brief from 43OSS/OSK or OSS/OSKA prior to first operation in these areas and each time they visit Pope. Expect brief to last about fifteen minutes. Briefing times must be scheduled NLT 24 hours in advance. DSN 424-7650, 8289 or 910 394-7650, 8289. Orientation and Range Procedures Brief prior to mission times. Aircraft executing Instrument Flight Rules procedures IAW FAA 4371K ensure Range Control has added your mission to the weekly NOTAMS. (NOTAM requires minimum six hours lead time prior to executing.) NOTAM must be issued regardless of actual or forecasted weather conditions.

(2) Transient Alert supports non-AMC missions but does not normally provide parking assistance between multiple training lifts/sorties. If required, coordinate prior to arrival with Transient Alert via 910 394 7185 (DSN 424-7185).

(3) Pope AAF Passenger Terminal no longer supports in-flight meal service due to flight kitchen closure.

(4) Aircrews should contact Pope AMCC (DSN-424-9000) (UHF 257.1) for "crew papers, IMT" post/pre-flight briefings, crew rest/duty hours and transportation.

(5) All aircraft require "Follow Me" vehicle and/or marshallers on Green and Yellow Ramps due to abnormal parking.

e. Contact Pope ATOC (DSN 424-9015) 910 394-7303 for Load Briefings.

f. 43 Air Mobility Operations Group (43 AMOG) provides enroute support to all AMC-directed missions arriving at Pope AAF. Enroute support includes aircraft recovery, generation, loading and launch. Maintenance support is limited to enroute TIER III capabilities. Contact 43 Air Mobility Squadron (AMS) Maintenance Operations Control Center (MOCC) at 910 394 9020 (DSN 424) for additional information concerning maintenance support.

g. Air Mobility Command (AMC) missions (including Air Force Reserve and Air National Guard assets on AMC-directed missions), AMC support missions, other transient aircraft and all other locally assigned aircraft should contact Pope AMCC (910 394-9000) (DSN 424-9000) 30 minutes prior to arrival, upon landing and upon departure via UHF 257.1 or 381.3 to confirm missions details including parking, fuel, transportation and load requirements. VHF-only should contact Pope AMCC via Pope Ground VHF 124.55.

h. All AMC missions must adhere to established arrival times. All deviations require prior approval from Pope Airfield Management at 910 394-6508 (DSN 424-6508).

i. Aircrew weapon storage available 0800L-1700L Monday-Friday only 910 309-8312.

j. Approved Rwy 05 displaced threshold operations: When using Rwy 05 displaced threshold for takeoff roll, 8,501' is available for takeoff. Do not include Rwy 23 displaced threshold in takeoff calculations; the official TERPS end of the runway for obstacle protection is the marked threshold. Approved Rwy 23 displaced threshold operations: When using Rwy 23 displaced threshold for takeoff roll, 8,501' is available for takeoff. Do not include Rwy 05 displaced threshold in takeoff calculations; the official TERPS end of the runway for obstacle protection is the marked threshold.

(USA FIL 2018-050)

k. North Departure and South Departure briefing: Exercise acft shall receive local Rwy 23 climb out instruction briefing by Airspace Manager or designated representative. Local climb out instructions are listed AMC Giant Report. Exercise acft that do not receive a Local climb out instruction brief cannot accept an abbreviated climb instruction i.e. South Departure or North Departure.

l. Pope AAF weather station operating hours 0900Z-0300Z++ Monday-Friday. Closed weekends and holidays UFN. PMSV service available only during these hours.

(USA FIL 2019-099)

3. TAXIWAY AND RAMP RESTRICTIONS -

a. Red carpet (DV parking) limited to Gulfstream 4 and smaller aircraft. Gulfstream 5 and larger aircraft must park on BB row.

b. No KC-135 parking on R-4, R-5, R-6, R-7, R-8, R-9 and R-10.

c. Aircraft with wingspan wider than C-17 (170') prohibited on Taxiway Alpha between Taxiway Hotel and Taxiway Delta.

d. Red Ramp Parking: During C17 no-standard hydrant fueling operations, wing spans of 170 feet or greater should expect delays for taxi restrictions and/or wing walkers when transitioning Red Ramp.

e. Aircraft exceeding 175' in length require Airfield Manager's approval to park on spots P4-10 and R4-10.

f. Aircraft configured with explosives are not authorized. Cargo aircraft transporting explosives are authorized.

g. Blue Ramp, November Parking Row signs not coincidental with lead-in lines.

h. C-17s with total aircraft weight greater than 497K and C-5s with total weight greater than 809K must notify Airfield Management prior to loading.

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i. C-17 aircrews should give consideration when starting engines in reverse to reduce exhaust flow through the PAX sheds when parked facing away from the PAX sheds on Romeo Parking Row.

(USA FIL 2017-51)

Portland Intl (KPDX), OR

1. Noise Abatement Procedures - Portland Intl (KPDX) is situated between dense residential communities on all sides and is therefore extremely noise sensitive.

a. Practice approaches prohibited from 1900-0700 local.

b. Practice approaches by military aircraft strongly discouraged at all other times at all Port of Portland airports including Portland Intl (KPDX), Portland-Hillsboro Airport (KHIO), and Portland Troutdale Airport (KTTD).

c. No overhead patterns permitted for transient fighters.

d. Fighters performing visual straight-in approach to Runway 28L will intercept final approach at least 8 miles from touch down at or above 3,500' MSL, or as directed by ATC.

e. Transient fighters will not perform afterburner takeoffs except when operationally required. If so, fighters will terminate afterburners on takeoff no later than departure end of runway, or 300 KIAS, whichever occurs first.

(142 OSF/142 OSF FIL 07-870)

Portsmouth Intl at Pease (KPSM), NH

1. ANG - Prior Permission Required (PPR) for all transient aircraft prior to arrival at DSN 852-2407/2458, C603-430-2407/2458. NHANG operating hours for PPRs are Mon-Thu 1200Z to 0300Z++, Fri 1200Z to 2000Z++. For Unit Training Assembly (UTA) weekends, PPRS are accepted 1200Z to 2000Z++. No departures of transient aircraft until after 1400Z++. PPR requests must be made 72 hours prior to arrival. For aircraft arriving outside NHANG duty hours, please contact FBO (Port City Air) at 603-430-1111. Any PPRs that require ANG support outside the listed hours will be approved on a case-by-case basis. Tower and FBO are open 24 hours for the field. Fleet service provided for crews with prior coordination. Limited passenger services without coordination. Aircraft commander must leave contact information and confirm show for the departure with the AFM or Command Post.

(157 OSS-OSA/157 OSS-OSA FIL 16-750)

2. CUSTOMS AND AGRICULTURE - Aircraft needing customs must request PPR 48 hours prior to ETA. Weekend request must be in by 2200Z++ on Friday. Pease ANGB is not port of entry. Space A must be bused to Portsmouth Intl at Pease (KPSM). Aircraft Commander is responsible for calling Command Post DSN 852-2459, C603-430-2459 with confirmed number of Space A on board the aircraft. Failure to do this could result up to a 4 hour delay.

(157 OPS-OSA/157 OPS-OSA FIL 11-555)

3. CAUTION - Pilots be alert for aircraft operating VFR from Hampton (7B3), Skyhaven (DAW), Littlebrook (3B4), and Cibor (NH28) in the vicinity of Pease (KPSM). Intensive VFR civil aircraft transiting coastal area April through October.

4. AIRCRAFT SERVICING - All large aircraft need to bring ground support personnel.

5. NOISE ABATEMENT -

a. During taxi and ground operations, aircraft engines will be operated at minimum power. Engine runups will be as short as possible at the lowest power level practical and restricted to mission essential operations. Transition in the Pease (KPSM) traffic pattern is not allowed after 0200Z++.

b. After take-off, using safe procedures consistent with the aircraft flight manual for your aircraft, and following the IFR and VFR controllers instructions, climb as rapidly as possible to assigned altitude. Afterburner equipped aircraft will terminate afterburner usage as soon as possible after safely airborne.

c. All departures will maintain runway heading until reaching a minimum of 1000' AGL.

d. All aircraft will avoid overflight of the following areas:

(1) The city of Portsmouth located 2 NM E of the airfield, below 2500', unless executing an actual instrument missed approach or when directed by ATC.

(2) The city of Durham located 5 NM NW of the airfield.

(3) The city of Dover located 7 NM NNW of the airfield.

(4) The Panaway Manor Housing Area located adjacent to the airfield on the SE side.

(5) The PSM 230° radial at 4.5 DME

(AFFSA/AFFSA)

6. HAZARDOUS CARGO - Hazardous cargo is limited to physical capacity of HD 1.4 and 14,000 lbs of HD 1.3 per aircraft. HD 1.1 and 1.2 are not sited for this location at this time.

(157 OPS-OSA/157 OPS-OSA FIL 09-088)

7. Ground Operations -

a. Non-standard markings exist on ANG Parking Apron. White boxes (25' long by 10' wide) exist on all parking spots in Mil 4, Mil 5, and North Apron for KC-135 alert operations.

b. Non-Standard markings in ANG Quad Area (between hangars) exist for military motorcycle safety course training.

c. The NHANG North Ramp is closed to powered aircraft operations. This area is for KC135 tow operations only.

(157 OSS-OSA/157 OSS-OSA FIL 16-740)

8. BIRD AND WILDLIFE HAZARDS -

a. Phase I - Pease ANG operates under Phase I from (January-February, June-August and November-December). Bird activity is generally light during these periods. Year-round bird activity exists over the Rochester, NH landfill, located 12 miles north of the airport (PSM 345/12 DME). The landfill lies directly under the Runway 16 VOR.DME final approach course. Seagulls have been known to tower up to 4000' AGL over this site.

b. Phase II - Pease ANG Heavy bird activity (March-May and September-October) normally associated with migratory seasons (Example - Canadian Geese). During these periods local bird activity significantly increases.

c. CAUTION - Wildlife may cross or be in the vicinity of the runway (Example - turkey, deer, foxes, coyotes).

(157 OPS-OSA/157 OPS-OSA FIL 09-745)

Pueblo Mem (KPUB), CO

1. Extensive Military Initial Flight Screening (IFS) operations. Military aircraft unable to conduct multiple instrument approaches/pattern work from sunrise to sunset without prior approval of 1 FTS SOF (C719-423-8677).
(1 FTS-ADO/1 FTS-ADO FIL 10-083)

Randolph AFB (KRND), TX

1. CAUTION - High midair collision potential in the vicinity of Randolph (KRND), particularly on final to Rwy 15L and 15R. Numerous VFR aircraft cross the 15 finals along Interstate 35 at 5000' and below, proceeding to and from San Antonio Intl (KSAT). Strongly advise transient aircraft arrive/depart in accordance with IFR. VFR arrivals/departures should contact San Antonio (KSAT) Approach. Contact with San Antonio (KSAT) Approach is mandatory prior to penetrating the San Antonio (KSAT) Class C Airspace.

(12 OSS-OSAB/12 OSS-OSAB FIL 17-078)

2. CAUTION - High density student jet training within 85 NM of Randolph (KRND) in W, S, and E quadrants up to FL350, 1300-2400Z++, Monday-Friday. Intensive VFR jet training within 15 NM radius of Randolph (KRND) to 3600' MSL (excluding the San Antonio Intl (KSAT) Class C Airspace) and within 12 NM radius of Randolph AFB Aux (KSEQ) at Seguin (A638) to 4000' MSL. During VMC, aircraft performing straight-in approach must use caution for aircraft entering initial up to 7 NM from Randolph (KRND) at 2600' on Rwy 15L-33R and 1800' on Rwy 15R-33L.

(12 OSS-OSAB/12 OSS-OSAB FIL 17-078)

3. CAUTION - BAK-15's for approach end of Rwy 15L-33R and Rwy 15R-33L are in down position and left in place at all times. To activate a departure end barrier for Rwy 15L-33R transmit "Randolph Barrier, Barrier, Barrier" on Randolph Tower 294.7 or UHF Guard 243.0. To activate a departure end barrier for Rwy 15R-33L transmit "Hangover Barrier, Barrier, Barrier" on Hangover Tower 291.1 or UHF Guard 243.0.

(12 OSS-OSAB/12 OSS-OSAB FIL 17-078)

4. CAUTION - Separate control facilities for Rwy 15L-33R and Rwy 15R-33L. During periods of student training, Hangover Tower will normally control Rwy 15R-33L, Randolph (KRND) Tower will normally control Rwy 15L-33R. During periods of low flying, either control tower may control both runways. Areas of the airfield are not visible from each of the control towers. The Randolph (KRND) Tower cannot see objects on the entire W apron to include all taxiways and the W runway nor the S apron W of the E half of Taxiway D. Hangover Tower cannot see objects on the entire E apron to include all taxiways and the E runway nor the S apron E of the W half of Taxiway D. ILS approaches in progress during student training. Aircrews on visual approaches must use caution not to overshoot final and avoid the area between the extended runway centerlines within 12 NM of Randolph (KRND).

(12 OSS-OSAB/12 OSS-OSAB FIL 17-078)

5. GENERAL -

- a. High potential for hydroplaning on concrete portions of Rwy 15R-33L during and up to 5 minutes after rainfall.

- b. Transient aircraft expect 2-4 hours service delay and possible departure delays due to high volume traffic. Limited ramp space, call for PPR. Heavy aircraft require Airfield Manager approval 72 hours in advance. Aircraft carrying hazardous cargo/ordnance not permitted. No drag chute repack/exchange.

Hangar space not available for transient aircraft. Transient Aero Club aircraft require approval of the Airfield Manager due to lack of facilities and fuel. Tie-downs for transient aircraft is limited, contact Airfield Management for more information. Transit aircrew arriving on Priority Level-3 or higher aircraft must deliver a copy of their crew orders to Base Operations upon arrival. Orders will serve as an Entry Authorization List for Security Forces.

- c. Aircraft holding for take-off on Rwy 15L may experience magnetic interference to heading systems from unknown source.

- d. Aircraft with VIP Code 7 or above contact Pilot to Dispatch 372.2 with block time 60 miles prior to landing. All passenger-carrying aircraft aircrews contact Pilot to Dispatch 372.2 with available seat release information either inbound or upon arrival.

- e. Noise Abatement - Transient aircraft limited to one approach (straight-in or overhead) to full stop landing on Rwy 15L-33R during student flying periods. Multiple approaches authorized at other times for non-tactical aircraft only. Transient T-1/T-6/T-38 aircraft may fly multiple approaches when no local aircraft are in the pattern (pattern status must be unrestricted).

- f. All arriving and departing military aircraft are to use UHF frequencies.

- g. Randolph AFB (KRND) is not an Airport of Entry, a regular USAF Airport of Entry nor a special USAF Airport of Entry.

- h. Classified material and storage of classified material is not available at Airfield Management. JBSA Command Post is designated as the courtesy storage depository/point of contact for transient classified documents and material up to and including SECRET. Classified material must be small enough to fit through a 2" window slot. Transient aircrew can acquire transportation to JBSA Command Post, Building 143, Fort Sam Houston, by contacting Randolph Vehicle Dispatch at DSN 487-3477 or C210-652-3477. For additional information on storage facility, contact JBSA Command Post at DSN 473-9363 or C210-221-9363.

- i. Expect arrival delay during student flying periods. Formation flights not intending a formation landing must separate at or prior to entry into Class D Airspace. Local and round-robin flights not authorized for transient aircraft.

- j. Warm-up areas and hammerheads are not usable by transient aircraft.

(12 OSS-OSAB/12 OSS-OSAB FIL 17-828)

6. NAVAID Ground Check Points - Due to magnetic variation change, NAVAID Ground Check Point signs are revised to read:

- 15L DHK TACAN CH. 36 BRG 117 EL 742 DIST. 0.6 NM
- 15R RND VORTAC CH. 70/112.3 BRG 157 EL 761
- 33L EL 727
- 33R DHK TACAN CH. 36 BRG 341 EL 723 DIST. 0.9 NM

(12 OSS-OSAB/12 OSS-OSAB FIL 17-078)

7. Runway 15R-33L has High Intensity Runway Lights (HIRL), and Precision Approach Path Indicators (PAPI). The runway has no Approach Light System (ALS). To enhance early acquisition of the runway environment by aircrews, available lighting prior to the threshold is used. In addition to threshold lights, red pre-threshold bar lights are available 100' from the threshold and red and white terminating bar lights are available 200' from the threshold. The overrun is outlined with red edge lights. All approaches are designed to no light minimums with approved waivers.

(12 OSS-OSAB/12 OSS-OSAB FIL 17-078)

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8. CAUTION: The following identify restrictions to aircraft ground operations due to clearance distances less than planning criteria requirements. Aircrew of aircraft with wingspan resulting in less than required wingtip-to-obstruction distance to obstacles should request alternate routing.

a. Twy A between Twy A5 and Twy A6: Jogging path is 104' west of centerline. Trees are 145' west of centerline; 20+' high.

b. Twy B next to Fire Station: Access road is parallel to and 68' west of centerline.

c. Twy C: Jogging path is 155' south of centerline. Trees are 173' south of centerline; 20+' high.

d. Twy D: Jogging path is 96' south of centerline. Trees are 135' south of centerline; 20+' high.

e. Twy E: Hangover Control Tower is 196' north of centerline; 835' high.

f. Twy F: A road crosses the taxiway intersection of Twys D, E, and F. The road stop-bar south of the intersection going north is 76' from Twy F centerline.

g. Twy G: Aircraft maintenance service lanes are 73' east of centerline between Twy G1 and G4. T-6 aircraft shelters are 83' east of centerline between Twy G2 and G3; 19' high. T-6 parked aircraft are 93' east of centerline; 10.7' high. T38 aircraft parked 73' east of centerline and T38 shelters 136' east of centerline between Taxiway G1 and G2.

h. TACAN checkpoint sign and marking information for VOR 112.300 unusable at Taxiway G1.

(12 OSS-OSAB/12 OSS-OSAB FIL 19-147)

9. The following identify obstacles in the operating environment that potentially restrict aircraft ground operations due to clearance distances.

a. Twy A between Twy A1 and A3: T-38 aircraft shelters are 153' west of centerline.

b. Twy A between Twy A2 and A3: T-1 aircraft are 149' west of centerline.

(12 OSS-OSAB/12 OSS-OSAB FIL 17-1263)

10. CAUTION - Above ground obstruction located in Runway 15R approach graded clear zone, approximately 900 feet east of the centerline and 150 feet north of Runway 15R threshold.

(12 OSS-OSAB/12 OSS-OSAB FIL 17-078)

11. NON-STANDARD MARKINGS -

a. Service Zone Markings - dashed white lines running in front/behind parking spots for vehicle or aircraft ground equipment (AGE) temp parking.

b. Aircraft backing/alignment markings - used to back aircraft into sound suppressor or hangars 82-83.

c. T-6 Engine Run Anchor and Anchor Limit Markings - shows anchor weight limit and pull range limit.

d. South Gate/Golf Course Crossover road and jogging path Markings - marks where road and jogging path cross taxiways.

e. Transverse Threshold Bar Markings at SEQ - basic runway with 5' threshold bar showing beginning of weight bearing runway pavement.

f. Parking Spots with 2 nose wheel blocks - T-38 and T-6 use first block, T-1 use second block, other aircraft as marshalled by Transient Alert.

g. Parking Spots with no nose wheel blocks and 6 inch breaks in centerline - park transient aircraft between breaks in centerline.

(12 OSS-OSAB/12 OSS-OSAB FIL 16-369)

12. BIRD/WILDLIFE ACTIVITY -

a. 12 OG/CC may issue specific restrictions to flight operations for aircrew and Supervisors of Flying under increased Bird Watch Conditions.

b. A large bat cave exists approximately 11 NM northwest of Randolph AFB (KRND) (near the extended centerline of Runway 15L). Extensive bat activity occurs in the Randolph AFB (KRND) vicinity during periods of warm weather from 1 hour prior to sunset until 30 minutes after sunrise throughout the year, with the heaviest activity occurring 1 April to 31 October. Bat procedures are in effect during these dates or at any time designated by the 12 FTW Supervisor of Flying. During bat procedures, all T-38's will fly one overhead pattern (if open) to full stop, no takeoffs are authorized.

c. Randolph AFB (KRND) Phase II for birds 1 March through 30 November. Aircrews should use extreme caution and contact Airfield Operations to obtain current bird status/location of birds when transiting the base during these months.

(1) The highest volume of bird activity is in the spring migration season. Large birds include vultures and hawks. Medium and small birds include mourning and white-winged dove, meadowlarks, scissor-tailed flycatchers, western kingbirds and killdeer.

(2) During the summer, bird activity is highest during cooler daylight hours in the morning and evening. Large birds include great egrets, great blue herons, cattle egrets, and snowy egrets near the golf course and on the airfield. Small birds during this time include scissor-tailed flycatchers, western kingbirds, meadowlarks, loggerhead shrikes and mocking birds.

(3) During cooler daylight hours in the morning, large flocks of dove transit from between the runways to the South Ramp (Taxiway D) then cross the approach end of Runway 33R at 50'-200' AGL to the east of the airfield. In the cooler daylight hours in the evening, large flocks of dove transit from the southeast of the airfield to the approach end of Runway 33R at 50'-200' AGL to the South Ramp (Taxiway D) then to the center of the airfield to roost.

(4) Fall migration is another busy period with increased soaring activity from vultures, hawks and falcons. Large migrations of grackles, doves, killdeer and meadowlarks occur in the fall.

(5) Winter months (December-February) have shown the lowest activity at Randolph AFB (KRND). A wintering population of waterfowl such as the double-crested cormorant are mostly active in the morning and evening. Meadowlarks are active all day at low altitude in the grass near the runway.

(6) Year round populations include:

(a) Turkey/Black vultures - most active from mid-morning to early afternoon.

(b) Great tailed grackles - most active in early

morning and late evening.

- (c) House sparrow - active all day at low altitudes.
- (d) European starling - active all day at low altitudes.

(7) Local hazards: Large soaring birds in the vicinity of a landfill located 0.5 NM east of the approach end of Runway 15L (RND 030/002). Another landfill with similar activity is located 5.5 NM southwest of the departure end of Runway 15R (RND 210/005). Large soaring birds are often near Cibolo Creek located along final Runway 15L/departure Runway 33R from 0.5 NM out to 8 NM. Large birds soar in these areas from 200' AGL to 5000' AGL. A line of trees near 0.5 out to 8 NM final for Runway 15L and 15R contain numerous small birds and soaring birds. Coyotes (mostly nocturnal) often roam the entire airfield, and have been spotted during daylight hours.

d. Seguin Auxiliary Airfield. Runway Supervisory Unit (RSU) controllers determine the Bird Watch Condition (BWC). The RSU controller notifies the 560th Operation Desk if the BWC is changed, the operations desk in turn will post the change to the status board so stepping aircrews are aware of the current BWC. (12 OSS-OSAB/12 OSS-OSAB FIL 17-1263)

Rickenbacker Intl (KLCK), OH

1. SERVICES - Transient services are extremely limited due to Rickenbacker (KLCK) becoming a shared use airfield. No on-base quarters, dining facilities, fleet service or in-flight meals. Aircrew members will be required to act as their own servicing supervisors. All military fixed wing aircraft will remain overnight on 121 ARW ramp or Det 21 ramp when space available. Aircraft parking on the 121st ARW ramp will obtain a PPR from Base Operations DSN 696-4595, C614-492-4595. Fixed wing aircraft utilizing the Army C-26 ramp will call for prior coordination DSN 346-6473 C614-336-6473.

(AFFSA/AFFSA FIL 06-343)

2. NOISE ABATEMENT - Avoid overflying schools 3.5 NM Rwy 23L. Transient aircraft avoid practice TACAN approach Rwy 23L and 23R. No transient training 0200-1300Z++. Transient helicopters should avoid small towns within a 5 NM radius of Rickenbacker Intl (KLCK) and maintain an altitude of 1900' MSL unless otherwise directed by ATC until inside the airport boundary due to noise abatement procedures.

3. CAUTION - Extensive helicopter traffic 7 days a week. (AFFSA/AFFSA)

4. Anticipate a variety of flocking birds, raptors, or migratory/resident waterfowl activity in the area below 3000'. Controlling agencies will issue Bird Watch Condition Code and location of activity upon initial contact, on ATIS, and on request during those times when the Bird Watch Condition code is either MODERATE or SEVERE. They will likewise notify the 121 ARW Supervisor of Flying (SOF) or the Command Post. Rickenbacker ANGB will operate Phase II BASH procedures from 1 July through 31 October. The remainder of the year will be under Phase I procedures. The following are the Bird Watch Condition Codes:

a. LOW - Normal bird activity on and above the airfield with a low probability of hazard.

b. MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds observable in locations that represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

c. SEVERE - Heavy concentrations (more than 15 large birds or 30 small birds) on or immediately above the active runway or other specific location that represents an immediate hazard to safe flying operations. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

(AFFSA/AFFSA FIL 06-938)

NOTE: Aircrews observing hazardous bird activity while airborne in the airfield environment are highly encouraged to relay all pertinent details to the Tower, Supervisor of Flying, or Command Post as soon as practical.

(AFFSA/AFFSA)

Rick Husband Amarillo Intl (KAMA), TX

1. CAUTION -

a. Military and civilian aircraft operating over and in the vicinity of Palo Duro Canyon located 15 NM S of Rick Husband Amarillo Intl (KAMA) (PNH R175/19 DME).

b. Parachute jumping in the vicinity of Buffalo Airport (K1E7) located 6.1 NM SW of Pande OM or PNH R210/18 DME.

c. SUAS P47 located 6 NM NE of airport lies on Rwy 22 final. It exists over the PANTEX nuclear arms assembly/disassembly and storage plant. Ceiling of P47 is 4800' MSL.

d. Glider activity in the vicinity of Panhandle Carson Co (KT45) located at PNH R063/14.6 DME.

2. Opposite direction approaches are routine.

(AFFSA/AFFSA)

Robert Gray AAF (Ft Hood) (KGRK), TX

1. All USAF C130/17 aircraft to Antelope DZ, Rapido DZ or LS-12 (LZ Hammer) shall contact Ft Hood (KGRK) Flight Following and Gray (KGRK) Approach not later than 10 minutes prior to entry into R6302A, B, C, D, E and relay route of flight, altitude and intentions. Hood (KGRK) Flight Following frequency must be monitored while in R6302A, B, C, D, E. Special VFR (SVFR) with Tower approval:

OPERATION		CEILING	VISIBILITY
Fixed wing	(Day/Night)	In accordance with FARs	In accordance with FARs
Rotary wing	(SVFR)-Day (SVFR)-Night	Not applicable Not applicable	1/2 SM 1 SM

Traffic Pattern alternate Left and Right is obscured by hills to the west. Rotary Wing - 1500', UAS - 2000' west traffic only, Fixed Wing - 2500'. Pure Jet/Overhead 3000'. Taxiway B, north of Taxiway C to approach end Runway 15, is unserviceable for aircraft with MTOW in excess of 175,000 lbs (C-130). From Helipad 1 at Robert Gray AAF (KGRK), over-flight of east aircraft parking aprons is prohibited to all Robert Gray AAF (KGRK) Rotary Wing traffic. Unmanned Aircraft (UA) flight operations in Class D airspace. Night vision device aircraft operating in vicinity of airfield, runway and taxiway lights may be dimly lit or out. Some aircraft in area without conspicuous markings blend with terrain. Water tower 1182' east side of airfield. Robert Gray AAF (KGRK) is obscured by hills to the W.

(USAASA/USAASA FIL 2016-84)

2. WEATHER OBSERVATION LIMITATIONS -

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a. Weather observation fully automated with manual augmentation available 24/7. During manual augmentation hills, airfield buildings and slope of runway to the south through the northwest restrict view of the sky and/or horizon and horizontal visibility in those directions. In addition glare from medium and high intensity lights may limit the ability to make accurate reports of sky conditions at night during manual augmentation operations.

b. Flight Weather Briefings. Available 24/7 via C254-288-9620/9400, DSN 738-9620/9400. Remote weather briefings also available via 26 OWS, Barksdale AFB (KBAD) C318-529-2651, DSN 331-2651.

c. PMVS via Gray Metro 306.5
(USAASA/USAASA FIL 2015-76)

3. SERVICE - PPR required for all transient aircraft. Contact Airfield Base Operations at DSN 738-9200/9209, C254-288-9200/9209, 24 hour operations. On post Lodging/Billeting Office C254-532-5157 or 8233. No transient maintenance available. Expect 1 hour delay for refuel operations during high traffic volume. No on-site fleet services, trash removal, or catering. Contact Base Operations for service contact information. No in-flight kitchen available. Transient aircrews will remain with aircraft during refuel operations. Off airfield government ground transportation not available.

(USAASA/USAASA FIL 2019-088)

4. Fixed wing, engine running, loading/offloading operations, prohibited without prior coordination via PPR. Inbound MEDEVAC aircraft contact Base Ops, C254-288-9200/9209, DSN 738-9200/9209 a minimum of one hour prior to arrival with estimated time of arrival, aircraft type and number of patients.

(USAASA/USAASA FIL 2014-33)

5. Wide-Body aircraft 180° turns only allowed on concrete areas at each end of Runway 15-33. Wide body aircraft movement on the south ramp authorized only under control of follow-me and ground marshal personnel.

(USAASA/USAASA FIL 2019-088)

6. No aircraft de-ice capability, oxygen/nitrogen not available.
(USAASA/USAASA FIL 2017-38)

7. All inbound PPR aircraft contact PTD 20 min prior to ldg. VIP "Hot Spot" for loading/unloading only unless authorized by Base Operations. Transient Pilot in Command remaining overnight (RON) will register with Base Operations. Rotary Wing aircraft are prohibited from taking off/landing directly to aircraft parking aprons.

8. No classified material/weapon storage available.

9. Flight Plans and flight related paperwork may be faxed to Base Operations, DSN 738-1930 or email to usarmy.hood.usag.mbx.rgaaf-base-ops-center@mail.mil

10. Wildlife Watch Conditions (WWC): The following WWCs are used to warn aircrews of wildlife threats to aircraft operations at Robert Gray AAF.

a. WWC SEVERE: Generally defined as a heavy concentration of birds and wildlife on or immediately adjacent to the active runway or other areas of the airfield that present an immediate hazard to aircraft operations. WWC SEVERE may also be declared when birds/wildlife of any size or quantity present an immediate hazard. Aircrews should thoroughly evaluate mission criticality prior to aircraft operations in WWC SEVERE areas. WARNING: Landing or departing in WWC SEVERE is likely to result in aircraft damage from a bird/wildlife strike.

b. WWC MODERATE: Wildlife activity near the active runway or other areas of the airfield representing an increased potential for wildlife/aircraft strikes. WWC moderate requires increased vigilance by all airfield agencies and caution by aircrews.

c. WWC LOW: Wildlife activity on and around the airfield representing a low potential for wildlife/aircraft strikes.
(USAASA/USAASA FIL 2019-088)

Robins AFB (KWRB), GA

1. CAUTION - Jet aircraft clear asphalt surfaces 50' for power check. Taxiway K closed to all transient aircraft.

2. DEPOT DELIVERY - Pilots delivering aircraft for Depot Maintenance/PDM indicate same in DD Form 175 Remarks and contact Maintenance Control,UHF 225.925, 50 NM out.
(78 OSS-OSA/78 OSS-OSA FIL 16-585)

3. SERVICE - PPR required for all aircraft. Contact Airfield Management Operations at DSN 468-2114, C478-926-2114. Transient aircraft not authorized transition training from 0300-1100Z++. Transient maintenance available 1230-0330Z++ weekdays. Closed Saturday, Sunday and holidays. Available weekends for HHQ missions with 24 hour prior notification to Airfield Management Operations. Fleet service not available. Transient aircraft requiring over 30,000 pounds of fuel call Pilot to Dispatch inbound for fuel pit parking. No de-icing available. Airfreight service available with 24 hour prior coordination 1250-2035Z++ Monday-Friday except holidays. 48 hour prior coordination required for other than published operating times DSN 468-2113. SOAP available 1200-1900Z++ weekdays.
(78 OSS-OSA/78 OSS-OSA FIL 16-585)

4. VFR FILING - Pilots filing into Robins AFB (KWRB) check Middle Georgia Regional (KMCN) weather for control zone condition determination.

5. CUSTOMS - 24 hour prior coordination required with AMOPS at DSN 468-2114, C478-926-2114.
(78 OSS-OSA/78 OSS-OSA FIL 16-585)

6. ROBINS AFB (KWRB) - BIRD WATCH CONDITIONS –

a. Bird Watch Condition (BWC) -The following terminology is used to disseminate bird activity information and related operational procedures. Specified location may be given with the condition code.

(1) SEVERE – Bird activity on or immediately above the active runway or other specific location with a high potential for strikes. Aircrews should evaluate mission need before operating in areas under condition SEVERE.

(2) MODERATE – Bird activity near the active runway or other specific location with increased potential for strikes, requiring increased vigilance by agencies and aircrews.

(3) LOW – Bird activity on and around the field with low potential for strikes. Continue with normal operations.

b. BASH PHASE II - (Approximately 1 November to 15 March) All aircraft operations are subject to restrictions and potential delays. Expect heavy concentration of blackbirds and migratory birds along approach and departure paths and infield areas. BWC MODERATE and SEVERE can occur anytime during Phase II but are SEVERE during the BASH window (1/2 hour before and 1 hour after sunrise and sunset). Risk of bird strike during MODERATE or SEVERE is substantial.

(1) BWC - MODERATE Restrictions: Transient aircraft takeoff and landings are at the discretion of the aircraft commander. No transition training, simulated flameout or formation landings/takeoffs are allowed.

(2) BWC - SEVERE Restrictions: Transient aircraft takeoff and full stop landings allowed only if IAW assigned command guidance. If Robins AFB (KWRB) approval is required by command guidance, contact the 78 ABW Chief of Safety via Command Post. No transition training, simulated flameout or formation landings/takeoffs are allowed.
(78 OSS-OSA/78 OSS-OSA FIL 14-706)

7. NON-STANDARD PAVEMENT MARKINGS - There numerous Foreign Object Debris (FOD) check points located on the airfield. Wingtip clearance lines on airfield and aprons. Vehicular stop signs are located on the airfield and aprons. Aircraft nose wheel blocks are marked yellow and vary in size. In ground fire hydrants are marked red and yellow on aprons. Industrial area vehicle road is marked with a blue line on either side of driving lanes in the industrial area. DV Carpet marking located in front of Airfield Management Operations.
(78 OSS-OSA/78 OSS-OSA FIL 17-027)

8. NON-STANDARD SIGNS AND LIGHTING - Red flashing light located at Fire Station 2 adjacent to Twy C2. Flashing red light located at Bldg. 131 for taxiing F-15 aircraft.
(78 OSS-OSA/78 OSS/OSA FIL 17-1033)

Rosecrans Mem (KSTJ), MO

1. CAUTION - Advanced Airlift Tactics Training Center (AATTC) training sorties, 139 AW local training sorties, and the utilization of the airport drop zone by other C-130 flying organizations increases the potential for a midair collision. For deconfliction purposes and drop zone support call 139 AW Tactics at DSN 356-3470 at least 24 hours in advance of scheduled drop times. Call Jesse Operations via phone patch at DSN 356-3260 at least 30 minutes out if scheduled times on target (TOT) cannot be met.

2. Rwy 13-31 marked for C-130 assault operations. Recommend prior coordination with 139 OG Tactics (DSN 356-3470) or Airfield Management (DSN 356-3596) at least 24 hours in advance.

3. AATTC INBOUND AIRCRAFT - Aircraft inbound for AATTC training call Brady Operations 15 minutes prior to landing.

4. NON-STANDARD PAVEMENT MARKINGS - There are two white AGE boxes at each parking spot allowing for instant identification of the power cart and fire bottle placement areas and assures wing tip clearance requirements during taxi operations. There are white AGE boxes painted on the edges of the wash rack and south tow way that provide maintenance the proper location when towing an aircraft to the wash rack or hangars. There is a C-17 taxi line between spots 11 and 12 that provides transient flights and maintenance the proper placement of the aircraft when parking. There are parking spot identification markings painted on the 139th parking apron to allow for instant identification of each parking row location for aircrew and aircraft marshallsers/wing walkers. There are two taxi lines and a nose gear marking on the wash rack located at the SE corner of the parking apron to provide maintenance the proper location when towing an aircraft to the wash rack. At the entrance to both the North and South doors of the hangars there are five foot wide solid yellow "crush and pinch points" markings.
(139 OSS-OSA/139 OSS-OSA FIL 17-801)

5. NON-STANDARD AIRFIELD LIGHTING - Runways 17-35 and 13-31 have non-standard, solar powered, infrared (IR) lighting for night vision device (NVD) training operations. The configuration consists of 15 sets of IR lights located on each side of the runways spaced approximately 1000' apart with a sequenced flashing light (IR strobe beacon) located at the end of each overrun and aligned with the runway centerline. These lights are only visible at night and with the use of Night Vision Devices.
(139 OSS-OSA/139 OSS-OSA FIL 15-475)

6. BIRD AND WILDLIFE HAZARDS - Caution - Rosecrans Mem (KSTJ) is surrounded by lakes and the Missouri River. Expect moderate small bird activity during early morning daylight hours during Phase I. Rosecrans Mem (KSTJ) lies on the Mississippi Flyway for migratory bird activity. Expect increased bird activity (Canadian Geese, pelicans, etc.) during Phase II. Therefore Rosecrans Mem (KSTJ) has the following BASH Phase I and Phase II periods:

a. BASH Phase I: 1 May - 30 September. Normal bird activity, which is generally light in the runway environment during most of the year and designated as all times outside the Phase II period.

b. BASH Phase II: 1 October - 30 April. The airfield has the potential for increased numbers of migratory birds (mainly geese) transiting the area due to proximity to water and feeding sources. Heightened activity is most prevalent during the dusk and dawn time periods.

c. When bird activity is observed or reported to be an immediate or potential hazard to aircraft operations, expect the SOF to direct appropriate actions to aircrews.

(1) Bird Watch Condition SEVERE. Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

(2) Bird Watch Condition MODERATE. Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) Bird Watch Condition LOW. Bird activity on and around the airfield representing low potential for strikes. No restrictions. Continue with normal operations.
(139 AW-OPS/139 AW-OPS FIL 16-022)

Salt Lake City Intl (KSLC), UT

1. ANG - Air National Guard (ANG) ramp space is extremely limited, Prior Permission Request (PPR) required for all transient aircraft, Official Business Only. Utah ANG Base Operations (151OSS/OSA) is the issuing authority for all PPRs (DSN 245-2274 /C801-245-2274). PPR must be issued 48 hours prior to ETA. Diverting aircraft should contact Command Post (Utah Control) on UHF 303.0. ANG ramp may open during closed hours for missions with PPR supporting the Utah Air/Army Guard. All non-official business aircraft may contact the FBO (TAC Air) at C800-752-5382 or C801-359-2085. Aircraft parking at the FBO do not require a PPR.
(151 OSS-OSA/151 OSS-OSA FIL 14-1040)

2. TRANSIENT SERVICES AVAILABLE - (ANG) Transient aircrews are responsible for prior coordination for all required support at time of PPR request. ANG support will not be provided outside of the ANG ramp.

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a. Military fuel (A++) available during duty hours.
Commercial fuel from FBO outside of duty hours.

b. Extremely limited Small Air Terminal, DSN 245-2618/
C801-245-2618. Prior coordination required for non-duty hours
support.

c. Extremely limited government ground transportation.
Initiate request at time of PPR request.

3. TRANSIENT SERVICES NOT AVAILABLE - (ANG) No
transient maintenance, expect delays. Maintenance for other than
KC-135 extremely limited. Divert aircraft may have to self-park.
Transient aircrews must be able to fuel/service own aircraft.
There is no hangar space available. There is no hot-pit refueling.
There are no hazardous cargo pads or explosive storage facilities
at the airport. There is no government dining or billeting
available at the ANG. Fleet service and de-ice are available
through the FBO.

4. COMSEC - There is no COMSEC storage at Base
Operations. Limited COMSEC storage available at 151 ARW
Command Post DSN 245-2416, C801-245-2416.

5. FBO SERVICES - TAC Air has the government contract. They
provide de-icing and fleet service as well as after hours fueling.
With coordination, the FBO is permitted to provide fuel and fleet
service on the ANG ramp. Contact the FBO (TAC Air) C800-752-
5382 or C801-359-2085.

6. CUSTOMS AND AGRICULTURE - Coordinate with 151 ARW
Command Post DSN 245-2416, C801-245-2416 a minimum of 24
hours prior to arrival. Inbound aircraft with Space-A passengers
should have departure location Command Post fax passenger
manifest to 151 ARW Command Post DSN 245-2534, C801-245-
2534.

(151 OSS-OSA/151 OSS-OSA FIL 14-1046)

Santa Fe Muni (KSAF), NM

1. NOISE ABATEMENT PROCEDURES - City of Santa Fe and
village S of airport are noise sensitive areas. Arriving VFR rotary
wing aircraft should approach airport from the N, E, or W
avoiding overflight of homes S of airport. Helicopters should
utilize appropriate power settings/airspeeds for low noise
profiles. Contact ARNG Operations DSN 867-8125 for detailed
information/local Standard Operating Procedure.

(USAASA/USAASA)

Savannah Hilton Head Intl (KSAV), GA

1. ANG - Both the 165 AW and the ANG Combat Readiness
Training Center (CRTC)/Air Dominance Center are located at
Savannah Hilton Head Intl (KSAV). Indicate in Remarks Section of
Flight Plan which unit you plan to visit. Both require PPR.

a. For PPR/information on the 165 AW phone DSN 860-
8255/8256, C912-966-8256/8255.

b. For PPR/Information on the CRTC/ADC phone DSN 860-
3145/3497, C912-963-3145/3497.

c. Limited parking on the 165 AW ramp. The CRTC ramp has
limited parking during unit deployments. Reference the Airfield
Suitability Report for WBC limitations on both ramps.

d. No fleet service available. No passenger service available.
Passenger screening is required in accordance with MAJCOM
directives prior to filing.

e. No drag chute repacks available.

f. Tower closed from 0500-1100Z++. When tower is closed,
obtain clearance from Macon FSS or Jacksonville Center.
(GACRTC-OG/GACRTC-OG FIL 16-745)

2. CAUTION -

a. Intensive jet training during unit deployments to CRTC.

b. Bird and wildlife hazards.

(1) BASH Phase I - All months not designated as Phase
II; bird activity is lower during this period.

(2) BASH Phase II - Period of increased bird activity
from 1 October-30 April.

c. Bird Watch Condition Codes:

(1) LOW - Bird activity on and around the airfield
representing low potential for strikes. Operations will be normal.

(2) MODERATE - Bird activity on or immediately above
the active runway or other specific locations representing
increased potential for strikes.

(3) SEVERE - Bird activity on or immediately above the
active runway or other specific locations representing high
potential for strikes.

d. On 165 AW Ramp. 25 foot paved apron shoulder missing
from South end of the parking apron.
(165 OSS/165 OSS FIL 18-850)

3. NON-STANDARD PAVEMENT MARKINGS - There are two
separate markings located on the CRTC Ramp to aid in the
positioning of aircraft. Parking spot markings consisting of a
66"W X 36"H rectangular black backgrounds painted with yellow
3" wide alpha-numeric markings. Row indicators consisting of 95"
circular black painted backgrounds with yellow 18"W X 72"H
block letters.

(GACRTC-OG/GACRTC-OG FIL 14-537)

Schriever AFB, CO

1. Call DSN 560-2181/2/3 or C719-550-2181/2/3 at least 48
hours prior for use of the helipad. The helipad is restricted to
daytime VFR use only.

2. Overflight of R2602 should be prior coordinated in
accordance with AP/1A. Uncoordinated overflights are highly
discouraged due to inherent physiological dangers.

3. For additional information on the local flying area activity,
see entries for USAF Academy Airfield (KAFF), Butts AAF (KFCS),
and Peterson AFB (KCOS) in this publication.

(AFFSA/AFFSA)

Scott AFB/MidAmerica (KBLV), IL

1. Scott AFB/MidAmerica Airport (KBLV) is a joint use facility
sharing dual runways and a connecting taxiway. A commercial
Fixed Base Operator provides aircraft services to all transient
aircraft parked at MidAmerica (KBLV) Terminal or cargo apron.
Military equipment and services for transient aircraft such as fuel,
de-icing, maintenance equipment, air stairs, etc are not available
at MidAmerica Airport (KBLV). These services and equipment are

provided for a fee by MidAmerica Airport (KBLV) Fixed Base Operator, contact C618-566-5265.

(375 OSS-OSAA/375 OSS-OSAA FIL 17-1073)

2. SCOTT AFB (KBLV) FACILITIES - Limited storage of explosive cargo available. Aircraft carrying explosive cargo must contact AMOPs DSN 576-1861 for a PPR 24 hours prior to arrival. Aircraft landing with explosive cargo/hot armament advise 375 AW Command Post or Pilot to Dispatch at least 30 minutes prior to landing. Fighter aircraft with armament are required to have safety pins and ground locks on board the aircraft. No C5 tug or tow bar is available.

(375 OSS-OSAA/375 OSS-OSAA FIL 18-421)

3. MISCELLANEOUS –

a. Customs and Border Protection (CBP) available. Contact Base Operations 72 hours prior to expected arrival to coordinate. Military customs inspectors may clear US military personnel (active, reserve or national guard on active duty orders) and foreign military on NATO orders. All others must be cleared by US Customs and Border Protection, which travel to Scott AFB (KBLV) if given a minimum 72 hour notice prior to aircraft arrival.

b. Trash disposal is available on base.

c. Military transient aircrews planning to remain overnight at Scott AFB (KBLV), check in with Scott (KBLV) Military Flight Service Section (Base Operations) prior to departing airfield to provide emergency contact information.

d. Transient aircrews requiring billeting, transportation or messing facilities at Scott AFB (KBLV) send crew orders and other requirements to base billeting via fax DSN 576-6847.

e. Hangar space is extremely limited.

f. Command post is primary storage facility for transient aircrew classified material.

g. Grass mowing operations in effect from 1 Apr to 30 Sept. Mowing operations: Rwy 14R-32L will occur Tuesday & Thursday from 1100-1600Z++; Rwy 14L-32R will occur Monday, Wednesday, & Friday from 1200-1600Z++. When mowing operations are being conducted, the affected runway will be limited to full stop and departures only. Several conditions determine if mowing operations will commence: weather, ground moisture, grass height, etc. Contact Airfield Management DSN 576-1861 or Tower for confirmation of scheduled mowing operations.

h. Runway 32L mandatory hold sign on north side of Taxiway Alpha is 30 ft. from taxiway edge.

i. Runway 14R/32L mandatory hold signs on west side of Taxiway Golf are 90 ft. from taxiway edge.

j. A known weather phenomenon exists with wind conditions near the approach end of Runway 14L. ATIS conditions are reported from sensors located near the approach end of Runway 14R and may be different than those conditions near the approach end of Runway 14L. Due to rising terrain and tree obstructions near the approach end of Runway 14L, wind conditions may be different than what is reported on ATIS. Aircrew are advised to query tower for wind conditions when utilizing Runways 14L or 32R.

(375 OSS-OSAA/375 OSS-OSAA FIL 18-620)

4. RESTRICTIONS -

a. There are no helipads at Scott AFB (KBLV) or MidAmerica Airport (KBLV). Helicopter traffic should expect landing on either runway and hover taxi to appropriate ramp. At Scott AFB (KBLV), aircraft with wingspans more than 170' are prohibited from taxiing on main ramp taxi lane unless otherwise approved by airfield management. All taxiways at Scott AFB/MidAmerica Airport (KBLV) are 75' or wider. Aircraft taxiing north on Runway 32L onto Taxiway E use caution - no taxiway centerline due to acute angle of taxiway/runway intersection.

(375 OSS-OSAA/375 OSS-OSAA FIL 17-979)

5. BIRD AND WILDLIFE HAZARDS -

a. Heavy bird concentrations can be expected March through April and November through December. Waterfowl, red winged black birds, streams of starlings, and other species are common during migratory periods. Expect BASH Phase II during these periods. During BASH Phase II, daily BASH windows are established as 1 hour before sunrise to 1 hour after sunrise and 1 hour before sunset to 1 hour after sunset.

b. During BASH window when Bird Watch Condition is LOW, the following applies: No transition training, take-offs or landings should be planned at this time. If operational necessity dictates, then aircraft commander may perform initial take-off/full stop landing to complete mission taskings.

c. During BWC SEVERE or MODERATE IFR/VFR transition patterns are closed to all RWYs. When the BWC is SEVERE, the following applies: no take-offs or landings authorized by any aircraft to RWY 14R/32L except with 375 OG/CC approval and no 375 AMW aircraft may take-off or land RWY 14L/32R except with 375 OG/CC approval. Operations for non-375 AMW aircraft to RWY 14L/32R (including the 126 ARW) rest with the executing authority in accordance with their directives. When operation is approved by the OG/CC, the aircraft commander must ensure the runway and arrival/departure corridors are clear of birds.

d. Aircrews should contact Scott AMOPs DSN 576-1861, 375 Command Post DSN 576-5891 or either by radio, for updates of Phase II operations or Bird Watch Condition. Codes SEVERE, MODERATE, or LOW will be carried on the ATIS. See Flight Information Handbook, NATL/INTL FLIGHT DATA/PROCEDURES for USAF Bird Watch Condition.

(375 OSS-OSAA/375 OSS-OSAA FIL 17-1189)

6. MILITARY SIDE ONLY- Passenger/fleet service hours of operation from 1330-2230Z++ (0730L-1630L) daily; limited or delayed services from 2230-1330Z++ (1630L - 0730L) daily.

(375 OSS-OSAA/375 OSS-OSAA FIL 19-053)

Selfridge ANGB (KMTTC), MI

1. PRIOR PERMISSION REQUIRED (PPR) - All aircraft, other than base-assigned, shall obtain a PPR number at DSN 273-5322/4402, C586-239-5322/4402 no less than 72 hours prior to arrival. Plan to land, re-service and depart during airfield published Transient Alert operating hours. Any flight operation requiring an extension of operating hours for either Transient Alert or fuels support beyond those published requires prior coordination with the airfield manager; 24 hours notice is required. Aircrews must comply with pre-coordinated arrival/departure times to ensure support. Early arrivals can expect to be held until pre-coordinated time. Heavy aircraft require airfield manager approval 72 hours in advance.

(127WG-OTM/127WG-OTM FIL 08-535)

2. PPR requests will require the following information:

a. Number and type of aircraft.

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- b. Date and time of arrival and departure point.
- c. Date and time of departure and destination.
- d. Fuel required.
- e. Number of passengers.
- f. Points of contact, name and phone number.

3. NOISE ABATEMENT PROCEDURES - Strictly enforced. Climb to 2200' or 2 DME MTC TACAN before turning on course. Afterburner equipped aircraft will terminate use as soon as possible. Afterburner will not be used in traffic pattern except as required for safety of flight. If using overhead traffic pattern ensure that flight path will not exceed N airfield boundary. If N boundary may be exceeded, continue runway heading and initiate turn to downwind at 1.5 DME.

(127 WG-OTM/127 OG-OTM FIL 07-717)

4. SERVICES -

a. Drag chute repack/exchange, surface transportation, passenger screening and fleet service not available. Aircrew transportation is limited; transportation for passengers is not available. No passenger service. Passenger screening will be required in accordance with major command directives prior to acceptance and filing passenger manifest.

b. Transient aircraft landing with hot armament advise Base Operations 30 minutes out.

c. To reduce service and notification delays, request all inbound aircraft call Pilot to Dispatch (Call Sign Selfridge Dispatch), on 372.2 prior to landing.

d. Lavatory service available contact C586-239-5640.
(127 OSF-OSA/127 OSF-OSA FIL 16-882)

5. APPROACHES - Transient aircraft expect straight-in full stop landing during fighter departures/recoveries and other peak traffic periods. No practice approaches between 0130-0400Z++. VFR traffic contact Approach 30 NM out for VFR flight following.
(127 OSS-OSA/127 OSS-OSA FIL 17-469)

6. PARKING - All transient aircraft park on the E transient ramp unless alternate parking location has been pre-cleared with Base Operations prior to landing. Transient aircraft with wingspan greater than 204' require a wing walker on the E ramp due to floodlight standards located 127' S of the ramp taxiway centerline.

(127WG-OTM/127OG-OTM FIL 07-717)

7. CAUTION -

a. Parachute jumping vicinity of Ray Community Airport (57D) (MTC TACAN 351/008 DME), see Aeronautical Information Manual. Seagulls, migratory birds and deer in vicinity of airport. Helicopters should avoid overflight of jet engine test cells (1500' E of runway at midfield) due to high velocity exhaust. Uncontrolled vehicles permitted on portions of taxiways and access roads on the airfield.

(127 WG-OTM/127 WG-OTM FIL 09-272)

8. CLASSIFIED MATERIALS - No classified materials available at Selfridge ANGB (KMTC). Aircrews should arrive with appropriate amount. Overnight storage is available.

(127WG-OTM/127WG-OTM FIL 08-535)

9. CUSTOMS/AGRICULTURE -

a. All aircraft arriving from non-CONUS locations will require Customs. Selfridge ANGB (KMTC) will provide Customs inspection for the following personnel:

- (1) Active duty US military.
- (2) NATO.
- (3) DoD personnel on active duty military orders.
- (4) Military retirees and active duty dependents.

b. All transient aircraft will contact Base Operations at least 24 hours prior to arrival for Customs coordination at DSN 273-5322/4402, C586-239-5322/4402. Base assigned aircraft will contact Security Forces for coordination at DSN 273-5081/4673.

c. Transient aircraft will contact Base Operations via telephone prior to departure from last destination for confirmation of Customs arrangements. Base assigned aircraft will contact 127th WG CP at DSN 273-6528, C586-239-6528.

d. Agriculture inspections are available.
(127WG-OTM/127WG-OTM FIL 08-535)

10. GROUND OPERATIONS -

a. All taxiways 75' wide except Taxiway L which is 50' wide, and Taxiway K which is 300' wide.

b. Non-standard markings on Taxiways E and K, EAST and WEST ramps and USCG ramp.
(127 OSF-OSA/127 OSF-OSA FIL 18-113)

11. Firefighting capability - Normal ARFF capability for Selfridge ANGB (KMTC) is optimal level of service for categories 1-9 type aircraft, and reduced level of service for category 10 type aircraft. Further degradation of services will be published by NOTAM.
(127 OSS-OSA/127 OSS-OSA FIL 17-100)

12. BIRD HAZARD INFORMATION -

a. BASH PHASE I - All months not designated as Phase II. Watch Conditions are reported as LOW, MODERATE, and SEVERE and apply with restrictions based on individual MAJCOM recommendations for policies. Canadian geese, seagulls, hawks and a variety of other small birds (e.g., killdeer, sparrows, barn swallows, etc.) frequent the area virtually year round due to proximity to lakes.

b. BASH PHASE II - Bird activity is in effect during the months of April - June and September - November. During these months expect increased bird activity of migratory birds such as Canadian geese, ducks, etc.
(127 OSS-OSA/127 OSS-OSA FIL 09-272)

Seymour Johnson AFB (KGSB), NC

1. AIRFIELD INFORMATION AND RESTRICTIONS -

a. Airfield/Taxi Restrictions:

(1) Taxiway A closed to aircraft with a wingspan greater than 185' between Tanker Ramp and Taxiway J.

(2) All transient aircraft should expect restriction on multiple approaches during weekdays.

(3) Transient aircraft require PPR at least 7 days prior at DSN 722-4097 or C910-722-4097. Issued PPR is valid 30 minutes

prior or after ETA, early/late arrivals/departures must be re-coordinated.

(4) Taxiway B, G, and J available to fighter aircraft only when arm/de-arm in use.

(5) Taxiway F available for aircraft with wingspans of 44' or less. Coordinate with Airfield Manager for larger aircraft at least 72 hours prior.

(6) Reduce jet blast clearance between park rows along lateral limits of F-15, transient ramp and hazardous cargo pad.

(7) F-15E ramp restricted to 4FW aircraft unless coordinated with Airfield Manager 72 hours prior.

(8) Taxiway C aircraft weight restricted to 469K. Coordinate with Airfield Manager for weight waiver at least 72 hours prior.

(9) Remain clear of MSA located at northwest end of airfield.

b. Non-standard airfield markings:

(1) Non-standard wingtip clearance line markings and age boxes located within the F-15E ramp, white solid 6 inch line.

(2) Non-standard DV carpet marking and blue AF emblem located between airfield management and fire Department on TA ramp. Painted carpet is 4 feet wide by 36 feet long. The blue emblem is 19 feet wide by 46 feet long.

(3) Non-standard aircraft ground equipment (AGE) box marking, white solid 6 inch line located on alert ramp parking spot N-1 along apron edge.

(4) Non-standard aircraft ground equipment (AGE) box markings, white solid 6 inch line located on Tanker ramp.

c. General information:

(1) CAUTION - Fence 123' east of Taxiway F.

(2) Two 96' tall apron flood lights at southern corners of the 916th tanker ramp, 1398' from runway centerline.

(3) Overseas briefing for only local based wing movements. Demineralized water not readily available; 10 days prior notice required. No tow capability for aircraft larger than fighters; large aircraft should not stop on runway.

(4) Eight 10 foot long blue strips along south shoulder of taxiway A identify subsurface fire hydrant location.

(5) De-ice capabilities for large aircraft very limited.

(6) One 10 foot long blue strip on the south shoulder of taxiway F elbow near the intersection of the fighter ramp identifies subsurface fire hydrant location.

(7) Normal NFPA (ARFF) Category 8. Reduced level of service for categories 9 and 10 which include: E-4B (747), VC-22 (747), KC10A (DC-10) and C-5A/B.

(4 OSS-OSAA/4 OSS-OSAA FIL 19-358)

2. CUSTOMS/AGRICULTURE:

a. Seymour Johnson AFB (KGSB) is designated as a limited airport of entry (AOE). All aircraft arriving from non-CONUS

locations will require Customs. 4 FW Security Forces will provide customs and agriculture inspections for active duty personnel and personnel on active duty military orders only. Aircraft commanders carrying other personnel including NATO, military retirees and active duty dependents must contact Airfield Management at least 24 hours prior to arrival for customs coordination at DSN 722-4097, C919-722-4097.

3. COMSEC:

a. No COMSEC material or storage available at Base Operations. Transient aircrews should plan to arrive with appropriate amount of COMSEC to complete entire mission. All transient aircrews shall store top secret material at Wing Command Post.

4. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. BASH:

(1) PHASE I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods with the primary threat resulting from turkey vultures, hawks, and waterfowl. The City of Goldsboro operates a waste water treatment pond facility off the west end of the runway that attracts over 1000 wintering waterfowl between November and April.

(2) PHASE II - In effect 15 August through 15 November wildlife activity is increased due to the breeding season and fall migration. The primary threat is from flocking blackbirds, swallows, Eastern meadowlarks, and mourning doves. During the rainy periods between December and April, gull activity increases on and around the runway environment. Expect Bird Watch Conditions to change to MODERATE and SEVERE at any time during these periods.

(3) During Fall periods, numerous migrating blackbirds flock on or around the airfield near dusk, no scheduled arrivals and departures 30 minutes prior/past sunset.

(4) Seymour Johnson AFB (KGSB) is located in the Atlantic migration flyway and is surrounded by numerous wetlands and treatment areas. All aircrew should be vigilant for bird activity near the aerodrome. RAPCON will advise transient aircrew of potential traffic pattern restrictions during Bird Moderate or Severe conditions.

b. BIRD WATCH CONDITIONS:

(1) Bird Watch Condition LOW: Normal bird activity on and above the airfield with a low probability of hazard. A warning to following aircrew to avoid a known bird hazard is expected and encouraged. No restrictions.

(2) Bird Watch Condition MODERATE: Increased activity in locations that represent an increased potential for strike. This condition requires increased vigilance. No formation takeoffs or landings. Weather permitting; the primary entry will be the overhead pattern to a full stop. The 1000 foot hold-down restriction on departure may be deleted at the Tower supervisor discretion and will be communicated in the takeoff clearance. If required, restricted low approaches authorized to 700' AGL minimum. 916th aircraft will not conduct multiple approaches or touch and go's. Approaches with the intent of a full stop landing are permitted.

(3) Bird Watch Condition SEVERE: High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. No takeoffs or

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landings. Airfield is closed except to emergency aircraft. Aircraft on return to base (RTB) proceed to an appropriate holding fix and contact the Supervisor of Flight (SOF) for instructions. With approval from the 4 OG/CC, the SOF can change restrictions as required.

(4 OSS-OSAA/4 OSS-OSAA FIL 17-1302)

Shaw AFB (KSSC), SC

1. PRIOR PERMISSION REQUIRED (PPR) - Aircraft remaining overnight, aircraft flying local sorties, and explosive laden aircraft must obtain at least 72 hours prior. Aircraft remaining overnight must check in with Base Operations upon arrival and provide aircraft commander's name and a local contact number and provide 20 SFS a copy of crew orders. Local sorties must be coordinated and approved by 20 FW sponsoring unit.

(20 OSS-OSAA/20 OSS-OSAA FIL 17-233)

2. Transient aircraft must operate within published TRAN ALERT operating hours unless directly supporting 20 FW or 9 AF missions. Direct support missions must receive a PPR at least 48 hours prior via the PPR process and provide a 20 FW or 9 AF point of contact.

(20 OSS-OSAA/20 OSS-OSAA FIL 11-622)

3. AIRCRAFT SERVICING - All transient aircraft must contact Base Operations on 372.2 139.6 at least 30 minutes prior to arrival to verify servicing requirements. Aircraft that do not contact and/or prior coordinate can expect servicing delays. Aircraft flying local sorties must provide their own maintenance personnel. PL2 and higher aircraft flying local sorties must provide security personnel unless prior coordinated with 20 SFS/SFO. Base Operations does not have storage facilities for classified material and does not maintain COMSEC. Storage requests of classified material are referred to the Command Post and COMSEC requests are referred to the 20 CS.

(AFFSA/AFFSA FIL 03-24)

4. TRANSIENT AIRCRAFT SERVICING LIMITATIONS - No fleet service available. No de-icing available. No hot pit refueling for transient aircraft. No drag chute service available. Only one stairs truck. Aircraft that fly local sorties can expect to use maintenance stairs versus the stairs truck. Maintenance for aircraft other than F16 extremely limited. Hangar space extremely limited and only for fighter type aircraft.

(AFFSA/AFFSA)

5. CARGO AND PASSENGER SERVICES - 20 TRANS Readiness Flight handles all freight and passenger services Monday-Friday 1230-2130Z++, on standby during non-duty hours, weekends, and holidays. All aircraft requiring support should coordinate no later than 48 hours prior at DSN 965-5268/9522.

(AFFSA/AFFSA FIL 02-38)

6. CUSTOMS AND AGRICULTURE - Shaw (KSSC) is not a Port of Entry and will only provide services for aircraft directly supporting 20 FW or 9 AF missions. Customs inspections are performed by 20 SFS. Agriculture inspections are coordinated with USDA located in Columbia. Aircraft must coordinate at least 72 hours prior. Aircraft that arrive early and/or without prior coordination can expect a minimum 1 1/2 hour delay.

(AFFSA/AFFSA)

7. AIR TRAFFIC SERVICES - All aircraft must contact Shaw (KSSC) Approach prior to entering the outer area (5-10 NM from 1500' to 4200' MSL) or surface area (out to 5 NM from surface to 4200' MSL) for sequencing into Class C airspace. When Shaw (KSSC) RAPCON is closed, contact Shaw (KSSC) Tower prior to entering Class D airspace (4.4 NM radius, surface to 2700' MSL). 20 FW aircraft have priority. Transient aircraft may be denied

multiple approaches. Tower overhead pattern altitude 2000' MSL, direction of break at tower's discretion. SFOs are not authorized for transient aircraft. Retain drag chutes to parking. Barriers are normally configured to provide 2 departure end barriers on each active runway. Other configurations must be requested and/or prior coordinated. See IFR Supplement for barrier specifications. Transient aircraft contact Ground prior to engine start. Expect a 5 minute delay when departing Rwy 22 if R6002 is active. CAUTION - Sumter (KSMS) is located 3 NM E of Shaw (KSSC).

(AFFSA/AFFSA FIL 03-24)

8. AIRFIELD INFORMATION AND RESTRICTIONS

a. Taxiways B, D, E, F, and G are 75' wide; Taxiway C is 100' wide. All heavy aircraft (e.g., KC-135, KC-10, C-5, C-17 or similar aircraft) can expect to park near Building 1511 or Hangar 1200 and enter the apron via Taxiway D or E (may require back taxiing on runway to appropriate ladder taxiway). Await Transient Alert "Follow-Me" vehicle to parking. Exceptions/deviations must be coordinated and approved through the airfield manager.

b. Taxilane A centerline stripe south of Twy C varies from 25'-37.5' to edge of apron boundary. Taxilane A between Twy B and Twy C restricted to aircraft with wingspans of 110' or less. Taxilane A between Twy E and Twy G restricted to aircraft with wingspans of 60' or less. Exceptions/deviations must be coordinated and approved by the Airfield Manager.

c. South Trim Pad and Test Cell SW of Twy A closed.

d. All non-base assigned aircraft prohibited on Twy B and Twy G when other aircraft are present in the End-of-Runway (EOR) areas.

e. Uncontrolled ground vehicle traffic and operators on all aircraft parking aprons. Aircraft commanders use caution when taxiing in/out of parking and taxiing on Taxilane A.

f. Aircraft with wingspan larger than 180' must use wing walkers when taxiing Bravo Center, 45' obstruction located 140' South of taxiway centerline.

g. Taxi lines in B and G arm/dearm does not provide 25' wing tip clearance. If used by any fighter aircraft, pilots must insure 25' of wing tip clearance is maintained.

h. Apron areas are marked/painted for F-16 aircraft. Transient aircraft operating on all parking aprons or the hot cargo pad must follow the follow-me and marshaller and maintain 25' of wing tip clearance from any obstruction.

i. Aircraft on hot cargo pad use caution for gun berm located 35' from NE apron edge.

j. The clear zone N of both runways has non-standard grades. Terrain drops rapidly below runway surface elevation approximately 1200' N of the departure end thresholds.

k. Hangar space is extremely limited and has a vertical height limitation of 25'.

l. Normal daily Aircraft and Rescue Fire Fighting (ARFF) capability is 5,200 gallons.

m. Trees and brush in north clear zone of both runways.

n. Aircrews use caution, uncontrolled model aircraft flying at or below 400', approximately 2 miles South of the airfield.

o. Grass cutting operations conducted April-September, Monday-Friday, 1230-2130Z++.

p. Taxilane centerline located in Twy B and Twy G EOR arm/de-arm areas painted only 11' from edge of usable surface.
(20 OSS-OSAA/20 OSS-OSAA FIL 19-103)

9. WEIGHT BEARING RESTRICTIONS -

a. Weight bearing waiver requests must be coordinated through the airfield manager, 20.OSS.BASEOPS@US.AF.MIL, at least 72 hours in advance of arrival, Monday-Friday 1200-2100Z++.

- (1) Taxilane A PCN 26/R/B/W/T
- (2) Taxiway B PCN 33/R/C/W/T
- (3) Taxiway B (Center) PCN 49/R/B/W/T
- (4) Taxiway C PCN 28/R/C/W/T
- (5) Taxiway D PCN 71/R/B/W/T
- (6) Taxiway D (Center) PCN 47/R/B/W/T
- (7) Taxiway E PCN 45/R/B/W/T
- (8) Taxiway F PCN 46/R/C/W/T
- (9) Taxiway F (Center) PCN 72/R/B/W/T
- (10) Taxiway F (East) PCN 56/R/B/W/T
- (11) Taxiway G PCN 51/R/B/W/T
- (12) Taxiway G (Center) PCN 61/R/B/W/T
- (13) F-16 North Fighter Ramp PCN 31/R/C/W/T
- (14) North Transient Ramp PCN 58/R/B/W/T
- (15) N-ROW PCN 43/R/B/W/T
- (16) P-Row PCN 35/R/B/W/T
- (17) Hot Cargo Pad PCN 45/R/B/W/T
(20 OSS-OSAA/20 OSS-OSAA FIL 16-028)

10. NON STANDARD MARKINGS

a. 12 White boxes located on the north Transient Ramp to delineate the boundary for fuel trucks during hot pitting.

b. White box 213' X 107' located on the north Transient Ramp to delineate a cargo deployment yard

c. White parallel lines painted in the north Fighter Ramp to delineate vehicle safety clearance from aircraft.

d. Non-standard Yellow Circle of Safety used on north and south end of runway located on Taxiway Bravo and Golf.

e. Non-standard DV carpet and blue emblem markings located on the Transient Apron.
(20 OSS-OSAA/20 OSS-OSAA FIL 16-725)

11. CAUTION - Concrete loading dock located 1065 ft in south clear zone southwest of Runway 04L approach end.
(AFFSA/AFFSA FIL 07-378)

12. Caution - 213' x 107' Cargo Staging Area located on the East side of North Transient Ramp in front of building 1517.
(20 OSS-OSAA/20 OSS-OSAA FIL 12-179)

13. RADAR DISPLAYED WEATHER LIMITATIONS - Shaw Approach Control's digitized radar weather display will produce areas of non-standard or anomalous propagation which falsely appears as "precipitation". This may limit the accuracy and/or ability of the controller to provide radar derived weather services.
(20 OSS-OSAA/20 OSS-OSAA FIL 16-325)

14. BIRD AIRCRAFT STRIKE HAZARD (BASH) Information -

a. PHASE I - Year round activity: Crows frequent the perimeter of the airfield during the morning hours and tend to disperse when daily flying activities commence. Hawks are prone to soar 50'-200' AGL in the N clear zone mid-day. Gulls are in the area during the winter months and tend to loaf on apron areas during wet conditions. Miscellaneous small birds (larks, killdeer, sparrows, etc.) frequent infield grass areas. Resident geese occasionally cross the airfield at low altitudes, normally east/west flight path, with increased activity normally around July and August when they flock up after the breeding season. Deer are active around the perimeter airfield wooded areas but have not shown a tendency to frequent the infield areas; caution should be used during the hours of darkness.

b. PHASE II - November through March. Wintering starlings flock up with other birds (red-winged blackbirds, common grackles, etc.) in the morning and evening when from/to roosting sites. They frequently cross the N clear zone and E of the field 200'-500' AGL. Robins also migrate February through March and tend to loaf in infield grassy areas in the mornings. Migration activity is sporadic; aircrews should expect rapidly changing conditions. Gulls are in the area during winter months and tend to loaf on apron areas during wet conditions.

c. BIRD WATCH CONDITION RESTRICTIONS - Immediately report all wildlife sightings to the Tower, Carolina Air Traffic Control Facility, Supervisor of Flying, or Airfield Management.

(1) BIRD WATCH CONDITION ALERT - Seasonal or weather conditions make activity likely. Aircrews should be prepared for elevated Bird Watch Conditions. No restrictions.

(2) BIRD WATCH CONDITION LOW - Normal activity with low probability of a hazard to flight operations. No restrictions.

(3) BIRD WATCH CONDITION MODERATE - Increased activity in locations that represent a probable hazard to flight operations. Touch and go will be limited to the minimum number required for training. Low approaches will be limited and only those required for training will be performed. Pilots will be particularly cognizant of bird activity when on final approach and will consider a go-around if a strike is imminent.

(4) BIRD WATCH CONDITION SEVERE - Heavy activity in locations that represent an immediate hazard to safe flying operations. Only full-stop landings are permitted. Formation takeoffs and landings are prohibited. The Supervisor of Flying will consider changing runways, delaying takeoffs and landings, diverting aircraft, changing pattern altitude, etc.

d. ADDITIONAL BIRD ACTIVITY - Located at Point Stacks, coordinates N33°49.455' W80°37.232', suspended at 2000' to 3000' AGL, daily sunrise to sunset.
(20 OSS-OSAA/20 OSS-OSAA FIL 16-855)

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Sheppard AFB/Wichita Falls Muni (KSPS), TX

1. Local Procedures -

a. Sheppard AFB/Wichita Falls Regional Airport (KSPS) is a joint use facility that shares active runways and taxiways Outside Towers published operating hours the airfield is uncontrolled. Requesting aircrew require appropriate approval through their parent MAJCOM chain of command when essential services are not available (Fire/Crash, Medical, Weather, Security, ATC, AM, etc.).

b. High density student jet training conducted within 95 NM of Sheppard AFB (KSPS), 1200-0200Z++ Monday-Friday to FL390, and when tower hours are extended by NOTAM; occasionally Saturday and Sunday. Numerous practice instrument approaches within 30 NM of Sheppard to FL180. Intensive VFR jet training conducted to 3000' MSL within 12 NM radius of Wichita Falls, TX, and Frederick, OK. Contact Sheppard (KSPS) Approach for advisories.

c. Transient fixed wing aircraft with IFR capability will be required to arrive, terminate, and depart IFR unless prior approval is received for a VFR flight plan.

d. Transient VFR aircraft operating within a 25 NM radius of Sheppard AFB (KSPS) contact Approach 118.2 269.025. Request arriving aircraft use basic radar service. VFR transient aircraft plan to enter Class D Airspace west of airfield via SPS VORTAC at or below 2400'.

e. ALL AIRCREWS SHOULD USE EXTREME CAUTION WHEN EXECUTING IFR/VFR approach to Runway 17. This approach requires a sharp right turn to line up to runway and may present a potential conflict with Runway 15R IFR/VFR traffic. No formation approaches are permitted to Runway 17.

f. The following critical thresholds are ceiling/visibility take off minimums for T6/38 military flying operations at Sheppard AFB/Wichita Falls Muni Airport (KSPS):

(1) 3500' - Pattern only T-38

(2) 2500' - Pattern only T-6

(3) 2300' - Restricted pattern T-38

(4) 1900' - Restricted pattern T-6

(5) 500' - Simultaneous instrument flying operations T-6/38

(6) 200' - Minimum weather for local T-6/38 operations
(80 OSS-OSAA/80 OSS-OSAA 19-148)

2. Flight Planning

a. During student flying periods, planning should include a 30 minute delay for landing and to expect radar approach full stop landing.

b. Pilots maintain IFR clearance until touchdown.

c. Drop-in approach while enroute to another destination may not be approved.

d. Transient aircraft limited to one approach to a full stop landing during student training.

e. Conventional aircraft 12,500 pounds and below expect Runway 17-35.

f. For further information call DSN 736-2180, C940-676-2180.

(80 OSS-OSAA/80 OSS-OSAA 17-559)

3. Airfield Hazards/Restrictions -

a. CAUTION - Significant ponding possible on first 1000' of Runway 33C; high potential for hydroplaning during and 15 minutes after moderate rainfall. Runway markings frequently obscured by rubber deposits on the first 1500' of Runway 15C and 15R. Taxiway Charlie and Alpha closed from the intersection with Runway 35 to the intersection of Taxiway Alpha and Bravo.

b. CAUTION - Mowers working up to the edge of runways during airport uncontrolled hours.

c. CAUTION - 1400' long ditch 230' east to southeast of Runway 15L overrun.

d. CAUTION - Runway Overrun area debris: All runway overruns have a high potential for engine ingestion of FOD and cut tire.

e. Vehicles on taxiways/ramps may not be in contact with Ground Control.

f. Taxiway C width 50' between Taxiway D and Runway 35. Taxiway G width 50' between Runways 33C and 33R. Taxiway K width 50'. Taxiway L width 50'.

g. Taxiway C between Taxiway D and Runway 17-35, Taxiway K, Taxiway L and Taxiway G between Runway 15L-33R and 15C-33C are missing shoulders. Exercise caution. High potential for FOD in these areas.

h. Aircraft parking apron northwest of Taxiway D restricted to local military aircraft unless approved by Airfield Management.

i. All holding aprons ground markings are for local military aircraft wing tip clearances.

j. Taxiways K & L closed except for Sheppard AFB assigned aircraft. Runway 15L/33R closed except for 80th Flying Wing TEX2 aircraft.

k. No shoulders on Runway 15L-33R, 15C-33C and 17-35. Runway 15R-33L 300' wide marked to 150'.

l. There are no helipads at Sheppard AFB/Wichita Falls Regional Airport (KSPS), TX. Helicopter traffic should expect to land on a runway and taxi/hover taxi to an appropriate ramp.

m. Improperly sighted mandatory signs located on Taxiways Charlie, Echo, Foxtrot, and Golf. Water Tower obstruction not lighted properly. For other non-standard signs, markings and lighting contact the Airfield Manager at DSN 736-7119/7674.

n. All transient aircraft required to arrive with crew orders for Security Forces.

o. Caution: All infield areas east of and adjacent to Runway 15C-33C closed to all vehicle traffic unless approved by Airfield Management.

p. Pavement north of Taxiway Echo between Rwy 17-35 and Airfield Operations Center apron not useable. Remain on Taxiway Echo centerline.

(80 OSS-OSAA/80 OSS-OSAA FIL 19-001)

4. WEIGHT BEARING RESTRICTIONS -

a. Allowable gross load (lbs) restrictions apply to large aircraft and may restrict available runways and taxi routes. If large/heavy aircraft exceed published PCN's, aircrews must contact AM Operations for weight bearing waiver request at DSN 736-2180, C940-676-2180 at least 24 hours in advance of arrival and departure.

- (1) Runway 15R/33L PCN 75/R/C/W/T
- (2) Runway 15C/33C PCN 27/F/B/W/T
- (3) Runway 15L/33R PCN 27/R/C/W/T
- (4) Runway 17/35 PCN 33/F/A/W/T
- (5) Taxiway Alpha PCN 141/F/A/W/T
- (6) Taxiway Bravo PCN 45/F/A/W/T
- (7) Taxiway Charlie west of Taxiway Delta PCN 39/R/B/W/T
- (8) Taxiway Charlie east of Taxiway Delta PCN 106/R/B/W/T
- (9) Taxiway Delta PCN 99/R/B/W/T
- (10) Taxiway Echo PCN 71/R/B/W/T
- (11) Taxiway Foxtrot west of Runway 15R PCN 88/R/B/W/T
- (12) Taxiway Foxtrot east of Runway 15R PCN 46/R/B/W/T
- (13) Taxiway Golf west of Runway 15R PCN 90/R/B/W/T
- (14) Taxiway Golf east of Runway 15R PCN 54/R/B/W/T
- (15) Taxiway Golf west of Runway 15L PCN 29/F/B/W/T
- (16) Taxiway Hotel PCN 89/R/B/W/T
- (17) Taxiway Kilo west of Taxiway Lima PCN 47/R/B/W/T
- (18) Taxiway Kilo east of Taxiway Lima PCN 34/F/B/W/T
- (19) Taxiway Lima PCN 47/R/B/W/T
- (20) Aircraft parking apron north of Taxiway Echo (AOC Apron) PCN 103/R/B/W/T
- (21) Aircraft parking apron west of Taxiway Bravo (1360 Apron) PCN 28/R/C/W/T
- (22) Holding apron on Taxiway Charlie PCN 45/R/B/W/T
- (23) Holding apron on Taxiway Foxtrot PCN 45/R/A/W/T
- (24) Holding apron on Taxiway Golf PCN 21/F/B/W/T
- (25) Holding apron on Taxiway Hotel PCN 86/R/B/W/T

(26) Holding apron on Taxiway Lima PCN 45/R/B/W/T

(27) Holding apron on Taxiway Kilo PCN 37/F/A/W/T
(80 OSS-OSAA/80 OSS-OSAA FIL 17-610)

5. Bird/Wildlife Aircraft strike Hazard (BASH):

a. Phase I operations are from May-September. Baseline threat occurs during daylight hours with small to medium grassland birds and occasional soaring raptors within the airfield perimeter as well as along approach and departure corridors.

b. Phase II operations are from October-April due to migratory bird activity (Blackbirds, Waterfowl, and Sandhill Cranes) along the Red River and in the vicinity of the airport. Hackberry Flatts Bird Sanctuary is located 28 NM northwest of Sheppard AFB (KSPS) and 5 NM south-southeast of Sheppard AFB auxiliary field at Frederick Muni (KFDR).

c. Bird Watch Condition (BWC) above LOW will be reported on ATIS. Local BWC MODERATE restrictions do not apply to outside traffic, but the minimum required pattern work is recommended. During BWC SEVERE, local military pattern operations are held and arriving USAF aircraft, except in an emergency, are expected to hold awaiting a lower BWC or divert.

d. Aircrew are encouraged to report significant bird activity to Sheppard AFB Tower.

e. Use caution for birds following grass mowers.

f. Use caution for birds in ponding areas.
(80 OSS-OSAA/80 OSS-OSAA 19-148)

6. Additional Information:

a. CAUTION - Short-term, heavy/large aircraft parking Taxiway Delta north between north and south entrance of ENJJPT apron.

b. Fleet service not available. No CUSTOMS, Immigration, Agriculture available. Forklift support requires 48 hours prior notice to 82 LRS/LRF DSN 736-5377/7163, C940-676-5337/7163, after hours contact DSN 736-1843, C940-676-1843.

c. COMSEC/classified material storage not available at Base Operations. Contact Sheppard Command Post at DSN 736-6266.

d. No approved hazardous cargo or live munitions area. Nearest available military installation is Henry Post AAF (KFSI). Minimum 24 hours prior coordination. Call Airfield Manager DSN 736-7119/7674.

e. No aircraft hangar space available. Very limited passenger processing capability. No drag chutes/svc available.
(80 OSS-OSAA/80 OSS-OSAA FIL 17-559)

7. NON-STANDARD SIGNS, MARKINGS, AND LIGHTING – Signs may be non-standard if located too close to/far from taxiway edge. Markings may be non-standard because of color or dimension. Lights may be non-standard if installed too close to/far from a taxiway/runway edge, or they are missing entirely. For specific questions/concerns, contact the Airfield Manager at DSN 736-7119/7674.

a. Improperly sited mandatory signs:

(1) Taxiway C and Runway 17/35

(2) Taxiway F and Runway 15C/33C

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(3) Taxiway F and Runway 15L/33R

(4) Taxiway E and Runway 17/35

(5) Taxiway G and Runway 15C/33C

(6) Taxiway H and Runway 15R

b. Non-standard markings:

(1) Blue line on Hammerhead (used by locally assigned aircraft)

(2) Non-standard blue dashed line marking on the run-up aprons of Taxiways C, F, G, H, K and L.

c. Non-standard lighting:

(1) Taxiway G intersection with Runway 15R/33L
(80 OSS-OSAA/80 OSS-OSAA 18-477)

Sierra Vista Muni-Libby AAF (KFHU), AZ

1. RESTRICTED AREA - R2312 active continuously. Sierra Vista Muni-Libby AAF (KFHU) underlies R2303A. When R2303A is active, the following arrival/departure procedures apply:

a. VFR-Plan all arrivals and departures via the N "Y" utilizing the charted VFR Corridor/Exclusion Area below 7000' MSL, unless otherwise directed by Libby Air (KFHU) Traffic Control.

b. IFR - per DoD FLIP.

c. Contact Libby Radar on 254.35. If no contact with Libby Radar, attempt to contact Libby Tower on 284.75.

d. Route segments J-K passes through R-2303B and requires prior ATC clearance to enter. Contact Libby Radar on 254.35 for entry.

(USAASA/USAASA FIL 05-08)

2. Traffic/GCA pattern work may not be approved when R2303A is active. Expect abbreviated/elongated traffic patterns. To coordinate for weather observation/altimeter setting, contact the weather section, DSN 879-2865. Restricted Area/Airspace Coordination Office, DSN 879-2861, C520-538-2861.

3. CAUTION - HIGH MID-AIR COLLISION POTENTIAL. Extensive civil/military training is conducted at Sierra Vista Muni-Libby AAF (KFHU). During peak periods (1600-1830Z and 2000-2300Z, Monday-Friday), the traffic pattern can become saturated. Transient military training aircraft may be restricted from, or limited to a single approach/landing during peak periods.

4. CAUTION - Vehicles on taxiways/ramps may not be in contact with Ground. Animal hazard exists on all surfaces. Tumbleweeds on runway/taxiway and ramp areas during periods of high winds. Bird hazard exists all runways.

5. NOISE ABATEMENT - Avoid overflight of the towns of Sierra Vista (3 NM SE), and Huachuca City (3.5 NM N). For VFR arrivals/departures and closed pattern work, climb to and descend from traffic pattern altitudes as early as possible and late as practicable. Utilize appropriate power settings and airspeeds for low noise profiles. Afterburner (AB) equipped aircraft will terminate AB usage as soon as possible after take-off/low approach, consistent with safe operation.

(USA/USAASA)

6. WEATHER - Limited weather service. Forecaster/observer available 1400-0600Z Monday-Friday, except holidays, DSN 879-2865, C520-538-2865 or 122.95. ASOS automatic observations all other hours. Libby AAF (KFHU) weather available on 122.95. Wind shear possible on final approach to all runways with winds in excess of 5 knots.

(USAASA/USAASA FIL 06-07)

7. GENERAL - Airfield services are contractor supported to meet Army requirement. Expect delays for all service/support not previously coordinated. Aircraft requiring service/support during other than published duty hours may be required to provide a fund cite to pay for contractor/civilian overtime. Base Operations, DSN 879-2860/2873, C520-538-2860. Classified document storage not available on the airfield. Transient Alert service is very limited during duty hours. No cargo off-loading equipment available. Units utilizing range facility/restricted areas or staging operations at Fort Huachuca (KFHU) must contact Base Operations for briefing.

(USA/USAASA)

Simmons AAF (KFBG), NC

1. CAUTION - All aircraft contact Ground prior to engine start. All wheeled rotary wing aircraft conduct ground taxi until reaching taxiway. High density VFR helicopter traffic within 25 NM of airfield. Frequent static line, free fall and high altitude, high opening parachute drop operations within 25 NM radius W of airfield. Traffic pattern altitude Rwy 09-27 fixed wing - 1250' MSL, rotary wing - 1000' MSL. See FLIGHT HAZARDS, North Carolina, Fort Bragg (KFBG).

2. Range briefing required prior to operations in R5311A, B, C. Orientation flight required prior to any helicopter operation. Contact Range Control DSN 239-1161/2170 5 working days prior. Pilots who have not received the required briefing/flight within the last 12 months will be denied entry.

3. Limited transient service and parking. Refueling delays of 1 hour are common during peak operating hours. Rwy 09 has threshold displaced 1050'. Departures on Rwy 09 may use the displaced portion for take-off roll at pilots option. Rotary wing landing on displaced area is permitted with tower approval.

(USAASA/USAASA)

4. No approved hazardous cargo area to load/unload chemicals or explosives. Nearest available military installation is Pope AAF (KPOB). Minimum 24 hours prior coordination required for hazardous cargo operations. Call Pope (KPOB) Operations C910-394- 6508.

(USAASA/USAASA FIL 2014-150)

5. Company black out flight training, advisory area perimeter, fly route counterclockwise, start point at first coordinate: N35°07.5' W78°56.1', N35°08.2' W78°48.5', N35°16.8' W78°43.9', N35°21.6' W78°58.9', N35°22.5' W79°07.8', N35°19.7' W79°13.1', N35°24.7' W79°25.3', N35°16.4' W79°39.4', N34°58.1' W79°38.5', N34°54.7' W79°33.9', N34°55.9' W79°22.4', N34°53.0' W79°13.0', N34°56.0' W79°09.5', Monday-Friday except holidays, sunset to sunrise, minimum 200' AGL, maximum 500' AGL.

(USAASA/USAASA FIL 04-12)

Sioux Gateway Col Bud Day Fld (KSUX), IA

1. ANG - Use of ANG ramp requires coordination with ANG Command Post (24 hour operations - BATCAVE) DSN 585-0211 or 0212 prior to filing flight plan. PPR Normal ANG operation is 1300-2200Z++ Tuesday-Friday except holidays. Due to mission

requirements, the ANG may be closed during the above "normal" periods. No transient alert maintenance, expect servicing delay. Transient aircraft passenger identification and baggage search not available. Transient quarters not available. Command Post monitors UHF 373.6 (primary) and VHF 138.437 (secondary), maintenance monitors UHF 251.25. Contact Command Post (BATCAVE) 30 minutes prior to landing.
(185 ARW-OSA/185 ARW-OSA FIL 13-014)

2. TRANSIENT AIRCRAFT SERVICING LIMITATION - No fleet service available. No hot pit refueling for transient aircraft. No drag chute service available. Only one stair truck. Maintenance for aircraft other than KC-135 extremely limited. No hanger space available. Limited storage space for classified material and COMSEC.

3. CUSTOMS AND AGRICULTURE - Sioux Gateway Col Bud Day Fld (KSUX) is not a Port of Entry and will only provide services for aircraft directly supporting 185 ARW or 174 ARS missions. All aircraft arriving non-CONUS locations will require Customs.

a. 185 SFS will provide Customs inspections for the following people: Only DoD personnel on active duty military orders.

NOTE: Retirees are considered civilian and Customs are not available. Must go to authorized Port of Entry.

b. All aircraft will contact Security Forces (24 hour operations), 72 hours prior to arrival for Customs coordination at DSN 585-0780 or C712-233-0780.

c. Agriculture inspections are not available.

4. NOISE ABATEMENT - Procedure strictly enforced. Climb to 2800' as soon as possible after low approach or on departure. Afterburner equipped aircraft will terminate use as soon as possible. Afterburner will not be used in traffic pattern except as required for safety of flight.
(AFFSA/AFFSA FIL 04-408)

5. PAINT FACILITY - Aircraft coming to the ANG Paint Facility to pick up or drop off aircraft MUST land during normal duty hours and MUST coordinate with ANG Command Post DSN 585-0211 or 0212.
(AFFSA/AFFSA FIL 04-408)

Springfield-Beckley Muni (KSGH), OH

1. Very limited passenger handling. No ground transportation available except that coordinated for ANG mission requirements. Limited transient parking and fuel. Inbound aircraft contact ANG Command Post within 50 NM with ETA. All military aircraft prohibited from operating to/from the airport when the Tower is not operating without prior coordination with the ANG Operations. All military operations without operational tower will monitor 120.7 from 15 NM and broadcast position, altitude and intentions at 5 NM, downwind, base and final. Departing aircraft broadcast position and intentions when ready to taxi and before taking runway for take-off.
(AFFSA/AFFSA)

Stewart Intl (KSWF), NY

1. NOISE ABATEMENT - No transition flying, low approaches, touch and go landings between 0300-1200Z++. All turbojet and transport aircraft will adhere to the following:

a. Request Runway 09 for landing, Runway 27 for departure, actual use to be determined by Air Traffic Control (ATC). Use minimum drag configurations landing Runway 27 consistent with safe aircraft operations.

b. VFR pattern altitude 2500' MSL all runways.
(105 OSS-OSA/105 OSS-OSA FIL 17-261)

2. Extremely limited passenger services available. No more than 19 Space A passengers allowed due to no baggage pallet download capability. No on-base billeting.
(105 OSS-OSA/105 OSF-OSA FIL 14-489)

3. Military Air-stairs not available. Contact local FBO to arrange.
(105 OSS-OSA/105 OSS-OSA FIL 17-261)

Syracuse Hancock Intl (KSYR), NY

1. Limited transient parking, maintenance and passenger service. Transient quarters not available. PPR for use of ANG ramp or facilities DSN 243-2397 or C315-233-2397, after duty hours call C315-530-2520. Normal ANG operation is 1100-2000Z++ weekdays, except holidays. Ramp closed during non-duty hours. All requests for PPR must be Official Business Only.
(174 OSF-AM/174 OSF-AM FIL 11-224)

2. NOISE ABATEMENT - In accordance with local regulations every effort will be made to minimize noise impact on the local flying area. Every effort will be made to minimize noise impact on the surrounding airfield and Class C Airspace. No afterburner will be used in the pattern unless required for safety of flight. On takeoff, climb no higher than 1500' MSL until past the departure end of the runway. Climb on runway heading until at least 2500' MSL and 1 NM past the departure end prior to initiating a turn to join the departure or flight. Maximum speed until outside the Class B Airspace is 350 KIAS. For transitional flying, low approaches, touch-and-go landings, reduce approaches to the minimum necessary. Contact airport commissioner's office for permission to practice approaches, C315-454-3263.
(174 OSF-AM/174 OSF-AM FIL 11-224)

3. Airfield Management is the declaring authority for ANG Operations bird hazard conditions. Contact ANG Airfield Management "Cobra OPS" on VHF 138.300 or DSN 243-2397 for current bird condition. Monitor Syracuse Hancock Intl (KSYR) ATIS for civil bird advisories.

a. PHASE I - Year round activity. Anticipate a variety of flocking bird, raptor or waterfowl activity in vicinity of the Syracuse/Hancock Intl (KSYR) Airport. Miscellaneous small birds frequent the infield grass areas and gulls are common around the apron areas during wet conditions. Resident waterfowl exist in the area and will occasionally become airborne. Deer, fox and coyotes are sighted in the wooded areas around the airfield but normally stay away from movement areas.

b. PHASE II - March-May and September-November. Anticipate high concentrations of waterfowl (Canadian geese and ducks) during the migratory season of the Atlantic flyway. These flocks will fly in large formations across the airfield and approach corridors.

c. BIRD WATCH CONDITIONS

(1) LOW - Normal bird activity on and above airfield represents low hazard. Continue with normal operating procedures.

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(2) MODERATE - Increased bird activity observed in the area present an increased strike potential. This condition requires increased vigilance by all agencies and supervisors. Pilots will use caution and perform single ship takeoffs/landings. Pilots will fly one approach to a full stop unless mission requires additional and it is coordinated with the Supervisor of Flying.

(3) SEVERE - High bird activity on or immediately above the active runway or other location presents a high strike potential. Supervisors and pilots must thoroughly evaluate mission need versus risk prior to conducting operations. If operations are deemed necessary, the restrictions listed under MODERATE apply.

(4) Phase II Operations - During actual Phase II operations a minimum Bird Watch Condition of MODERATE is assumed to exist. Increased vigilance and thorough risk assessment is required by all pilots and supervisors.
(174 OSF-AM/174 OSF-AM FIL 11-776)

Terre Haute Intl Hulman Fld (KHUF), IN

1. BIRD HAZARD INFORMATION - Phase II April-June, September-November. Due to increased bird activity during spring and fall aircrews must exercise caution during approach, landing and pattern operations. Primary species are dove, killdeer, sparrow, swallow and occasionally crow, geese, hawk and starling. They congregate on the approach overrun of each runway and in the grassy area adjacent to the runway. Bird Watch Condition Codes are as follows:

(AFFSA/AFFSA FIL 05-376)

a. LOW - Normal bird activity on and above the airfield with a low probability of hazard.

b. MODERATE - Increased bird population in locations that represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

c. SEVERE - High bird population in or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under SEVERE.

d. Aircrews can obtain current conditions from Operations, DSN 724-1234, C812-877-5234. During MODERATE condition, aircrews should restrict operations to take-off and landing. During SEVERE all operations should cease.

(AFFSA/AFFSA FIL 05-81)

Tinker AFB (KTIK), OK

1. MISCELLANEOUS -

a. VFR traffic avoid populated areas WNW of airfield.

b. Limited transient aircraft parking space. Expect servicing delays during periods of heavy traffic and other than normal duty hours.

c. Expect 24 hours delay for drag chute repack Monday-Friday; repack service unavailable other times. Drag chutes and drag chute repack service unavailable for Navy and Marine aircraft. Transient aircraft are required to retain deployed chutes to park; if unable notify tower.

2. RUNWAY AND TAXIWAY RESTRICTIONS -

a. Arrivals on Runway 31 use caution for Runway 18-36 runway crown at intersection of runways.

b. Heavy aircraft engine runs on Runway 18 N Hammerhead limited to 50 percent power.

c. Portion of Runway 31 fixed distance marker extends onto Runway 18-36.

d. Due to non-load bearing pavement on the southwest corner of Taxiway H and Taxiway B intersection, heavy aircraft are prohibited from turning south onto Taxiway H while taxiing east on Taxiway B and prohibited from turning west onto Taxiway B while taxiing north on Taxiway H.

e. Simultaneous aircraft operations on Taxiway E and Taxiway EE between Taxiway Golf and Runway 18/36 prohibited. Any aircraft on Taxiway E or Taxiway EE restricts the use of the opposite taxiway.

3. Pilots will avoid overflying the school 1.5 NM N of Runway 18-36. Pilots executing VFR straight-in approaches to Runway 13 or 18 will not descend below 2000' MSL until within 2 NM of runway. Unless directed otherwise by ATC, when remaining within the closed traffic pattern or radar traffic pattern for Runway 36, climb runway heading to 2500' MSL and past the airfield boundary prior to executing turns.

a. CAUTION - N/S VFR Corridor located W of Tinker AFB (KTIK) from surface to 3000' MSL. LOC approach to Runway 13 descends through the VFR corridor. Aircraft should expect to make approaches to Runway 18-36. Instrument approaches to Runway 18-36 circle to land are normal means of landing on Runway 13. If an instrument approach to Runway 13 is necessary due to winds/weather below 1500/3 or emergency situation, an LOC approach to Runway 13 may be flown to a full stop landing. When departing Runway 31 use caution and climb expeditiously.

b. Unless instructed otherwise by Oklahoma City Approach, aircraft inbound for Tinker AFB (KTIK) should attempt to contact Tinker (KTIK) Tower on 124.45 or 251.05 by 5 NM final.

c. On departure, use caution when executing turns 1 NM off departure end of runway at or below 3000' MSL. The possibility of conflict with aircraft operating in Tinker AFB (KTIK) VFR patterns exists under these circumstances.

4. AIRPORT MARKINGS AND SIGNS -

a. Runway hold signs missing at the following intersections:

(1) Taxiway A: east of Runway 18-36, left side of taxiway (VFR Runway Holding Position).

(2) Taxiway B: at Runway 18-36, right side of taxiway.

(3) Taxiway C: east of Runway 18-36 and west of Runway 18-36, right sides of taxiway.

(4) Taxiway D: east of Runway 18-36 and west of Runway 18-36, right sides of taxiway.

(5) Taxiway E: at Runway 18-36, right side of taxiway.

(6) Taxiway EE: west of Runway 18-36, left side of taxiway and at approach end Runway 31, right side of taxiway.

(7) Taxiway F: east of Runway 18-36, right side of taxiway (Instrument Holding Position).

(8) Taxiway G: south of Runway 13-31, right side of taxiway.

(9) Taxiway H: south of Runway 13-31 and north of Runway 13-31, right sides of taxiway.

(10) North Hammerhead, approach end Runway 18. North side of instrument hold line protecting the Precision Obstacle Free Zone (POFZ).

(11) South Hammerhead, approach end Runway 36 (west side). South side of instrument hold line protecting the Precision Obstacle Free Zone (POFZ).

5. Weather observations are taken from the ramp area SE of Airfield Management Operation. While the entire ramp is visible from this point, the horizon is not. Visibility is restricted by buildings to 1/8 NM to the WNW and 1/2 N traffic Control relays significant weather changes to base weather.

6. No COMSEC material is available for issue in Airfield Management Operations. Transient aircraft should plan to arrive with sufficient material. Limited storage capability in Airfield Management Operations for Secret and Confidential classified material from transient aircrews.

(72 OSS-OSAM/72 OSS-OSAM FIL 18-298)

7. B52 OPERATIONS

a. Limited parking for B-52s available. B-52 depot level maintenance, towing, and chute packing is only commercially available and B-52 units will be charged. B-52 aircrews expect to assist in refueling operations.

b. B52 aircraft will use only Taxiway B, C (between Building 3102 and trim pad) D, E, EE, F and G. Do not use Taxiway A, C (between trim pad and Runway 13-31), J, H, K or M. Be aware if a B52 is taxied onto Taxiway C, W of Taxiway G, there will not be room to turn around. B52 aircraft landing Runway 31 must make 180° turn on runway and back taxi to Taxiway G. B52 aircraft departing Runway 13 must back taxi on runway and make 180° turn on runway at approach end for departure. The approach ends of Runway 13 and 31 are slightly bulged to help accommodate 180° turns on runway.

8. A remote controlled airstrip (Baxter Fld) is located at N35°21.0' W97°22.1' on the TIK R-167/5.2 DME. Baxter Fld is 3.5 NM S and 6 NM E of the extended centerline Runway 18-36. Remote controlled aircraft may be operating in the area during daylight hours from surface to 1500' AGL.

(72 OSS-OSAM/72 OSS-OSAM FIL 12-782)

Toledo Express (KTOL), OH

1. (ANG) Limited transient parking, maintenance and passenger service. Use of ANG ramp or facilities requires coordination with ANG Operations DSN 580-4036/4084, prior to filing flight plan. Normal ANG operation is 1100-2030Z++ weekdays, except holidays. Ramp closed during non-duty hours. No transient alert maintenance, expect servicing delay. Rwy 07-25 BAK-12 raised by BAK-14 device only on request from Toledo (KTOL) Tower for both arrivals and departures. Runway distance markers not lighted. Operations/Maintenance monitors 338.9 (UHF squadron common).

2. NOISE ABATEMENT - High density of population areas surrounding Toledo (KTOL) Express requires strictest use of Noise Abatement procedures. Departing aircraft should make use of maximum climb rate using safe procedures consistent with the aircraft flight manual and following the Tower and Departure

controller's instructions to assigned altitude. Afterburner equipped aircraft should terminate afterburner usage as soon as possible after safely airborne.

(AFFSA/AFFSA)

3. BIRD WATCH CONDITION (BWC) CODE INFORMATION - The local bird situation changes throughout the year with migrant birds such as geese, ducks, gulls, shorebirds, raptors, crows, doves, swallows, starlings, and blackbirds posing the highest threats during migration periods. Resident species also cause potential hazards throughout the year. Bird Watch Conditions will only be in effect when the 180th FW Supervisor of Flying (SOF), Airfield Manager, or their Representative is on duty (DSN 580-4036/4084). If the Bird Watch Condition is Moderate or Severe with a 180th FW representative on duty, the condition will be broadcast on ATIS as "Military Bird Condition Moderate/Severe". All aircrews have the responsibility to provide time sensitive information on bird activity to the 180th FW operations callsign "Beehive" on (138.425 338.9). Restrictions apply to all military operations at Toledo (KTOL) Express. The following are Bird Watch Conditions and associated restrictions.

a. Bird Watch Condition SEVERE. Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE. Only full stop landings are permitted. Takeoffs are prohibited. The SOF may consider changing runways, delaying landings, diverting aircraft, changing pattern altitude, etc.

b. Bird Watch Condition MODERATE. Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews. Flying is restricted to single ship takeoffs and single ship full stop approach and landings. Simulated flameout and chase procedures for currencies and check rides are not permitted. Pilots will avoid bird activities to the maximum extent possible.

c. Bird Watch Condition LOW. Bird activity on and around the airfield representing low potential for strikes. No restrictions. Normal operations.

(180FW-SE/180FW-SE FIL 07-533)

4. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. Phase I Bird Activity - All months not designated as Phase II. Phase I represents normal bird activity outside the migratory season.

b. Phase II Bird Activity - April through June and September through November. Concentrations of large waterfowl including Canadian Geese frequently over fly the airfield searching for feeding areas in fields throughout the local area. Monitor ATIS or contact Command Post or Base Operations for Bird Watch Condition updates. No comments on ATIS when Bird Watch Condition is LOW.

(180 FW-SE/180 FW-SE FIL 08-333)

Topeka Rgnl (KFOE), KS

1. PPR for transient aircraft due to extremely limited ANG ramp space. Contact ANG for PPR and services DSN 720-4649/4655.

(190 OSF-OSA/190 OSF-OSA FIL 07-687)

2. Due to limited ANG services, AMC flights requiring the use of ANG facilities, contact XPL DSN 720-4951 describing your requirements not later than 72 hours prior to planned arrival.

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3. No passenger service. No fleet service. No drag chute repack. De-icing fluid not available for transient aircraft. Precision measuring equipment laboratory pickup and delivery expect 1.5 hours delay. CAUTION - Possible foreign object damage due to poor condition of ramp and taxiway surfaces.

(AFFSA/AFFSA)

4. No munitions support available. No Arm/De-Arm pad available.

(190 OSF-OSA/190 OSF-OSA FIL 10-823)

5. NON-STANDARD PAVEMENT MARKINGS - There are white AGE boxes located at each parking spot allowing for instant identification of power cart and fire bottle placement areas. These boxes assure wing tip clearance requirements during taxi operations for locally assigned aircraft ONLY. All transient aircraft must use caution when taxiing into designated spots on the 190th ARW apron.

(190 OSF-OSA/190 OSF-OSA FIL 14-864)

Travis AFB (KSUU), CA

1. All transient aircrews of SAAM and JA/ATT aircraft which plan to remain overnight must contact Command Post Inbound Controller at DSN 837-5517, to coordinate support requirements. Command Post will arrange for transportation, billeting, fuel, transient maintenance, security, and any other support requirements. Transient COMSEC classified SECRET will be handled by Airfield Management Operations. All COMSEC classified TOP SECRET will be handled by Command Post. Request all Distinguished Visitors, Code 7 or higher, contact Protocol Office, DSN 837-3186, at least 24 hours prior to visit to coordinate protocol assistance.

(60 OSS-OSAA/60 OSS-OSAA FIL 17-786)

2. AIRFIELD INFORMATION AND RESTRICTIONS -

a. When exiting Runway 03L at Taxiway Hotel, follow yellow taxi line only (Complete Tangent), do not cut turn short by following faded or removed taxi markings. Non-standard markings, white, C-17 combat off load/start turns, set west end of Taxiway November, set Taxiway Mike. Non-standard markings, white lines, on 200 Ramp for KC-10, C-17, C-5 Wing tip reference training on spot 440, two adjacent spot 342 and 212 on Taxiway Hotel. Non-standard markings, white centerline, on spots 212, 222, 272 for engine runs. Non-standard markings taxi centerline greater than 6" 300 Ramp. Non-standard markings, white centerline spots 321, 322 - do not use. Non-standard airfield markings: Painted aircraft ground equipment (AGE) box lines throughout the Master Aircraft Parking Areas.

b. Taxiway K (north of Taxiway N): C-5 aircraft are not authorized on Taxiway K north of Taxiway N. There is not sufficient wingtip clearance on Taxiway K for C-5 aircraft taxi or tow. Wingtip lines are based off of C-17 aircraft. Taxiway L (north of Taxiway N): C-5 tow only. C-5 are restricted to tow only on Taxiway L north of Taxiway N. Spot 613 restricted to aircraft C-20 or smaller. Spot 232 restricted to taxi power only, Spots 341-342 restricted to KC-135 airframe and smaller.

c. Mandatory location sign at Taxiway D, north of Taxiway R, Non-standard configuration (missing taxiway location sign). Taxiway K mandatory sign installed on left side of taxiway only. Non-standard airfield sign: altimeter checkpoint sign in excess of 60' from pavement edge.

d. Do not follow western most taxilines (directly behind spots 301/302) off Taxilane Hotel directing aircraft to spots 300, 310, 311, and 312.

e. Taxiway T (between Taxiway G and spot S-6): No aircraft other than those associated with VQ-3 shall be allowed to taxi between Taxiway G and spot S-6 on Taxiway T. If operations require use of this area SF/CC approval is required in advance. 180° turns authorized for Runway 03L-21R on concrete portion on first 1000' of Runway 21R and 3000' of Runway 03L.

f. Portion of VFR hold line between Taxiways Golf and Hotel, east of Runway 03L-21R on asphalt island is missing. Do not cross without contacting tower.

g. Taxiways A and B connect to Runway 03R-21L to either end of 032/212 (ALZ). They are 50' wide.

h. Aircraft utilizing Taxiways A and B use inboard engines only due to FOD hazard.

i. CAUTION: Abandoned structures (curbs, blocks, etc.) at parking spot 516, approximately 50'-133' from centerline on either side.

j. No parallel taxiway for Runway 03R-21L. 2 Designated turn-around pads on Runway 03R-21L at Taxiway A (320'x 260') and Taxiway B (260'x 150').

k. Taxiway E and Taxiway F permanently closed between Taxiway N and Taxiway R.

l. Parking spots 605 and 606 restricted to tow on and tow off only. Engine runs prohibited.

m. 330 and 340 rows restricted to aircraft 174' in length or shorter.

n. Non-standard wing tip markings less than 6 inches located throughout 200 Ramp.

o. Taxiway India permanently changed to Taxiway Charlie.
(60 OSS-OSAA/60 OSS-OSAA FIL 19-273)

3. B52 OPERATIONS -

a. Limited parking for B-52s available.

b. B-52 aircraft will use Taxiway Golf, November only. B-52 aircraft departing Runway 03L must back taxi on runway and make 180° turn on runway at approach end for departure. 180° turn must be on concrete. B-52 takeoffs and landings on Runway 21R-03L only.

(60 OSS-OSAA/60 OSS-OSAA FIL 11-461)

4. David Grant USAF Medical Center (DGMC) Helipad pilot-assisted lighting is controlled by Travis Tower's VHF Freq (120.75): 5 Clicks (transmit) = on, 3 Clicks (transmit) = off.
(60 OSS-OSAA/60 OSS-OSAA FIL 12-984)

5. SPECIAL OPERATIONS - Night Vision Device (NVD) and overt/covert Landing Zone (LZ), Tactical Arrivals and Departures (TADs), and Special C-17 Ground Operations -

a. Runway 032/212 (LZ) is equipped with an AMP-1 (overt) and AMP-3 (overt/covert) lighting system.

b. Runway 21L is equipped with a 100'x5000' AMP-3 (overt/covert) landing zone lighting system located at approach end.

c. Prior to participating, transient units must be signatory to Travis NVD and Overt/Covert LZ LOA, TAD LOA, and/or Special C-17 Ground Ops LOA. For additional information about LZ

procedures, NVD operations, TADs, and C-17 special ground operations, contact 60 OSS/OSA (Airfield Operations) at DSN 837-0144/8329.

d. CAUTION - Tactical approaches and departures being conducted daily within 12 DME of SUU TACAN from SFC - 9500' MSL by heavy aircraft at speeds up to 250 KIAS. Concentrated low-level and night vision device operations from 500' AGL to 2100' MSL within the area approximately defined by a 12 NM arc centered on the approach end Runway 3R (N38° 15.7' W121° 55.6') from 345° - 105°. Aircraft operating within 15 NM OF SUU TACAN should contact Travis approach for advisories on 119.9, 126.6 VHF. (60 OSS-OSAA/60 OSS-OSAA FIL 14-072)

6. All aircraft requesting IFR and/or VFR transition or Night Vision Device (NVD) Operations, contact 60 OSS/OSO (Current Operations) to coordinate scheduling no later than 2200++ the duty day prior at DSN 837-2381 (primary) or DSN 837-5145/1075 (secondary). 60 OSS/AMT Schedulers <60OSS/AMTSchedulers@us.af.mil>. Transient aircraft not scheduled through 60 OSS/OSO will be accepted on a non-interference basis. (60 OSS-OSAA/60 OSS-OSAA FIL 14-092)

7. Nearby wind turbines negatively impact the radar, making slow moving VFR aircraft invisible to the radar controller. This radar limitation encompasses the area between the TACAN (SUU) 075 and 185 radials, beginning 3 DME out to 13 DME all altitudes. (60 OSS-OSAA/60 OSS-OSAA FIL 17-786)

8. BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION -

a. Bird Watch Condition (BWC) Travis AFB (KSUU) uses standard BWC codes defined in the Flight Information Handbook (FIH). The following conditions/restrictions apply at any time of the year:

(1) BWC SEVERE: All flight operations (takeoffs, landings and approaches) are prohibited without BWC SEVERE waiver. 60th Operations Group Commander, 60th Vice Wing, or 60th Wing Commander are the approval authorities. Airborne aircraft will divert or hold.

(2) BWC MODERATE: Initial takeoff and full stop landings will be allowed only when departure and arrival routes avoid identified bird activity. All local IFR/VFR traffic pattern activity will cease. Airborne aircraft will divert, hold, or land. When making this decision, Aircraft Commanders will use all available means to ensure arrival/departure routes avoid known bird activity.

(3) BWC LOW: There are no operational restrictions.

b. BASH PHASE II

(1) Period of increased bird activity from approximately 01 September through 30 April. This is a period with historically high bird activity with heavy concentrations of blackbirds, gulls and other migratory birds.

(2) Implementation dates and times vary and depend upon actual migratory bird activity. See NOTAMS for specific operating restrictions.

(3) During BASH Phase II window with BWC LOW, delayed/unscheduled aircraft are authorized a single departure or arrival. During BASH Phase II window with BWC MODERATE or SEVERE, DOD aircraft will contact 60 AMW command post

100NM prior to arrival and prior to engine start to allow adequate time to obtain 60 OG/CC approval.

c. All military aircraft are obligated to adhere to the above restrictions.

d. All non-military aircraft are highly encouraged to modify their arrival or departure times to avoid the BASH Phase II window. (60 OSS-OSAA/60 OSS-OSAA FIL 18-046)

9. CAUTION - ENVIRONMENTAL FUEL SPILL CONEX LOCATIONS -

a. Two environmental fuel spill CONEX's 8' AGL are located 1,269' and 2,078' southeast of Rwy 03R threshold.

b. Environmental fuel spill prevention CONEX 8' AGL is located 1,720' southeast of Rwy 03L threshold.

c. Environmental fuel spill prevention CONEX 8' AGL is located 982' east of Rwy 03L-21R centerline. (60 OSS-OSAA/60 OSS-OSAA FIL 17-1066)

Tucson Intl (KTUS), AZ

1. AIRPORT INFORMATION -

a. Tucson Intl (KTUS) is a shared use airport, the city of Tucson owns the runways and taxiways, the FAA provides ATC.

b. A-GEAR - BAK-14/BAK-12B approach end Runway 11L, and BAK-14/BAK-12B approach end Runway 29R, engagements available only during ANG duty hours and 15 minutes prior notice required. BAK-12B in overrun of departure end of Runway 11L and approach end of Runway 29R serviceable but not certified. BAK-12B in departure end Runway 11L overrun 850' run-out. BAK-12B in overrun of departure end of Runway 29R and the approach end of Runway 11L has been completely withdrawn. E-5 in overrun of departure end Runway 21 and approach end Runway 03, serviceable but not certified.

(162 OSS-OSA/162 OSS-OSA FIL 13-862)

Tulsa Intl (KTUL), OK

1. (ANG) - Very limited passenger handling. No ground transportation available except that coordinated for ANG mission requirements. Limited transient parking and fuel. PPR required for use of ANG ramp or facilities. Use of ANG ramp or facilities requires coordination with ANG Operations DSN 894-7370/7371, prior to filing flight plan. Normal ANG operation is 1200-2230Z++ Monday-Thursday, except holidays. Ramp closed during non-duty hours. No transient alert service. Runway 18L-36R and Runway 8-26 BAK-12 raised by BAK-14 device on request from Tulsa (KTUL) Tower. Operations monitors 141.175 and 349.4.

(138 OSS-OSA/138 OSS-OSA FIL 13-707)

Twentynine Palms SELF (KNXP), CA

1. Twentynine Palms SELF (KNXP) Noise Abatement Procedures - Avoid overflying or flying in close proximity to desert communities located S and SW of R2501N, S, E, W complex/Twentynine Palms SELF (KNXP) below 7500' MSL. Commence descent only as necessary to enter the Twentynine Palms (KNXP) CDAS, at the appropriate pattern altitude or to enter the R2501N, S, E, W complex at the altitude assigned by Range Control, call sign "Bearmat", frequency 127.125/323.5 (R/W) / 276.45 (F/W). Departing aircraft should climb as rapidly as

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practicable to 7500' MSL or higher altitude appropriate to direction of flight until clear of the high desert area.

2. Twentynine Palms SELF (KNXP) is constructed of AM-2 aluminum matting with no overruns and rapidly down sloping terrain on either end of the runway.

3. All traffic patterns to the S of the Twentynine Palms SELF (KNXP) as follows:

a. Jet/turbo prop entry for the break - 5 NM (Rwy 10) / 7 NM (Rwy 28) on extended centerline, 250 KIAS or as recommended by aircraft operating manual (350 KIAS maximum for initial to break point using minimum power setting acceptable for safe operations), altitude 4100' until 5 DME then descending to 3600' at the break. Overhead - at midfield S at 3600' (1500' AGL), maintain 3600' until abeam position.

b. Jet/turboprop straight-in initial: 4100' until 5 DME.

c. Jet/turboprop touch-and-go pattern: 3100'.

d. Jet/turboprop departures Rwy 10 cross 5 DME at/above 4100' MSL or turn right to BANDINI (5 NM ESE over main base camp evaporative ponds).

e. Helicopters - Report initial at GIANT (5 NM W). BANDINI (5 NM ESE over main base camp evaporative ponds). RANGE (NXP R-090/5 DME) or N (NXP R-360/5 DME) at 2600' MSL and await instructions from ATC.

f. Hung/unexpended ordnance: Report 5 NM initial and request straight-in approach, fixed wing at 3600', helicopter at 2600'.

g. Due to the close proximity of live fire ranges N of Twentynine Palms SELF (KNXP), remain on or S of the extended centerline of Rwy 10-28 during final approach.

4. RWY 28 - Large and heavy aircraft are requested to use maximum reverse thrust and minimum braking during landing roll out.

5. RWY 10 - Large and heavy aircraft are requested to use light to moderate braking between the 3000' and 1000' remaining boards and maximum reverse thrust at all other times.

6. CAUTION - Moderate glider and experimental/homebuilt aircraft activity S of R2501 on weekends, light at other times.

7. CAUTION - No Fixed Wing or Tilt Rotor operations authorized at LZ White Rhino, a 2000' UAV strip marked as two 72' x 72' helospots connected by a taxiway, located south and parallel to Runway 10 - 28.

8. CAUTION - Unmanned Aerial Vehicles (UAVs) tenant to Twentynine Palms SELF (KNXP) operate from LZ White Rhino, smaller UAVs operate from ALZ Sandhill 2.5 NM SW of Twentynine Palms SELF (KNXP). ROZ Dragon is established as 1 NM radius about the OLF Seagle Hangar (co-located with ALZ Sandhill) SFC - 3700' MSL for these UAVs. Use caution as UAVs are extremely difficult to see due to their limited signature. Pilots should contact Tower for advisories concerning UAV activity.

9. CLOSED FIELD OPERATIONS PROHIBITED EXCEPT FOR THE MCAGCC SAR HELICOPTER OR ACTUAL EMERGENCIES.

10. No ground support equipment (GSE) available at Twentynine Palms SELF (KNXP), using units must provide their own.

(USN/NAVFIL 0081-07)

Tyndall AFB (KPAM), FL

1. PRIOR PERMISSION REQUIRED (PPR) - All aircraft other than base assigned aircraft must obtain a PPR number at DSN 523-4244/4245, C850-283-4244/4245. Aircraft must obtain a PPR number no later than 48 hours in advance and no earlier than 10 days prior. All PPR numbers valid 1 hour +/- estimated time of arrival. Early or late arrivals or departures must re-coordinate. (325 OSS-OSSA/325 OSS-OSSA FIL 15-968)

2. HOURS OF OPERATION - 325 OG/CC is the approving authority for all extended operation requests supporting the 325th Fighter Wing tenant organizations. (325 OSS-OSSA/325 OSS-OSSA FIL 17-980)

3. AIRCRAFT SERVICING - Limited transient parking available. Expect arrival/departure delays during peak periods. Limited COMSEC storage available, contact 325th Command Post, DSN 523-2155, C850-283-2155.

4. TRANSIENT AIRCRAFT SERVICING LIMITATIONS - No fleet service available. Demineralized water not available. Follow-me services available. Limited drag chute for F4 only. Transient Alert will not support local sorties without prior approval from the 325th OG/CC.

(325 OSS-OSSA/325 OSS-OSSA FIL 15-096)

5. CARGO AND PASSENGER SERVICES -

a. Aircraft requiring air freight/cargo handling service contact 325 LRS/ATOC, DSN 523-3994 C850-283-9668, 24 hours prior to arrival with the following information: aircraft type, number of pallets, pieces of rolling stock and estimated time of arrival.

b. No passenger service, no space A accommodations available, and limited base transportation. For Space Available questions contact Air Terminal Operations C850-283-3994/9668.

c. Air Crew Transportation Hours of operation are from 0700-1800L Monday through Friday and closed on weekends and holidays associated with weekends, requests can be made through DSN: 523-8959 or via email at 325LRS.LGRDDO.VehicleDispatches@us.af.mil. For afterhours support contact their stand-by personnel at COMM: (850) 832-2248 or (850) 832-2232

(325 OSS-OSSA/325 OSS-OSSA FIL 19-398)

6. CUSTOMS AND AGRICULTURE - Customs, Agriculture available, requires 96 hours prior notice to determine availability for military aircraft in direct mission support of Tyndall AFB (KPAM). Any aircraft or deployed unit requiring Customs must pay applicable fees. All aircraft must provide the following: estimated time of arrival, aircraft type, number of aircraft, origin of flight, nationality of aircrew and passengers, military and civilian, cargo type and weight, unit supporting and billing number.

(325 OSS-OSSA/325 OSS-OSSA FIL 15-968)

7. AIR TRAFFIC SERVICES-C130 and larger aircraft expect full stop landing. For Touch-and-go's contact tower. All IFR transient aircraft expect radar vector for straight-in approach to Rwy 14L-32R. All VFR transient aircraft expect radar vector until airport in sight. Due to terminal wake turbulence separation criteria, all IFR small category aircraft, including T38, expect delay

during student training. Heavy jet aircraft should expect descent to FL230 within 100 NM radius.

(325 OSS-OSSA/325 OSS-OSSA FIL 18-460)

8. AIRFIELD INFORMATION AND RESTRICTIONS

a. Numerous abrupt surfaces/ditches throughout the airfield to include the approach/departure ends of all runways.

b. Taxiway: B, G and F are 150' wide. Taxiways A South, C and E are 100' wide. Taxiways A Center, D, H and J are 75' wide.

c. Taxiway Papa between Taxiways A, F, G, and H restricted to aircraft with wingspan smaller than 55'. Aircraft use caution parallel taxiway may not provide 25' wingtip clearance to fighter aircraft in all areas.

d. Transient Alert ramp restricted to KC135 aircraft and smaller.

e. 135' stadium light poles located 13' S of the WSEP apron edge. Aircraft commanders must confirm capability to safely turnaround prior to entering ramp area. Ensure aircraft follows marshallsers to ensure wingtip clearance is maintained.

f. When necessary C-130 or larger will conduct 180° turn on Runway 14R-32L execute in the last 1000' of the runway. A 180° turn is not authorized on Runway 14R displaced threshold.

g. Ensure that FOD checks are conducted after tow operations are complete.

(325 OSS-OSSA/325 OSS-OSSA FIL 17-576)

9. Fire Fighting Capabilities:

a. Tyndall AFB (KPAM) Fire and Emergency Services provides adequate aircraft rescue firefighting ARFF coverage 24/7 for small frame aircraft (e.g. fighters, helicopters).

b. Interior/exterior aircraft rescue is adequate for medium frame aircraft (e.g. C-130, C-32A) but fire suppression is limited.

c. Interior/exterior aircraft rescue or fire suppression is severely limited for large frame military aircraft. Tyndall AFB (KPAM) Fire and Emergency Services does NOT meet recommended ARFF firefighting agent requirements for fire suppression nor for offensive firefighting/rescue operations for large frame military aircraft.

d. All other aircraft operating out of Tyndall AFB (KPAM) airfield are at pilots discretion. Please contact Tyndall AFB (KPAM) Assistant Chief of Operations at DSN 523-2852, C280-283-2852 for ARFF related questions.

(325 OSS-OSSA/325 OSS-OSSA FIL 16-689)

10. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. All personnel utilizing Tyndall AFB (KPAM), the Drone Runway, and other outlying entities of Tyndall AFB, must report all bird strikes and are strongly encouraged to report any bird sightings that pose probable hazards to flying to a controlling agency. Additionally, aircrew will adhere to warnings reported by the Automatic Terminal Information Service (ATIS), Improved Weather Dissemination System (IWDS), Aviation Hazard Advisory System (AHAS), AM Operations, and/or Command Post for current Bird Watch Conditions (BWC). If an Aircrew observes or encounters any bird activity while in flight, that constitutes a hazard to flight safety, and the aircrew shall notify one or all of the following: Tyndall Supervisor or Flight (SOF), Control Tower,

Tyndall Radar Control Facility (TRCF), mission controller or the Range Control Office (RCO).

b. Information should include the following:

(1) Aircraft Call Sign

(2) Altitude of birds

(3) Approximate number of birds

(4) Species of birds if known

(5) Location/direction of flight or roosting site

(6) Local time of sighting

c. Bird Watch Conditions (BWC)

(1) LOW: is used during normal bird activity on and above the airfield with low probability of hazards. BWC Low will be declared when activity is no longer observed following a Moderate or Severe BWC. No restrictions.

(2) MODERATE: will be declared during increased bird activity or densities in a location which represent an increased potential for having a bird strike, but doesn't constitute a Severe BWC. This condition requires optimal vigilance by all agencies and personnel. Traffic patterns shall be limited to minimize training requirement. Pilots will be particularly cognizant of bird activity when on final and will avoid low, flat approaches.

(3) SEVERE: high bird densities on or above the airfield, or in a location that presents a high potential for a bird strike. All personnel must evaluate mission needs before conducting operations in areas under SEVERE BWC, must get proper approval prior to take-off or landing.

d. BASH Phase I and Phase II

(1) Phase I is designated as all months not designated as Phase II. During these months, the occurrence of potential hazards are decreased significantly. We do not need to focus on our deer population as much, but when they disappear, we need to focus on coyotes and bears moving across the runways, as they are having their litters, and dispersal from their den sites are more frequent. In relation, our bird threats are Osprey and Bald Eagles. Their offspring will be getting into the air in May and June, flying across the airfield to the bays on either side of Tyndall AFB (KPAM).

(2) Phase II is designated from August-February here at Tyndall AFB. This is when we see the most bird activity due to migration. Although we are not on a major flyway, we get a good number of Vultures heading north, and they use the thermals on the departure/approach ends during midmorning and early afternoon hours. We also have an abundance of Osprey and Bald Eagles that set up nesting sites during this time. We have to focus on the White-tailed Deer during these months being more active on and near the runways, as it is also their breeding season. Activity at dusk and dawn will be increased as Bucks pursue Does through bedding and feeding areas.

e. In addition to our seasonal hazards, we also have the potential for shorebirds to be present year round. More specifically during times of inclement weather, the numbers can range from single digits up to 200 plus birds. We have to realize that just because it is not raining at Tyndall AFB (KPAM)

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specifically, does not mean that weather off the coast isn't making it uncomfortable for the birds. This in turn will force them to Tyndall runways/droneway.

(325 OSS-OSSA/325 OSS-OSSA FIL 17-147)

USAF Academy Airfield (KAFF), CO

1. Pilots are advised that flights within USAF Academy (KAFF) Class D Airspace are prohibited without contacting Academy (KAFF) Tower.

(306 OSS-OSAA/306 OSS-OSAA FIL 08-109)

2. CAUTION - Use caution Monday-Saturday during daylight hours for:

a. Extensive VFR student pilot training conducted at the USAF Academy Airfield (KAFF), and Bullseye Auxiliary (CO90) (located in Northwest corner of A639A). Aardvark (located N39°02'06.6" W104°50'41.9") 4 NM North of USAF Academy Airfield (KAFF) is closed.

b. Extensive soaring and skydiving operations conducted in A260 (over the Academy property) from surface-17,500' MSL. Occasional sailplane operations occur above 17,500' MSL.

c. Extensive VFR student pilot training conducted within A639A (500' AGL - 12,000' MSL) and A639B (500' AGL - 12,000' MSL).

d. Extensive arrival and departure traffic along Interstate I25, USAF academy airfield (KAFF) to Castle Rock 9,000' MSL and below.

e. Extensive VFR student pilot training occurs in the following areas not encompassed by special use airspace:

(1) Area between A639B and Interstate 25, from Castle Rock to Springs East Airport (A50), and the area between A639B and A639A. Both include local flying areas from 500' AGL - 10,500' MSL. Pilots should also use caution for aircraft transiting the area between the USAF academy Airfield (KAFF) and A639A & B 9500' MSL and below.

(306 OSS-OSAA/306 OSS-OSAA FIL 16-367)

3. FIRING RANGE - Use caution for small-arms firing range located 5 NM NW of the USAF Academy Airfield (KAFF) (location: BRK 285/13; N39°02.16' W104°53.34'). Avoid flying below 1000' AGL over range or within 1.5 NM W of range. (AFFSA/AFFSA FIL 02-14)

4. Before conducting flights through these areas, pilots are requested to contact 306 OSS Current Operations at DSN 333-4617 or C719-333-4617 for more information. (AFFSA/AFFSA FIL 06-443)

5. Flyovers for designated events are highly encouraged at the USAF Academy, but must be coordinated at least 48 hours prior with 306 OSS Current Operations at DSN 333-4617 or C719-333-4617. Drop-in flybys will not be allowed due to the impact on flight operations at the USAF Academy. (AFFSA/AFFSA FIL 06-443)

6. For additional information on local flying area activity, also see entries for City of Colorado Springs Muni (Peterson AFB) (KCOS) and Butts AAF (KFCS) in this publication. Pilots are highly encouraged to contact Colorado Springs Approach for radar service while operating in and around Colorado Springs. (AFFSA/AFFSA FIL 02-14)

7. TAXIWAY AND RAMP RESTRICTIONS -

a. Aircraft with wingspan over 40' not authorized on north, south or transient ramps without prior Airfield Manager approval.

b. Aircraft with wingspans greater than 40' not authorized to taxi through Taxiway A and C hammerhead when aircraft are parked in hammerhead due to lack of wingtip clearance.

c. North side of Hangar C (Building 9210) limited to tow operations only.

d. Aircraft and equipment parked along taxiway centerline on airmanship ramp; use wing walkers to navigate. (306 OSS-OSAA/306 OSS-OSAA FIL 15-449)

8. NON-STANDARD SYSTEMS – Non-standard airfield markings and signs as follows:

a. Runway 16R-34L runway hold position markings and associated mandatory signs on west side of runway are located 500' from edge of runway.

b. Bi-directional runway hold position markings consisting of a single dashed yellow line inside two solid yellow lines located between Runways 16R-34L and 16C-34C at midfield apron and on Taxiway J.

c. Runway hold position marking on west side of Runway 16R-34L depicted as a double red line located in the Sailplane Landing Area.

d. Runway distance markings consisting of a series of white transverse stripes located 1000', 1500', and 1750' from runway both thresholds on Runways 16R-34L and 16C-34C.

e. NIFA markings consisting of multiple white transverse hash marks located in touchdown zones of Runway 16L-34R.

f. Runway center-point bar consisting of a transverse white stripe located at mid-point of Runways 16R-34L and 16C-34C.

g. Tow rope lines consisting of two groups of five one foot wide transverse white lines located near center of Runways 16R-34L and 16C-34C.

h. Several miscellaneous solid and dashed yellow lines, red and yellow boxes, and red stop signs located on the midfield apron for pedestrian control.

i. AGE position markings consisting of white rectangular boxes located on all aprons.

j. Tow plane refueling position markings consisting of four 2'x2' solid white boxes located on midfield apron.

k. Taxiway centerline from Taxiway Charlie to Taxiway Golf is interrupted at Runway 34R.

l. Taxiway centerline from Taxiway Alpha to Taxiway Golf is interrupted at Runway 16L.

m. Two 4" x 10" white towplane line up markings located on the west edges of Runway 34L/16R and Runway 34C/16C at midfield.

n. A 100' x 12' Passenger holding box depicted by a 6" white line located on the west edge of Airmanship Ramp. (306 OSS-OSAA/306 OSS-OSAA FIL 15-897)

9. BIRD ACTIVITY -

a. Waterfowl, especially Canadian geese and snow geese, frequent fields and ponds within a 5 NM radius of the USAF Academy Airfield (KAFF). Phase II migration periods for waterfowl are from October-November and March-June. There are a large number of horned larks in the vicinity of Bullseye Auxiliary Airfield (CO90). Phase II migration periods for these are from March-May and September-November. All other periods are Phase I.

b. BWC -

(1) LOW - No operating restrictions.

(2) MODERATE - The 557 FTS and the 98 FTS are authorized single-ship takeoffs to depart the pattern and only full-stops are authorized. The 94 FTS Soaring Control Officer/Operation Supervisor will increase vigilance and determine if restricted operations are necessary (e.g. no pattern tows). In the training areas, pilots will avoid flight levels and specific areas with reported bird activity. Aircrews will fly no lower than 1000 AGL on navigation routes.

(3) SEVERE - The 557 FTS and 98 FTS are not authorized takeoffs or landings, and parachute operations are not authorized unless a greater emergency arises. The 94 FTS is not authorized takeoffs and will only recover aircraft already airborne. All aircraft will depart the pattern. The high traffic pattern will be closed. In the training areas, pilots will avoid flight levels and specific areas with reported bird activity. Aircrews will fly no lower than 1000 AGL on navigation routes.

c. BASH reporting procedures for Bullseye Auxiliary Airfield:

(1) If Bullseye is utilized by 557 FTS or 1 FTS aircraft, an Airfield Monitor will relay bird information for the airfield to the SOF and the 557 FTS and 1 FTS Operations Supervisors.

(2) All pilots operating at Bullseye are encouraged to report instances of unusual bird/wildlife activity to USAFA Airfield Management at DSN 333-2526 or via radio to the SOF (121.25).
(306 OSS-OSAA/306 OSS-OSAA FIL 15-478)

Vance AFB (KEND), OK

1. Monday-Friday during published or NOTAM hours intense VFR student jet traffic is conducted in Vance MOAs and from ground to 10,000' MSL within 15 NM radius of Vance AFB (KEND) and Kegelman Aux (CKA) (located 23 NM NW of Vance AFB (KEND)). High speed, low level jet navigation missions are flown along numerous military training routes E and W of the airfield under Vance MOA. Contact Vance (KEND) Approach for traffic advisory.

a. Transient aircraft will utilize Runway 17C-35C and are limited to 1 approach to a full stop landing. During VMC, Vance AFB (KEND) aircraft performing straight-in approaches and departures to Rwy 17C-35C will assume MARSA with approaches and departures from Rwy 17L-35R. There is a high concentration of T1 and T38 aircraft operations Rwy 17R-35L, from 8 NM final to 3 NM from departure end; patterns W of Vance (KEND) to 4000'. There is a high concentration of T6 aircraft operations Runway 17L-35R from 10 NM final to 6 NM from departure end; patterns E of Vance (KEND) to 4500'.

b. Due to weight bearing considerations and limited ramp space, B52, B1, C130, C17, C5, KC10 and KC135 aircraft will contact Airfield Manager at least 24 hours in advance of arrival for weight capacity waiver, restrictions on servicing and parking.

c. Transient aero club operations are not authorized during wing flying hours.

d. Limited maintenance for other than T1, T6, and T38 aircraft.

e. Drag chutes not available. Drag chute repack service available 1330-2215Z++ Monday-Friday.

f. Only T1, T6, and T38 aircraft will use Taxiway F, E of Rwy 17C/35C, when Rwy 17L-35R is in use. All other aircraft must use Taxiway A, C or E. Use extreme caution for low flying aircraft on the extended centerline of Rwy 35R. If taxiing to Rwy 35C, taxi in front of aircraft holding in the hammerhead and up to the hold line.

g. Due to continuous operations tempo and PL4 manning requirements in place; aircrews requiring security of priority aircraft must contact Vance AFB (KEND) Airfield Operations 72 hours prior to arrival to determine security requirements. Protection Level 3 and 4 aircraft security is the responsibility of owner/user. Security measures and equipment will be set/provided by Security Forces upon arrival in coordination with the aircraft commander/crew. Security Forces will maintain CCTV capabilities of aircraft parked on the south ramp and provide emergency response only IAW AFI 31-101, para 4.8.2.

h. Base Operations does not have storage facilities for classified material and does not maintain COMSEC. Storage requests of classified material are referred to the Command Post and COMSEC requests are referred to 71CS. Custom, Immigration and Agriculture services not available.

(71FTW/T2-AMO/71 FTW T2-AMO FIL 18-666)

2. HAZARDS - A hazardous drainage ditch exists at the departure end of Runway 17C. The ditch is located right (W) of the clearway and then doglegs E and stops S of Runway 17C overrun. Aircrews failing to engage the barrier or departing the runway should attempt to steer the aircraft to the left (E).

(71FTW/T2-AMO/71 FTW T2-AMO FIL 08-217)

3. Airfield Information and Restrictions:

a. Taxiway D between Runways 17L-35R and 17C-35C 50' wide, not lighted.

b. Parallel taxiway 82' wide. Aircraft with wingspan between 82' and 102' require wing walker. Over 102' prohibited.

c. Hold sign Taxiway E at Runway 35R non-standard, on right side of taxiway.

d. Heavy aircraft departing Runway 35C, 17C, 17R, or 35L taxi at least 500' down runway before increasing to take-off power.
(71FTW/T2-AMO/71 FTW T2-AMO FIL 15-572)

4. HELICOPTER PROCEDURES -

a. ARRIVALS - VFR arrivals contact Vance AFB (KEND) Approach at least 25 NM from Vance (KEND).

(1) Heavy or large class helicopters in accordance with FLIP wake turbulence criteria (e.g., CH/HH3, CH47, CH/HH53, CH54, etc.) expect radar vectors for a straight-in approach to the center runway.

(2) All other helicopters expect arrival as follows:

(a) Arriving from the S - Fly N along Highway 81 and report to Vance (KEND) Tower when abeam the town of Bison, OK. Maintain at or below 1800' MSL and continue N maintaining a

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ground track 1 NM E of Highway 81. When abeam Vance (KEND) Tower advise the tower of your position and enter a holding orbit at that point until cleared to land. Use caution for civil air traffic operating from Woodring Airport (KODG).

(b) Arriving from the N - Contact Vance (KEND)

Tower when over the town of Kremlin, OK. Proceed W toward Highway 81 maintaining 1800' MSL and then fly S maintaining a ground track parallel to and 1 NM E of Highway 81. When abeam Vance (KEND) Tower advise the tower of your position and enter a holding orbit at that point until cleared to land. Use caution for civil air traffic operating from Woodring Airport (KODG).

b. When cleared to land, fly a base leg abeam the approach end of the active runway and make a final approach to land on Rwy 17L-35R. Exit at Taxiway D and expect taxi instructions from there to parking.

c. GROUND OPERATIONS - Do not taxi over other than prepared surfaces to minimize the foreign object damage hazard.

d. DEPARTURES - Taxi to Taxiway D to depart in the direction of the active runway. Depart in the direction of traffic. Abeam the departure end of the runway turn E and maintain at or below 1800' MSL. Do not overfly the Vance family housing area. When 1 NM E of Highway 81, fly due N/S and maintain 1800' MSL until cleared higher by ATC.

(71FTW/T2-AMO/71 FTW T2-AMO FIL_16-937)

5. AIRCRAFT RESCUE AND FIREFIGHTING (ARFF): Vance AFB (KEND) ARFF level of service "reduced" for trainer, fighter, helicopters and small aircraft. Contact Vance Fire Chief (DSN 448-7262) to confirm ARFF status.

(71FTW/T2-AMO/71 FTW T2-AMO FIL 16-300)

6. SEVERE WEATHER RESTRICTIONS - When lightning is occurring within 5 NM of Vance AFB (KEND), aircraft will be allowed to land; however, crew and passengers (if any) must stay in aircraft until lightning warning is cancelled.

(71FTW/T2-AMO/71 FTW T2-AMO FIL 15-527)

7. BIRD AIRCRAFT STRIKE HAZARD (BASH) - Phase I represents normal bird activity outside migratory season. Phase II period represents heavy bird activity, normally associated with migratory season. Vance AFB (KEND) Phase II periods are designated 1 October - 31 January due to migratory patterns of Large Waterfowl, Sandhill Cranes, Grackles and several Blackbird species. Phase II also extends from 15 April to 31 May for the Franklin Gull. All aircrews should be aware of the increased bird activity and BASH potential at these times.

a. LOW - Bird activity on and around the airfield representing low potential for strikes.

b. MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes. Bird Watch Condition MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.

c. SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

d. Pilots are encouraged to report all bird sightings that pose a probable hazard to flying. Monitor ATIS or contact Pilot to Dispatcher or Vance AFB (KEND) Supervisor of Flying for Bird Watch Condition updates.

(71FTW/T2-AMO/71 FTW T2-AMO FIL 16-790)

Vandenberg AFB (KVBG), CA

1. Any inbound aircraft carrying hazardous cargo (AFJI 11- 204) will contact Airfield Operations on Pilot to Dispatcher (PTD) 30 minutes prior to arrival; if no answer, contact Spaceport Control on 311.0 or 321.0.

(30 OSS-OSSA/30 OSS-OSAA FIL 18-780)

2. Vandenberg AFB (KVBG) has no permanently assigned aircraft and thus will support the transient home station CDDAR Team with augmentee support when responding to major aircraft incidents involving transient aircraft at Vandenberg AFB (KVBG) and surrounding areas. Reference AFI 21-101.

(30 OSS-OSSA/30 OSS-OSAA FIL 11-684)

3. SERVICING LIMITS - Ramp workload may cause servicing delays and unexpected remaining overnight for aircraft landing after 2300Z++. Plan to land, reserve and depart during airfield operating hours. Contact PTD/Command Post 30 minutes before arrival for updated information and advisories.

(30 OSS-OSSA/30 OSS-OSAA FIL 18-780)

4. RESTRICTED AIRSPACE - To enter R2516 obtain IFR clearance from Los Angeles (KLAX) CENTER, or if VFR contact Tower 30 NM out. If authorized, specify requirement to fly in R2517. For Range Operations, expect to contact Frontier Control on appropriate frequency. See IFR Supplement: WESTERN RANGE (30th SPACE WING).

5. NOISE ABATEMENT - Extremely noise sensitive area over Lompoc, E of base. Avoid overflying city until on final approach or as directed by ATC. Rotary wing not authorized over base housing area. Use aircraft configuration that will minimize engine noise. The following applies to B-52 and C-135 type aircraft executing Rwy 30 approach only. On initial approach, request aircraft delay descent from step-down altitude to FAF altitude until 10 DME. For aircraft executing multiple approaches, expect radar pattern altitude of 4000' MSL. Request delayed descent from 4000' to FAF altitude until 11 DME. Point Purisima (VBG R283/3 DME) and the neighboring terrain is the nesting area for the endangered bird species known as the California Least Tern and the Western Snowy Plover. Point Arguello (VBG R183/7.5 DME) and the neighboring terrain is the nesting area for the endangered bird species known as the Peregrine Falcon. All aircraft will avoid overflight of these areas at a slant range of greater than 1900' from 1 March until 30 September each year for Point Purisima and 15 February until 31 August for Point Arguello. It is a violation of federal law to disrupt nesting birds during the time frame mentioned. The coastal area under restricted areas R2516 and R2517 are considered marine mammal haul out areas and will be avoided year round by a slant range of no less than 500' due to the presence of protected mammals.

NOTE: These are noise abatement techniques only and should be used as safety of flight allows. Under IMC conditions, fly the approach as published or follow the controller's directions (AFFSA/AFFSA)

6. Vandenberg AFB (KVBG) Airfield Operations and Weather Station are not collocated. Furthermore, the Representative Observation Site (ROS) is located 1 1/2 NM N of the airfield complex. The facility does not allow a 360° view of the airfield complex from the observation point. There is an obstruction from 050°-150° due to Base Operations and Flight Line Fire Buildings. The ROS operates under the same duty hours as Airfield Operations (augmented terminal observations for Vandenberg (KVBG) are available when the Observation site is open). 24 hour Terminal Aerodrome Forecasts (TAF's) are issued every eight hours. The TAF is amendable during airfield operating hours and a limited METWATCH is maintained during non-duty hours. The

base weather station can provide flight planning information and forecasts. All other PMSV services, except NOTAM, are available continuously.

(AFFSA/AFFSA FIL 04-146)

7. COMSEC material must be stored at the 30 SW COMD POST, DSN 276-9961, C805-606-9961.
(30 OSS-OSAA/30 OSS-OSAA FIL 10-581)

8. RWY 12 OPERATIONS - Expect delays for aircraft back-taxiing for departure.

9. AIRCRAFT SECURITY - Vandenberg AFB (KVBG) has no designated restricted areas. Transient aircraft with security requirements must coordinate with Airfield Operations prior to arrival.

10. Vandenberg AFB (KVBG) routinely is under decreased/no RF emissions due to unloading/loading of sensitive cargo. Aircraft with onboard radar should coordinate radar usage with tower prior to entering Class D Airspace.

11. EXTERNAL STORES/CARGO JETTISON AREA - The jettison area is a 2 NM wide circle located at the VBG TACAN radial 260/4.2 DME at 2000' MSL. During IFR conditions, the drop altitude will be at or above MVA 2400. If necessary to jettison tanks, pilots should advise the tower and request clearance to enter the jettison area. When cleared into the drop zone, pilots should make a quick visual clearance check for surface vessels, and then drop tank(s).

12. FUEL DUMP PROCEDURES - The fuel jettison area is located on the VBG TACAN radial 260/10-20 DME. Radar vectors to the area are available. Recommended dumping altitude is 20,000' MSL or higher. The unit owning the aircraft will prepare a "Fuel Jettison Report" in accordance with their MAJCOM publication library and assist the pilot or crew in completing the report.

13. BAILOUT AREA - The bailout area is located on the VBG TACAN radial 180/1-2 DME. Non-TACAN equipped aircraft should request radar vectors to bailout area.

(AFFSA/AFFSA)

14. UNLIGHTED OBSTRUCTION - The following unlighted obstructions are located within the imaginary surfaces surrounding the airfield.

a. Obstructions on Runways 12 approach end: row of 6 unlighted, 45' telephone/power poles 1,476'-1,843' north of Runway 12 threshold.

b. 100' unlit obstruction tower located at 34° 36' 29"N; 120° 31' 38" (8.8 miles south of KVBG airfield). Unlit tower MSL height is 1557'.

(30 OSS-OSAA/30 OSS-OSAA FIL 18-780)

15. NON-STANDARD SYSTEMS - Non-Standard Lighting: Vehicle traffic lane lighting installed on shoulders of Secondary Hazardous Cargo Loading and Unloading Area.
(30 OSS-OSAA/30 OSS-OSAA FIL 15-666)

16. FIRE FIGHTING CAPABILITIES:

a. Vandenberg AFB (KVBG) Fire and Emergency Services provides adequate aircraft rescue firefighting (ARFF) coverage twenty four hours, seven days a week for small frame aircraft (e.g. fighters, helicopters) and medium frame aircraft (e.g. C-130, C-32A).

b. For large frame military aircraft, Vandenberg AFB (KVBG) Fire and Emergency Services does NOT meet recommended ARFF firefighting agent requirements for fire suppression nor for offensive interior fire fighting/rescue operations.

c. All other aircraft operating out of Vandenberg AFB (KVBG) airfield are at pilot's discretion. Please contact Vandenberg AFB (KVBG) Assistant Fire Chief of Operations or Fire Chief at DSN 276-5380/5971, C805-606-5380/5971 for ARFF related questions.
(30 OSS-OSAA/30 OSS-OSAA FIL 16-1007)

17. CAUTION -

a. Use extreme caution for extensive unmanned systems operations in the vicinity.

(30 OSS-OSAA/30 OSS-OSAA FIL 19-265)

18. BIRD AND WILDLIFE HAZARDS -

a. Vandenberg AFB (KVBG) - Airfield Operations reports Bird Aircraft Strike Hazards condition codes even though a variety of wildlife exists in the area. Bird Aircraft Strike Hazards status will be reported as LOW, MODERATE, or SEVERE based on reports and observations from airfield management personnel. The airfield is located in predominant deer habitat. No Runway Supervisory Unit or Supervisor of Flying is available. Flocks of gulls cross final approach course to Runway 30 at approximately 2 DME, 300'-500' AGL, from sunrise to midmorning and from mid-afternoon to sunset. Birds are not visible from the tower. Report all bird and animal strikes in the vicinity of Vandenberg (KVBG) to Airfield Operations (30 OSS/OSAA DSN 276-6941/2), or by radio to PTD. This information is required to determine bird/animal habits, and to determine corrective action.

b. Bird Watch Condition SEVERE - High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE. Only full stop landings are permitted. Operational commanders will consider delaying departures and arrivals and diverting aircraft.

c. Bird Watch Condition MODERATE - Increased bird population in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews. Pilots will limit patterns work to a minimum.

d. Bird Watch Condition LOW - Normal bird activity on and above the airfield with a low probability of hazard.

e. BIRD ACTIVITY -

(1) Migration periods for waterfowl are September through April, but generally in low numbers. Raptors frequent the area near or directly over the runways. Raptor numbers are generally stable year-round. Raptors, killdeer, mountain plovers and turkey vultures can pose a significant hazard during daylight hours year-round. Gulls present the largest hazard. Large movements of birds, primarily gulls, approximately 2 hours before and after both sunrise and sunset clearly present a high bird strike risk at Vandenberg AFB (KVBG).

f. Deer and coyote activity on or near the airfield is year-round. Extreme caution should be used when landing and or taking off during hours of darkness or within approximately one hour of both sunrise and sunset.

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g. Phase I represents normal bird and mammal activity outside migratory season and Non-Phase II periods. Phase II represents heavy bird or mammal activity, normally associated with migratory/local breeding season or other higher risk periods. Phase I and II are independent of the actual Bird Watch Condition (BWC) declared by Airfield Management or Air Traffic Control. Phase I and Phase II periods will remain constant unless migration or activity patterns change, at which time the phase periods will reflect this change.

h. Phase II for mammals. 20 July through 20 September during deer rutting. Additionally, year-round extreme caution should be used when landing or taking off during hours of darkness and within one hour of both sunrise and sunset. Airfield deer populations near the runway are higher during these times and present a hazard to aircrews. Pilots are cautioned to use extreme vigilance. The intersection of the runway and Taxiway North A at midfield a known "hot spot" for deer activity.

i. Phase II for birds. Waterfowl migration period of 01 September through 31 October. Additionally, 01 March through 30 June for increased local bird activity. From 01 March to 30 June, large flocks of small Horned Larks (20-50) and Killdeer are on the airfield on/near the runway and on the infield areas below 200' above ground level. Pilots are cautioned to use extreme vigilance.
(30 OSS-OSSA/30 OSS-OSAA FIL 18-780)

Volk Fld (KVOK), WI

1. CAUTION - ANG Combat Readiness Training Center with intensive jet training. High terrain within 5 NM. Transient facilities/service limited, available 1400-2200Z++ Monday-Friday except holidays, OT in support of National Guard Bureau validated flying. Do not overfly POL storage SW corner of airfield.
(AFFSA/AFFSA)

Westover ARB/Metropolitan (KCEF), MA

1. Limited passenger services available. No drag chutes or repacking services. Simultaneous use of intersecting runways in effect. Billeting extremely limited, 48 hour prior notice required for reservations.

2. CUSTOMS AND AGRICULTURE: All aircraft will contact Airfield Management at least 24 hours prior to arrival for Customs/Agriculture coordination at DSN 589-2951/2917, C413-557-2951/2917. - Reference Foreign Clearance Guide. North and South America, US Section V, Special Airport of Entry.
(439 OSS-OSA/439 OSS-OSA FIL 18-096)

3. AIRCRAFT SECURITY - The airfield has two designated security restricted areas. One consolidated C-5 restricted area.

4. Any inbound aircraft carrying hazardous cargo will contact AMOPS on Pilot to Dispatch 30 minutes prior to arrival.
(439 OSS-OSA/439 OSS-OSA FIL 17-1275)

5. All transient SAAM, JA/ATT, heavy jet aircraft, JCS exercises, and tactical exercises will contact the 439 LRS/LGRR DSN 589-3318 to coordinate support requirements. XPN will arrange all required support. All other aircraft contact Airfield Management DSN 589-2917.
(439 OSS-OSA/439 OSS-OSA FIL 15-646)

6. TAXIWAYS AND RAMPS –

a. Uncontrolled vehicle traffic on East Ramp and North Ramps, Taxiways S and T.

b. MILITARY AIRCRAFT - Taxiway A, west of Taxiway S, limited to aircraft with a wingspan of 210' or less, due to obstacle (fence) located 132' north of centerline.

c. North Ramp secondary peripheral taxi lane limited to aircraft with a wingspan of 92' or less, due to obstacles (3-light poles) and backup generator (5'x15'x10') located 66' west of centerline. Aircraft with wingspans greater than 92' will utilize marshallers and/or follow me vehicle when operating on the North Ramp.

d. CAUTION - Obstruction hazards along east side of Taxiway Sierra in front of each hangar: 6 manholes 130 feet from taxiway centerline, between 11-15 inches high, 40 inches wide. Manhole locations:

(1) Hazard 12" high, 76" wide; 40" manhole, 36" asphalt grading around.

(2) Hazard 13" high, 76" wide; 40" manhole, 36" asphalt grading around.

(3) Hazard 13 1/2" high, 76" wide; 40" manhole, 36" asphalt grading around.

(4) Hazard 13" high, 76" wide; 40" manhole, 36" asphalt grading around.

(5) Hazard 11" high, 76" wide; 40" manhole, 36" asphalt grading around.

(6) Hazard 15" high, 76" wide; 40" manhole, 36" asphalt grading around.

(439 OSS-OSA/439 OSS-OSA FIL 18-821)

7. Transient aircraft Electronic Flight Plan (EFP) procedures:

a. All pilots must check-in with AMOPS.

b. Electronic Flight Plan (EFP) filed/transmitted with an Air Traffic Service, other than Westover ARB, a copy must be printed and given to AMOPS for flight following purposes.

c. Printed copy must be in DD Form format.

d. EFP filed/transmitted with an automated Air Traffic Service cannot be amended by AMOPS.

e. Electronically generated flight plan filed with AMOPS, must be in DD Form format, and can be digitally signed.

f. Flight plans will not be transmitted until verified in-person by the pilot.

g. No flight plan (FPNO) arrivals, pilot must provide copy of flight plan in DD Form format.
(439 OSS-OSA/439 OSS-OSA FIL 16-627)

8. BIRD AND WILDLIFE HAZARDS - CAUTION - Numerous wildlife hazards. Pilots should report all bird or mammal sighting to Airfield Management, Tower, or Supervisor of Flying.

a. Bird Activity - Horned larks, killdeer and meadowlarks pose a significant hazard during the spring and summer months. Swallows extremely active during the months of July and August during the morning to early afternoon. Occasional concentrations of large and small birds on and in the vicinity of the airport. From the months of October-February, heavy crow activity during sunrise and sunset periods in and around the airport. Monitor ATIS or contact Pilot to Dispatch for current Bird Watch Conditions.

b. Mammal Activity - Deer, coyote and fox activity on or near the airfield is year round. Extreme caution should be used for landing or takeoff during the hours of darkness.

c. Bird Watch Conditions are as follows:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard.

(2) MODERATE - Increased bird population in locations which represents an increased potential for strike. Requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) SEVERE - High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

d. BASH PHASES:

(1) BASH Phase I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods with the primary threat resulting from small species of birds such as mourning doves, starlings, kestrels, and horned larks.

(2) BASH PHASE II - In effect by NOTAM as determined by airfield surveillance and risk assessment, Phase II is most likely to occur in March-April and September-October. Bird activity may increase during these periods due to the presence of migratory waterfowl such as mallards and Canada geese. Short periods of MODERATE or SEVERE may occur during these periods.

(439 OSS-OSA/439 OSS-OSA FIL 17-1275)

Wheeler-Sack AAF Fort Drum) (KGTB), NY

1. ARRIVALS/DEPARTURES -

a. Special VFR (SVFR) Operations. Aircraft may request SVFR clearance when the reported weather is below basic VFR minima. SVFR clearances authorized for arrivals and departures. The following minima apply:

(1) SVFR Rotary-Wing, day conditions, 300-1/2.

(2) SVFR Rotary-Wing, night conditions, 500-1/2.

b. Helicopters shall not take-off or land directly to or from a parking ramp.

c. Aircrews picking up aircraft from Department of Logistics (DOL)/contract maintenance will file flight plan with Base Ops during operating hours. Aircrews should bring their own FLIP material.

d. Night Vision Device operations are authorized on all helipads, lettered taxiways, numbered runways and sod training areas.

2. RESTRICTIONS -

a. Avoid over flight of small arms ranges 7, 8 and 9 located 0.25 NM ESE of Runway 33 threshold and Taxiway C intersection when in hot status. Range status on ATIS or contact Wheeler-Sack AAF (KGTB) Base Ops for status.

b. All aircraft/helicopters conducting operations on the Fort Drum military reservation must receive an airspace briefing.

c. Transient aircraft may conduct practice approaches provided their operations do not interfere with local training. Call Wheeler-Sack AAF (KGTB) Base Ops, DSN 772-5681 for available transition periods.

d. Helicopters will not hover between Taxiway J and Runway 03-21.

e. No helicopter operations on Main Ramp in front of Base Ops without prior coordination.

f. Helicopters with skids will only perform run-on landings to Taxiway J, prohibited on all other surface areas.

g. Runway 08-26 restricted to helicopter traffic only.

3. CAUTION -

a. Expect extensive helicopter night vision device training and Unmanned Aerial System (UAS) operations in and around the Wheeler-Sack AAF (KGTB) Class D Airspace, R5201 and the entire Fort Drum military reservation.

b. The Fort Drum Restricted Area (R5201) has large density of multiple type aircraft (helicopters, fighters, Cargo, UAS), ranges and artillery firing points. Aircraft operate within R5201 on a "see-and-avoid" basis and follow procedural control separation measures as prescribed in FD Reg 95-1. Aircraft operations in R-5201 require communication with Drum Radio.

c. Avoid over-flight of ammunition storage area below 1000' AGL located 2.2 NM east of Wheeler-Sack AAF (KGTB).

d. Medium and Large Unmanned Aircraft Systems (UAS) routinely operate in the KGTB class D airspace SFC-3200' MSL and within R5201 SFC-FL230/290. Contact Approach Control, Tower, or Base Ops for information on current UAS operations.

e. An Unmanned Aircraft System (UAS) airstrip is located within the Wheeler-Sack AAF (KGTB) Class D airspace east of the airfield runways. A temporary Restricted Operating Zone (ROZ) is established when UAS are launching or recovering.

4. SERVICES -

a. Classified Materials – Limited storage for classified material up to SECRET available at Base Ops.

b. POL/Transient Alert not available on weekends without prior coordination.

c. No weapons storage available.

d. No passenger services available.

e. No on-site fleet services, trash removal or catering. Contact Base Ops for service contact information.

f. No in-flight kitchen.

g. De-icing services to be conducted on de-ice pad only.

h. Flight Plans and associated paperwork can be faxed to Base Ops, DSN 772-7686 or email to USARMY.DRUM.IMCOM-ATLANTIC.MBX.DPTMS-BASE-OPS@MAIL.MIL.

i. No oxygen or transient maintenance available.

5. MISCELLANEOUS -

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a. Billiting on post can be coordinated through Fort Drum IHG Army Hotel at C315-773-7777.

b. Government ground transportation not available.

c. Transient Pilots-In-Command remaining overnight (RON) will register with Base Ops.

6. BASH -

a. Bird/Wildlife Aircraft Strike Hazard (BASH) Information:

(1) Current Bird Watch Condition (BWC) can be received from Base Ops or ATC. ATIS provides BWC information when hazard is MODERATE or SEVERE. If BWC is SEVERE, ATC will ensure that pilots understand the condition and are provided the option to delay, divert, or continue the proposed operation into the hazardous area. Expect rapidly changing BWC during periods of bird migrations. Use caution with increased vigilance.

(2) Wheeler-Sack AAF (KGTB) is located in the Atlantic Major Migratory Flyway. The potential for bird strikes increases during bird migrations in the months of March through April, and August through November. The altitudes of migrating birds vary with winds aloft, weather fronts, terrain elevation, cloud conditions and other environmental variables. About 90 percent of migratory flights occur below 5,000 feet MSL; however, migratory waterfowl have been reported as high as 20,000 feet MSL.

(3) BWC Terminology: The following terminology will be used for rapid communications to disseminate bird activity hazard information and implement operational procedures.

(a) SEVERE – High bird population (more than 15 large or 30 small) on or immediately above runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission need before conducting operation in areas under condition SEVERE.

(b) MODERATE – Increased bird population (5-15 large or 15-30 small) in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

(c) LOW – Sparse bird activity on and above the airfield (less than described in MODERATE) with low probability of hazard.

(USAASA/USAASA FIL 2015-74)

Whidbey Island NAS (KNUW), WA

1. NOISE ABATEMENT - Strict adherence to departure procedures and expeditious climb to assigned altitude are required to minimize noise impact on surrounding areas. LOW TRANSITIONS PROHIBITED. Visual approach shall also be prudently planned and executed to minimize noise impact.
(USN/NAVFIC)

2. DEPARTURES -

a. RUNWAY 07 and 14 - Follow published departure procedures. Tactical/high performance jet aircraft shall not turn on course prior to 3000' MSL.

b. ALL RUNWAYS - Afterburner take-off permitted only when required by NATOPS or written standard operating procedures. Afterburners must be secured no later than the field boundary.

(USN/NAVFIC FIL 0052-08)

3. BIRD HAZARD ACTIVITY - Heavy bird activity, greatest from mid-February to end of August. Greatest risk is from the Great Blue Herons crossing the approach/departure centerlines of Rwy 25 and 32 enroute to feeding grounds to the E in Dugualla Bay and Skagit River Flats. When low tides are present, expect increased Heron activity on the approach/departure centerlines of Rwy 25 and 32. Use extreme caution 1 hour prior to and 1 hour after sunset from ground level to 200' AGL. Great Blue Heron strikes have occurred as high as 2300' as far as 4 DME.

a. Bird Watch Condition:

(1) SEVERE (Intermediate)

(2) MODERATE (Probable)

(3) LOW (Sparse)

b. Contact Whidbey Island NAS (KNUW) Tower for specific bird hazard information.

(USN/USMC FIL 0071-14)

Whiteman AFB (KSZL), MO

1. CAUTION -

a. The Army Aviation Support Facility conducts Night Vision Device (NVD) operations at Whiteman AFB (KSZL) and in the vicinity of Harry S. Truman Reservoir from darkness to 0600Z++ at treetop level with minimum lighting daily. Inbound aircraft contact tower 20 NM out for advisories and to request standard airfield lighting.

b. LED obstruction lights in use.

(509 OSS-OSAA/509 OSS-OSAA FIL 19-162)

2. Refer to IFR-S for airfield and transient alert operating hours. During periods of Official Business Only, only aircraft directly supporting base activities will be approved.

(AFFSA/AFFSA FIL 02-34)

3. AIRFIELD RESTRICTIONS -

a. Runway 01-19: The runway is the only authorized operating area for B-52s. 509 OG/CC approval is required for B-52s to taxi off the runway and may only use Taxiway Delta unless prior coordination with the Airfield Manager has occurred and approved by 509 OG/CC.

b. Taxiway Alpha: Aircraft with wingspans greater than 144' are restricted from taxiing on Taxiway Alpha when an aircraft is parked in the North Hammerhead.

c. Taxiway Charlie: All traffic should be minimized on Taxiway Charlie when engine runs are in progress on the A-10 Trim Pad. ATCT will inform traffic of the potential jet blast prior to entering the Controlled Movement Area.

d. Taxiway Delta: Aircraft wingspans greater than 58' are restricted from taxiing on Taxiway Delta when an aircraft is parked in the south hammerhead.

e. Taxilane Echo: Restricted to aircraft with wingspans of 173' or less due to vehicles/AGE parked in front of docks. If all vehicles/AGE are removed and validated by Airfield Management, aircraft with wingspans less than 244' may taxi on Taxilane Echo.

f. Taxilane Foxtrot: Restricted to aircraft with wingspans of 173' or less due to vehicles/AGE parked in front of docks. If all vehicles/AGE are removed and validated by Airfield Management, aircraft with wingspans less than 244' may taxi on Taxilane Foxtrot. (509 OSS-OSAA/509 OSS-OSAA FIL 18-471)

4. PARKING RESTRICTIONS -

a. North Ramp: Accessible to home station 442nd FW A-10 aircraft only.

b. Parking spots T-1 and T-4 are restricted to aircraft with wingspans less than 185'.

c. No passenger aircraft may park on DV-2 or N-2 if spots DV-3 or N-3 have explosive laden aircraft parked.

d. Hardstands 1 thru 6 are restricted during munitions operations. Combat explosive laden aircraft may park on all hardstands. Non-combat aircraft parking in this area requires that one empty hardstand be located between explosive laden aircraft and their location.

e. HOT CARGO PAD (HCP) EXPLOSIVE WEIGHT LIMITS:
 HC/D 1.1 20,000 lbs.
 HC/D 1.2.1 50,000 lbs. MCE >450
 HC/D 1.2.2 100,000 lbs.
 HC/D 1.2.3 100,000 lbs. MCE <450
 HC/D 1.3 100,000 lbs.
 HC/D 1.4 Maximum Effective Quantity
 (509 OSS-OSAA/509 OSS-OSAA FIL 19-376)

5. ATC TOWER VISUAL BLIND SPOT -

a. Western end of Taxiway Bravo, northeast of Dock 1.

b. Parking Spots DV-1 and T-1.

c. Apron between T-9 and Hanger 27. North of T-9.

d. Taxiway Charlie West south of Dock 14.

e. Parking Rows Mike, November and Papa.
 (509 OSS-OSAA/509 OSS-OSAA FIL 18-471)

6. SERVICING LIMITATIONS

a. Extremely limited de-icing capabilities. Coordinate de-icing request through Transient Maintenance. De-icing truck boom unable to reach C-5 or C-17 Tail.

b. PASSENGER SERVICE - No passenger service available.
 (509 OSS-OSAA/509 OSS-OSAA FIL 19-162)

7. BIRD AND WILDLIFE HAZARDS - Numerous wildlife hazards. ACC traffic pattern procedures during periods of increased bird activity apply. Contact the Supervisor of Flying or the Tower for guidance. Pilots should report all bird or mammal sightings to Base Operations, Tower or the Supervisor of Flying.

a. BIRD ACTIVITY - Waterfowl, especially Canadian geese and snow geese (during winter), frequent fields and ponds within 5 NM radius of Whiteman AFB (KSZL). Migration periods for waterfowl are October-March. Raptors frequent the airspace near or directly over the runways. Raptor numbers increase during the months of November-March. Horned larks, killdeer, meadowlarks, swallows and turkey vultures can pose a significant hazard during spring and summer daylight hours. Expect higher concentrations of bird activity during sunrise and sunset.

b. MAMMAL ACTIVITY - Deer and coyote activity on or near the airfield is year round. Extreme caution should be used when landing or taking off during hours of darkness.

c. Phase I represents normal bird activity outside migratory season. Phase II represents heavy bird activity, normally associated with migratory season. Phase II timeframe at Whiteman AFB (KSZL) is from 1 April - 30 May (spring migration) and 15 August - 15 November (fall migration). Phase II is designed to enable squadrons to effectively plan training around the months they can expect to see an increase in BWC Moderate and Severe. During Phase II anticipate a dramatic increase in the numbers of waterfowl, shorebirds, and blackbirds. Large movements of birds (primarily at night) increase the risk of bird strikes. Phase I and II is independent of actual Bird Watch Condition (BWC) declared by the SOF. Phase I and Phase II periods will remain constant unless migration patterns change at which time the phase periods will reflect this change.

d. BIRD WATCH CONDITION CODES -

(1) SEVERE - Heavy concentration of birds on or immediately above the active runway or other specific location that represents an immediate hazard to safe flying operations. The following flight restrictions apply:

(a) No takeoffs w/o 509 OG/CC approval.

(b) Aircrews must thoroughly evaluate mission needs before operating in areas under condition SEVERE.

(c) No landings except for emergency aircraft or required for low fuel.

(d) Full stop landings only.

(e) 6000' min between landing aircraft.

(2) MODERATE - Concentrations of birds observable in locations which represent a probable hazard to safe flying operations. The following flight restrictions apply:

(a) No formation wing take-offs, approaches or wing landings.

(b) Crews will exercise extreme caution for birds.

(c) No touch and go's or planned low approaches.

(d) Aircraft in the local or radar pattern may hold until the bird watch condition improves in order to practice touch and goes or low approaches.

(e) 6000' minimum spacing between landing aircraft.

(3) LOW - Normal bird activity on and above the airfield with a low probability of hazard.
 (509 OSS-OSAA/509 OSS-OSAA FIL 18-472)

8. TAXIWAYS - Taxiway Golf is restricted to helicopter operations only.

(509 OSS-OSAA/509 OSS-OSAA FIL 12-981)

9. DISTINGUISHED VISITORS - For any special requirement concerning Distinguished Visitors service, contact Whiteman Protocol DSN 975-7144, C660-687-7144. Aircraft transporting Distinguished Visitor (Code 7 and above) contact Pilot-to-Dispatcher 30 minutes prior to landing with load message, Distinguished Visitor information and requirements.

(AFFSA/AFFSA FIL 05-153)

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10. Aircraft Rescue and Fire Fighting Capabilities at permanent reduced level of service for NFPA 403 Category 9 (E-4, KC-10, VC-25 (747) and Category 10 (C-5) aircraft. Interior/exterior aircraft and structural fire suppression and rescue capability is severely limited. Firefighting forces can still be expected to fight and control exterior aircraft fires in such a manner as to maintain a rescue path for one minute. Aircrew and passengers must exit under their own power with firefighter assistance at egress points. Attempted rescue of multiple trapped personnel severely endangers rescuers.

(509 OSS-OSAA/509 OSS-OSAA FIL 16-129)

Will Rogers World (KOKC), OK

1. ANG - Parking services provided for transient aircraft. No AGE equipment available. Aircraft that do not have business with 137 SOW entities are asked to park at Atlantic Aviation C405-787-4043.

2. BIRD/WILDLIFE HAZARD DATA

a. BASH PHASES

(1) PHASE I – Normal bird activity. 15 November - 14 March and 1 May – 31 August.

(2) PHASE II – Moderate to heavy bird activity associated with migratory season. 15 March – 30 April and 1 September – 14 November.

b. BIRD WATCH CONDITIONS (BWC)

(1) LOW - Wildlife activity on and around the airfield representing low potential for strikes.

(2) MODERATE – Wildlife activity near the active runway or other specific location representing increased potential for strikes. BWC MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) SEVERE – Wildlife activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervision and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

c. KOKC ATC will issue "bird advisories" on ATIS to alert aircrews that higher than normal bird activity or hazard is observed. To confirm current Bird Watch Condition, contact 137th SOW Airfield Management/Operations Supervisor ("Sooner Ops") or Command Post ("Thunder Control") on UHF 225.6 during normal duty hours (0630-1730L, M-Th).

(137 OSS-AM/137 OSS-AM FIL 17-301)

Wright AAF (Fort Stewart) (KLHW), GA

1. NOISE ABATEMENT - Strict adherence to arrival/departure procedures required to minimize noise impact on surrounding areas. No aircraft overflight of FSGA Housing Areas or Troop Billet Areas between 2200-1330Z++ without prior written approval from Chief of Staff, 3rd Infantry Division.

(USA FIL 2018-199)

2. CAUTION - High density helicopter reduced lighting Night Vision Device training activity. See: FLIGHT HAZARDS, Georgia, Wright AAF (Fort Stewart) (KLHW).

(USAASA/USAASA)

Wright-Patterson AFB (KFFO), OH

1. CAUTION

a. Do not mistake Wright Field closed runway/taxiway for Wright-Patterson AFB (KFFO) when making approach to Rwy 05L. Wright Field is approximately 3 NM southwest.

b. Take-off on Rwy 23R is expected from intersection of Taxiway Bravo between runways, advise tower prior to taking runway if otherwise; runway remaining 11,600'.

(88 OSS-OSAM/88 OSS-OSAM FIL 15-320)

2. AIRFIELD INFORMATION AND RESTRICTIONS -

a. Limited aircraft maintenance specialists available after normal duty hours. Air passenger terminal operates 1230-2130Z++ Monday-Friday. Aircraft enplaning or deplaning freight contact Pilot to Dispatcher to confirm block time and requirements.

b. Air Freight: Operates 1230-2130Z++, available other times with 5 day prior notice, call DSN 787-6111, C937-257-6111.

c. Taxiway Delta from Runway 05R/23L to the east ramp is closed.

d. Transient aircraft arriving on Priority Level-3 or higher must deliver a copy of their crew orders to Airfield Management Operations upon arrival if remaining overnight. Orders will serve as an Entry Authorization List for Security Forces.

e. Transient aircraft will have all safety pins, sleeves, canopy jacks, etc. required for refueling/servicing operations. Aircrews on aircraft with ejection seats/canopies will install all safety pins.

f. From 1 March - 31 October, swarming insects may cause the present weather sensor on the Automated Meteorological Observing System (AMOS) to report light drizzle (-DZ) during fair conditions, when no precipitation is occurring. These automated observations (AO2) will not be manually corrected when there is no impact to visibility, runway conditions or flight safety. Tower personnel may advise aircrew reported precipitation is incorrect.

(88 OSS-OSAM/88 OSS-OSAM FIL 18-487)

3. Wright-Patterson AFB (KFFO) - BIRD WATCH - During migratory season (July-October), Canadian Geese frequent the airfield. Blackbirds have been observed in significant numbers migrating from roosts to feeding areas, especially during fall and spring. Numerous Red Tailed Kestrels/hawks seek prey on the airport year round.

a. Bird Watch Condition - The following terminology will be used for rapid communication to disseminate bird activity information and implement operational procedures. Bird location may be given with the condition code.

(1) LOW - Bird activity on and above the airfield with minimal bird hazard.

(2) MODERATE -

(a) Concentration of 3-5 large birds or 15-20 small birds near the runways, in the approach/departure areas, in areas that are likely to infringe on aircraft flight paths, or in areas that may represent an increased potential for strike.

(b) Concentration of 5-20 large birds or 20-30 small birds on or in close proximity to taxiways and areas inside the airfield fence.

(c) MODERATE Restrictions: All aircraft takeoffs/landings allowed at the discretion of the aircraft commander. No transition training, simulated flameout, or formation landings/takeoffs allowed. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) SEVERE -

(a) Any large bird(s) or more than 20 small birds on the runway.

(b) Concentration of more than 5 large birds or more than 20 small birds above the runways, in the approach/departure areas, in areas that are likely to infringe on aircraft flight paths.

(c) Concentration of more than 20 large or 30 small birds on taxiways or inside the airfield fence that represent an immediate hazard to safe flying operations.

(d) SEVERE restrictions: Operations will be suspended except for emergency or military operational necessity aircraft, which will be given priority. Aircraft operations must be approved by 88 ABW/CV.

(88 OSS-OSAM/88 OSS-OSAM FIL 10-183)

4. NON-STANDARD SIGNS/MARKINGS

a. Twy B apch end 23R VFR hold line

b. Twy B apch end 23L VFR hold line

c. Twy C from East Ramp

(88 OSS-OSAM/88 OSS-OSAM FIL 17-1052)

5. AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)

a. Wright-Patterson Fire and Emergency Services (FES) is a Vehicle Set 4 base, operating 24/7/365 and the firefighting agent level is maintained at 9,900 gallons.

(1) ARFF Vehicle Sets 1 through 4 aircraft (National Fire Protection Association (NFPA) Airport Category 1 through 8) are maintained at Optimum Level of Service (OLS).

(a) Set 1: F-16, A-10, C-21, F-15, F-22, T-37B, BQM-34, RQ-1AB, T-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, C-12, F-35, F22

(b) Set 2: C-20

(c) Set 3: C-9, C-40, C-130, E-3, E-8, T-43, C-37, MH-53, C-32, C-22, RC-135

(d) Set 4: C-17, B-1, B-2, B-52, KC-135, KC-46

(2) Aircrews flying ARFF vehicle Set 5 (E-4, VC-25, B-777, KC-10, B747, MD-11 equivalent to NFPA, airport Category 9) and ARFF vehicle Set 6 (C-5 A/B equivalent to NFPA, airport Category 10) are required to contact airfield management prior to departure for current ARFF status. Wright-Patterson airfield management DSN 312-787-4492 or C937-257-4492.

b. OLS, 100% to 90% (Green). The level of service where all authorized resources are available for emergency response within time standards for a quick response and sustained ops. Capable of meeting all feasible FES objectives.

c. Reduced Level of Service (RLS), 89% to 70% (Yellow). Sufficient capability for initial response, scene assessment and implementation of mitigation tactics. Increased risk/loss potential due to lack of Emergency Response Capability (ERC) to perform rescue and sufficient mitigation tactics simultaneously. FES objectives may not be successful during situations where simultaneous rescue and firefighting activities are required.

d. Critical Level of Service (CLS), 69% to 60% (Red). A CLS capability exists when 7 firefighters are available to respond to an emergency within the response time standards. Upon arrival, the Incident Commander will determine the appropriate actions to be taken. Successful outcomes can only be expected when the incident can be quickly mitigated. Firefighters are expected to revert to defensive operations when the emergency cannot be quickly contained.

e. Inadequate Level of Service (ILS), <60%. ILS is when the ERC for a CLS is unavailable. The property involved in the fire is expected to be destroyed.

f. For Clarification on KFFO ARFF status refer to NFPA 403-14 Technical Implementation Guide or contact Wright-Patterson Chief 2 at DSN 787-6767 or C937-257-6767.

g. For Assistance with flight planning and/or landing approval contact KFFO AMOPS DSN 787-4492 or C937-257-4492. (88 OSS-OSAM/88 OSS-OSAM FIL 19-374)

6. CUSTOMS - Attention Aircrew and Aircrew Mission Planners:

a. Wright-Patterson AFB requires:

(1) U.S. Customs and Border Protection requires 24-hour prior approval for all U.S. flights departing from non U.S. territories requesting entry into the United States. Aircraft carrying non-duty (Space A) passengers cannot obtain U.S. Customs clearance unless previously approved by U.S. Customs and Border Protection, Port of Dayton, Ohio. Coordination may be obtained through Airfield Management Operations, DSN 787-4492 or C937-257-4492.

(2) For Foreign Clearance Authority: U.S. Customs and Border Protection requires a minimum of 48-hour notice for coordination and approval. Call AMOPS for assistance with Customs coordination. Forward Aircraft Landing Authorization Number package, flight itinerary, crew and passenger manifests to 88OSS.BaseOPS@us.af.mil. AMOPS will forward the information to U.S. Customs and Border Protection, Port of Dayton, Ohio for approval prior to issuing a PPR. Refer to the U.S. Department of State website for Diplomatic Aircraft Clearance Procedures for Foreign State Aircraft to Operate in U.S. National Airspace, <https://www.state.gov/t/pm/iso/c56895.htm>.

(88 OSS-OSAM/88 OSS-OSAM FIL 18-205)

Yeager (KCRW), McLaughlin ANGB, WV

1. If destination is ANG, indicate in Flight Plan Remarks. Contact Command Post/Base Ops 302.3 prior to arrival. Contact Command Post prior to engine start for departure. Expect light to moderate turbulence with downdrafts and wind shear on approach when wind velocity exceeds 15 knots.

2. SERVICE - Fleet service available through civilian FBO. Call Base Ops for coordination.

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3. DROP ZONE - Coordinate unit drop zones (Camp Branch, Fola DZ/LZs) through 130 AS Tactics DSN 366-6290, C304-341-6290.

4. Bird/Wildlife and Aircraft Strike Hazard (BASH) Information:

a. Wildlife hazards exist. Pilots should report all bird or mammal sightings to Blacksmith on frequency 302.3.

b. Phase I & II Bird Activity:

(1) Phase I - All dates not designated as Phase II.

(2) Phase II - In effect 1 August through 31 October and 1 March through 31 May. Bird activity is increased during these months due to the migratory season. The primary threat during these periods consists of large quantities and more frequent concentrations of birds in all areas around the airfield. Aircrews must be aware of heavy migratory fowl during these times.

c. Bird Watch Condition - The following terminology will be used for rapid communication to disseminate bird activity information. Bird location should be given with the BWC code. As a guide, large birds are similar in size to waterfowl, raptors, gulls, etc., while small birds are similar in size to terns, swallows, wrens, etc.

(1) SEVERE - Heavy concentrations of birds (more than 15 large birds or 30 small birds) near or above the runway/taxiways to include short final and departure corridors, and infield areas. PICs should not conduct operations except in an emergency.

(2) MODERATE - Concentration of birds (5 to 15 large birds or 15 to 29 small birds) near or above the runway/taxiways to include short final and departure corridors and infield areas. Activity should be limited to initial takeoffs and full stop landings only.

(3) LOW - Normal bird activity near or above the airfield with a low probability of hazard.

(130 OSS-OSA/130 OSS-OSA FIL 16-992)

Youngstown - Warren Rgnl (KYNG), OH

1. USAF drop zone from altitude up to 3500' MSL approximately 1/2 NM square, centered on YNG VORTAC 255/22. Single and multiple aircraft parachute dropping heavy equipment and troops at any time.

2. CAUTION - BIRD/WILDLIFE ACTIVITY - Wildlife hazards: Prior to departure from home station, aircrews can contact Airfield Management (AM)/Supervisor of Flying (SOF) at DSN: 346-1069/1181/1186 or C330-609-1069/1181/1186 for current Bird Watch Condition (BWC). Upon Arrival, request BWC from Command Post (CP)/Battle Star on UHF 238.825. Aircrews and assigned personnel should report all bird/mammal sightings and/or potential bird/mammal strikes to FAA Air Traffic Control Tower (ATCT) at DSN 346-1980 or C330-609-1980, CP (Battle Star) and AM (Vader Ops).

a. Bird Activity: Killdeer and meadowlarks pose a hazard during spring and summer months. Swallows feed heavily during the morning hours in August. Large flocks of starlings occasionally transit the airfield during spring and late summer. Crows and sparrows can be found throughout the year.

b. Mammal Activity: Deer, fox and coyote occasionally transit the movement areas, especially after dark.

c. PHASE I/II BIRD ACTIVITY:

(1) PHASE I BIRD ACTIVITY - All times of the year which are not designated as Phase II. Normal bird control measures, warning procedures, and habitat control will be practiced. These include both ACTIVE (harassment, depredation) and PASSIVE (grounds maintenance, habitat modification) measures.

(2) Phase II BIRD ACTIVITY - 15 March to 31 May and 15 August to 31 October. These times traditionally have high bird activity associated with migratory patterns.

d. BIRD WATCH CONDITION (BWC): Use the following terminology for rapid communications to disseminate bird activity information and implement unit operational Bird Aircraft Strike Hazard (BASH) reduction program procedures.

(1) BWC LOW - Normal bird activity on and around the airfield representing low potential for bird/wildlife strikes.

(2) BWC MODERATE - Initial takeoffs and final landings allowed only when departure and arrival routes will avoid bird activity. Local IFR/VFR traffic pattern activity is prohibited. Bird activity near the active runway or other specific location representing increased potential for bird/wildlife strikes. Requires increased vigilance by all agencies and supervisors and caution by aircrews. This includes concentrations of 5-15 large birds (gulls and larger), or 15-30 small birds in locations that pose a probable hazard to flight operations.

(3) BWC SEVERE - All takeoffs and landings are prohibited. Waiver authority is local OG/CC or equivalent. Parent MAJCOM/A3/DO waiver is required to operate at airfields not controlled by the Military Airfield (MAF). High bird population on or immediately above the active runway or other specific location that represents a high potential for bird/wildlife strikes. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under condition SEVERE. This includes concentrations of more than 15 large birds or more than 30 small birds on or directly above runways, taxiways, infield areas and departure/arrival routes.

e. Flight Operations: Bird Watch Conditions (BWC) other than LOW will be passed to the FAA Air Traffic Control Tower (ATCT), who will relay information to Youngstown-Warren Regional FAA Local Port Authority (LPA). When FAA ATCT observes activity in or around the airfield, they will notify FAA LPA and Airfield Management (AM)/Supervisor of Flying (SOF). The FAA ATCT also reports airport bird activity on the local Automated Terminal Information Service (ATIS); does not include AF BWC. AM/SOF will post current BWC in Airfield Management Operations (AMOPS) and also notify the Command Post (CP). CP (Battle Star) will relay BWC status on UHF 238.825.

3. CAUTION - Assault Landing Zone (ALZ) - Extensive ALZ/NVG training in effect Monday- Friday. Infrared Red (IR) Lighting placed at threshold, first 500' each direction and at the end of each overrun. Prior Permission Required (PPR) for all aircraft requesting use of ALZ except 910th AW, contact Airfield Management (AM)/Supervisor of Flying (SOF) at DSN 346-1069/1181/1186 or C330-609-1069/1181/1186 for availability and valid PPR number. Units will coordinate their request for the ALZ and receive a procedures briefing from the 910th AW Tactics Office at DSN 346-1070 or C330-609-1070 prior to use.

4. WARNING - IAW FAA Advisory Circular 150/5300-13A, Airport Design (Section 406b & Figure 4-13), the painted centerline on Taxiway "Juliet" is not depicted (positioned) equidistant (same distance either side of centerline to edge of full strength pavement) throughout length of taxiway. In

addition, Weight Bearing Clearance (WBC) restrictions (allowable gross loads) for heavy aircraft (primarily C-5, KC-10, KC-135 and/or civilian equivalent) may apply. Aircrews requesting access will comply with the following criteria prior to use:

a. Landing Gear Configuration: Turn radius restrictions exist for aircraft with cockpit wheelbase (nose gear) to main landing gear distance greater than 64', and main landing gear width greater than 30'. Aircraft with landing gear measurements that exceed these dimensions (only applicable if both main track and wheelbase exceed tolerance) may have difficulty safely navigating taxiway (negotiating 90 degree turn, potential for striking taxiway edge lights and/or leaving paved surface area). Aircrews can contact FAA ATCT and request alternative/preferred routing (taxi instructions), or may **proceed at own risk**.

b. WBC Limitations: For aircraft that exceed published WBC restrictions, contact Youngstown-Warren Regional FAA Port Authority at C330-856-1537, for approval and type aircraft use (for tracking purposes), prior to use.

(910 OSS-OSA/910 OSS-OSA FIL 16-150)

Yuma MCAS/Yuma Intl (KNYL), AZ

1. NOISE ABATEMENT -

a. Jet aircraft arrivals and departures Rwy 17-35: Departures not authorized on Rwy 17-35 unless approved by MCAS Operations Officer. Arrivals not authorized Rwy 17 unless warranted by operational requirements.

b. Category III aircraft (Turbine Powered) arrivals and departures Rwy 17-35: Departures and arrivals not authorized Rwy 17-35 unless warranted by operational requirements.

c. Arrivals - When the field is VFR, jet aircraft executing a VOR, VOR-DME, TACAN, or HI-VORTAC approach to Rwy 17 shall not be authorized descent below 1700' MSL. Landing, associated with any of the above identified procedures, shall be made utilizing a circling approach to Rwy 03-21 commencing at the final approach fix.

2. CAUTION - Traffic patterns on Rwy 03L/R and 21L/R overlap traffic patterns Rwy 08-26 and 17-35. Do not descend below 1700' until after passing extended centerline of Rwy 35 when landing Rwy 03L/R. Altitude separation required between right-hand pattern Rwy 26 and left-hand pattern Rwy 21L/R. Strict adherence to published altitudes is required to provide appropriate flight safety.

3. Operational transponder required for use of adjacent restricted areas. See Route and Area Restrictions - Arizona for specific Mode 3A code assignments.

(USN/NAVFIG)

4. Rotary Wing (R/W) Hot Pits available Monday - Friday 1500-0500Z by PPR with Visting Aircraft Line (VAL) C928-269-2445 and available weekends with 72 hour prior coordination, Fuels C928-269-2478/2312.

(USN/USMC FIL 146903)

5. AV8 VSTOL training to Rwy 03-21 may have priority Monday-Friday over all other military multiple practice approaches.

6. Helicopters landing Rwy 08 shall avoid overflying the hospital and schools W of the airport and shall maintain 700' MSL until 3/4 NM on final. Helicopters landing Rwy 26 shall avoid overflying the trailer parks E of the airport and shall maintain 700'

MSL prior to 3/4 NM from the runway. Helicopters departing Rwy 08 shall climb to 700' MSL prior to 1 NM from the runway.

(USN/NAVFIG)

7. Range Notifications and Restrictions: Pilots shall go to the following website for safety of flight range notifications/restrictions within the Restricted Areas R-2507, R-2301W, R-2510, and R-2512.

<http://www.Mcasyuma.marines.mil/Resources/RangeNotifications.aspx>.

(USN/NAVFIG FIL 145317)

8. Million Air FBO services available Monday-Friday 1300-0400Z, Saturday-Sunday 1300-0100Z, other times 1 hour minimum prior notice C928-247-9571. JET A/A+, (NC-100LL). Aircraft ground handling, aircraft parking (ramp or tiedown), GPU/power cart, passenger terminal and lounge, catering, and rental cars available.

(USN/NAVFIG FIL 0129-10)

9. Pilot to Metro Services (PMSV) available Monday through Friday 1400-2330Z only.

(USN/NAVFIG FIL 0043-11)

10. Operates 1400-0530Z; Military operations are not authorized between 1400-1430Z due to airfield maintenance.

(USN/USMC FIL 0049-12)

11. CAUTION - G Taxiway is not lighted.

(USN/USMC FIL 146944)

12. CAUTION - High volume of military aircraft conducting operations in the local area on UHF frequencies. Pilots operating on VHF frequencies must exercise caution and strict compliance to ATC instructions.

(USN/USMC FIL 148430)

ROUTE AND AREA RESTRICTIONS

1. The following are route pair restrictions and flight planning requirements that pertain to the new National Route Program (NRP) until changed by the FAA. This is a recently instituted enroute navigation program. Refer to Chapter 1, FLIGHT PLANNING for phase-in schedule and information.

a. Between Mina, NV (MVA) and Salt Lake City, UT (SLC) aircraft should file and fly MVA.J158.J154.SLC (or SLC.J154.J158.MVA W).

b. Aircraft destined JFK from SEA, SFO or LAX via N routes through the Cleveland ARTCC (ZOB) should join the published preferred IFR route via J100 or J94 to Dubuque, IA (DBQ) then via the published preferred IFR route, or at Green Bay, WI (GRB) thence via GRB.J106.JHW and the published preferred IFR route if departure time is 0730-0930Z Pacific Standard Time (PST) or Pacific Daylight Time (PDT) (1530-1730Z for PST or 1430-1630Z for PDT). Aircraft departing other times, via ZOB, should join the published preferred IFR route at Salem, MI (SVM) thence via SVM.J70.JHW. and the published preferred IFR route or at Carleton, MI (CRL).

c. Aircraft destined JFK from SEA, SFO or LAX via S routes through Washington ARTCC (ZDC) should join the published preferred IFR routes at Liberty, NC (LIB) thence via LIB.RDU.J209 and the published preferred IFR route if the departure time is 0630-1030Z PST or PDT (1430-1830Z for PST or 1330-1730Z for PDT). Aircraft departing other times via ZDC, should join the published preferred IFR route via LIB.RDU.J209 and the published preferred IFR route or at Beckley, WV (BKW) via BKW.J42.MOL.J24.HCM.HCM090.J121.SIE.Camrn-STAR.JFK.

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d. Aircraft destined JFK from DFW via N routes through Cleveland (KZOB) ARTCC should join the published preferred IFR route via J100 or J94 to Dubuque, IA (DBQ) thence via the published preferred IFR route, or at Green Bay, WI (GRB) thence via GRB.J106.JHW and the published preferred IFR route if departure time is 1100-1300Z Central Standard Time (CST) or Central Daylight Time (CDT) (1700-1900Z for CST or 1600-1800Z for CDT). Aircraft departing other times via ZOB should join the published preferred IFR route at Salem, MI (SVM) thence via SVM.J70.JHW and the published preferred IFR route or at Carleton, MI (CRL).

e. Aircraft destined JFK from DFW via S routes through ZDC should join the published preferred IFR route via LIB.RDU.J209 and the published preferred IFR route if departure time is 1000-1400Z CST or CDT (1600-2000Z for CST or 1500-1900Z for CDT). Aircraft departing other times via ZDC should join the published preferred IFR route via LIB.RDU.J209 and the published preferred IFR route or via BKW.J42.MOL.J24.HCM.HCM090.J121.SIE.Camrn-STAR.JFK.

f. Aircraft destined EWR should join the published preferred IFR route at CRL if departure time is 0730-0930Z PST or PDT (1530-1730Z for PST or 1430-1630Z for PDT). Aircraft departing other times should join the published preferred IFR route at Slate Run, PA (SLT).

g. W aircraft should not file or fly J82, J217, J190, J584, J152, J70, J554 or J106 through Cleveland ARTCC (ZOB).

h. Aircraft should not file or fly via Mason City, IA (MCW).

i. Aircraft destined LAX should not file or fly routes which cross the Denver (KZDV) ARTCC/Albuquerque (KZAB) ARTCC common boundary W of Farmington, NM (FMN). Aircraft destined LAX from DTW should arrive via TBC.J64.PGS then the appropriate STAR or BCE.J60.HEC then the appropriate STAR or DRK.J78.PKE then the appropriate STAR.

j. Aircraft destined DEN should not arrive via Kiowa, CO (IOC).

k. Aircraft destined IAH/HOU from the New York area (EWR/LGA/JFK/PHL/TEB/HPN) should file and fly published preferred IFR routes to Pulaski, VA (PSK).

l. Aircraft departing ORD should file and fly published preferred IFR routes via Iowa City, IA (IOW), Dubuque, IA (DBQ) or Badger, WI (BAE) to a fix at least 200 NM from the point of departure.

m. Aircraft destined PHX should join the published STAR at Gallup, NM (GUP) or Zuni, AZ (ZUN).

n. Aircraft destined JFK from PHX via routes through Cleveland ARTCC (ZOB) should join the published preferred IFR route (Preferred IFR Route) via J100 or J94 to DBQ if their departure time is 1400-1630Z. Aircraft departing other times may join the preferred IFR route at SVM (SVM.J70.JHW etc) or CRL.

o. Aircraft destined JFK from PHX via routes through Washington ARTCC (ZDC) should join the preferred IFR route via LIB (LIB.RDU.J209 etc) if their departure time is 1300-1730Z. Aircraft departing other times may join the preferred IFR route via LIB or via BKW.J42.MOL.J24.HCM.HCM090.J121.SIE.Carmn-STAR.

p. Aircraft departing ORD for PHX should file MZV.J18 or MZV.LMN or IOW.J192 or IOW.J60 or IOW.DSM.

q. Aircraft destined MSP from ATL should join the preferred IFR route via BVT.J89 BAE.

r. Aircraft destined DTW should join the preferred IFR route via VHP.FWA or DBQ.BAE.

s. Aircraft departing DFW for EWR should not file via DFW.J42.TXK if departing 1800-2030Z, 2230-2330Z or 0130-0230Z.

t. Aircraft departing LAX for ORD should file as follows: B747, B767, B727, DC10, DC87 and L1011 via preferred IFR route to LAS, then rejoin the preferred IFR route at IRK. Aircraft filed via IRK should not file routes which cross the Minneapolis ARTCC (ZMP)/Kansas City ARTCC (ZKC) common boundary.

u. Aircraft departing DFW or PHX for EWR via routes through ZDC should join the preferred IFR route at LIB if departure time is 1600-2100Z (DFW) or 1400-1900Z (PHX). Aircraft departing other times may join the preferred IFR route at LIB or via BKW.J42.MOL.J24.FAK.RIC.J14.PXT.Warrd-STAR.

v. Aircraft departing DFW or PHX for EWR via routes through ZOB should join the preferred IFR route at CRL if departure time is or 1630-1830Z (PHX) or 1830-2030Z (DFW). Aircraft departing other times may join the preferred IFR route at CRL or SLT.

w. Aircraft destined DTW which re-estimated to arrive at DTW between 0000Z and 0100Z should not file or fly via VHP.FWA.Mizar-STAR.

x. Flights to Florida destinations should not overfly ATL and should join the preferred IFR route not later than TLH.

y. Flights from DEN to ORD should not file or fly via IRK if departure time is 1400-1600Z or 1800-2000Z or 2130-2330Z.

z. Flights from SJC and OAK to ORD should not file or fly via IRK if departure time is 1230-1430Z or 1630-1830Z or 2000-2200Z.

aa. Flights to DTW should join the preferred IFR route at BAE.

bb. Flights departing IAH should not file or fly via LFK if departure time is 1330-1530Z or 2130-2330Z.

cc. Flights destined EWR via routes through Washington ARTCC (ZDC) should join the preferred IFR route at AHN if departure time is 1600-2100Z (IAH) or 1500-2000Z (DEN). Flights departing other times may join the preferred IFR route at AHN or via BKW.J42.MOL.J24.FAK.RIC.J14.PXT.Warrd-STAR.

dd. Flights destined EWR via routes through Cleveland ARTCC (ZOB) should join the preferred IFR route via BDF.GIJ.CRL or IOW.GIJ.CRL if departure time is 1730-1930Z (DEN) or 1830-2030Z (IAH). Flights departing other times may join the preferred IFR route at CRL or SLT.

ee. Flights destined EWR, LGA or PHL from IAH via routes through Washington ARTCC (ZDC) should join the preferred IFR route at SPA if departure time is 1600-2100Z. Flights departing other times may join the preferred IFR route via BKW.J42 or SPA.

ff. Flights departing ORD should file via ORD.FOD, ORD.IOW.DSM or ORD.MZV.LMN.

(AFFSA/AFFSA)

2. High Altitudes - Single Direction Routes

AIR-WAY	DIRECTION EFFECTIVE	SEGMENT FIXES	EFFECTIVE TIMES(Z)
J6	Southwest	Lancaster, PA to Little Rock, AR	1100-0300
J8	East	Charleston, WV to Casanova, VA	1100-0300
J14	Northeast	Greensboro, NC to Richmond, VA	1100-0300
J22	Southwest	Montebello, VA to Pulaski, VA	1100-0300
J24	West	Indianapolis, IN to St. Louis, MO	1100-0300
J30	East	Joliet, IL to TRIXY NCRP, VA	1100-0300
J34	East	Bellaire, OH to TRIXY NCRP, VA	1100-0300
J37	Southwest	Coyle, NJ to Spartanburg, SC	1100-0300
J40	North	Wilmington, NC to Richmond, VA	1100-0300
J42	Northeast	Texarkana, AR to Robbinsville, NJ	1100-0300
J48	Southwest	Pottstown, PA to Foothills, GA	1100-0300
J51	Northeast	Columbia, SC to Yardley, NJ	1100-0300
J52	Northeast	Columbia, SC to Richmond, VA	1100-0300
J55	Northeast	Florence, SC to HUBBS Int., VA	1100-0300
J61	South	Philipsburg, PA to EDDYS NCRP, VA	1100-0300
J75	Southwest	Modena, PA to Greensboro, NC	1100-0300
J79	Northeast	Charleston, SC to KATZN NCRP, VA	1100-0300
J89	South	Atlanta, GA to HITTR NCRP, FL	1100-0300
J91	North	Cross City, FL to Atlanta, GA	1100-0300
J109	North	Wilmington, NC to Buffalo, NY	1100-0300
J110	West	Indianapolis, IN to St. Louis, MO	1100-0300
J110	West	Farmington, NM to Boulder City, NV	1500-0300
J134	West	Linden, VA to Henderson, WV	1100-0300
J147	Northeast	Beckley, WV to Casanova, VA	1100-0300
J149	West	Armel, VA to Rosewood, OH	1100-0300
J150	East	Gordonsville, VA to Hampton, NY	1100-0300
J162	East	Bellaire, OH to Martinsburg, WV	1100-0300
J165	North	Charleston, SC to Richmond, VA	1100-0300
J180	Southwest	Little Rock, AR to Humble, TX	1200-0400
J191	North	Wilmington, NC to Robbinsville, NJ	1100-0300
J193	South	HUBBS NCRP, VA to Wilmington, NC	1100-0300
J207	Northeast	Florence, SC to Franklin, VA	1100-0300
J208	Northeast	Athens, GA to Hopewell, VA	1100-0300
J209	Northeast	Greenwood, SC to Norfolk, VA	1100-0300
J211	Northwest	Westminster, MD to Johnstown, PA	1100-0300
J213	East	Beckley, WV to Armel, VA	1100-0300
J518	Northwest	Baltimore, MD to Indian Head, PA	1100-0300
Q1	South	ELMAA NCRP to PYE VORTAC	1300-0600
Q3	South	FEPOT NCRP to PYE VORTAC	1300-0600

AIR-WAY	DIRECTION EFFECTIVE	SEGMENT FIXES	EFFECTIVE TIMES(Z)
Q5	South	HAROB NCRP to STIKM NCRP	1300-0600
Q7	South	JIMMO NCRP to AVE VORTAC	1300-0600
Q9	South	SUMMH NCRP to DERBB NCRP	1300-0600
Q11	South	PAAGE NCRP to LAX VORTAC	1300-0600

Department of Energy (DOE) Nuclear Facilities

1. Department of Energy (DOE) Nuclear Facilities are National Security Areas and are identified on VFR Sectionals. Army aircraft will not overfly DOE nuclear facilities below 2000' AGL except when:

- Flight across a facility is necessary because of an emergency or military necessity.
- A VFR flight is forced below 2000' AGL because of weather and the pilot cannot circumnavigate the area.
- Flight is in support of a DOE requirement or mission.

2. When an exception as outlined in a. and b. above occurs, the pilot will attempt to communicate, by telephone or radio, with the particular DOE facility prior to overflight of the facility. In the event contact cannot be established prior to overflight, the pilot will report to the DOE facility after the fact. Telephone calls concerning overflights will be paid for by DOE. Army personnel will reverse charges for all such calls.

3. DOE facilities and telephone numbers are listed below:

Savannah River Facility	Aiken, SC	(803) 854-2458
Oak Ridge Facility	Oak Ridge, TN	(615) 576-0899
Rocky Flats Facility	Golden, CO	(303) 497-2391
Idaho Falls Facility	Idaho Falls, ID	(208) 526-1555
Los Alamos Facility	Los Alamos, NM	(505) 667-1616
Rickland Facility	Rickland, WA	(509) 376-7441
Site 300	Livermore, CA	(415) 543-3020
Livermore National Laboratory	Livermore, CA	(415) 543-3020

(USAATCA/ASQ-AS-AI LTR)

Flight over charted U.S. Wildlife Refuges, Parks, and Forest Service Areas -

For flights outside DoD delegated/designated airspace, DoD aircraft shall make every effort to maintain a minimum altitude of 2000' above the surface or above canyon rims, (mission permitting) over the following: National Parks, monuments, seashores, lakeshores, recreation areas and scenic riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the US Fish and Wildlife Service, and wilderness and primitive areas administered by the US Forest Service. Indian religious sites shall be avoided whenever possible.

(USAASA/USAASA FIL 2018-060)

Alaska

1. Air Traffic Control responsibilities for the Alaska-Aleutian Chain area are delegated to the FAA and USAF. The USAF maintains a VFR tower at the Eareckson AS (PASY/SYA). Control over the remainder of the Aleutian Chain is performed by the Anchorage (PAZA/ZAN) Center Radar Approach Control Facility.

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The FAA is responsible for all controlled airspace in the domestic and oceanic control areas of Alaska. Flight Following Service is provided by the FAA for all military aircraft operating within Alaska and the Anchorage Oceanic Control Area. This service for IFR aircraft is provided by the Anchorage (PAZA/ZAN) Center Radar Approach Control Facilities and for VFR aircraft by FAA Flight Service Stations.

(AFFSA/AFFSA)

Arizona

1. GRAND CANYON NATIONAL PARK SPECIAL FLIGHT RULES AREA - SFAR-50-2 prohibits aircraft operations 14,500' MSL and below without prior authorization of Las Vegas Flight Standards District Office. Under SFAR-50-2 authorization will normally be granted only for operations of aircraft necessary for law enforcement, firefighting, emergency medical treatment/evacuation of persons in the vicinity of the park, or for support of park maintenance or activities.

(AFFSA/AFFSA)

California

1. CONDOR SANCTUARIES - In an effort to increase condor nesting, the United States Forest Service has established the Sisquoc and Sespe Condor Sanctuaries and the Hi Mountain and Beartrap Canyon Areas in Southern California. These are marked on the Los Angeles Sectional Chart (Scale 1:500,000) and should be avoided by all pilots. If overflight is necessary, a minimum of 3000' AGL should be maintained with a corresponding reduction in aircraft speed.

(AFFSA/AFFSA)

2. WILDLIFE REFUGE - Pilots are requested to avoid flying below 1000' over a 400 acre area along the S side of the mouth of the Salinas River and ocean shoreline E. Area is designated a wildlife refuge.

(AFFSA/NFDD 234)

3. LOS ALAMITOS AAF (KSLI) AND VICINITY - CAUTION - Intensive helicopter and VFR civil aircraft in all quadrants, surface to 6000'. Parachute jumping weekends and occasional weekdays, surface to 1500'.

(USAASA/USAASOE)

4. R2508 Complex/MOA's flight below 3000' AGL shall be avoided in the following areas:

a. Death Valley National Monument (outlined on Las Vegas Sectional Chart)

b. Dome Land Wilderness Area (outlined on Los Angeles Sectional Chart)

c. Kings Canyon National Park

d. Sequoia National Park

e. John Muir Wilderness Area

(NAVFIC/NAVFIC)

Colorado

1. ROCKY MOUNTAIN WILDERNESS AREAS – MSL altitudes of Wilderness Areas in the mountainous region of central Colorado prevent some DoD aircraft from meeting regulatory requirements of maintaining 2,000 feet AGL or above canyon rims. If Oxygen requirements, Icing Levels, engine power

limitations, Cloud Clearance, or Turbulence prevent DoD aircrews from meeting Service level requirements, aircraft are authorized to deviate from this requirement to safely transit the Wilderness Area. Aircrews should contact the US Army High Altitude Area Training Site (HAATS) for current information about specific routing through the central Colorado wilderness areas at (720) 250-5403, DSN 250-5400.

(USAASA/USAASA FIL 2018-060)

Florida

1. VALPARAISO (KVPS) - Unless otherwise authorized, no person may operate an aircraft in flight in the area described below, unless, before operating within the area, that person establishes communication with air traffic control (ATC) for the purpose of receiving ATC advisories concerning operations being conducted therein.

a. This special air traffic rule applies to aircraft operated in the airspace extending upward from the surface to the base of the overlying positive control airspace, bounded by a line beginning at N30°42'50" W86°38'02" to N30°43'10" W86°27'37" then along the W boundary of R-2914 to N30°19'45" W86°23'45" then 3 NM from and parallel to the shoreline to N30°20'50" W86°38'50" then along the E boundaries of R2915B and R2915A to the point of beginning.

(AFFSA/AFFSA)

Washington D.C. National Capitol Region (KIAD/KDCA)

1. METROPOLITAN AREA -

a. Aircraft must remain clear of prohibited area P56, 18,000' and below P73 (Mount Vernon) below 1500'. Both areas are depicted on Aeronautical Charts.

b. Pilots be alert for multitude of light aircraft operating VFR from Hyde Fld (W32), Rose Valley, Prince George's Co, Freeway (W00), and other airports in the Washington area.

c. All VFR aircraft avoid the Washington (KADW) TCA until clearance is received from Washington (KDCA) Approach Control or Andrews (KADW) Radar.

d. Military helicopter operators planning to conduct VFR operations in the metropolitan area must:

(1) Receive a route briefing at least annually and keep abreast of interim changes.

(2) Utilize the current Washington Helicopter Route Chart while flying within the TCA.

(3) Establish and maintain communications with appropriate ATC facilities and comply with ATC instructions.

(4) Utilize appropriate power settings and airspeeds for low noise profiles to assist in noise abatement efforts.

(5) After considering weather and traffic, operate at the highest altitude depicted on the Baltimore-Washington Helicopter Route Chart for the route to be flown.

(6) Fly the routes as depicted to avoid cutting corners (a primary cause for complaints).

NOTE: Briefings and charts are available at Davison AAF (KDAA), Quantico MCAS (NYG), Andrews AFB (KADW) and Norfolk NAS

(KNGU).

e. Non-emergency parachute jumping is conducted at the locations listed below. These areas are close to arrival and departure routes and present a potential aircraft hazard. Jumps may be in progress at any time and are usually conducted during daylight and on weekends. Night jumpers may not display light. Contact Washington FSS for the latest known activity. (No change in site, location and altitude.)

Name of Site	Location	From Surface to (MSL)
Robert E. Lee Arpt, MD	3 NM S EMI VORTAC (near V-3 & 265)	12,500'
Freeway Arpt (W00), MD	11 NM NE ADW VORTAC (near V-123)	12,500'
Nottingham, MD	2 NM NE OTT VORTAC (near V-16 & 31)	20,000'
Patuxent River NAS (KHNK), MD	On V-213	12,500'
Carroll's Arpt, MD	50 NM NE OTT VORTAC (near V-16 & 93)	12,500'

(USAASA/USAASA FIL 07-08)

FLIGHT HAZARDS

1. Reporting of Laser Illumination of Aircraft

a. Pilots should be aware that illumination from laser operations are able to create temporary vision impairment miles away from the actual location. In addition, these operations can produce permanent eye damage. Pilots should make themselves aware of where these activities are being conducted and avoid these areas if possible.

b. Pilots should report laser illumination activity to the controlling Air Traffic Control facilities, Control Towers or Flight Service Stations as soon as possible after the event. The following information should be included:

- (1) UTC Date and Time of Event.
- (2) Call Sign or Aircraft Registration Number.
- (3) Type Aircraft.
- (4) Nearest Major City.
- (5) Altitude.
- (6) Location of Event (Latitude/Longitude and/or Fixed Radial Distance (FRD)).
- (7) Brief Description of the Event and any other Pertinent Information.

c. Pilots are also encouraged to complete the Laser Beam Exposure Questionnaire (see Advisory Circular 70-2 at www.faa.gov), and fax it to the Washington Operations Center Complex (WOCC) as soon as possible after landing.

d. When a laser event is reported to an air traffic facility, a general caution warning will be broadcasted on all appropriate frequencies every five minutes for 20 minutes and broadcasted on the ATIS for one hour following the report.

e. When these activities become known to the FAA, Notices to Airmen (NOTAMs) are issued to inform pilots of the events. Pilots should consult NOTAMs or the Special Notices section of the Airport/Facility Directory for information regarding these activities.

(AFFSA/AFFSA/A3ON FIL 07-420, AIM 7-5-12)

FOREST FIRE SEASON - Many Military Training Routes (MTRs) traverse areas of mountainous forest and range lands. Flight crews must be alert for fire suppression activities using aircraft during the fire season. In many cases a NOTAM designating a temporary flight restriction area will be in effect for such areas when a fire exists. All aircrews should be extremely alert for such areas whether designated or not and avoid such areas by at least 5 NM.

Typical fire seasons for various regions are as follows:

NE US - March, April, May
 SE US - March, April, May, September, October, November
 ARIZONA/NEW MEXICO - April, May, June, July, September, October, November
 CALIFORNIA - May, June, July, August, September, October, November, December
 COLORADO/WYOMING - May, June, July, August
 N. DAKOTA - May, June, July, August
 UTAH/NEVADA/IDAHO - June, July, August, September
 MONTANA - June, July, August, September
 OREGON/WASHINGTON - June, July, August, September, October

(AFFSA/AFFSA)

Alabama

1. FORT RUCKER (KOZR) - Extreme caution is recommended when flying below 5000' within and around A211, Fort Rucker (KOZR), due to intensive IFR and VFR student training in fixed and rotary wing aircraft. Transient pilots are advised that there is restricted visibility from the right side of instrument training aircraft in which student pilots are performing hooded flight.

2. FORT RUCKER (KOZR) - CAUTION - Due to high density helicopter Night Vision Device (NVD) reduced lighting flight training, an acute collision potential exists to unannounced transient air operations in the following training airspace:

a. APPROPRIATE TRAINING BOUNDARIES: 60 NM radius around Cairns AAF (KOZR) (N31°16.6' W85°42.6'). Floor: Surface. Ceiling: 500' AGL.

b. TIME HAZARDOUS ACTIVITY: Sunset to sunrise in VFR conditions, seven (7) days a week. In view of the above, it is strongly advised that transiting pilots operating in VFR conditions contact Cairns (KOZR) Approach Control, prior to entering above area, in order to obtain reduced lighting helicopter traffic information and suggested best routing through the area. Pilots unable to make such contact or not desirous of this service are strongly advised to cross above 500' AGL.

(USAASAIFC/FIL 95-27)

3. Weather observation. Visibility limitations at airfield in NM are: 2.5 NE, 1.5 S, .5 SW, .5 W, 2 NW and 2 N.

(AFFSA/AFFSA)

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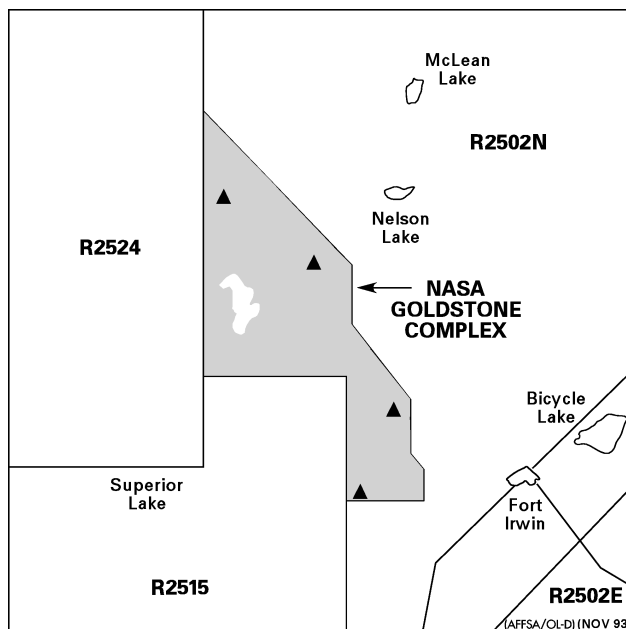
Alaska

1. EARECKSON AS (PASY/SYA) - CAUTION - Radiation hazard area from surface to 16,000' MSL for aircraft out to 3 NM with externally mounted electro explosives devices (EED). Possible interference with electronic equipment for aircraft out to 3 NM (military) or 62 NM (civilian) from a phase array radar antenna on the NW corner of Eareckson (PASY/SYA) (N52°44' E174°05') on a bearing of 250 through 028T. These are parameters for information only. EED equipped aircraft must advise Base Operations prior to departure. Possible 30 minute arrival delay for EED aircraft.

(AFFSA/AFFSA)

2. Unmanned Aerial Vehicle (UAV)/Remotely Operated Aircraft (ROA) - Expect UAV/ROA operations in and around R2202, R2203, R2205, R2211, Firebird Flight Landing Strip (vicinity N64°37.43' W146°38.83'), Donnelly Flight Landing Strip (vicinity N63°50.00' W145°43.91'), Husky Drop Zone (vicinity N64°45.97' W147°04.89'), Allen AAF and Bryant AHP. For specific information regarding UAV/ROA operating times and locations, contact Eielson Range Control (1-800-758-8723, C907-377-3125, 125.3/229.4), FSS, ATC or current NOTAM.

(USAASA/USAASA FIL 04-6)



Arkansas

1. LITTLE ROCK AFB (KLRF) - CAUTION - High density C130 student flying training in the vicinity of Little Rock AFB (KLRF) and on low level Slow Routes (SR) within Arkansas; 0000-2000Z++ Monday-Friday, occasionally weekends. Extensive use of All American Drop Zone, Little Rock VORTAC R-332/15 DME and Blackjack Drop Zone, Little Rock VORTAC R-009/33 DME; 0000-2000Z++ Monday-Friday, occasionally weekends. Drop zones are used for personnel and cargo, including IMC (AWADS) drops.

(AFFSA/AFFSA)

California

1. GOLDSTONE - NASA and the Jet Propulsion Laboratory operate an extremely powerful deep space communications facility at Goldstone, California within R2502N. In keeping with the latest memo of understanding between NASA and DoD on compatible operations in the Mojave Desert area to minimize all overflights and avoid low level overflights of Goldstone, the following criteria are established:

a. There will be no overflights below 15,000' MSL of the Goldstone Complex (see chart).

b. Overflights above 15,000' MSL require coordination with the R2508 Central Coordinating Facility (CCF) DSN 527-2508.

c. When Goldstone is making high power transmissions or is involved in a critical/sensitive event, the area of avoidance is increased. During these times, information can be obtained and real-time coordination accomplished by contacting the R2508 Central Coordinating Facility (CCF) at DSN 527-2508 or High Desert TRACON (Call sign Joshua Approach) on UHF radio.

2. R2508 COMPLEX

a. The R2508 Complex is a combination of military Special Use Airspace associated with the primary user commands which jointly manage the overlying restricted area R2508 and it's associated MOAs and ATCAAs. These commands independently manage and schedule the internal restricted areas located within the Complex boundaries: Naval Air Warfare, China Lake (NID) (R2505, R2506, R2524); AFFTC, Edwards AFB (KEDW) (R2515); NTC, Ft. Irwin (BVS) (R2502N, R2502E). Extensive RDT&E missions, military training missions and military support operations, combined with general aviation activity within the MOAs, create heavy traffic throughout the Complex, Mondays through Fridays and other times when the Complex is activated.

b. Aircraft operating in or transiting the R2508 Complex must be scheduled in accordance with FAAH 7610.4 and the R2508 Complex User's Handbook. All aircrews using R2508 Complex airspace must schedule with and receive an airspace procedures briefing from the R2508 Central Coordinating Facility (CCF) and have read the R2508 Complex User's Handbook. Copies of the R2508 Complex User's Handbook may be downloaded from the R2508 website <http://www.edwards.af.mil/Home/R-2508> or by contacting the CCF at DSN 527-2508 or C661-277-2508. The CCF will provide airspace and procedures briefing, filing information, and coordinate airspace requirements 1400-0200Z++ Monday through Friday, and closed Saturday, Sunday, and holidays. CCF may be reached after hours, weekends and holidays by calling their cell phone at C866-805-2851. Schedule requests must be received during CCF operating hours to ensure airspace availability. Cancellations shall be forwarded to High Desert TRACON DSN 527-2023 or C661-277-2023 when CCF is not manned and cannot be reached at their cell phone number. Military aircraft shall receive a VFR ATC clearance from High Desert TRACON (Call sign Joshua Approach) prior to entering R2508 Complex Airspace.

c. All R2508 Complex users are required to understand and comply with the R2508 concept of operation, which is:

(1) Operate in accordance with VFR. Pilots must maintain VFR cloud clearances and visibility requirements.

(2) Operate on a see-and-avoid principle. Scheduling or receiving a clearance to operate within the R2508 Complex DOES NOT constitute exclusive use of the area.

(3) Upon penetration of the boundary of the R2508 Complex, the aircraft shall automatically become VFR and be subject to the R2508 Complex operating procedures.

(4) Have operating Mode C altitude reporting transponder.

(5) Accept radar advisories service (unless otherwise coordinated).

d. Aircraft entering the R2508 Complex shall be issued a VFR work area clearance or authorization to transition, in compliance with VFR cloud clearance and visibility requirements. Aircraft requesting an ATC/IFR clearance outside of the R2508 Complex shall be VFR for that portion of the flight inside the R2508 Complex. Aircraft shall obtain an ATC/IFR clearance prior to exiting the R2508 Complex or advise High Desert TRACON (Call sign Joshua Approach) if departing VFR.

(1) Aircraft should file for entry/exit of the R2508 Complex using one of the boundary ingress/egress fixes published in FLIP enroute charts.

(2) Aircraft must use scheduled call sign within the Complex or advise Joshua Approach of call sign changes (include both scheduled and filed call signs).

(3) When exiting R2508, aircraft will maintain VFR to the boundary, then pick up their IFR routing and altitude as directed by ATC.

e. Inyokern Corridor transitions Isabella MOA to provide segregated airspace for air carrier operations between Inyokern and Los Angeles. This area is excluded from MOA clearances unless specifically approved by High Desert TRACON. Refer to R2508 Complex User's Handbook or contact CCF (see b. above) for Corridor description and procedures.

f. All units/agencies participating in R2508 must adhere to procedures outlined in the R2508 User's Handbook. The handbook gives guidance for scheduling large-scale, refueling or complicated operations. Copies may be obtained by contacting the Central Coordinating Facility (CCF) at DSN 527-2508, C661-277-2508.

g. Transient aircraft landing China Lake NAWS (NID) or Edwards AFB (KEDW) must receive an R2508 Complex procedures briefing/schedule in addition to coordinating for a PPR. Contact R2508 CCF, DSN 527-2508 or C661-277-2508 for schedule/briefing prior to contacting appropriate flight clearance/Base Operations for a PPR.

h. See R2508 Complex User's Handbook "Sensitive Areas" for flight restrictions. In particular, flight below 3000' AGL and within 3000' (approximately 1/2 NM) lateral clearance are not allowed when flying over or around Death Valley, Kings Canyon, and Sequoia National Parks and Wilderness Areas of Domeland and John Muir in compliance with 1977 boundaries, as depicted.

i. Aircraft operating below 1500' AGL (including MTRs) within or transiting the R2508 Complex work area airspace, should monitor 315.9 MHz. This frequency assists aircrews in avoiding conflicts with other aircraft operating low-level below radar coverage. Pilots are required to check in on the appropriate ATC frequency with High Desert TRACON and request change to the low-level frequency. This frequency is used in the same manner as a UNICOM with pilots broadcasting their position and intentions as they progress through the area.

NOTE: Frequency 315.9 IS NOT monitored by Joshua Approach.

See the R2508 Complex User's Handbook for more information.
(AFFSA-A3OF/AFFSA-A3OF FIL 12-585)

j. R2508 is situated on the Pacific Flyway and is in a major migration area for a very large population of ducks, geese, swans, and other large migratory birds. Migratory flight activities of birds create a substantial risk to flight operations. Please remain cognizant of the possibility of avian activity throughout the year. Further information can be obtained through Bird Aircraft Strike Hazard (BASH) related websites, as well as local military BASH program/safety offices.

(AFFSA-XOF/AFFSA-XOF FIL 17-003)

3. CHINA LAKE NAWS (NID)

a. Armitage Field (NID) lies within R2505. Traffic area is non-standard when R2505 and R2506 are activated (reduced to 2.2 DME radius). Aircraft operating E of the airport should use extreme caution due to surface-to-air gunnery in progress, E to NW. Surface guns are located 065° at 4 NM.

b. Air carrier operations to/from Inyokern Airport (IYK) may impact airfield and range operations to the SW. Delays may be encountered for instrument arrivals and departures. Non-standard routing instructions may be requested for avoidance of the Inyokern Corridor. (See paragraph 2. R2508 COMPLEX).

c. Controlled Firing Area (CFA) operational between R2505 and R2524 within the Trona Corridor to support weapons testing below 20,000' MSL. Activity in the CFA or at higher altitudes (R2508) during Monday-Friday daylight hours, normally occurs no more than 36 times per year. Users are requested to pre-coordinate transition of that area during scheduled time periods. Contact Airspace Manager, DSN 437-5071/5480 for additional information.

(USN/NAVFIG)

4. EDWARDS AFB (KEDW)

a. Edwards AFB (KEDW) is located within area R2515, with an active range and numerous special use areas in and adjacent to the Airport Traffic Area.

b. The Edwards (KEDW) traffic pattern has several nonstandard features. Radio contact must be established with Edwards (KEDW) Tower before proceeding closer than 8 NM to the main base runway. CAUTION - Edwards (KEDW) VORTAC is not located on the airport. INACCURATE POSITION REPORTING IS HAZARDOUS. Transient aircraft into and out of Edwards AFB (KEDW) face extreme flight safety hazards not encountered at most other US Air Force bases. Thus, transient aircrews are strongly discouraged from flying into or out of Edwards AFB (KEDW) unless such flight is absolutely mission essential. (See SUPPLEMENTARY AIRPORT REMARKS).

(AFFSA/AFFSA)

5. BEALE AFB (KBAB)

RADAR HAZARD - Avoid flight below 6000' MSL within 1 NM of PAVE PAWS radar site located at Beale TACAN 072° radial, 4.2 DME (N39.13° W121.35°) to prevent hazard to aircraft carrying electro-explosive devices.

(9 OSS-OSAA/9 OSS-OSAA FIL 10-677)

6. Vandenberg AFB (KVBG)

a. Alternate airfield required regardless of weather. Airfield located within restricted airspace (R2516) published as continuous use; however, airfield operations authorized during published hours when range (R2516) not in use. Airspace may close without

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prior notice to support range operations. Be prepared to divert or full-stop at any time. Recommend full-stop or departure with divert fuel to ensure maximum flexibility. Contact Pilot to Dispatcher during published hours for status of restricted airspace. R2517 is closed to all aircraft except those participating in approved range operations.

- b. Use extreme caution for extensive Unmanned Aircraft Systems (UAS) operations in the vicinity.
(30 OSS-OSAA/30 OSS-OSAA FIL 12-765)

Colorado

1. USAF ACADEMY (AFF) -

- a. CAUTION A-260 - High density VFR student pilot training, glider training, and parachute operations from SFC-17,500' MSL within 5NM from USAF Academy Airfield, exercise extreme

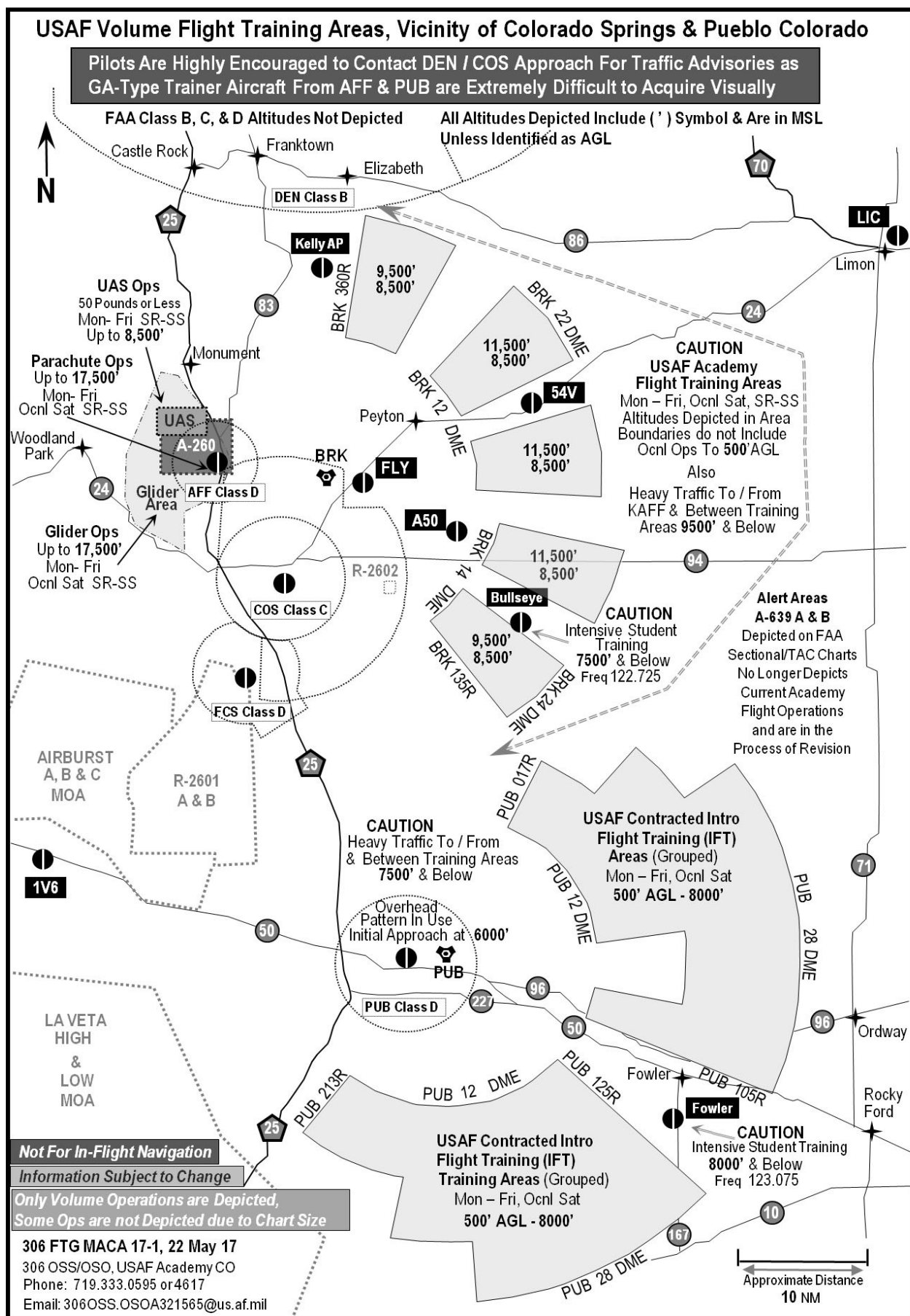
vigilance between Interstate 25 and Front Range from sunrise to sunset. Use caution for UAS operations 3-6 NM NW SFC-8,500' MSL over USAF Academy property. Using Agency 306 OSS, Airspace Manager DSN 333-0595, C719-333-0595. See attached chart and procedures for transition of Alert Area A-260 in proximity to USAF Academy Airfield.

- b. CAUTION A-639A/B - Extensive student pilot training also exists between A-639B and Interstate 25 from 8,500' to 11,500' MSL. High traffic volume in the area of the USAF Academy Auxiliary Airfield (CO90) (BULLSEYE). Pilots should also use caution for aircraft transiting the area between the USAF Academy Airfield and A-639A/B.

(306 OSS-DOA/306 OSS-DOA FIL 18-506)

2. USAF Volume Flight Training Areas, Vicinity of Colorado Springs and Pueblo, Colorado.

(306 OSS-OSAA/306 OSS-OSAA FIL 16-530)



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Florida

1. AIRSPACE RESERVATIONS -

a. A292 - Due to high density VFR and IFR student flying training in the area of Pensacola, an acute collision potential exists to unannounced transient air operations in A292. Consequently, it is strongly advised that transiting pilots contact Pensacola (KNPA) Approach Control or Navy Whiting Tower, prior to entering A292, in order to obtain student traffic information and suggested best routing through the area. Pilots unable to make such prior contact or not desirous of this service are strongly advised to cross the area on airways above 2000'; or cross above FL 235.

b. R2901 - Extensive High Speed Jet Traffic in area surrounding R2901 and MacDill AFB Auxiliary Field (AGR) 24 hours daily.

c. EGLIN AFB (KVPS) - FLIGHT RESTRICTIONS - Hazardous Zone around an RF emitter 15 NM E. A 2 1/2 NM circle centered on N30°32'55" W86°12'52". Surface to 23,000'. Contact US AFSC C719-554-3731 for information.

d. EGLIN AUX FLD 6 (FL34) - Landing Zone closed to all fixed-wing operations.
(AFFSA/AFFSA FIL 06-302)

Georgia

1. FORT STEWART (LHW) - CAUTION - Due to high density helicopter Night Vision Device (NVD) reduced lighting flight training, an acute collision potential exists to unannounced transient air operations in the following training airspace:

a. APPROPRIATE TRAINING BOUNDARIES: 100 NM radius around Wright Army Airfield (LHW) (N31°53.3' W81°33.8') excluding airspace beyond 12 NM from US coastline. Floor: Surface. Ceiling: 500' AGL.

b. TIME HAZARDOUS ACTIVITY: Sunset to sunrise in VFR conditions, seven (7) days a week. In view of the above, it is strongly advised that transiting pilots operating in VFR conditions contact Savannah (KSAV) Approach Control, prior to entering above area, in order to obtain reduced lighting helicopter traffic information and suggested best routing through the area. Pilots unable to make such contact or not desirous of this service are strongly advised to cross above 500' AGL.

(USAASA/USAASA)

2. DAHLONEGA (7A7) - CAUTION - Due to high intensity helicopter daytime and Night Vision Device (NVD) reduced lighting training, an acute collision potential exists to unannounced transient air operations in the following training airspace.

a. APPROPRIATE TRAINING BOUNDRIES - 15 NM radius around Mosby Army Heliport (7A7) (N34°37' W84°06'). Floor-Surface, Ceiling - 3700' MSL.

b. TIME HAZARDOUS ACTIVITY - 24 hours a day in VFR conditions, 7 days per week. In view of the above, it is strongly advised that transitioning pilots operating in VFR conditions contact Mosby (7A7) Traffic (UHF 227.2 Primary, VHF 139.3 Alternate; or Mountain Ranger 08 on FM 34.10) prior to entering and while operating in the above area, pilots unable to make contact are advised to maintain extreme vigilance or cross above 1000' AGL.

c. Point of Contact - Staff Duty Officer at Camp Frank D. Merrill (7A7), DSN 797-5770.

d. Additional information can be obtained by contacting Lawson Army Airfield (KLSF), Fort Benning, GA, DSN 835-3524.
(USAASA/FIL 95-27)

Kentucky

1. FORT CAMPBELL (KHOP) - CAUTION - Due to high density helicopter Night Vision Device (NVD) reduced lighting flight training, an acute collision potential exists to unannounced transient air operations in the following training airspace:

a. APPROPRIATE TRAINING BOUNDARIES: 100 NM radius around Campbell Army Airfield (KHOP) (N36°40.3' W87°29.6'). Floor: Surface. Ceiling: 500' AGL.

b. TIME HAZARDOUS ACTIVITY: Sunset to sunrise in VFR conditions, seven (7) days a week. In view of the above, it is strongly advised that transiting pilots operating in VFR conditions contact Campbell (KHOP) Approach Control, prior to entering above area, in order to obtain reduced lighting helicopter traffic information and suggested best routing through the area. Pilots unable to make such contact or not desirous of this service are strongly advised to cross above 500' AGL.

(USAASA/FC/FIL 95-27)

Maryland

1. NAS PATUXENT RIVER (KNHK) RESTRICTED AREA (R4002/R4005/R4006/R4008/R6609) COMPLEX SPECIAL OPERATING PROCEDURES:

a. Due to the highly dynamic and hazardous flight operations conducted at NAS Patuxent River (KNHK) and the NAS Patuxent Restricted Area Complex it is required that all users be familiar with the provisions of NASPAXRIVINST 3710.5 (series). This publication can be obtained electronically at <https://mynavair.navair.navy.mil> under Libraries and Research. A MYNAVAIR account must be established to use this site.

b. Maintain counter-clockwise flow within the area to the maximum extent possible to facilitate traffic de-confliction.

c. Report to controlling agency prior to commencing dynamic maneuvers. Dynamic maneuvers are defined as maneuvers greater than 90° heading change that will disrupt counter-clockwise flow.

d. Report to controlling agency prior to commencing vertical maneuvers. Vertical maneuvers are defined as maneuvers that will result in aggressive altitude deviations of greater than +/- 3000 ft. Report should indicate final altitude in thousands of feet.

e. Aircrew should expect a response from the controlling agency to their nearest traffic after reporting either dynamic or vertical maneuvering.

f. Air Combat Maneuvers (ACM) and Basic Fighter Maneuvers (BFM) shall only be conducted in exclusive use airspace (R4005N/S, R4002, R6609, etc.).

g. Primary spin areas are the North TRIANGLE Spin area and the South Spin area. The North Spin area should be utilized only if the previous spin areas are unavailable.

h. Supersonic operations are permitted in R4008 above FL300 under the following conditions:
Prior approval is granted by the Commanding Officer, NAS Patuxent River.
Scheduled in advance.
Course Rules Brief is required within the last year. *See paragraph i.
Sound focusing Data is obtained from <https://web.nlmof.navy.mil/paxriver> under Aviation Products.

i. All Non NAWCAD aircraft/units require an annual course rules brief prior to scheduling Restricted Area operations. Brief can be scheduled with Patuxent ATC DSN 342-3339, C301-342-3339, 1300-2100Z++ weekdays.

j. All Non NAWCAD aircraft/units desiring to utilize the Patuxent Restricted Area Complex must be scheduled through Central Schedules, M-F 1200-2100Z++. "Real Time" scheduling M-F, 2100-0400Z++ and Sat/Sun, 1200-0400Z++ can be accomplished with Patuxent ATC DSN 342-3339, C301-342-3339.

k. Aircraft desiring to operate during peak flight test hours of operation (0900-1130L and 1400-1630L M-F) require a PPR coordinated through Central Schedules. Airspace utilization during off peak times is encouraged.

l. Aircraft flights operating outside of standard visual formation require separate ATC squawks for each member of the flight.

(USN FIL 0043-06)

Mississippi

1. MERIDIAN NAS (KNMM) - Due to high density VFR student flying training in the vicinity of Meridian NAS (KNMM), an acute collision potential exists to unannounced transient air operations in the following training airspace and period of student activity.

a. APPROPRIATE TRAINING BOUNDARIES - From the 294° radial of Meridian (KNMM) VORTAC, clockwise to the 035° radial for a radius of 85 NM from the VORTAC, excluding airways. Floor: 8000' MSL. Ceiling: FL180.

b. TIME STUDENT ACTIVITY: Sunrise to sunset in VFR conditions on Mondays through Fridays. In view of above, it is strongly advised that transiting pilots operating in VFR conditions contact Meridian (KNMM) Approach Control, prior to entering above area, in order to obtain student traffic information and suggested best routing through the area. Pilots unable to make such contact or not desirous of this service are strongly advised to cross below 8000' MSL (avoiding airport traffic areas) or cross above FL180.

NOTE: Pilots operating to or from Columbus AFB (KCBM), Mississippi, and on published instrument arrival or departure procedures are not affected.

2. COLUMBUS AFB (KCBM) - Due to high density VFR and IFR student flying training within 25 NM of Bigbee VORTAC, an acute collision potential exists to unannounced transient air operations within this area from surface to 8000' MSL, Mondays through Fridays, sunrise to sunset, and occasionally nights and weekends. Transiting pilots operating in VFR conditions are advised to contact Columbus (KCBM) Approach Control prior to entering above area in order to obtain student traffic information and suggested best routing through the area. Pilots unable to make such contact or not desiring this service are strongly advised to cross the area above 10,000' MSL.

(AFFSA/FIL 85-44)

3. TUPELO RGNL (KTUP) - CAUTION - Due to high density helicopter Night Vision Device (NVD) reduced lighting flight training, an acute collision potential exists to unannounced transient air operations in the following area:

a. 40 NM radius around the University Oxford Airport (KUOX), Oxford, (N34°23.1' W89°32.1'), excluding the area within 30 NM Memphis Intl Airport (KMEM). Floor: Surface. Ceiling: 500' AGL.

b. TIME HAZARDOUS ACTIVITY: Sunset to sunrise in VFR conditions, seven (7) days a week. Pilots are strongly advised to cross this training area above 500' AGL.

(USAASA/USAASA)

New Mexico

1. R5107B - Hazardous activities conducted within R5107B over White Sands Missile Range include laser operations and homing type missile launches. Some missiles home on heat sources or on reflected radar energy. Some laser operations involve vertical beams potentially dangerous to eyesight at altitudes less than 50 NM. Operations are scheduled at various times, including nights and weekends. Rigid controls over these hazardous operations insure containment within R5107B and safety of military aircraft that are authorized flight within the restricted area. Safeguards include visual observers, increased emphasis on radar surveillance and special communications. Unauthorized and/or unintentional overflight exposes pilot and passengers to extreme risk.

(AFFSA/AFFSA)

North Carolina

1. LAKE MATTAMUSKEET AND PUNGO LAKE - Due to migratory waterfowl banding operations conducted by the U.S. Fish and Wildlife Service, and large numbers of migratory birds, overflights of Lake Mattamuskeet, Pungo Lake, and Swanquarter National Wildlife Refuge (south of Dare County Guntery Range complex/R-5314, charted on Charlotte Sectional Aeronautical Chart), within 1 NM below 2000' MSL are not recommended.

(AFFSA-A3OF/AFFSA-A3OF FIL 12-685)

2. SANDHILLS VORTAC AREA -

a. Extensive Army rotary/fixed wing aircraft and Air Force Tactical Airlift aircraft landing, taking off and maneuvering within 15 NM radius of the Sandhills VORTAC 111.8 Chan 55 162° radial 12 NM up to and including 3000' AGL 24 hours a day, 7 days a week. Aircraft will be operating to and from Mackall AAF (HFF) on high IFR and VFR flight plans. Aircraft operating into and through this area must exercise extreme caution due to increased mid-air collision potential.

b. Hazardous parachute training operations within 5 NM of the Sandhills VORTAC 111.8 Chan 55 158° radial 13.5 NM (Luzon Drop Zone). Luzon Drop Zone is used for VMC and IMC parachute drops up to and including 3000' AGL. Additionally, High Altitude Low Opening (HALO) personnel free fall drops are conducted in VMC from 3000' AGL to 25,000' MSL. The above operations are made from USAF aircraft (C130, C141, CA212, H53, OV18) and US Army helicopters (UH1, UH60, CH47 and CH53). All aircraft operating in this area should contact Fayetteville (KFAY) Approach Control for jump advisories.

3. FORT BRAGG (KFBG) - CAUTION - Due to high density helicopter Night Vision Device (NVD) reduced lighting flight training, an acute collision potential exists to unannounced transient air operations in the following training airspace:

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a. APPROPRIATE TRAINING BOUNDARIES - 100 NM radius around Simmons Army Airfield (KFBG) (N35°07.9' W78°56.1') excluding airspace beyond 12 NM from US coast line. Floor: Surface. Ceiling: 500' AGL.

b. TIME HAZARDOUS ACTIVITY - Sunset to sunrise in VFR conditions, seven (7) days a week. In view of the above, it is strongly advised that transiting pilots operating in VFR conditions contact Fayetteville (KFAY) Approach Control, prior to entering above area, in order to obtain reduced lighting helicopter traffic information and suggested best routing through the area. Pilots unable to make such contact or not desirous of this service are strongly advised to cross above 500' AGL.

(USAASA/USAASA)

North Dakota

1. OPERATIONAL CONSTRAINTS RESULTING FROM SAFEGUARD RADAR OPERATIONS - The US Arms Safeguard Installation Perimeter Acquisition Radar (PAR) is in full operation. This electromagnetic radiation of the radar system may create a hazard to electroexplosive devices (EED) and may induce deviation in navigation system in area listed below. Manned aircraft carrying EED, to avoid being affected by electromagnetic examinations from the Safeguard PAR will maintain separation distances from this radar defined as follows:

a. PAR - A restricted fan of 140° wide, 70° each side of 008° true N with apex at the PAR located at N48°43'28.6" and W97°53'57.3". Segmental Restrictive Area will have an 8 NM radius slant range.

b. Airborne C and E systems shall be kept at least 2 NM slant range from each radar within the foregoing defined areas to avoid interference or degraded operation.

c. Manned aircraft shall avoid the following sites by distances of at least 1000' slant range to the site:

Site No. 1: N48°32'00.0" W 98°34'57.6"
Site No. 2: N48°50'57.9" W98°25'53.9"
Site No. 3: N48°45'52.5" W97°59'08.6"
Site No. 4: N48°28'30.7" W98°15'20.4"

If navigation or electroexplosive device problems occur in the vicinity of these radar systems, USAF aircrews will submit hazard reports in accordance with AFI 91-202 to the Air Force Safety Center, ATTN: AFSC/SEF, Kirtland AFB, NM.

(AFFSA/AFFSA)

South Carolina

1. JAMESTOWN VICINITY - The Martin Marietta plant and open pit mine should be avoided. Blasting operations pose a potential hazard to aircraft at low altitudes. Approximate coordinates are N33°18' W79°42'. Charges as large as 10,000 pounds are set off 2 to 3 times per week and send debris several hundred feet into the air.

(AFFSA/AFFSA)

Texas

1. McDONALD OBSERVATORY - Extensive laser operations will be conducted for an indefinite period from the McDonald Observatory located at N30°40'17" W104°01'30" near Marfa VOR-DME in conjunction with a scientific moon project. Pilots should avoid flying from surface to FL240 within a rectangular area bounded by lines 4 NM N and 10 NM S of an E/W line

through the location of the McDonald Observatory and 13 NM E and 13 NM W of a N/S line through the location of the McDonald Observatory. Permanent eye damage may result if a person is exposed to the laser beam. Hours of operation are intermittent, exercise extreme caution in this area. The location of the Observatory is further described as being on the 340 radial, 22.5 NM NNW of MRF VOR-DME.

(USN/NAVFIC)

ENROUTE

PREFERRED IFR ROUTES - Information for current U.S. Preferred Routes is available at FAA Website:

http://www.fly.faa.gov/rmt/nfdc_preferred_routes_database.jsp.
(SPEC/PVA)

BIRD/WILDLIFE HAZARD DATA

BIRD/WILDLIFE CONCENTRATIONS/AREAS -

Alabama

1. Birmingham-Shuttlesworth Intl (KBHM) - CAUTION- BIRD WATCH INFORMATION -

a. BASH Phase I- December through February, May, and September. Bird activity is generally LOW during these periods.

b. BASH Phase II- March through April, June through August, and October through November. Late summer and migratory seasons are the most likely periods of significantly increased local bird activity. Exercise caution during takeoffs and landings at dusk/dawn plus or minus one hour.

(117 ARW/117 ARW FIL 14-263)

Alaska

1. Elmendorf Aflld (Joint Base Elmendorf-Richardson) - WILDLIFE/BIRD HAZARDS -

a. BASH PHASE I - All dates not designated as Phase II.

b. BASH PHASE II - Expect the start of Phase II during April-May (spring migration) and August-October (fall migration). Consult NOTAMS for specific start and end dates. Migratory season when the bird activity is heaviest; Phase II months are April, May, August, September, and October. During periods of standing water on the airfield gulls, ducks, geese, and other birds pose a significant hazard to aircraft.

(3 OSS-OSAM/3 OSS-OSAM FIL 12-678)

c. Bird activity increases at sunset and peaks two hours after sunset, remaining elevated until sunrise.

d. Report all bird and animal strikes on or in the vicinity of Elmendorf AFB (PAED/EDF) to Airfield Management at DSN 317-552-2444, PTD (Pilot to Dispatch), or 3 WG/SE (Wing Safety) at DSN 317-552-4128/3389.

e. Traffic Pattern Restrictions. The SOF will direct aircraft according to the listing below. If the SOF is absent, the Tower Supervisor will be the controlling authority.

(1) BWC MODERATE: No Formation Takeoffs. Afterburner takeoff required (fighters). Takeoff only when departure routes avoid identified bird activity. No formation

approaches. No practice approaches (VFR or Instrument). No formation landings. Landings allowed only when arrival routes avoid identified bird activity.

(2) BWC SEVERE: Takeoff prohibited without 3 OG/CC or higher approval. No pattern work, aircraft will hold (fuel permitting). Prohibited without 3 OG/CC or higher approval (unless required for emergency or to meet normal/divert fuel requirement), landing authority delegated to SOF regardless of condition.

f. Moose, fox and coyotes frequent the airfield environment. Moose have been observed on or near the runway all hours of the day. Moose movement is particularly intense during sunrise and sunset periods.

(3 OSS-OSAM/3 OSS-OSAM FIL 10-979)

Arizona

1. Luke AFB (KLUF) - Luke AFB (KLUF) is physically located in the Pacific Migratory Flyway, however, as there is little standing water on the airfield, migratory waterfowl are rarely seen on the base in great quantities. Geese and various other large birds frequent off-base ditches, irrigation fields, and a pond at an adjacent golf course. The local area is apparently a major flyway for raptors and small songbirds. Assessment of bird strikes at Luke AFB (KLUF) indicate mourning doves are a significant hazard in the spring and summer, and horned larks, raptors, and blackbirds are a significant hazard in the winter. Historically, approximately 90% of confirmed bird strikes occur during the day. Luke AFB (KLUF) Phase II all year due to agricultural effects and drainage ditches surrounding airfield which act as attractants to several species of large and small birds. Conditions may pose a significant hazard to aircraft. Report all bird or animal strikes on or in the vicinity of the airfield to airfield management at DSN 896-7131 or Luke Pilot to Dispatcher.

a. SEVERE- Observed heavy concentrations of birds on, or immediately above, the active runway or other specific location (bombing range, low level route, etc.) that represents a high potential for strikes and an immediate hazard to safe flying operations. The 56 OG/CC will evaluate mission needs and authorize any flight operations in areas under Bird Watch Condition (BWC) Severe. Takeoffs will cease until the reported BWC improves. Gila Bend AFAF (KGXF) will not be used for training when the tower has declared BWC severe. Practice ILS approaches will not be flown at Aux-1. If landing is required (e.g., in flight emergency, minimum fuel), a single pattern to a full stop will be flown at affected airfields.

b. MODERATE- Concentrations of birds observed that represent a probable hazard to safe flying operations. Declaration of BWC moderate requires increased vigilance by all agencies and the exercising of caution by pilots. BWC Moderate is triggered by observations at manned sites and/or pilot observations. Pilots will modify flight events, if possible, to avoid the bird activity. Limit pattern operations (Luke, GBAF, Aux-1) to asterisked (*) syllabus events or to maintain RAP currencies (IP). Aircraft will then full stop. The Supervisor of Flying should also modify traffic pattern operations to avoid bird activity.

c. AUX-1 Bird Procedures - Pilots operating at AUX-1 who encounter birds will inform the AUX-1 Approach Controller. Pilots will then call Supervisor of Flying (SOF) and recommend a BWC. The SOF will update step brief interactive and inform the Tower Watch Supervisor who will ensure ATIS is updated. The AUX-1 Controller will communicate the PIREP to all aircraft in the AUX-1 pattern or entering the pattern until ATIS is updated.

(56 OSS-OSAA/56 OSS-OSAA FIL 11-158)

2. Phoenix-Sky Harbor Intl (KPHX) - Due to local conditions, bird activity is generally very low. Migratory seasons are the most likely periods of significantly increased local bird activity. BASH Phase I January-February and June-September, Phase II March-May and October-December. BWC unavailable due to civil airfield. Monitor ATIS for caution of current observed bird activity within 10 NM of the airfield, and apply applicable directives per your aircraft and MAJCOM.

a. Bird Watch Conditions:

(1) SEVERE - Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

(2) MODERATE - This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) LOW - No restrictions.

(161 OSS-OSA/161 OSS-OSA FIL 15-259)

California

1. Edwards AFB (KEDW)- BIRD AIRCRAFT STRIKE HAZARD (BASH)

a. The airfield is located in an excellent habitat for coyotes. Coyotes have been spotted on/near runway environment during all hours of the day. The tower, in association with airfield management, attempt to detect coyote movement, but pilots should be aware and take appropriate action if coyotes are detected. Coyote movement is particularly intense during sunrise and sunset periods. Except large flocks of horned larks on and in the vicinity of the airfield during all daylight periods. Migratory flocks of turkey vultures are present in the spring and fall. During periods of standing water on the lakebeds, pelicans, gulls, ducks, geese and other shore birds pose a significant hazard to aircraft. Report all bird and animals strikes on or in the vicinity of Edwards AFB (KEDW) to Base Operations.

(412 OSS/OSAM DSN 527-2222)

b. BASE PHASE II - Phase 2 will normally be implemented during the fall (15 September to 15 November) and spring (1 March to 30 April) migration seasons, but may remain active for the entire winter. The implementation dates will depend upon actual significant migratory bird activity only, not calendar date alone. The 412 OG/OCC is the approval authority for implementing and terminating Phase 2 upon notification from Environmental Management and Airfield Management that migratory bird populations have increased or decreased significantly. Airfield Management will provide official notification to flying units of the start and termination of Phase 2 by issuing local NOTAM to be maintained during the entire Phase 2 period.

c. BWC Operational Restrictions - There will be one BWC for all runways/helipads at Edwards AFB (KEDW). Changes in BWC on main base will automatically include North Base, South Base and lakebed runways. When the Edwards BWC is MODERATE or SEVERE, all aircraft will be issued the appropriate BWC by ATC. If the condition persists, it will also be broadcast on ATIS.

(1) BWC LOW - Normal operations, no restrictions.

(2) BWC MODERATE - All aircraft takeoffs (includes transient, NASA and Aero Club) require coordination with the Supervisor of Flying (SOF). Restrict number and minimum altitude of low approaches and/or close overhead pattern or instrument approaches to meet minimum requirements (i.e. full stop unless mission will be affected) and authorize early turnout and/or deletion of the 3,300 feet MSL restriction until departure end. Close tower fly-by line and slow speed course. Airborne aircraft

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may divert, hold, or full stop. Aircraft commanders should assess the risk by considering fuel status, weather, bird location, etc. when making this decision.

(3) BWC SEVERE- Discontinue takeoffs. SOF will limit recoveries to one full stop approach and/or close airfield to all flying operations except emergencies (local flying to operations will be terminated, aircraft will divert or hold if unable to land). Initiate bird dispersal/depredation as required. Airborne aircrew must obtain approval from SOF prior to landing. EXCEPTION: Helicopters have the unique capability to depart or arrive from any direction. During BWC SEVERE unit commanders will consider delaying departures until the bird hazard has decreased. Helicopters may take off after coordinating with SOF or Tower personnel to ensure their departure routing will avoid any concentrations of birds. Helicopters arriving during BWC SEVERE should coordinate with the SOF or Tower personnel to ensure arrival routing will avoid any concentrations of birds. Multiple approaches will not be conducted when the BWC is SEVERE.

(412 OSS-OSAM/412 OSS-OSAM FIL 14-276)

2. Moffett Federal Afd (KNUQ) -

a. Occasional heavy bird activity on and around airport. Bird sanctuaries northeast and northwest of airport.

b. Air Force designated Phase II bird activity period is from 1 October to 30 March due to increased bird migration activity.
(NUQ Base Ops/NUQ Base Ops FIL 08-767)

Colorado

1. Buckley AFB (KBFK) - BIRD AIRCRAFT STRIKE HAZARD (BASH)

a. BASH

(1) Phase I - All months not designated as Phase II. Bird activity is generally light during this period.

(2) Phase II - Wildlife activity vicinity of runways and taxiways. Migratory waterfowl in the vicinity of airport during morning/evening and particularly winter months. A small pond located .5 NM NE of the airfield provides significant waterfowl habitat and occasionally hosts a large number of waterfowl. Aircrews are advised to exercise vigilance and avoid low altitude flight operations over this area.

(3) The highest levels of daily wildlife activity normally occur +/- one hour of sunrise/sunset. Flight operations should be avoided during these periods unless mission essential.

b. BIRD WATCH CONDITIONS - Controlling agencies will issue Bird Watch Condition Codes as follows:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. No flight restrictions apply.

(2) MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds observable in locations that represent a probable hazard to flying operations. This condition requires increased vigilance by all agencies and extra caution by aircrews.

(3) SEVERE - Heavy concentrations of birds (more than 15 large or 30 small birds) on or above the runways, taxiways, infield areas and departure or arrival routes. This condition requires total vigilance by all agencies and EXTREME caution by aircrews.

(140 OSS-OSA/140 OSS-OSA FIL 14-943)

Connecticut

1. Bradley International (KBDL) - BIRD AIRCRAFT STRIKE HAZARD (BASH)

a. Immediately report all wildlife sightings to the tower or ANG Base Ops (SHARKOPS) on UHF 349.7 or VHF 138.55 secondary. Bird Watch Conditions (BWC) as given by the Air National Guard are not announced by tower or ATIS. Contact Base Ops for current Bird Watch Condition. In order to minimize the risk of bird strikes from the expected transition of migratory birds, all military transiting the area will adhere to the following AMC flight restrictions imposed during MODERATE and SEVERE Bird Watch Conditions:

(1) LOW - No operating restrictions

(2) MODERATE - Initial takeoffs and final landings allowed only when departure and arrival routes will avoid bird activity. Local IFR/VFR traffic pattern activity is prohibited.

(3) SEVERE - All takeoffs and landings prohibited. Waiver authority is local OG/CC or equivalent.

(a) Takeoffs and landings are prohibited without the OG/CC (or higher) approval. Recommended guidance during BWC SEVERE is to delay departures and arrivals until BWC is MODERATE or less. In all cases, operational mission priority must be weighed in determining waiver approval.

(b) Only full-stop landings are permitted. The Supervisor of Flying will consider changing runways, delaying takeoffs and landings, diverting aircraft, etc. where military aircraft are involved.

b. BASH PHASE II - Periods are Sept-Oct and Mar-Apr due to an increase in migratory bird activity. Peak bird movement is +/- one hour of sunrise/sunset. All transiting aircrews must use vigilance from migratory waterfowl and other bird activity

c. BASH PHASE I - All months not designated as PHASE II. Wildlife activity is generally LOW during this period.
(103 AWG-SE/103 AWG-SE FIL 15-166)

Florida

1. Duke Fld (KEGI) - BIRD AIRCRAFT STRIKE HAZARD (BASH)

a. All personnel utilizing Eglin AFB (KVPS), the Range Complex, AUX Fields and aircrew must report all bird strikes and are strongly encouraged to report any bird sightings that pose probable hazards to flying to a controlling agency. Additionally, aircrew will adhere to warnings reported on the Automatic Terminal Information Service (ATIS), Improved Weather Dissemination System (IWDS), Aviation Hazard Advisory System (AHAS), AM Operations, and/or the command post for current Bird Watch Condition (BWC). If an aircrew observes or encounters any bird activity, while in flight, that constitutes a hazard to flight safety, the aircrew shall notify one or all of the following: Eglin Supervisor of Flying (SOF), control tower, Eglin Radar Control Facility (ERCF), mission controller or the Range Control Office (RCO).

b. Information should include the following:

(1) Aircraft call sign.

(2) Altitude of birds.

- (3) Approximate number of birds.
- (4) Type of birds, if known.
- (5) Location/direction of flight or roost.
- (6) Local time of sighting.

c. BWC/Range Complex SEVERE. There is a high bird population on the active runway or other specific locations that represent a high potential for strike. As a general rule, 6 large birds or 30 small birds in the arrival/departure corridor should be considered a SEVERE BWC. At either airfield, the following operational limitations are in effect with BWC SEVERE:

(1) Landings. Only one approach to a full-stop landing is permitted.

(2) Takeoffs are prohibited without 96 OG/CC or higher approval. If approved, no formation takeoffs are permitted.

(3) Pattern. Aircraft will hold (fuel permitting) until the hazards no longer exist. The SOF will consider closing the overhead pattern if that will minimize the risk to the observed bird activity.

(4) The Eglin SOF shall consider delaying departures/arrivals and aircraft diverts. The Tower Watch Supervisor (WS) may consider changing runways. If a hazard is confined to a specific location that would allow safe operations to the adjacent runway, the Tower WS and/or SOF may decide to continue operations to the hazard free runway. Example: Numerous birds on approach end of Runway 12 with no bird hazards effecting Runway 19, the SOF and/or Tower WS may transition all traffic to Runway 19.

(5) If the BWC is declared SEVERE in the range complex, a specific area and altitude will be identified and the area will be avoided by all flights using the range.

(6) BWC/Range Complex MODERATE. Increased bird population in locations which represent an increased potential for strike but does not constitute BWC SEVERE. This condition requires increased vigilance by all agencies, supervisors and aircrew. Traffic patterns shall be limited to the minimum training requirements. Pilots will be particularly cognizant of bird activity when on final and will avoid low, flat approaches. If BWC Moderate is declared in the Eglin Range Complex, flight leads will change event order or amend altitudes to minimize the hazard.

(7) BWC/Range Condition LOW. Used during normal bird activity on and above the airfield with low probability of hazard. BWC low is declared when bird activity is no longer observed following the declaration of a SEVERE or MODERATE BWC. No restrictions on flying operations.

d. All personnel discovering a bird strike will initiate AF Form 853, Air Force Bird Strike Report, and notify the Maintenance Operations Center (MOC) and AM Ops.

e. CAUTION –

(1) BASH PHASE I – June through September is designated as Phase I. Wildlife activity is generally LOW during these periods with the primary threat resulting from occasional concentrations of cattle egrets, Mississippi Kites, doves, deer, coyotes and raccoons on and around the airfield.

(2) BASH PHASE II – October through May is designated as Phase II. Wildlife activity is increased during these periods due to the migratory season. The primary threat during this period consists of larger concentrations of doves, crows, starlings, vultures, killdeer, hawks, American Kestrels, Mississippi Kites, robins, purple martins and swallows. Occasional flocks of gulls and pelicans may be observed in the immediate vicinity of, or around the airfield areas. Expect short notice Bird Watch Conditions (BWC) MODERATE or SEVERE at anytime during these periods. Wild Turkey and coyotes may also frequent the area from March through June.

(3) Aircrews are encouraged to report to Base Operations, all bird strikes and bird sightings that pose a probable hazard to flying. Monitor ATIS, contact Base Operations or Command Post for current Bird Watch Condition.

NOTE: Turkey and black vultures are large soaring birds and are present year round during daylight hours. They become active during mid-morning and remain aloft ranging in altitudes from surface to 5000' until late afternoon. Awareness of this threat should remain in mind at all times while flying over the Eglin AFB (KVPS) Range Complex with extreme caution being applied while on final to landing Runway 19 and 12 at Eglin AFB (KVPS) and Runway 18 at Duke Fld (KEGI).

(96 OSS-OSAO/96 OSS-OSAO FIL 10-128)

2. Homestead ARB (KHST) - Bird Aircraft Strike Hazard (BASH) Alert - Expect birds in vicinity of runways, especially prevalent one hour before sunset and one hour after sunrise. During the period 1 November through 31 March, Turkey Vultures are prevalent in the vicinity of the runway and at the landfill just North of the airfield between 1500-2000Z++ when thermals develop. This is designated Homestead's ARB (KHST) BASH Phase I Period.

During the period of 1 August until 30 September there is an increase in Barn Swallow activity from 1200-1600Z++ and 2100-2400Z++. The swallow activity can also increase during periods of rain and overcast conditions. This is designated Homestead's ARB (KHST) BASH Phase II Period.

These are the two major BASH Phases that may be encountered at Homestead ARB (KHST). However, bird activity can increase at any time on the airfield because of mowing and favorable rainy weather conditions. In order to minimize the risk of bird strikes, request all air traffic transitioning Homestead ARB (KHST) adhere to the following:

a. Contact Homestead (KHST) Pilot to Dispatcher to obtain Bird Watch Condition status while enroute before descent into Homestead ARB (KHST). If aircrews require further information, contact Homestead (KHST) Tower.

b. Upon entering Homestead's (KHST) Airspace, aircrews should solicit Homestead (KHST) Tower for current Bird Watch Condition Code. Bird Watch Condition Codes are as follows:

(1) LOW - Minimal bird activity on, around and above the active runway with a low probability of BASH hazard. Normal flying operations authorized.

(2) MODERATE - Increased bird activity in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors as well as caution by aircrews. Multiple approaches and traffic pattern activity for all aircraft ceases. A departure and full stop approach is allowed if departure/arrival routes avoid identified bird activity. Formation takeoffs, approaches, and landings are prohibited.

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(3) SEVERE - High bird activity on or immediately above the active runway or other location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations. Takeoffs and landings of all aircraft is prohibited.

c. Homestead ARB (KHST) bird behavior update:

(1) LAUGHING GULLS - Found May-August 1200-1400Z++ and 2200-0030Z++, in the location of the ramps and runway, flying parallel to the runway. They fly toward the landfill in the morning and toward the Florida Keys in the evening.

(2) GRACKLES - Found all year around, 1200-1400Z++ and 2200-0030Z++, in the location of the ramps and runway. They fly toward feeding areas in the morning and toward roosting ground in the evening.

(3) CATTLE EGRETS - Found all year around, any time of the day, in grassy areas near runway and ramps. They like to follow the mower when grass is being cut.

(4) BARN SWALLOWS - Found August-September, 1200-1600Z++ and 2100-0001Z++, in the grassy areas near the runway and ramps. They fly erratically looking for insects on which to feed.

(5) TURKEY VULTURES - Found November-March, 1500-2030Z++, usually in any area around the airfield, surface to 3000'. They look for dead animals around farm lands. Commonly located crossing the runway or towering above the approach and departure ends of the runway.

(6) KILLDEER - Found all year around, migrating population from December-March. They are usually located on the asphalt portions of the ramp or runway. They are small birds that are likely to congregate in flocks of 10 to 100 birds.

d. Questions may be directed to USDA-APHIS DSN 535-8665 or 482 FW/SE DSN 535-7333/7354.
(482 OG-OSAA/482 OG-OSAA FIL 14-667)

3. Mayport NS (KNRB)

CAUTION - Bird activities abound at Naval Station Mayport (KNRB) due to its unique location where the mouth of the St. Johns River meets the Atlantic Ocean and is a natural stop for the fall and spring migration. The Fort George Inlet is located approximately 1 mile north from the runway and is the breeding ground for several thousand shorebirds including gulls. Pilots should use great caution when flying over the inlet from May-June. In addition, smaller populations of gulls are present at Mayport NS (KNRB) year round and attempt to loaf on the wet asphalt areas of the airfield during periods of heavy rain.

a. Bird/Animal Aircraft Strike Hazard (BASH) Reduction Program point of contact is the (KNRB) Air Operation Desk DSN 270-6130.

b. Bird Watch Conditions (BWC) shall be disseminated via ATIS 236.775 during published field hours. KNRB BWC are defined as follows:

(1) BWC Severe - Generally defined as heavy concentrations of birds (more than 15 large or 30 small birds) on or immediately adjacent to the active runway or other specific locations that present an immediate hazard to flight operations. Active dispersal will be initiated during this BWC, and personnel shall remain on the airfield actively involved in dispersal techniques until this BWC is downgraded.

(2) BWC Moderate - Generally defined as moderate concentration of birds (5-15 large or 15-30 small birds) observable in locations that represent a probable hazard to flying operations.

(3) Normal bird activity on and above the airfield with a low probability of hazard. If, in the judgment of the observer, the concentration of birds (less than described in moderate) is less than those indicated for a specific BWC, but a hazard is believed to exist, a higher BWC may be declared. The tower may determine if bird activity away from the primary runway constitutes a threat to flying operations. If it does not, the tower may lower the BWC for the primary runway while keeping the higher BWC for the other area.

c. Aircrews shall advise ATC of bird observations and encounters. Bird/Animal Strikes shall be reported according the CNICINST 3700 Section 3-c. Bird/Animal Strikes shall be reported to the (KNRB) Air Operations Desk DSN 270-6130 and a Strike Report shall be completed and forwarded.

(USN/USMC FIL 14-1266)

Georgia

1. Dobbins ARB (KMGE) - BIRD WATCH CONDITIONS -

a. Dobbins ARB (KMGE) is in Phase I during all months not designated as Phase II. Dobbins ARB (KMGE) is in Phase II from 1 September-30 November due to increased bird/wildlife activity at the base, the local Chattahoochee River National Recreation Area located less than 3 NM East of the base, and several lakes and rivers throughout the area. During the remainder of the year 1 December-31 August, the 94 OG/CC at Dobbins ARB (KMGE) will implement BASH Phase II when an increased bird population becomes prevalent for a period in excess of 3 days. Bird Aircraft Strike Hazard (BASH) window period is from 1 hour prior to 1 hour after sunrise and sunset during Phase II condition. Anticipate high concentrations throughout the year of grackles, meadowlarks, crows, doves, starlings, and Canadian geese. Airfield Management Operations is the declaring authority for Bird Conditions. Monitor ATIS or contact Pilot to Dispatcher for current Bird Watch Condition (BWC). Flight restrictions due to Bird Watch Conditions apply to all aircraft operating at Dobbins ARB (KMGE). Bird Watch Conditions are defined as follows:

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. This condition remains in effect unless elevated by Airfield Management Operations.

(2) MODERATE - Increased bird population in locations which represents an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews. Restrictions to aircrews include:

(a) Initial takeoffs and final landing allowed only when departure and arrival routes avoid identified bird activity.

(b) Local IFR/VFR traffic pattern activity ceases.

(c) Pilots will be particularly cognizant of bird activity when on final approach and will initiate a go-around immediately, if a bird strike is imminent.

(d) Limit formation flying to a minimum for mission and training requirements.

(3) SEVERE - High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must

thoroughly evaluate mission needs before conducting operations in areas under condition SEVERE. Restrictions to aircrews include:

(a) Takeoffs and landings will be prohibited without 94 OG/CC (or higher) approval.

(b) Traffic pattern. Only full-stop landings will be permitted with approval. Formation takeoffs are prohibited. The 94 OG/CC and Airfield Management may consider diverting aircraft, changing pattern altitude, etc., until the Bird Watch Condition is downgraded.

b. Aircrews need to report all bird or animal activity on or in vicinity of Dobbins ARB (KMGE) to Airfield Management Operations DSN 625-4903 or Pilot to Dispatcher.
(94 OG-OGA/94 OG-OGA FIL 15-634)

2. Moody AFB (KVAD) - BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. PHASE I – Birds prominent year round. Heavy concentrations of Cattle Egrets likely June-August. Aircrews can monitor ATIS, contact the Supervisor of Flying or Airfield Operations for the current Bird Watch Conditions. No comments on ATIS when Bird Watch Condition LOW. Expect delays and fullstop landings only when Bird Watch Condition SEVERE.

b. PHASE II – 1 October to 28 February. Primary migration period occurs during this period. Peak bird activity occurs within one hour of sunrise and sunset.

c. BIRD WATCH CONDITION RESTRICTIONS – Immediately report all wildlife sightings to the Tower, RAPCON, Supervisor of Flying, or Airfield Management Operations.

(1) BIRD WATCH CONDITION SEVERE – Bird activity on or immediately above the runway or other specific location representing a high potential for strike. (e.g. exceeding 15 large birds or 30 small birds or any deer in the vicinity of runways and taxiways). Aircrew must thoroughly evaluate mission need before conducting operations.

(2) BIRD WATCH CONDITION MODERATE – Bird activity near the active runway or other specific location representing increased potential for strikes (e.g. 5 to 15 large birds or 15 to 30 small birds are visible in the vicinity of the aerodrome or deer are present on the airfield).

(3) BIRD WATCH CONDITION LOW – Bird activity on and around the airfield representing low potential for strikes.

d. SPECIFIC HAZARDS IN THE MOODY AFB (KVAD) AREA – Turkey vultures are a year-round hazard at Moody AFB (KVAD) with migratory activity peaking around November to December. Vultures drift across the airfield throughout the day, mostly over the north and south approach ends. A number of wetland related species such as egrets, ibis, and herons continue to remain high in the wetland south of the runway. Peak activity occurs within 1 hour of sunrise and sunset, but a number of birds utilize the wetland at all times of the day.

e. TERRESTRIAL ANIMALS – Moody AFB (KVAD) attracts a wide number of terrestrial animals varying from turtles to deer. Wildlife hazards include rabbits, turtles, alligators, coyotes, foxes and deer. The forested areas and wetlands found on Moody AFB (KVAD) provide an attractive food source and habitat for wildlife.
(23 OSS-OSAA/23 OSS-OSAA FIL 11-382)

Idaho

1. Boise Air Terminal/Gowen Fld (KBOI) - BIRD WATCH CONDITION INFORMATION –

a. Bird/wildlife aircraft strike hazard (BASH) exists at the Boise Air Terminal (KBOI) and its vicinity, due to resident and migratory bird species and other wildlife. Daily and seasonal bird movements create various hazardous conditions. Historic data shows aircraft strikes with large birds involved Swainson's Hawk, American Kestrel, Bald Eagle and Red Tail Hawk.

b. BASH Phase I - April through September. Bird activity is generally LOW during this period.

c. BASH Phase II - October through March. The potential for bird strikes is highest during migration months and within an hour of sunrise or sunset. Resident and migratory waterfowl hazard is highest during the twilight hours.

d. Bird Watch Condition (BWC) is determined by the Supervisor of Flying (SOF), 190th Fighter Squadron, during normal duty hours when flying operations are being conducted. Call DSN 422-5348, C208-422-5348 for current condition. Air Traffic Control will provide warnings via ATIS to aircrews during times when direct observations of birds or other wildlife are noted in the vicinity of the airport.

(1) LOW - Normal bird activity on and above the airfield with a LOW probability of hazard. Operations normal.

(2) MODERATE - Concentrations of birds observed in a location that represents a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) SEVERE - Heavy concentration of birds on or immediately above the active runway or other specific locations that represent an immediate hazard to safe flying operations. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

e. For questions regarding Boise Air Terminal (KBOI), ID BASH procedures - contact 124 FW Safety Office DSN 422-5870/5600.

(124 OSS-OSA/124 OSS-OSA FIL 14-964)

Indiana

1. FORT WAYNE INTL (KFWA) - BIRD WATCH CONDITIONS - CAUTION: Bird Hazard year round due to non-migratory birds at the airfield. Increased hazard exist during the hours around dawn and dusk, especially during the migratory waterfowl periods. BASH Phase II is in effect April-June and August-November. All other times BASH Phase I. During ANG hours of operation, BASH conditions are available from Snake Ops on UHF 289.3 or VHF 138.625. BASH conditions are defined under the following parameters:

a. LOW - Bird activity around the airfield represents a LOW potential for strikes. Normal operating procedures apply.

b. MODERATE - Bird activity near the active runway represents an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews. Restriction to aircrews include:

(1) Airfield Areas: Limit departure and approaches to one, if the departure and arrival route avoids identified bird

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activities. Do not conduct multiple approach and traffic patterns, formation takeoffs and landings are not recommended.

(2) Ranges/Training areas: Change flight profiles or altitudes to avoid the bird hazard.

(3) Low Level Routes: Decrease low level flight exposure time, change formations and profiles to allow for increased visual lookout, decrease airspeeds, and modify flight altitudes to minimize bird hazard.

c. SEVERE - High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under condition SEVERE. Restrictions to aircrews include:

(1) Airfields Areas: Normal flight operations will not be conducted in the airfield area without 122 OG/CC (or higher) approval. Diversion of inflight aircraft may be required. Formation takeoffs are prohibited.

(2) Ranges and Training areas: The range and training areas will not be used at the specific area or altitude.

(3) Low Level routes: Note and avoid specific routes, segments and altitudes.
(122 OSF-OSA/122 OSF-OSA FIL 10-459)

Iowa

1. Sioux Gateway Col Bud Day Fld (KSUX) - BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. BIRD WATCH CONDITIONS - Immediately report all wildlife sightings to the tower, Squadron Duty Officer, or Base Operations Controller (BATCAVE) on duty at DSN 585-0212, C712-233-0212 via UHF 373.6 or 138.4375 secondary. Bird Watch Conditions as given by the Air National Guard are not announced by tower or ATIS. The Air National Guard will issue Bird Watch Condition of MODERATE or SEVERE for local military and transient aircraft. The ATIS belongs to the international airport and will announce "use caution for migratory waterfowl in the area of Sioux Gateway Col Bud Day Fld Airport (KSUX)." In order to minimize the risk of bird strikes from the expected transition of migratory birds all military transiting area will adhere to the following AMC flight restrictions imposed during MODERATE and SEVERE Bird Watch Conditions:

(1) BASH PHASE II - Periods are from October through March due to an increase in migratory bird activity. Peak bird movement is from 1 hour prior until 1 hour after sunset. All transiting aircrews must use vigilance from migratory waterfowl and other bird activity.

(2) BASH PHASE I - All months not designated as PHASE II. Wildlife activity is generally LOW during this period.

(3) SEVERE - All takeoffs and landings prohibited. Waiver authority is local OG/CC or equivalent.

(a) Takeoffs and landings are prohibited without the WG OG/CC (or higher) approval. Recommended guidance during BWC SEVERE is to delay departures and arrivals until BWC is MODERATE or less. In all cases, operational mission priority must be weighed in determining waiver approval.

(b) Only full-stop landings are permitted. The Supervisor of Flying will consider changing runways, delaying

takeoffs and landings, diverting aircraft, etc. where military aircraft are involved.

(4) MODERATE - Initial takeoffs and final landings allowed only when departure and arrival routes will avoid bird activity. Local IFR/VFR traffic pattern activity is prohibited.

(5) LOW - No operating restrictions

NOTE: Occasional Bird Watch Condition SEVERE during Spring/Fall due to migratory waterfowl. Civilian tower does NOT broadcast USAF Bird Watch Conditions.

(185 ARW-OSA/185 ARW-OSA FIL 13-014)

Kansas

1. Topeka Rgnl (KFOE) - BIRD ACTIVITY -

a. BASH Phase I - All months not designated as Phase II. Phase I represents normal bird activity outside the migratory season.

b. Phase II timeframe at Topeka Rgnl (KFOE) is from March - May and September - November. Phase II represents significantly increased bird activity, normally associated with migratory seasons. Phase II is designed to enable aircrews to effectively plan training around the months they can expect to see an increase in BWC. Transient crews can obtain the actual BWC from Wylie Control on 286.5.

(190 OSF-OSA/190 OSF-OSA FIL 17-339)

Michigan

1. Alpena Co Rgnl (KAPN)/Alpena Combat Readiness Training Center (CRTC), MI - BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. PHASE I - All months not designated as Phase II. Bird activity is lower during this period.

b. Phase II - Period of increased bird activity. October, November, March, April, and May. Expect increase of migratory birds such as Canadian Geese and Raptors.

c. Report all bird and animal strikes on or in the vicinity of Alpena CRTC (KAPN) to AM OPS DSN 741-6226 or C989-354-6226.

(MICRTC-DO OPS/MICRTC-DO OPS FIL 13-350)

New Jersey

1. Atlantic City Intl (KACY) -

a. Phase I November-February, bird activity is normally lighter during this period. Phase II March-October due to increased activity. ANG Base Operations issues Bird Watch Condition codes (LOW/MODERATE/SEVERE) for 177FW aircraft based observations, reports from aircrews and from USDA Wildlife Services. Contact Base Operations on 140.7 or 261.0 for updated BWC.

(1) LOW - Bird activity on and around the airfield representing low potential for strikes.

(2) MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.
(177 OSF-OSA/177 OSF-OSA FIL 14-1015)

New Mexico

1. Albuquerque Intl Sunport (Kirtland AFB)(KABQ) - BIRD/WILDLIFE HAZARDS -

a. Bird activity on the airfield is relatively low. Few migratory birds frequent the area during the year and most bird populations consist of species indigenous to the desert. Aircrews may contact Airfield Management Operations to obtain the current Bird Watch Condition and may monitor ATIS for significant bird activity.

(1) BASH Phase I - All months not designated as Phase II. Bird activity is generally light during these periods.

(2) BASH Phase II - In effect March-May and August-October. Bird activity is increased during these months due to the migratory season. The primary threat during these periods consists of large quantities and more frequent concentrations of birds in all areas around the airfield. Aircrews must be aware of heavy migratory fowl during these times over the Rio Grande River (2 NM W of the airfield). Typical bird types near the Rio Grande are egrets, grebes and sandhill cranes.

b. Bird Watch Condition (BWC): The following terminology will be used for rapid communications to disseminate bird activity information and implement operational procedures. Bird location may be given with the condition code.

(1) Bird Watch Condition SEVERE - High bird population on or immediately above runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

(2) Bird Watch Condition MODERATE - Increased bird population in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) Bird Watch Condition LOW - Normal bird activity on and above the airfield with a low probability of hazard.
(AFFSA/AFFSA FIL 02/12)

2. Cannon AFB (KCVS) - BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION -

a. Migratory bird activity during the months of October-March. Base sewage ponds located approximately 1/2 NM from the approach end of Runway 22 attracts ducks, geese and other birds posing a significant hazard to aircraft. Report all bird strikes on or in the vicinity of Cannon AFB (KCVS) to Airfield Management DSN 681-2801, PTD or FW/SEF DSN 681-2811.

b. BASH PHASE I - All months not designated as Phase II. Wildlife activity is generally LOW during these periods with the primary threat resulting from the burrowing owls frequenting both sides of the runway and infield next to taxiways.

c. BASH PHASE II - In effect from 15 August to 31 October, and 1 April to 31 May. This phase represents heavy bird activity associated with the migratory season. Cannon AFB (KCVS) experiences large concentrations of migrating ducks, snow geese, sand hill cranes, and large raptors during this phase. While the

USAF Bird Avoidance Model has the area in and around Cannon AFB (KCVS) in the Severe Phase for most of the fall and winter, our local historical bird strike data shows a dramatic increase in bird strikes during the Phase II season. Use extreme caution during this phase, especially when operating below 3000' AGL.

d. BIRD WATCH CONDITIONS

(1) LOW - Normal bird activity on and above the airfield, low level, or range with a low risk of a potential bird strike consistent with low numbers of birds and limited bird activity. An ordinary summer day with a few hawks soaring near the airfield is an example of LOW as long as they are not over the runway or in the approach corridor. No restrictions to normal flying operations.

(2) MODERATE - Increased bird population in locations which represent an increased risk of a potential strike consistent with large numbers of birds encroaching our flying environment. This condition requires increased vigilance by all agencies and supervisors and caution by pilots. Flocks of waterfowl near the airfield or in route to the base lake, or birds observed in the approach corridor or on the infield are examples of MODERATE.

(a) Formation takeoffs and landings are suspended, and low approaches/chase aircraft are restricted to 300' AGL (unless coordinated with the Supervisor of Flying for lower for check rides). The Supervisor of Flying may also change the direction of the pattern, direct full stop landings, or direct straight-ins if required. The Bird Dispersal Team (BDT) should be dispatched if the bird hazard is on or above the airfield.

(b) On Melrose Range/MOAs/low level routes, minimize low-level flying and deliveries below 2000' AGL, normally for required syllabus training only.

(3) SEVERE - Either high concentrations of small birds, or a few large raptors or waterfowl on or immediately above the active runway, in the approach or departure corridors, or in other locations that represent a high potential for strike and represent an immediate hazard to safe flight. Supervisors and pilots must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE. Flocks of birds above the runway, in the approach corridor or pattern, or on the ground near the runway are examples of SEVERE.

(a) Takeoffs will be suspended until a runway change is completed or the hazard diminishes. Recoveries will be single ship to a full stop. Supervisors of Flying may direct airborne aircraft to hold until the hazard diminishes or divert as required. The Bird Dispersal Team should be dispatched immediately if the bird hazard is on or above the airfield.

(b) On Melrose Range/MOAs/low level routes, restrict deliveries to stay above an appropriate altitude (and in no case, below 2000' AGL). If conditions warrant, Supervisor of Flying may close the range/low MOA/low level route until the hazard diminishes.

(27 SOSS-OSAA/27 SOSS-OSAA FIL 14-540)

Oklahoma

1. Altus AFB (KLTS) - Caution-Bird Hazard-BWC Restrictions:

a. BWC Severe - All takeoffs, approaches and landings are prohibited. All tower patterns will be closed and aircraft sent to appropriate holding patterns at safe altitudes. Waiver authority is 97 OG/CC or equivalent.

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b. BWC Moderate - Local IFR/VFR traffic pattern activity is prohibited. Aircraft may perform final landings with SOF approval. Aircraft will not perform initial takeoffs unless elevated mission requirements dictate and the SOF approves. The SOF will only approve aircraft to make final landing or initial takeoff after approach and departure corridors and areas over the runways are visually cleared of elevated bird hazards.

c. BWC Low - No operating restrictions.

d. CAUTION - BIRD HAZARD - Local bird hazard phases I/II are as follows: Phase I - 27/28 February-14 November; Phase II - 15 November-27/28 February. During the Phase II period, all departures and arrivals that fall within +/- one hour of official sunrise or sunset, will be approved by the OG/CC or his/her designated representative. Aircrews will request approval from the Supervisor of Flying to takeoff or land within +/- one hour of official sunset or sunrise. During periods when the Supervisor of Flying is not available, the OG/CC or his/her designated representative is the approval authority. Aircrews will exercise increased vigilance in the local area and will make bird avoidance a special emphasis item during pre-mission planning and prebriefs. In addition to short notice Bird Watch Conditions MODERATE/SEVERE, animals such as deer, cows, coyotes, turkeys, rabbits and domesticated creatures may appear with little or no warning. All transient aircraft should contact Base Operations on Pilot to Dispatcher, or the tower prior to arrival to obtain current Bird Watch Condition.

(97 OSS-OSAA/97 OSS-OSAA FIL 14-1039)

2. Tinker AFB (KTIK) - BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION -

a. For aircraft scheduling purposes plan for Phase II bird activity from 15 October-15 December. Expect the possibility of increased bird activity in all quadrants surrounding the airfield 1 hour prior to sunrise and sunset and 1 hour after sunrise and sunset. Expect increased bird activity north and south of the airfield March - May. Aircrews should exercise caution for gulls on the runway during and immediately following rainfall. Monitor ATIS or contact Tinker (KTIK) Tower to obtain the current Bird Watch Condition Code. Tinker AFB (KTIK) Bird Watch Conditions for Tinker (KTIK)- based aircraft are defined as follows:

(1) LOW - Bird activity on and around the airfield representing low potential for strikes.

(2) MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes. Condition MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

(4) PHASE II Operations- A NOTAM will announce when actual Phase II operations are determined by base officials. During actual Phase II operations expect the possibility of increased bird activity in all quadrants surrounding the airfield 1 hour prior to sunrise and sunset and 1 hour after sunrise and sunset. Increased vigilance is required during Phase II activity.

(5) Information passed by airfield management operations (AM OPS) or control tower is an advisory only. Any decisions relative to flight operations will be made by the pilot,

the appropriate unit SOF/ODO/CDO, Operations Group, or other appropriate personnel in the user's chain of command.

(72 OSS-OSAM/72 OSS-OSAM FIL 15-843)

3. Tulsa Intl (KTUL)

a. BIRD WATCH CONDITION (BWC) CODE INFORMATION - The local situation changes throughout the year with migrant birds such as geese, ducks, gulls, shorebirds, raptors, crows, doves, swallows, starlings, and blackbirds posing the most potential problems during both migration periods and resident species causing hazards throughout the year. Transient military aircraft can receive BWCs through ATC and determine operational restrictions based on their home unit's guidance.

(1) Bird Watch Condition SEVERE. Bird Activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

(2) Bird Watch Condition MODERATE. Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) Bird Watch Condition LOW. Bird activity on and around the airfield representing low potential for strikes. No restrictions. Continue with normal operations.

b. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

(1) Phase I Bird Activity - All months not designated as Phase II. Phase I represents normal bird activity outside the migratory season.

(2) Phase II Bird Activity - March through May and September through November. Records indicate migratory seasons as most likely periods of significantly increased local bird activity. Monitor ATIS or contact Airfield Management or Base Operations for Bird Watch Condition updates. No comments on ATIS when Bird Watch Condition is LOW.

(138 OSS-OSA/138 OSS-OSA FIL 13-707)

Oregon

1. Portland Intl (KPDX) - BIRD WATCH CONDITION INFORMATION -

a. Portland ANGB is located on the south side of the Portland Intl (KPDX) and is centrally located within the Willamette Valley and the Pacific Flyway. Portland Intl (KPDX) is surrounded by marshes, lakes, rivers, wildlife areas and wildlife refuges. Large birds of concern include: Canada Geese, Mallards, Great-Blue Herons, Gulls, Bald Eagles, and Red-tail Hawks pose a high risk to aircraft at Portland Intl (KPDX). Smaller birds that fall into the moderate and low risk categories include numerous Swallow species, flocks of Starlings, American Kestrels, and owls. The Portland Intl (KPDX) also has identified a significant coyote population.

b. BASH Phase I. All months not designated as Phase II. Wildlife activity is generally LOW during these periods except for small bird activity during daylight hours and during mowing operations. Portland Intl (KPDX) has a large resident population of Great-Blue Herons. Great-Blue Heron presence can be observed throughout the airfield proper year round with increased abundance immediately following mowing operations.

c. BASH Phase II. Mid November through April. The potential for damaging bird strikes is highest during the migration months and within an hour of sunrise and or sunset. During periods of high moon illumination, waterfowl may fly well after sunset. Historical bird strike data shows the most hazardous months for waterfowl to be during the winter goose migration.

d. BIRD WATCH CONDITIONS (BWC) are determined by Portland ANGB Airfield Managers and Port of Portland Wildlife personnel. BWCs are not currently announced over ATIS. Transient aircrew should contact the Portland ANGB Command Post for the latest update to BWC status, or Portland Tower for real time bird activity. Reported BWC at Portland Intl (KPDX) are defined as follows:

(1) Bird Watch Condition LOW: Normal bird activity on and above the airfield with low probability of hazard. Continue with operations as normal.

(2) Bird Watch Condition MODERATE: Concentrations of birds observable in locations that represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrew.

(3) Bird Watch Condition SEVERE: Heavy concentrations of birds on or immediately above the active runway or in locations that represent an immediate hazard to flying operations. Aircrew must thoroughly evaluate mission need before operating under reported severe conditions.
(142 OSF-OSA/142 OSF-OSA FIL 11-1029)

South Carolina

1. Charleston AFB (KCHS) - Bird Aircraft Strike Hazards (BASH) Information -

a. Bird Watch Condition LOW - Bird activity on and above the airfield representing low potential for strikes. Continue with operations as normal.

b. Bird Condition MODERATE - Concentration of 5-15 large birds (waterfowl, gulls, vultures, etc) or 10-30 small birds (terns, swallows, dove, etc) observed in locations on or around the airfield that present a probable hazard to flying operations.

c. Bird Condition SEVERE - Heavy concentration of 16 + large birds or 31 + small birds on or above the runway, taxiways, infield areas and departure/arrival routes.

d. Expect increased bird activity during migrating periods of 1-15 April and 1 August-30 November.

e. Phase II RESTRICTIONS: BASH Phase II restrictions will be implemented due to the increased potential for Bird Strikes; effective dates are posted in NOTAMs. 437 AW, 315 AW and transient Air Force aircraft arrivals, departures and transitions at Charleston AFB (KCHS) are prohibited within PLUS/MINUS one hour of sunrise and sunset. EXCEPTION: If BWC, as reported by Tower is MODERATE or LOW, then aircraft on JA/ATTS, off station trainers, & real world missions (i.e. TACC) are authorized a one-time departure/recovery during the BASH sunrise/sunset window. All others require approval from the 437 OG/CC. Approval for 315 AW missions is 315 OG/CC. Coordinate waiver request through 628 ABW/CP "PALMETTO OPS". Control Tower permission to depart or land during these times does NOT constitute OG/CC approval.

(437 OSS-OSA/437 OSS-OSA FIL 13-899)

2. North AF AUX (KXNO) -

a. Bird Condition Moderate and Severe are same as Charleston AFB (KCHS).

b. Bird Aircraft Strike Hazard (BASH) - Increased bird activity during the period of 1-15 April and 1 August - 30 November. Deer activity on airfield.

c. BASH Phase II RESTRICTIONS: BASH Phase II restrictions will be implemented due to the increased potential for Bird Strikes; effective times are posted in NOTAMs. 437 AW, 315 AW and transient Air Force aircraft arrivals, departures, and transitions at North Field Auxiliary Airfield (KXNO) are prohibited within PLUS/MINUS one hour of sunrise and sunset. Approval authority is 437 OG/CC. Coordinate waiver request through 628 ABW/CP "PALMETTO OPS".

(437 OSS-OSA/437 OSS-OSA FIL 15-901)

Texas

1. Ellington FLD (KEFD) -

a. BASH Phase I and Phase II. Historical documentation of heaviest bird activity is normally associated with the winter migratory season. Expect periods of significantly increased local bird activity during BASH Phase II.

(1) BASH Phase I - 1 March-31 August.

(2) BASH Phase II - 1 September-28 February.
(147 OG-DOF/147 OG-DOF FIL 10-707)

Utah

1. Salt Lake City Intl (KSLC) BIRD WATCH -

a. Salt Lake City Intl (KSLC) is located near the Great Salt Lake. The lake and surrounding marshes are a major nesting area for water fowl and shore birds. Local and migratory birds nest on the islands and shores of the Great Salt Lake. Daily and seasonal bird movements create various hazardous conditions. Use of Avian Hazard Advisory System (AHAS) and Bird Avoidance Model (BAM) is advised.

(1) BASH Phase I - All months not designated as Phase II. Bird activity is generally low during this period.

(2) BASH Phase II - In effect October – April. Bird activity is increased during these months. Aircrews should be aware of flocking and migratory birds near the airfield and surrounding areas. Aircrews should follow their command guidance during Phase II operations.

b. Bird Watch Condition - The following terminology will be used for rapid communication to disseminate bird activity information and implement operational procedures.

(1) LOW - Bird activity on and around the airfield representing low potential for strikes. No restrictions. Normal operations.

(2) MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) SEVERE - Bird activity on or immediately above the active runway or other specific location representing high

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potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.
(151 OSF-OSA/151 OSF-OSA FIL 10-160)

Vermont

1. Burlington Intl (KBTV) BIRD WATCH CONDITION INFORMATION -

a. Bird/wildlife aircraft strike hazard (BASH) exists at the Burlington ANGB, VT (KBTV) and its vicinity, due to resident and migratory bird species and other wildlife. Daily and seasonal bird movements create various hazardous conditions. Historic data shows aircraft strikes with large birds involved Blackbird, Ring bill gulls, Canada Geese and American crows.

b. BASH Phase I - December through February and June through August. Bird activity is generally LOW during this period.

c. BASH Phase II - March through May and September through November. The potential for bird strikes is highest during migration months and within an hour of sunrise and/or sunset. Resident and migratory waterfowl hazard is highest during the twilight hours.

d. Bird Watch Condition (BWC) is determined by the Supervisor of Flying (SOF), 158th Fighter Squadron, and/or Airfield Management during normal duty hours when flying operations are being conducted. Call DSN 220-5160 or 5050, C802-660-5160 or 5050 for current condition. Air Traffic Control will provide warnings via ATIS to aircrews during times when direct observations of birds or other wildlife are noted in the vicinity of the airport.

(1) LOW - Normal bird activity on and above the airfield with a LOW probability of hazard. Operations normal.

(2) MODERATE - Concentrations of birds observed in a location that represents a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

(3) SEVERE - Heavy concentration of birds on or immediately above the active runway or other specific locations that represent an immediate hazard to safe flying operations. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

e. For questions regarding Burlington ANGB, VT BASH procedures - contact 158 FW Safety Office DSN 220-5303.
(158 OG-OSF/158 OG-OSF FIL 11-408)

Wisconsin

1. Volk Fld (KVOK) - Numerous wildlife hazards all year. Pilots should report all bird and mammal sightings to Base Operations, the Tower, the Supervisor of Flying, or Range Control Officer at Hardwood Range (R6904).

a. Bird activity - Occasional concentrations of large and small birds on and in the vicinity of the airfield. During July and August heavy Swallow and Killdeer activity, also moderate Sandhill Crane, American Kestrel, and crow activity. During September through November and February through April, heavy miscellaneous migrating waterfowl to include Canadian Geese and various cranes. Aircraft landing at Volk Fld (KVOK) contact Dispatcher on 372.2 or call DSN 871-1205, C608-427-1205 for current Bird Watch Condition. Aircraft utilizing Volk Fld (KVOK) Airspace including R6904, contact "PHOENIX" on 346.25,

Hardwood Range on 358.8 or call DSN 871-1445, C608-427-1445 for current Bird Watch Condition.

b. Mammal Activity - Deer activity on or near the airfield is a threat year round, but heaviest in September, October and November. Base Operations will ensure runway checks are done before night landings or takeoffs due to increased activity around and after sunset.

c. Bird Watch Condition Codes -

(1) SEVERE - High bird or mammal activity on or immediately above the active runway, on final approach, or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

(2) MODERATE - Increased bird or mammal activity in locations representing increased potential for strikes. Bird Watch Condition MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) LOW - Normal bird or mammal activity on and around the airfield representing low potential for strikes.

d. BASH PHASES -

(1) BASH Phase I - All dates not designated as Phase II.

(2) BASH Phase II - In effect 1 September to 30 November and 1 March to 31 May.
(CRTC-AM/CRTC-AM FIL 11-315)

TERMINAL

NOISE ABATEMENT PROCEDURES -

Georgia

1. Dobbins ARB (KMGE) - NOISE ABATEMENT

a. High density of population areas surrounding Dobbins ARB (KMGE) requires strictest use of noise abatement procedures. Departing aircraft should make use of maximum climb rate using safe procedures consistent with the aircraft flight manual and following the IFR and VFR controller's instructions to assigned altitude.

b. Afterburner equipped aircraft will terminate afterburner usage as soon as possible after safely airborne.

c. All departures will maintain runway heading until reaching a minimum of 3000' MSL, unless otherwise advised by ATC.
(94 OG-OGA/94 OG-OGA FIL 15-210)

2. Robins AFB (KWRB) - NOISE ABATEMENT - High population density of the city of Warner Robins to the immediate W and the city of Macon to the N requires strictest use of noise abatement procedures. Multiple approaches (low approaches and touches and go landing) are not permitted from 0300-1100Z+.
(AFFSA/AFFSA FIL 15-182)

Massachusetts

1. Westover ARB/Metropolitan (KCEF) - NOISE ABATEMENT - Heavy aircraft departing Runway 33 turn right to 350° at 650' MSL, unless directed otherwise by ATC. No practice approach for

jet aircraft 0300-0400Z++, 1200-1700Z++ Sunday, unless approved by 439 OG/CC only.

(AFFSA/AFFSA FIL 07-167)

North Carolina

1. Seymour Johnson AFB (KGSB) - NOISE ABATEMENT

a. No takeoffs, landing or engine runs above idle or practice approaches from 0300-1100Z ++. OG approval required to operate outside of quiet hours. Tower approval required prior to engine start. No engine start/taxi or arrivals prior to airfield opening.

(4 OSS-OSAA/4 OSS-OSAA FIL 15-489)

West Virginia

1. Eastern West Virginia Rgnl/Shepherd Fld (KMRB)

a. Runway 26 VMC Noise Abatement Procedures. Maintain runway heading until crossing I-81 or climbing through 1600' MSL, whichever occurs first.

b. Plan closed patterns for north traffic when able; fly closed patterns no lower than 2100' MSL. When flying to Runway 26 at night, plan to start the crosswind turn no later than crossing I-81 (MRB 8 DME) for terrain protection.

(167 OSS-OSOF/167 OSS-OSOF FIL 15-238)

ADDITIONAL INFORMATION

VOR RECEIVER CHECKPOINTS -

1. The following facilities are available for operational checks of airborne VOR equipment:

ABERDEEN (KABR), SD - 280°, 7.8 NM; over grain elevator; 3000'.

ABILENE, TX (Rgnl) (KABI) - 047°, 10.1 NM; over silos in center of Ft. Phantom Lake; 2800'.

ADA (ADH), OK - 036°, 5.8 NM; over RR and E/W highway in center of town of Francis; 2000'.

AINSWORTH (ANW), NE - 268°, 5.7 NM over 350' cell tower NE of highway 20; 3600'.

AKRON (ACO), OH - 323°, 11.7 NM; over 4 lane highway intersection of a double bridge; 2500'.

AKRON (AKO), CO - 179°, 7 NM; over lighted tower; 6000'.

ALEXANDRIA, MN (Chandler Fld) (KAXN) - 224°, 8.3 NM; over approach end of Rwy 22; 2600'.

ALLIANCE (AIA), NE - 310°, 12.1 NM; over grain elevator 1 NM SE of Berea; 5000'.

ARDMORE, OK (Muni) (ADM) - 045°, 8.4 NM; over red and white water tower W side of airport; 2000'.

ATHENS, GA (Madison Muni) (52A) - 199°, 21 NM; over center of runway; 2000'.

BAKER CITY, OR (Muni) (BKE) - 136°, 6.7 NM; over microwave tower on hill, 6000'.

BARD, AZ - 242°, 5.9 NM; over Interstate 8 freeway crossing canal; 2000'.

BATON ROUGE, LA (Metro, Ryan) (KBTR) - 063°, 7.2 NM; over water tank W side of airport; 1500'.

BEATRICE (BIE), NE - 046°, 6.1 NM; over 260' AGL antenna; 2400'.

BERLIN, NH (Muni) (BML) - 190°, 6 NM; over ski jump on W side of road; 2600'.

BETHEL (PABE), AK - 076°, 11.2 NM; over Rwy 36 at Kwethluk Strip; 1500'.

BIG SPRING, TX (Big Spring McMahon-Wrinkle) (T49) - 107°, 10.5 NM; over red and white water tank; 3500'.

BILLINGS (KBIL), MT - 199°, 11 NM; over refinery at Laurel; 5000'.

BINGHAMTON, NY (Tri-Cities) (CZG) - 170°, 5 NM; over runway intersection; 2000'.

BOISE (KBOI), ID - 090°, 6.2 NM; over dam outlet S end Lucky Peak Reservoir; 5000'.

BOYSEN RESERVOIR (BOY), WY - 180°, 25 NM; over Riverton VOR; 6500'.

BROWNWOOD, TX (Rgnl) (BWD) - 169°, 5.9 NM; over rotating beacon; 2600'.

BRUNSWICK, GA (Malcolm-McKinnon) (KSSI) - 029°, 7.2 NM; over rotating beacon; 1050'.

BUCKEYE, OH (Port Bucyrus-Crawford Co) (17G) - 027°, 10.5 NM; over intersection E/W grass strip and Rwy 04-22; 2500'.

BULLION, NV (Elko Rgnl) (KEKO) - 343°, 5.1 NM; over center of race track; 7000'.

BURLINGTON, IA (Rgnl) (KBRL) - 288°, 9.6 NM; over intersection of Rwy 18-36 and 12-30; 2500'.

CAPE CHARLES, VA (Kellam Fld) (VG26) - 050°, 8.9 NM; over runway intersection; 1000'.

CAPE CHARLES, VA (Tangier Island) (TGI) - 010°, 28.4 NM; over approach end Rwy 02; 1500'.

CEDAR CITY, UT (Rgnl) (KCDC) - 177°, 4.7 NM; over approach end Rwy 20; 6500'.

CEDAR LAKE, NJ (Millville Muni) (KMIV) - 215°, 11.4 NM; over intersection of Rwy 10-28 and 14-32; 1500'.

CENTRAL CITY, KY (Muhlenberg Co) (M21) - 153°, 10.6 NM; over intersection of Rwy 24 and central taxiway; 2500'.

CENTRALIA, IL (Muni) (ENL) - 027°, 6.1 NM; over approach end Rwy 36; 2000'.

CHADRON, NE (Muni) (CDR) - 017°, 19 NM; over intersection of Rwy 20 and 29; 4500'.

CHAMPAIGN, IL (Urbana) (KCMI) - 177°, 7.8 NM; over grain elevator at Pesotum; 2000'.

CHANUTE, KS (Chanute Martin Johnson) (CNU) - 056°, 5.7 NM; over mid-point N/S runway; 2000'.

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CLARION, PA (Co) (AXQ) - 286°, 10.9 NM; over center of interstate bridge/river; 3000'.

CLARKSVILLE, TN (Hopkinsville-Christian Co, KY) (HVC) - 345°, 13.5 NM; over hangar; 2000'.

CLOVIS, CA (Fresno Yosemite Intl) (KFAT) - 130°, 7.2 NM; over approach end Rwy 11L; 1400'.

COEUR D'ALENE (COE), ID - 011°, 9 NM; over center of amusement park; 4000'.

COFIELD, NC - 259°, 20-25 NM; 4500'.

COLD BAY (PACD), AK - 127°, 7 NM; over SE Cold Bay Airport on NW end of abandoned airstrip; 1000'.

COLUMBUS (KOLU), NE - 082°, 12.7 NM; over bridge/RR tracks at center of Schuyler; 2500'.

CONCORD, CA (Buchanan Fld) (CCR) - 172°, over approach end Rwy 19L; 1200'.

COPPERTOWN, MT (Bert Mooney) (KBTM) - 098°, 11.5 NM; over intersection of Rwy 11-29 and 15-33; 6600'.

CORPUS CHRISTI, TX (Alfred C Bubba Thomas) (KT69) - 318°, 9.3 NM; over Rwy 32 threshold; 1000'.

CORPUS CHRISTI, TX (Intl) (KCRP) - 187°, 7.5 NM; over grain elevator; 1100'.

CORTEZ, CO (Muni) (CEZ) - 196°, 5.5 NM; over approach end Rwy 21; 7000'.

COYLE, NJ (Lakewood) (N12) - 048°, 18.9 NM; over approach end Rwy 06; 1000'.

COYLE, NJ (Robert J. Miller Air Park) (MJX) - 054°, 9 NM; over approach end Rwy 06; 1500'.

CRESTVIEW, FL (Bob Sikes) (KCEW) - 106°, 8.6 NM; over rotating beacon; 1200'.

DAGGETT, CA (Barstow-Daggett) (DAG) - 223°, 11.7 NM; over approach end Rwy 22; 2800'.

DAISETTA, TX (Liberty Muni) (T78) - 195°, 7.5 NM; over hangar S of airport; 1200'.

DALHART, TX (Muni) (DHT) - 176°, 4.1 NM; over water tower on airport; 5000'.

DECATUR (KDEC), IL - 348°, 5.4 NM; over approach end Rwy 36; 1700'.

DELTA, UT (Muni) (DTA) - 346°, 5.3 NM; over approach end Rwy 17; 6000'.

DETROIT LAKES (DTL), MN - 132°, 19 NM; over grain elevator in Perham; 3000'.

DILLINGHAM (PADL), AK - 161°, 11.4 NM; over water tower in Ekuk; 1000'.

DILLON (DLN), MT - 245°, 5 NM; over letter "B" on bluff; 7000'.

DRAKE, AZ (Ernest A. Love Fld) (KPRC) - 124°, 5 NM; over approach end Rwy 30; 7000'.

EAGLE LAKE (ELA), TX - 180°, 4.1 NM; over water tank 0.4 NM SW of airport; 1200'.

ELLENSBURG, WA (Bowers Fld) (ELN) - 257°, 3.5 NM; over approach end Rwy 29; 2300'.

EL NIDO, CA (Merced Muni/Macready Fld) (MCE) - 290°, over approach end Rwy 30; 1200'.

ELY, MN (Muni) (KELO) - 266°, 17.1 NM; over water twr in Tower; 2500'.

EMPORIA, KS (Muni) (EMP) - 320°, 9 NM; over intersection of Highway 50 and I-35; 2700'.

ENTERPRISE, AL - 314°, 7.4 NM; over red and white antenna; 2000'.

EPHRATA, WA (Muni) (EPH) - 202°, 5.8 NM; over Rwy 03 threshold; 2300'.

ESCANABA (ESC), MI - 002°, 14.5 NM; over microwave tower 1 NM S of Perkins; 2500'.

FAIRBANKS (FAI), AK - 204°, 8.5 NM; center of grass airfield in bend of Tenana River; 2000'.

FARGO, ND (Hector Intl) (KFAR) - 360°, 9.4 NM; over approach end Rwy 35; 2000'.

FLAGSTAFF PULLIAM (KFLG), AZ - 033°, 6.5 NM; over red and white square tower; 8000'.

FLAT ROCK, VA (Farmville Rgnl) (FVX) - 257°, 31 NM; over intersection of taxiway and runway; 1600'.

FLYING CLOUD (KFCM), MN - 279°, over center of island in Lake Wacon; 2000'.

FOOTHILLS, GA (Toccoa RG Letourneau Fld) (TOC) - 179°, 6 NM; over rotating beacon; 2000'.

FORT SMITH, AR (Rgnl) (KFSM) - 220°, 8.7 NM; over Fiona Hills water tower; 2000'.

FORTUNA, CA (Murray Fld) (KEKA) - 015°, 9.6 NM; over approach end Rwy 12; 1500'.

FORTUNA, CA (Rohnerville) (FOT) - 130°, 8.2 NM; over approach end Rwy 11; 1400'.

FREDERICK, MD (Montgomery Co Airpark) (GAI) - 155°, 17.2 NM; over approach end Rwy 14; 2000'.

GALESBURG (GBG), IL - 237°, 11.5 NM; over RR bridge; 3000'.

GARDNER, NH (Jaffrey Arpt-Silver Ranch) (AFN) - 023°, 15.8 NM; over intersection of runway and taxiway; 2000'.

GARDNER, MA (Fitchburg Muni) (FIT) - 102°, 13 NM; over intersection of runways; 1500'.

GARDNER, MA (Worcester Rgnl) (KORH) - 167°, 18.8 NM; over intersection Rwy 11-29 and 15-33; 2000'.

GOODLAND (GLD), KS - 083°, 15 NM; over water tank NE edge of Brewster; 4500'.

GOPHER, MN (Crystal) (MIC) - 166°, 4.9 NM; over approach end Rwy 14L; 1900'.

GOSNELL, AR - 105°, 7.3 NM; over RR bridge at Armorer; 1700'.

GRAND RAPIDS, MI (Gerald R Ford Intl) (GRR) - 231°, 10 NM; over intersection N/S highway and E/W road 1 NM W of Wayland; 2500'.

GRAND STRAND (CRE), SC - 238°, 6 NM; over white water tank; 1100'.

GREENSBORO, NC (Lexington Muni) (EXX) - 228°, 22.4 NM; over rotating beacon atop W end of building; 2300'.

GREENSBORO, NC (Smith Reynolds) (KINT) - 297°, 13.5 NM; over tower; 2000'.

GROTON, CT (Block Island State, RI) (BID) - 129°, 23.5 NM; over terminal building; 1800'.

GROTON, CT (Elizabeth Fld, NY) (0B8) - 183°, 4.8 NM; over intersection of runways; 1200'.

GUADALUPE, CA (Santa Maria Pub Cpt G Allan Hancock) (KSMX) - 118°; 5.1 NM; over approach end Rwy 30; 1200'.

GULKANA (PAGK), AK - 327°, 10.2 NM; over small building on NE side of pipeline; 3500'.

HAGERSTOWN, MD (Rgnl Richard A Henson Fld) (KHGR) - 089°, 6.0 NM; over new tower; 1700'.

HASTINGS (HSI), NE - 266°, 8.1 NM; bridge over RR; 3200'.

HAVRE (KHVR), MT - 278°, 8 NM; over S end dam; 4000'.

HAYDEN, CO (Craig-Moffat) (CAG) - 248°, 9.6 NM; over approach end Rwy 25; 7200'.

HAYS (HYS), KS - 071°, 12.2 NM; over grain elevator in Gorham; 3000'.

HILL CITY, KS (Muni) (HLC) - 057°, 19.7 NM; over approach end Rwy 18; 4200'.

HOBART, OK (Hobart Rgnl) (KHBR) - 343°, 8.7 NM; over grain elevator SE of city; 3500'.

HOMER (PAHO), AK - 153°, 6.6 NM; over center white oil tank; 1000'.

HOQUIAM, WA (Bowerman) (KHQM) - 062°, 8.4 NM; over centerline on approach end Rwy 06; 1100'.

HOUGHTON, MI (Co Mem) (KCMX) - 077°, 13.5 NM; over smokestack; 2300'.

HUGUENOT, NY (Randall) (06N) - 093°, 8.8 NM; over approach end Rwy 07; 1500'.

HUGUENOT, NY (Sullivan Co Intl) (MSV) - 344°, 19.5 NM; over approach end Rwy 33; 2500'.

HUNTER (KSVN), GA - 090°, 15.5 NM; over lighthouse; 1500'.

HUTCHINSON, KS (Rgnl) (KHUT) - 038°, 5 NM; over approach end Rwy 03; 3500'.

IMPERIAL, CA (Co) (IPL) - 313°, 6 NM; over approach end Rwy 32; 1500'.

INTERNATIONAL FALLS, MN - 135°, 11 NM; over highway bridge over railroad track; 2200'.

JACKS CREEK, TN (Franklin Wilkins) (M52) - 320°, 7.5 NM; over 785' radio tower; 1800'.

JAMESTOWN, NY (Chautauqua Co Jamestown) (JHW) - 260°, 6.2 NM; over hangar NE corner of airport; 2500'.

JANESVILLE, WI - 287°, 12.7 NM; over water tower N of Brodhead; 1900'.

JEFFERSON, OH (Germack) (7D9) - 278°, 9 NM; over intersection of E/W Interstate highway and N/S highway S of Geneva; 2000'.

JOLIET, IL (Aurora Muni) (JOT) - 331°, 15 NM; over intersection of Rwy 09-27 and 18-36; 2500'.

JOLIET, IL (Rgnl) (JOT) - 102°, 6.5 NM; over approach end of Rwy 13; 1500'.

KALISPELL, MT (Glacier Park Intl) (KFCA) - 316°, 6.4 NM; over approach end Rwy 30; 4000'.

KENAI (PAEN), AK - 091°, 14 NM; over Moose River bridge; 1500'.

KENNEBUNK, ME (Sanford Rgnl) (SFM) - 267°, 4.5 NM; over Twy C and Rwy 14 displaced threshold; 1300'.

KING SALMON (PAKN), AK - 256°, 8 NM; over Standard Oil storage tank in Naknek village on bank of Naknek River; 1100'.

KINGSTON, NY (Sky Acres) (44N) - 070°, 5 NM; over intersection of taxiway and Rwy 17-35; 2500'.

KINGSTON, NY (Sky Park) (46N) - 010°, 18.8 NM; over approach end Rwy 01; 1500'.

KIRKSVILLE (KIRK), MO - 136°, 9.6 NM; over approach end Rwy 11; 2500'.

LAFAYETTE, LA (Rgnl) (KLFT) - 343°, 22.1 NM; over rotating beacon at St. Landry Parish-Ahart Fld; 1000'.

LAKE CHARLES, LA (Rgnl) (KLCH) - 253°, 6.2 NM; over rotating beacon on tower; 1000'.

LAS VEGAS, NM (Muni) (LVS) - 233°, 6 NM; over yellow water tank; 8500'.

LAWRENCE, MA (Plum Island) (2B2) - 089°, 11.8 NM; over approach end Rwy 10; 1500'.

LEBANON, NH (Muni) (KLEB) - 246°, 5 NM; over intersection of Rwy 07-25 and 18-36; 1600'.

LEWISTOWN, MT (Muni) (KLWT) - 075°, 5.6 NM; over approach end Rwy 08; 5200'.

LITCHFIELD (LFD), MI - 328°, 17.5 NM; over intersection of N/S and E/W expressway; 2000'.

LIVINGSTON, MT - 237°, 5.5 NM; over northernmost radio tower NE of city; 6500'.

LUBBOCK (KLBB), TX - 053°, 4.8 NM; over water tank at intersection of RR and road in New Deal; 4500'.

LUFKIN, TX (Angelina Co) (LFK) - 328°, 5 NM; over rotating beacon; 1300'.

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MACON, GA - 320°, 9.5 NM; over dam; 2000'.

MACON, GA - 028°, 13.6 NM; over oil tank; 2000'.

MADISON, CT (Chester) (3B9) - 076°, 9.4 NM; over small hangar; 1500'.

MADISON, CT (Meriden Markham Muni) (MMK) - 345°, 13.4 NM; over small hangar; 1500'.

MALDEN (MAW), MO - 351°, 13.4 NM; over intersection Rwy 18-36 and 04-22 of Dexter Muni; 1500'.

MANHATTAN (KMHK), KS - 056°, 3.9 NM; over water tower; 2500'.

MARFA, TX (Muni) (MRF) - 280°, 3.6 NM over gray/white tank N edge of town; 6000'.

MARSHALL (MML), MN - 308°, 9.6 NM; over grain elevator at Minneota; 2700'.

McCOMB-PIKE CO-JOHN E LEWIS FLD, MS (KMCB) - 234°, 13.3 NM; over hangar; 1400'.

McGRATH (PAMC), AK - 263°, 11.7 NM; over Takotna Equipment Garage; 3000'.

MIDLAND (ODO), TX - 224°, 11 NM; over Odessa water tank; 4000'.

MILLSAP, TX (Mineral Wells) (MWL) - 329°, 6 NM; over spillway of lake N of airport; 2000'.

MILTON, PA (Bloomsburg Muni) (N13) - 108°, 10.3 NM; over threshold Rwy 09; 1500'.

MINOT (MOT), ND - 091°, 6.5 NM; over RR and highway overpass; 2800'.

MITCHELL, SD (Muni) (MHE) - 240°, 11 NM; over intersection of highways 1/2 NM S of town of Mt. Vernon, SD; 2500'.

MOLINE, IL (Quad City Intl) (MLI) - 034°, 9.8 NM; over intersection Rwy 05-23, 09-27, 13-31; 2000'.

MUDDY MOUNTAIN, WY (Natrona Co Intl) (KCPR) - 204°, 13.4 NM; over intersection Rwy 03-21 and 08-26; 6400'.

MUNCIE, IN (Delaware Co-Johnson Fld) (KMIE) - 181°, 5.8 NM; over intersection of highway and RR; 2500'.

MUSTANG, NV (Reno/Stead) (4SD) - 291°, 12.8 NM; over tower; 7000'.

NASHVILLE, TN (Lebanon Muni) (KBNA) - 082°, 18 NM; over midfield; 2000'.

NATCHEZ, LA (Concordia Parish) (0R4) - 247°, 10.5 NM; over hangar NW end of airport; 1000'.

NEOSHO, MO (Joplin Muni) (KJLN) - 344°, 18.3 NM; over approach end Rwy 31; 2500'.

NEWCASTLE, WY (Mondell Fld) (ECS) - 116°, 4.9 NM; over radio tower with strobe lights; 5500'.

NEWTON, IA (Muni) (TNU) - 145°, 8 NM; over approach end Rwy 32; 2500'.

NEZ PERCE, ID (Lewiston-Nez Perce Co) (LWS) - 247°, 6.2 NM; over tetrahedron on airport; 3000'.

NOME (PAME), AK - 276°, 5.3 NM; over center of intersecting runways; 1100'.

NORFOLK, NE - 098°, 10 NM; bridge over river S at Stanton; 2600'.

NORWICH, CT (Windham) (IJD) - 339°, 13.9 NM; over intersection of runway and taxiway; 1500'.

OKMULGEE, OK (Rgnl) (OKM) - 279°, 10.2 NM; over intersection of E/W highway and N/S RR; 2200'.

OMAHA, NE (Eppley Fld) (KOMA) - 310°, 10.2 NM; over approach end Rwy 32L; 2500'.

O'NEILL, NE - 119°, 13 NM; over triangle in road intersection; 3000'.

OTTUMWA, IA (Industrial) (KOTM) - 303°, 7.3 NM; over intersection of Rwy 13-31 and 04-22; 2500'.

PAHOKEE, FL (Palm Beach Co Glades) (PHK) - 022°, 13 NM; over radio tower at intersection of 2 canals; 1500'.

PALMDALE, CA (General Wm. J. Fox) (WJF) - 296°, 10.1 NM; over center taxiway/runway intersection; 5000'.

PEASE, NH (Skyhaven) (DAW) - 356°, 12.6 NM; over windsock; 1500'.

PECAN, GA (Southwest Georgia Rgnl) (KABY) - 145°, 9 NM; over rotating beacon E side of airport; 1000'.

PECOS (PEQ), TX - 105°, 5.5 NM; over 419' transmission tower E of Pecos; 3600'.

PELLSTON, MI (Cheboygan Co) (SLH) - 084°, 6.4 NM; over center of E/W runway; 2000'.

PEORIA, IL (General Downing - Peoria Intl) (KPIA) - 100°, 4.9 NM; over intersection of Rwy 13-31 and 04-22; 2000'.

PHILLIP (PHP), SD - 206°, 16.8 NM; North/South Road and Interstate 90 near bend in the interstate; 4000'.

PLACERVILLE (PVF), CA - 076°, 8.7 NM; Dam on W end of lake; 5200'.

POCATELLO, ID (Rgnl) (KPIH) - 034°, 8.7 NM; over radio antenna with white storage tanks at base; 5800'.

POCKET CITY, IN (Evansville Rgnl) (KEVV) - 056°, 13 NM; over intersection E/W and NE/SW runways; 2000'.

POMONA, CA (Cable) (CCB) - 053°, 5.1 NM; over apch end Rwy 06; 3500'.

PRESQUE ISLE, ME (Caribou Muni) (KCAR) - 051°, 6.5 NM; over intersection of runways; 1700'.

PRESQUE ISLE, ME (Northern Maine Rgnl) (KPQI) - 180°, 5.7 NM; over intersection of runways; 2000'.

PROVIDENCE, MA (Fall River Muni) - 097°, 15 NM; over intersection of runways; 1500'.

PROVIDENCE, RI (Newport State) (UUU) - 164°, 13.4 NM; over intersection of runways; 1400'.

PROVIDENCE, RI (North Central State) (SFZ) - 360°, 12.2 NM; over intersection of runways; 1500'.

PUEBLO, CO (Mem) (KPUB) - 294°, 7.8 NM; over KOAA TV tower; 7300'.

PUTNAM, CT (Danielson) (5B3) - 329°, 12.3 NM; over intersection of taxiway and runway, 1300'.

PUTNAM, MA (Southbridge Muni) (3B0) - 328°, 12 NM; over intersection of taxiway and runway; 1700'.

QUITMAN (UIM), TX - 241°, 14.5 NM; over water tank in Alba; 1500'.

RAVINE, PA (Muir AAF) (KMUI) - 179°, 7.7 NM; over water tower 0.5 NM NE of runway; 2500'.

RAVINE, PA (Schuylkill Co/Joe Zerbey) (ZER) - 060°, 13.9 NM; over intersection of Rwy 11-29 and 04-22; 2000'.

RED BLUFF (RBL), CA - 358°, 5.8 NM; over center of Red Bluff Fairgrounds Race Track; 1500'.

RICHMOND INTL (KRIC), VA - 306°, 8.5 NM; over 1054' tower; 2100'.

ROBBINSVILLE, NJ (Trenton-Robbinsville) (N87) - 289°, 5.2 NM; over approach end Rwy 11; 1200'.

ROBERTS, IL - 151°, 7.8 NM; grain elevator in Paxton IL; 2000'.

ROCHESTER, MN (Intl) (KRST) - 024°, 8.8 NM; over intersection Rwy 02-20 and 13-31; 3000'.

ROCKDALE, NY (Oneonta Muni) (N66) - 078°, 8.5 NM; over hangar; 3000'.

ROCKDALE, NY (Sidney Muni) (N23) - 229°, 12.5 NM; over hangar; 2200'.

ROCKSPRINGS (RSG), TX - 085°, 4.8 NM, over water tower; 3800'.

ROGUE VALLEY, OR (Intl) (KMFR) - 213°, 4.8 NM; over radio tower; 3000'.

ROSEAU (ROX), MN - 178°, 6.5 NM; over microwave tower; 2400'.

ROSEBURG, OR (Rgnl) (RBG) - 337°, 3 NM; over S end Rwy 16-34; 2500'.

SACRAMENTO, CA (Executive) (KSAC) - 016°, 4.4 NM; over approach end Rwy 02; 1000'.

SAGINAW (MBS), MI - 058°, 6.7 NM; over intersection US 10 and I-75; 1700'.

ST. JOSEPH, MO (Rosecrans Mem) (KSTJ) - 167°, 10.7 NM; over approach end Rwy 17; 2500'.

SALEM, MI (Spencer Fld) (SVM) - 104°, 7.1 NM; at intersection of N/S and E/W expressways; 2000'.

SALISBURY, MD (Ocean City Muni) (OXB) - 109°, 18.6 NM; intersection of taxiway and Rwy 32; 1300'.

SAMSVILLE, IL (Mount Carmel Muni) (AJG) - 063°, 18.4 NM; over intersection Rwy 04-22 and 13-31; 1500'.

SAN FRANCISCO, CA (Intl) (KSFO) - 153°, 6.7 NM; over Crystal Springs Causeway 5 NM W of San Carlos Arpt; 2000'.

SANTA BARBARA (KSBA), CA - 279°, 11 NM; over Lake Cachuma Dam spillway; 2000'.

SANTA ROSA, CA (Sonoma Co) (O01) - 323°, 5.9 NM; over river bridge on Highway 101; 2000'.

SARANAC LAKE, NY - 141°, 4.2 NM; over microwave tower on Mt. Pisgah; 3000'.

SAVANNAH (KSAV), GA - 097°, 19.6 NM; over red and white lighthouse; 1500'.

SCAGGS ISLAND, CA (Napa Co) (APC) - 047°, 5.4 NM; over rotating beacon; 1000'.

SEA ISLE, NJ (Cape May Co) (KWWD) - 236°, 6.8 NM; over approach end Rwy 19; 1200'.

SEARLE VOR/DME (SAE), NE - 034°, 7.2 NM over spillway, SE end of Lake McConaughy; 4800'.

SEATTLE, WA (Crest Airpark) (S36) - 107°, 10.3 NM; over centerline on approach end Rwy 33; 2000'.

SHERIDAN, WY (Co) (KSHR) - 132°, 5 NM; over approach end Rwy 15; 5000'.

SISTERS ISLAND, AK - 297°, 20.4 NM; over intersection of runways at Gustavus Airpark; 1500'.

SIOUX FALLS (FSD), SD - 009°, 6.9 NM; over water tower in Baltic; 2500'.

SMYRNA, DE (Delaware Airpark) (33N) - 267°, 3.6 NM; over threshold Rwy 27; 1000'.

SOLBERG, NJ (Doylestown, PA) (DYL) - 240°, 22.6 NM; over approach end Rwy 23; 1500'.

SOLBERG, NJ (Princeton) (39N) - 171°, 11.7 NM; over intersection of midfield taxiway and Rwy 10-28; 1200'.

STINSON, TX (Muni) (SSF) - 333°, 4.8 NM; over tower; 2000'.

STONYFORK, PA (Grand Canyon State) (N38) - 111°, 6.5 NM; over 2558' tower; 3600'.

SUGARLOAF MOUNTAIN, NC (Asheville Rgnl) (KAVL) - 280°, 13.6 NM; over tower; 3200'.

SUNSHINE, MO (Lee C Fine Mem) (AIZ) - 358°, 9 NM; highway bridge over Osage River; 2500'.

TALLADEGA, AL (Anniston-Calhoun Co) (ASN) - 084°, 9 NM; over center of segmented circle; 2000'.

TAR RIVER (KRWI), NC - 260°, 5.8 NM; over smokestack at power house; 1500'.

TATOOSH, WA (Sekiu) (11S) - 077°, 12.4 NM; over approach end Rwy 08; 2500'.

TERRE HAUTE, IN (Sky King) (3I3) - 300°, 7 NM; over intersection E/W and N/S runways; 2000'.

3-232 URUGUAY

TEXICO, NM (Clovis Muni) (CVN) - 240°, 12.7 NM; over rotating beacon on steel tower adjacent to terminal building; 6000'.

THEDFORD (TDD), NE - 090°, 6.5 NM; over approach end Rwy 11 at Thomas Co (KTIF); 4000'.

TIBBY, LA (Houma-Terrebonne) (HUM) - 121°, 10.7 NM; over intersection Rwy 18-36 and 12-30; 1000'.

TIBBY, LA (Thibodaux Muni) (L83) - 353°, 5 NM; over microwave tower near airport; 1000'.

TROY, IL (Civic Mem) (TOY) - 322°, 11 NM; over intersection N/S and NW/SE runways; 1600'.

VANDALIA, IL (Muni) (VLA) - 179°, 5.8 NM; over approach end Rwy 18; 1700'.

VERNAL (VEL), UT - 021°, 6.5 NM; over towers on knoll; 8000'.

VIENNA, GA (Crisp Co-Cordele) (CKF) - 226°, 19 NM; over center of NE/SW runway; 1300'.

VISALIA, CA (Muni) (VIS) - 107°, 5 NM; over approach end Rwy 12; 1300'.

WALLA WALLA, WA (Martin Fld) (S95) - 225°, 5.6 NM; overhead Martin Fld (S95); 1500'.

WATERVILLE, OH (Fulton Co) (USE) - 295°, 24.2 NM; over hangar on WSW side of airport; 1800'.

WAUSAU, WI (Central Wisconsin) (CWA) - 222°, 5.5 NM; over intersection N/S and E/W runways; 2800'.

WAYCROSS-WARE CO, GA (AYS) - 099°, 8 NM; over fire tower W side of airport; 1200'.

WELLS, NV (Muni/Harriet Fld) (LWL) - 286°, 8.3 NM; over radio tower; 7000'.

WEST BEND (ETB), WI - 220°, 7.6 NM; over microwave tower E of Slinger; 2500'.

WHATCOM, WA (Bellingham Intl) (KBLI) - 162°, 5.4 NM; over Nooksack River, AK/Interstate 5 bridge; 1700'.

WICHITA, KS (Wichita Mid-Continent) (KICT) - 216°, 7.1 NM; over grain elevator SW corner of Garden Plains; 3500'.

WICHITA FALLS (SPS), TX - 228°, 19.8 NM; over spillway on Lake Diversion; 2000'.

WILDHORSE, OR - 225°, 6 NM; over smokestack; 6500'.

WILKES-BARRE, PA (Pocono Mountains Muni) (MPO) - 131°, 16.2 NM; over intersection of Rwy 05-23 and 13-31; 3000'.

WILL ROGERS, OK (Clarence E. Page Muni) (OKC) - 297°, 12.8 NM; over approach end Rwy 35L; 2900'.

WINK, TX (Winkler Co) (INK) - 149°, 5.9 NM; over intersection Rwy 04-22 and 13-31; 3900'.

WINNEMUCCA, NV (Muni) (WMC) - 024°, 6.5 NM; over highway bridge crossing RR tracks; 6000'.

WINNER, SD (Bob Wiley Fld) (SFD) - 204°, 8.6 NM; over blue water tank S edge of town; 3100'.

WINSLOW, AZ (Lindbergh Rgnl) (INW) - 106°, 5 NM; over approach end Rwy 29; 7000'.

WOODSIDE, CA (San Carlos) (SQL) - 355°, 7.2 NM; over Rwy 30 numbers; 2000'.

WORTHINGTON (OTG), MN - 050°, 5.6 NM; over grain elevator at Brewster; 2800'.

YAKIMA (KYKM), WA - 210°, 4.1 NM; over single tower on ridge line; 3500'.

YARDLEY, NJ (Trenton Mercer) (KTTN) - 080°, 4.5 NM; over tower; 1500'.

ZANESVILLE, OH (Muni) (KZZV) - 270°, 5.5 NM; over water tank; 2000'.

(SPEC/FAA & NFDD)

URUGUAY

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Montevideo FIR.

DIMENSIONAL UNITS - ICAO Table.

ALTIMETER SETTING PROCEDURES - Standard.

VERTICAL SEPARATION - Semi-circular.

POSITION REPORTING - Standard.

VISUAL FLIGHT RULES

Standard except:

1. VFR flights are not authorized when more than 20 NM at sea for a period more than 1 hour.

2. VFR flights are not authorized over clouds, storms, or other meteorological formations that obscure more than 4/8 of the surface viewed from the aircraft in flight.

3. VFR flights are not authorized above FL200.

(SPEC/ENR 1.2-1)

INSTRUMENT FLIGHT RULES

Standard.

RVSM RULES - Standard.

(SPEC/AIRAC 006-04)

FLIGHT PLANNING

ROUTE AND AREA RESTRICTIONS -

1. The entry of aircraft into Montevideo FIR without presenting a flight plan is prohibited.

(GEN 1.6-19)

VENEZUELA

VISUAL FLIGHT RULES

NATIONAL PROCEDURES

Standard.

GENERAL INFORMATION/FIR/UIR

COVERAGE - This entry includes the Maiquetia FIR.

INSTRUMENT FLIGHT RULES

Standard.

DIMENSIONAL UNITS - Blue Table.

FLIGHT PLANNING

ALTIMETER SETTING PROCEDURES - Standard.

Aircraft flying into or departing the territory of Venezuela must make their first landing or last departure from an international aerodrome.

VERTICAL SEPARATION - Semi-circular.

(GEN 1.2-1)

POSITION REPORTING - Standard.

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BOUNDARIES OF DOD FLIGHT INFORMATION PUBLICATION-PLANNING

