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**SPECIAL NOTICE**

## INTRODUCTION

**GENERAL** - AP/1 contains aeronautical data for North and South America and supplements the data in General Planning (GP), and select data in the Enroute Supplements (E-S) and Flight Information Handbook (FIH). Refer to Chapter 3 of General Planning for a complete description of the FLIP Planning document. Textual entries shall have a Source Reference entry following the paragraph or paragraphs to which they apply.

**REVISION CYCLE** - AP/1 is revised every 24 weeks. The schedule including cutoff and effective dates is listed in the FLIP Planning publication schedule published in General Planning Chapter 11.

**INTERNET** - DAFIF, E-CHUM, Enroute Supplements and Planning Documents are available at <https://www.geointel.nga.mil>

**CUSTOMER HELP** - For questions concerning this or other NGA products or services, please phone the NGA Enterprise Service Center 1-800-455-0899 or DSN 287-9811.

**AMENDMENTS** - AP/1 is amended by two (2) scheduled Planning Change Notices (PCNs) published 8 and 16 weeks after the effective date of AP/1. Since these PCNs are non-cumulative they must be retained until the new issue of the basic product is received.

**NEW OR MODIFIED DATA** - A vertical line appearing in the margin identifies data added or modified since publication of the last book.

### REVISIONS AND QUALITY REPORTS

1. Modifications to FLIP fall into three general categories:
  - a. REVISIONS - Adding, rearranging content or format, or deleting major blocks or types of information. Examples are:
    - (1) Adding new weather service information to Section C of the Flight Information Handbook.
    - (2) Rearranging the Remarks Section of an airport Enroute Supplement entry.
    - (3) Deleting obsolete NAVAID information from Enroute Charts.
  - b. CHANGES - Maintaining the currency of existing information in response to operational changes. Examples are:
    - (1) Changing airport operating hours in the airport Enroute Supplement entry.
    - (2) Adding a newly authorized radio frequency to an Instrument Approach Procedure.
  - c. CORRECTIONS - Correcting improperly published information. Examples are:
    - (1) Correcting an improperly published course on an Enroute Chart.
    - (2) Correcting erroneous information concerning Flight Plans in General Planning.
2. The three types of modifications to FLIP are processed differently by each military service. It is important to adhere to the instructions below to ensure a submitted modification is promptly received, evaluated, approved and implemented.
  - a. USAF, ANG, AFRC
    - (1) Except for requirement requests to publish changes to Terminal Instrument Procedures [paragraph (2) below] and changes to Military Airspace [paragraph (3) below], all requests for new products, publication of new types of FLIP data, revisions/changes/corrections and inquiries concerning current FLIP will be in accordance with AFI 11-201 and submitted to AFFSA/A3IF. AFFSA/A3IF is the USAF point of contact responsible for FLIP validation/production/maintenance and will coordinate with NGA, FAA National Flight Data Center (NFDC) and National Aeronautical Charting Office (NACO) on any and all USAF FLIP issues related to requested changes/maintenance/production. Additionally, AFFSA/A3IF will also process all requests for non-DoD FLIP products in accordance with the NGA Catalog. AFFSA/A3IF is the USAF FLIP Coordinating Committee member responsible for coordinating requirement issues with NGA, Army, and Navy.

The AFFSA/A3IF address is:

AFFSA/A3IF AJW31AF  
 Bldg 4, Room 109  
 6500 South MacArthur Blvd  
 Oklahoma City, OK 73169  
 CONUS - PACIFIC, CARIBBEAN and SOUTH AMERICA C405-739-9011 or DSN 339-9011 OCONUS - EUROPE/ASIA

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and AFRICA C405-739-9241 or DSN 339-9241  
FAX: C405-739-9007 or DSN 339-9007  
MSG: AFFSA ANDREWS AFB, MD//A3OIA  
E-MAIL: hqaffsa.a3if@tinker.af.mil

NOTE: Use AF Form 3546 (electronic) at <http://www.e-publishing.af.mil> for adding, deleting, revising, or submitting comments concerning FLIP products. Aircrews may also use this form for FLIP related problems or any other instrument flying concerns.

(a) Originators, office of primary responsibility requester (OPRR), will prepare submissions in the appropriate format and perform primary responsibility for maintenance (OPRM) when required.

(b) Originators will ensure submissions are clear, concise, and intelligible to aircrew and flight mission planners.

(c) Originators will identify an expiration date, not to exceed 3 years. Entries not validated/updated within the time frame as stated will be subject to removal.

NOTE: Office of Primary Responsibility (OPRR) is the military department or organization that either establishes or validates the requirement for the entry, and the Office of Primary Responsibility for Maintenance (OPRM) is the organization or document responsible for the currency of the entry.

(Examples):

(SPECS/MIL RAC 7-5) - The OPRR is the NGA product specifications that mandates the need for an entry. The OPRM is the host nation Military AIP document used by NGA to maintain the entry.

(AFFSA/AFFSA XOIA FIL 03-147) - The OPRR is the US Air Force Flight Standards Agency. The OPRM is the AFFSA Instrument Standards/Aeronautical Information Branch. The Flight Information List (FIL) 03-147 identifies calendar year 03. 147 identifies the FIL number.

(2) TERMINAL INSTRUMENT PROCEDURES - All procedural changes, including deletions to USAF procedures in FLIP terminal products and requests for publication of new or deletion of existing non-DoD instrument procedures, will be processed through the appropriate major command TERPS office in accordance with AFMAN 11-230. Procedural changes include changes to fix, radial, bearing, course, track, altitude, minima, obstacles, slaved variation, procedure identification, and operational notes. Non-procedural changes (Special Use Airspace, airport diagram/airport sketch, miscellaneous notes, communication frequencies, etc.) will be submitted to AFFSA/A3OIA.

(3) MILITARY AIRSPACE - All military airspace (Special Use Airspace, Military Operations Area, Air Refuelling Tracks/Anchors, IFR Low Level Routes, VFR Low Level Routes and Slow Speed Routes) changes/additions/deletions will be processed in accordance with AFI 13-201. All submissions for United States (FAA controlled Airspace) must additionally be processed in accordance with FAA Handbook 7610.4 and routed through the USAF Representative (AFREP) at the applicable FAA region. Changes/additions/deletions in Canadian airspace will be coordinated and processed through the 1 Canadian Air Division Detachment/Air Traffic Management Coord Office c/o NavCanada 77 Metcalfe St., 4th Floor, W401, Ottawa, Ontario, Canada, K1P 5L6, telephone (613)996-1418. Military airspace changes outside the United States that have been coordinated/published in host country Aeronautical Information Publications (AIPs) require no USAF input, NGA St. Louis publishes these changes when received from the host country. All other airspace changes (i.e. Air Refueling Tracks/Anchors, Training Routes and Military Operations Areas) in foreign areas will be submitted to AFFSA/A3OIA.

### b. USN, USMC

(1) Military airspace (SUAS, MOA, AR, IR, VR and SR): All changes for the United States (FAA controlled airspace) will be submitted to the Navy Representative at the applicable FAA Region as described in OPNAVINST 3770.2.

(2) Terminal Instrument Procedures: Changes to a USN or USMC Instrument Approach Procedure (IAP) or Standard Instrument Departure (SID) are processed in accordance with NAVAIR 00-80T-114, NATOPS AIR TRAFFIC CONTROL FACILITIES MANUAL.

(3) Revisions and changes to all other FLIP data will be submitted to:

Department of the Navy  
Head, Naval Flight Information Group  
Bldg 176, Suite 301  
1339 Patterson Avenue, SE  
Washington Navy Yard, DC 20374-5088  
DSN 288-3473/0974 C202-433-3473/0974  
FAX: DSN 288-3458 C202-433-3458  
E-MAIL: [Navfig@navy.mil](mailto:Navfig@navy.mil)

(4) FLIP corrections will be submitted in accordance with NAVAIR 00-80T-114, NATOPS AIR TRAFFIC CONTROL FACILITIES MANUAL.

### c. USA, ARNG, or ARMY RESERVE

(1) Military airspace (SUAS, MOA, AR, IR, VR and SR): All changes for the United States (FAA controlled airspace) will be submitted to the Army representative (DAAR) at the applicable FAA region as described in AR 95-2.

(2) Changes, corrections and revisions to FLIP for all other geographic areas will be submitted to:

Commander US Army Aeronautical Services Agency  
 Attn: ATAS-AF  
 9325 Gunston Road, Suite N319  
 Fort Belvoir, VA 22060-5582  
 C703-806-4417 or DSN 656-4417  
 FAX: C703-806-4409 or DSN 656-4409  
 MSG: CDRUSAASA FT BELVOIR VA//ATAS-AF//  
 E-MAIL: [douglas.edsell@conus.army.mil](mailto:douglas.edsell@conus.army.mil)

(3) Self-addressed official Comment Cards are available in Army Airport Operations for changes, corrections, or revisions.

d. USCG

(1) Send all changes, corrections, and revisions to:

Commandant (G-OAV)  
 USCG  
 2100 Second St. SW  
 Washington, DC 20593-0001  
 C202-267-0952  
 MSG: COMDT COGARD WASHINGTON DC//GOAV//

e. Remaining DoD or non-DoD organizations

(1) Revisions, changes and corrections will be submitted to:

NGA ST./PVBP/L-27  
 3838 Vogel Road  
 Arnold, MO 63010-6238  
 C314-676-0684, DSN 846-0684 or  
 C301-227-7335 or DSN 287-7335  
 MSG: NGA ST. LOUIS MO//PVBP//

## ARRANGEMENT OF DATA -

NOTE: Theater, ICAO Region, and National listings will include eleven entries if information is available and/or is required, i.e.,

- |  |                             |
|--|-----------------------------|
| (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 Hazard Data       |
| (5) Flight Planning                                  | (11) Additional Information |
| (6) Flight Hazards                                   |                             |

1. Chapter 1 - Theater information applicable to the entire Europe-Africa-Middle East Theater 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.

## 4 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  
DAY VFR FLIGHTS  
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**

FM IMMUNITY  
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)  
CLEARANCE INFORMATION  
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 HAZARD DATA**

BIRD CONCENTRATIONS/AREAS

**ADDITIONAL INFORMATION**

RADAR ASSISTED FLIGHT INFORMATION SERVICES  
NATIONAL HOLIDAYS

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.

1. Aircraft intending to enter the Pacific Region must comply with Pacific Region RVSM Program requirements as detailed in AP/3, Theater Supplementary Notices/Procedures under the VERTICAL SEPARATION entry. State aircraft (DoD included) not approved for RVSM operations must provide advance notification to the appropriate ACC prior to flight. All RVSM requirements and the advanced notification form are published in the AP/3.

**NOTE:** All DoD FLIP Planning Documents are available from NGA's WWW web site at <https://www.geointel.nga.mil>. The Notification Form (Page 1-8, AP/3) downloadable in PDF format is available at this site.

(AFFSA/XOIA LTR)

**POSITION REPORTING** - Standard except:

1. USSOUTHCOM HOURLY POSITION REPORTS. In order to provide timely threat advisories, and in order to provide the best possible SAR support to aircraft in distress, aircraft flying in the USSOUTHCOM AOR will make hourly position reports to the AFSOUTH Flight Monitoring Facility (FMF) while flying, unless specifically exempted by CDR USSOUTHCOM.

a. HF Automated Link Establishment (ALE) is primary for ALE equipped aircraft, DSN 282-8742 or 8743. (See Flight Information Handbook for more on ALE.) For all other IFR aircraft (see c. below for VFR aircraft), see the graphic for antennae locations.

Organization	Call Sign	Primary	Secondary
FMF	SMASHER	11.205 MHz 15.025 MHz 134.1 VHF	

(VHF Coverage available within Columbia in vicinity of Rio Hacha, Marandua, Leticia, Tres Esquinas, San Jose and San Andres)  
 DSN 282-8742 / 8743  
 C520-202-8742 / 8743  
 E-mail: (unclassified) [612aog.fmf@dm.af.mil](mailto:612aog.fmf@dm.af.mil)  
 (AFFSA/AFFSA FIL 07-256)

b. Additional contact agencies/frequencies for all aircraft:

Global HF	MAINSAIL	11.175 MHz	13.200 MHz
			(day)
		8.992 MHz	15.016 MHz
			(day)
		8.992 MHz	15.016 MHz
			(day)
			4.724 MHz
			(day)
			6.739 MHz
			(day)

When calling MAINSAIL, request phone patch to SMASHER, DSN 282-8742 / 8743. See Flight Information Handbook for complete Global HF Network information and additional frequencies.

Andrews Global	Andrews Global	11.175 MHz	8.992 MHz
		(Day)	(Day/Night)
		13.200 MHz	4.724 MHz
		(Day)	(Night)
		15.016 MHz	6.739 MHz
		(Day)	(Night)

Example: Andrews Global, Andrews Global, Shark 52, 11.342 MHz, with position report for **SMASHER**. (Passing only to HILDA (TACC) **does not** fulfill the FMF reporting requirement.)  
 (AFFSA/AFFSA FIL 07-256)

c. 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 C011-504-234-4634, x5173 or x5199 E-mail: <a href="mailto:SKYWATCH@jtfb.southcom.mil">SKYWATCH@jtfb.southcom.mil</a>	

EXAMPLE: SKYWATCH, SKYWATCH, Shark 32, 11.410 MHz with (position report OR message OR phone patch request).  
 (USAASA/USAASA FIL 06-10)

2. SOUTHCOM AOR BOUNDARIES. See Graphic. The USSOUTHCOM AOR is defined as Central and South America (excluding Mexico), the Gulf of Mexico, the Caribbean and the

## 1-2 FLIGHT PLANNING

Atlantic and Pacific Oceans from S66.5° W27° (Antarctic Circle), N to N18° W27°, W to N18° W45°, N to N20° W45°, W to N20° W64°, S to N17° W64°, W to N17° W68°, N to N21° W68°, W to N21° W73°, SW to N19° W75°, W to N19° W79°, N to N20° W79°, W to Mexico/Belize coastal border, along Mexico Belize/Guatemala border to N15° W92° (Guatemala/Mexico coastal border), S to S66.5° W92° (Antarctic Circle). Additionally, for flight monitoring purposes, any DoD aircraft operating in any Flight Information Region/Upper Flight Information Region adjoining the landmass is considered operating in the AOR. All aircraft operating in these FIR/UIR or the geographically defined AOR or paralleling outside the boundaries but planning to enter at any point within the AOR will comply with the hourly reporting requirement.

(AFFSA/XOIA LTR)

## 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 90-91H. 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 TC System Command Center, Herndon, VA at C703-904-4417.

(AFFSA/AFFSA FIL 08-326)

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 along the Miami Oceanic CTA/FIR boundary to the point of beginning.

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] 06000W 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 ...

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](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/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

(b) Lateral Separation Standards to Be Applied

## 1-4 FLIGHT PLANNING

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 . . .
- 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 8(h) 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 KZWYZOZX. 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 KZWYZOZX and the appropriate U.S. ARTCC.

**NOTE:** (See table below). If operators do not address flight plans to KZWYZOZX, 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	KZWYZOZX
Boston ARTCC & NY Oceanic	KZWYZOZX only (This change confirmed on 19 June 08)
NY domestic and/or Bermuda & NY Oceanic	KZNYZQZX & KZWYZOZX
Washington (KZDC) & NY Oceanic	KZDCZQZX & KZWYZOZX
Jacksonville (KZJX) & NY Oceanic	KZJXZQZX & KZWYZOZX

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

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.

(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. Website address: [www.cgna.gov.br/carsam/Ingles/index.htm](http://www.cgna.gov.br/carsam/Ingles/index.htm). Fax: 55 (12) 39 41 70 55

(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](http://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.

## 1-6 FLIGHT PLANNING

(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 MNPS 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 MNPS/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 MNPS 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 MNPS 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/AFFSA FIL 08-338)

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

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. Aircrews unable to comply with the following flight scheduling, diplomatic clearance, mission execution, and post execution procedures due to operational restrictions, equipment limitations, or mission requirements should coordinate with the FMF Watch prior to takeoff. Coordination through an established alternate (see table) is permissible.

(AFFSA/XOIA LTR)

2. Host nation Command and Control Centers in Central and South America regularly query the AFSOUTH Flight Monitoring Facility (FMF) at Davis Monthan AFB (KDMA), 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.

3. Aircraft Commanders will review and brief their crews on peacetime rules of engagement. If intercepted, the aircraft commander will comply with ICAO procedures published in the Flight Information Handbook (FIH).

a. FLIGHT SCHEDULING PROCEDURES:

(1) All units are required to submit a copy of their flying schedules for aircraft operating in the USSOUTHCOM AOR to the FMF at Davis Monthan AFB (KDMA), AZ, on the Friday prior not later than 2000Z. Updates to the next day's schedule will be transmitted to the FMF not later than 2000Z the day prior to mission execution. Fax to C520-202-8742, DSN 282-8742 or e-mail to (unclassified) [612aog.fmf@dm.af.mil](mailto:612aog.fmf@dm.af.mil) / (classified) [caoc.cod.fmf@caoc.afsouth.southcom.smil.mil](mailto:caoc.cod.fmf@caoc.afsouth.southcom.smil.mil).

(AFFSA/AFFSA FIL 07-256)

(2) During the planning/scheduling stage all DoD units need to be especially aware that many countries in the USSOUTHCOM AOR claim territorial boundaries that exceed the

12 NM limit recognized by the United States. In the past, aircraft have been "advised" to depart a country's airspace because the proper coordination was not completed in advance. Review country-specific information in Chapters 4 and 5 for country clearance requirements. You may contact FMF (see table) for assistance with enroute diplomatic clearance changes.

(3) As a minimum, flying schedules should contain the following information:

- (a) Aircraft type/number of aircraft
- (b) Call sign of aircraft/formation (if available)
- (c) Aircraft Tail Number
- (d) Mission number (if available)
- (e) Itinerary, to include departure, arrival times and applicable station ICAO's
- (f) Supported unit
- (g) Diplomatic clearance number(s), if applicable
- (h) A 24 hour Point-of-Contact that can provide additional mission details, if required.

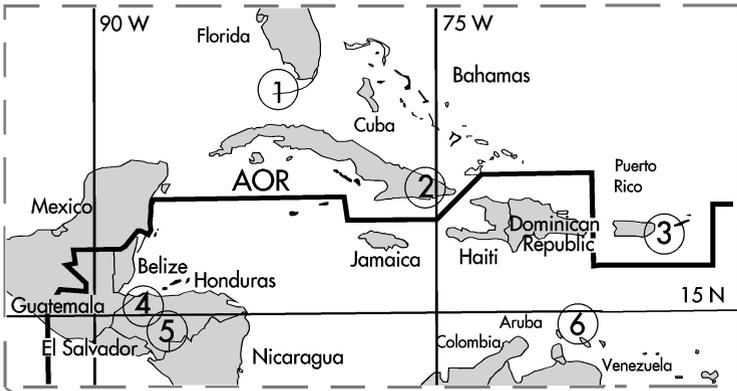
b. DIPLOMATIC CLEARANCE PROCEDURES - The FMF requires visibility on diplomatic clearance requests and approvals for DoD flights entering any part of the USSOUTHCOM AOR. Flights into or through the AOR will include the FMF as an information addressee on diplomatic clearance requests, per the Foreign Clearance Guide (FCG).

c. POST MISSION PROCEDURES - Aircraft commanders will submit the following information to the FMF (or USARSO SKYWATCH for VFR missions) as soon as possible after completing each mission leg:

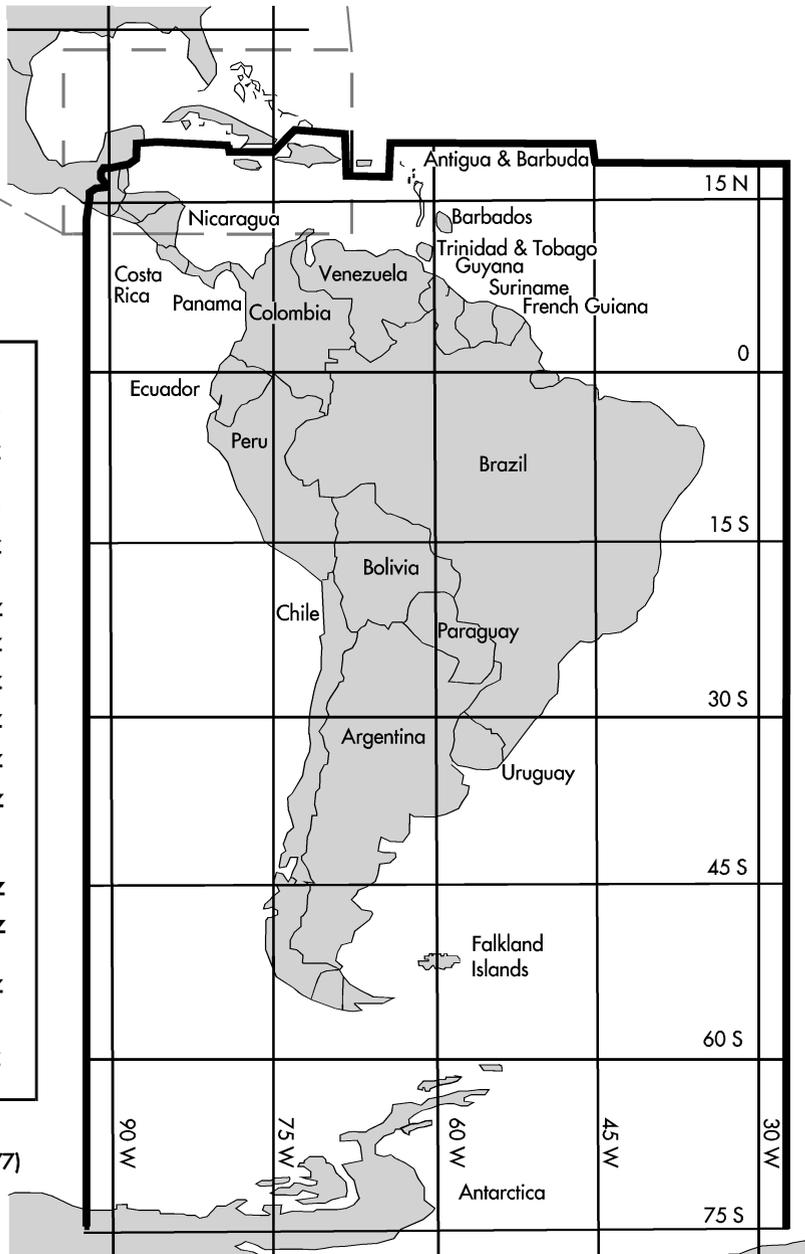
- (1) Call sign of aircraft/formation
- (2) Takeoff and landing times
- (3) Mission delays and/or deviations
- (4) Aircrew points-of-contact information if aircraft will remain overnight in the AOR
- (5) Problems contacting FMF or other significant information

(AFFSA/XOIA LTR)

# 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.



<u>ANTENNA LOCATIONS</u>	
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 FIL 08-577)

## 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.

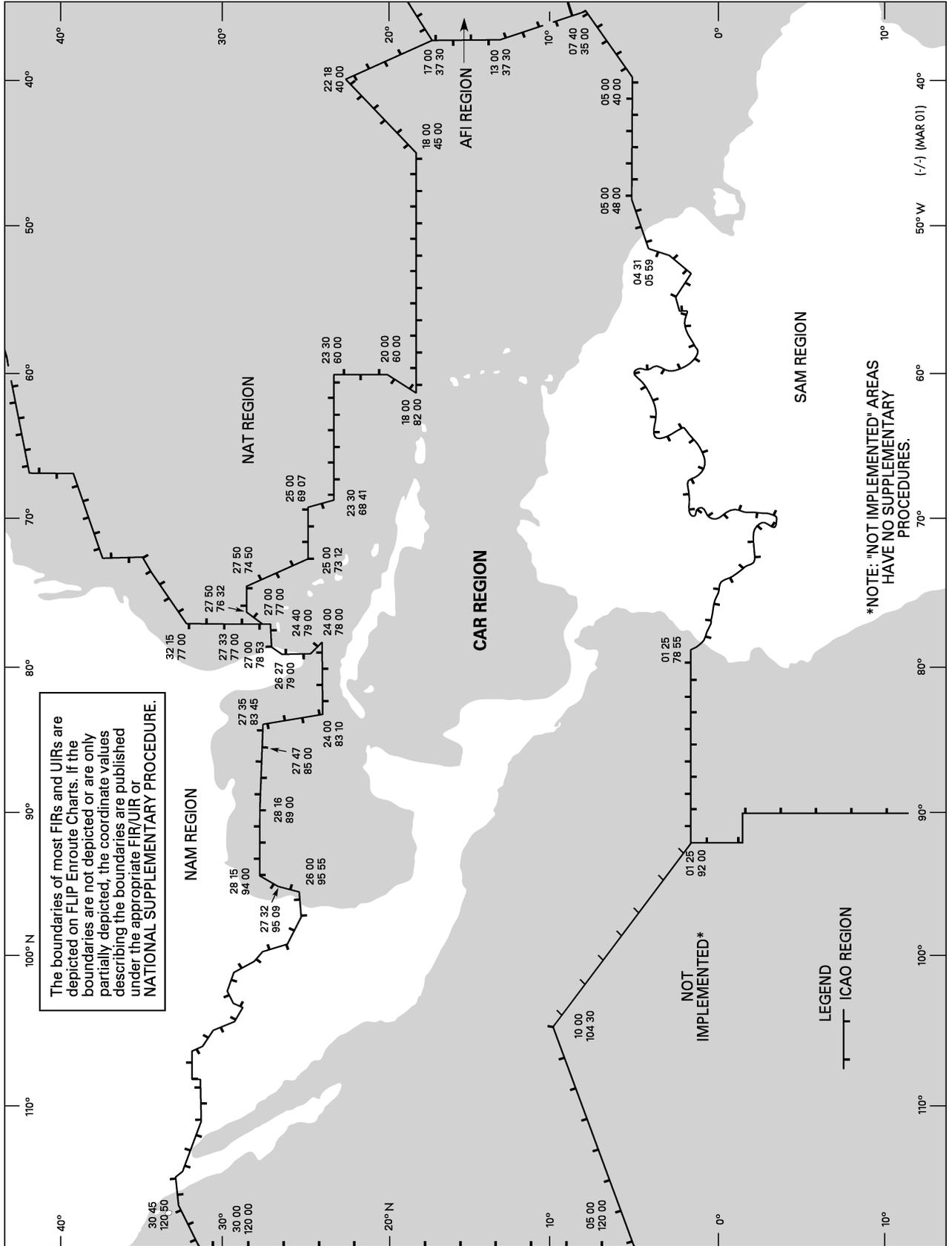
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Chapter 2

ICAO REGIONAL DATA

SECTION A. CARIBBEAN (CAR) REGION



## 2-2 CARIBBEAN SUPPLEMENTARY PROCEDURES

### SECTION A. CARIBBEAN (CAR) REGION

#### CARIBBEAN REGIONAL SUPPLEMENTARY PROCEDURES

service is available. PMSV service requires a phone patch to the 25th OWS at DSN 228-1977/2027/2138, C520-228-1977/2039.  
(AFFSA/AFFSA FIL 02-52)

#### 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 25th OWS at Davis-Monthan AFB (KDMA), AZ not later than 2 hours prior to requested briefing/takeoff time. 24 hour

#### ROUTE AND AREA RESTRICTIONS -

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

(AFFSA/XOIA)

#### 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".

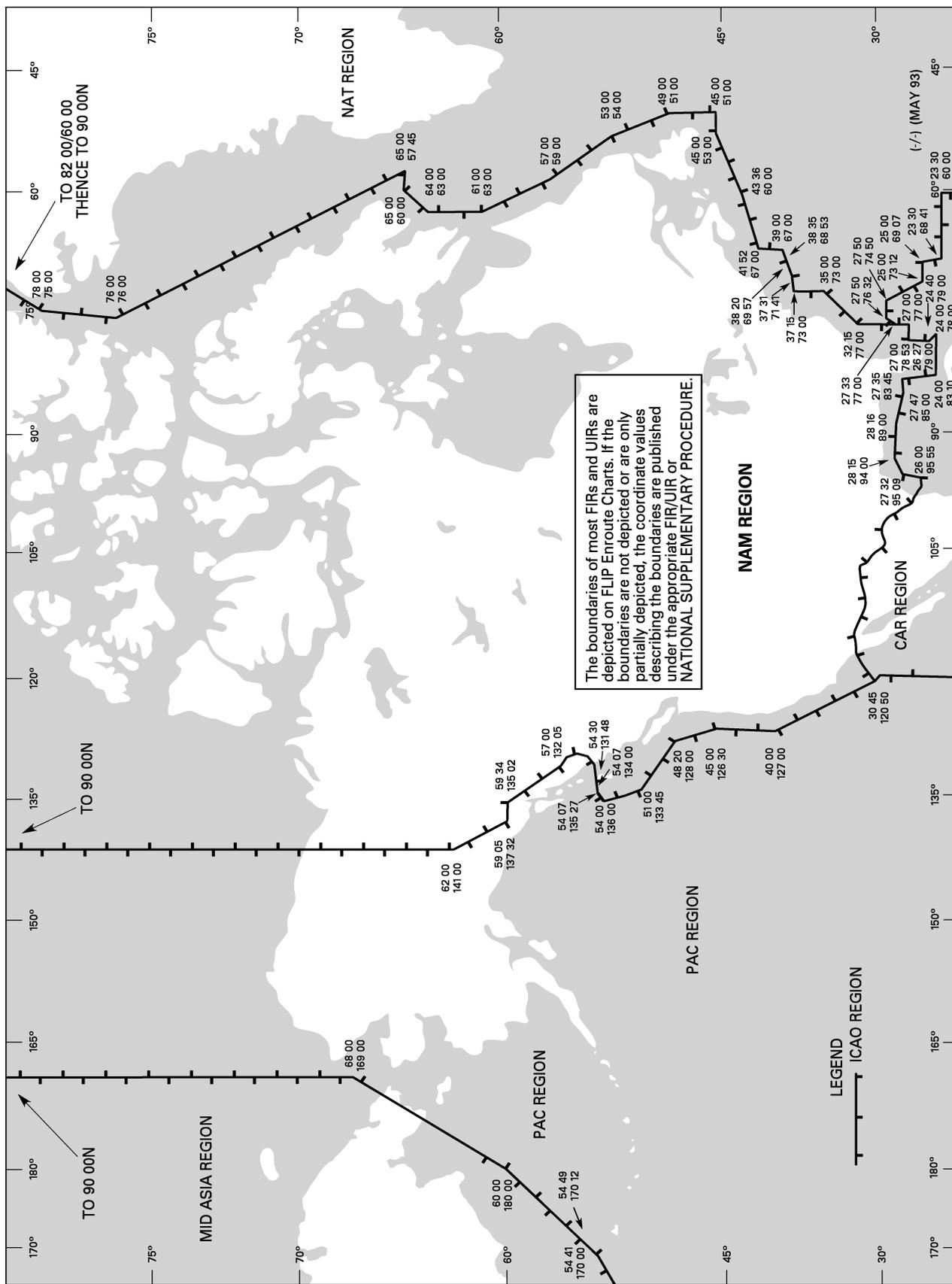
## CARIBBEAN SUPPLEMENTARY PROCEDURES 2-3

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**



**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.

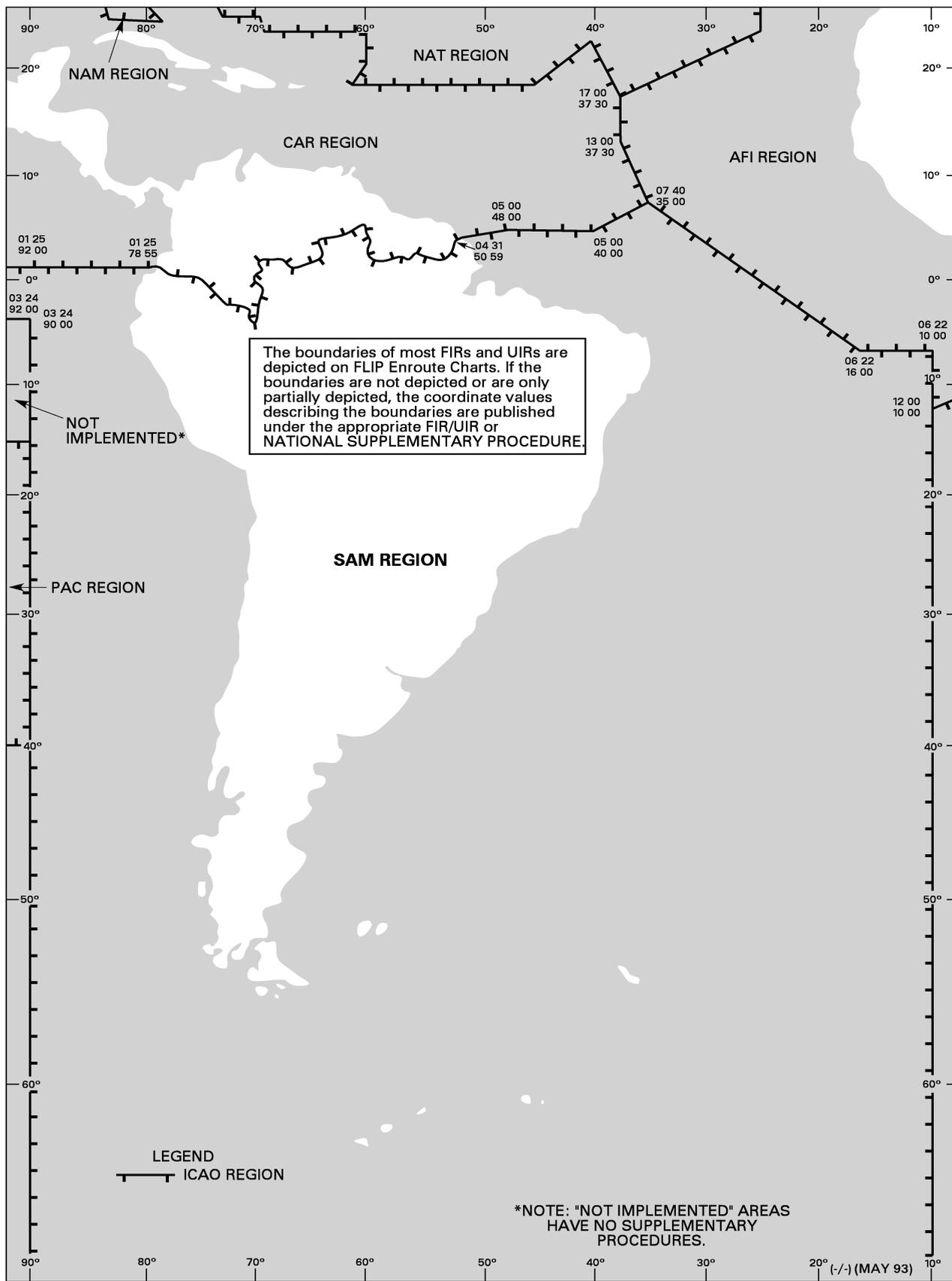
**SECTION C. NORTH ATLANTIC (NAT) REGION**

**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.

**SECTION D. SOUTH AMERICAN (SAM) REGION**



## 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/AFFSA FIL 04-657)

### 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/XOIA)

### 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****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.

**RVSM RULES** - Standard SAM RVSM.

**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 set it at 2000 to make it possible to activate the airborne collision avoidance systems on aircraft having them.  
(SPEC/ENR 1.6-2)

**ADDITIONAL INFORMATION****NATIONAL HOLIDAYS -**

## ARGENTINA HOLIDAYS

NAME	DATE
New Year's Day	1 Jan
Good Thursday	The Thursday before Easter
Good Friday	The Friday before Easter
Labor Day	1 May
Constitution Day	25 May
Affirmation of Argentina's Rights over the Malvinas	2 Apr (*)
Flag Day	20 Jun (*)
Independence Day	9 Jul
General San Martin Day	17 Aug (*)
Columbus Day	12 Oct (*)
Day of the Immaculate Conception	8 Dec
Christmas	25 Dec

\* Actual date may change.

(SPEC/GEN 2.1-2)

**ASCENSION ISLAND****NATIONAL PROCEDURES**

**DIMENSIONAL UNITS** - Blue Table except:

- RELATIVELY SHORT DISTANCES - Feet.
- WIND SPEED - Statute miles per hour for surface winds.
- VISIBILITY - Statute miles.
- RUNWAY VISUAL RANGE - Feet.
- ALTIMETER SETTING - Inches of mercury.
- TEMPERATURE - Degrees Fahrenheit for surface.
- WEIGHT - Pounds.

(AFFSA/AFFSA)

**ALTIMETER SETTING PROCEDURES** - Standard.

**VERTICAL SEPARATION** - Semi-circular.

**POSITION REPORTING** - Standard.

**VISUAL FLIGHT RULES**

Standard.

## 3-2 BAHAMA ISLANDS

### INSTRUMENT FLIGHT RULES

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

### FLIGHT PLANNING

#### CLEARANCE INFORMATION -

1. No facilities at Ascension for obtaining Air Traffic Control clearances to any country. Aircraft commanders must obtain their own Air Traffic Control clearance directly from the Area Control Centers of the region which they are entering.

(AFFSA/AFFSA)

### FLIGHT HAZARDS

1. Migratory birds in the vicinity of the departure end of Rwy 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.

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.

2. Ascension AUX AF (FHAW) is located on the SW corner of Ascension Island in the South Atlantic Ocean. It is bounded on three sides by water and on the fourth side by mountainous terrain. Phase 2 bird activity is coincident with the Wideawake tern nesting season. The breeding areas are S and SE of the departure end of Rwy 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, smokey terns, egrets and booby birds; these birds are found predominately NE of the airfield and are not normally a hazard to aircraft. Despite the large bird population, there have been few recorded Bird Aircraft Strike Hazard incidents.

(AFFSA/AFFSA FIL 04-572)

3. Livestock (sheep and wild jackass) have free range in the vicinity of runway and airport.

(AFFSA/AFFSA)

4. High speed taxiway left side of Rwy 13 at approximately the 4000' to go re-entry to runway at 3000' 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.

(AFFSA/AFFSA FIL 04-572)

## BAHAMA ISLANDS

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

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

**DIMENSIONAL UNITS** - Blue Table.

**ALTIMETER SETTING PROCEDURES** - Standard.

**VERTICAL SEPARATION** - Semi-circular.

**POSITION REPORTING** - Standard.

### VISUAL FLIGHT RULES

Standard.

### INSTRUMENT FLIGHT RULES

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

### 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 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)

2. Aircraft on IFR flight plans entering the Miami (KZMA) CTA/FIR at FL240 and above from Havana (MUHA) CTA/FIR are requested to establish communication with Miami (KZMA) Oceanic CTA/FIR prior to the boundary (N24°00') on the following frequencies for airways/direct routes:  
between W81°00' - W83°00' 132.2 VHF/323.1 UHF  
between W80°00' - W81°00' 124.7 VHF/323.0 UHF  
between W78°10' - W80°00' 135.22 VHF/381.45 UHF  
between W78°10' - SE to N22°00' W75°00' 127.22 VHF/239.02 UHF.

3. Aircraft on IFR flight plans entering Miami (KZMA) CTA/FIR below FL240 from the Havana (MUHA) CTA/FIR are requested to establish communication with Miami (KZMA) ARTCC 10 minutes prior to the Miami (KZMA) Oceanic CTA/FIR boundary (N24°00') on the following frequencies:  
B646 and G765 - at and above FL170 132.2 VHF/323.1 UHF, at and below FL160 133.5 VHF/306.9 UHF,  
B503 - 127.22 VHF/239.02 UHF,  
G437 - 125.7 VHF/307.9 UHF,  
A301 and R628 - 134.6 VHF/269.05 UHF.

(SPEC/FAA INTL NOTAM 4-02)

4. Airway A555, between 1200-2359Z, will be reserved for NW traffic, between ZBB NDB and GT NDB, at and above FL240.  
(FAA/NFDD 84-207)

dealt with according to law.

(SPEC/AIC 3-95)

## SUPPLEMENTARY AIRPORT INFORMATION -

### Lynden Pindling International (MYNN)

1. When cleared by Air Traffic Control to make a left or right turn-out after takeoff, pilots shall avoid flying over congested areas on and adjacent to the airport to minimize disturbance or undue hazard in the event of an emergency arising. They must ensure that they are beyond the departure end of the runway or at a minimum height of 500' AGL before commencing any turn  
(SPEC/AIC 9/98)

### ROUTE AND AREA RESTRICTIONS -

1. Aircraft should be operated at 250 knots or less within 15 NM radius of the following airports, except when minimum safe air speed is greater than 250 knots.

- a. Lynden Pindling Intl (MYNN)
- b. Freeport Intl (MYGF)
- c. West End (MYGW)

(SPEC/RAC 1-5)

2. Visual Flight Rules do not apply in the Bahamas between sunset and sunrise. Pilots are advised to file an IFR Flight Plan and obtain an Air Traffic Control clearance prior to take-off and before entering controlled airspace.

(SPEC/RAC 1-1)

3. SPECIAL DEPARTURE/ARRIVAL PROCEDURES - IFR/VFR are established over P3002 located within the Lynden Pindling Intl (MYNN) Airport Traffic Zone, approximately 3.5 NM S of airport between the ZQA R-200 and R-245.

a. DEPARTURES - Adhere to instructions provided by Air Traffic Control, or climb to an altitude above 1000' prior to flying over P3002, or avoid P3002 when unable to reach an altitude above 1000' and:

(1) Maintain heading E of the ZQA R-190 or W of the ZQA R-250 until:

(a) Above 1000' or

(b) Well clear of P3002 (approximately 10 NM S) prior to proceeding on course.

(2) Make a short turn, thereby remaining N of the N boundary of P3002.

b. ARRIVALS - Adhere to instructions provided by Air Traffic Control, or maintain an altitude well above 1000' until well clear of the perimeter of P3002 prior to commencing descent. When unable or when below an altitude of 1000', avoid P3002, remain clear of the ZQA R-190 and R-250 and approximately 10 NM S.

**NOTE:** The above procedures apply to aircraft utilizing Rwy 09-27 and 14-32. Pilots may expect vectors when requested or instructed to avoid violating the prohibited airspace of P3002. Pilots are expected to adhere to the procedures herein and violators shall be

## 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 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 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 1.7-5)

**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 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)

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

## 3-4 BOLIVIA

### FLIGHT PLANNING

1. VFR flights arriving and departing Philip S.W. Goldson Intl (MZBZ):

a. All VFR flights inbound to Philip S.W. Goldson Intl (MZBZ), or Belize City Municipal, or transitioning within 25 NM of the airport will, when within 25 NM range of the airport, be at an altitude below 3000', and when within the Control Zone (10 NM range of the airport), be at an altitude below 2000'.

b. All VFR flights departing from Philip S.W. Goldson Intl (MZBZ) or Belize City Municipal will fly at an altitude below 2000' while within the Control Zone (10 NM range of the airport) and outside the Control Zone, below 3000' until beyond 25 NM range from the airport.

2. IFR flights arriving and departing Philip S.W. Goldson Intl (MZBZ):

a. All IFR flights inbound for landing at Philip S.W. Goldson Intl (MZBZ) will arrange their descent to be descending through 4000' at Belize BZE DME 10 NM range, unless otherwise instructed.

b. All IFR flights departing from Philip S.W. Goldson Intl (MZBZ) will arrange their climb to achieve 4000' or above at Belize BZE DME 10 NM range. Commanders of aircraft which cannot achieve the required climb gradient should inform the controller of the fact before taxiing so that he can arrange a special departure clearance.

(SPEC/SUP 9)

### ROUTE AND AREA RESTRICTIONS -

1. A Short Range Air Defense Engagement Zone, (SHORADIZ), is in force within 8 NM of Philip S.W. Goldson Intl (MZBZ) surface to 19,000'. Aircraft transiting the area or intending to land contact Approach 121.0 or Tower 118.0 within 16 NM of airport. Transiting aircraft avoid entering the SHORADIZ if possible. All movements within SHORADIZ prohibited without Air Traffic Control approval.

(SPEC/AGA 0-2)

## BOLIVIA

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes La Paz FIR.

**DIMENSIONAL UNITS** - Blue Table except:

1. **ALTIMETER SETTING** - Hectopascal unit of measurement.  
(SPEC/DGCA GEN 1-7)

**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 RAC 1-1)

### INSTRUMENT FLIGHT RULES

Bolivia has implemented the ICAO Annex 11 airspace classifications.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

## BRAZIL

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

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

**DIMENSIONAL UNITS** - ICAO Table except:

1. **HORIZONTAL SPEED** - Kilometers per hour or knots.  
(SPEC/GEN 2.1.3)

**ALTIMETER SETTING PROCEDURES** - Standard.

**VERTICAL SEPARATION** - Semi-circular.

**POSITION REPORTING** - Standard.

### VISUAL FLIGHT RULES

Standard except:

1. The VFR flights will be performed only when the following rules can be complied with simultaneously and continuously:

a. Maintain flight visibility equal to or above 3 SM.

b. Maintain a distance not less than 1 NM horizontally and 1000' vertically from clouds or any other meteorological formation of equivalent opacity.

c. Maintain reference with the ground or water, without permitting any meteorological formation below flight level to obstruct more than half of the pilots vision reference.

d. Fly below FL150.

e. Fly less than 380 knots.

(SPEC/GEN 1.7-1)

2. Brazil has implemented the ICAO Annex 11 airspace classifications with following exceptions:

a. Airspace classification B, VFR speed limitation is 380 knots indicated air speed.

(SPEC/ENR 1.4-2)

- b. Airspace classification E, VFR radio communication is continuous two-way.  
(SPEC/ENR 1.4-3)

## INSTRUMENT FLIGHT RULES

**RVSM RULES** - Standard SAM RVSM, except for (EUR/SAM) CORRIDOR as follows:

### 1. EUROPE AND SOUTH AMERICA (EUR/SAM) CORRIDOR REDUCED VERTICAL SEPARATION MINIMA (RVSM) AIRSPACE

#### a. Separation of aircraft

#### b. Lateral separation

(1) The minimum lateral separation that shall be applied between RNAV- equipped aircraft approved to RNP 10 or better shall be 50 NM.

(2) Operators shall establish programs to mitigate the occurrence of large lateral track errors due to equipment malfunction or operational error, which:

(a) Ensure that operating procedures include mandatory navigation cross checking procedures to identify navigation errors in sufficient time to prevent aircraft inadvertently deviating from an ATC cleared route.

(b) Provide for the continued airworthiness of aircraft navigation systems necessary to navigate to the degree of accuracy required.

#### c. Longitudinal separation

(1) Minimum longitudinal separation between aircraft will be 10 minutes when the MACH number technique is applied or 80 NM RNAV.

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

#### (1) AREA OF APPLICATION

(a) 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.

(b) RVSM shall be applicable in that volume of airspace between FL290 and FL410 in the following airspace: From N25°00'/W015°30'; N17°20'/W02°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'.

#### e. 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 2r North in the Canarias FIR where no exceptions are allowed.

#### f. Special coordination procedures:

(1) 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.

(2) 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.

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

(a) Aircraft identification

(b) Type of aircraft

(c) Departure aerodrome and ETD

(d) Route

(e) Position and estimated time over the entry and exit points of each FIR concerned.

(f) Requested Flight Level

(g) Destination aerodrome and ETA.

(4) The operator shall insert STS/NOI\RVSM in field 18 of the ICAO Flight Plan.

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

g. 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.

#### h. Contacts

(1) Atlantico ACC: 55.81 2129-8330/3464-4107/2129-8388

(2) Canarias ACC: 34 928 577060 1928577064

(3) Dakar ACC: 221 8692305/8692307

(4) Sal ACC: 2382411970

#### i. 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,

### 3-6 BRAZIL

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.

#### j. FLIGHT PLANNING REQUIREMENTS

(1) 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:

(a) For RVSM Approved Civil Aircraft

(b) 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.

(c) Operators of RVSM approved civil aircraft intending to operate within the EURISAM 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 EURISAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point.

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

(d) For RVSM Approved State Aircraft

(e) 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.

(f) Operators of formation flights of State aircraft intending to operate within the EURISAM 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.

(g) Operators of RVSM approved State aircraft intending to operate within the EURISAM 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 EURISAM Corridor RVSM airspace and the requested flight level for that portion of the route commencing immediately after the RVSM entry point.

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

(h) For NON-RVSM Approved state Aircraft

(i) 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.

(j) 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.

(k) 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.

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

(1) 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.

(2) 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.

(3) 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 C 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.

#### l. 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."*

#### m. ACAS

(1) 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.

#### n. TRANSITION AREA

(1) RVSM approval is not required in order to operate within RVSM transition areas.

(2) Transition from RVSM Flight Level to Non RVSM Flight Level.

- (a) ATS ROUTE UL206  
- Expect transition between FLUTE and NEMOL Reporting Points.

(b) ATS ROUTE UR551  
- Expect transition between AMBET and SIDIR Reporting Points.

(3) Transition from Non RVSM Flight Level to RVSM Flight Level.

(a) ATS ROUTE UL206  
- Expect transition between BUGAT and NEMOL Reporting Points.

(b) ATS ROUTE UR551  
- Expect transition between BUGAT and SIDIR Reporting Points.

o. 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).

p. Procedures for Suspension of RVSM

(1) 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.

q. 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 and wake turbulence. The Strategic Lateral Offset Procedure will be in force throughout the Atlantico FIR. This procedure is to be used for both wake vortex

encounters and to mitigate the heightened risk of occur due to highly accurate 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.

r. 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:

(1) Aircraft without automatic offset programming capability must fly the centerline.

(2) 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.

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

(4) 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.

(5) 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 co-ordinate the best wake turbulence offset option.

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

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

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

## FLIGHT PLANNING

1. Flight plan is not required for:

- a. Aircraft participating in Search and Rescue Mission  
b. Enroute flight, taking off from airport with no Air Traffic Service unit, providing it is kept under visual conditions until it is possible to establish communication with the Air Traffic Service unit.

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c. Enroute flight of non-radio equipped aircraft or with an equipment that is not able to establish communication with the Air Traffic Service unit, providing it is kept under visual conditions, takeoff is performed from airport with no Air Traffic Service unit and it does not cross international frontiers.

(SPEC/GEN 1.7-1)

## ROUTE AND AREA RESTRICTIONS -

### 1. Rio De Janeiro TCA

a. Aircraft that carry out parachuting, aerobatic flight or towing shall establish two-way radio communication with the appropriate ATC unit and maintain permanent listening on the appropriate frequency during flight. If it is not possible to establish communication with the unit responsible for the area, make contact 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 2.1.1-2R)

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.

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)

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## 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 PRESSURE 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

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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 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 - <b>24 hours per day</b>
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 - <b>24 hours per day</b>
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.

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(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 -

(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 FL280 and above.

(NAV CANADA/GPH 204, CH 4, SEC 1, 3 & CH 7, SEC 2)

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, re-clear 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.

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### (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)

### 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

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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:

- (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 -

### 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

08L/26R ATC, ICAO Annex 16 Chapter 3 or FAA FAR Part 36 Stage 3 certified aircraft are permitted to climb heading 231°. 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.

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. 0001-0700 Departure/Arrival of JET AIRCRAFT cargo, air carrier scheduled and charter flights require the prior approval of the Superintendent of Airport Operations.

3. 2200-0700 Departure/Arrival of ALL AIRCRAFT on Rwy 08L and 26R not permitted.

4. 2200-0700 Local training flights not permitted.

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".

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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 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)

## 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)

## CHILE

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes Antofagasta FIR, Puerto Montt FIR, Punta Arenas FIR, Santiago FIR.

#### DIMENSIONAL UNITS - ICAO Table except:

1. ALTITUDE, ELEVATION AND HEIGHT - Feet.  
(SPEC/GEN 1.9)

#### ALTIMETER SETTING PROCEDURES - Standard.

#### VERTICAL SEPARATION - Semi-circular.

**NOTE:** Magnetic headings in the Table of Cruising Levels for Chile do not correspond with those in the ICAO Table of Cruising Levels (except within the Pascua FIR). Odd is between 030° and 209°. Even is between 210° and 029°. The transition will be within Chilean airspace for international flights arriving or departing from Chile.

(SPEC/ENR 1.7-3)

#### POSITION REPORTING - Standard.

### VISUAL FLIGHT RULES

Standard.

### INSTRUMENT FLIGHT RULES

Standard.

#### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

### FLIGHT PLANNING

#### ROUTE AND AREA RESTRICTIONS -

1. All general aviation and civil transport aircraft are restricted from flying over Santiago City except for landing and takeoff.  
(SPEC/RAC 4-4-2)

2. All international flights between the Chilean/Argentinian border should file IFR flight plans and fly in controlled airspace.  
(SPEC/AD 2.8-11)

3. Unless expressly authorized by the Air Traffic Service or unless the airport pattern requires, the following will be considered restricted areas:

- a. Military airports, naval vessels, international airports, military units and areas within a 5 NM radius to 3000' AGL.
- b. Public airports, seaports, petroleum refineries, fuel depots, arsenals, power plants, dams and hospitals to 3000' AGL.  
(SPEC/ENR 5.1-14)

4. Continuous portions of Advisory Route L348 and UL348 in Santiago FIR and Pascua FIR not shown on any DoD FLIP products: Beginning at compulsory reporting point in Santiago FIR, Morsa S33°40' W75°00', Robik S33°37' W79°00', Makra S32°50' W85°00', Carpa S32°00' W90°00' (Pascua FIR/Santiago FIR limit), in Pascua FIR Tacas S31°00' W95°00', Gamba S29°50' W100°00' and the remainder on PAA Chart 11D.  
(SPEC/ENR 3.2-3-M)

5. Continuous portions of International Route UL401 in Antofagasta FIR not shown on any DOD FLIP Chart: Beginning at ESDIN CRP S18°21' W80°12' to JURAK CRP S24°47' W76°38' to ANPUK CRP S28°30' W74°24'.  
(SPEC/ENR 3.2-3-M)

## COLOMBIA

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes Barranquilla and Bogota FIR. Airspace rules within Colombia are strictly enforced. Consult NOTAM for latest information.

**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 2.1-9)

#### 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 except:

1. The last position report before passing from one FIR to an adjacent one will also be transmitted to the Air Traffic Service which serves the airspace about to be entered.  
(ICAO 7030/4/SAM RAC 3.0)

### 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 FL195.  
(SPEC/ENR 1.7-2)

### INSTRUMENT FLIGHT RULES

Colombia has implemented the ICAO Annex 11 airspace classifications.  
(SPEC/ENR 1.1-1)

**RVSM RULES** - Standard.  
(AFFSA/AFFSA FIL 04-657)

### FLIGHT PLANNING

1. TRANSPONDERS - Use of SSR transponder with Mode C is mandatory for any aircraft operating within the airspace of Colombia.  
(SPEC/ENR 1.6-5 Para 10.1)

2. RON - RON aircraft are prohibited at all uncontrolled airfields where no local security exists.

### SUPPLEMENTARY AIRPORT INFORMATION -

#### Covenas Naval Base (SKCV)

1. Aircraft intending to land must adhere to the following procedures for identification to avoid armed intervention:
  - a. Approach on heading 230° toward Rwy 23 up to the coastline.
  - b. At the coastline turn right heading 330° and establish a 1 minute right hand holding pattern 1000' altitude.
  - c. Contact Covenas Naval Base (SKCV) on 126.2 for permission to land.  
(SPEC/RTE MANUAL Pg 292-3)

#### 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 400' AGL initiate turn. At 800' AGL adjust power in accordance with aircraft noise abatement schedule. Continue climb at V2+10 in takeoff configuration. At 10,000' increase power and retract flaps/slats while maintaining positive rate of climb. At 11,500' accelerate to enroute climb speed.
  - c. Rwy 13L/R
    - (1) Left Turn - Climb at V2+10. At 800' AGL or when reaching ROMEO LOM, initiate turn and set climb power. Continue climb at V2+10 in takeoff configuration.
    - (2) Right Turn - Maintain runway heading to QDR 219° radial then initiate turn. At 800' AGL adjust power in accordance with aircraft noise abatement schedule. Continue climb at V2+10 in takeoff configuration.

## 3-20 COLOMBIA

(3) At 11,000' increase power and retract flaps/slats while maintaining positive rate of climb. At 12,000' 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 13/14)

## 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 4 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

(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 2 sectors consisting of a circle 2 NM in radius centered on N04°35'53" W74°04'52" (Narino Palace) and a circle 1 NM in radius centered on N04°55'32" W74°00'08" (Hacienda Hato Grande) is prohibited to fixed-wing aircraft and helicopter at any altitude.

(SPEC/ENR 6.4-1 Para 1.8)

4. The airspace within a circle of 5 NM radius centered on N05°15'56" W73°35'44" (Military Brigade Site) is restricted from overflight by all aircraft.

(SPEC/AD2-SKRG 3 Para 20)

5. 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)

6. Three Civil Flight Training Areas are established. Hours of Operation - 1100-2300Z; Controlling Agency - Vanguardia (SKVV) Tower 118.7 MHz.

a. Area 1 - From N03°59'00" W73°46'00" (SW side of the town of Acacias) then S along Highway 65 to N03°53'00" W73°46'30" (NW side of the town of Guamal) then remaining N of the River Guamal to N03°55'00" W73°50'00" to N03°59'00" W73°50'00" to beginning. Effective Altitude - 2000' to 2500'.

b. Area 2 - From N03°52'30" W73°46'30" (NW side of the town of Guamal) then S along Highway 65 to N03°48'00" W73°44'36" (intersection of the road that goes W to the town of Cubarral) then W along the road to N03°47'30" W73°50'18" (town of Cubarral) then N to N03°54'30" W73°50'00" (River Guamal) then SE along the river to beginning. Effective Altitude - 2000' to 3500'.

c. Area 3 - From N03°48'00" W73°50'18" (town of Cubarral) then E along road to N03°48'00" W73°44'48" (intersection of Highway 65) then SE along Highway 65 to N03°42'50" W73°42'12" (NW side of the town of San Martin) to N03°42'30" W73°50'18" to beginning. Effective Altitude - 2000' to 3500'.

(SPEC/AD 2-SKVV 3 Para 20)

## FLIGHT HAZARDS

1. Barranquilla ACC (SKEC) has radio coverage/reception problems in the N sector of the Barranquilla FIR. **Use extreme caution when operating in sector and maintain vigilance for unreported aircraft.**

(AFFSA/FIL 91-35)

## 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 (T-2, L-9)
Alfonso Bonilla Aragon Intl (Cali)	16,000' or below or 17,000' or below	ABL W17 ULQ W3 CLO (T-2, L-9)  GIR R564 CLO (T-2, L-9)
Alfonso Lopez Pumarejo (Valledupar)	14,000' or below or 15,000' or above	TEH W23 Aleja W11 OTU W33 ELB W19 VVP (T-2, L-9, L-7)  TEH W44 EJA W12 ELB W19 VVP (T-2, L-9, L-7)
Alfredo Vasquez Cabo (Leticia)	15,000' or above	ZIP W25 Migan W45 VVC (T-2, L-9)

### 3-22 COSTA RICA

Terminal (City)	Altitude (feet)	Route and Charts
Almirante Padilla (Riohacha)	14,000' or below or 15,000' or above	TEH W23 Aleja W11 OTU W33 ELB W19 VVP W32 RHC (T-2, L-9, L-7)  TEH W44 EJA W12 ELB W19 VVP W32 RHC (T-2, L-9, L-7)
Benito Salas (Neiva)	13,000' or above	TEH W16 NVA (T-2, L-9)
Camilo Daza (Cucuta)	17,000' or above	ZIP W9 PIE W34 CUC (T-2, L-9, L-7)
Caucaya (Puerto Leguizamo)	13,000' or above	TEH W16 FLA R567 PLG (T-2, L-9, L-10, L-11)
Covenas NB (Tolu)	15,000' or below or 16,000' or above	TEH W23 MQU A323/B689 RNG (T-2, L-9, L-7)  TEH W23 ABL W36 Felix W25 RNG (T-2, L-9, L-7)
El Carano (Quibdo)	14,000' or below or 16,000' or above	TEH W23 MQU A323/B689 RNG W26 UIB (T-2, L-9, L-7)  ABL W36 Pupir W26 UIB (T-2, L-9)
El Yopal	15,000' or above	ZIP W20 SOG W34 EYP (T-2, L-9)
Ernesto Cortissoz (Barranquilla)	14,000' or below or 15,000' or above	TEH W23 Aleja W3 MGN W46 BAQ (T-2, L-9, L-7)  TEH W44 EJA A301 BAQ (T-2, L-9, L-7)
Fabio Alberto Leon Bentley (Mitu)	15,000' or above	ZIP W25 Migan W45 VVC (T-2, L-9, L-11)
Gomez Nino Apiay (Villavicencio)	18,000' or above	TEH W44 VVC (T-2, L-9)
Gustavo Artunduaga Paredes (Florencia)	13,000' or above	TEH W16 FLA (T-2, L-9)
Jorge E. Gonzalez Torres (S. Jose d. Guaviare)	18,000' or above	TEH W44 SJE (T-2, L-9)
Jose Maria Cordova (Rionegro)	15,000' or below or 16,000' or above	TEH W23 MQU A323/B689 RNG (T-2, L-9)  TEH W23 ABL W36 Felix W25 RNG (T-2, L-9)
La Mina (Cerrejon)	14,000' or below or 15,000' or above	TEH W23 Aleja W11 OTU W33 ELB W19 CJN (T-2, L-9, L-7)  TEH W44 EJA W12 ELB W19 CJN (T-2, L-9, L-7)

Terminal (City)	Altitude (feet)	Route and Charts
Los Garzones (Monteria)	14,000' or below or 15,000' or above	TEH W23 MTR (T-2, L-9, L-7)  ABL W36 Felix W25 RNG W8 MTR (T-2, L-9, L-7)
Olaya Herrera (Medellin)	15,000' or below or 16,000' or above	TEH W23 MQU A323/B689 RNG (T-2, L-9)  TEH W23 ABL W36 Felix W25 RNG (T-2, L-9)
Palonegro (Bucaramanga)	15,000' or above	ZIP W9 BGA (T-2, L-9, L-7)
Puerto Bolivar (Portete)	14,000' or below or 15,000' or above	TEH W23 Aleja W11 OTU W33 ELB W19 CJN (T-2, L-9, L-7)  TEH W44 EJA W12 ELB W19 CJN (T-2, L-9, L-7)
Rafael Nunez (Cartegena)	14,000' or below or 15,000' or above	TEH W23 Butal W6 CTG (T-2, L-9, L-7)  TEH W44 EJA W10 CTG (T-2, L-9, L-7)
San Vicente del Caguan	13,000' or above	TEH W22 NVA W15 SVC (T-2, L-9)
Santiago Perez (Arauca)	15,000' or above	ZIP W20 AUC (T-2, L-9)
Simon Bolivar (Santa Marta)	14,000' or below or 15,000' or above	TEH W23 Aleja W3 MGN W4 STA (T-2, L-9, L-7)  TEH W44 EJA W12 ELB W9 STA (T-2, L-9, L-7)
Tame	15,000' or above	ZIP W20 TME (T-2, L-9)
Tres de Mayo (Puerto Asis)	13,000' or above	TEH W22 SIS (T-2, L-9, L-10)
Tres Esquinas	13,000' or above	TEH W16 FLA R567 TQS (T-2, L-9, L-10, L-11)
Vanguardia (Villavicencio)	18,000' or above	TEH W44 VVC (T-2, L-9)
Villa Garzon	13,000' or above	TEH W22 SIS (T-2, L-9, L-10)

(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. Air Traffic Control will not assign FL200 to any aircraft when QNH pressure is less than 29.92".  
(SPEC/ENR 1.7-1)
2. 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 1.7-5)

### **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 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)

## **RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

## **FLIGHT PLANNING**

### **ROUTE AND AREA RESTRICTIONS** -

1. All aircraft operating in areas where Air Traffic Control services are not available must transmit in blind on 123.0 for enroute and position reports.  
(SPEC/CL I NOTAM C029)
2. When landing at fields where no Air Traffic Control facilities exist, pilots shall first make a low pass over the runway before landing.  
(SPEC/CL II NOTAM A004)
3. Every aircraft which intends to perform flights across the international borders, whether on entrance or on departure, in visual conditions (VFR) or in instrument conditions (IFR), should present obligatory a Flight Plan and include alternate airports. For the effect it is informed that the unique airport within domestic territory which can be used as alternate are the following:

JUAN SANTAMARIA	(MROC)
TOBIAS BOLANOS	(MRPV)
DANIEL ODUBER QUIROS	(MLRB)
LIMON	(MRLM)

(SPEC/CL I NOTAM A-407)

## **CUBA**

### **NATIONAL PROCEDURES**

#### **GENERAL INFORMATION/FIR/UIR**

**COVERAGE** - This entry includes the Habana FIR.

**DIMENSIONAL UNITS** - ICAO/Blue Table.

**ALTIMETER SETTING PROCEDURES** - Standard.

**VERTICAL SEPARATION** - Semi-circular.

1. According to agreement between the ACC's of Panama (MPZL), Kingston (MKJK), Habana (MUHA) and Miami (KZMA) on routes: A/UA301, UA509, A/UA511, B/UB503, B/UB767, G/UG430, UG435, G/UG437, G/UG442, G/UG448, R/UR625, R/UR628, aircraft flying toward the S semi-circle (090°-269°) shall use FL70, 90, 110, 150, 270, 290, 330, 370, etc. Flying toward the N semi-circle (270°-089°) shall use FL80, 100, 120, 160, 280, 350, 390, etc, unless the ACC's in coordination decide against it.  
(SPEC/RAC 2-1.2)

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

a. Central America FIR (MHTG) heading to Habana FIR (MUHA) use FL200, 220, 240, 260, 280, 310, 350, 390, etc.

b. Habana FIR (MUHA) heading to Central America FIR (MHTG) use FL190, 210, 230, 250, 270, 290, 330, 370, etc.  
(SPEC/HO SUP)

# 3-24 DOMINICAN REPUBLIC

## POSITION REPORTING - Standard.

### VISUAL FLIGHT RULES

1. VFR flights are not authorized for foreign aircraft.

**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.

(NAVFIG/FIL 92-16)

### INSTRUMENT FLIGHT RULES

Standard.

### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

### FLIGHT PLANNING

1. All aircraft flying to or from the national territory or overflying its airspace shall do so following Instrument Flight Rules.
2. All aircraft flying within Habana FIR (MUHA) using any trajectory not requiring flying over the national territory shall do so on an IFR Flight Plan or controlled VFR, avoiding overflying the territory and jurisdictional waters.
3. All aircraft must communicate with no less than 10 minutes prior to the operation: position and approximate time of overflight of the outside line of the FIR.
4. Air traffic service data relative to Habana FIR (MUHA) is published for information only. Accuracy of data cannot be confirmed. Consult NOTAM prior to flight within this area.  
(SPEC/RAC 0-2, 3, FAL 1-1.8)

### SUPPLEMENTARY AIRPORT INFORMATION -

#### Guantanamo Bay NS (MUGM)

1. 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.
2. 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 C&SA Enroute Supplement). Aircrews must provide own security, if required.
3. 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, C&SA Enroute Supplement.  
(NAVFIG/FIL 95-08)

# 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 1-6)

### ALTIMETER SETTING PROCEDURES - Standard except:

1. The transition altitude in the Santo Domingo FIR is 17,000' MSL.
2. 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.
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', (152.4 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.
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 1.2)

**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:

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

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available on the ground and in the aircraft.

(SPEC/ENR 1.2-2)

### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

## 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, 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 1.2-1)
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 1.2)

**INSTRUMENT FLIGHT RULES**

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

**FLIGHT PLANNING**

1. Continuous portions of following routes in Guayaquil UIR not shown on any DoD FLIP products:

a. UW2/W2F beginning at LOLIN CRP (S01°24' W85°15'), true heading 281, 87 NM to ERIZO CRP (S01°08' W86°41'), true heading 281, 70 NM to IGUANA CRP (S00°55' W87°49'). (SPEC/ENR 3.2-8)

b. UW21F/W21F beginning at PUPES CRP (S00°18' W86°11'), true heading 265, 71 NM to DELFIN CRP (S00°21' W87°22'). (SPEC/ENR 3.2-12)

c. UL344 beginning at LOLIN CRP (S01°24' W85°15') true heading 316, 86 NM to PUPES CRP (S00°18' W86°11') true heading 320, 130 NM to ARTOM CRP (N01°25' W87°29'). (SPEC/ENR 3.2-3)

d. UL312 beginning at OSAKI CRP (S03°24' W84°41') true heading 316, 182 NM to ERIZO CRP (S01°08' W86°41') true heading 316, 62 NM to DELFIN CRP (S00°21' W87°22') true heading 316, 141 NM to LOGAL CRP (N01°25' W88°55'). (SPEC/ENR 3.2-7)

2. All W airways are Class F except W8 is Class A, W11G is Class D between PAV VOR-DME (S01°30' W78°02') and YAUPI CRP (S02°51' W77°53'), W12G is Class D between YAUPI CRP (S02°51' W77°53') and ZUMBA CRP (S04°58' W79°07'), W20G is Class D between OLM NDB (N00°10' W78°04') and QIT VOR-DME (S00°02' W78°31'). All others are Class F. All high altitude airways are Class A. (SPEC/ENR 3.1)

**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.
3. In El Salvador, Air Traffic Control provides altimeter setting in inches; millibars provided on request. (SPEC/GEN 2.1-2)

**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 route UB500, traffic should use the following:

a. Central America heading to Havana use FL200, 220, 240, 260, 280, 310, 350, 390, etc.

## 3-28 FRENCH ANTILLES

b. Havana heading to Central America use FL190, 210, 230, 250, 270, 290, 330, 370, etc.  
(SPEC/ENR 1.7-5)

### 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/ES CL II NOTAM)

## 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)

### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

## FLIGHT PLANNING

### ROUTE AND AREA RESTRICTIONS -

1. All domestic and international helicopter flight operations are prohibited within the territory of El Salvador between 2330-1200Z.  
(SPEC/CL II NOTAM 34)
  - a. Flight prohibited at night between Ilopango Intl (MSSS) and El Salvador Intl (MSLP).  
(USAASA/FIL 87)
2. The following flights prohibited 0001-1130Z:
  - a. Between airports.
  - b. Between airport and international airport (vice versa).  
(SPEC/CL II NOTAM 37)
3. Do not fly over military garrisons, as they have orders to fire on any suspicious aircraft which overfly their installation. Flight to another site which has not been reported on their departure will have to report to the tower for coordination with military authorities, especially if they are going to fly near a combat zone.

All aircraft, especially air taxis in flights toward the E part of the country, bound for El Papalon, are warned not to fly over the "Brigada De San Miguel" and for these flights, it is recommended they fly over to the S at a prudent distance from this brigade.  
(SPEC/CL II NOTAM C-005)

a. All low altitude overflight near the coast of El Salvador without informing proper officials (DGAC) and/or without just cause is prohibited. Deviations of IFR clearances is prohibited.  
(SPEC/CL II NOTAM A224)

#### 4. LOS COMANDOS - Any aircraft wishing to fly here must:

- a. Request permission from the Direccion General De Aeronautica Civil 48 hours in advance.
- b. Perform the flight using the corridors established on radials 085 and 125 of VOR YSV to the Lempa River.
- c. Avoid deviating from the corridors, since any overflight off the route will be subject to punishment by the Direccion General De Aeronautica Civil and in addition will run the risk of being fired upon by the Salvadorian Air Force. The Direccion General De Aeronautica Civil coordinates requests with the Salvadorian Air Force, which will protect said flights.  
(SPEC/CL II NOTAM 6)

5. TAMARINDO - Located in La Union, department has been authorized only for El Salvador Air Force and State aviation. Other aircraft must request permit from Direccion General De Aeronautica Civil.  
(SPEC/CL II NOTAM 17)

## FRENCH ANTILLES

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes the territories (islands) under the jurisdiction of the provisional governments of Guadeloupe and Martinique and is inclusive within the Piarco FIR.

**DIMENSIONAL UNITS** - ICAO Table.

**ALTIMETER SETTING PROCEDURES** - Standard.

**VERTICAL SEPARATION** - Semi-circular.

**POSITION REPORTING** - Standard.

## VISUAL FLIGHT RULES

Standard.

## INSTRUMENT FLIGHT RULES

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

**FRENCH GUIANA****NATIONAL PROCEDURES****GENERAL INFORMATION/FIR/UIR****COVERAGE** - This entry includes the Rochambeau FIR/UIR.**DIMENSIONAL UNITS** - ICAO Table.**ALTIMETER SETTING PROCEDURES** - Standard.**VERTICAL SEPARATION** - Semi-circular.**POSITION REPORTING** - Standard.**VISUAL FLIGHT RULES**

Standard.

**INSTRUMENT FLIGHT RULES**

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

**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 7000' MSL within 40 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 1.7-4)

**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, may until 1 January 2007, 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 1.7-3)

### 3-30 GUATEMALA

**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 1.7-3)

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).
- (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)

## FLIGHT HAZARDS

Pilots are cautioned to be on the alert for adverse effects of extreme winds and temperature on altimeter readings.  
(SPEC/ENR 3.1-7)

## 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/DOOH, 150 VANDENBERG STREET, SUITE 1105, PETERSON AFB, CO 80914-4200.  
(AFFSA/AFFSA)

## 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 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 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 1.7-5)

**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
2. VFR operations in La Aurora (MGGT) TCA and CTLZ not authorized when ceiling is below 1500' and visibility is less than 5 SM.

**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)

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

**FLIGHT PLANNING**

**ROUTE AND AREA RESTRICTIONS -**

1. All aircraft, without exception, operating in, leaving or entering Guatemala Territory shall maintain a continuous watch on Guatemala Radios. Position reports are mandatory to Guatemala Radios. All aircraft overflying Guatemalan airspace and/or landing at La Aurora (MGGT) or Mundo Maya (MGTK) are required to operate installed transponders in Modes 3/A and C (Altitude).

2. LA AURORA (MGGT) APPROACH/TERMINAL CONTROL AREA

a. Pilots will request clearance to enter the La Aurora TCA at least 5 minutes prior to crossing the TCA boundary.

b. Aircraft proposing to depart the TCA shall submit their IFR flight plan at least 1 hour prior to their proposed departure time.

(SPEC/GT DGAC LTR)

c. IFR traffic control is provided by La Aurora (MGGT) Approach.

d. WEATHER MINIMUMS - Weather and distance from clouds minimums required for VFR operation within the TCA. Flight visibility: 5 SM or better. Distance from clouds: 1000' vertically and 1 NM horizontally.

e. Aerobatic flying within La Aurora (MGGT) TCA is prohibited.

3. LA AURORA INTL (MGGT) -

a. Traffic pattern: left Rwy 01, right Rwy 19, entry downwind 1000' AGL prop, 1500' AGL jet.

b. Helicopter arrival/departure will be on divergent paths at 45° to runway centerline at tower. Pattern altitude 500' AGL. (SPEC/CL II NOTAM 026)

4. SANTO TOMAS FARM - Overflight and/or landing is prohibited. Airport located at N14°21'42" W90°45'55". (SPEC/CL II NOTAM 002)

5. It is strictly prohibited for aircraft to fly less than 2000' above the highest obstruction located within a 5 NM radius of the Maya ruins at Tikal, approximate location N17°13'20" W89°37'45". (SPEC/GT AIC 11)

6. It is strictly prohibited for aircraft to fly below 4500' over the area between the Usumacinta River and 30 km from the frontier inside Guatemalan territory. Private aircraft which have to fly over the area will report to RADIO FLORES on 118.3. (SPEC/CL II NOTAM 016)

7. All civil pilots when overflying military zones or bases within the Republic should fully identify with pertinent commands indicating name of pilot, type of act, registration, color of aircraft and reason of overflight, changing frequency 126.9 to 126.2 for such purpose. (SPEC/CL I NOTAM)

**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 except:

- VFR flights are not authorized for single engine aircraft between SS-SR except in cases of emergency or prior permission. (SPEC/RAC 1-3)

**INSTRUMENT FLIGHT RULES**

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

**HAITI****NATIONAL PROCEDURES****GENERAL INFORMATION/FIR/UIR****COVERAGE** - This entry includes the Port Au Prince FIR.**DIMENSIONAL UNITS** - ICAO Table except:

- ALTIMETER SETTING - Hectopascal unit of measurement. (SPEC/GEN 1-2-1)

**ALTIMETER SETTING PROCEDURES** - Standard except:

- The transition altitude for the Haitian FIR is 17,000'.
- 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.
- 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:

- Vertical separation during enroute flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.
- 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:

- 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.
- 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:
  - When the ceiling is less than 450 M (1500'); or
  - When the ground visibility is less than 5 km.
- VFR flights between sunset and sunrise are not authorized within Port-au-Prince FIR.

Table 1\*

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 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 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

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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)

### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

## 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.

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.

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 1.7-5)

**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
2. VFR operations at Roatan Airfield (MHRO) not authorized when ceiling below 1500' and visibility is less than 3 SM.  
(SPEC/HO CL II NOTAM)

### 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)

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

### 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').

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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').

g. UG/G436 from RADIM CRP (N05°49' W84°08'), 164°M, 273 NM to LIXAS CRP (N01°25' W82°56').

h. UG439 from PAPIN CRP (N06°24' W82°55'), 148°M, 132 NM to TILSO CRP (N04°32' W81°46').

(SPEC/ENR 3.1-1)

2. To minimize Air Traffic Control delays aircraft filing 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 plan at Soto Cano (MHSC) Base Operations. DIP Clearance and Squawk required before issuing PPR. If this information will not be available 48 hours prior to scheduled arrival, call Base Operations to begin request, then notify Base Operations as soon as possible of DIP Clearance and Squawk information.

3. WEATHER SERVICE - All transient aircrews requiring DD 175-1 flight weather briefings and PMSV support, are required to notify the 25th OWS 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 the 25th OWS at DSN 228-1977/2027/2138. Soto Cano's (MHSC) flight weather briefing area is equipped with a dedicated computer with Internet access and bookmarks to the 25th OWS to view flight hazard charts, satellite pictures, weather observations and Terminal Aerodrome Forecasts.

4. Aircrews can expect easier and quicker clearance procedures by filing for in-country missions below FL200.

5. Intensive VFR traffic not under US Air Traffic Control may cause controllers to initiate breakout or go-around procedures. Due to mountainous terrain surrounding 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. (AFFSA/AFFSA)

6. All transient aircraft originating outside Honduras must process through Soto Cano AB Immigration.

7. Storage of classified materials not available at Base Operations. Contact Joint Operations Center for storage. (AFFSA/AFFSA FIL 04-319)

## JAMAICA

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes the Cayman Islands, Jamaica, and the Kingston FIR.

#### DIMENSIONAL UNITS - Blue Table except:

1. ALTIMETER SETTING - Hectopascal unit of measurement. (SPEC/GEN 1-6)

#### ALTIMETER SETTING PROCEDURES - Standard.

#### VERTICAL SEPARATION - Semi-circular.

#### POSITION REPORTING - Standard.

### VISUAL FLIGHT RULES

Standard except:

1. During daylight hours VFR flights may operate at air speeds of 220 knots indicated air speed or less:
  - a. Within the Kingston FIR at or below 10,500'.
  - b. Within the Kingston TCA above 10,500'.
2. At night, VFR flights are restricted to the following areas:
  - a. Over the territory of Jamaica at or below 10,500' at air speeds of 220 knots indicated air speed or less.
  - b. Within the Owen Roberts (MWCR) and Gerrard Smith (MWCB) CTLZ's under conditions specified by the Cayman Islands Air Traffic Service Authority.

**NOTE:** The territorial airspace of Jamaica extends offshore up to 12 NM from the coastline.

(SPEC/RAC 3-1-1)

### INSTRUMENT FLIGHT RULES

Jamaica has implemented the ICAO Annex 11 airspace classifications.

(SPEC/RAC 3-1, 3-3-1)

#### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

### FLIGHT PLANNING

#### ROUTE AND AREA RESTRICTIONS -

1. KINGSTON/NORMAN MANLEY - SPECIAL USA/CANADA EAST COAST DEPARTURE/OVERFLIGHT PROCEDURES
  - a. Departures transiting Havana's (MUHA) CTA/FIR:
    - (1) File via SID RADOK 4 DEPARTURE - B503/UB503 - NUEVAS CORRIDOR.
  - b. Overflights transiting Havana's (MUHA) CTA/FIR at or above FL200:
    - (1) File via MLY VOR R358 - UMZ VOR - NUEVAS CORRIDOR.
  - c. Overflights transiting Havana's (MUHA) CTA/FIR below FL200:

- (1) File via B503 - UMZ - NUEVAS CORRIDOR.
2. KINGSTON/NORMAN MANLEY (MKJP) SPECIAL SOUTHBOUND ARRIVAL/OVERFLIGHT PROCEDURES
- a. Arrivals/overflights transiting Havana's (MUHA) CTA/FIR:
- (1) File via UCA VOR-DME - A301/UA301.
3. VERTICAL LIMITS - Surface to Unlimited.  
(SPEC/NOTAM A0122/00)

## 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. 1. VFR flights are not authorized above 18,000', between sunrise and sunset, 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. For Class C
- a. Separation provided is IFR from IFR and VFR from IFR.
- b. Services provided are Air Traffic Control service to IFR and VFR flights, traffic information between VFR/VFR, and traffic avoidance to VFR from VFR on request in areas with radar service.  
(SPEC/ENR 1.4-6)

5. For Class D
- a. Separation provided is IFR from IFR and IFR/VFR traffic in the vicinity of controlled airports.
- b. Services provided are Air Traffic Control service to IFR flights, airport control service to IFR/VFR flights, traffic information between IFR/VFR and VFR/VFR in Control Zones and traffic avoidance to IFR from VFR and VFR from IFR on request in areas with radar service.  
(SPEC/ENR 1.4-6)
6. For Class G
- a. Services provided are flight information service to IFR and VFR flights on request and airport flight information service to IFR and VFR flights at airports with Aerodrome Flight Information Service.
- b. Continuous 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. For Class C
- a. Separation provided is IFR from IFR and VFR from IFR.
- b. Services provided are Air Traffic Control service to IFR and VFR flights, traffic information between VFR/VFR, and traffic avoidance to VFR from VFR on request in areas with radar service.  
(SPEC/ENR 1.4-6)
4. For Class D
- a. Separation provided is IFR from IFR and IFR/VFR traffic in the vicinity of controlled airports.
- b. Services provided are Air Traffic Control service to IFR flights, airport control service to IFR/VFR flights, traffic information between IFR/VFR and VFR/VFR in Control Zones and traffic avoidance to IFR from VFR and VFR from IFR on request in areas with radar service.  
(SPEC/ENR 1.4-6)
5. For Class G
- a. Services provided are flight information service to IFR and VFR flights on request and airport flight information service to IFR and VFR flights at airports with Aerodrome Flight Information Service.
- b. Continuous 2-way radio is required for IFR and VFR flights within 15 NM of airports.  
(SPEC/ENR 1.4-6)

### 3-38 MEXICO

#### **RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

### **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 1.10-12)
2. The SENEAM Dispatch Services will be the only channel for reporting the flight plan under this procedure, using the frequency which will be published, and furnishing the following information, as appropriate:  
REGISTRATION/IDENTIFICATION/FLIGHT NUMBER.  
(SPEC/ENR 1.10-12)
3. Once communication has been established the pilot will furnish the following information in the order corresponding to the flight plan format:
  - a. Aircraft identification
  - b. Flight rules, flight type
  - c. Number, type of aircraft, wake turbulence category
  - d. Equipment.
  - e. Airport of departure, time
  - f. Cruising speed, level, route
  - g. Airport of destination, ETA, alternate airport(s)
  - h. Additional information
  - i. Endurance, persons on board, emergency radio equipment, survival equipment, vests, rubber rafts, color and markings of aircraft, remarks, license number, residence.  
(SPEC/ENR 1.10-12)
4. Before engine startup, the pilot should make contact on ground, tower or clearance frequency, depending on the airport and the type of flight plan, to receive the appropriate instructions. Report that the flight plan has been coordinated.  
(SPEC/ENR 1.10-12)
5. Flight plan in effect:
  - a. Before the flight plan expires (1 hour 30 minutes after the planned departure time) an amendment should be requested to keep the filed flight plan in effect.  
(SPEC/ENR 1.10-2)
  - b. When requesting an extension of the flight plan, meteorological information corresponding to the revised time of departure should be obtained.  
(SPEC/ENR 1.10-2)
6. This procedure does not free the pilot from his responsibility.  
(SPEC/ENR 1.10-12)
7. Flight plans will be coordinated will in the order in which the call is received, except in special cases or where priority has been predetermined or in an emergency.  
(SPEC/ENR 1.10-12)

8. Communications should not be used for purposes other than those established.  
(SPEC/ENR 1.10-12)
9. Users should adhere to standard phraseology.  
(SPEC/ENR 1.10-12)
10. Pilots may request the original(s) of their flight plans, provided they do so within the time frame established in the current regulations.  
(SPEC/ENR 1.10-12)
11. Recordings of communications made by radio frequency, telephone or intercom will be kept a maximum of 20 working days.  
(SPEC/ENR 1.10-12)
12. This service is in effect at the following airports: MMAN, MMCV, MMMD, MMMX, MMMY, MMTC, MMTM, MMTO.  
(SPEC/ENR 1.10-12)
13. This service will be implemented at the following airports: MMAA, MMUN, MMCL, MMDO, MMGL, MMHO, MMLO, MMML, MMMM, MMMZ, MMOX, MMPR, MMSP, MMTJ, MMVR, MMVA, MMIO, MMZH.  
(SPEC/ENR 1.10-12)

### **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)

### **ADDITIONAL INFORMATION**

#### **NATIONAL HOLIDAYS -**

##### MEXICO HOLIDAYS

NAME	DATE
New Year's Day	1 Jan
Constitution Day	5 Feb
Benito Juarez's Birthday	21 Mar
Holy Thursday	Thurs Before Easter
Holy Friday	Fri Before Easter
Holy Saturday	Sat Before Easter
Labor Day	1 May
Battle of Puebla Anniversary	5 May
Mother's Day	10 May
Independence Day	16 Sep
Columbus Day	12 Oct
All Soul's Day	2 Nov
Anniversary of the Mexican Revolution	20 Nov
Our Lady of Guadalupe Day	12 Dec
Christmas Day	25 Dec
New Year's Eve	26 Dec

(SPEC/GEN 2.1-2)

**NETHERLANDS ANTILLES****NATIONAL PROCEDURES****GENERAL INFORMATION/FIR/UIR****COVERAGE** - This entry includes Curacao FIR.**DIMENSIONAL UNITS** - Blue Table except:

1. **ALTIMETER SETTING** - Hectopascal unit of measurement.  
(SPEC/GEN 1-3)

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

Standard.

**INSTRUMENT FLIGHT RULES**

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

**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. OPRR/OPRM (429TH EOS-Det-2/429th EOS-Det-2)

(AFFSA/AFFSA FIL 07-591)

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.

**ROUTE AND AREA RESTRICTIONS -**

1. **CURACAO FIR/CTA SPECIAL PROCEDURES -**

a. General aviation VFR flights to and from the South American continent are permitted under the following conditions:

(1) To and from Aruba, VFR traffic shall proceed along ATS R-568 (S of Aruba) or via overhead Adicora on radial 175 of the Aruba VOR-DME.

(2) To and from Curacao, VFR traffic shall proceed via overhead Adicora on radial 260 of the Curacao VOR-DME or via overhead Campechano on radial 183 of the Curacao VOR-DME.

(3) To Bonaire, VFR traffic shall proceed from Maiquetia VOR-DME direct to Bonaire.

(4) From Bonaire, VFR traffic shall proceed direct to Punta San Juan.

(5) VFR traffic shall cruise at or below FL55 while in the Curacao FIR unless otherwise instructed by the unit providing Approach.

(6) Inbound aircraft shall establish radio contact with the unit providing Approach at the airport of destination 5 minutes prior to crossing the FIR boundary. Frequencies 124.1 MHz and 127.1 MHz shall not be used by these flights.

(7) VFR flights other than these above shall adhere to normal procedures.

(SPEC/RAC 4-1.1)

b. Due to limited VHF coverage W of W71°30' aircraft are advised to:

(1) Relay position reports through other aircraft within the area to Curacao ACC.

(2) Transmit position reports blind at 3 minute intervals on 127.1 MHz and 124.1 MHz until 2-way communications are established with Curacao ACC.

(3) Keep a close lookout in the vicinity of crossing points with other predetermined routes.

(4) Have position reports relayed through other ground stations using published HF frequency if VHF communications cannot be established.

(SPEC/RAC 0-1)

2. **CURACAO TCA SPECIAL PROCEDURES**

a. **VFR TRAFFIC**

(1) Contact Beatrix (TNCA) Approach 5 minutes prior to entering Curacao FIR.

(2) Contact Beatrix (TNCA) Approach, Plesman Approach or Flamingo (TNCB) Tower 5 minutes prior to entering their control zones.

b. **IFR TRAFFIC**

## 3-40 NICARAGUA

(1) For flights from Hosefa Camejo Airport (SVJC) to Reina Beatrix International (TNCA):

(a) Below FL70 contact Beatrix (TNCA) Approach as soon as possible after departure to obtain control zone entry clearance.

(b) Above FL70 contact Curacao (TNCF) Control as soon as possible after departure to obtain CTA entry clearance.  
(SPEC/RAC 4-1)

3. Civil aircraft are not permitted to land at any airport not listed in the Aeronautical Information Publication (as depicted in current C&SA Enroute Supplement) except in case of real emergency or where special permission has been granted.  
(SPEC/AGA 0-1)

4. Air Reports to ATC are required at the following reporting points: BEROX, KARUM, VESKA, LIDOL, SCAPA.  
(SPEC/MET 0-1)

5. Landing minima: Runway Visual Range is NOT issued.  
(SPEC/MET 0-2)

6. Transition altitude in the Curacao FIR is 2500'. Airport transition flight levels are: FL40 for Hato (TNCC) and Flamingo (TNCB); FL65 for Juliana (TNCC) and F.D. Roosevelt (TNCE).  
(SPEC/RAC 2-1)

## 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 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 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 1.7-5)

**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 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)

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

## 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.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

### FLIGHT PLANNING

1. All aircraft operating within the Panama (MPZL) CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below FL200 Mode A/3 Code 1100. At and above FL200 Mode A/3 Code 2100. VFR

aircraft mode A/3 Code 1200. Other transponder replies will be assigned by Panama ACC (MPZL) as necessary.  
(SPEC/ENR 1.6.3 & 1.6.4)

## SUPPLEMENTARY AIRPORT REMARKS -

### Marcos A Gelabert Intl (MPMG)

#### 1. NOISE ABATEMENT

a. Overflight of city is restricted below 3000' 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 0300-1100Z 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 355° and 020° from Taboga VOR-DME (coastline).

(SPEC/AD 2.88)

### Tocumen Intl (MPTO)

#### 1. NOISE ABATEMENT

a. Overflight of city is restricted below 3000' 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 0300-1100Z 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 355° and 020° from Taboga VOR-DME (coastline).

(SPEC/AD 2.25)

## ROUTE AND AREA RESTRICTIONS -

1. Overflight of Gatun, Pedro Miguel, and Miraflores Locks, Gatun and Miraflores Dams, and ships transiting the Panama Canal is prohibited below 2500' MSL.

(SPEC/ENR 5.1.6)

2. All aircrews are urged to be alert for heavy bird activity in the Panama area.

a. Bird status conditions are as follows:

(1) LOW - Bird activity on and around the airfield representing low (less than 5 large birds or 15 small birds per quadrant) potential for strikes.

(2) MODERATE - Bird activity (5 to 15 large birds or 15 to 30 small birds per quadrant) in locations representing increased potential for strikes. Bird Watch Condition MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.

(3) SEVERE - Bird activity (more than 15 large birds or more than 30 small birds per quadrant) 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.

b. Peak bird activity usually begins three hours after sunrise and ends at mid-afternoon, however, the bird strike hazard is always present and can be broken down into two categories, the year-round and migratory:

(1) The primary year-round hazards are the turkey vultures and white cattle egrets. These birds often soar in the vicinity of Venado Island (commonly referred to as "Co-pilot Island"), located on a 165° bearing, 1.15 NM from the S end of the runway. Flying at altitudes ranging from sea level up to 2500', with the activity peaking between the hours of 1500-2000Z when the thermals are most intense; others can be found congregating in the large mangrove area immediately S of the runway.

(2) Peak migratory dates run from 22 October through 17 November. Strong prevailing winds will have the birds flying in a W-E direction at altitudes ranging from 2500' to 4000', approximately 15 NM NW of the field in the area of the town of Gamboa. Lighter winds create a situation in which the birds will be flying on top of Panama City and the canal. Critical times of the day (for both situations) are between 1430-1930Z.

(AFFSA/AFFSA)

3. Helicopter landings and activities prohibited at Omar Torrijos Park (N08°59'50" W79°30'37") without authorization from the Civil Aeronautics Administration.

(SPEC/ENR 1.1.3)

4. Flight Training Area north of Panama City roughly bounded by N09°01'40" W079°30'20" to N09°07'45" W079°36'50" to N09°14'45" W079°36'15" to N09°15'00" W079°34'00" to N09°10'10" W079°26'00" to beginning. Restricted below 3000' AMSL for turbojets and other aircraft faster than 150 kts 1300-1630Z and 1900-2100Z.

(SPEC/ENR 5.5.1)

## 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. Special VFR flights may be authorized to operate locally within a Control Zone when the ground visibility is not less than 300 meters and aircraft are equipped with 2-way radio communications.

(NCAA DINAC/RAC 1-2)

## 3-42 PERU

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)

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

## 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 SAM RVSM, except for UL302 between IREMI - ILMAR (RNP10 Airspace), UL780 between

SORTA - MOXES (RNP10 Airspace), UL401 between ESDIN - KARAZ, UL312 between OSAKI - SLS, UL344 between AMERO - SLS, UL308 between ANPAL - SLS. Strategic Lateral Offset Procedures are authorized while operating in the above listed ATS routes.

(SPEC/AIC 05-04)

## 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 FMF (Call sign SMASHER) through GLOBAL USER SYSTEM via phone patch to DSN 282-8742 / 8743.

(AFFSA/AFFSA FIL 07-256)

2. UL401 beginning at ESDIN CRP (S18°21' W80°12'), heading 150°, 556 NM to ILVOS CRP (S10°00' W84°25'), heading 150°, 437 NM to KARAZ CRP (S03°24' W87°37').

## ROUTE AND AREA RESTRICTIONS -

1. All aircraft flying between coordinates S10°10' W74°05', S10°10' W73°00' and S12°00' W74°05', from 1200-2200Z, from ground to 5000', will call Sepahua (SPSE) Tower on 125.2 MHz.  
(SPEC/CL II NOTAM 09)

2. Due to volcanic activities within Saboncaya volcano zone, aircraft on Air Traffic Service Routes W25/W26 take precautions. Fumes are stationary, area is covered with clouds of smoke and ash between reporting points ATIPA, VUGAL and NEVDO, from surface to FL300.

(SPEC/CL II NOTAM 59)

## FLIGHT HAZARDS

1. Cerro Verde Quarry S16°31'33" W71°35'42" blasting Monday-Saturday from 1700-1730Z.

(SPEC/CL II NOTAM 06)

2. Be alert for military aircraft performing flight operations without air-ground communications between Huanuco, Tarapoto and Huallaga river zones.

(SPEC/CL II NOTAM 20)

## ADDITIONAL INFORMATION

### NATIONAL HOLIDAYS -

#### PERU HOLIDAYS

NAME	DATE
New Years's Day	1 Jan
Maundy Thursday	The Thursday before Easter
Good Friday	The Friday before Easter
Labor Day	1 May
Saint Peter	29 June
Peru's Independence	28 & 29 July
Santa Rosa de Lima (the patron saint of Lima)	30 Aug
Battle of Angamos	8 Oct

NAME	DATE
All Saint' Day	1 Nov
Feast of the Immaculate Conception	8 Dec
Christmas Day	25 Dec

**NOTE:** It is possible that some administrative banking, etc. services will not be provided on the following days.

27 July, from noon (eve of Peru's Independence)

24 December, from noon (Christmas Eve)

31 December, from noon (New Year's Eve)

(SPEC/GEN 2.1-2)

## PUERTO RICO

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes Anguilla, British and US Virgin Islands and Puerto Rico (including the St. Barthelemy, 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)

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

### 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 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)

## 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.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

### 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)

## 3-44 TRINIDAD AND TOBAGO

### TRINIDAD AND TOBAGO

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes the countries of Antigua/Barbuda, Barbados, Dominica, Grenada, Grenadines, Montserrat, St. Kitts/Nevis, St. Lucia, St. Vincent, Trinidad and Tobago, and is inclusive within the Piarco FIR.

#### DIMENSIONAL UNITS - Blue Table except:

1. **ALTIMETER SETTING** - Hectopascal unit of measurement.
2. **WEIGHT** - Except for Trinidad and Tobago, others use in addition the unit pounds.  
(SPEC/GEN 2.1-1)

#### ALTIMETER SETTING PROCEDURES - Standard.

#### VERTICAL SEPARATION - Semi-circular.

#### POSITION REPORTING - Standard.

### VISUAL FLIGHT RULES

1. All maritime VFR flights within the Fort De France and Pointe A Pitre TCA must comply with the following requirements.
  - a. Flight plans are compulsory either filed or abbreviated.
  - b. FL flown should assure constant radio contact with an air traffic facility.
  - c. Position reports are required when crossing coasts or abeam of Guadeloupe, Dominica, Martinique and St. Lucia Islands S and N coasts and when exiting the TCA. Compulsory reporting points consistent with the route flown should be listed in the flight plan.
  - d. Any change in flight plan route must be immediately transmitted to the air traffic facility.
  - e. In the event of lost communications land at the nearest suitable airport and contact the air traffic facility as soon as possible.  
(SPEC/ENR 1.2-6)
2. All general air traffic aircraft flying in the Fort De France and Pointe A Pitre Control Zones and TCA, except for routes and portions of those airspaces where these regulations do not apply:
  - a. Must be equipped with a Mode A and C transponder (or at least a Mode S Level 2) with an altitude encoder.
  - b. The transponder must comply with ICAO Annex 10 requirements.
  - c. The airspace and routes stated in paragraph 2 are designated by the appropriate authority and made known to users through the Aeronautical Information Publication and C&SA Chart L-6H.

d. Deviations from these requirements may be approved by the appropriate air traffic service facility depending on traffic volume and routing.

(SPEC/AIC A02/97)

3. VFR flights are prohibited above FL200.  
(SPEC/E CAR RAC 2-2)
4. All VFR flights within the V.C. Bird (TAPA) TCA and CTLZ must maintain continuous two-way radio communication.  
(SPEC/ECAR ENR 2.1-6, 2.2-6)

### INSTRUMENT FLIGHT RULES

Standard.

#### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

### FLIGHT PLANNING

#### ROUTE AND AREA RESTRICTIONS -

1. Grantley Adams Intl (TBPB), Barbados Island - 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 2 NM from the shoreline if operating below 3000'.
      - (c) Intercept the localizer not less than BGI 5 DME 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 BGI 7 DME, whichever comes first, and continue climbing at best possible rate of climb.
      - (2) Quad turboprop aircraft shall climb to 2000' or proceed to BGI 5 DME, 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:
      - (1) Jet aircraft shall climb to 2000' or proceed to BGI 3 DME, whichever comes first, and continue normal climbing.
      - (2) Quad turboprop aircraft shall climb to 1500' or proceed to BGI 3 DME, whichever comes first, and continue normal climbing.

(3) All other propeller driven aircraft shall climb to 1000' or proceed to BGI 23 DME, whichever comes first, and continue normal climbing.

d. ATC departure clearance phraseology - The phraseology "Standard northbound" or "Standard southbound" departure clearances indicates that ATC expects full compliance with the afore-mentioned procedures.

**NOTE:** All heights are based on QNH altimeter settings.  
(SPEC/Barbados AGA 2-1)

2. Le Lamentin (TFFF), Martinique Island - Noise Abatement:

a. General

(1) Flying over the Fort De France and Schoelcher areas (2-7 NM NW of airport) is prohibited below 3000' AGL.

(2) Flying over the towns of St. Esprit, Ducos and Lamentin is prohibited below 1500' AGL for single engine piston aircraft and 3000' AGL for turbine aircraft.

b. Departure

(1) Aircraft should use SID routes (within aircraft operational limits) to reach 3000' AGL as soon as possible.

(2) Turbine aircraft must apply the following additional climb procedures:

(a) Take-off configuration for maximum safe climb rate to 1500' AGL.

(b) At 1500' AGL reduce to normal climb rate.

(c) At 3000' AGL configure for enroute climb rate.

c. VFR

(1) Circling N of the runway at night is prohibited.

d. Ground power

(1) Engine use as power supply should be kept to a minimum. Use Auxiliary Power Unit when possible.  
(SPEC/French CAR/SAM/NAM AD 2-TFFF-8)

3. In order to provide reduction in delays for climb and descent and optimum cruise levels for airspace users, Piarco Air Traffic Services has embarked upon a planned route structure to have European Air Traffic destined to/from airports within the Eastern Caribbean or overflying the Piarco FIR (TTZP) file flight plans and routes along the following designated tracks in the Eastern Caribbean with immediate effect.

a. Aircraft arriving TAPA and TKPK to enter the Piarco FIR (TTZP) at N18° W60° or W DCT to ANU and SKB respectively. Aircraft departing TAPA and TKPK to exit the Piarco FIR (TTZP) at N18° W60° or W.

b. Aircraft arriving TFFR to enter the Piarco FIR (TTZP) at N18° W60° DCT PPR. Aircraft departing TFFR to exit the Piarco FIR (TTZP) at N18° W60°. Aircraft overflying PPR to enter and exit Piarco FIR (TTZP) at N18° W60°.

c. Aircraft arriving TFFF to enter the Piarco FIR (TTZP) at N18° W58°. Aircraft arriving TLPL to enter Piarco FIR (TTZP) at N18° W58° DCT FOF and route via UA324 BNE. Aircraft overflying

FOF to enter and exit Piarco FIR (TTZP) at N18° W58°. Aircraft departing TLPL route via UA324 FOF and exit the Piarco FIR (TTZP) at N18° W58°.

d. Aircraft arriving TBPB to enter the Piarco FIR (TTZP) at N18° W56° or E DCT BGI. Aircraft departing TBPB to exit the Piarco FIR (TTZP) at N18° W56° or E. Aircraft overflying BGI to enter and exit Piarco FIR (TTZP) at N18° W56° or E.

e. Aircraft arriving TGPY or overflying GND to enter and exit the Piarco FIR (TTZP) at N18° W56° or E DCT BGI UA561. Aircraft departing TGPY or overflying GND to either route UA561 BGI DCT N18° W56° or UA561 GND DCT BNE UA324 FOF DCT N18° W56°.

f. Aircraft arriving TTPP to enter Piarco FIR (TTZP) at N18° W56° or E DCT BGI UR515 POS. Aircraft arriving TTCP to enter Piarco FIR (TTZP) at N18° W56° or E DCT BGI R515 TAB. Aircraft departing TTCP route R515 BGI DCT N18° W56° or E. Aircraft departing TTPP or overflying POS route UR515 BGI DCT N18° W56° or E.

(SPEC/AIPSUP 01-06)

## FLIGHT HAZARDS

1. The following CAUTION procedure is effective for Grantley Adams Intl (TBPB), Barbados. Pilots are advised to be aware of erroneous Instrument Landing System, Localizer and Glide Path readings between BGI R302 and R318 at a distance of 15 to 18 NM. Aircraft equipped with autopilots are warned that when systems are locked onto the signals in this area it causes the aircraft to make left turns following the erroneous signals.  
(SPEC/AIRAC)

## 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. (SPEC/GEN 1-7-2)

#### POSITION REPORTING - Standard.

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### VISUAL FLIGHT RULES

The Turks and Caicos has implemented ICAO Annex 11 Airspace Classification and other regulations with the following exceptions:

1. The Turks and Caicos ICAO Airspace Classification conforms to the ICAO table for VMC minima as follows:

a. In addition to normal Class C, D, and E provisions, VFR flight is allowed by aircraft other than helicopters, at or below 3000' AMSL at speed of 140 knots or less, which remain clear of cloud and in sight of the surface and a flight visibility of at least 5 kilometers. Helicopters may fly under VFR at or below 3000' AMSL provided they remain clear of cloud and in sight of surface.

b. Class F and G Airspace - the VMC minima at and below FL 100 applies down to the surface (instead of down to 3000') with the minima at and below 3000' as an alternative.

c. The proviso, or 300 meters above terrain whichever is the higher, does not apply in the Turks and Caicos.

d. Aircraft taking off from or on approach to land at an airport within Class B, C or D Airspace, the visibility, if any, communicated to the commander of an aircraft by the appropriate air traffic control unit shall be taken to be the flight visibility for the time being.

e. Minimum height over congested area is 1500'.

f. Aircraft must maintain a minimum distance of 500' from persons, vessels, vehicles and structures.

g. Minimum height over congested area applies to all flights, whether under VFR or IFR and in all meteorological conditions.

(SPEC/GEN 1-7-2)

### INSTRUMENT FLIGHT RULES

The Turks and Caicos has implemented ICAO Annex 11 Airspace Classification and other regulations with the following exceptions:

1. The Turks and Caicos Islands has no statutory requirement relating specifically to minimum IFR altitude when operating over high terrain or mountainous areas.

2. The Turks and Caicos Islands regulations require that an aircraft operating under IFR shall not fly at a height less than 1000' above the highest fixed obstacle within a distance of 5 NM of the aircraft unless the aircraft is flying on a route so notified or is operating at or below 3000' AMSL and remains clear of cloud in sight of the surface.

3. The minimum height over congested areas is 1500'.  
(SPEC/GEN 1-7-1)

### RVSM RULES - Standard.

(AFFSA/AFFSA FIL 04-657)

## 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](http://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.

(4) Aircraft formations conducting aerial refueling are considered non-RVSM compliant, regardless of the participating aircraft's single-ship status.

(AFFSA/AFFSA/A3ON FIL 07-291)

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:

(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.

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(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**

**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'**

<b>Pilot will:</b> - 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	<b>Controller will:</b> - 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.

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<b>Pilot actions:</b> - 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	<b>Controller actions:</b> - 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

<b>Pilot should:</b> - Contact ATC and request vector, FL change or, if capable, a lateral offset	<b>Controller should:</b> - 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 Alerter or All Primary Altimeters

<b>Pilot will:</b> - Contact ATC and state "Unable RVSM Due Equipment" - Request clearance out of RVSM Airspace unless operational situation dictates otherwise	<b>Controller will:</b> - 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

<b>Pilot will:</b> - 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	<b>Controller will:</b> - Acknowledge operation with single primary altimeter
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#### Transponder Failure

<b>Pilot will:</b> - 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.	<b>Controller will:</b> - 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

IDENT	CENTERS	CENTER PHONE NUMBERS
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

**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\\_Act.doc](http://www.faa.gov/ats/ato/150_docs/Center_Phone_No._Non-RVSM_Act.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 DRVSM Airspace denial resulting in adverse mission impact. Specific procedures are included with the form.

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### 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>.

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 - 5.6)

2. AIRPORT RESERVATION OPERATIONS AND SPECIAL TRAFFIC MANAGEMENT PROGRAMS - This section describes procedures for obtaining required airport reservations at high density traffic airports and for airports operating under Special Traffic Management Programs. (SPEC/GEN 3.3-14)

a. High Density Traffic Airports (HDTA)

(1) The FAA has designated the John F. Kennedy Intl (KJFK), La Guardia (KLGA), Ronald Reagan Washington National (KDCA), and Newark Intl (KEWR) Airports as high density airports and has prescribed air traffic rules and requirements for operating aircraft to and from these airports. (The quota for Newark (KEWR) has been suspended indefinitely.) Reservations for John F. Kennedy Intl (KJFK) are required between 3:00 PM and 7:59 PM local time. Reservations for La Guardia (KLGA) and Ronald Reagan Washington National (KDCA) are required between 6:00 AM and 11:59 PM local time. Helicopter operations are excluded from the requirement for a reservation. (SPEC/GEN 3.3-12, 13, 14, 15)

(2) The FAA has established an Airport Reservations Office (ARO) to receive and process all IFR requests for unscheduled operations at the designated HDTAs. This office monitors operation of the high density rule and allocates reservations on a first-come-first-served basis determined by the time the request is received at the reservation office. Standby lists are not maintained. The ARO utilizes the Enhanced Computer Voice Reservation System (e-CVRS) to make all reservations. Users may access the computer system using a touch-tone telephone or via the Internet. Requests for IFR reservations will be accepted starting 72 hours prior to the proposed time of operation at the affected airport.

(3) The toll-free telephone number for obtaining IFR reservations through e-CVRS at an HDTA is 1-800-875-9694. This number is valid for calls originating within the United States, Canada, and the Caribbean. The toll number for other areas is C703-707-0568. The Internet address for the e-CVRS web interface is: <http://www.fly.faa.gov/ecvrs>.

(4) For more detailed information on operations and reservation procedures at an HDTA, please see Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the Advisory Circular may be obtained via the Internet at: <http://www.faa.gov>.

(SPEC/GEN 3.3-14)

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. Indy 500, Super Bowl, etc.) or reduced airport capacity (e.g. airport runway/taxiway closures for construction). The special procedures may remain in effect until the problem is resolved or local procedures can handle the situation and need for special handling no longer exists.

(2) There will be two methods available for obtaining slot reservations at the Air Traffic Control Command Center: 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: airports included in the STMP; dates and times reservations are required; time limits for reservation requests; point of contact for reservations; any other instructions.

(SPEC/GEN 3.3 - 12, 13, 14, 15)

c. Users may contact the ARO at C703-904-4452 if they have a problem making a reservation or have a question concerning the HDTA/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 HDTA (e-CVRS) and STMP (e-STMP).

(SPEC/GEN 3.3-14)

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/AVR/AFS/PRMtraining/>

(AFFSA/AFFSA FIL 04-135)

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

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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 (KLF1), 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 "J" followed by the route number, e.g., J151. Jet routes are predicated solely on VOR or VORTAC navaids except in Alaska where some jet route segments are based on LF/MF navaids.

(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 LF/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 enroute low altitude charts.

(1) VOR airways are depicted in black and identified by "V" followed by the airway number, e.g., V23. VOR airways are predicated solely on VOR or VORTAC navaids except in Alaska and coastal North Carolina where some VOR airway segments are based on LF/MF navaids and charted in brown instead of black.

(USN/NAVFIG FIL 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) LF/MF airways are predicated solely on LF/MF navaids and are depicted in brown.

(SPEC/ENR 3.5-1)

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.

(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.

(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)

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(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 91.105. 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, 8)

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
  - Adams Fld (KLIT)
  - Northwest Arkansas Regional (KXNA)
- CALIFORNIA
  - Beale AFB - (KBAB)
  - Burbank/Glendale/Pasadena - (KBUR)
  - Fresno Yosemite Intl - (KFAT)
  - John Wayne Arpt/Orange Co (KSNA)
  - March ARB - (KRIV)
  - McClellan Afld - (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)
  - 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)
  - Greater Peoria Rgnl (KPIA)
  - Quad City Intl (KMLI)
  - University of Illinois - Willard (KCMU)
- INDIANA
  - Evansville Rgnl (KEVV)
  - Fort Wayne Intl (KFWA)
  - Indianapolis Intl (KIND)
  - South Bend Rgnl (KSBN)
- IOWA
  - Des Moines Intl (KDSM)
  - The Eastern Iowa (KCID)
- KANSAS
  - Wichita Mid - Continent (KICT)
- KENTUCKY
  - Blue Grass (KLEX)
  - Louisville Intl Standiford Fld (KSDF)
- 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 Afld (KOMA)
  - Lincoln Muni (KLNK)
  - Offutt AFB (KOFF)
- NEVADA
  - Reno - Tahoe Intl - (KRNO)
- NEW HAMPSHIRE
  - Manchester (KMHT)
- NEW JERSEY

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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 AFB (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 (KPDJ)

PENNSYLVANIA  
Lehigh Valley Intl (KABE)

PUERTO RICO  
Luis Munoz Marin Intl (TJSJ/SJU)

RHODE ISLAND  
Theodore Francis Green State (KRPD)

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)  
Corpus Christi Intl (KCRP)  
Dyess AFB (KDYS)  
El Paso Intl (KELP)  
Laughlin AFB (KDLE)  
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 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

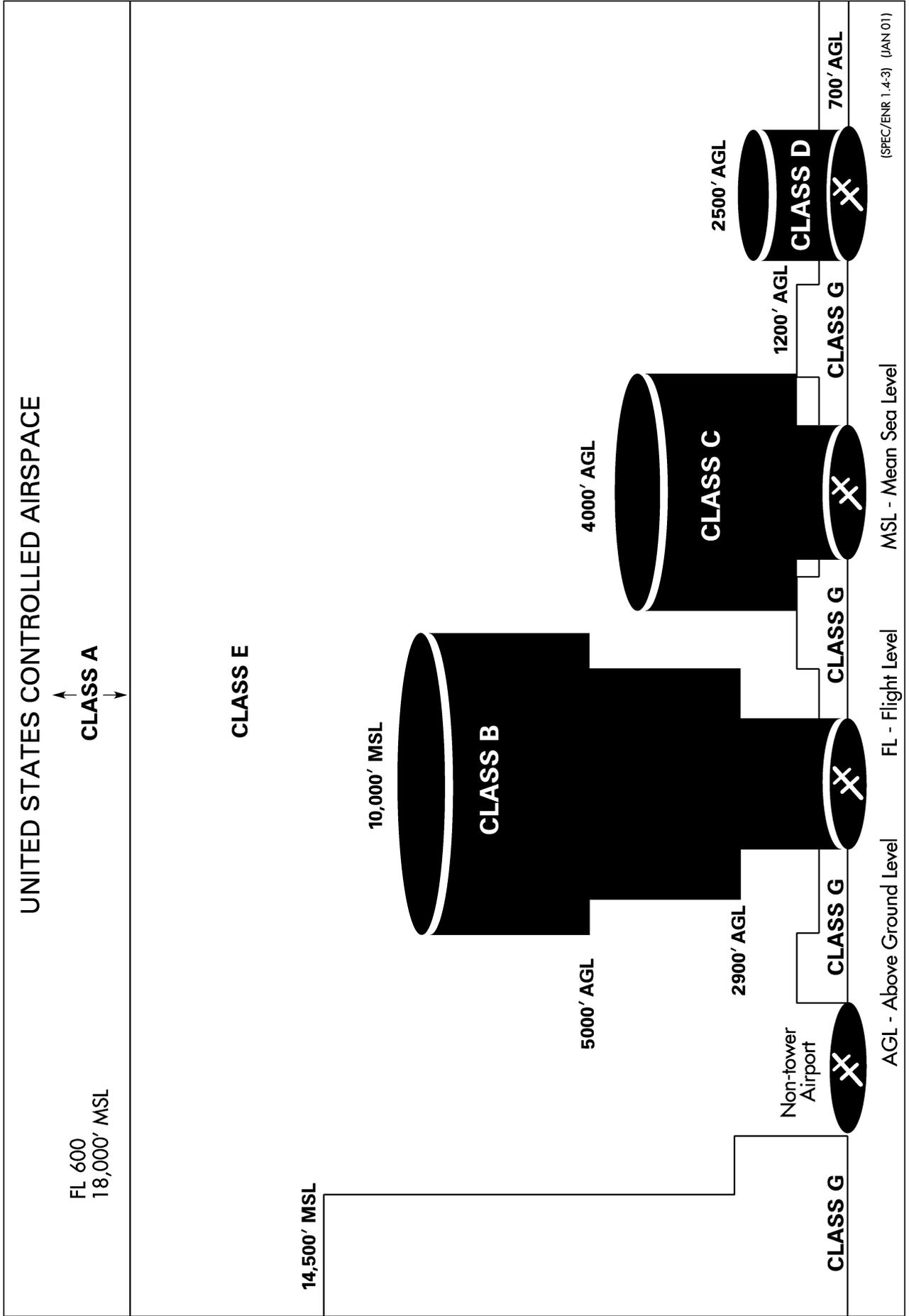
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airport on an appropriate altimeter setting available before departure shall be used.

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
<b>A</b>	IFR	ATC Clearance	Yes	All	Yes	N/A	N/A	No	No
<b>B</b>	IFR	ATC Clearance	Yes	All	Yes	N/A	N/A	Yes	250 KIAS* <sup>②</sup> Below 10,000'
	VFR	ATC Clearance	Yes	All	Yes	3 SM	Clear of Clouds* <sup>①</sup>	Yes	250 KIAS* <sup>②</sup> Below 10,000'
<b>C</b>	IFR	ATC Clearance	Yes	All	Yes	N/A	N/A	Yes	250 KIAS* <sup>②</sup> Below 10,000' 200 KIAS* <sup>②</sup> within 4 NM of primary airport
	VFR	Radio Contact	Yes	Between IFR & VFR	Yes	3 SM	500' below, 1000' above, 2000' horizontal	Yes	250 KIAS* <sup>②</sup> Below 10,000' 200 KIAS* <sup>②</sup> within 4 NM of primary airport
<b>D</b>	IFR	ATC Clearance	Yes	IFR & SVFR	Workload Permitting	N/A	N/A	No	250 KIAS* <sup>②</sup> Below 10,000' 200 KIAS* <sup>②</sup> within 4 NM of primary airport
	VFR	Radio Contact* <sup>③</sup>	Yes	N/A	Workload Permitting	3 SM	500' below, 1000' above, 2000' horizontal	Yes	250 KIAS* <sup>②</sup> Below 10,000' 200 KIAS* <sup>②</sup> within 4 NM of primary airport
<b>E (Controlled Airspace)</b>	IFR	ATC Clearance	Yes	IFR & SVFR	Workload Permitting	N/A	N/A	No	250 KIAS* <sup>②</sup> Below 10,000'
	VFR	None	No	N/A	Workload Permitting	3 SM* <sup>④</sup>	500' below, 1000' above, 2000' horizontal* <sup>⑤</sup>	No	250 KIAS* <sup>②</sup> Below 10,000'
<b>G (Uncontrolled Airspace)</b>	IFR	None	No	None	Workload Permitting	N/A	N/A	No	250 KIAS* <sup>②</sup> Below 10,000'
	VFR	None	No	None	Workload Permitting	1 SM* <sup>⑥</sup>	Clear of Clouds* <sup>⑦</sup>	Yes	250 KIAS* <sup>②</sup> Below 10,000'

\* Indicates where flight rules differ from ICAO standards.  
<sup>①</sup> Reduces cloud clearance from standard to "clear of clouds".  
<sup>②</sup> ICAO does not have a speed restriction  
<sup>③</sup> ICAO requires ATC clearance.  
<sup>④</sup> Operations above 10,000' MSL - 5 SM visibility.  
<sup>⑤</sup> Operations at or above 10,000' MSL - 1000' below, 1000' above, 1 SM horizontal cloud clearance.  
<sup>⑥</sup> Night operations below 10,000' MSL - 3 SM; day or night operations at or above 10,000' - 5 SM.  
<sup>⑦</sup> 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.

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/KIKR), 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. RWY 35 ARRIVALS -

a. Avoid Sevilleta Wildlife Refuge approximately 175° 37 NM from approach end Rwy 35.

b. Extensive low level helicopter training, ABQ 185-220, 7-35 DME; surface to 7000' MSL.

c. Avoid Burris Drop Zone parachute area - 169° 33 NM from approach end Rwy 35 (ONM039/14).

#### 6. RWY 17 ARRIVALS -

a. During months of September and October - hot air balloon hazard is greatly increased.

(AFFSA/AFFSA)

b. All aircraft beware of migratory bird hazard August-October and March-May, especially along Rio Grande River at all altitudes.

(AFFSA/AFFSA FIL 02-36)

c. All helicopters maintain at least 500' AGL while in vicinity of Albuquerque (ABQ) for noise abatement.

7. CAUTION - Numerous fire hydrants are located alongside active taxiways, parking ramps and roadways. 7 hydrants border the N side of parking apron Delta, 8 are along the S side of Delta, 9 border the N side of Parking Ramp Echo, and 2 are located on the S side of Echo. These fire hydrants may present a safety hazard or risk to taxiing or hovering aircraft.

8. 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

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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.

9. **INBOUND REQUIREMENTS** - All inbound AMC/Cargo aircraft contact Kirtland (KIKR) 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.

10. **AFTER HOURS SUPPORT** - Kirtland AFB (KIKR) operates 1400-0400Z++ Monday-Friday and 1400-0001Z++ on weekends. The parking ramp at Kirtland AFB (KIKR) will be closed on all federal holidays, Christmas Eve and New Years Eve. Operational hours for other holidays will be sent out via NOTAM. Contact Kirtland (KIKR) Command Post at DSN 246-3776 or C505-846-3776 if after duty support is requested.

#### 11. 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.

(AFFSA/AFFSA FIL 04-33)

(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)

### 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 174-354 under any conditions.

(AFFSA/AFFSA FIL 05-531)

2. **CAUTION** - **BIRD HAZARD** - Local bird hazard phases I/II are as follows: Phase I - 8 February-23 November; Phase II -

24 November-7 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 pre-briefs. 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 08-204)

3. **AIRPORT** - Rubber deposits 1st 4000' each end of Rwy 17R-35L and 1st 2500' each end Rwy 17L-35R. Minimum potential for hydroplaning on Rwy 17R-35L (grooved first 3000' each end) and Rwy 17L-35R (grooved full length). 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 nights, weekends and holidays. Four hours prior notice required for flight meals on nights, weekends and holidays - DSN 866-7220.

(AFFSA/AFFSA FIL 04-34)

4. **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°.

5. Rwy 174-354 for assault strip training only.

(AFFSA/AFFSA FIL 05-531)

#### 6. 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.

(AFFSA/AFFSA)

### Andrews AFB (KADW/KNSF), MD

1. **OFFICIAL BUSINESS ONLY**. PPR for all aircraft except AMC, SAM, DoD courier service and EVAC mission. DVs, SAM, EVAC are exempt from restrictions, however require PPR for tracking and ramp availability. DSN 858-3411. Contact Base Operations for PPR DSN 858-3411, C301-981-3411. 24 hours advance notice required for aircraft with hazardous cargo. Due to limited service facilities and the lack of hazardous or sensitive cargo storage facilities, all aircraft, except AMC scheduled, using the Air Force ramp (W side) should contact 89 APS Capability Forecasting section DSN 858-3831/C301-981-3831/fax 858/981-2551 during duty hours or Andrews ATOC DSN 858-7405 at least 24 hours in advance for prior coordination of Distinguished Visitors and cargo. For any special requirement concerning Distinguished Visitors service, contact Andrews Protocol DSN 858-4525/C301-981-4525. All inbound aircraft contact Command Post 30 minutes

out with number/code of Distinguished Visitors, Duty/Space-A Pax, load message, blocktime, ETD and requirements. 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 W ramp or runway during these periods. Once a ramp freeze is in effect, expect a 30 minute delay. Refer to ATIS or contact Pilot to Dispatcher for information. Indicate in flight plan if field designation is Air Force side (KADW) or Navy side (KNSF). Unannounced and weekend arrivals may experience extensive servicing delays. Not an enroute maintenance facility. Transient aircraft crew members expected to provide assistance in refueling. Strict compliance required with noise abatement procedures. Foreign route briefing available 1230-2130Z++ Monday-Friday, other times 12 hours prior notice required. Extremely heavy VFR traffic operating in proximity to and beneath the Washington Terminal Control Area (KDCA) (TCA). Compliance with TCA procedures mandatory for all VFR traffic. See FAA Graphic Notices and Supplemental Data, US AIP RAC-9. Heavy helicopter traffic W ramp area. PMU29E jet oil service cart not available. No drag chutes available. Limited BOQ/BEQ available, reservations required.

(316 OSS-OSA/316 OSS-OSA FIL 08-424)

2. CAUTION - BIRD HAZARD - Local bird hazard is increased due to location near the Atlantic migratory flyway which brings blackbirds, Canadian geese, snow geese, gulls, starlings, and ducks to the area. These species tend to fly across approach and departure corridors and gather at storm water containment areas located near Taxiway W2 and on short final to Rwy 01L which can effect Bird Hazard Condition and airfield operations. Updated information can be received from Command Post, Airfield Management Operations, ATIS or Tower. Most bird strikes occur between 1 September and 31 October. A NOTAM will be published during months of increased bird activity (Phase II).

(AFFSA/AFFSA FIL 06-082)

3. Andrews AFB (KADW) VFR minimums are 1000' ceiling and 3 SM visibility.

(AFFSA/AFFSA)

4. Ronald Reagan Washington National Airport (KDCA) Approach and Departure Control are located at Potomac Approach (PCT).

(AFFSA/AFFSA FIL 07-529)

5. NOISE ABATEMENT PROCEDURES -

a. After take-off, 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.

(AFFSA/AFFSA)

c. No practice approaches between 0300-1200Z++, all arriving aircraft expect full stop landing. Quiet hours are normally 0300-1200Z++.

(AFFSA/AFFSA FIL 02-09)

d. Aircraft making an IFR departure to the N, 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 E turnout for an IFR/VFR departure, including entry into the closed or VFR box pattern, off Rwy 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 E housing areas.

6. 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.

7. IFR departures taking off to the N if cleared for a left turn, will start standard rate turn within 1 1/2 NM from the end of the runway. If unable to comply, do not accept clearance.

(AFFSA/AFFSA)

8. Taxiway W-2 is restricted to aircraft with wingspan larger than 110'. Taxiway E4 restricted to C130/C20 or smaller aircraft.

(AFFSA/AFFSA FIL 07-529)

9. Pilots should make every effort to obtain ATC approval to operate at altitudes higher than those shown along depicted routes. When approval cannot be obtained, fly at the maximum permitted altitude unless precluded by weather or ATC clearance. Pilots-in-command should select routes and use techniques to accomplish mission with least audio signature. Avoid flight S of Route 5 between Mixing Bowl and Glebe Road.

10. ANG-201AS DCANG (OLAA) - hours of operation 1130-2000Z++ Monday-Friday except holidays. Contact BOXER 314.25 30 minutes prior to arrival. 113th FW DCANG - hours of operation 1130-2000Z++ Monday-Friday except holidays. Contact SENATE CP 234.8 15 minutes prior to arrival. Limited surface transportation.

**NOTE:** PPR for ANG does not pertain to airfield.

11. AFRC - 459 AW 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 flight line requires a briefing by 459 AW Command Post personnel. Contact AFRC Command Post 30 minutes out for parking location and crew pickup coordination. Poor lighting and minimal wing tip clearance require marshalls prior to movement on parking ramp.

12. All aircraft in excess of 50,000 pounds gross weight will attempt to land beyond the BAK-12 A-Gear, located approximately 1500' from each end of Rwy 01R-19L.

13. Due to limited availability of classified material, all aircrews should plan to arrive with the appropriate amount of materials needed.

14. Aircrews requiring remaining overnight contact billeting at DSN 858-4616, C301-981-4614 24 hours in advance.

(AFFSA/AFFSA)

15. Andrews ATCT now providing Pre-Departure Clearances (PDC) via Terminal Data Link. Aircraft operators or pilots wishing to participate must apply for services by contacting Federal Aviation Administration, Aeronautical Data Link Product Lead, AND-370 800 Independence Avenue SW, Washington, DC 20591.

(316 OSS-OSA/316 OSS-OSA FIL 08-104)

## 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 H. Fence and light pole obstructions. Contact ANG Base Operations 24

### 3-66 UNITED STATES

hours prior arrival at DSN 455-6009/6001, C609-645-6009/6001 and upon landing 138.125, 261.0.

2. CAUTION - BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION - Phase I April-September, bird activity is generally light during this period. Phase II October-March. Migratory waterfowl in the vicinity of airport during morning/evening and particularly winter months. ANG Base Operations issues Bird Watch Condition Codes (LOW/MODERATE/SEVERE) for 177FW aircraft based observations, reports from aircrews and from USDA Wildlife Services.

- a. LOW - Normal bird activity.
- b. MODERATE - Concentrations of 5 to 15 large birds or 15 to 30 small birds on or above airfield.
- c. SEVERE - Concentrations of more than 15 large or 30 small birds.

(AFFSA/AFFSA FIL 04-631)

### Barksdale AFB (KBAD), LA

1. CAUTION -

a. BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION - Barksdale AFB (KBAD) is affected by two migratory waterfowl flyways. The Red River, which serves as a natural guide for migratory waterfowl that use the Central and Mississippi flyways, is located 2 NM W of the airfield and intersects the takeoff and landing corridors. Aircrews should expect increased bird activity for Barksdale AFB (KBAD) between May and November. The Phase II period for peak bird activity is October and November. Migratory waterfowl seek refuge within several areas located approximately 2 NM E of the runway. Several base lakes and wetlands are located within the geographical confines off the radar and visual traffic pattern located E of the field. In addition, migratory European starlings and brown headed cowbirds flock the airport in mass between September and November enroute to their winter homes. Aircrews should plan transitions so as to avoid sunrise and sunset periods during the Phase II period.

(AFFSA/AFFSA FIL 05-265)

- b. Uncontrolled vehicles on taxiways and ramps.
- c. 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 when 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.
- d. Non-ACC aircraft may be subjected to less than required Quantity-Distance to separation suitability.

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)

### Beale AFB (KBAB), CA

1. CAUTION - Extensive T-38 and U-2/TR-1 student training including student flight operations surface to 3100' Monday-Saturday. Avoid overflight of Pave Paws radar site located R-072, 4.2 NM BAB TACAN. For noise abatement, aircraft extending in the VFR pattern should maintain pattern altitude until within 5 NM of the airfield. Avoid overflight of main housing area and trailer park 3 NM SE of Rwy 15 threshold. Uncontrolled vehicles on ramps and taxiways. Extensive crop duster activity surface to 400' AGL vicinity of Beale (KBAB). Helicopter activity night and day surface to 600' AGL NE of Beale (KBAB).

2. All aircraft contact Wing Command Post to ensure Runway Supervisory Officer (RSO) is in position prior to accomplishing take-offs and touch and go landing.

3. CAUTION-BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION-Beale AFB (KBAB) is situated on a major migratory bird flyway. The Phase II period of increased bird activity begins on 1 October 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 periods during the Phase II period. Consult the Beale (KBAB) ATIS or Supervisor of Flying for Bird Watch Conditions.

(AFFSA/AFFSA)

4. Weather visibility 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.

(AFFSA/AFFSA FIL 04-12)

### Biggs AAF (KBIF), TX

1. Fort Bliss (KBIF) is bounded by extremely noise sensitive areas.

a. Transient pilots must report to Airfield Operations and Installation Aviation Safety prior to operating in the Fort Bliss (KBIF) Training and Range Areas. Units should request a copy of local flying regulations (USAADACENFB 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 HQ, USAADACENFB, 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.

(USAASA/USAASA FIL 03-20)

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 - Air Defense (anti-aircraft) weapons firings in R5103A, B and C. Coordinate entry with Airspace Management, DSN 979-9280/9491. Aircrews operating from Biggs AAF (KBIF) must receive local area briefing prior to entering R5103A, B, C or R5107A. Coordinate briefing with Airfield Operations Office DSN 978-8088/8097.

4. CAUTION - Radio controlled miniature aerial targets (RCMATS) 2 NM NW of approach end Rwy 21, 400' AGL and below. RCMATS operating hours by local NOTAM, contact Base Operations DSN 978-8088.

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. Limited transient maintenance available for Army series and similar aircraft (OH-58, AH-1, UH-1, CH-47, UH-60). Doss Aviation C915-562-7744.

9. Aircraft with footprint tire pressure greater than 107 psi should remain on concrete. Heavy parking located on concrete ramp at E end of airfield.

(USAASA/USAASA)

## Bogue MCALF (KNJM), NC

1. Due to height of trees, night IFR operations are prohibited.

2. When Class D Airspace is inactive, all operations VFR.  
(USN/NAVFIL 04-150)

## Boise Air Terminal (KBOI), ID

1. (ANG) After take-off, using safe procedures consistent with the flight manual for your aircraft, climb rapidly to 5500', unless restricted by Air Traffic Control. Afterburner equipped aircraft will terminate afterburner as soon as possible after safely airborne. There is a significant increase in migratory bird activity in the vicinity of the airfield during the spring and fall. Moderate bird hazard within 5 NM from October through March. 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 R3203 (located 15 NM SE of field) due to frequent Army artillery training.

2. 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.

(AFFSA/AFFSA)

## Bolling AFB Helipad (KBOF), DC

1. Pilots must request landing approval by letter or telephone (DSN 297-4011, C202-767-4011) (fax DSN 297-0653, C202-767-0653) from Commander, 11 Operations Group via 11 Wing Command Post, Bolling AFB (KBOF), DC.

(AFFSA/AFFSA FIL 04-352)

2. VFR and daylight operations only. Closed to all fixed wing aircraft. Helicopter pilots are required to contact Washington (KDCA) Tower prior to entering or leaving the area. Entry and departure to control zone shall be along established Washington, DC, helicopter route. All traffic pattern and ground operations conducted at pilots discretion due to restrictions existing at Washington (KDCA) Tower. Pilots in the area shall remain alert to collision hazards and shall maintain a continuous listening watch on appropriate Washington National (KDCA) Tower frequency. Radio communication must be made with Washington (KDCA) Tower before commencing a take-off or landing at or entering the traffic pattern of Bolling AFB (KBOF), and Ronald Reagan Washington National Airport (KDCA). All pilots must maintain awareness of FAA flight requirements in the DC area Flight Restricted Zone and Air Defense Identification Zone.

(AFFSA/AFFSA FIL 04-395)

## Brunswick NAS (KNHZ), ME

1. Inbound aircraft pass service request to Base Operations at 100 NM out.

2. No terminal or cargo facilities/equipment available.  
(USN/NAVFIL)

## Buckley AFB (KBKF), CO

1. PREFERENTIAL RUNWAY SYSTEM IN EFFECT - Landing Rwy 32, take-off Rwy 14. Rwy 14 departure requires a climb gradient of 240' per NM to 5700' MSL due to high terrain at the departure end of the runway. If unable to make 240' per NM climb rate, then departure visibility minima will be at least 1 SM. Aircrews should check aircraft performance data due to extremely high density altitude. No fleet service available. Lavatory truck available. No passenger terminal service available, aircraft commanders are responsible for screening and manifesting. Fork lift available through Transient Services DSN 847-9614. Aircrew transportation is limited, transportation for passengers is not available. No transient quarters available. Transient aircraft landing with hot armament advise Base Operations 30 minutes out. Drag chute repack/exchange not available. Computer flight plans available 1330-0530Z++ Tuesday-Saturday, 1500-2300Z++ Sunday-Monday only, other times prior arrangements required. No engine runs or crossbleed starts authorized on ramps. Arming/Dearming service not available. Night vision device activity operating in vicinity of BKF. Airfield open all federal holidays except for Thanksgiving, Christmas and New Years. Taxiway A closed to C5, C17, C135,

### 3-68 UNITED STATES

C141, KC10, P3, B747, B727 (C22) aircraft; taxiway may be utilized for C130 aircraft if operationally advantageous.

2. **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.

(AFFSA/AFFSA FIL 04-33)

3. For Noise Abatement maintain traffic pattern altitude until base turn

(AFFSA/AFFSA)

4. **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 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.

(AFFSA/AFFSA FIL 02-86)

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.

(AFFSA/AFFSA)

5. Base Operations stores classified up to Secret only. Top Secret and COMSEC must be stored at separate base agencies. Buckley AFB (KBKF) does not have the capability to load/off load aircraft requiring wide-body loaders or baggage conveyors.

6. **LIGHTNING** - Lightning within 5 NM, aircraft will be allowed to land. Crew and passengers must stay in aircraft until lightning warning is cancelled.

(AFFSA/AFFSA FIL 02-56)

### 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 38.5.

(USAASA/USAASA FIL 02-03)

2. All military aircraft not permanently assigned to Fort Carson (KFCS) and planning to operate on the Fort Carson Military Reservation will notify Base Operations 72 hours prior to arrival. Helicopter aircrews are required to receive an Installation Safety and Standardization Brief prior to conducting flight operations. Briefings will be scheduled 1600-2200Z++ Monday-Wednesday and Friday, 1500-2000Z++ Thursday. Restrictions do not apply to aircraft assigned to the following organizations: USAF Academy, 302d Tactical Airlift Wing, A/7-158 Aviation Regiment and Colorado Army National Guard based at Buckley ANGB (KBKF), CO.

(USAASA/USAASOE)

### 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 (K2CB), FL

1. Heavy military helicopter activity within 9 NM radius Blanding AAF (K2CB) (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 control zone. See FLIGHT HAZARDS, Kentucky, Fort Campbell (KHOP). Weather observations are obstructed to the SW quadrant and a small portion of the SE quadrant due to buildings and trees as viewed from Base Operations Building 7163.

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. When using airplane hot-spot, pilot will only shut down one engine. Aircraft will reposition to transient parking after

passengers depart. Skid gear helicopters are prohibited from landing on the asphalt portion of Alpha/Charlie ramp, VOR Checkpoint on Taxiway 4 or asphalt portion of any taxiway.

3. TACAN and VOR receiver ground checkpoints are posted in flight planning. Transient Pilots In Command will register with dispatch.

4. SERVICE - No government transportation provided.  
(USAASA/USAASA)

## 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 325.0 UHF (Primary) or 38.60 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 Paradrrops contact RCDO, Blackburn, on 325.0 UHF or 38.60 FM for advisories. Paradrrops 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.

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.

(NAVFIG/NAVFIG)

## 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 301.9, 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 301.9 123.2 and request that they contact Camp Pendleton MCAS (KNFG) to close out the flight plan.

### 3. NOISE ABATEMENT PROCEDURES -

a. Minimum altitude for aircraft overflying residential areas is 1000' AGL.

### 3-70 UNITED STATES

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.

4. PARACHUTE OPERATIONS - Only Drop Zones (DZ) Nuevos Basilone and Wild Eagle are certified and listed in 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 301.9.

6. MISCELLANEOUS -

a. For use of Red Beach VSTOL Pad/Drop or Landing Zone/TERF areas and other training facilities contact MCB Range Scheduling DSN 365-3510/4219, C619-725-3510/4219.

b. Range 401 is located at the S boundary of R2503A (N32°15'42" W117°21'00"). MCB EOD conducts live ordnance disposal operations with vertical hazard distances of up to 3000' AGL. All aircraft are to remain clear of this area by 0.5 NM radius and altitudes as published via NOTAM. Aircraft shall contact Camp Pendleton MCB Range Control (LONGRIFLE) or Camp Pendleton MCAS (KNFG) Tower for further information and check NOTAMS daily for Range 401 activations.

c. Aircraft conducting DZ Basilone paratroops contact Camp Pendleton MCAS (KNFG) Tower 382.2 128.775 126.2 (advisory only)

(USN/NAVFIC)

### 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 paratroops 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 paratroops is essential. Heavy use helicopter route, directly above the same road, crosses the paratroop run-in line. All pilots must be alert to potential conflicts between paratroop 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 paratroops 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.

(USN/NAVFIC)

### Camp Roberts (KZ26) 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. During wing flying (normally Monday-Saturday) Runway 04-22, contact Cannon (KCVS) Command Post for airfield information during non-duty hours.  
(AFFSA/AFFSA FIL 08-122)

## 2. 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).

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

(1) Taxiway R - Between Taxiways A and B may only be used by transient aircraft with wingspans less than 140' due to hot pit equipment.

(2) The east side of Taxiway D between Rwy 31 approach end and Rwy 22 midsection may only be used by aircraft with wingspans less than 140' (with 25' clearance) due to engine test cell facility.  
(27 SOSS-OSAA/27 SOSS-OSAA FIL 08-405)

3. DV - Aircraft with Code 7 or higher call RAYMOND 7 as soon as within range.

4. APPROACHES - KC-135 and larger aircraft restricted from touch and go landing due to foreign object damage caused by unpaved runway shoulders.

5. 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)

## 6. 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 Rwy 22 attracts ducks, geese and other birds posing a significant hazard to aircraft. Report all bird strikes on or in the vicinity of Cannon (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 1 October to 10 November each year. 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.  
(AFFSA/AFFSA FIL 02-64)

(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.

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7. Limited COMSEC/classified storage up to Secret is available at Base Operations. COMSEC materials not available for issue.  
(AFFSA/AFFSA FIL 02-65)

### 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. 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.  
(AFFSA/AFFSA FIL 04-43)

### 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 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.  
(AFFSA/AFFSA FIL 04-479)
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.  
(AFFSA/AFFSA FIL 04-479)

### Charleston AFB/Intl (KCHS), SC

1. Bird Aircraft Strike Hazards (BASH) - Increased bird activity during the period of 1-15 April and 1 August-30 November. Seagulls, cattle egrets, vultures, robins, crows, and field larks pose everyday hazards. Bird conditions reported as follows:
  - a. MODERATE - Concentrations of 5-15 large birds (waterfowl, raptors, gulls, etc) or 10-30 small birds (terns, swallows, etc) observable in locations that represent a probable hazard to safe flying operations.
  - b. SEVERE - Heavy concentrations of birds (more than 15 large birds or 30 small birds) on or above the runway, taxiways, infield areas and departure or arrival routes.  
(AFFSA/AFFSA FIL 03-27)
2. All Transient aircraft to military ramp hold short of Taxiway Delta for Follow-Me to parking; military ramp and taxiways are uncontrolled.
3. AIRFIELD -
  - a. Rwy 03-21 does not have paved overruns.
  - b. Rwy 15-33 approach lights exposed in the overruns.
  - c. Air Force side has uncontrolled vehicular traffic on ramp and taxiways.

d. All 180° turns must be made on concrete surfaces, except during emergency situations. When making turns on the runways do so in between runway distance markers.

e. Runway Condition Readings (RCR) NOT available.

f. Taxiways not grooved.

g. RUNWAY MAINTENANCE CLOSURES: Runway 03-21 closed 1330-2200Z++ second Thursday monthly. Runway 15-33 closed 1330-2200Z++ last Thursday monthly.

(AFFSA/AFFSA FIL 06-992)

#### 4. 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. Billiting 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.

(AFFSA/AFFSA FIL 07-123)

### Charlotte Douglas Intl (KCLT), NC

1. BASH Phase I/Phase II Designations. For military aircraft arriving and departing Charlotte Douglas Intl (KCLT), designated Phase I period is from December through August, Phase II period from September through November annually. During Phase II, contact Airfield Management, callsign "Newsreel", frequency 292.2 UHF, for current bird watch condition and observed bird activity on airfield.

(145 OSF-OSA/145 OSF-OSA FIL 07-740)

### 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/NAVFIG)

4. All aircraft required to contact "APPROACH NORTH" on 360.775 prior to entering R5306.

(USN/NAVFIG 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/NAVFIG)

7. CUSTOMS and agriculture available with 24 hours prior notice and PPR.

(USN/NAVFIG FIL 04-112)

### 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.

3. CAUTION - Drone operations may be in progress during daylight hours. Drone aircraft in the landing pattern have priority over all traffic except emergencies. During launch or recovery of drone aircraft with No Onboard Live Operator (NOLO), the airfield and adjacent ranges will be closed to all flight operations until completion of launch or recovery.

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 C805-277-2508 or DSN 527-2508). Also, see FLIGHT HAZARDS, R2508 Complex.

5. VFR ARRIVALS -

a. Pilots will make initial call to Control Tower at 15 NM.

(USN/NAVFIG)

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.

(USN/NAVFIG FIL 02-71)

e. Prop/turboprops enter from the SE heading of 340° direct to the airfield. Pilots report 5 NM at 3200' MSL.

6. VFR DEPARTURES -

a. RWY 26 AND 32 - After departure make an immediate left turn to avoid the ranges, climb VFR on heading 175° until

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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 175° 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 make an immediate right turn to the southeast, maintain VFR, fly to the east of the inhabited areas of China Lake NAWS (KNID) and city of Ridgecrest. Remain at or below 3000' MSL until the third paved road, 6 NM south, 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 175°, then proceed on course.

e. RWY 21 - HOT: After departure make an immediate left turn to avoid the ranges, climb VFR on heading 175° until departing R2505. Cross the 4 lane highway south of China Lake NAWS (KNID) at or above 3300', then proceed on course.  
(USN/NAVFIL 07-29)

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 marshall 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 0087-07)

### 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 (USAFA) (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 12-30 and 17R-35L transition through areas of extensive activity.

(AFFSA/AFFSA)

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.

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 30 or 12 - 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 12-30.

h. Aircraft maintenance engine runs on military ramp are prohibited from 0500-1400Z++ unless specific prior approval is obtained from Airfield Management Operations.

(AFFSA/AFFSA FIL 05-658)

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 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.

7. TRANSIENT AIRCREW INFORMATION -

a. Request all passenger carrying aircraft contact Airfield Management Operations on Pilot to Dispatcher 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. 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 bird activity during Phase II migratory season 1 October-31 March. Peterson (KCOS) is on the migratory path for Canadian geese during this time. Peterson Bird Watch Conditions are as follows:  
SEVERE - High bird population on or immediately above the active runway(s) or other specific locations that represent a high potential for strike.  
MODERATE - Increased bird population in locations which represent an increased potential for strike. The condition requires increased vigilance by all agencies and supervisors and caution by aircrews.  
LOW - Normal bird activity on and above the airfield with a low probability of hazard.

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.  
(21 OSS-OSA/21 OSS-OSA FIL 07-398)

## 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-37, 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.

(AFFSA/AFFSA FIL 05-362)

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.

(AFFSA/AFFSA)

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a. Runway Supervisory Area Practice Areas - The T37 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.

(AFFSA/AFFSA FIL 04-38)

b. On final approach, transient aircraft will remain aligned with Rwy 13C-31C to avoid T37 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.

#### 3. BIRD AIRCRAFT STRIKE HAZARD (BASH):

a. Phase I - Columbus AFB (KCBM) operates under Phase I from May-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 - Columbus AFB (KCBM) operates under Phase II from September-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-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.

#### 4. BIRD WATCH CONDITION CODES:

a. SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes.

b. MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes.

c. LOW - Bird activity on or around the airfield representing low potential for strikes.

#### 5. 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-37 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 FIL 08-225)

6. 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)

### Creech AFB (KINS), NV

#### 1. ALL AIRCRAFT -

a. All non-assigned aircraft (military/civilian) landing Creech AFB (KINS), will require PPR (no exception). See IFR Supplement for PPR requirements. Contact Base Operations DSN 384-0308, C702-404-0308.

b. Contact Base Operations on 139.3 372.2 (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.

2. USAF weather forecast available Monday-Friday 0300Z, 1100Z, and 1900Z, 432 OSS/OSW CAFB, DSN 384-1243, not available weekends and holidays. Transient aircrew weather forecast available by contacting 25 OWS, Davis Monthan AFB (KDMA) DSN 228-6598/6599 or C1-877-451-8637. ASOS equipment is not augmented, DSN 682-0667.

(98 RANW-CSC ATD/98 RANW-CSC ATD FIL 07-363)

3. Fleet Service not available. Liquid Oxygen (LOX) servicing, and limited Gaseous Oxygen (GOX) available. SOAP samples can be taken. SOAP results will be taken to Nellis AFB (KLSV), or given to the pilot. Creech AFB (KINS) has several tow bars; two universal tow bars, one T-38/F-5, and one NT-4 helicopter tow bar. Transient Alert operating hours will vary based on Nellis AFB (KLSV) scheduled flight operations and PPR requests.

(AFFSA/AFFSA FIL 05-517)

4. CAUTION - High mountainous terrain on all sides. 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. 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'. ASR located 3500' from approach end Rwy 08, 1339' S of runway centerline, 74' in height. Four UAV Sunshades located NE corner of apron.

5. Limited taxiway lighting exiting/entering runway. Taxiway D and E edge lighting not available.  
(98 RANW-CSC ATD/98 RANW-CSC ATD FIL 08-432)

6. MA-1A webbing removed from all overruns. The tail hook cable is connected in the departure overrun.  
(AFFSA/AFFSA FIL 06-029)

7. 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.  
(98 RANW-CSC ATD/98 RANW-CSC ATD FIL 07-363)

## Dane Co Rgnl Truax Fld (KMSN), WI

1. NOISE ABATEMENT - The Madison area is extremely noise sensitive. All aircraft flying into Dane Co Rgnl (KMSN) are required to follow this noise abatement procedure. Pilots should avoid over-flying populated areas to the maximum extent practical. Takeoffs will be made to the N (Rwy 36) and landings to the S (Rwy 18), to the maximum extent possible for noise abatement. Simulated flameout training will not be conducted by transient aircraft. Preferred pattern is initial to the overhead full stop. There will be no planned low approaches. Chase patterns will be flown only if an emergency situation dictates.

### a. ARRIVALS -

(1) GENERAL - All arrivals will be one approach to a full stop.

(a) VMC - Preferred approach is the Rwy 18 overhead pattern to a full stop.

(b) IMC - Preferred approach is the ILS to provide glide slope guidance to minimize noise impact of arriving aircraft. One approach to a full stop.

(2) RWY 18 -

(a) Straight-ins to a full stop for training are approved.

(b) IMC - Single-ship or formation ILS full stops are preferred.

(3) RWY 36 - During a recovery to Rwy 36, do not overfly the city of Madison. Circumnavigate or request vectors around the city to arrive on initial or final approach from the S.

(4) VMC (minimum ceiling and visibility 2100' and 3 - Plan an overhead, full stop (2500' MSL, left break). There will be no straight-ins to a full stop for training.

(5) IMC - Single-ship straight-in full stop with a coordinated flight breakup by Approach. No formation approaches unless required for safety.

(AFFSA/AFFSA FIL 02-121)

### 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 130°. 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.

3. CABLE - A BAK-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.

4. BIRD HAZARDS - Exist during the hours around dawn and dusk, especially during the migratory waterfowl periods of 15 February-1 May and 15 September-15 December. During hours of operation for the ANG, BASH conditions are available if you call Badger Operations on primary UHF 392.2 and secondary VHF 138.25. 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.

(AFFSA/AFFSA FIL 02-122)

## 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.

(AFFSA/AFFSA FIL 04-34)

b. Burrowing owls, large ravens, coyotes and javelinas frequent both sides of runway and infield next to taxiways.

(AFFSA/AFFSA FIL 03-7)

2. AMARC INPUTS - Pilots delivering aircraft to AMARC require PPR. Contact Base Operations DSN 228-4315 and

### 3-78 UNITED STATES

AMARC Job Control DSN 228-8777 to coordinate an arrival window. Designate "AMARC" in the remarks section of the DD 175. Crew members must remain with the aircraft to effect necessary transfer of aircraft and associated documents.  
(AFFSA/AFFSA FIL 03-7)

#### 3. RESTRICTIONS -

- a. PPR. Aircraft arriving without PPR will receive lowest priority for servicing and can expect additional delays.  
(AFFSA/AFFSA)
- 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. Large aircraft and all aircraft inbound with Code 6 or higher contact Pilot to Dispatcher at least 30 minutes prior to arrival to confirm block time.
- 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 228-5110/5331. 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. West ramp and North ramp restricted to helicopter and aircraft with 60' or less wing span. Large frame aircraft not permitted on Taxi Lane BRAVO in front of A-10 parking ramp. Taxiway ECHO unlit, day VFR use only.  
(AFFSA/AFFSA FIL 07-132)

#### 4. 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.

#### 5. 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)

### Davison AAF (KDA), VA

1. 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.
2. Avoid overflight of Dewitt Hospital below 1000' MSL located 2.6 NM from airfield on a 121° heading.
3. Helipad 3 is restricted to helicopters no larger than UH-60. No shutdowns authorized on pad 3.
4. RESTRICTIONS - Visibility restricted from SSW through WNW to 1/2 SM due to buildings and trees.
5. Parallel twy restricted, from parallel helipad to 500' S of parallel helipad, for aircraft with wingspan of 75' or more, due to building. Aircraft larger than 75' can expect back taxi instructions via the rwy.

(USAASA/USAASA FIL 06-02)

### Des Moines Intl (KDSM), IA

1. ANG - Contract fuel not available, civilian contractors may accept government credit card.
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 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.

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.

(AFFSA/AFFSA FIL 06-776)

## Dobbins ARB (KMGE/KNCQ), 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. Contact 94 LG/LGT DSN 625-4850/4857 for cargo assistance. Pilots of transient aircraft should plan on single approach. Exception - when less than peak traffic. ATC may approve multiple approaches. Taxiway A, S of Taxiway E is closed to fixed wing aircraft. DD Form 2131, Passenger Manifest must be completed in accordance with DoD 4500.9-R or aircraft subject to delay.

(AFFSA/AFFSA FIL 02-117)

2. NOISE ABATEMENT - High density of population areas surrounding Dobbins ARB (KMGE/KNCQ) 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 controllers instructions to assigned altitude. Afterburner equipped aircraft will terminate afterburner usage as soon as possible after safely airborne. All departures will maintain runway heading until reaching a minimum of 3000' MSL.

3. DEPARTURES - Do not file outbound over RMG or LGC VOR. These are INBOUND routes only.

4. DOBBINS ARB (KMGE/KNCQ) AND VICINITY -

a. Aircraft arriving and departing Dobbins ARB (KMGE/KNCQ) should use extreme caution due to high density of civil aircraft activity all quadrants.

b. Radar patterns for Rwy 11-29 transitions through areas of extensive civil aviation activity at Dekalb-Peachtree Airport (KPDK) to the E and Cobb Co McCollum Fld (KRYV) to the N.

(AFFSA/AFFSA)

5. BIRD WATCH CONDITIONS -

a. Dobbins ARB (KMGE/KNCQ) is in Phase I during all months not designated as Phase II. Dobbins ARB (KMGE/KNCQ) 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 E of the base, and several lakes and rivers throughout the area. During the remainder of the year (1 December to 31 August), the 94 OG/CC at Dobbins ARB (KMGE/KNCQ) 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. Base 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/KNCQ). Bird Watch Conditions are defined as follows:

(AFFSA/AFFSA FIL 06-275)

(1) LOW - Normal bird activity on and above the airfield with a low probability of hazard. This condition remains in effect unless elevated by Base 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.

(AFFSA/AFFSA FIL 02-71)

b. Aircrews need to report all bird or animal activity on or in vicinity of Dobbins ARB (KMGE/KNCQ) to Base Operations DSN 625-4903 or Pilot to Dispatcher.

6. AIRFIELD -

a. Rwy 11-29 overruns first 300' paved, remaining 700' loose gravel.

b. Runway and taxiways not grooved.

c. Obstruction (hill) approximate height 20', located S side of Taxiway E between Taxiway P and K, 137' from centerline of Taxiway E.

d. Taxiway D limited to aircraft with wingspan no greater than 176'. No C-5 or KC-10 operations without Chief of Airfield Management (CAM) approval.

e. Taxiway F only 40' wide restricted to use by Army Reserve aircraft only.

### 3-80 UNITED STATES

f. Rwy 11-29 non-standard runway markings (assault strip 60'x3500') painted in the center of the runway. Carrier landing deck painted 75' x 1000' left hand edge of Rwy 11-29.

g. Obstruction Taxiway E, S side, W of Taxiway P, 5' high non-frangible water pump, located 125' from centerline Taxiway E.

h. 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.

i. Taxiway A on S side and Engine Test Cell closed to taxiing aircraft.

j. CAUTION - Exposed concrete foundations obstructions 3'-5' high located in east and west clear zone at approach lights. Warning: Severe terrain changes throughout east and west clear zones.

(94 OG-OGA/94 OG-OGA FIL 08-500)

7. Runway 11/29, when RSC is WET, standing water/ponding greater than or equal to 1/2" occurs approximately 50' from runway edges.

a. WARNING - Runway 11-29 and VEDA ALZ, potential exists for dynamic hydroplaning with wet runway.  
(94 OG-OGA/94 OG-OGA FIL 07-893)

### Dover AFB (KDOV), DE

1. CAUTION - 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. Extremely limited transient parking and transient alert service for other than AMC mission aircraft, expect long handling and servicing delays. Tower enroute service available to McGuire AFB (KWRI) at 7000' and below through Dover (KDOV) RAPCON.

(AFFSA/AFFSA FIL 05-109)

2. CAUTION - Expect heavy concentrations of waterfowl from October - April. Large flocks of seagulls and sparrows are active throughout the year. 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). BWC will be issued as follows: (Restrictions are enforced on AMC controlled assets only: other aircraft proceed at your own risk).

a. LOW - Low probability of hazard on airport and departure and arrival routes. Increased vigilance required when flying outside of these areas. RESTRICTIONS - Practice approaches and mission operations approved.

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. RESTRICTIONS - Practice approaches prohibited (applies to both IFR and VFR pattern activity). AMC mission operations approved as long as a safe departure/arrival is coordinated using all means available.

c. 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 - Practice approaches prohibited. Mission operations require 436 OG/CC approval (contact Command Post).

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, aircraft on TACC missions are restricted to full stop landings and mission departures during peak bird hours. Additionally, aircrews expect ATC to use a minimum radar pattern altitude of 3000 feet AGL to the maximum extent possible. OG/CC approval required for home station departures or training missions during peak bird hours.

(436 OSS-OSAA/436 OSS-OSAA FIL 07-823)

3. NOISE ABATEMENT - Avoid overflying the following areas:

a. Beach Towns.

b. Town of Little Creek, 1 or 2 NM NE of Runway 19.

c. All housing units, including single trailers, to the maximum extent possible.  
(436 OSS-OSAA/436 OSS-OSAA FIL 07-869)

4. 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 reservations and PPR number contact ATOC DSN 445-2303/2304, C302-677-2303/2304.

5. DEPARTURES - To expedite departures from Dover AFB (KDOV), Washington Air Route Traffic Control Center (KZDC) has established air traffic flow restrictions. Standard Instrument Departure (SID) or the routes listed below must be filed.

(AFFSA/AFFSA)

a. SW - ENO BAL then to join:

(1) J6, J134 via BAL 303/020 LDN

(2) J22, J48 via BAL 303/020 DCA 246/080 MOL

(3) J37, J75 via BAL 303/020 GVE 040/036 GVE  
(AFFSA/AFFSA FIL 02-87)

b. SE - Direct SBY, J209, ORF

c. CEF, GSB, PBG, POB, SSC, SWF

(1) CEF-DOV SIE V139 MANTA JFK DPK MAD MAD360 above FL190

(2) GSB-SBY J209 ORF ISO GSB

(3) PBC-DOV SIE V139 MANTA JFK J37 ALB J6 PLB

(4) POB-SBY J209 RDU POB

(5) SSC-SBY J209 ORF J121/J4 FLO SSC

(6) SWP-SIE V139 SARDI V91 STUBY SWF  
(AFFSA/AFFSA)

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.

(AAFFSA/AFFSA FIL 04-310)

7. Due to construction and renovations to the base facilities beginning 24 March 2008, on base quarters are extremely limited. Estimated construction/renovation completion date is September 2009. Advance reservations are recommended. Contact reservations desk at DSN 445-5983, C302-677-5983.  
(436 OSS-OSAA/436 OSS-OSAA FIL 07-833)

## Duke Fld (KEGI), FL

(AFFSA/AFFSA FIL 04-402)

### 1. CAUTION -

a. BASH PHASE I - January-February and July-August 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 - In effect March-June and September-December. Wildlife activity is increased during these periods due to the migratory season. The primary threat during this period consists of heavier concentrations of American Kestrels, doves, robins, swallows with occasional flocks of gulls and pelicans immediately on and or around the airfield. Expect short notice Bird Watch Conditions MODERATE or SEVERE at anytime during these periods.

c. Aircrews are encouraged to report to Base Operations, all bird strikes and bird sightings that pose a probable hazard to flying. 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 (KVPS) Range Complex with extreme caution being applied while on final to landing Rwy 19 and 12 at Eglin (KVPS) and Rwy 18 at Duke Fld (KEGI).

(46 OSS-OSAO/46 OSS-OSAO FIL 07-863)

2. CAUTION - Aircraft taxiing S or N on Taxiway A (parallel taxiway) use caution for parked C130's. Existing wingtip clearance is less than 50'. Aircraft larger than C130 expect progressive-taxi and/or back-taxi to exit runway at Taxiway C.  
(AFFSA/AFFSA)

3. Assault Landing Zone (ALZ) - Extensive ALZ/NVD training in effect Monday-Friday. 180° turns on ALZ are not authorized. Turns will be made using the taxiways or overrun surfaces. Duke Fld (KEGI) ALZ markings are non-standard with AFI 13-217 and are approved for use by 919 SOW and 16 SOW aircraft only. Waiver to AFI 13-217 and PPR is required for use of Duke Fld (KEGI) ALZ for units not assigned to 919 SOW or 16 SOW. Units will coordinate their request for the ALZ and receive an ALZ procedures briefing prior to its use from 919 SOW/DOO, DSN 875-6550/6552/6553, C850-883-6550/6552/6553. All ALZ operations will be conducted in VFR conditions.

(AFFSA/AFFSA FIL 04-47)

4. CAUTION - Weather observing limitations include the most distant visibility marker in any quadrant is 3 miles due to tree line.

The SW-NW 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.

(AFFSA/AFFSA FIL 07-120)

## Duluth Intl (KDLH), MN

1. ANG – Transient Aircraft service only during ANG duty hours for OFFICIAL BUSINESS ONLY with a PPR (DSN 825-7370). Fuel is also available at the FOB without a PPR. Contact Monaco Air at C218-727-2911. Transient aircraft with PPR should contact Bulldog OPS on UHF 288.9/VHF 139.9 15 minutes out. De-icing available at FOB only. No hangar space or billeting available at the ANG.

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. BASH: The annual hawk migration occurs from 1 September through 31 October. The majority of activity is centered around "Hawk Ridge" located 1 mile east of the Runway 27 outer marker. The largest concentration of birds is found on VMC days with northwest winds, fair weather cumulus clouds, and associated thermals. During this period, discontinue all practice instrument approaches to Runway 27. Turn initial at no more than 3 DME from Lakeside TACAN (LKI). Due to high waterfowl activity in the Beaver MOA, the minimum altitude south of N47°50.0' is 5000' AGL from March through May and from September through October. This line is approximated 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.

(AFFSA/AFFSA FIL 06-1044)

## 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

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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. No transient alert services available 0500-1300Z++ daily.

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. CAUTION -

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 Base Operations 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.

(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.

(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.

(AFFSA/AFFSA FIL 05-122)

b. Report all bird and animal strikes on or in vicinity of Dyess AFB (KDYS) to Base Operations, 7 OSS/OSAA DSN 461-2515 or Pilot to Dispatcher 139.3/372.2 in accordance with AFPAM 91-212.  
(AFFSA/AFFSA FIL 02-19)

c. 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.

d. 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.

(AFFSA/AFFSA FIL 05-122)

#### 6. CUSTOMS/INTERNATIONAL WASTE -

a. All aircraft arriving from non-CONUS locations will require Customs. Dyess AFB (KDYS) will provide Customs inspections for 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. Aircraft will contact Base Operations on Pilot to Dispatcher when aircraft is 30 minutes out.

d. International Waste Disposal inspections are available.  
(AFFSA/AFFSA)

#### 7. UNLIT STRUCTURES -

a. Base Operations canopy 15' E of apron.  
(AFFSA/AFFSA FIL 02-19)

b. JP8 isolation valve 240' W of Taxiway A, 1996' N of Taxiway F (N32°24.517' W99°50.937').

c. JP8 valve sliding cover 240' W of Taxiway A, 581' S of Taxiway E (N32°24.663' W99°50.971').

d. White phone box 180' W of Taxiway A, 1884' S of Taxiway D (N32°25.103' W99°51.061').  
(AFFSA/AFFSA FIL 02-19)

e. JP8 isolation valve 261' W of Taxiway A, 1133' S of Taxiway D (N32°25.222' W99°51.101').  
(AFFSA/AFFSA FIL 02-120)

f. JP8 valve sliding cover 155' E of Taxiway A, 75' N of transient alert ramp (N32°25.96' W99°51.179').  
(AFFSA/AFFSA)

g. Fire bottles 125' N of Taxiway B and S of Taxiway F hammerhead.  
(AFFSA/AFFSA FIL 02-120)

h. Private structure 1485' N and 1301' E of Rwy 16.

i. Perimeter fence 2700' N and 676' E of Rwy 16.

j. Utility poles 2090' N and 1080' E of Rwy 16.

k. Perimeter fence 976' W of the first 2300' of Rwy 16.  
(AFFSA/AFFSA FIL 02-19)

## 8. GENERAL -

a. Due to Military Airspace Management System technical difficulties all DYS slow routes are reserved for 317AG training only UFN. Point of Contact: 317AG 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.

c. Rwy 16-34, no off-center take-offs or landings except for locally assigned C-130s.

d. Mowers on airfield 1220-2130Z++ weekdays.

e. Expect delays to foreign object damage checks after arrival/departure of all heavy aircraft except B1 aircraft.  
(AFFSA/AFFSA FIL 02-51)

f. AM OPS does not have COMSEC or storage available for transient crews; transient crews should plan to arrive with appropriate amount of COMSEC to complete mission. Limited storage available at AMCC DSN 461-1996.  
(AFFSA/AFFSA FIL 03-50)

g. The existing asphalt shoulders for Taxiways A/B/C/D/E/F reflect severe rutting and pavement deterioration posing a potential foreign object damage hazard.  
(AFFSA/AFFSA FIL 05-122)

### Eastern West Virginia Rgnl/Shepherd Fld (KMRB), WV

1. CAUTION - Deer and flocks of birds occasionally on or near the runway. Wide radius turns required on runways and taxiways to prevent tire scuffing. ANG ramp extremely congested, utilize taxi lines and marshallers.  
(AFFSA/AFFSA FIL 06-215)

2. ANG - No fleet or passenger service available. Transient quarters not available. Government transportation extremely limited. Prior notice required for aircraft requiring security, DSN 242-5250. Contact Pikeside Control 297.0 prior to arrival and prior to engine start. Traffic pattern - Rectangular 1600' MSL, Overhead authorized only to Rwy 08-26 at 2100' MSL. MRB Tower operates to support ANG flying activity; MRB FSS other times.  
(167 AW/167 AW FIL 07-358)

3. NOISE ABATEMENT PROCEDURES - For all runways, attempt to climb as expeditiously as possible through 1000' MSL.  
(AFFSA/AFFSA)

### 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.  
(AFFSA/AFFSA)

## 2. ALL AIRCRAFT -

a. All non-assigned aircraft (military or civilian) landing Edwards AFB (KEDW) require PPR (no exceptions). Transitions should be prior coordinated in advance with airspace manager DSN 527-2446. 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 on 343.7 or 132.75 (Operational normally 1400-0400Z++ Monday-Friday, otherwise contact Joshua Approach Departure Control 133.65 348.7). 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 their flight plan. UHF/VHF dual equipped aircraft use UHF in the traffic pattern.

c. During period 1500-0100Z++ Monday-Friday, transient aircraft are restricted to radar vectors to straight-in full stop landing, radar vectors to VFR traffic pattern followed by full stop landing, or instrument approach terminating with 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. To avoid delays entering Restricted Area R2515, non-participating aircraft must arrive between 1300-1500Z++, 1800-2000Z++ or 0100-0500Z++.

f. Aircraft with a wingspan greater than 172 feet require wing-walkers when taxiing between Taxiway Alpha and Bravo in the vicinity of aircraft shelters and helicopter parking area (Rows O-P).  
(412 OSS-OSAM/412 OSS-OSAM FIL 07-806)

## 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. ARRIVALS - Preferred transient arrivals procedure is to be a VFR "Participant." This requires filing to a designated VFR entry point for the R2508 Complex and flying VFR from this entry point to final for a straight-in full stop landing. S base Rwy 24 has been misidentified as main runway by some visiting pilots.

(1) Arriving aircraft should advise Joshua Approach and/or Sport that they are "Participating Aircraft." The Controlling Agencies, Joshua or Sport, will, upon request, provide heading and altitude guidance to avoid active special use areas.

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(2) Radio contact must be established with Edwards (KEDW) Tower before proceeding closer than 8 NM to the Edwards (KEDW) 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 predominate ground features. Commonly used reference points for Rwy 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)

b. IFR "Non-participating" arriving aircraft may expect significant delays while Special Use Airspace is sanitized to allow for transit under Instrument Flight Rules.

c. DEPARTURES - Contact Ground Control for appropriate clearance, route and take-off instructions. After airborne, contact Sport (343.7, 132.75) for flight following and traffic advisories. After crossing R2508 Complex boundary outbound change to enroute frequency as appropriate.

(AFFSA/AFFSA)

d. North Base (9LZ) Rwy 06-24 (5598'x150'). Due to failing runway conditions, North Base PCN strictly enforced. Adhere to following limitations:

(AFFSA/AFFSA FIL 02-19)

(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.

### 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) Closed patterns to overhead, straight-in or simulated flameout (SFO) patterns. SFO patterns from overhead the field or 10 NM final by various aircraft (A-37, F-16) at different altitudes (6500' to 12,000' MSL).

(3) Simulated space shuttle, lifting body, and NASP approaches by T-38/F-15 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 is offset to the N between the runway and main ramp. Pattern break is to the S.

(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.

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 (343.7 132.75) 1 NM E of the city of Rosamond. Proceed E remaining directly over Rosamond Blvd. Maintain 3300' MSL until past Rosamond Dry Lake, then descend and maintain 2800' MSL. Contact tower (318.1 120.7) at the bend in Rosamond Blvd. From the bend in the road maintain a track directly over Rosamond Blvd until 1/2 NM E of the Rod and Gun Club/Small Arms Range. South Base Arrivals - Turn right heading 095° to General's Hill radar for transition to applicable runway pattern (maintaining 2800'). Advise Edwards Tower prior to crossing extended centerline of Rwy 04L-22R. Main Base Arrivals - From Small Arms Range continue to the Golf Course. Route ends abeam of Golf Course. Follow tower instructions to applicable runway pattern (maintaining 2800').

b. ROSAMOND DEPARTURE. From Main Base - proceed W (heading 270° magnetic) at 2800' MSL to the Golf Course. Maintain 1/4 NM N of Rosamond Blvd. Contact Sport at the Golf Course. Climb to 3300' MSL just before reaching Rosamond Dry Lake and use caution for radio controlled model airplanes being flown off the N tip of Rosamond Dry Lake. Continue outbound to the city of Rosamond. From South Base - proceed W (heading 235° magnetic) at 2800' MSL until crossing Lancaster Blvd. Then right turn to 275° magnetic to intercept Rosamond Blvd. Contact Sport crossing Rosamond Blvd. Climb to 3300' MSL just before reaching Rosamond Dry Lake and use caution for radio controlled model airplanes being flown off the N tip of Rosamond Dry Lake. Continue outbound to the city of Rosamond.

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.

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 - 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. Expect 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. Edwards AFB (KEDW) Phase II is normally implemented in the fall 15 September-15 November and in the spring 1 March-30 April. 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 animal strikes on or in the vicinity of Edwards (KEDW) to Base Operations (412 OSS/OSAM DSN 527-2222).

g. CAUTION - Aircraft should exercise caution when landing during or immediately following a rain event on Rwy 06-24 North Base, 04L-22R Main Base, and 06-24 South Base. Pilots should use caution while landing on the runway when the 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 08-342)

**Eglin AF AUX Nr 3** - See Duke Fld (KEGI), FL  
(AFFSA/AFFSA)

### Eglin AFB (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.

#### 5. CAUTION -

a. BASH PHASE I - January-February and July-August not designated as Phase II. Wildlife activity is generally LOW during these periods with the primary threat resulting from occasional concentrations of cattle egrets, sandpipers, doves, and deer on and around the airfield.

b. BASH PHASE II - In effect March-June and September-December. Wildlife activity is increased during these periods due to the migratory season. The primary threat during this period consists of heavier concentrations of American Kestrels, doves, robins, swallows with occasional flocks of gulls and pelicans immediately on and around the airfield. Expect short notice Bird Watch Conditions MODERATE or SEVERE at anytime during these periods.

c. 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 (KVPS) Range Complex with extreme caution being applied while on final to landing Rwy 19 and 12 at Eglin (KVPS) and Rwy 18 at Duke Fld (KEGI).

(46 OSS-OSAO/46 OSS-OSAO FIL 07-864)

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6. 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)

7. 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>.

(46OSS-OSAO/46OSS-OSAO FIL 07-293)

8. 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.flyvps.com/air\\_pamphlet.html](http://www.flyvps.com/air_pamphlet.html). 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. (46OSS-OSAO/46OSS-OSAO FIL 08-503)

## Eielson AFB (PAEI/EIL), AK

1. Avoid small arms range located 2.5 NM NE of the approach end of Rwy 31. Small arms range active 1700-0100Z++ weekends, other times by advisory.

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 Cope Thunder exercise season (March-September), expect limited U-Drive-It vehicles. However, every aircrew will be provided transportation.

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. Approximately two weeks in mid April and again in 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.

(AFFSA/AFFSA FIL 04-476)

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)

## 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/NAVFIG)

## 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.

5. DoD TURBOJET AIRCRAFT - Full stop landings only permitted; practice instrument approaches and touch-and-go landings prohibited.

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)

## Ellington Fld (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 Fld (KEFD), Rwy 22.

(AFFSA/AFFSA FIL 07-573)

2. 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.

a. BASH Phase I - 1 March-31 October.

b. BASH Phase II - 1 November-28 February.

(147 FW-XP/147 FW-XP FIL 08-051)

## 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. BIRD HAZARD - High number of feeding waterfowl feeding flights surface to 2000' AGL during dawn/dusk periods from September-October. High number of migratory flights surface to 5000' AGL during the night from August-November and March-May. Deer hazard exists on airfield.

c. REDUCED BRAKING PERFORMANCE - Pilots use caution while landing on the Rwy 13-31 touchdowns when pavement is saturated by rainfall. Pilots should expect reduced braking performance in the 13-31 touchdown areas where water is ponded and the surface appears glassy.

d. CAUTION - The Pride Hangar is located just N of the base weather station. The height and size of the hangar blocks almost 20% of the horizon and hinders observation of thunderstorms and other convective clouds. From the observation point, weather technicians are unable to see the touchdown zone of both runways. The S end wind sensor typically reads 10-15 knots lower than the N end during strong N wind events.

(AFFSA/AFFSA FIL 06-887)

2. No hangar storage. No drag chutes available. No A-GEAR. Extreme magnetic disturbance on run-up pad for Rwy 31. SOAP service is not available.

(AFFSA/AFFSA FIL 07-194)

3. Aircraft will hold short of the instrument hold line for Rwy 31 when reported weather is less than ceiling 1500' and/or visibility 3 SM. When weather is reported above 1500' ceiling and/or 3 SM visibility, aircraft flying an ILS approach must be alert to possible glide slope interference from aircraft parked on the hammer-head for Rwy 31 (parked within the ILS critical zone). In VFR conditions, all normal visual cues should be used to back up ILS approach, particularly at night.

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)

## Elmendorf AFB (PAED/EDF), AK

1. RESTRICTIONS -

a. PPR for all aircraft except non-explosive laden AMC channel missions and AIREVAC. PPR NRS will be provided between 24 hours and 5 days prior to arrival. Contact base operations DSN 317-552-2107/1202 or C907-552-2107/1202.

(1) Aircraft with Distinguished Visitor Code 6 or higher and aircraft filing Elmendorf (PAED/EDF) as a weather alternate are exempt.

(2) AMC flight must have cargo pre-approved through 732 AMS/ATOC at DSN 317-552-2104.

(3 OSS-OSAM/3 OSS-OSAM FIL 08-410)

(3) Non-AMC aircraft must fax a breakdown of the explosives to Base Operations at DSN 317-552-9333 before the PPR can be approved. Expect up to an hour delay for approval. The explosive breakdown must be for each piece and as a minimum must include:

(a) Nomenclature

(b) Class/Division/Compatibility Group (include Inhibited Building Distance (IBD) for all 1.2).

(c) Net Explosive Weight (NEW).

(d) National Stock Number (NSN).

(4) Cope Thunder (CT) season 1 January-31 July. Non-CT hours of operations 1630-2430Z++ weekdays except Wing down days and Federal holidays. Transient aircraft/units flying local sorties during non-CT must plan arrival/departure within normal CT duty hours. Exceptions extremely limited and require prior coordination thru DSN 317-552-1871.

(AFFSA/AFFSA FIL 97-75)

b. Heavy aircraft expect Rwy 06 departure. If unable to comply, must coordinate with Base Operations prior to engine start.

(AFFSA/AFFSA FIL 03-96)

c. Taxiways closed to aircraft with wingspan exceeding 135'. (References are given in accordance with airfield diagram published in Alaska Terminal):

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(1) Taxiway D between Taxiway N and Hangar 4.

(2) Taxiway N between N5 to N2 limited to aircraft wing span of 94' or less. Between Taxiway B and N2 is only limited when fighter aircraft are parked on Red Flag West Ramp. (AFFSA/AFFSA FIL 97-75)

d. All maneuvering for Rwy 16-34 S of Rwy 06-24 will be on runway. (AFFSA/AFFSA FIL 07-565)

2. SOAP - Available.

3. 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 requiring Customs contact Base Operations via Global Radio 90 minutes prior to arrival. (AMC mission contact DENALI on 128.0 349.4 11480).

b. Aircraft departing Canada contact FSS that services departure airfield and ensure an inbound message is sent to Elmendorf (PAED/EDF) Base Operations (PAED). Update 90 minutes prior to arrival. (AFFSA/AFFSA FIL 97-75)

4. 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.

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. (AFFSA/AFFSA FIL 07-01)

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 TCAS warnings.

(AFFSA/AFFSA FIL 04-528)

## Fairchild AFB (KSKA), WA

1. CAUTION - Warm-up pad at Taxiway B closed. (AFFSA/AFFSA FIL 04-45)

2. RESTRICTION - Aircraft configured with explosives are not authorized. Cargo aircraft transporting explosives are authorized. (92 OSS-OSAA/92 OSS OSAA FIL 07-571)

3. NOISE ABATEMENT PROCEDURES - All aircraft avoid the following areas:

a. Medical Lake Hospital

b. Airway Heights Correctional Facility (below 1000' AGL)

c. 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.

d. Spokane Intl Airport (KGEG), except when conducting approaches to Spokane Intl (KGEG).

e. Base housing area

f. Munitions storage area

g. Airway Heights School directly S of the Airway Heights green and white water tower. (AFFSA/AFFSA FIL 04-45)

4. No drag chute service available for fighter aircraft. Simulated flame-out procedures not available.

5. 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:

a. LOW - Sparse bird activity within the designated infield area to include the departure/arrival corridor.

b. 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.

c. SEVERE - Heavy concentrations of birds (more than 15 large or 30 small birds) on or above the runway, taxiways, in-field 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.

6. Weather balloon launches 1200Z++ and 0001Z++ daily, 5.5 NM N of field. (AFFSA/AFFSA)

**Fallon NAS (KNFL), NV****1. VFR DEPARTURE PROCEDURES -**

a. RWY 31L/R - Immediately after reaching the upwind end, turn right heading 040° and maintain a positive rate of climb for noise abatement. Avoid overflight of the magazine area. Maintain heading 040° until crossing NFL TACAN R-360. If applicable, de-select afterburner at the departure end of the take-off runway.

b. RWY 13L/R - After reaching the upwind end of the runway, execute a climbing left turn and clear the airport traffic pattern.

c. RWY 25 - After reaching the upwind end of the runway, execute a climbing left turn. Avoid R4803N, S (Bravo 16).

d. RWY 07 - After reaching the upwind end of the runway, turn left and proceed via NFL TACAN R-040.

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.

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. In deference to local church services, airport traffic pattern work will not normally be conducted from 1800-2000Z++ on Sundays. Only single aircraft are authorized to conduct overhead approach; breaks will be to the E.

**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.

**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).

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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 VFR from Gabbs (GAB) and Austin (9U3) 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.

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 06-076)

### Forbes Fld ANG (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.

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. 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 Forbes Fld (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 07-687)

### 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)

2. 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 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.

(122FW-SE/122FW-SE FIL 08-257)

3. CAUTION - Due to the barriers on Runway 05-23 being out of tolerance IAW AF132-1043, an increased probability of a missed engagement exists. Both barriers exceed the maximum allowable 1/8th inch surface deviation. Cable skip is unlikely but the possibility does exist. Pilots may use either barrier at their own risk.

## 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. 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. Aircraft visiting Lockheed/Martin enter "Lockheed/Martin ramp and PPR number" in Remarks Section of flight plan. Lockheed/Martin PPR available through Government Flight Representative C817-763-3624. Limited transient services available at Lockheed/Martin.

3. No capability to handle live ordnance.

(USN/NAVFIG)

4. Customs and Agriculture - Inspections available with 48 hours prior notice, contact Emergency Communications Center C817-782-5200.

(USN/NAVFIG FIL 0053-07)

### 5. 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.

## 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 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.

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)

## 3-92 UNITED STATES

### 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 (KN68), 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.

#### 2. 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 in the vicinity of runways and Taxiways during the months between Mar-May. 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.

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 &amp; 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.

(AFFSA/AFFSA FIL 06-1025)

**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. ANG - No transient parking. Transient aircraft requiring maintenance will be recovered by home base. Aircraft security for C-5 available for remaining overnight emergency only.

(AFFSA/AFFSA FIL 07-698)

3. BIRD WATCH CONDITIONS - Phase II periods are from March - May and September - 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. No comments on ATIS when Bird Condition is moderate or low, however, Severe will be announced. Contact Upset Control or Base Operations on 321.0 for current Bird Watch Conditions.

(128ARW-SE 492/128ARW-SE 492 FIL 08-255)

**Gila Bend AF Aux (KGBN), 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 (KGBN). Aircraft must exercise caution to avoid violation of these Restricted Areas, traffic pattern, and drop zone.

(AFFSA/AFFSA)

2. Gila Bend AF Aux (KGBN) is for emergency use only for aircraft utilizing the Luke AFB (KLUF) range complex. Others desiring use and C-130 aircraft or smaller require 56 RMO/CC approval not later than 24 hours prior DSN 896-5261. Avoid overflying the town of Gila Bend, AZ, 2.5 NM N of field. Airfield operational only during range flying periods. Closed holidays. Rwy 35 in use up to 10 knot tailwind. Expect delays for higher priority traffic.

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 J8. No ramp lighting.

(AFFSA/AFFSA FIL 06-587)

### 3-94 UNITED STATES

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)

### Godman AAF (KFTK), KY

1. WEATHER OBSERVATION LIMITATIONS - Weather observers visibility limited to the S and SE.  
(USAASA/USAASA)

### Grand Forks AFB (KRDR), ND

1. No fleet service available.
2. BIRD WATCH CONDITIONS-CAUTION-Bird hazard. Expect heavy concentrations of ducks and geese during Phase II. Bird Watch Condition Codes and restrictions for AMC aircraft are as follows:
  - a. LOW - Normal bird activity within 5 NM of airport. Low potential for strikes.
  - b. MODERATE - Concentrations of 5-15 large birds or 15-30 small birds reported in locations that represent a probable hazard to flight operations. Initial takeoffs and final landing allowed only when departure and arrival routes avoid identified bird activity. Local IFR/VFR traffic pattern activity ceases.
  - c. SEVERE - Heavy concentrations of birds (more than 15 large or 30 small birds) on or above the runway, taxiways, infield area, or arrival and departure route. Takeoffs and landing are prohibited without OG/CC approval.  
(AFFSA/AFFSA FIL 05-624)

3. PHASE II BIRD ACTIVITY - April thru June and September through November. Concentrations of large waterfowl including Canadian geese frequently over fly 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.  
(AFFSA/AFFSA FIL 05-883)

4. CUSTOMS/IMMIGRATION is available for 319 ARW 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.  
(AFFSA/AFFSA FIL 05-624)

5. 180° turns on the runway should be accomplished on the concrete end portions.  
(AFFSA/AFFSA FIL 06-602)

### Gray AAF (Ft. Lewis) (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 paradrops 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 paradrops 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 - 50 F/A/W/T
  - Taxiway D - East 53 F/A/W/T West 32 F/A/W/T
  - Taxiway E - 32 F/A/W/T
  - Taxiway F - 24 F/B/W/T
  - Taxiway G - 32 R/B/W/T
  - Taxiway H - 29 F/A/W/T
  - Taxiway I - East 42 F/A/W/T West 50 F/A/W/T
  - NE Ramp - 37 R/A/W/T
  - W Ramp - 30 R/B/W/T  
(USAASA/USAASA FIL 06-08)

**NOTE:** The maximum gross weight for operations on the "Ranger Ramp" by C-130's is 143,000 pounds. C-130 with gross weight between 127,000 and 143,000 pounds require prior approval from Gray AAF (KGRF) Operations Officer before using the Ranger Ramp.

(USAASA/USAASA FIL 04-15)

7. CAUTION - High volume of personnel/vehicles with negative radio communication on Ground Control crossing Taxiways G and H.  
(USAASA/USAASA FIL 06-03)

8. 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)

### Greater Peoria Rgnl (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)

## Grissom ARB (KGUS), IN

### 1. CAUTION -

- 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 Operations Manager prior to high power engine runs due to ramp and taxiway deterioration.
- d. Bird Hazard Information - 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.

(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.

(4) Aircrews can obtain current conditions from ATIS, PTD and Tower. During MODERATE condition, aircrews should restrict operations to take-off and landing. During SEVERE all operations should cease.

- e. 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-AM/434 DMS-AM FIL 07-844)

### 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 Base Operations 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. Fuel not available on non-UTA weekends.

f. Limited transient parking available. Munitions support not available.

g. Classified Materials - Base Operations has limited storage for classified material up to secret. COMSEC and overnight storage is available at the Command Post.

(AFFSA/AFFSA FIL 06-249)

### 3. AIRFIELD -

a. 3' high continuous barricade between Taxiway B and Taxiway C parallel to and 171' from Taxiway G centerline.

b. Old Hot Gun Area, S side of runway abeam Taxiway C, is closed to all aircraft.

#### c. 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.

(6) ILS facilities penetrate Frangibility Zone; 1500' southwest of runway 05 threshold, 157' left of runway centerline.

(7) ILS facilities penetrate Frangibility Zone; 1750' north of runway 23 threshold, 100' right of runway centerline.

d. 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.

e. Distance remaining sign 11/1 N side Rwy 05 removed permanently.

f. West engine run-up pad permanently closed.

g. Taxiway Bravo shoulders transverse grade exceeds the maximum 1 1/2 inch allowance.

h. 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.

i. Airfield mowing season May-October. Expect personnel and equipment mowing within the runway primary surfaces daily, Monday-Friday, 1200-2000Z++.

(434 DMS-ATMF/434 DMS-ATMF FIL 08-471)

## 3-96 UNITED STATES

### 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. Phase II activity from October through April due to migratory and winter seasons is the most likely period of significantly increased local bird activity.

(193 OSF/193 OSF USAF FIL 07-477)

### Hill AFB (KHIF), UT

1. Aircrews TDY to Hill AFB (KHIF) planning to fly local sorties must notify the Planning Office (75 ABW/XPI, 7520 Wardleigh Way, Hill AFB, UT 84056-5283, DSN 777-6796) 30 days prior for non-munitions flights and 125 days in advance for live munitions flights or support. All passenger and cargo carrying aircraft must contact PTD 30 minutes prior to landing. 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. Pilots picking up PDM aircraft at Hill AFB (KHIF) must file DD175 with Hill (KHIF) Base Operations. Aircrews staging out of Hill AFB (KHIF) to UTTR must provide or arrange for a Supervisor of Flying at Hill AFB (KHIF). Light to moderate bird activity on and in vicinity of airport. Expect 2 hours delay for fuel and SOAP during periods of heavy traffic. Aircraft repair available 1500-0600Z++ weekdays. Transient hangar space not available. Limited transient parking available for large aircraft. Munitions support not available. Limited fleet service available (lavatory only) with 24 hour prior notice, must be paid for by home station on AF Form 15. Navaid checkpoint available near approach end of Rwy 14. 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.

(75 OSS/OSAM/75 OSS/OSAM FIL 08-309)

2. 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)

3. 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)

4. Bird Watch -

a. Hill AFB (KHIF) is located 8 NM E 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.

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.

(AFFSA/AFFSA FIL 04-105)

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 (duty hours: 0601Z++ Sunday-0600Z++ Friday, 1500-2400Z++ Saturday and Sunday), at least 72 hours in advance for support.

6. AIR TERMINAL OPERATIONS CENTER (ATOC) SERVICES - Transient aircraft arriving Hill AFB (KHIF) between the hours of 0000Z++ and 1200Z++ requiring uploading/downloading of passengers or cargo must contact ATOC, DSN 777-3088, C801-777-3088 (duty hours: 1300-2300Z++ Monday-Friday), at least 72 hours in advance for support.

(AFFSA/AFFSA FIL 04-248)

**Holloman AFB (KHMN), NM**

1. CAUTION - Rwy 25 BAK-15 in raised position. When Rwy 16 in use, departure/landing will be toward raised BAK-15 on the departure end of Rwy 16. When Rwy 34 in use, departure/landing will be toward raised BAK-15 on the departure end of Rwy 34. Non-emergency parachute jumping is conducted at Alamogordo-White Sands Rgnl Airport (KALM), from surface to 14,000' MSL, on Saturday, Sunday and holidays. Sailplane operations are conducted at Alamogordo-White Sands Regional Airport (KALM) by airplane tow, occasionally in excess of 14,000' MSL, on Saturday, Sunday and holidays. Extensive jet training conducted within 150 NM radius Monday-Friday. Transient aircraft restricted to single approach full stop landing while training in progress. Atmospheric balloon launches and unmarked balloon operations on and in vicinity of airfield. Hang gliders operating up to 10,000' vicinity HMN 055/08 between main N-S thoroughfare and ridge line E. All aircraft will avoid overflight of the White Sands National Monument Headquarters Area below 2000' AGL; located at HMN 204/06.

2. First 1500' approach ends Rwy 16-34 extremely slippery when wet. 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. C-5/E-4 restricted to take-off and landing on Rwy 04-22. Other heavy aircraft (E-3, C-141, etc.) should expect to land/take-off Rwy 22. 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. 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. VFR procedures in effect: N and S between Alamogordo and El Paso via corridor within 2 NM W of railroad - Contact Holloman (KHMN) Approach 30 NM out. E and N - Contact Holloman (KHMN) Approach 30 NM out. W contact Albuquerque FSS (KABQ) for possible clearance across R5107B. Foreign Nationals will require prior security coordination and White Sands Missile Range approval to fly in R5107B, Controlling Agency DSN 258-8000/8001. Classified material not available at Base Operations. Contact 49 FW/CP for classified storage DSN 572-7575, C575-572-7575. Airfield Management Operations DSN 572-5411, C575-572-5411.

(AFFSA/AFFSA FIL 05-864)

3. 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 S end of the ramp area. Clearance to land in the N area is not clearance to land on Taxiway C.

(AFFSA/AFFSA FIL 04-33)

**4. BIRD WATCH CONDITION -**

a. LOW - Normal level of small bird activity on and above the airfield with a low probability of strike hazard to aircraft. This includes the flight path corridors for the runway(s) in use.

b. MODERATE - Concentrations of birds in locations that represent a probable bird strike hazard to safe flying conditions. An example of this would be a flock of 15-35 small birds within the airfield taxiways and runways, or flocks of ducks or geese near the airfield in route to Lake Holloman. Traffic pattern: No formation takeoffs, approaches or landings, no touch and go's, chase aircraft must remain 200 feet above the bird concentration as determined by the SOF, aircraft on low approaches must remain 200 feet above bird concentration as determined by the SOF, 6000 feet

minimum spacing between landing aircraft, pilots remain vigilant on final and initiate an immediate go-around if bird strike is imminent. Ranges/Training Areas, change flight profile or altitudes to avoid bird hazard. Low-level Routes, amend flight altitudes to minimize bird hazard. Limit formation flying to a minimum for mission/training requirements.

c. 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. An example of this condition would be a concentrated flock of over 35 small birds or numerous migrating songbirds on or near the runways, or a large flock of birds in the flight path. Traffic Pattern: SOF approved full-stop landings only, no takeoffs or low approaches, chase aircraft must remain 200 feet above bird concentrations as determined by the SOF, 6000 feet spacing between landing aircraft, SOF will consider: changing runways, delaying takeoffs and landings, diverting aircraft, changing pattern altitudes, notifying airfield management to disperse the birds, updating ATIS, and informing airborne aircraft. Ranges/Training Areas, specific areas and altitudes will be identified, flights using the area will avoid the affected area. Low-level Routes, specific routes or segments and altitudes will be specified, avoided, and if necessary, closed.

(AFFSA/AFFSA FIL 06-480)

**Homestead ARB (KHST), FL**

1. CAUTION - Do not overfly Turkey Point Nuclear/Conventional Power Plant located at HST TACAN R-134/4.5 DME nor the circular antenna farm located at R-195/7.5 DME. Limited ramp space available. Please call Base Operations DSN 791-7516/7071 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, transportation is available at Base Operations.

(AFFSA/AFFSA FIL 03-26)

2. 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, Homestead ARB (KHST) experiences an increase in migratory bird activity. This is designated Homestead's (KHST) BASH Phase II Period. 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 - 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. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under condition SEVERE.

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### 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, 1330-1600Z++ and 1800-2200Z++, 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 482 OG/OSA DSN 791-7020/7026/7072 or 482 FW/SE DSN 791-7354.

(AFFSA/AFFSA)

3. CAUTION - ATC view of Taxilane B is partially obscured by sunshades on the 93 FS (MAKO) ramp.  
(SSI-OSAA/SSI-OSAA FIL 08-262)

## Hood AAF (Ft. Hood) (KHLR), TX

### 1. WEATHER/VISIBILITY OBSERVATION LIMITATIONS.

a. DAY LIMITATIONS. The following obstructions may restrict the observer's ability to determine horizontal visibility and cloud coverage: Several hangars and maintenance buildings from 1/16 to 3/16 NM N, a ridge ranging from 2 NM NE to 4 NM SE, hangar buildings from 1/8 to 3/8 NM SE, two small hangars 1 NM NW, a hill from 1 3/4 NM NW to 2 NM NNW, and a hill 1 NM N.

b. NIGHT LIMITATIONS. The glare from Killeen City lights and medium and high intensity lights on Hood AAF (KHLR) may occasionally limit the observer's ability to make accurate reports of sky conditions. Both the night and day observation limitations are documented in FHR 115-1.

(USAASA/USAASA)

## 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.

### 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.

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. CAUTION -

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 - In effect February-June and September-December. Wildlife activity is increased during these periods due to the migratory season. The primary threat during this period consists of heavier concentrations of doves, robins and swallows with occasional flocks of gulls and pelicans immediately on or around the airfield. Expect short notice Bird Watch Conditions MODERATE or SEVERE at any time during these periods.

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 with extreme caution being applied while landing Rwy 19 and 12.

(AFFSA/AFFSA)

## 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)

## 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.

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)

## 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. Under certain conditions, refueling delays of 1-3 hours may be expected. Minimum 8 hours prior notice required for on/off load cargo DSN 597-3009. Deteriorating ramp condition and flightline construction, use low power settings while taxiing and watch for foreign objects.

(AFFSA/AFFSA)

2. BIRD ALERT - Traffic pattern Bird Watch Condition MODERATE. Only an initial take-off and the recovery to a full stop landing is permitted under Bird Watch Condition MODERATE. Multiple approaches and touch-and-go landings are not authorized under Bird Watch Condition MODERATE. Aircraft commanders will assess the risk of increased precautions. Consideration will be given to using an alternate airfield with Bird Watch Condition LOW or lesser bird activity.

3. BIRD WATCH CONDITION SEVERE - All flight operations will cease under Bird Watch Condition SEVERE. The runway will temporarily be closed and no take-offs, landings or transition

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training will be permitted under Bird Watch Condition SEVERE, with the exceptions of approved higher headquarter directed operational missions and in-flight emergencies. If necessity dictates and after the aircraft commander has made a thorough risk assessment of the bird condition, flight operations under Bird Watch Condition SEVERE can be authorized by requesting aircraft's unit OG/CC or higher authority. Take-offs under Bird Watch Condition SEVERE will use aircraft specific noise abatement climb procedures to lessen exposure to the bird strike risk and recoveries will use a straight-in approach to a full stop landing with all exterior aircraft lighting illuminated.

#### 4. PHASE I AND PHASE II ACTIVITY

- a. Phase I represents normal bird activity.
- b. Phase II represents heavy bird activity, normally associated with migratory season or weather phenomenon.
- c. Keesler AFB (KBIX) may enter Phase II when tropical storm force winds are forecasted for Keesler (KBIX). 12 hours prior to the arrival of and up to 72 hours after tropical storm force winds, aircrews should anticipate Phase II and Bird Watch Condition SEVERE.

(AFFSA/AFFSA FIL 04-12)

### 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 DSN 483-2769/2779, C305-293-2769/2779 and Billeting DSN 483-4118/4117, C305-293-4118/4117. Strict adherence to published field operating hours. Transient parking and services limited. PPR can be scheduled 2 weeks prior to arrival, but no further in advance.

(USN/NAVFIL FIL 27/03)

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. Contact ATC DSN 483-2183/2754 to schedule.

3. CAUTION - R2916, Cudjoe Key Tethered Aerostat Radar System (TARS), as defined in FAA Order 7400.8 and AP/1A. Two large helium filled balloon type devices operating continuously, not necessarily simultaneously, up to 14,000'. Strobe lights are located on balloons, however the tether is unmarked and nearly impossible to see/locate. Located approximately NQX TAC R-050/12.

4. CAUTION - Key West NAS (KNQX) Class D Airspace and Key West Intl (KEYW) Class D Airspace, as defined in FAA Order 7400.9 and FAR Part 71, are adjacently located. Due care and caution must be utilized so as not to encroach upon KEYW Class D.

- a. RWY 07 - Base leg shall be at or before the Boca Chica Bridge.
- b. RWY 25 - Departures shall turn left heading 180° at the upwind numbers.
- c. RWY 31 - Departures shall turn right heading 360° at the upwind numbers.
- d. RWY 21 - DAYTIME VMC use only due to excessive vegetation.

(USN/NAVFIL FIL 0086/06)

5. CAUTION - Bird activities abound at KNQX due to its unique location on the Florida Keys and its natural stop for the fall and spring migration.

a. Bird/Animal Aircraft Strike Hazard (BASH) Reduction Program point of contact is the KNQX Aviation Safety Officer DSN 483-3132.

(USN/NAVFIL FIL 0001/02)

b. Bird Hazard Condition (BHC) Reports shall be disseminated via ATIS 277.2 during published field hours. KNQX BHC are defined as follows:

(1) BHC 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 a hazard to safe flying conditions.

(2) BHC 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) BHC Low - Normal (sparse birds) activity on or around the airfield.

(USN/NAVFIL FIL 0050/06)

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 5.a., and the KNQX ATC Facility Watch Supervisor DSN 483-2770. Additionally, a Bird/Animal Strike Report shall be completed and forwarded to the KNQX Aviation Safety Officer.

6. Trumbo Point Helicopter Landing Zone - This is an unlit helicopter landing area adjacent to the former seaplane hangar at Trumbo Point. It is located inside KEYW Class D Airspace and is not under the control of KNQX Tower. However, the following procedures apply:

a. KNQX Base Operations shall be utilized as the main coordinating agency for Trumbo Point LZ operations.

(USN/NAVFIL FIL 0001/02)

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 338.0. Forward the following information - callsign, type aircraft, persons on board and time on station.

(USN/NAVFIL FIL 0089/03)

d. Termination of operations shall be transmitted to KNQX Base Operations 338.0.

(USN/NAVFIL FIL 0001/02)

7. Weather observations are performed continuously 24 hours a day by a certified weather observer. Automated Surface Observation System (ASOS) is supplementary only, and is not an unmanned operation.

(USN/NAVFIL FIL 0011/02)

8. TAXIWAY OBSTRUCTION - Mangrove shrubs near the edges of all taxiways. C130 and larger aircraft utilize caution when taxiing due to unmarked/unlighted fences with accompanying vegetation located 88' from Taxiway D, 115' from Taxiway F, and 68' from taxiway centerlines. Caution-Standing

water after periods of rain at hold short of Taxiway A and Runway 13, possible hazard to taxiing aircraft.

(USN/NAVFIL 0086/06)

## Kirtland AFB (KIKR), NM

See Albuquerque Intl Sunport (KABQ)

(AFFSA/AFFSA)

## Klamath Falls (Kingsley Fld) (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 1500-2300Z++ Monday-Friday. Base closed most weekends and every other Monday. If use of ANG facilities is approved, enter "PPR" number in DD175 Remarks Section.

2. Commercial fuel available at Fixed Base Operator without PPR. Contact Klamath Aircraft Incorporated C541-882-4681. This area is NOT a secured aircraft parking area.

3. Transient aircraft with PPR contact pilot to dispatcher (UHF 388.9/VHF 138.1) 15 minutes out.

4. COMSEC storage is NOT available at Base Operations.

5. Wing Command Post not operational except during Flex Alert periods.

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.

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 14,000' 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.

(AFFSA/AFFSA)

8. CAUTION - BIRD WATCH CONDITION INFORMATION -

a. Klamath Falls Airport, (Kingsley Field) (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 mid-April and September through mid-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 Klamath Falls (KLMT) are defined as follows:

(1) LIGHT - 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 for 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 Klamath Falls (KLMT) BASH procedures - contact 173 FW Safety Office DSN 830-6681/6380.  
(AFFSA/USAF FIL 05-498)

## Lackland AFB Kelly Fld Annex (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 15, 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).

d. Parachute jumping Kelly (KSKF) Drop Zone 3 NM Radius of N29° 23.116' W098° 34.879' bearing 175° 0.38 NM from Kelly TACAN (KSY) from surface to 12,500'.

e. Parachute jumping Kelly (KSKF) Conehead Drop Zone 3 NM Radius of N29° 22.469' W98° 39.365' bearing 248° 4.06 NM from Kelly TACAN (KSY) from surface to 12,500'.

f. Parachute jumping Kelly (KSKF) Parade Drop Zone 3 NM Radius of N29° 23.502' W98° 37.155' bearing 263° 2 NM from Kelly TACAN (KSY) from surface to 12,500'.

g. NOTAM will be sent when Drop Zones are activated.

2. Temporary storage of classified materials up to and including SECRET available at Base Operations. Limited parking for heavy aircraft, mission aircraft have priority.

3. Limited transient maintenance available. Limited fleet service available; prior coordination required (except AIREVAC), phone DSN 945-8668.

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4. VIP - All aircraft transporting VIP's contact Pilot to Dispatcher with block time, VIP information and requirements.
  5. BIRD WATCH CONDITION - Extensive migratory bird activity on and about the airfield March-September.
    - a. Increased bird activity is announced to aircrews via ATIS and NOTAM.
    - b. Aircrews shall advise ATC of bird observations and encounters.
  6. North overrun only has 165' pavement, last 835' is unpaved.
  7. CUSTOMS/AGRICULTURE/IMMIGRATIONS:
    - a. All aircraft arriving from non-CONUS locations will contact Base Operations 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).
- (37 OSS-OSAA/37 OSS-OSAA FIL 07-402)

### Lambert-St. Louis Intl (KSTL), MO

1. ANG - Normal ANG operations is 0700-1600 weekdays, except holidays. ANG ramp closed during non-duty hours. ANG ramp closed to all aircraft except official business. PPR is required for all transient aircraft. Contact DSN 824-6207, C314-527-6207. Transient aircraft contact Banjo ops UHF: 297.9 15 minutes prior to arrival. No transient maintenance available. When requested ANG maintenance will provide parking location. Transient crews are responsible for wingtip separation.
2. CAUTION -
  - a. Very limited transient parking. Use extreme caution while taxiing on ANG ramp.
  - b. Potential hazards exist when taxiing and parking on Charlie pad due to numerous civilian aircraft and vehicle traffic.
  - c. There is a 12 foot blast fence south of Charlie pad. Distance from edge of blast fence to Charlie pad - west end 94 feet, east end 27 feet.
  - d. There are numerous lines painted on Charlie pad, however, no defined taxi lines for large military aircraft to provide proper wingtip clearance when parking.
  - e. Bird and wildlife hazards.
    - (1) BASH Phase I - Normal level of bird activity. (April - September).
    - (2) BASH Phase II - Heightened state, primarily associated with migratory seasons (October - March).
  - f. Bird Watch Condition Codes:
    - (1) LOW - Little to no bird activity on and above the airfield or operating areas with low probability of hazard. Continue with operations as normal.
    - (2) MODERATE - Concentrations of birds observed in locations that present a probable hazard to safe flying

operations. This condition requires increased vigilance by all agencies and extreme caution by pilots.

- (3) SEVERE - Heavy concentration of birds, on or immediately above runway or other specific locations, that represent an immediate hazard to safe flying operations. Pilots must thoroughly evaluate mission need before operating in areas under condition SEVERE.

(131 OSF/131 OSF FIL 07-695)

### Langley AFB (KLF1), VA

1. TAXIWAY RESTRICTIONS -
    - a. Taxiway A:
      - (1) When hot pit refueling is in progress on the W ramp, Taxiway A is restricted to aircraft with wing spans of 100' or less between Taxiway B and Taxiway M. Aircraft with wing spans greater than 100' will enter/exit the West ramp via Taxiway B and /or Taxiway M.
      - (2) Taxiway A between midfield and Taxiway D may only be used by aircraft with wingspans less than 110'.
    - b. Taxiway G closed.
    - c. Taxiway J:
      - (1) Taxiway J may only be used by NASA aircraft, with the exception of the B-757.
      - (2) Taxiway J may only be used during daytime and VFR conditions since it does not have taxiway edge lights and is restricted to aircraft with total wing span of 80' or less and 100,000 pounds or less gross weight.
    - d. N Ramp:
      - (1) Aircraft must stay on the taxi lead-in line while on this ramp, to avoid taxiing over deteriorated pavement.
    - e. All jet aircraft are prohibited from taxiing or conducting engine runs on the asphalt portion of the E and W ramps due to the deteriorating pavement.
    - f. General information:
      - (1) The tower will advise C-130 and larger aircraft to taxi with outboard engines at idle.
      - (2) Turns be made to avoid blowing foreign object damage into the arm/de-arm (Rwy 08 requires a right 180° turn at end of runway, Rwy 26 requires a left 180° turn at end of runway).
      - (3) No aircraft shall be taxied, towed or parked behind aircraft larger than a C-130 (within 1000') while the engines are running.
- (1 OSS-OSAA/1 OSS-OSAA FIL 07-771)
2. CAUTION -
    - a. BIRD ALERT - Large concentration of birds in vicinity of airfield during inclement weather. Expect bird flocks on and in vicinity of Langley AFB (KLF1) during migratory season and intense bird activity. Fall migration S begins in October with the peak period between November-February. Peak spring migration N runs from February-April. Expect short notice Bird Watch Condition SEVERE and/or short term airfield closure.

(1) Bird Watch Condition 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. First Fighter Wing aircraft will not normally conduct operations in an area declared SEVERE. The area declared SEVERE shall be open only by specific pilot request and after thorough evaluation of mission requirements. All aircraft should delay departure, arrival or divert until the condition is downgraded. If F-15 and F-22 landings are directed or must be made, plan on full stop single ship landings. Non-first Fighter Wing aircraft will be advised of the Bird Watch Condition and asked to state their intentions.

(2) Bird Watch Condition MODERATE. Concentrations of birds observable in locations which represent a probable hazard to safe flying operations. This condition requires increased vigilance by all agencies and extreme caution by aircrews. If possible, departure paths should be planned to avoid bird concentration areas and the necessity to conduct multiple approaches should be thoroughly evaluated. F-15 and F-22 formation takeoffs, approaches, and landings are not authorized. Non-first Fighter Wing aircraft will be advised of the Bird Watch Condition and asked to state their intentions.

(3) Bird Watch Condition LOW. Normal bird activity on and above the airfield with a LOW probability of hazard.

b. SPECIFIC HAZARDS IN THE LANGLEY AFB (KLF) AREA - Seagulls provide the largest threat to flight operations in the airfield area. Several subfamilies are permanent residents of the bay area and others pose a migratory hazard as well. Langley AFB (KLF) lies along a major migratory route and its open spaces attract numerous species for rest and feeding. Large game fowl transit the area seasonally and are particularly dangerous because they fly at night, at altitudes below 10,000' AGL. Much of this activity is observable on radar. Migrating waterfowl are particularly dangerous to flight safety due to the large numbers and generally higher altitudes flown by waterfowl enroute to breeding and wintering grounds during spring and fall. Huge flocks may stop along the route awaiting favorable weather conditions to continue. Migrating birds are most active from sunset through midnight, with numbers decreasing in the early morning hours. October and November are the most hazardous months. Prudent flight planning can especially reduce the exposure to bird strikes from large birds between mid-September and early December.

c. TERRESTRIAL ANIMALS - Langley AFB (KLF) attracts a wide number of terrestrial animals varying from rodents to deer. Wildlife hazards include rodents, ground hogs, fox and deer. These animals are attracted by various food sources found on Langley (KLF). The shelter provided by the forested areas and the relatively undisturbed habitat offered by Langley AFB (KLF) versus the surrounding populated area is also attractive to wildlife. Domesticated stray animals such as cats and dogs also pose a threat to aircraft operations.

(AFFSA/AFFSA FIL 07-091)

3. CAUTION - Fish spotter aircraft over the Chesapeake Bay and adjacent coastal waters at or above 1500' between 1 May and 1 December.

(AFFSA/AFFSA)

4. NOISE ABATEMENT - Large aircraft (C-5, KC-10, C-17, C/KC135) are usually restricted to two practice approaches. Full stop, taxi back and touch and go landing not authorized. All transient aircraft avoid landing on the Bak-12.

(1 OSS-OSAA/1 OSS-OSAA FIL 07-771)

5. APPROACHES - Successive instrument approaches must be coordinated with Norfolk Intl (KORF) Approach prior to handoff Monday-Friday.

6. TRANSIENT SERVICES - Expect extensive fuel servicing delays for all transients particularly large/heavy aircraft. Fighter aircraft must carry extra drag chutes, no qualified personnel on station. De-ice capabilities for large aircraft very limited. Fleet service truck available, no qualified personnel on station. All transient aircraft requiring fleet service must bring qualified personnel to operate truck.

7. DV - Aircraft transporting DV (Code 7 and above) contact Pilot-to-Dispatch with load message, block time, DV information and requirements. Coordinate passenger movement to and from Langley AFB (KLF) with passenger terminal, 1100-2300Z++ Monday-Friday, DSN 574-4311/4698.

8. NOISE ABATEMENT - No engine start, takeoff or landings prior to 1300Z++ on weekends and holidays. Additionally, all landings will be to a full stop, except Aero Club may conduct practice approaches.

9. HAZARDOUS CARGO - Shippers/Receivers of hazardous materials by air are responsible for coordinating with 1 OSS/OSAA (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.

(AFFSA/AFFSA)

10. CUSTOMS/AGRICULTURE/IMMIGRATION - Limited support. All aircraft commanders will annotate the number of people on board by category (military, civilian, dependents ... foreign nationals: military, civilian, diplomatic) on their flight plans prior to departure. This information must be forwarded to Langley (KLF) Base Operations.

(AFFSA/AFFSA FIL 07-091)

## 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. Parasailing area located 2400' E of Rwy 13L. Surface to 400' AGL.

(AFFSA/AFFSA)

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 Base Operations. Aircraft desiring to fly to initial must coordinate in advance with the Supervisor of Flying via Base Operations. 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,

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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.

(AFFSA/AFFSA FIL 06-614)

#### 3. BIRD/WILDLIFE AIRCRAFT STRIKE HAZARD (BASH) -

a. Phase I - Laughlin AFB (KDLF) operates under Phase I from November - March. Bird and wildlife activity is normally light during this period. The primary threats consist of occasional soaring raptors and some migratory bird activity.

b. Phase II - Laughlin AFB (KDLF) operates under Phase II from April-October. During this time, Laughlin AFB (KDLF) and the auxiliary field (Wizard) have potential for large amounts of bird activity. One threat comes from several soaring raptors from approximately 300' AGL to 2000' AGL. Another threat is several large flocks of small birds feeding on insects during the rain season.

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.

d. BIRD WATCH CONDITION CODES - Contact Base Operations or ATIS for Bird Watch Code. Restrictions are enforced on local aircraft; other aircraft proceed at own risk.

(1) SEVERE - Heavy concentration of birds at a specific location or area that represent an immediate hazard to flying operations. Aircrew will recommend bird condition SEVERE to the Supervisor of Flying when obvious flocks of birds are visible or if they must take evasive action three times for less obvious bird activity. RESTRICTIONS - Stop launch for all affected aircraft. No takeoffs allowed, full stop landings only. Formation arrivals to the overhead pattern will maintain route/fighting wing/tactical until the break. No formation straight-in approaches or wing landings allowed.

(2) MODERATE - Concentration of birds observed in locations that represent a potential for flying operations. RESTRICTIONS - Formations will maintain route/fighting wing below 5000' AGL on departure and recovery. Recovering formations will maintain route/fighting wing until initial for an overhead or final for a straight-in.

(3) LOW - Minimal bird sightings, standard level of vigilance. RESTRICTIONS - None.

(AFFSA/AFFSA FIL 02-53)

4. 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)

5. COMSEC material not available for issue. Limited classified storage available at Command Post DSN 732-5167.

(AFFSA/AFFSA)

6. 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)

#### 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)

#### 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.

5. WEATHER OBSERVATION LIMITATION - Approach ends of Rwy 15, 21, 33 are not visible to weather observer. Reported weather conditions may not be actual conditions at these locations.

6. RESTRICTED AREA - All aircraft, except TACAIR under FAC control operating in R3002, contact Range Control (SKYWATCH) on 249.5 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.

7. FRYAR Drop Zone (DZ) Operations - All aircraft conducting paradrop 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 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)

**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 Airfield Management DSN 309-1242/1293, C402-309-1242/1293. All non-official business aircraft may contact Duncan Aviation at C402-475-2611. 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.
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.
3. BIRDS AND WILDLIFE - The potential for bird/wildlife and aircraft strikes at Lincoln (KLNK) is assessed as low. Phase I bird activity (low threat of bird activity) exists year around with Phase II activity (elevated bird activity) occurring March - May. Neither the ATCT nor the Lincoln Airport Authority will make go/no go decisions nor determine bird watch codes (BWC). BWC's will not be broadcast over the ATIS frequency.

(AFFSA/AFFSA FIL 06-282)

**Little Rock AFB (KLRF), AR**

1. Rwy 25 normally in use until 10 Kt tailwind component is exceeded due to local operating requirement. 3500' x 60' assault strip located on the N side, adjacent and parallel to Rwy 07-25. 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.
2. Tactical combat aircraft aircrews will be responsible for Safing/Arming external stores and ejection systems.
3. No classified material held for issue. Aircrews should arrive with appropriate amount of classified.
4. CAUTION:

(AFFSA/AFFSA FIL 04-33)

(AFFSA/AFFSA)

(AFFSA/AFFSA FIL 02-107)

- 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.

(2) BASH Phase II in effect March-May and August-October. 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.

(AFFSA/AFFSA FIL 05-739)

**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.

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8. CAUTION - Parachute jumping weekends and occasional weekdays, surface to 1500' AGL.

9. RESTRICTIONS - Airfield and tower open 1500-0600Z++ Tuesday-Friday; 1600-0000Z++ Saturday-Monday. Closed holidays. Closed field operations are prohibited.  
(USAASA/USAASA)

10. TRAINING AREA - The Irvine Company (Owner) has granted the Government a right-of-entry permit for use of land as a helicopter landing site.

#### a. DESCRIPTION AND LIMITATIONS -

(1) Approximately 15.6 acres, 1020' MSL, in the area called Black Star Canyon.

(2) Two 6000 square foot sites as Santiago Site 1, 1500' MSL, (on the first ridge N of Santiago Dam) and Santiago Site 2, 2080' MSL, (approximately 1-1/2 NM E of Site 1 near the highest point on the Black Star Fire Control Road).

(3) Point of Contact - Joint Forces Training Base, Los Alamitos AAF (KSLI), C562-795-2571. Both day and night operations are authorized.

(4) Landing sites shall be used as a helicopter landing site for helicopters assigned to the California Army National Guard 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 123.025 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.

(5) 15 knot windsock located at each area.

(6) Overflights of the Silverado Water District storage tank and the community building (church/school) located SE of the zone is prohibited.

(7) No established pattern. High ground and high power lines to the N of the zone. When landing towards the W (approximately 300° heading) split the difference at the 90° position between the school and the water district office. Maintain 1500' MSL (500' AGL) until passing over Silverado Creek then descend to 1300' MSL (300' AGL).

(8) Black Star Canyon landing site closed to all traffic on the third Tuesday of the month from 1000-1400Z++.  
(USAASA/USAASA FIL 02-19)

### 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.

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)

### 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.

2. SERVICES-Aircraft tow limit 400,000 lb. 24 hours notice required for aircraft with hazardous cargo. Aircraft carrying hazardous cargo must call via Pilot to Dispatcher 30 minutes prior to arrival. Hot refuel not available. No B-52 capability. All aircraft require PPR except aircraft with DV-6 or higher on board. AIREVAC and SAAM missions are exempt from PPR restrictions,

but are required to obtain a PPR number for tracking/notifications. Plan to land, re-service and depart during airfield published operating hours. Ramp limitations may cause servicing delays and unexpected remaining overnight for aircraft landing after 0300Z. Fleet Service (Military or Civilian contract) is not available. 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. No approaches will be allowed during heavy student flying. Space available passenger service is not available, aircrews releasing seats must manifest passengers.

(AFFSA/AFFSA)

3. 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 morning 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. Heavy migratory bird activity during BASH Phase II April-May (spring migration) and August-October (fall migration) due to high concentrations of doves. Periods may pose a significant hazard to aircraft. Report all bird or animal strikes on or in the vicinity to airfield management at DSN 896-7131 or Luke PTD. BASH Phase I - All dates not designated as Phase II.

(AFFSA/AFFSA FIL 04-33)

## MacDill AFB (KMCF), FL

1. CAUTION - 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. 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 (134.1 311.0) 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.

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.

(AFFSA/AFFSA FIL 07-795)

2. LIGHTNING WARNINGS - When the MacDill (KMCF) weather station broadcasts a lightning warning for lightning within 5 NM of the airfield, the following procedures apply: Ramp closed for services. Arriving aircraft will be allowed to land. All aircraft will be held short of the parking ramp. 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.

(AFFSA/AFFSA FIL 07-437)

3. MISCELLANEOUS - For VFR approach to Rwy 22 keep entry leg over water. Request landing lights be turned on during all approaches and landings. No local or round-robin flights permitted by transient aircraft. Helicopter landing at MacDill AFB (KMCF) use caution, uncontrolled vehicles. Denote Codes 7 and above in Remarks Section of DD175 whether visiting 6 AMW, US Special Operations Command or US Central Command. 48 hour advance notice required for flight of 3 or more aircraft. Aircraft requiring demineralized water service must provide 24 hours advance notice. Base Operations does not provide COMSEC materials for issue. Classified overnight storage is available at 6th AMW Command Post.

4. AFTERBURNER/NOISE ABATEMENT PROCEDURES - Fighter Aircraft: Between sunset and sunrise: No afterburner takeoffs without 6 OG/CC approval. Request Runway 22 departure/Runway 04 arrival (over water) unless winds, air traffic volume or operational requirements dictate. 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

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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. Runway 04 departure will turn right 080° at departure end of runway. Afterburners will be terminated as soon as possible after becoming safely airborne. Intersection or formation takeoffs are not permitted unless aircraft are capable of reaching 1000' MSL before arriving at airfield boundary. Avoid shoreline of St. Petersburg by 1.5 NM. VFR operation west of MacDill AFB (KMCF) is not permitted. In event of In Flight Emergency, remain east of MacDill (KMCF). Arriving aircraft will not use afterburners except for emergencies; can expect radar vectors for noise abatement, and may request direct routing to expedite arrival.

5. TRAFFIC PATTERNS - Tactical jet overhead traffic pattern 1600' MSL and 300 KIAS. For landing Rwy 04 fly from SE to 3 NM initial for right overhead pattern. For Rwy 22 fly from E to 3 NM initial for left overhead pattern. Avoid flying over base housing area. Rectangular traffic pattern 1100' MSL in Class D Airspace. Stay between 1300' and 1600' when VFR in area over East Bay between Peter O Knight (KTPF) 5 NM NE clockwise to Albert Whitted (KSPG) 8 NM SW. 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 lights at Peter O Knight (KTPF) 5 NM NE may be easily confused with lights on Rwy 22 at MacDill (KMCF). No tie down facilities. Retain deployed drag chute to parking ramp. SOAP not available. (6 OSS-OSAA/6 OSS-OSAA FIL 07-383)

6. Radar departures are used at MacDill AFB (KMCF).

a. RWY 04 DEPARTURE - Fly runway heading, maintain 1100' until departure end of runway. At departure end, turn right to intercept MacDill (KMCF) R-080/heading 080°, maintain 1600'; expect assigned altitude 10 minutes after departure.

b. RWY 22 DEPARTURE - Fly runway heading, maintain 1100' until departure end of runway. At departure end turn left to intercept the MacDill (KMCF) R-190/heading 190°, maintain 1600'; expect assigned altitude 10 minutes after departure.

7. 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.

8. FREIGHT and PASSENGER SERVICES - Air Freight and Passenger Service Terminal operates from 1100-2300Z++ 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 968-2614. MacDill AFB (KMCF) does not have an Air Terminal (ATOC) or a Fleet Service Section. (AFFSA/AFFSA)

9. WEATHER INFORMATION - 28 OWS is the supporting Weather Squadron for MacDill AFB (KMCF) and can be reached at DSN 965-0939 thru 0943. Weather observation limitations are due to hangars 2 and 3 obstructing the view to the NE and SE from the official point of observation, which is approximately 1 NM from the center of the runway. The Combat Weather Team 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 Combat

Weather Team personnel. Lowest reportable ceiling and visibility below 4 SM will be considered prevailing in case of difference between tower and Combat Weather Team. The Combat Weather Team operates 18 hours a day (1000-0400Z++). (AFFSA/AFFSA FIL 06-623)

### 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 AFB (KPOB). Minimum coordination of 5 hours required for hazardous cargo operations. You must Contact Pope Base Operations (KPOB), DSN 424-6508 or C910-394-6508 for coordination.

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 (KGFA) or in the Great Falls area must land and depart from Great Falls International Airport (KGTF). Rotary wing aircraft contact 40th Helicopter Squadron at DSN 632-3250 for PPR and servicing coordination. Limited transient maintenance, towing or hangar space available for transient aircraft. Avoid overflight of the Weapons Storage Area 1/4 NM NE approach end Runway 21 and all base housing complexes. Contact Blade Operations for landing, parking and any NOTAM information. Monitor 138.125 for local helicopter traffic. Phase II (the high bird potential hazard

time period) of the Bird Aircraft Strike Hazard Program is in effect from August through April.

(AFFSA/AFFSA FIL 07-139)

## Mansfield Lahm Rgnl (KMFD), OH

1. (ANG) - Limited transient parking, maintenance and passenger service 1300-1630Z++ and 1730-2030Z++. Expect refueling delays. No fleet service. No ground transportation except that coordinated when requesting PPR. Military drop zone at airport, low altitude cargo drops daily. Inbound aircraft contact Herc Command Post 30 minutes out with revised ETA and requirements.

2. CAUTION - Expect deer activity in vicinity of runways and taxiways from sunset to sunrise.

3. 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.

(AFFSA/AFFSA)

### 4. WILDLIFE/BIRD HAZARDS

a. Phase II migratory bird hazards are from April-May and 15 September-15 November. Increased deer hazard during the fall and winter season.

(AFFSA/AFFSA FIL 05-442)

## March ARB (KRIV), CA

1. CAUTION - Anticipate sailplane, skydiving, ultralight and balloonist activity in vicinity of Perris Valley Airport (L65), 7 NM S of March ARB (KRIV). Perris Valley Airport (L65) is extremely active on weekends and will be operating non-radio equipped aircraft within the outer core of the March (KRIV) Class C Airspace. Heavy glider activity originating from the Hemet-Ryan Airport (KHMT), 15 NM SE of March ARB (KRIV). Glider activity is heaviest over rising terrain between March ARB (KRIV) and Hemet-Ryan Airport (KHMT) and is a factor when flying E of the Rwy 32 final approach course. Use caution on Rwy 32 departure for heavy VFR traffic into Riverside Muni (KRAL), 9 NM WNW of March ARB (KRIV). Aircraft executing an enroute descent into March (KRIV) should expect heavy civilian traffic, especially in VMC and on weekends. Avoid overflight of weapons storage area 1.5 NM NW; area lighted during hours of darkness. All jet/conventional VFR flights contact Socal (VCV) Approach prior to 25 NM radius (jet)/15 NM radius (conventional) of Homeland VOR. VFR flights avoid direct route between Julian VORTAC, Oceanside (OKB) VORTAC and March ARB (KRIV). Reduced braking action on last 4000' of Rwy 14 due to rubber deposits. Limited fleet service available, prior coordination required. Expect 2 hour delay, 3 hour refuel delay, during no-notice alerts, reduced transient alert staff and high density traffic periods. Reported visibility may not represent actual visibility values due to prevalent smog condition aloft. Transient aircraft expect one approach to full stop landing. All transient aircraft must be in parking spots 30 minutes prior to closing. Numerous objects such as non-frangible items, drainage ditches, and approach lighting system are present in approach areas of Runway 14-32. All items are waived. Parking rows Mary 9 and Mary 10 are permanently closed to all aircraft, medium to large frame aircraft are not allowed to taxi on Lima row without a follow me escort. No centerline on Charlie taxiway for right turns, please use judgmental oversteering for making right turns. Right turns are

approved for DC-9 or smaller aircraft and base assigned aircraft only.

(452 OSAA-SSI/452 OSAA-SSI FIL 08-261)

2. All transient aircraft request multiple missions that will land and recover at March (KRIV), must obtain prior permission from Base Operations, Chief of Airfield Management.

3. Transient aircraft low approaches, touch-and-go landing, or full stop taxi back landing will not be permitted 0600-1500Z++ daily.

4. During taxi and ground operation, aircraft engines will be operated at minimum power. Engine runups will be as short as possible and at the lowest power level practical.

5. After take-off, using safe procedures consistent with the aircraft flight manual for your aircraft, and following the IFR and controller's instruction, climb as rapidly as possible to assigned altitude.

6. All aircraft/rotor wing will file and use current Standard Instrument Departure (SID) to enroute transition (except VFR/Class C). When departing Rwy 32, notify March ARB (KRIV) ATC if unable to turn within 5 DME of RIV TACAN.

7. All tactical and transport aircraft will avoid overflight of the following areas:

a. The city of Riverside, which is located 6 NM NNW of the departure end of Rwy 32.

b. The city of Sun City, which is located 11 NM SSE of the departure end of Rwy 14.

c. Mt Palomar Observatory located R-136/44 DME from March (KRIV) TACAN.

### 8. NOISE ABATEMENT PROCEDURES -

a. All aircraft conducting circling approaches for training (under VMC conditions) will use Category E circling minimums.

b. Teardrop maneuvers (90° then 270° turns) on departure to expedite aircrew training and proficiency are NOT AUTHORIZED and will not be approved. However, controllers may require aircrews to execute 090°/270° turns for sequencing and resequencing aircraft into the traffic flow.

(AFFSA/AFFSA)

9. 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. BWC severe: Consideration should be given to fuel, weather or any circumstance placing the crew at equal or greater risk. Phase I Bird Activity: this phase concentrates on bird control and is always in effect. 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.

(AFFSA/AFFSA FIL 06-903)

10. Engine runs are NOT AUTHORIZED between the hours of 0600Z++ and prior to 1400Z++ daily. The approval authority for engine runs after 0600Z++ and prior to 1400Z++ is the host wing

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Operations Group Commander (452 OG/CC). Requests for approval are to be made through the host wing Maintenance Aircraft Coordination Center (MACC) (452 ARW/CPM).

(AFFSA/AFFSA)

### 11. WEIGHT RESTRICTIONS - None.

(AFFSA/AFFSA FIL 07-522)

12. Transient aircrews planning low level or VFR flying into, out of, or in the vicinity of March ARB (KRIV) will contact 452 AMW Tactics (452 OSS/OSK) at DSN 447-4376/5545, C909-655-4376/5545 to deconflict with 452 AMW tactical operations and receive a local area briefing.

(AFFSA/AFFSA FIL 02-62)

## Maxwell AFB (KMXF), AL

1. CAUTION - Taxiway A closed to low intake jet aircraft N of Taxiway B. No taxiway lights on Taxiway B, day use only when visibility is 1 mile or greater. Taxiway designation signs on Taxiway Bravo (300' wide) east side of assault strip, north and the south portion are located 4' (not within criteria) from the taxiway edge with no shoulder/deceptive lines displayed. Use caution when utilizing this taxiway as the current position of the taxiway designation signs create an illusion of a smaller taxiway than actually exists. Runway designation signs located at the intersection of Taxiway Alpha and Runway 15 east side, are located 12' north and south from the taxiway edge. Use caution when utilizing this taxiway as current position of the runway designation signs can create an illusion of a wider taxiway than actually exists. Parking area NE of Base Operations is not visible from the Tower. All aircraft with wingspan greater than C130 use caution, fence 7'8" to 8' tall, 116' NW of north ramp taxi lane centerline. All aircraft larger than C130 parking on north ramp must use wing walkers due to limited wingtip clearance.

(MSD-AOA/MSD-AOA FIL 08-205)

2. Base aircraft making multiple approaches have priority over transient training missions. 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 Base 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 onload/offload requirements must have prior coordination with 42 LG/LGM, DSN 493-6228. Aircraft with firearms call minimum 24 hours prior to arrange for security. COMSEC not available. Adequate tie-down/hangar space not available for severe weather. Arm/de-arm services not available for transient aircraft.

(AFFSA/AFFSA FIL 04-651)

3. ASSAULT LANDING ZONE - Rwy 007-187 is restricted to C130 or smaller aircraft only during VMC conditions with valid assault zone training requirements. PPR for non Maxwell (KMXF) based C130 or smaller aircraft. Contact Base Operation DSN 493-6961/2.

a. Transient aircraft/aircrew operating on assault strip for the first time are required to conduct a familiarization taxi of the assault strip prior to use. Aircrews should coordinate with Maxwell Tower and plan to land Rwy 15-33 and taxi the full length of the assault strip for aircrew familiarization.

b. Aircraft landing on assault strip are required to hold short of Rwy 15-33. Aircraft may roll through the intersection onto Rwy 15-33 provided this has been coordinated with the Tower prior to each approach.

(42 MSD-AOA/42 MSD-AOA FIL 07-340)

4. Customs/Agriculture available only for aircraft supporting Air University and 908th Airlift Wing missions. Contact Maxwell (KMXF) Base Operations at least 72 hours prior to arrival to coordinate customs/agriculture requirements.

(AFFSA/AFFSA FIL 05-723)

5. BIRD AIRCRAFT STRIKE HAZARD - Expect increased bird activity (sparrows, egrets, and some geese) during periods of dusk and dawn throughout the year. Maxwell AFB (KMXF) is not on a major migratory route, however, some migratory birds transit the area mainly during the spring and fall. Therefore, Maxwell AFB (KMXF) has the following BASH Phase I and Phase II periods:

a. Phase I: 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. Phase II: April-May and October-November. 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.

### 6. BIRD WATCH CONDITION CODES:

a. Bird Watch Condition 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.

b. Bird Watch Condition 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.

c. Bird Watch Condition LOW. Bird activity on and around the airfield representing low potential for strikes.

(42 MSD-AOA/42 MSD-AOA FIL 08-477)

## McChord AFB (KTCM), WA

1. CAUTION - D Ramp S 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. Potential hazard for coyotes or deer on or near the runway. C17/C5/B747 aircraft will not park on parking spot K2 without Chief, Airfield Management approval. Taxiing aircraft will not utilize Taxiway K without 62 OG/CC approval.

(62 OSS-OSAA/62 OSS-OSAA FIL 07-544)

2. MCCHORD AFB (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 AFB (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. C135/E3A/E6A type aircraft are prohibited from taxiing to or from Charlie ramp due to insufficient obstruction clearance from fire/fuel hydrants. 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 08-316)

6. All transient aircraft require PPR, including scheduled AMC missions. Transient aircraft parking extremely limited. 24 hour prior coordination required. Contact Base Operations, 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 07-905)

7. All transient aircraft flying low level within the McChord AFB (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 AFB'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)

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.

10. Runway is equipped with 90'x5000' AMP-1/AMP-3 (overt/covert) assault zone landing system located in the middle 5000' of Rwy 16-34. For graphical depiction and additional information see 62 OG OI 11-1, McChord AFB (KTCM) Tactical Aircrew Procedures. To obtain this document, contact Wing Tactics at DSN 382-3615.

11. C-130 AMP-4 assault strip on Runway 160-340 available for daytime VFR operations. Units desiring to use Runway 160-340 for night-time operations may coordinate for authorization to install their own AMP-1 and/or AMP-3 lighting systems with Airfield Management, DSN 382-2854 a minimum of 3 days prior to execution. Failure to coordinate 3 days prior is grounds for disapproval. Control of assault strip flight operations will remain with McChord AFB (KTCM) tower. Simultaneous operations to Runway 16-34 and 160-340 not authorized.

(62 OSS-OSAA/62 OSS-OSAA FIL 07-326)

**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.

## McConnell AFB (KIAB), KS

1. Runway 01R/19L 300' wide but marked as 150' wide, all signs and lights installed for 300' wide runway. Runway 01L/19R 200' wide but marked as 150' wide, all signs and lights installed for 200' wide runway. No lighted ID/HOLD, location, guidance, and destination signs on Runway 01L-19R and inadequate signage on the entire airfield; if needed ask for follow-me support or progressive taxi instructions. Base assigned aircraft will receive pattern priority when VFR and/or RADAR pattern is saturated. VFR traffic will operate E of airport. RUNWAY RESTRICTIONS: Aircraft with wingspans in excess of 180' when operating to Rwy

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19R-01L, due to foreign object damage potential, are restricted to low approaches at or above 500' AGL, initial takeoff and full stop only; no touch and go landings authorized; aircraft landing full stop are requested to use minimum reverse thrust to the maximum extent possible. Touch and go operations are permitted to Rwy 19L-01R; to the maximum extent possible, all other operations should be to/from Rwy 19R-01L. Aircraft larger than KC-135 on Rwy 19L-01R, 180° turns on end of runway only. Severe ponding midfield on Rwy 01R-19L, potential for .5 to 1.5 inches standing water during heavy rain or extended periods of rainfall. Linear ponding 10' W of centerline, though much less severe, also starts near the intersection with Taxiway D and extends for 2000' S. Ponding on Runway 01L-19R at intersection with Taxiways Charlie and Delta. Expect .5 to 1.0 inches standing water during heavy rain or extended periods of rainfall. Taxiway edge lights on taxiway Charlie and the north portion of taxiway Foxtrot are located 15 to 40 feet from the taxiway edge. Use caution when utilizing these taxiways as the current position of the taxiway edge lights create an illusion of a wider taxiway than actually exists. Maintenance available for KC135 only; limited transient maintenance (normal servicing only, expect 2 hours delay). Holding between runways on taxiway B, C, D and E restricted to KC-135 and smaller aircraft. Uncontrolled vehicular traffic on ramps and taxiways. Drag chute packing not available, deploy drag chutes only in emergency situations. Weapons/guns, arm/dearm/safeing NOT AVAILABLE. Taxiway Alpha from operations ramp north to Taxiway Bravo restricted to wing span of 140' or less. Taxiway Charlie east of Alpha and west of Foxtrot closed, Taxiway Delta east of Alpha closed. Taxiway D, SW and NW Hammerheads, Boeing South and East gates and South 5000' of Taxiway F not lighted, closed from sunset to sunrise and from sunrise to sunset when visibility is less than 1 SM. CAUTION: High foreign object damage potential on Twy F between Twy C and D due to 12' shoulders. TAXI RESTRICTIONS: Aircraft with over 180' wingspan restricted from operating on any portion of Twy F. All four engine aircraft with wingspan over 100', taxi using inboards only, outboards at idle, on Twys C, D, E (between SW HH and Boeing south gate), and F. Twy Alpha, north of the base operations ramp abeam mass aircraft parking area (KC-135 MAPA), restricted to aircraft with wingspan 140' and less. IAW ETL 01-5 to limit jet blast damage to shoulders and prevent foreign object damage the following restriction applies. Aircraft larger than KC-135 (B-777, B-767, B747, E-4, VC25, KC-10, C-5, C-17, HB-52) - Pilots will use minimum thrust required for safe taxi operations. No takeoff thrust engine runs on any taxiway and the W runway. Takeoff thrust engine runs can be conducted, with tower coordination, in designated maintenance areas and on concrete ends of E runway, positioning the aircraft on centerline and 500' S of taxiway Bravo or 500' N of taxiway Echo. Classified storage availability, SECRET at Airfield Operations, TOP SECRET at Command Post. 1 April - 31 October airfield grounds maintenance (mowing, trimming) in progress 1300-2300Z++ Monday-Friday.

(AFFSA/AFFSA FIL 08-491)

2. 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 including Cessna Acft Fld (KCEA) adjacent on the N and Beech Aircraft Corporation located 4.5 NM NE. The location of Cessna's (KCEA) Rwy 17-35 is 1/2 NM due N of McConnell's (KIAB) runway and causes Cessna aircraft to overfly the N end of the McConnell (KIAB) runways. Pilots should exercise extreme caution for light aircraft when crossing Cessna Acft Fld (KCEA) on approach to Rwy 19L and 19R. Col James Jabara (KAAO) is located 7 NM N of McConnell (KIAB) beneath the final approach course for Rwy 19R/L. Col 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 Rwy 19R. In addition to civilian flight

training conducted at Col James Jabara (KAAO), many high performance corporate aircraft transit this airfield. (See VFR Supplement entry).

(AFFSA/AFFSA)

3. Aircraft operating in the VFR pattern to Rwy 19 will remain at or above 3000' MSL until past Beech Factory (KBEC) (4.5 NM NE) extended runway centerline. Aircrews departing/transitioning VFR on Rwy 01 will turn crosswind to remain within 1.5 NM N of McConnell AFB (KIAB). If unable, continue N until reaching 3000' MSL, then turn crosswind N of Beech Factory (KBEC). Aircraft flying W closed VFR pattern shall remain within 1.5 NM of extended centerline of active runway.  
(AFFSA/AFFSA FIL 05-964)

4. Large waterfowl, including Canadian geese, frequent fields and ponds within 3 NM radius of McConnell AFB (KIAB). Phase II bird activity September-February. September-October nighthawk migration occurs and may cause a temporary increase in small bird concentrations, especially during the hours of darkness. 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. 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. BIRD WATCH CONDITIONS:

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

b. 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.

c. SEVERE - Heavy concentration of birds (more than 15 large or 30 small) on or above the runway, taxiways, infield areas, and departure or arrival routes.

d. BASH RESTRICTIONS - Anytime bird watch condition MODERATE, 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. In addition, during Phase II (1 September-28 February, unless extended by NOTAM) BASH window (1 hour prior to and 1 hour after sunrise and sunset) 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. Anytime bird watch condition SEVERE, VFR/IFR patterns will be closed to all aircraft and all takeoffs and landings require approval of 22 OG/CC. Airborne aircraft other than IFE or minimum fuel will divert or hold until the bird watch condition is downgraded. Aircraft requesting to land or takeoff in bird condition SEVERE will contact Command Post.  
(AFFSA/AFFSA FIL 07-142)

5. BOEING AIRCRAFT CO ARRIVALS ONLY - Boeing ramp is OFFICIAL BUSINESS ONLY/PPR. Obtain PPR number and request fire department follow me escort, when applicable, from Boeing Wichita Flight Operations C316-977-5304. Annotate Boeing PPR number in flight plan remarks section. Unannounced arrivals expect significant delays. No transient service available. Boeing flight line area is uncontrolled; broadcast taxi intentions on 123.125 or 287.0 before entering or departing Boeing flight line. BOEING WICHITA RADIO is a company communications and flight following service with no ATC function and does not provide ATC clearance service or handover to McConnell Ground Control or Clearance Delivery. Contact BOEING WICHITA RADIO 15 to 30 minutes prior to landing on 123.125 or 287.0 with ETA. If

no contact relay arrival message through McConnell Ground. Mandatory 100% use of Boeing Fire Department follow me service (call sign "SQUAD 3") for all taxi operations conducted on Boeing ramp. When departing contact BOEING WICHITA RADIO at least 15 minutes before engine start and relay expected start time, Runway (01 or 19), fuel load, and number of souls on board, and SQUAD 3 will be dispatched. SQUAD 3 has ability to communicate on 123.125, but may not be monitoring frequency continuously.

(22 OSS-OSAA/22 OSS-OSAA FIL 07-876)

6. WEATHER SUPPORT - Weather station operational Monday - Friday 0800-0200Z++ weekends and holidays as required. Full service PMSV available via 26 OWS. Automated Weather Observations System in use (AWOS). Transient Aircrews may contact the 26 OWS for a weather briefing at DSN 781-4775 C318-456-4775. When possible, provide two hours advance notice for all required briefings. Reported prevailing visibility may not represent entire airfield due to obstructions from the observing point. Observing point is obstructed from 200°-320°. ATC will enhance surface observation when either tower visibility and /or surface visibility are less than 4 SM. Reported visibility will be lower of either tower or surface visibility. ATC will assist in cooperative weather watch by notifying weather of previously unreported weather conditions.

(22 OSS-OSAA/22 OSS/OSAA FIL 07-415)

## McEntire Joint National Guard Base (KMMT), SC

1. BIRD WATCH CONDITION - 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.

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

b. MODERATE - Concentrations of 5-15 large birds (waterfowl, raptors, gulls, etc.) or 15-30 small birds (swallows, wrens, etc.) in observable locations that present a probable hazard to safe flying operations.

c. SEVERE - Heavy concentrations of birds (more than 15 large or more than 30 small) on or above the runway, taxiways, infield areas and departure or arrival routes.

(169 OSF-OSA/169 OSF-OSA FIL 07-758)

2. CAUTION - Deer activity from sunset to sunrise.

3. SERVICES - Transient service limited. Transients will depart by 2000Z++ unless remaining overnight Monday-Friday.

4. Transient flight crew classified storage available in Base operations for Secret and below. COMSEC issue not available.

5. 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 only located on Runway 32.

6. No 180° turns on the asphalt surfaces of Taxiway A and H without prior approval of the airport manager DSN 583-8231, C803-647-8231.

7. No touch and go on Runway 14-32 except for base assigned aircraft.

(AFFSA/AFFSA FIL 06-138)

8. 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.

## McGhee Tyson (KTYS), TN

1. (ANG) - ANG ramp is a Restricted Area. Very limited transient parking. Use extreme caution while taxiing on ANG ramp. Wing tip clearance provided only on aircraft with 150' wing span or less without wing walkers. OFFICIAL BUSINESS ONLY. PPR DSN 266-3430/3431. Very limited base transportation during duty hours.

2. BIRD WATCH CONDITION - Bird activity on the airfield is relatively low. Expect increased bird activity during periods of dusk and dawn throughout the year. McGhee Tyson ANGB (KTYS) is not on a major migratory route, however, migratory birds transit the area during March-May and September-January.

(AFFSA/AFFSA)

## McGuire AFB (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. Transient aircraft expect servicing and maintenance delays Friday-Sunday. Taxiway parallel to Rwy 18-36 closed to all jet aircraft and conventional aircraft over 100,000 pounds gross weight. 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 AFB (KWRI)-Ft Dix housing areas.

(AAFS/AAFSA FIL 06-582)

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 AFB (KWRI) Airfield Management Operations (DSN 650-2712) and give the following information: Aircraft type and call sign, departure time, ETA McGuire AFB (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 (KWRI) during summer months should expect delays due to Japanese Beetle treatment.

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.

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6. KC-135R aircraft must adhere to taxi lines to assure adequate obstruction clearance. (AFFSA/AFFSA)

7. CAUTION - Anticipate concentration of water fowl, seagulls and small birds below 3000'. A large resident population of Canadian Geese is within 10 NM of the airport. Controlling agencies will issue bird hazard conditions as follows:

a. SEVERE - Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. All takeoffs and landings are prohibited. Airborne aircraft will divert or hold. (305 OG/CC waiver required).

b. MODERATE - Bird activity near the active runway or other specific location representing increased potential for strikes. All local IFR/VFR traffic pattern activity will cease (airborne AMC aircraft/crews will terminate transition training in the McGuire AFB (KWRI) local pattern). AMC aircraft commanders are the approving authority for takeoffs and landings.

c. LOW - Bird activity on and around the airfield representing low potential for strikes. No restrictions to operations.

8. BASH Phase II is a period of historically high bird activity. Normally begins 1 August and ends 30 November. 305 AMW/SEF will provide official notification of the initiation and termination of Phase II. NOTAM will be published.

a. BASH Window. The BASH window is a period of increased restrictions and is defined as the period from one hour prior to sunrise and sunset to one hour after. All local IFR/VFR traffic pattern activity will cease (airborne AMC aircraft will terminate transition training in the McGuire AFB (KWRI) local pattern). All 305/514 AMW aircraft require 305 OG/CC approval for takeoffs and landings during this period. Airborne aircraft will divert, hold, or full stop. 108 ARW aircraft require 108 OG/CC approval. (305 OSS-OSAA/305 OSS-OSAA FIL 07-677)

9. CAUTION - HIGH MID-AIR COLLISION POTENTIAL exists within McGuire's (KWRI) airspace. McGuire (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's (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. Use extreme vigilance. (AFFSA/AFFSA)

### Memphis Intl (KMEM), TN

1. (ANG) - No fleet service available. Recommend aircraft adhere to perimeter taxiway lines. Service daylight hours only and possible 4 hours delay. Limited maintenance. Limited parking, no tie-down. Dangerous cargo facilities and handling not available.

2. CAUTION - High foreign object damage potential due to construction. Aircraft exercise extreme caution due to construction equipment and personnel.

3. All aircraft required to have "Follow Me" assistance upon entering and leaving ANG Ramp. Use of ANG Ramp requires PPR DSN 966-8131 "FOR OFFICIAL BUSINESS ONLY". (AFFSA/AFFSA)

### 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. Transit 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 and AFRES AMC aircraft consult TACC Airfield Suitability Report for this location. TALCE/APS support is suggested depending on size and length of mission and/or exercise. Load planning and forklift may not be available. (USAASA/USAASA FIL 06-04)

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 the Post Commander or 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. Pre-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. ETA during US Army duty hours - The Pilot-in-Command (PIC) will insure that the following are accomplished prior to arrival: PPR must be obtained, no privately owned cameras are onboard the aircraft; no privately owned firearms are onboard the aircraft; the Dugway sponsor has been coordinated with; the Dugway sponsor has obtained any required protective masks; and that the Dugway sponsor will greet the aircraft.

b. ETA other than US Army duty-hours - In addition to a., contact Dugway Security DSN 789-5161 and give the following information: name and telephone number PIC; PPR number; project associated with; ETA; type aircraft; name and number of Dugway sponsor.

c. Taxiway A and parking areas are limited to aircraft under 25,000 lb. Exceptions are US Army aircraft or test aircraft. Airfield Manager/HQ has waiver authority. Identaplate (Blue and White Military Fuel Card) required for fuel. AVCARD, or commercial credit card, not accepted for fuel. 48 hours PPR for service after normal duty hours. (USAASA/USAASA FIL 05-26)

3. Limited transient alert services. Limited 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 E via Sevier MOA. After clearance to enter R6402A, B has been obtained from either Clover Control or Michael (KDPG) Operations or Range Control, proceed W to Dugway (locally referred to as English Village), along the paved road (Stark Road), remain N 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. In the event that both Clover Control and Michael (KDPG) Operations or Range Control are closed, the PPR constitutes clearance to use only the above routing.

## 5. IFR OPERATIONS -

a. ARRIVALS - Maintain last ATC assigned altitude until Instrument Approach Fix. If Michael (KDPG) Operations or Range Control are closed descent in the holding pattern to the initial approach altitude is permitted. When Clover Control is closed, Salt Lake City Center (KZLC) will verify that you have a PPR and clear you to depart restricted airspace. Anytime the UTTR is active, Clover Control must be open. If Clover Control is closed you must depart R6402A, B using VFR procedures.

b. DEPARTURES - IFR departures are only permitted when Clover Control, Michael (KDPG) Operations or Range Control are operating. Depart via published low altitude instrument departure procedures and ATC clearance.

6. Infrequent, no-notice, range closings, affecting R6402A, B occur. Delays should be expected.

7. US ARMY 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)

## Minneapolis-St Paul Intl (KMSP), MN

1. ANG - 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. Base Operations DSN 783-2461/2474, C612-713-2461/2474. Arrivals accepted only during normal business hours 1100-1900Z++ Monday through Friday. Base Operations 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. 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. LOX service for C130 only. No fleet service available. CUSTOMS require 24 hours advance notice and will be processed at HHH terminal prior to entering ANG ramp.

(AFFSA/AFFSA FIL 04-466)

## 2. AFRC -

## a. HOURS OF OPERATION -

(1) AFRC-934AW hours of operation: 1300-0400Z++ Monday-Thursday, 1300-2230Z++ Friday, closed weekends and holidays. Contact Base Operations 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 Base Operations to coordinate PPR.

(AFFSA/AFFSA FIL 06-906)

## b. PRIOR PERMISSION REQUIRED (PPR) -

(1) AFRC-934AW Ramp - Base Operations and/or Command Post are the sole agents for issuing PPR.

(2) PPR are strictly enforced. If use of AFRC-934AW facilities is approved, enter the complete PPR number on

DD175/1801. All aircraft other than base assigned aircraft must obtain a PPR number at DSN 783-1720, C612-713-1720.

(3) 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.

## 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) Limiting de-icing available to transient aircraft.

(5) Unable to de-ice C-5 aircraft.

(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 Base Operations to coordinate DSN 783-1719/1720 or C612-713-1719/1720.

(AFFSA/AFFSA FIL 06-947)

(4) One air stair truck available.

e. INBOUND REQUIREMENTS - All transient aircraft must contact Base Operations (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 Base Operations 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 - KC-135 and other aircraft with similar low hanging engines are restricted from using 934 AW Ramp Taxiway Feeders R3, R4, and R7.

## h. AIRFIELD INFORMATION -

(1) COMPUTER FLIGHT PLANS - TACC may fax AMC computer flight plans to AFRC-934AW Base Operations at DSN

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783-1747, or e-mail to Base Operations. 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 faxed to 934AW Base Operations DSN 783-1747. Briefing may be e-mailed to Base Operations with prior coordination. "Pilot Brief Vector" weather briefer located at Base Operations.

(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 30 minutes inbound call on PTD, or call Base Operations directly at DSN 783-1720/1719 or C612-713-1720/1719.

(5) COMSEC - Classified storage not available at Base Operations. Storage requests (Secret and below) are referred to the Command Post DSN 783-1777, C612-713-1777.

(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 Base Operations. Limited food service facilities on base.

(9) TRANSPORTATION - U-Drive vehicles available for transient aircrews. Requests are made through Base Operations.

(10) Non-standard green Safety Zone and Grounding Point Location markings painted on the ramp.

(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 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. 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 OSF/OA/AFFSA FIL 07-022)

i. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

(1) BIRD WATCH CONDITION - Immediately report all wildlife sightings to the tower, RAPCON, Supervisor of Flying, or Base Operations controller on duty at DSN 783-1720, C612-713-1719/1720. 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 the AFRC Base Ops UHF 282.675 or the ANG Base Ops 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:

(a) BASH PHASE II - Periods are from 15 March - 15 May and September - 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.

(b) BASH PHASE I - All months not designated as Phase II. Wildlife activity is generally LOW during this period.

(c) 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.

(d) 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.

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

(AFFSA/AFFSA FIL 07-240)

### Minot AFB (KMIB), ND

1. CAUTION -

a. Uncontrolled vehicular traffic taxiways and ramps.

b. Rubber deposits first 4000' of Rwy 11-29.

c. Center 100' of runway grooved concrete except for first 1500' each end.

d. 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.

e. CAUTION - Expect moderate bird population in the vicinity of the airport throughout the year during the BASH Phase I period. Expect significant increases in hazardous bird activity while in the BASH Phase II period during spring: March-May and

fall: September-November migratory seasons. When Bird Watch Condition is MODERATE, expect no transitions, when condition is SEVERE all traffic will be restricted until the status can be downgraded (OG/CC waiver required). Monitor ATIS for current Bird Watch Condition.

(AFFSA/AFFSA)

2. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. Bird Watch Conditions - When Bird Watch Condition is MODERATE, expect no transitions; when condition is SEVERE, all traffic will be restricted until status can be downgraded (OG/CC waiver required).

b. Phase I and II - 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 period during spring: March-May, and fall: September-November, migratory seasons.

c. Dispersal Methods - Caution-Remote control aircraft may be operated in airfield environment. Monitor ATIS or contact tower for information during airfield operating hours. Dispersal methods used include depredation, remote control aircraft, pyrotechnics, bioacoustics, and propane cannons.

(AFFSA/AFFSA FIL 04-266)

3. RESTRICTIONS -

a. VFR traffic will not overfly the housing area N of the runway. Do not overfly the weapons storage area NW of Rwy 29 approach end and base housing N of the runway.

b. Bravo-S and Taxiway H are not stressed for heavy category aircraft.

c. Aircraft with wingspan greater than 100' prohibited from using Taxiway A North.

(AFFSA/AFFSA FIL 07-124)

4. SERVICE -

a. Transient aircraft should expect no hangar space and extremely limited parking facilities.

b. Base Operations does not provide COMSEC material for issue. Overnight storage is available.

c. Aircraft intending to load/off load passengers or cargo will contact Pilot to Dispatcher with block time and service requirements not later than 60 NM out. Aircraft intending to remain overnight must provide Command Post with POC/billeting location; provide Security with crew orders.

(AFFSA/AFFSA)

5. 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.

(AFFSA/AFFSA FIL 04-144)

**Miramar MCAS (Mitscher 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

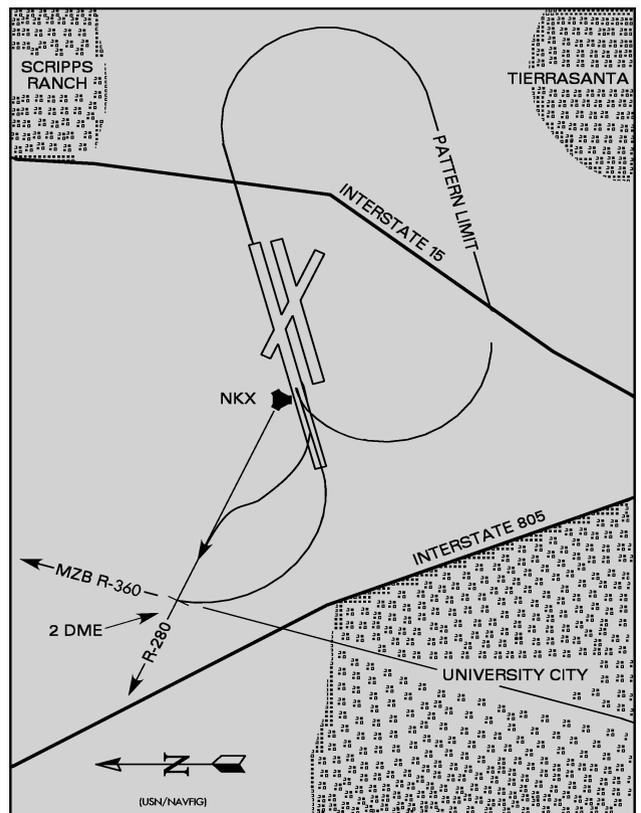
processed per OPNAV 3710.7 and applicable FAR. All aircraft planning to operate in the greater San Diego area are encouraged to contact Miramar MCAS (KNKX) Air Traffic Control C858-577-4254/4257, DSN 267-4254/4257 for course rules briefing and advisories.

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-280/5 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 24L, 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.



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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 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. RWY 28 - Normally used only for emergency arrested landing for aircraft capable of go-around in the event of a hook-skip bolter.

12. ORDNANCE - Live or inert ordnance is not permitted to remain on transient aircraft overnight. Uploading services not available.

(USN/NAVFIC)

13. 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.

(USN/NAVFIC FIL 04-19)

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.

(USN/NAVFIC)

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/NAVFIC FIL 04-119)

### Moffett Federal Afd (KNUQ), CA

1. CAUTION - High mid-air collision potential. Extensive VFR general aviation traffic all altitudes, all directions operating in vicinity of Moffett Field (KNUQ).

2. CAUTION - BIRD HAZARD INFORMATION

a. Occasional heavy bird activity on and around airport. Bird sanctuaries NE and NW of airport.

b. Air Force designated Phase II bird activity period is from 1 October to 30 March due to increased bird migration activity.

3. 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.

4. 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.

5. Transient IFR arrivals are limited to one IFR approach to a full stop landing. Transient jet/turboprop aircraft are limited to a maximum of 3 closed touch-and-go traffic patterns at control tower discretion.

6. Minimum altitudes on final rotary wing 32 2 NM 700' AGL 1 NM 400' AGL, crossing Bayshore Highway at or above 75' AGL.

7. Transient aircraft crews or special mission aircraft requiring special security for their aircraft will provide that security. No ground support equipment available.

8. Customs/Agriculture/Immigration available only by prior notice 1700-0100Z++ Monday-Friday except holidays.

9. No local forecasts, surface weather observations only.

(AFFSA/AFFSA)

10. 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.

(NUQ Base Ops/NUQ Base Ops FIL 08-097)

### Montgomery Rgnl (Dannelly Fld) (KMGM), AL

1. ANG - Parking of helicopter with skid-type undercarriage on ANG ramp prohibited, service available to helicopter of this type at EPPS aircraft ramp. Transient aircraft expect servicing delay between 1600-2000Z++. Use of ANG ramp facilities requires coordination during duty hours prior to filing flight plan.

(AFFSA/AFFSA)

2. 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 276.8 for the current Bird Watch Conditions. Expect delays and full stop landings only when Bird Watch Condition SEVERE. Phase I bird activity increases for migratory period 1 April to 30 November. Phase II bird activity decreases for migratory periods 1 December to 31 March and 1 July to 30 September.

(187OG-OSA/187 OG-OSA FIL 07-323)

## Moody AFB (KVAD), GA

1. PPR issued up to 5 days prior to arrival, minimum 24 hours prior notice, quiet hours 0330-1130Z++ in effect (DSN 460-3305). CAUTION - Simultaneous operations are conducted to Rwy 18 or 36 while R3008A, B, C, D is in use. Airfield unlighted when closed. During non-duty hours contact Command Post for emergency airfield lights 30 minutes prior. Customs requires 6 hours prior notice. No reciprocating aircraft or parts available. 4 or more out and back aircraft from same wing/base requires coordination with the airfield manager the duty day prior to intended flight (1230-2130Z++ except holidays). Prior to deployment planning, wing/bases involved with operational missions originating and terminating at Moody are required to coordinate with airfield manager, DSN 460-3305. Aircraft carrying dangerous cargo relay required information through pilot to dispatch prior to landing. Aircraft operations involving aircraft larger than C9 must coordinate with airport manager prior to transiting Moody AFB (KVAD).

(AFFSA/AFFSA FIL 05-25)

2. BIRD WATCH CONDITIONS - Birds prominent year round. Bird Watch Conditions change frequently. Airfield Operations or Supervisor of Flying sets Bird Watch Conditions. Aircrews can monitor ATIS, contact the Supervisor of Flying or Airfield Operations for the current Bird Watch Condition. No comments on ATIS when Bird Watch Condition LOW. Expect delays and full-stop landings only when Bird Watch Condition SEVERE. Heavy concentrations of cattle egrets likely June-August. Phase II bird activity for migratory period from 1 October to 28 February. Peak bird activity occurs within one hour of sunrise and sunset.

(AFFSA/AFFSA FIL 04-197)

## Mosby AHP (K7A7), GA

1. CAUTION - Mosby AHP (K7A7) 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 Dahlonga 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 (K7A7).

**NOTE:** Aircraft landing Mosby AHP (K7A7) must close flight plan C1-800-992-7433 upon arrival Camp Merrill (K7A7).

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 (K7A7), 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. CAUTION - If turnoff at ladder Taxiways G and H is not possible, slow to taxi speed before approaching the last 3000' of Rwy 30 or the last 2000' of Rwy 12. Alert facility located within runway clear zone at approach end Rwy 30.

(AFFSA/AFFSA FIL 05-32)

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.

(AFFSA/AFFSA)

c. Pivot sprinkler irrigation system located in NW section of Rwy 12 Clear Zone from 1 March until 31 October.

(AFFSA/AFFSA FIL 03-96)

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 - Air stairs for heavy aircraft are available. No fleet service available, however a lavatory truck is available. Aircraft hook-up and procedures must be done by aircrew. Start carts, ground power units, and maintenance stands available.

(AFFSA/AFFSA FIL 02-92)

5. CAUTION -

a. Heavy concentration of large waterfowl frequent the sewage treatment ponds. The ponds are approximately 1200' SW of the approach end of Rwy 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/migratory season) is from 01 September-30 November and 01 April-30 June.

c. Burrowing owls, large ravens, and coyotes frequent both sides of the runway and infield next to taxiways.

d. BASH Conditions:

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(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.

(AFFSA/AFFSA FIL 05-925)

6. Base Operations does not have facilities available to store classified. All classified material must be stored at Wing Command Post.

(AFFSA/AFFSA)

7. TACC may send AMC computer flight plans to Mountain Home (KMUO) Base Operations via fax at DSN 728-4128. Aircrews can also coordinate having these flight plans e-mailed to the on duty Base Operations controller.

(AFFSA/AFFSA FIL 02-70)

8. 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.

9. RETAINED, HUNG OR SUSPECTED HUNG LIVE ORDINANCE OR GUN MALFUNCTION - Aircraft landing with unexploded live ordinance, and no other problems, will not be treated as an emergency. Preferred landing runway for hung or live ordinance is Rwy 12, to allow rapid taxi to the live ordinance 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 (same as hydrazine/hot brake area). 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.

(AFFSA/AFFSA FIL 02-92)

10. EXTERNAL STORES JETTISON - Training and inert ordinance and other external stores will be jettisoned on SCAFR (R3202A). RAPCON will assist when possible. Live ordinance jettison will be as specified in the implementing frag/operations in accordance with AFI 13-212, V1-V3.

11. 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.

12. 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)

## 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. 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. Inbound VFR aircraft should contact Nellis (KLSV) Approach Radar on listed frequency for traffic advisories. Departure procedures will be used by aircraft operating out of Nellis AFB (KLSV). Diverse departures not authorized, use published departure procedure or diverse vectoring area for obstacle avoidance. Aircraft unable to comply with a departure procedure climb gradient must file the appropriate departure procedure for their intended destination and notify Clearance Delivery that they are unable to make the departure procedure climb gradient and request a diverse vectoring departure (requires a 300' per NM climb gradient).

(AFFSA/AFFSA FIL 04-142)

2. CAUTION - Very few night reference lights to N of field and a dual runway illusion exists when landing at night during single runway operations. Noise abatement procedures are mandatory for all aircraft during visual meteorological conditions (VMC) using Rwy 21L/R for takeoff, climb out, closed patterns, pattern reentry, go-around, etc. All aircraft must expedite climb, in accordance with flight manual, to an altitude window of 2500'-3000' MSL until turning out of traffic abeam the S end of the Nellis AFB (KLSV) golf course. Fighter aircraft will terminate afterburner not later than 300 knots (360 knots for B-1B aircraft) and will immediately start a 60° banked right turn (safety of flight permitting) abeam the S end of the golf course, to avoid populated areas and expedite climb to 6000' MSL. Aircraft shall cross the LSV R-253 or LAS R-350 W between 5000'-6000' MSL. Aircraft shall also remain within 4 DME of LSV or not penetrate the LAS 7.5 DME arc. Once N of Craig Road, resume the departure procedure as directed. Afterburner may be reselected, as required, once clear of populated areas. Aircraft unable to comply with Nellis (KLSV) noise abatement procedures will advise ATC prior to departure. Do not request straight ahead left turn departure when utilizing Rwy 21L/R for departure. Expedite climb to assigned altitude. Expect visual approach when Rwy 03 is active and VFR conditions exist. Avoid overflight of Special Activity Base 3 NM NE of Nellis (KLSV) and the revetment area immediately SW of the departure end of Rwy 21R. No multiple approaches during Large Force Exercise (LFE) Operations. Rwy 03R-21L normally provides better braking action than Rwy 03L-21R when damp/wet. Due to foreign object damage problem 4 engine aircraft will taxi with outboard engine at idle or shutdown if possible. Local flight not authorized for transient aircraft without advance approval 57 OG/CC. 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.

Uncontrolled aircraft and vehicle movement on taxiways and parking ramps. Limited hangar space for transient aircraft. No oil truck available. Engine intake/exhaust covers not available. No TACAN/IFF repair capability A37 aircraft. Aircrews service limited both on and off base. Limited availability of demineralized water, 24 hours notice required. Taxiway F provides 83' obstacle clearance from the centerline to the edge of the restricted area on the W. Aircraft with wingspan in excess of 116' may require wing walkers on Taxiway F. B-52's are restricted from using Taxiway D between runways due to lack of wing tip wheel clearance to PAPI. Rows 3-9 on the Red Flag parking ramp, the SW end of runway pad and SW end of runway shack are located in the graded portion of the clear zone.

3. Transient maintenance operates 1430-0630Z++. Limited transient services available. 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 (KLSV) for the purpose of flying sorties or conducting training with a squadron assigned to Nellis (KLSV), 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. Expect delays for maintenance, fueling, and arrival/departure support. No transient arrival or departure service after transient alert published operating hours. All aircraft requesting servicing must arrive no later than 0600Z++. PPR numbers will be issued with a valid block time for arrival. Arrivals outside a block time issued with a PPR number must be approved by Airfield Management Operations (DSN 682-4600/4601, C702-652-4600) or PPR number will be canceled on expiration of block time. PPR numbers are restricted to a total of 4 aircraft from any 1 base on any given day and will be allowed to remain overnight 1 night only. PPR numbers will be issued 1430-0630Z++ and not earlier than 7 days prior to scheduled arrival. Request for additional aircraft from a base that has met the maximum allowed (4) will be considered on a space available basis, only 3 days prior to scheduled arrival. Deployment/LFE aircraft contact Nellis (KLSV) Support Center, DSN 682-2713/5250, C702-652-2713, 1430-0030Z++, Monday-Friday, for PPR. In accordance with Nellis AFB (KLSV) Instruction 11-250, units deploying must arrange to receive FLIP from home station. Minimal support available from Nellis Base Operations.

(57 OSS-OSAA/57 OSS-OSAA FIL 07-773)

4. To reduce service and notification delays, request all inbound aircraft call Pilot to Dispatcher 139.3 or 372.2 30 minutes prior to landing. On contact provide updated ETA and service requirements. Aircraft with VIP code 7 and above contact Airfield Management Operations Pilot to Dispatcher when 100 NM out.

(AFFSA/AFFSA FIL 06-793)

5. Hot cargo pad Net Explosives Weight (NEW) limits.

a. PRIMARY PAD - Class/Division (C/D) (12) 1.1 30,000 pounds NEW, C/D (12) 1.2 30,000 pounds NEW, C/D 1.3 30,000 pounds NEW, C/D 1.4 30,000 pounds NEW.

b. ALTERNATE PAD/BOMBER PAD - C/D (14) 1.1 19,700 pounds NEW, C/D (12) 1.2 19,700 pounds NEW, C/D 1.3 1000 pounds NEW, C/D 1.4 1000 pounds NEW.

(57 OSS-OSAA/57 OSS-OSAA FIL 07-773)

6. CAUTION -

a. 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. Bird Watch Conditions (BWC) changes will be issued by the Supervisor of Flying (SOF) or Airfield Management Operations. Aircrews can monitor ATIS or contact Base Operations, Tower or Command Post to obtain current BWC. No comments on ATIS when Bird Condition LOW. BWC Codes are as follows:

(1) LOW-Normal bird activity on and above the airfield with a low probability of hazard. Continue with normal operating procedures.

(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. Touch-and-go and low approaches are minimized.

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(3) SEVERE-Heavy concentration of birds on or immediately above the active runway or the 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. Full stop landings only. Formation takeoffs are prohibited.

b. Report all bird and animal strikes on or in the vicinity of Nellis AFB (KLSV) to Airfield Management Operations 57 OSS/OSAA DSN 682-4600 or to Pilot to Dispatcher in accordance with AFPAM 91- 212.

7. All secrets must be stored in the Nellis AFB (KLSV) Command Post. COMSEC materials not available for issue.  
(AFFSA/AFFSA FIL 05-654)

8. Wind information provided by Nellis Approach is reported using FMQ-13 and is considered estimated. Nellis weather and Nellis Tower have implemented the FMQ-19 as the official airfield wind sensor.  
(57 OSS-OSAA/57 OSS-OSAA FIL 07-791)

9. 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 124.95.  
(57 OSS-OSAA/57 OSS-OSAA FIL 07-808)

## 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).

2. ARRESTING GEAR REMOVAL - Available, 20 minutes advance notice required.

3. TRANSPORTATION - On and off station transportation is available for transient aircrews only. Request should be made through the flight planning office in Base Operations. Transportation is provided by the base duty driver. Off base transportation is limited to hotel/billeting facilities on the West Bank and at the discretion of the Command Duty Officer. Commercial rental vehicles with delivery to Base Operations is available by calling Enterprise Rental Cars at C504-433-2325.

4. BILLETING ACCOMODATIONS - Transient billeting arrangements can be made by calling DSN 678-3419 or C504-678-3419. Space may be limited.

5. CUSTOMS - Available 2 hour prior notice, contact CUSTOMS C504-269-6149. Agriculture inspection not available.

6. CATEGORY III TACTICAL REDUCED RUNWAY SEPARATION - Effective for USN/USMC and locally based Air Force aircraft, 3000' between similar aircraft and 6000' between dissimilar aircraft.

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.

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 not visible from the tower.

d. Multiple obstructions 171' AGL and below, within Class D Airspace.

(USN/NAVFIL 04-66)

9. AIRFIELD INFORMATION -

a. No runway distance remaining markers available for Runway 14-32.

b. Fresnel Lens Optical Landing System (FLOLS) Runway 4-22, 14-32 unavailable.

c. ILS - PAR monitoring not available.  
(USN/NAVFIL 07-28)

## 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 325.0 FM 38.6 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 05-91)

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)

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) - Transient service extremely limited. No transient alert service. No passenger service available, passenger screening responsibility of onloading crew and required in accordance with MAJCOM directive. Limited transient parking

and hangar space. Hazardous cargo accepted only during normal duty hours Monday-Friday. No remaining overnight for hazardous cargo aircraft. Aircraft security not available for C5 except emergency. Transient aircraft contact "Horseshoe OPS" on 371.25 inbound. Preferential Rwy 10L-28R for departures with good rate of climb. Minimal classified materials available, aircrews should arrive with appropriate amount to complete their mission. (AFFSA/AFFSA FIL 07-304)

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. CAUTION -

a. Phase I bird activity normally during the periods of December-February and June-August. Phase II bird activity normally during the periods of March-May and September-November, due to large migratory waterfowl and birds on and in vicinity of the airfield. Transient crews can expect holding delays during Bird Watch Condition MODERATE and SEVERE. Contact 914 AW Command Post or monitor ATIS for Bird Watch Condition.

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'. (AFFSA/AFFSA)

**Norfolk NS (KNGU), VA**

1. RESTRICTIONS -

a. Overflight of weapons compound SE quadrant of airport prohibited below 500'. (USN/NAVFIG)

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. (USN/NAVFIG FIL 03-22)

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'. (USN/NAVFIG)

e. Heliport operations (1 NM NW) restricted to Rwy 09L-27R, 1300-0330Z++. (USN/NAVFIG FIL 03-22)

f. Landing Zone Green, Naval Amphibious Base, Little Creek is within Norfolk (KNGU) Class C Airspace. Contact Norfolk (KNGU) Approach on 118.9 or 257.3.

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 205', 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. (USN/NAVFIG)

g. The left downwind and base leg contains a lighting hazard. Aircrews should exercise extreme caution while operating in this area. (USN/NAVFIG FIL 03-107)

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'.

### 3-124 UNITED STATES

(2) Pattern altitude: 1000'. CAUTION - Norfolk NS (KNGU) Heliport traffic (1 NM NW), surface to 500'.

#### 4. DEPARTURE PROCEDURES -

a. Rwy 10 - Left turn, heading 050° within 1 NM of departure end, maintain 2000'.

b. Rwy 28 - Fly runway heading, maintain 2000'.  
(USN/NAVFIG)

#### 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 126.375.

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.

(USN/NAVFIG FIL 03-22)

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 1130-1900z++ Monday-Friday.

(USN/NAVFIG FIL 05-93)

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.

(USN/NAVFIG FIL 03-22)

### North AF AUX (KXNO), SC

1. CAUTION - Bird Aircraft Strike Hazard (BASH) - Increased bird activity during the period of 1-15 April and 1 August - 30 November. Deer activity on airfield. Drop Zone on airfield. Uncontrolled vehicular traffic on taxiways. Multiple service training; various types of aircraft and altitudes utilized.

(AFFSA/AFFSA)

2. CONTROLLING AGENCY - Charleston AFB (KCHS), SC, 437 OSS/OSO, DSN 673-5554.

(AFFSA/AFFSA FIL 06-088)

3. SERVICE - 24 hour fire protection C843-247-2241. No transient maintenance.

(AFFSA/AFFSA)

#### 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. PPR for all aircraft, no exceptions, DSN 735-8233/34, C619-545-8233/34.

(1) 1430Z++ Monday to 0200Z++ Friday. PPR issued to tactical military jet aircraft on Official Business Only.

(2) 0200Z++ Friday to 1430Z++ Monday. 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.

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. Arresting gear will not be de-rigged for T1A Jayhawk aircraft.

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.

8. MESSAGE TRAFFIC - All message traffic to North Island NAS (KNZY) pertaining to flight operations shall be directed to "NAVBASE CORONADO SAN DIEGO CA//30//."

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.

10. TRANSIENT SERVICE - Limited on-base transportation available, 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.

(USN/NAVFIG)

## 11. CAUTION -

## a. Taxiway D and F 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'.

(USN/NAVFIG FIL 0066-08)

**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/NAVFIG)

2. 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.

(USN/NAVFIG FIL 04-34)

## 3. 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.

(3) Commence turn required for Standard Instrument Departure (SID)/Special Military Operations departure at 1000' MSL.

(4) One exception: For S departures, on Rwy 05 during daylight, VFR conditions- Upon reaching 300' MSL commence a climbing right turn (within safe aircraft/crew limitations) to intercept the initial departure track. The right turn out shall commence no earlier than abeam the Tower.

## 4. DEPARTURE PROCEDURES AFTER TAKE-OFF -

a. RWY 05 and 14 - Upon commencing right turn out, continue to altitude as cleared by tower/approach and turn to a heading of 210°. Intercept and track the NTU 175 radial not later than the 4 NM fix. CAUTION - R6606 3.5 NM E of airport.

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.

## 5. SPECIAL OPERATING PROCEDURES -

a. VFR tower pattern - when cleared aircraft enter the break at 1500' MSL, break level when cleared and maintain 1500' MSL until established downwind to avoid departing traffic. Downwind 1000' MSL.

b. VFR/SVFR helicopter routes mandatory for all helicopter flight at or below 1000'.

### 3-126 UNITED STATES

c. 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. 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.

#### 6. MISCELLANEOUS -

a. QUARTERS - Officer/enlisted berthing very limited, require 48 hours prior notice to ensure accommodations.

b. TRANSPORTATION - Limited on-base transportation available, expect delays. Off-base transportation available only via commercial taxi or pre-arranged rental car.

(1) Normal working hours; on base taxi only.

(2) After normal working hours; Base Operations will provide limited transportation on base only. Off station transportation shall be arranged prior to arrival.

#### c. FUEL -

(1) Turbojet aircraft expect hot pit refueling with possible 1-2 hours delay if truck refuel required. No fuel service available 0330-1300Z++ due to personnel restrictions.

d. PPR, DSN 433-2162 or C757-433-2162.

e. No locked wheel turns on asphalt portions of runways/taxiways.

f. Touch and go prohibited for heavy aircraft.  
(USN/NAVFIC)

d. Use extreme caution taxiing on Taxiway Charlie at the intersection of Charlie and Oscar due to alert ramp and Entry Control Point personnel and equipment.

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 0600-1300Z++. DO NOT overfly USSTRATCOM (building 500) 4000' S of runway centerline.

(55 OSS-OSAA/55 OSS-OSAA FIL 07-841)

4. Airport authorized as special FCB only.

(AFFSA/AFFSA)

5. Hazardous Cargo Limits:

HC/D	NEW
1.1	10,000 pounds
1.2.1	1,625 pounds
1.2.2	30,000 pounds
1.3	30,000 pounds
1.4	Maximum Capacity

(AFFSA/AFFSA FIL 05-834)

6. CAUTION - Approach to Rwy 30 is over area lakes and surrounding cropland with a large year-round population of birds and waterfowl. Expect moderate bird population in the vicinity of the airport throughout the year during the Bird Aircraft Strike Hazard (BASH) Phase I Period. Expect a significant increase in hazardous bird activity while in the BASH Phase II Period during spring: March-May and fall: September-November migratory seasons. When Bird Watch Condition is MODERATE, expect no transition, and when Bird Watch Condition is SEVERE the airport will be closed to all traffic until the status can be downgraded (OG/CC waiver required). Contact ATIS for current Bird Watch Condition.

(AFFSA/AFFSA)

### 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 de-icing capability for C-5/C-17 aircraft, contact TA DSN 272-6145/6146 C402-232-6145/6146 prior flight planning to Offutt AFB (KOFF), NE. Transient aircraft expect 2 hours service delay. Limited aircraft deicing capability for large aircraft. Limited maintenance for F-16 with F110 engines, no Electron Microscope/Energy Dispersive X-Ray (SEM/EDX) available.

(AFFSA/AFFSA 07-274)

#### 2. CAUTION -

a. ARRIVALS - The area past the opposite end landing threshold authorized for use during landing rollout as directed by the Control Tower.

b. DEPARTURES - 55 OG/CC approval required via CP for TRT/afterburner procedures for all heavy aircraft. Additionally, no heavy aircraft engine runs allowed prior to threshold. 55 OG/CC approval required prior to using any portion of overrun to begin takeoff roll.

(AFFSA/AFFSA FIL 07-011)

c. C-5, B-747 and B-52 expect back taxi on the runway and will exit/enter the active runway at Mike South or Mike North. Access to lower ramp will enter/exit active runway at taxiway Papa.

### Palmdale Rgnl/USAF Plant 42 (KPM D)

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 - Migratory Season Phase II 1 October-31 March. During Bird Watch Condition MODERATE take-off and landing permitted. During Bird Watch Condition SEVERE take-off and landing prohibited.

(AFFSA/AFFSA FIL 04-531)

### 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, doves 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 Merritt Island below 2000' MSL.

e. IFR circling not authorized Runway 11.  
(45 OSS-OSAB/45 OSS-OSAB FIL 08-048)

2. AIRCRAFT MAINTENANCE AND SERVICING - Drag-chute exchange/repack not available. Intermediate maintenance extremely limited. Demineralized water available, 24 hours prior notice required, contact PANAM World Services DSN 467-5485, C407-853-5485. Transient aircraft expect up to 4 hours servicing delays.

(AFFSA/AFFSA)

3. AIRCRAFT OPERATIONS - 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 Base Operations Remain Overnight 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 Base Operations Pilot to Dispatcher 30 minutes out for load/parking or other services as required. Base Operations hours are 1300-1500Z++ daily. METRO 344.6 not available surface to 100' within 5 NM radius of COF. (Aircraft Operations) Pre-engine run/taxi clearance; all aircraft must report to Base Operations dispatch counter prior to going to their aircraft. Ground engine run maintenance must also be reported to Base Operations prior to maintenance beginning. The airfield will be closed 1300-0500Z++ 4 July and Thanksgiving day; 2300Z++ 24 December-0500Z++ 26 December; 2300Z++ 31 December-0500Z++ 2 January.

(AFFSA/AFFSA FIL 07-033)

4. PASSENGER/AIR FREIGHT SERVICES - Air freight/passenger service is available between the hours of 1130-2015Z++ weekdays, 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.

(AFFSA/AFFSA FIL 05-763)

5. TRANSPORTATION - Aircrews transportation on base 1300-2300Z++ Monday through Friday; unavailable Saturday, Sunday and holidays.

(AFFSA/AFFSA FIL 06-857)

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 20 - 2.5 DME, if turning E of the extended runway centerline.

(2) RWY 02 - 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 20 - 2.5 DME turn left heading 060° to downwind.

(2) RWY 02 - Begin base turn at 2.5 DME.

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 920<sup>th</sup> Current Operations at DSN 854-1167 to get Drop Zone status and deconflict with other users. Contact Patrick AFB (KCOF) Base Operations 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 Melbourn (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.

(AFFSA/AFFSA)

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)

## 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.

### 3-128 UNITED STATES

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) Rws 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-34 aircraft acrobatic maneuvers.

#### 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/pro student training in A292.

3. Runways extremely slippery when wet.

(USN/NAVFIG)

4. Transient BOQ/BEQ accommodations severely limited. BOQ DSN 922-2755, C850-452- 2755. BEQ DSN 922-7077, C850-452-7077.

(USN/NAVFIG FIL 03-16)

### Pentagon AHP (KJPN), DC

1. Normal operating hours, 1230-2230Z++ Monday-Friday, closed Saturday, Sunday, and holidays. Coordination for operations at other times will be made in conjunction with PPR DSN 227-9250/225-4374. Aircraft parking approved by tower. Engine run limited to 5 minutes except for clearance delay.

2. 24 hours PPR will include the following information:

- Number and type of aircraft.
- Name and grade of senior passengers.
- Date and time of arrival.

d. Time of departure and destination.

e. Number of passengers.

f. Point of contact, name and phone number.

3. 2 hours PPR for unscheduled, mission essential Code 2 or above during non-duty hours for non-operational periods. Contact MDW Staff Duty Officer C202-475-0866, DSN 335-0866.

4. Special VFR permitted only when Ronald Reagan Washington National Airport (KDCA) ceiling is reported above 700' and visibility greater than 1 SM. Route and Area Restrictions of Washington DC Metropolitan Area and TCA apply. Washington Helicopter Route Chart and route briefing mandatory.

5. Notification of cancelled flight via DSN 227-9250. During non-duty or tower non-operational hours via MDW staff duty officer.

6. Flights to/from KJPN not authorized if tower and crash rescue unavailable.

(USAASA/USAASA)

### Peterson AFB (KCOS), CO

See City of Colorado Springs Municipal (KCOS).

(AFFSA/AFFSA)

### Phoenix-Sky Harbor Intl (KPHX), AZ

1. Space on ANG ramp extremely limited, transients are requested to go to the Fixed Base Operator. Transients must have PPR to park on ANG ramp. Diverting and emergency aircraft requiring security should contact Command Post on UHF 311.0 or VHF 138.95, when able, to check on the availability of ANG ramp space. Normal operating hours 0630-1500Z Monday-Friday, closed Saturday, Sunday and holidays. Call Base Operations DSN 853-9362 or Command Post DSN 853-9071 for PPR coordination.

(AFFSA/AFFSA FIL 04-106)

2. CIVIL - A Phoenix Sky Harbor (KPHX) Fixed Base Operator has government fuels contract. Contact ANG Base Operations for current Fixed Based Operator contract.

(AFFSA/AFFSA)

### 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). Heavy bird activity, greatest mid-October to mid-January, SR-SS. Hang glider/ultralight activity in the vicinity of Round Mountain (4 NM NE).

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 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)

## Pope AFB (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/AFRC's MODERATE and SEVERE Bird Watch Condition hazard guidance applies to AMC/AFRC 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/AFRC 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 AFB (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.

2. GENERAL -
  - a. Limited fleet service. Request defleet upon arrival through Pope Command Post.
  - b. Aircraft parking extremely limited. Arrangements for hot spot, green and yellow ramp parking must be made with the 43D WG/OSO scheduler at DSN 424-7388, fax extension 7380/81, prior to arrival or AMCC during non-duty hours. For all other ramps, arrangements must be made with Base Operations at DSN 424-6508. Abnormal parking on green and yellow ramps, all aircraft require "Follow-Me" vehicle and/or marshallsers.
  - c. Airdrop aircraft inbound with an onboard medical emergency will notify Pope (KPOB) Command Post for missions supporting green ramp operations. Aircraft carrying sick/injured

personnel must keep ground personnel informed of the patient's status, type of injury/condition, and the intended location on the airfield for patient transfer. Yellow ramp is the preferred transfer location due to its close proximity to Womack Army Hospital.

d. Aircraft with wingspan greater than A10s are prohibited from taxiing past the arm/dearm area (when in use) on Taxiway A due to lack of required wingtip clearance. Aircraft with wingspan greater than C130 are prohibited from taxiing past the arm/dearm area (when in use) on Taxiway M due to lack of required wingtip clearance.

(AFFSA/AFFSA)

## 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)

2. CAUTION - 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. November through mid 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

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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 (KPDJ) 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.

### Portsmouth Intl at Pease (KPSM), NH

#### 1. WILDLIFE / BIRD HAZARDS -

a. Phase I - Pease ANG operates under Phase I from (January-February and June-August). 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 RWY 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-April 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 - turkeys, deer, foxes, coyotes).

2. 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.

3. AIRCRAFT SERVICING - All large aircraft need to bring ground support personnel.

#### 4. 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)

### Randolph AFB (KRND), TX

1. CAUTION - High midair collision potential in the vicinity of Randolph (KRND), particularly on final to Rwy 14L and 14R. Numerous VFR aircraft cross the 14 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.

(AFFSA/AFFSA FIL 02-118)

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 14L-32R and 1800' on Rwy 14R-32L.

3. CAUTION - A large bat cave exists approximately 11 NM NW of Randolph (KRND) (near the extended centerline of Rwy 14L). Extensive bat activity occurs in the Randolph (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 a full stop, no takeoffs are authorized.

(AFFSA/AFFSA FIL 02-118)

4. CAUTION - BAK-15's for approach end of Rwy 14L-32R and Rwy 14R-32L are in down position and left in place at all times. To activate a departure end barrier for Rwy 14L-32R transmit "Randolph Barrier, Barrier, Barrier" on Randolph Tower 258.3 or UHF Guard 243.0. To activate a departure end barrier for Rwy 14R-32L transmit "Hangover Barrier, Barrier, Barrier" on Hangover Tower 291.1 or UHF Guard 243.0.

(AFFSA/AFFSA FIL 05-100)

5. CAUTION - Separate control facilities for Rwy 14L-32R and Rwy 14R-32L. During periods of student training, Hangover Tower will normally control Rwy 14R-32L, Randolph (KRND) Tower will normally control Rwy 14L-32R. When student training is not in progress and on weekends, Randolph (KRND) Tower will 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).

(AFFSA/AFFSA FIL 06-1064)

## 6. GENERAL -

a. High potential for hydroplaning on concrete portions of Rwy 14R-32L 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. Gas and go not permitted between 2000Z++ Friday to 2000Z++ Saturday. 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. T-38s in for modification, indicate "Queen Bee" in DD 175 Remarks Section. Aircrews picking up "Queen Bee" aircraft must bring own FLIP publications

c. Aircraft holding for take-off on Rwy 14L 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 14L-32R 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. Storage of classified material up to and including SECRET is available by contacting the 12 FTW Command Post for coordination, DSN 487-1859, C210-652-1859.

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.

(12 OSS-OSAB/12 OSS-OSAB FIL 08-100)

7. Randolph AFB (KRND) is Phase II for birds 1 March through 31 May (spring migration) and 1 August through 30 November (fall migration). Aircrews should use extreme caution and contact Airfield Operations to obtain current bird status/location of birds when transiting the base during these months.

a. The highest volume of bird activity is in the spring migration season. Large birds include vultures and hawks. Medium and small birds include meadowlarks, scissor-tailed flycatchers, western kingbirds and killdeer.

b. 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 mockingbirds.

c. 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.

d. 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.

e. Year round populations include:  
Turkey/black vultures - most active from mid morning to early afternoon.  
Great tailed grackles - most active in early morning and late evening.  
House sparrow - active all day at low altitudes.  
European starling - active all day at low altitudes.

f. Local hazards: Large soaring birds in the vicinity of a landfill located 0.5 NM east of the approach end of Runway 14L (RND 030/002). Another landfill with similar activity is located 5.5 NM southwest of the departure end of Runway 14R (RND 210/005). Large soaring birds are often near Cibolo Creek located along final Runway 14L/departure Runway 32R 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 NM final for Runway 14L and 14R contain numerous small birds and soaring birds. Coyotes (mostly nocturnal) often roam the entire airfield, and have been spotted during daylight hours.

(AFFSA/AFFSA FIL 06-976)

8. NAVAID Ground Check Point Runway 32L BEARING/RADIAL is unusable.

(AFFSA/AFFSA)

9. Runway 14R-32L 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 07-607)

10. 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 122' west of centerline; 20+' high.

b. Twy B next to Fire Station: Access road is parallel to and 68' west of centerline. Fire hydrant is 127' west of centerline; 33" high. Masonry wall is 148' west of centerline; 65" high.

c. Twy C: Jogging path is 155' south of centerline. Trees are 173' south of centerline; 20+' high.

d. Twy D: An electrical switch box is 94' south of centerline; 54" high; abeam the Restricted Area parking apron on the western half of apron. 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.

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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.

11. 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.

c. Twy D eastern half: T-43 parked aircraft are 148' north of centerline.

(12 OSS-OSAB/12 OSS-OSAB FIL 08-100)

### 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 C130/141 aircraft to Ft Hood Drop Zone, Antelope Drop Zone or LZ-12 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. Rotary Wing - 1800', Fixed Wing - 2500'. Pure Jet/Overhead 3000'. CAUTION - Aircraft are not allowed to enter the Robert Gray AAF (KGRK) (RGAAF) Class D Airspace without clearance. Authorization to penetrate the Class D Airspace at RGAAF shall be issued by Robert Gray AAF (KGRK) Tower. 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 1225' E side of airfield. Robert Gray AAF (KGRK) is obscured by hills to the W.

2. WEATHER OBSERVATION LIMITATIONS -

a. DAY LIMITATIONS - The following obstructions may restrict the observers' ability to determine horizontal visibility and cloud coverage: a small hill 3/4 NM NNE, and a hill 1 1/4 NM WNW; a ridge 1 NM E through 1 1/2 NM SE; a mountain from S to

WNW, the horizon varies from 1/4 to 7/8 NM in these directions; a slight upwards slope in the aircraft taxiway and an aircraft parking ramp approximately 75 yards to the N.

b. NIGHT LIMITATIONS - The glare from medium and high intensity lights on RGAAF may occasionally limit the observer's ability to make accurate reports of sky conditions.  
(USAASA/USAASA)

## 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 Center 50 NM out.  
(AFFSA/AFFSA FIL 03-25)

3. SERVICE - PPR required for all aircraft. Contact Airfield Management Operations at DSN 468-2114. Transient aircraft not authorized transition training from 0300-1100Z++. Transient maintenance available 1100-0500Z++ weekdays and 1200-2400Z++ weekends and holidays. Fleet service not available. Transient aircraft requiring over 30,000 pounds of fuel call Pilot to Dispatch inbound for fuel pit parking. Expect 2 hour delay for aircraft de-icing. 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.  
(AFFSA/AFFSA FIL 04-68)

4. Bird Watch: During Phase II BASH window (approximately 1 October-28 February), all aircraft operations are subject to restrictions and potential delays. Expect heavy concentration of blackbirds and migratory birds in the approach and departure routes and along infield areas. Bird Watch Conditions MODERATE and SEVERE may be in effect anytime during Phase II but is automatically SEVERE during the BASH window (1/2 hour prior to and 1 hour after sunrise and sunset). Risk of bird strike during MODERATE or SEVERE is substantial.

a. Bird Watch Condition MODERATE restrictions: Transient aircraft takeoff and landings allowed at the discretion of the aircraft commander. No transition training, simulated flameout or formation landings/takeoffs allowed.

b. Bird Watch Condition 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 allowed.

c. 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) 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) 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) LOW - Bird activity on and around the airfield representing low potential for strikes. Continue with operations as normal.

(78 OSS-OSA/78 OSS-OSA FIL 08-172)

5. VFR FILING - Pilots filing into Robins AFB (KWRB) check Middle Georgia Regional (KMCN) weather for control zone condition determination.

6. 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++.

7. CUSTOMS - 24 hour prior coordination required. US military personnel and dependants only.  
(AFFSA/AFFSA FIL 05-742)

## Rosecrans Mem (KSTJ), MO

1. CAUTION - Rosecrans Mem (KSTJ) is surrounded by lakes and the Missouri River. Bird Watch Condition Phase II mid October through March. Moderate small bird activity possible during early morning daylight hours from May through September.

(AFFSA/AFFSA FIL 05-575)

a. BIRD WATCH CONDITION CODES:

(1) LOW - Normal bird activity with a low probability of a bird strike hazard.

(2) MODERATE - Increased bird activity in locations which represent high potential for a bird strike.

(3) SEVERE - High bird activity on or immediately above the active runways or over locations that represent an immediate hazard to safe flying operations.

(AFFSA/AFFSA)

2. 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.

(AFFSA/AFFSA FIL 02-67)

3. RWY 13-31 ASSAULT ZONE - C-130 assault landings on Rwy 13-31 are only authorized on the 3500'x60' concrete portion of the 4800'x75' asphalt/concrete runway. Refer to the IFR Supplement for additional information.

4. AATTC INBOUND AIRCRAFT - Aircraft inbound for AATTC training call Brady Operations 15 minutes prior to landing.

(AFFSA/AFFSA)

## 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

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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) are located at Savannah Hilton Head Intl (KSAV). Indicate in Remarks Section of Flight Plan which unit you plan to visit. Both require PPR. For PPR/information on the 165 AW fone DSN 860-8255/8256, C912-966-8256/8255. For PPR/information on the CRTC fone DSN 860-3496/3385, C912-963-3496/3385. 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. No fleet service available. No passenger service available. Passenger screening is required in accordance with MAJCOM directives prior to filing. No drag chute repacks available. Tower closed from 0500-1100Z++. When tower is closed, obtain clearance from Macon FSS or Jacksonville Center.

#### 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 24 September-23 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.

(AFFSA/AFFSA FIL 05-780)

#### 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.

2. NOISE ABATEMENT - All heavy or afterburner aircraft climb straight ahead to a minimum 2000' MSL and 1 NM from the departure end of the runway before entering a closed pattern for the respective runway. Avoid overflying Shiloh Village 2 NM to the NW and the Regional Medical Center located on Scott AFB (KBLV) 1 NM W of Rwy 14R-32L.

3. RUNWAY RESTRICTIONS - Locked wheel turns on asphalt prohibited; 180° turns on asphalt authorized for light and medium category aircraft only. Rwy 32L has a 200' displaced threshold and a 1000' overrun (N end). Rwy 14R and 14L-32R have no overruns. Rwy 32L and 32R have elevated MALSR beginning approximately 200' from runway approach ends.

(AFFSA/AFFSA)

4. SCOTT AFB (KBLV) FACILITIES - Transient aircraft, except AMC scheduled missions, may experience servicing delays due to limited transient alert personnel. There is limited maintenance support, parking and hangar space. EXTREMELY LIMITED EXPLOSIVE STORAGE FACILITIES and restrictive parking locations make Scott AFB/MidAmerica Airport (KBLV) unsuitable for parking/servicing armed or explosive laden aircraft without pre-arrival coordination. 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 stores safety pins and ground locks on board the aircraft. Scott AFB (KBLV) has no de-icing capabilities on the Scott main ramp. De-icing may be available on the 126<sup>th</sup> ramp with 24 hour notification through the 375 Wing Command Post DSN 576-5891. Deicing limited to base assigned aircraft, JOSAC mission aircraft, and those operating in support of DV arrival/departures. 126<sup>th</sup> Guard Ramp has the capability to de-ice only KC135 aircraft or smaller. Other aircraft may obtain de-icing services for a fee from MidAmerica airport through the Fixed Base Operators. Contact FBO to schedule de-icing and for inquires about de-icing fees. Scott AFB/MidAmerica airport (KBLV) does not have capability to de-ice C5/C17 or equivalent size aircraft. Scott AFB (KBLV) military ramp has very limited parking space for KC10, C5, C17 or similar size aircraft. Due to wing tip clearances and limited parking spots, only one C-5, C-17, KC-10 or KC-135 is allowed on the airfield at a time except for scheduled medical evacuation aircraft. No C5 tug or towbar is available.

(375 OSS-OSS/375 OSS-OSS FIL 07-721)

5. MIDAMERICA AIRPORT (KBLV) FACILITIES - MidAmerica Airport (KBLV) provides DoD contract fuel and accepts DoD credit cards for all services and material.

(AFFSA/AFFSA FIL 04-605)

6. All inbound aircraft to Scott AFB/MidAmerica Airport (KBLV) contact Scott (KBLV) Command Post (SCP) on 383.2 with estimated time of arrival and block time 30 minutes prior to landing. Inbound AMC aircraft contact SCP with load message, block time, estimated time of departure, billeting, transportation and messing requirements.

(AFFSA/AFFSA FIL 05-844)

7. MISCELLANEOUS - Customs and Border Protection (CBP) Available. Contact Base Operations 7 days 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 4 hour notice prior to transient arrival. Trash disposal is available on base. 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. Hangar space is extremely limited. 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. Grass mowing operations in effect from 1 Apr to 30 Sep. Mowing will occur within 100' of runway 14L/32R every Monday from 1230Z til 2130Z with a backup day of Wednesday. Mowing on runway 14R/32L will occur every Thursday from 1230Z til 2130Z with a backup day of Friday. When mowing operations are being conducted the affected runway will be limited to full stop landings and departures only. The determination as to whether mowing will be made by 1500Z. The latest information is available through Airfield Management at DSN 576-1861.

(375 OSS-OSAA/375 OSS-OSAA FIL 07-637)

8. RESTRICTIONS - 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 118' are prohibited from taxiing N on main ramp when C-9 or C-40 aircraft are in their normal parking locations. All taxiways at Scott AFB/MidAmerica Airport (KBLV) are 75' or wider. Aircraft taxiing N on Taxiway A making left turn onto Foxtrot ramp use caution - no taxiway centerline due to acute angle of taxiway intersection. Aircraft taxiing N on Rwy 32L onto Taxiway E use caution - no taxiway centerline due to acute angle of taxiway/runway intersection. Due to FOD/construction Foxtrot ramp closed.

(375 OSS-OSS/375 OSS-OSS FIL 07-721)

9. BIRD WATCH CONDITION - Heavy bird concentrations can be expected March through April and August through November. 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. 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. Any time the Bird Watch Condition is SEVERE, the following applies: No transitions, take-offs or landings except with 375 OG/CC approval. If approved, aircraft commander must ensure the runway and arrival/departure corridors are clear of birds. Request assistance from the bird dispersal team as necessary, by contacting Scott (KBLV) MFSS Base Operations directly DSN 576-1861 or through the tower. These restrictions apply to AMC aircraft operating at Scott AFB/MidAmerica Airport (KBLV). Aircrews should contact Scott (KBLV) MFSS DSN 576-1861 or Pilot to Dispatcher or 375 Command Post DSN 576-5891 or by radio, for exact dates 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 07-637)

## Selfridge ANGB (KMTCC), 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.

2. PPR requests will require the following information:

- a. Number and type of aircraft.
- 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.

4. SERVICES - 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. Transient aircraft landing with hot armament advise Base Operations 30 minutes out. To reduce service and notification delays, request all inbound aircraft call Pilot to Dispatch (Call Sign Selfridge Dispatch), on 134.85 or 372.2 prior to landing.

5. APPROACHES - Transient aircraft expect straight-in full stop landing during fighter departures/recoveries and other peak traffic periods. No practice approaches between 0230-0400Z++. VFR traffic contact Approach 30 NM out for Stage II service.

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.

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.

b. BASH PHASE I - All months not designated as Phase II. Bird Watch Conditions are LOW, MODERATE and SEVERE and apply with restrictions based on AMC 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.

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c. 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.

8. CLASSIFIED MATERIALS - No classified materials available at Selfridge ANGB (KMTC). Aircrews should arrive with appropriate amount. Overnight storage is available.

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 07-717)

10. GROUND OPERATIONS - Aircraft with wingspans exceeding 200' require wing walkers when using Taxiway A.  
(AFFSA/AFFSA FIL 05-901)

### Seymour Johnson AFB (KGSB), NC

1. CAUTION -

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 turkey vultures, hawks, and waterfowl. The City of Goldsboro operates a waste water treatment pond facility off the W end of the runway that attracts over 1000 wintering waterfowl between November and February.

b. BASH PHASE II - In effect June through November and during rainy periods between December and April. Wildlife activity is increased during the summer and fall 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.  
(AFFSA/AFFSA FIL 03-27)

2. Remain clear of ordnance storage area adjacent W end of field extending 1/2 NM N. Taxiway A closed to C5 aircraft E of Taxiway G. All inbound aircraft with DV/passenger/hazardous cargo, call Pilot to Dispatcher 60 NM out. All transient aircraft should expect restriction on multiple approaches on weekdays. Expect 2 hours delay on weekdays. Overseas briefing for only

local based wing movements. Ground operated airport radar within 300' of F15 ramp or transient alert ramp prohibited due to hot pit refueling operations. Limited fleet service available with prior coordination. Demineralized water is not readily available, 10 days prior notice is required. There is no tow capability for aircraft larger than fighters; large aircraft should not stop on runway. Passenger terminal available.  
(AFFSA/AFFSA)

3. All aircraft with wingspan greater than KC135 use caution, fire hydrants 28" - 38" tall 120' S of Taxiway A centerline. 9' wingtip clearance for C5, 22' wingtip clearance for E4. All aircraft larger than KC135 parking on Row B at the 916th ramp must use wing walkers due to limited wingtip clearance.  
(AFFSA/AFFSA FIL 03-68)

4. Non-standard markings exist on the hot cargo pad for motorcycle safety course. Dimension of markings are contained in a 120' x 220' box located S of the taxi line using a yellow and white paint marking scheme.  
(AFFSA/AFFSA FIL 05-370)

### Shaw AFB (KSSC), SC

1. PRIOR PERMISSION REQUIRED (PPR) - All aircraft other than base-assigned aircraft must obtain a PPR number at DSN 965-2356/2357, C803-895-2356/2357. Aircraft remaining overnight must obtain at least 24 hours prior. Aircraft flying local sorties and explosive laden aircraft must obtain at least 48 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.

2. HOURS OF OPERATION - Shaw (KSSC) is currently a 24 hour operation. Transient Alert services are only available Monday-Friday 1230-0030Z++; Saturday-Sunday 1500-2000Z++; not available holidays. Transient aircraft must operate within these 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 07-855)

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 varies from 25'-35' from edge of apron.

c. Taxilane A between Taxiway B and Fire Station restricted to aircraft with wingspans of 140' or less. Taxilane A between Taxiway E and Taxiway G restricted to aircraft with wingspans of 50' or less. Exceptions/deviations must be coordinated and approved by the airfield manager.

d. Aircraft prohibited on Taxiway B and Taxiway G when aircraft with forward firing munitions are arming/de-arming in the north and south End-of-Runway (EOR) areas.

e. B extension is located between the approach ends of Rwy 04 and is restricted to base assigned aircraft and only during daylight hours (does not have taxiway edge lights).

f. 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.

g. Aircraft with wingspan larger than 180' must use wing walkers when taxiing Bravo Center, 40' obstruction located 140' South of taxiway centerline.

h. 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.

i. Apron areas are marked/painted for F-16 aircraft. Transient aircraft operating on the main parking apron or the hot cargo pad must follow the follow-me and marshaller and maintain 25' of wing tip clearance from any obstruction.

j. Aircraft on hot cargo pad use caution for gun berm located 35' from NE apron edge.

k. 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.

l. Hangar space is extremely limited and has a vertical height limitation of 25'.

m. Normal daily Aircraft and Rescue Fire Fighting (ARFF) capability is 12,550 gallons.

n. Trees and brush in north clear zone of both runways.

o. Aircrews use caution, uncontrolled model aircraft flying at or below 400', approximately 2 miles South of the airfield.  
(20 OSS-OSAA/20 OSS-OSAA FIL 08-404)

9. WEIGHT BEARING RESTRICTIONS -

a. Weight bearing waiver requests must be coordinated through the airfield manager at least 24 hours in advance of arrival, Monday-Friday 1200-2100Z+.

(1) Taxilane A PCN 31/R/B/W/T

(2) Taxiway B PCN 32/R/D/W/T

(3) Taxiway B (Center) PCN 34/R/D/W/T

(4) Taxiway C PCN 59/R/B/W/T

(5) Taxiway D PCN 65/R/B/W/T

(6) Taxiway D (Center) 45/R/C/W/T

(7) Taxiway E PCN 61/R/B/W/T

(8) Taxiway F PCN 54/R/B/W/T

(9) Taxiway F (Center) PCN 61/R/B/W/T

(10) Taxiway F (East) PCN 43/R/C/W/T

(11) Taxiway G PCN 42/R/C/W/T

(12) Taxiway G (Center) PCN 59/R/B/W/T

(13) F-16 North Fighter Ramp PCN 39/R/B/W/T

(14) North Transient Ramp PCN 41/R/C/W/T

(15) South Transient Ramp PCN 43/R/B/W/T

(16) P-Row PCN 52/R/B/W/T

(17) Hot Cargo Pad PCN 32/R/C/W/T

(20 OSS-OSAA/20 OSS-OSAA FIL 07-855)

10. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

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

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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 E/W 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.

c. BIRD WATCH CONDITION RESTRICTIONS - Immediately report all wildlife sightings to the Tower, RAPCON, Supervisor of Flying, or Base Operations.

(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.

(AFFSA/AFFSA FIL 02-39)

11. CAUTION - Concrete loading dock located 1065 ft in south clear zone southwest of Runway 04L approach end.

(AFFSA/AFFSA FIL 07-378)

### Sheppard AFB/Wichita Falls Muni (KSPS), TX

1. High density student jet training conducted within 95 NM of Sheppard AFB (KSPS), 1200-0600Z++ Monday-Friday to FL390. Rwy 15C-33C high potential for hydroplaning during and 15 minutes after moderate rainfall. Intensive VFR jet training conducted to 3000' MSL within 12 NM radius of Wichita Falls, TX, and Frederick, OK. Numerous practice instrument approaches within 30 NM of Sheppard to FL180. Contact Sheppard (KSPS) Approach for advisories.

(AFFSA/AFFSA FIL 03-76)

2. Fleet service not available. No CUSTOMS, Immigration, Agriculture available. Forklift support requires 48 hours PN to 82 LRS/LRF DSN 736-5377/7163, C940-676-5337/7163, after hours contact DSN 736-1843, C940-676-1843. Transient military aircraft expect precision approach full stop landing during student training. 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. During student flying periods, planning should include a 30 minute delay for landing and to expect radar approach full stop landing. Pilots maintain IFR clearance until touchdown. Drop-in approach while enroute to another destination may not be approved. No aircraft hangar space available. Parasail training is conducted frequently NW of Rwy 17. Transient VFR aircraft operating within a 25 NM radius of Sheppard AFB (KSPS) contact Approach 269.025 118.2. Request arriving aircraft use basic radar service. VFR transient aircraft plan to enter Class D Airspace W of airfield via SPS VORTAC at or below 2400'. ALL AIRCREWS SHOULD USE EXTREME CAUTION WHEN EXECUTING IFR/VFR approach to Rwy 17. This approach requires a sharp right turn to line up to runway and may present a potential conflict with Rwy 15R IFR/VFR traffic. No formation approaches are permitted to Rwy 17. Extensive student jet traffic in vicinity base and Frederick, OK. No drag chutes available. Repack service and specialized maintenance services available only during normal duty hours, Monday-Friday 1400-0159Z++. Conventional aircraft 12,500 pounds and below expect Rwy 17-35. For further information call DSN 736- 2180, C940-676-2180. Very limited passenger processing capability.

(AFFSA/AFFSA FIL 06-921)

3. Sheppard AFB (KSPS) is Phase II from October-April due to migratory bird activity along the Red River and in the vicinity of the airport. Hackberry Flats Bird Sanctuary is located 28 NM NW of Sheppard AFB (KSPS) and 5 NM SSE of Sheppard's (KSPS) auxiliary field at Frederick Muni (FDR).

4. No approved hazardous cargo area. Nearest available military installation is Henry Post AAF (KFSI). Minimum 24 hours prior coordination. Call Airfield Manager DSN 639-6160/4643.

(AFFSA/AFFSA)

5. CAUTION - 4400' long ditch 300' E of and parallel to Rwy 15C-33C. Short-term, heavy/large aircraft parking taxiway delta north between north and south entrance of ENJJPT apron.

6. CAUTION - Significant ponding possible on first 1000' Runway 33C. Runway markings obscured by rubber deposits on the first 1500' of Runway 15C. Taxiway charlie and alpha closed from the intersection with Runway 35 to the intersection of Taxiway alpha and bravo.

(80 OSS-DOFB/80 OSS-DOFB FIL 08-437)

7. The following critical thresholds are ceiling/visibility take off minimums for T37/38 military flying operations at Sheppard AFB/Wichita Falls Muni Airport (KSPS):

- a. 3300' - Pattern only T-38.
- b. 2500' - Pattern only T-37.
- c. 2300' - Restricted pattern T-38.
- d. 300' - Weather minimum T-37/38 operations.
- e. 3 SM - Simultaneous instrument flying operations T37/38. (AFFSA/AFFSA)

8. COMSEC/classified material storage not available at Base Operations. Contact Sheppard Command Post at DSN 736-6266. (AFFSA/AFFSA FIL 02-103)

### 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.

(USA/USAASA)

c. Contact Libby (KFHU) Radar prior to entering restricted airspace.

(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.

4. No approved hazardous cargo area to load/unload chemicals or explosives. Nearest available military installation is Pope AFB (KPOB). Minimum 5 hours prior coordination required for hazardous cargo operations. Call Pope (KPOB) Operations C910-394- 6508.

(USAASA/USAASA)

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 1300-2230Z++ Monday-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 373.1 (primary) and VHF 141.825 (secondary), maintenance monitors VHF 141.825. Contact Command Post (BATCAVE) 30 minutes prior to landing.

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.

### 3-140 UNITED STATES

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. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. BIRD WATCH CONDITIONS - Immediately report all wildlife sightings to the tower, Squadron Duty Officer, or Base Operations Controller (Bat Cave) on duty at DSN 585-0212, C712-233-0212 via UHF 373.10 or 141.825 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 December, and February 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 - Heavy activity that represents an immediate hazard to safe flying operations.

(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 - 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.

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

**NOTE:** Occasional Bird Watch Condition SEVERE during Spring/Fall due to migratory waterfowl. Civilian tower does NOT broadcast USAF Bird Watch Conditions.

(AFFSA/AFFSA FIL 07-143)

6. 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 0200-1100Z++. All turbo jet and transport category aircraft will adhere to the following:

a. Takeoff (to include touch and go, low approaches):

(1) Intersection departures are discouraged.

(2) Takeoff to 2000' MSL - Takeoff power, takeoff flaps, climb at takeoff safety speed (V2)+10 KIAS (or as limited by body angle).

(3) At 2000' MSL - Normal transition to enroute climb.

b. Request Rwy 09 for landing, Rwy 27 for departure, actual use to be determined by ATC. Use minimum drag configurations landing Rwy 27 consistent with safe aircraft operations.

c. Do not use Rwy 16-34 for training, except ground taxi practice or specific tower directive.

d. VFR pattern altitude (to include circling for training) 2500' MSL with Rwy 09-27 downwind displaced 3 NM from airport. Direction at tower's discretion.

(1) Turn crosswind prior to 5 NM Rwy 16, 27, 34.

(2) Turn crosswind after 1 NM and prior to 3 NM Rwy 09.

(AFFSA/AFFSA)

### 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 489-9214/9217. Normal ANG operation is 1100-2000Z++ weekdays, except holidays. Ramp closed during non-duty hours. All requests for PPR must be Official Business Only.

(AFFSA/AFFSA)

2. NOISE ABATEMENT - In accordance with local regulations every effort will be made to minimize noise impact on the local flying area. Afterburner takeoffs will be made only when required by regulation (locally, outside air temperature greater or equal to 85°F or 30°C) or with Operations Supervisor/Supervisor of Flying approval. Afterburner will normally be terminated by 300 KIAS and military power acceleration to 350 KIAS. When performing an afterburner takeoff, every effort will be made to minimize the time in afterburner for noise abatement considerations. 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.

3. BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION - The Supervisor of Flying (SOF) is the declaring authority for ANG Operations bird hazard conditions when on duty. Contact the ANG Supervisor of Flying "Cobra SOF" on VHF 139.625 or DSN 489-9217 for current bird watch condition. Monitor Syracuse (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 - February-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.

(AFFSA/AFFSA FIL 02-66)

c. BIRD WATCH CONDITIONS

(1) LOW - Normal bird activity on and above airfield represents low hazard. Continue with normal operating procedures.

(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.

(AFFSA/AFFSA FIL 02-67)

## 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. VFR traffic avoid populated areas WNW of airfield. Limited transient aircraft parking space. Expect servicing delays during periods of heavy traffic and other than normal duty hours. Limited drag chutes available for F-4 aircraft. Expect 24 hours delay for drag chute repack Monday-Thursday; 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. Arrivals on Rwy 30 use caution for Rwy 17-35 runway crown at intersection of runways. Rwy 17 departures by C5/C17/DC10/B1/B747 aircraft taxi 500' minimum from approach end prior to setting takeoff power. Heavy aircraft engine runs on Rwy 17 N Hammerhead limited to 50 percent power. Portion of Runway 30 fixed distance marker extends onto Runway 17-35. Runway hold short sign missing at intersection of Runway 17-35 and Taxiway A on east side of runway.

(72 OSS/OSAM/72 OSS/OSAM FIL 08-467)

a. 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.

(AFFSA/AFFSA FIL 04-7)

b. 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.

(AFFSA/AFFSA FIL 02-88)

2. Pilots will avoid overflying the school 1.5 NM N of Rwy 17-35. Pilots executing VFR straight-in approaches to Rwy 12 or 17 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 Rwy 35, 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 Rwy 12 descends through the VFR corridor. Aircraft should expect to make approaches to Rwy 17-35. Instrument approaches to Rwy 17-35 circle to land are normal means of landing on Rwy 12. If an instrument approach to Rwy 12 is necessary due to winds/weather below 1500/3 or emergency situation, an LOC approach to Rwy 12 may be flown to a full stop landing. When departing Rwy 30 use caution and climb expeditiously.

(AFFSA/AFFSA FIL 08-140)

### 3-142 UNITED STATES

3. Weather observations are taken from the ramp area SE of Base Operations. 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 NM to the NE/SE. Air Traffic Control relays significant weather changes to base weather.

(AFFSA/AFFSA FIL 03-87)

#### 4. BIRD AIRCRAFT STRIKE HAZARD (BASH) INFORMATION -

For aircraft scheduling purposes plan for Phase II bird activity from 15 September-15 November. Expect moderate to heavy 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 N and S 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:

- 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. 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.
- d. **PHASE II Operations**- A NOTAM will announce when actual Phase II operations are determined by base officials. During actual Phase II operations a minimum Bird Watch Condition of MODERATE is assumed to exist from 1 hour prior to sunrise and sunset and 1 hour after sunrise and sunset. Increased vigilance is required during Phase II activity.
- e. 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.

(AFFSA FIL 05-797)

5. No COMSEC material is available for issue in Base Operations. Transient aircraft should plan to arrive with sufficient material. Limited storage capability in Base Operations for Secret and Confidential classified material from transient aircrews.

(AFFSA/AFFSA FIL 06-220)

#### 6. 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 Rwy 12-30), 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 Rwy 30 must make 180° turn on runway and back taxi to Taxiway G. B52 aircraft departing Rwy 12 must back taxi on runway and make 180° turn on runway at approach end for departure. The approach ends of Rwy 12 and 30 are slightly bulged to help accommodate 180° turns on runway.

7. 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 Rwy 17-35. Remote controlled aircraft may be operating in the area during daylight hours from surface to 1500' AGL.

(AFFSA/AFFSA)

### 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)

## 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. They will arrange for transportation, billeting, fuel, transient maintenance, security, and any other support requirements. Request all Distinguished Visitors, Code 7 or higher, contact Protocol Office, DSN 837-3186, prior to visit to coordinate protocol assistance.

(AFFSA/AFFSA)

2. During Phase II BASH window (1 September-30 April), all aircraft operations except civil air carriers are subject to restrictions and potential delays. Heavy concentration of blackbirds, gulls, and other migratory birds in the approach and departure routes and along infield areas. Bird Watch Conditions MODERATE and SEVERE may be in effect anytime during Phase II, particularly within the BASH window. Risk of bird strike during MODERATE or SEVERE is substantial (1 hour prior to 1 hour after sunrise and 1/2 hour prior to 1/2 after sunset).

a. Bird Watch Condition MODERATE: All takeoffs require 60 OG/CC approval. Airborne aircraft will divert, hold or full stop, and no IFR/VFR traffic pattern activity is permitted.

b. Bird Watch Condition SEVERE: All takeoffs, approaches and landings require 60 OG/CC approval. Obtain current bird condition from Base Operations, Tower or Command Post.

(60 OSS/OSAA/60 OSS/OSAA FIL 08-323)

## Tulsa Intl (KTUL), OK

1. (ANG) - Transient aircraft service available only during ANG duty hours. Base closed most weekends and every Monday. Normal duty hours are 1100-0100Z++ Tuesday-Thursday, 1200-2030Z++ Friday. Before filing flight plan contact ANG Operations for approval. If use of ANG facilities is approved, enter "Destination ANG" in DD 175 Remarks Section. Aircraft for USAF Plant No 3 visiting McDonnell-Douglas or Rockwell Intl PPR. All military aircraft must obtain PPR number not later than 24 hours prior to arrival by calling DCASPRO Flight Operations DSN 940-1420 or C918-836-1616 extension 3338 during 1400-2200Z++ Monday-Friday. In Remarks Section of Flight Plan include "Pass ETA to McDonnell-Douglas".

(AFFSA/AFFSA)

## 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 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 at 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.

## 3-144 UNITED STATES

10. No ground support equipment (GSE) available at Twentynine Palms SELF (KNXP), using units must provide their own.

(USN/NAVFIL FIL 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. Customs must coordinate 96 hours prior. All PPR numbers valid 1 hour +/- estimated time of arrival. Early or late arrivals or departures must re-coordinate.

(AFFSA/AFFSA FIL 05-246)

2. HOURS OF OPERATION - Tyndall AFB (KPAM) 1200-0400Z++ Monday-Friday and 1500-2300Z++ Saturday-Sunday, closed holidays and weekends associated with holidays. 325 OG/CC is the approving authority for all extended operation requests supporting the 325<sup>th</sup> Fighter Wing tenant organizations. (325 OSS-OSAA/325 OSS-OSAA FIL 08-422)

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. Transient Alert does not provide Follow-me service. Limited drag chute for F4 only. Transient Alert will not support local sorties without prior approval from the 325th OG/CC.

5. CARGO AND PASSENGER SERVICES - Aircraft requiring air freight/cargo handling service contact 325th TRAN/LGTO, DSN 523-2339/3138, C850-283-2339/3138, 24 hours prior to arrival with the following information: aircraft type, number of pallets, pieces of rolling stock and estimated time of arrival.

6. CUSTOMS AND AGRICULTURE - Tyndall AFB (KPAM) is not a Port of Entry. Aircraft are required to coordinate 96 hours prior. All aircraft with the exception of those in support of the 325th Fighter Wing 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, billing number and instructions concerning disposal of foreign origin garbage. Fax to DSN 523-2075, C850-283-2075.

7. AIR TRAFFIC SERVICES-C130 and larger aircraft expect full stop landing. Touch-and-go not authorized. All IFR transient aircraft expect radar vector for straight-in approach to Rwy 13L-31R. All VFR transient aircraft expect radar vector until airport in sight. Due to terminal wake turbulence separation criteria, all IFR small category aircraft, including T37 and T38, expect delay during student training. Heavy jet aircraft should expect descent to FL230 within 100 NM radius.

(AFFSA/AFFSA FIL 05-246)

8. AIRFIELD INFORMATION AND RESTRICTIONS

a. Taxiway: B, G and F are 150' wide. Taxiways A South, C and E are 100' wide. Taxiways A Center/North, D, H and J are 75' wide.

b. Taxiway P between Taxiways A and F and G and H restricted to aircraft with wingspan smaller than 58'. Aircraft use caution parallel taxiway may not provide 25' wingtip clearance to fighter aircraft in all areas.

c. 50' 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 marshallers to ensure wingtip clearance is maintained.

d. Use caution 22'-27' tall PAR reflector located 110' NE from Taxiway D Center centerline. Taxiway D Center is restricted to aircraft with wingspan less than 220'. Heavy/hazardous cargo aircraft parking is available on Taxiway B and G North.

e. BAK-12 approach/departure end in raised position at all times. MA-1A modified departure end in raised position at all times. Requests to lower cables for arrival/departure must be coordinated 3 hours prior to arrival/departure.

f. When necessary 180° turn on Rwy 13R-31L execute in the last 1000' of the runway. A 180° turn is not authorized on Runway 13R displaced threshold.

g. No arrivals or departures of aircraft with armaments, to include cap tires, chaff or departures of aircraft with armament 1700Z++ Friday through 1700Z++ Monday without 325 OG/CC approval.

(AFFSA/AFFSA FIL 07-089)

9. BIRD AIRCRAFT STRIKE HAZARD (BASH) - Deer activity on or near the airfield is year-round. Extreme caution should be used when landing or taking off during hours of darkness.

a. BIRD WATCH CONDITIONS

(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 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. The traffic pattern will be limited to minimum numbers of patterns to accomplish required training.

(3) SEVERE-Heavy concentration of birds (more than 15 large or 30 small birds) on or above the runways, taxiways, infield areas and departure or arrival routes. Full stop landings only, formation takeoffs prohibited.

(AFFSA/AFFSA FIL 05-246)

## 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), Aardvark Auxiliary (located 4 NM N of USAF Academy Airfield (KAFF)), and Bullseye Auxiliary (CO90) (located in NW corner of A639A).

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 125, 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) Along W side of Interstate 25, from Castle Rock to the (8600' MSL - 12,000' MSL) and from the Academy to Highway 24 (8500' MSL - 17,500' MSL).

(2) 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.

(AFFSA/AFFSA FIL 06-443)

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. BIRD ACTIVITY - 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. In the vicinity of Bullseye Auxiliary Airfield (CO90) are horned larks. Phase II migration periods for these are from March-May and September-November. All other periods are Phase I.

(306 OSS-OSAA/306 OSS-OSAA FIL 08-169)

6. 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)

7. 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)

8. USAFA Airfield Management does not store or receive classified material. Arrangements for storing and receiving classified material can be made by calling Security Forces at DSN 333-2000.

(AFFSA/AFFSA FIL 03-30)

## 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 W of the airfield under Vance MOA. Contact Vance (KEND) Approach for traffic advisory.

a. During student training, transient aircraft are limited to 1 approach and full stop landing. Transient fixed wing aircraft with IFR capability must arrive, terminate and depart according to IFR unless prior approval for a VFR flight plan is received. During VMC, Air Education Training Command aircraft performing straight-in approaches and departures to Rwy 17C-35C will assume MARSAs 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 Rwy 17L-35R from 8 NM final to 2 NM from departure end; patterns E of Vance (KEND) to 3000'.

b. Due to weight bearing considerations and limited ramp space, B52, B1, C130, C141, C17, C5, KC10 and KC135 aircraft will notify Base Operations at least 24 hours in advance of arrival for restrictions on servicing and parking.

c. Transient aero club is not authorized during student training.

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 35L, taxi in front of aircraft holding in the hammerhead and up to the hold line.

g. Due to level of security forces manning, aircrews requiring security protection for priority aircraft must contact Vance AFB (KEND) Base Operations at least 72 hours in advance of arrival to determine if security protection will be available.

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.

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).  
(71 FTW M1-AMO/71 FTW M1-AMO FIL 08-217)

3. CAUTION -

a. Due to migratory pattern of the Franklin gull, periods 15 April-31 May and 15 September-31 October are designated Bird Alert Season for Vance AFB (KEND) and Kegelman AF Aux Fld (KCKA). Aircrews should be aware of increased bird activity and Bird Aircraft Strike Hazard (BASH) at these times. Bird Watch Conditions:

(AFFSA/AFFSA FIL 02-103)

(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. Bird Watch Condition MODERATE requires increased vigilance by all agencies and supervisors and caution by aircrews.

### 3-146 UNITED STATES

(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 conducting operations in areas under condition SEVERE.

(AFFSA/AFFSA)

(4) Phase II periods represent heavy bird activity, normally associated with migratory season.

(AFFSA/AFFSA FIL 02-103)

(5) Pilots are encouraged to report all bird sightings that pose a probable hazard to flying. Monitor ATIS or contact Pilot to Dispatcher or Vance (KEND) Supervisor of Flying for Bird Watch Condition updates.

(AFFSA/AFFSA FIL 03-48)

#### 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 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.

(AFFSA/AFFSA)

### Vandenberg AFB (KVBG), CA

1. CAUTION - 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 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.

2. CAUTION - Lighted munitions storage area 1000' right of approach end Rwy 12 may be mistaken for the runway in low visibility conditions. Lights are arranged in 2 rows parallel to the runway and extend 3000'.

(AFFSA/AFFSA FIL 03-58)

3. 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 Rwy 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 Pilot to Dispatcher. This information is required to determine bird/animal habits, and to determine corrective action.

(AFFSA/AFFSA FIL 04-146)

a. 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.

(AFFSA/AFFSA)

b. 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.

(AFFSA/AFFSA FIL 03-58)

c. Bird Watch Condition LOW - Normal bird activity on and above the airfield with a low probability of hazard.

4. Any flight operation which may require an extension of operating hours beyond those published requires prior coordination with the airfield manager during duty hours; 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. Uncontrolled airfield operations are not authorized.

5. Any inbound aircraft carrying hazardous cargo (AFJI 11-204) will contact Airfield Operations on Pilot to Dispatcher 30 minutes prior to arrival; if no answer, contact Spaceport Control on 311.0 or 321.0.

6. SERVICING LIMITS - Ramp workload may cause servicing delays and unexpected remaining overnight for aircraft landing after 2300Z++. Plan to land, reservice and depart during airfield operating hours. Contact Pilot to Dispatcher/Command Post 30 minutes before arrival for updated information and advisories.

7. 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).

8. 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)

9. 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)

10. No COMSEC is available. Airfield Operations has limited secret storage. Top Secret and additional secret storage is available at the Command Post.

(AFFSA/AFFSA FIL 03-58)

11. NARROW TAXIWAYS - Taxiway connection with active runways and parallel taxiways are 75' wide with 50' wide shoulders. Taxiways into parking ramp are 75' wide with 25' wide shoulders. Large aircraft taxi with minimum use of power; recommend outboard engine remain at idle as much as possible, particularly when turning. B-52 operations require prior coordination with Airfield Operations.

12. RWY 12 OPERATIONS - Expect delays for aircraft back-taxiing for departure.

13. AIRCRAFT SECURITY - Vandenberg AFB (KVBG) has no designated restricted areas. Transient aircraft with security requirements must coordinate with Airfield Operations prior to arrival.

14. 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.

15. 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).

16. 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.

17. 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)

18. UNLIGHTED OBSTRUCTIONS - The following is a list of unlighted obstructions located in the clear zones surrounding the airfield.

a. 5' obstruction located approximately 305' W of centerline between 12 and 11 distance remaining marker (DRM) Rwy 30, and between 4 and 3 DRM Rwy 12.

b. 9' obstruction located approximately 1190' N of Rwy 12 threshold.

c. 9' obstruction located approximately 1450' S of Rwy 30 threshold.

d. 25' obstruction located W side of runway at 14 DRM Rwy 30, 1 DRM Rwy 12 approximately 510' from centerline.

e. 4.5' obstruction located approximately 1542' S of Rwy 30 threshold.

f. 7' obstruction located approximately 1360' S of Rwy 30 threshold.

19. RAMP INFORMATION - Ramp is uncontrolled. N 76 Helo flight apron closed.

(AFFSA/AFFSA FIL 05-12)

20. CAUTION DISPLACED THRESHOLD MARKINGS - Old displaced threshold markings bleeding through concrete at the intersection of Runway 12/30 near intersection of the runway and North Alpha Taxiway (DRM 7 for Runway 30 or DRM 8 for Runway 12). These markings are not to be used as a navigation/landing aid.

(AFFSA/AFFSA FIL 05-614)

21. CAUTION - First four rows of approach lights for Runway 12 are non-frangible. Lights are mounted on 8" by 8" solid wood support beams.

(AFFSA/AFFSA FIL 05-640)

22. CAUTION - Rwy 30 approach lighting system is non-standard ALSF2 configuration. Threshold lights are 17 feet from the usable pavement surface.

(30 OSS-OSAA/30 OSS-OSAA FIL 07-324)

## 3-148 UNITED STATES

### **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.

2. CAUTION - 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).

(AFFSA/AFFSA)

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 any Volk Fld (KVOK) Airspace including R6904, contact "PHOENIX" on 346.25, Hardwood Range on 358.2 or call DSN 871-1445, C608-427-1445 for current Bird Watch Condition.

(AFFSA/AFFSA FIL 02-15)

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.

3. Bird Watch Condition Codes -

a. 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.

b. 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.

c. LOW - Normal bird or mammal activity on and around the airfield representing low potential for strikes

(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. Limited transportation available 1300-2100Z++ weekdays, closed weekends and holidays. Billeting extremely limited, 48 hour prior notice required for reservations.

2. NOISE ABATEMENT - Heavy aircraft departing Rwy 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.

3. CUSTOMS - Reference Foreign Clearance Guide, North and South America, US Section V, Special Airport of Entry.

4. AIRCRAFT SECURITY - The airfield has two designated security restricted areas. One consolidated C-5 restricted area.

5. Any inbound aircraft carrying hazardous cargo will contact Base Operations on Pilot to Dispatcher 30 minutes prior to arrival.

6. Uncontrolled vehicle traffic on E ramp and N ramps, Taxiways S and T.

(AFFSA/AFFSA FIL 07-167)

7. 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 Base Operations DSN 589-2917.

(AFFSA/AFFSA FIL 06-558)

8. CAUTION - Numerous wildlife hazards. Pilots should report all bird or mammal sighting to Base Operations, 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 month of 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 Dispatcher 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.

(AFFSA/AFFSA)

(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.

(AFFSA/AFFSA FIL 05-709)

### **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/NAVFIG)

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/NAVFIG 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 31 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 31. 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.

Condition	Intensity
RED	SEVERE (Immediate)
YELLOW	MODERATE (Probable)
GREEN	LOW (Sparse)

Contact Whidbey (KNUW) Tower for specific bird hazard information.

(USN/NAVFIG FIL 0015-04)

**Whiteman AFB (KSZL), MO**

1. CAUTION - 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 0500Z++ at treetop level with minimum lighting Tuesday and Friday nights. Inbound aircraft contact tower 20 NM out for advisories and to request standard airfield lighting.

(AFFSA/AFFSA FIL 95-36)

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. RESTRICTION - B52 may only operate on the runway unless approval to operate on other airfield areas has been coordinated with Airfield Management and approved by the Operations Group Commander.

(AFFSA/AFFSA FIL 95-36)

4. SERVICING LIMITATIONS

a. DE-ICING - Extremely limited de-icing capabilities. Aircraft must double block to hardstand 3. Coordinate de-icing request through Transient Maintenance. De-icing truck boom unable to reach C5 tail.

(AFFSA/AFFSA FIL 02-34)

b. PASSENGER SERVICE - No passenger service available.

5. CAUTION - 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.

(AFFSA/AFFSA FIL 95-36)

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.

(AFFSA/AFFSA FIL 02-12)

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 September - 30 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.

(AFFSA/AFFSA FIL 06-248)

6. BIRD WATCH CONDITION CODES -

a. 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:

(1) No takeoffs.

(2) Aircraft on low approaches and chase aircraft must remain 200' above bird concentration as determined by Supervisor of Flying/Tower.

(3) No landings except for emergency aircraft or required for low fuel.

(4) Full stop landings only.

b. MODERATE - Concentrations of birds observable in locations which represent a probable hazard to safe flying operations. The following flight restrictions apply:

(1) No formation take-offs, approaches or landings.

(2) 20 second minimum spacing on takeoff.

(3) No touch and go's.

(4) Aircraft on low approaches and chase aircraft must remain 200' above bird concentration as determined by the Supervisor of Flying/Tower.

(5) 6000' minimum spacing between landing aircraft.

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c. LOW - Normal bird activity on and above the airfield with a low probability of hazard.

(AFFSA/FIL 95-36)

7. **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)

### Willow Grove NAS JRB (KNXX), PA

#### 1. CAUTION -

a. **HIGH MID-AIR COLLISION POTENTIAL** - Willow Grove NAS JRB (KNXX) is located under the arrival and departure routes for Philadelphia Intl (KPHL) and Northeast Philadelphia (KPNE) Airports and below the Philadelphia-New York City corridor. Heavy concentration of general aviation/commuter air traffic operating below the floor of the Class B Airspace, within 20 NM of Willow Grove NAS JRB (KNXX). High density ultralight, glider, hot air balloon and sport parachute operations are conducted W to NE of Willow Grove NAS JRB (KNXX), 5-25 NM from the airport, surface to 10,000'. For radar traffic advisories, recommend all aircraft inbound to Willow Grove NAS JRB (KNXX) fly ASR/PAR or ASR monitored instrument approach.

(USN/NAVFIL 04-68)

b. During periods of reduced visibility or darkness, possible confusion exists between highway lighting underlying the final approach course at 3/4 NM and the lights for Rwy 33. Pilots are cautioned to ensure visual acquisition of Rwy 33 runway/approach lighting.

(USN/NAVFIL)

c. Helicopter operations are conducted from the parallel taxiway, E of runway; helicopter pad located on Taxiway J.

#### 2. BIRD AIRCRAFT STRIKE HAZARD (BASH) CONDITIONS -

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

b. **MODERATE** - Increased bird activity in locations which represents an increased potential for a bird strike and probable hazard to flight operations. In this condition pilots are instructed to be extra alert for bird activity. The tower pattern may be suspended or limited to lessen the chance of a bird strike.

c. **SEVERE** - Bird activity present on or immediately above the active runway or in a specific location that represents a high potential for a bird strike and danger to aircraft. In this condition all aircraft operations within the affected area shall cease until the birds leave the area. Airfield vehicles may be used to encourage birds to move on.

(USN/NAVFIL 04-68)

#### 3. NOISE ABATEMENT PROCEDURES -

a. Departing fixed-wing aircraft climb to 2000' as rapidly as possible consistent with safety of flight. Secure afterburner at airfield boundary, do not reengage afterburner below 6000'. Aircraft entering downwind pattern for multiple practice landings, climb to pattern altitude prior to turning downwind.

b. Landing Rwy 15-33. Visual approach shall be prudently planned and executed to also minimize noise impact on surrounding urban development. Pilots are expected to not descend below pattern altitude prior to being established on final approach to the runway.

c. Transient fixed wing aircraft requesting multiple approaches restricted to 1300-0200Z++ Monday-Saturday; 1700-0200Z++ Sunday. C135/KC135 without high bypass turbofan engines and C5 not authorized practice approaches.

(USN/NAVFIL)

#### d. Pattern altitudes are:

Overhead Break	1900'*
Downwind (Jet/Turboprop/ Prop/Large Helicopters)	1400'
GCA Pattern	2500'
DELTA Pattern	2400'
Small Helicopters	900'

\*\*Aircraft entering the overhead break are expected to break at 1900' and descend to 1400' when established on a downwind heading.

(USN/NAVFIL 03-61)

e. AV8 Harrier Operations - Unless previously coordinated with the Operations Officer or ATC Facility Officer, AV8s will not be allowed to hover land/take-off at Willow Grove NAS JRB (KNXX). If approved, hover landing/take-off will be conducted from the concrete approach end of the active runway.

f. All wake turbulence large and heavy category aircraft retard outboard engines to idle after exiting the runway. Set outboard engines at idle to the maximum extent possible, while taxiing to/from the runway. Large and heavy aircraft using the Air Terminal ramp secure outboard engines prior to entering the ramp.

(USN/NAVFIL)

### 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, 24th Infantry Division.

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** - 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 SW. Take-off on Rwy 23R is expected from warmup apron intersection, advise tower prior to taking runway if otherwise; runway remaining 11,600'. For noise abatement aircraft departing, executing low approach or touch and go landing will climb on runway heading to 1800' MSL before turning on course. Limited aircraft maintenance specialists available after normal duty hours. Air passenger terminal operates 1100-2300Z++ Monday-Friday. Aircraft enplaning or deplaning freight contact Pilot to Dispatcher to confirm block time and requirements.

(AFFSA/AFFSA FIL 05-644)

2. BIRD WATCH - During migratory season (July-October), Canadian geese frequent the airfield. Blackbirds have been observed in very 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.  
(AFFSA/AFFSA)
3. Transient flight crew classified storage available in Base Operations for Secret and below. COMSEC issue available with 24 hour prior notice to Base Operations.  
(AFFSA/AFFSA FIL 03-10)

## Yeager (KCRW), WV

1. Deer activity on or near runways. Interior taxiway restricted to aircraft with less than 130' wing span. 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. Explosives prohibited. Expect light to moderate turbulence with downdrafts and wind shear on approach when wind velocity exceeds 15 knots. USAF useable taxiways at least 50' wide.
2. SERVICE - Fleet service available, call ahead.
3. DROP ZONE - Coordinate Beech Hill DZ activities through 130 AS Tactics DSN 366-6290, C304-341-6290.
4. CUSTOMS - Call Base Ops two hours out DSN 366-6200.  
(AFFSA/AFFSA FIL 05-553)
5. CAUTION - Bird/Wildlife Strike Hazard (BASH) Information:
- a. Wildlife hazards exist. Pilots should report all bird or mammal sightings to Command Post or Hammer Ops 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 01 March to 30 May and 1 August to 31 October.
- 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 concentration 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.
- (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.
- (3) LOW - Normal bird activity near or above the airfield with a low probability of hazard.  
(AFFSA/AFFSA FIL 07-145)

## 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.  
(AFFSA/AFFSA FIL 02-94)

2. CAUTION - Wildlife hazards exist. Pilots should report all bird or mammal sightings to Command Post or Vader Operations. Request Bird Watch Conditions from Command Post on 238.825.  
(AFFSA/AFFSA FIL 05-924)
- 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. Bird Watch Conditions:
- (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. 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 operation, in areas under condition SEVERE.
- d. BASH PHASES:
- (1) BASH Phase I - All dates not designated as Phase II.
- (2) BASH Phase II - In effect 15 March to 30 May and 1 August to 31 October.  
(AFFSA/AFFSA FIL 02-94)
3. CAUTION - Assault Landing Zone (ALZ) - Extensive ALZ/NVG training in effect Monday-Friday. Infrared Red (IR) Lighting placed at threshold, 500', and at the end of each overrun. PPR required for all aircraft using ALZ except 910th AW, contact DSN 346-1069 or C330-609-1069 for PPR. Units will coordinate their request for the ALZ and will receive a procedures briefing prior to use from the 910th AW Tactics Office (DSN 346-1070 C330-609-1070).  
(AFFSA/AFFSA FIL 06-601)

## 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

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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.

4. Local flights prohibited from transient line Saturday, Sunday and holidays without specific approval from the Station Commander.

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/NAVFIC)

## 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.

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.Camrn-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

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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:

- a. Flight across a facility is necessary because of an emergency or military necessity.
- b. A VFR flight is forced below 2000' AGL because of weather and the pilot cannot circumnavigate the area.
- c. 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** - Army aircraft shall maintain a minimum altitude of 2000' above the surface or above canyon rims, (unless military mission requirements dictate a lower altitude) 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)

### 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. 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

(NAVFIG/NAVFIG)

### 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](http://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)

### 3-156 UNITED STATES

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)

### 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)

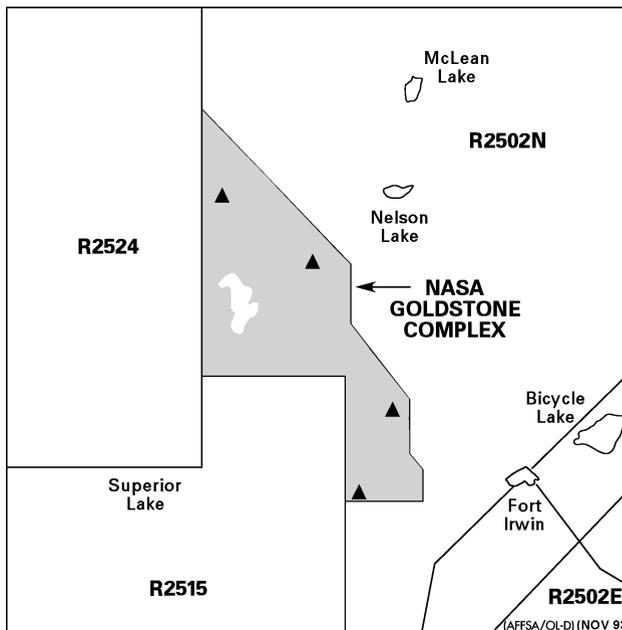
### California

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 its 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 obtained 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 C661-839-4059. 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:** This frequency IS NOT monitored by TRACON. See the R2508 Complex User's Handbook for more information.  
(AFFSA/XOIA)

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.

(USN/NAVFIG FIL 0029-08)

## 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.

## 3-158 UNITED STATES

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/NAVFIC)

### 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)

## Colorado

### 1. USAF ACADEMY (AFF) -

a. CAUTION A260 - Extensive VFR student training also exists between the Rampart Range and Interstate 25 from Castle Rock to Manitou Springs between 9000' and 17,500' MSL daily, sunrise to sunset. Using Agency 36 OSS, Airspace Manager DSN 333-4617, C719-333-4617.

b. CAUTION A639A/B - Extensive student pilot training also exists between A639B and Interstate 25 from 500' AGL and 12,000' 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 (AFF) and A639A/B.

(AFFSA/AFFSA FIL 06-443)

## 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.

(USAASAIFC/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.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)

## 3-160 UNITED STATES

### 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, no overflights of Lake Mattamuskeet, Pungo Lake, and Swanquarter National Wildlife Refuge (S of Dare County Gunnery Range complex, charted on Charlotte Sectional Aeronautical Chart), within 5 NM below 8000' MSL are permitted.

(AFFSA/AFFSA)

#### 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:

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. HONDO MUNI (HDO) AND VICINITY - Extensive pilot training in T-6A aircraft being conducted under the Randolph (KRND) 2A MOA (within 15 NM of Hondo Muni (HDO)), Monday-Friday, sunrise to sunset, from surface to 7500' MSL. Weekend flying conducted as needed. Contact RSU on UNICOM 122.8 for advisories.

(AFFSA/AFFSA)

2. 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/NAVFIG)

**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](http://www.fly.faa.gov/rmt/nfdc_preferred_routes_database.jsp). (SPEC/PVA)

**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 - 090°, 13 NM; over grain elevator S edge at Long Pine; 3600'.

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'.

APPLETON, OH (Knox Co) (413) - 022°, 11 NM; over hangar; 2500'.

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'.

AUGUSTA, ME (Auburn-Lewiston Muni) (LEW) - 250°, 26.5 NM; over intersection of runways; 1500'.

BAKER (KBKE), OR - 136°, 6.7 NM; over microwave tower on bluff; 6000'.

BARD, AZ - 242°, 5.9 NM; over Interstate 8 freeway crossing canal; 2000'.

BARRETT'S MOUNTAIN, NC (Hickory Rgnl) (KHKY) - 229°, 10.2 NM; over approach end Rwy 24; 2200'.

BARROW (PABR), AK - 018°, 9.1 NM; over tower on Pt. Barrow Promontory; 1100'.

BATON ROUGE, LA (Metro, Ryan) (KBTR) - 063°, 7.2 NM; over water tank W side of airport; 1500'.

BATTLE CREEK, MI (W. K. Kellogg) (KBTL) - 096°, 11.3 NM; E/W and N/S highway intersection; 2000'.

BAUDETTE, MN (Intl) (KBDE) - 277°, 13.8 NM; over grain elevator in Williams; 2000'.

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 - 063°, 11.4 NM; over approach end Rwy 06 Kwethluk Airport; 1000'.

BIG SPRING, TX (Big Spring McMahon-Wrinkle) (T49) - 107°, 10.5 NM; over red and white water tank; 3500'.

BILLINGS (KBIL), MT - 199°, 10.5 NM; over refinery at Laurel; 5000'.

BINGHAMTON, NY (Tri-Cities) (CZG) - 170°, 5 NM; over runway intersection; 2000'.

BOILER, IN (Purdue Univ) (KLAF) - 137°, 10.4 NM; over Purdue University Stadium; 2100'.

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'.

BROOKINGS (BKX), SD - 072°, 7.5 NM; over grain elevator; 3000'.

BROWNWOOD, TX (Rgnl) (BWD) - 169°, 6.2 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'.

BUTLER (BUM), MO - 058°, 7 NM; over intersection of E/W road and N/S RR; 1500'.

CAPE CHARLES, VA (Kellam Fld) (VG26) - 050°, 8.9 NM; over runway intersection; 1000'.

CAPE CHARLES, VA (Tangier Island) (TGI) - 010°, 28.3 NM; over approach end Rwy 02; 1500'.

CARMEL, CT (Danbury Muni) (DXR) - 050°, 6.7 NM; over approach end Rwy 08; 1500'.

CARMEL, NY (Westchester Co) (KHPN) - 215°, 14 NM; over center of airport; 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 23 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'.

### 3-162 UNITED STATES

CHAMPAIGN, IL (Urbana) (KCMJ) - 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'.

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 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 (Intl) (KCRP) - 187°, 9.3 NM; over Rwy 32 threshold; 1100'.

CORTEZ, CO (Muni) (CEZ) - 196°; 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'.

DEADHORSE (PASC), AK - 305°, 13.2 NM; over antenna on building NW side of Point McIntyre Airport; 1000'.

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'.

DOWNTOWN (DTN), LA - 290°, 10 NM; over white water tower; 1500'.

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'.

EAST TEXAS, PA (Allentown Queen City Muni) (1N9) - 103°, 9.2 NM; over intersection of Rwy 07-25 and 14-32; 1200'.

ELLENSBURG, WA (Bowers Fld) (ELN) - 255°, 3.5 NM; over W end of Rwy 07-25; 2300'.

EL NIDO, CA (Merced Muni/Macready Fld) (MCE) - 290°; over 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 tower; 2000'.

EPHRATA, WA (Muni) (EPH) - 202°, 5.8 NM; over intersection Rwy 02-20 and 11-29; 2300'.

ESCANABA (ESC), MI - 002°, 14.5 NM; over microwave tower 1 NM S of Perkins; 2500'.

EUGENE, OR - 080°, 7.4 NM; over NE radio tower; 1500'.

FAIRBANKS (PAFA), AK - 015°, 19 NM; over Pedro Dome center antenna; 3500'.

FARGO, ND (Hector Intl) (KFAR) - 360°, 9.4 NM; over approach end Rwy 35; 2000'.

FERGUS FALLS MUNI EINAR MICKELSON FLD (FFM), MN - 126°, 7.5 NM; over underpass intersection of 2 highways; 2500'.

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'.

FLIPPIN, AR - 053°, 6 NM; over water tower at Mountain Home; 1900'.

FLYING CLOUD (KFCM), MN - 278°, 6 NM; over Chask water tower; 2000'.

FOOTHILLS, GA (Toccoa RG Letourneau Fld) (TOC) - 179°, 6 NM; over rotating beacon; 2000'.

FORT KNOX, KY (Godman AAF) (KFTK) - 270°, 9.2 NM; over 298' tower; 2000'.

FORT POLK, LA (Polk AAF) (KPOE) - 167°, 4.4 NM; over water tower; 2200'.

FORTUNA, CA (Murray Fld) (KEKA) - 015°, 9.6 NM; over approach end Rwy 11; 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°, 12 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 (Muni) (GDM) - 097°, 1.9 NM; over intersection of taxiway and runway; 2000'.

GARDNER, MA (Orange Muni) (ORE) - 292°, 10 NM; over parachute jump circle; 1500'.

GARDNER, MA (Worcester Rgnl) (KORH) - 167°, 18.8 NM; over intersection Rwy 11-29 and 15-33; 2000'.

GLENPOOL, OK (Richard Lloyd Jones Jr) (RVS) - 348°, 7.2 NM; over intersection of Rwy 13 and 19R; 2500'.

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'.

GOSHEN, IN (Muni) (GSH) - 090°, 10.7 NM; over center of E/W runway; 2000'.

GOSNELL, AR - 105°, 7.3 NM; over RR bridge at Armorel; 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 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°; 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°, 5.3 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°, 19.6 NM; over rotating beacon; 4200'.

HINCH MOUNTAIN, TN (Crossville Mem Whitson Fld) (KCSV) - 336°, 11 NM; over metal hangar; 2900'.

HOBART (HBR), OK - 343°, 9 NM; over RR intersection E side of city; 3500'.

HOMER (PAHO), AK - 144°, 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'.

HUNTINGBURG (HNB), IN - 010°, 8 NM; over water tower S edge of Jasper; 2500'.

HUTCHINSON, KS (Rgnl) (KHUT) - 033°, 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'.

IOWA CITY, IA (Muni) (IOW) - 019°, 8 NM; over rotating beacon; 2000'.

JACKS CREEK, TN (Franklin Wilkins) (M52) - 320°, 7.5 NM; over 785' radio tower; 1800'.

JACKSONVILLE (IJX), IL - 137°, 11.1 NM; over RR crossing 2 NM NW of Franklin; 1600'.

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'.

JOHNSTONE POINT, AK - 082°, 16 NM; over HBK NDB; 1500'.

JOLIET, IL (Aurora Muni) (JOT) - 331°, 15 NM; over intersection of runways; 2500'.

JOLIET, IL (Rgnl) (JOT) - 102°, 6.5 NM; over centerline of NW end of Rwy 04-22; 1500'.

### 3-164 UNITED STATES

KALISPELL, MT (Glacier Park Intl) (KFCA) - 316°, 6.4 NM; over approach end Rwy 30; 4000'.

KENAI (PAEN), AK - 085°, 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'.

KENOSHA, WI (Sylvania) (KENW) - 353°, 5.9 NM; over N/S interstate highway bridge and E/W highway N of airport; 2100'.

KING SALMON (PAKN), AK - 251°, 8 NM; over Standard Oil storage tank in Naknek village on bank of Naknek River; 1000'.

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 - 132°, 8.2 NM; over water tank at La Plata; 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'.

LAUGHLIN, TX (Del Rio Intl) (KDRT) - 265°, 7.7 NM; over rotating beacon; 2000'.

LAWRENCE, MA (Plum Island) (2B2) - 089°, 11.4 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°, 5.4 NM; over approach end Rwy 07; 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'.

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 - 062°, 6 NM; over RR bridge SE; 2500'.

MANISTIQUE, MI (Schoolcraft Co) (ISQ) - 078°, 13.2 NM; over RR intersection; 2400'.

MANSFIELD, OH (Shelby Community) (12G) - 277°, 4.8 NM; over hangar NW corner of airport; 2000'.

MARFA, TX (Muni) (MRF) - 280°, 3.6 NM over gray/white tank N edge of town; 6000'.

MARION, IL (Williamson Co Rgnl) (KMWA) - 287°, 11 NM; RR intersection in DeSoto; 1500'.

MARSHALL (MML), MN - 308°, 9.6 NM; over grain elevator at Minneota; 2700'.

MAXWELL, CA (Willows-Glenn Co) (WLW) - 342°, 11.5 NM; over approach end Rwy 34; 1200'.

McCOMB-PIKE CO-JOHN E LEWIS FLD, MS (KMCB) - 234°, 13.3 NM; over hangar; 1400'.

McGRATH (PAMC), AK - 258°, 12.6 NM; over approach end of Rwy 24; 1800'.

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 08; 1500'.

MINOT (MOT), ND - 091°, 6.5 NM; over RR and highway overpass; 2800'.

MITCHELL, SD (Muni) (MHE) - 238°, 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'.

MONTEVIDEO CHIPPEWA CO (MVE), MN - 105°; 11.1 NM over grain elevator straddling train tracks; 2000'.

MUDDY MOUNTAIN, WY (Natrona Co Intl) (KCPR) - 204°, 13.4 NM; over intersection Rwy 03-21, 08-26 and 12-30; 6400'.

MUNCIE, IN (Delaware Co-Johnson Fld) (KMIE) - 181°, 5.8 NM; over intersection of highway and RR; 2500'.

MUSKEGON, MI (Co) (KMKG) - 272°, 8.4 NM; over intersection of NW/SE and NE/SW runways; 2000'.

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°, 19 NM; over approach end Rwy 31; 2500'.

NEW BERN, NC (Oak Grove MCOLF) (13NC) - 262°, 10.6 NM; over intersection of N/S and E/W runway; 1100'.

- 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 - 270°, 5.3 NM; over center of intersecting runways; 1000'.
- 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'.
- PECK, MI (St. Clair Co Intl) (PHN) - 166°, 22.5 NM; over approach end Rwy 04; 2000'.
- 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 (Greater Peoria) (KPIA) - 100°, 4.9 NM; over intersection of Rwy 13-31 and 04-22; 2000'.
- PHILLIP (PHP), SD - 156°, 4.7 NM; over radio tower; 3300'.
- PHILIPSBURG, PA (University Park) (UNV) - 132°, 7.6 NM; over intersection of Rwy 06-24 and 16-34; 2500'.
- 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'.
- POTTSTOWN, PA (Muni) (N47) - 303°, 5.6 NM; over E hangar; 1500'.
- POUGHKEEPSIE, NY (Dutchess Co) (POU) - 248°, 15.2 NM; over intersection Rwy 15-33 and 06-24; 1500'.
- 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'.
- PRINCETON, ME (Muni) (PNN) - 164°, 9.6 NM; over intersection of runway and strip; 1300'.
- 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°, 8.5 NM; over intersection of ramp 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'.
- RAWLINS (RWL), WY - 093°, 5.5 NM; over bridge over RR E of refinery; 7500'.
- 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 2804' antenna S of Rocksprings; 3800'.
- ROGUE VALLEY, OR (Intl) (KMFR) - 213°, 4.8 NM; over radio tower; 3000'.

### 3-166 UNITED STATES

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; 1800'.

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'.

SAYRE, OK (Muni) (3O4) - 175°, 10.4 NM; over rotating beacon; 3000'.

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, NE (Fld) (OGA) - 030°, 7.2 NM; over flood-control spillway SE end of Lake McConaughy; 4800'.

SEATTLE, WA - 197°, 27 NM; over Nisqually River/Interstate 5 bridge; 2000'.

SEATTLE, WA 308°, 19.5 NM; over NW end of bridge and Hwy 305.

SEATTLE, WA (Crest Airpark) (S36) - 107°, 10.3 NM; over centerline on approach end Rwy 33; 2000'.

SHELDON, IA (Muni) (SHL) - 098°, 8 NM; over grain elevator in city of Sanborn; 2700'.

SHERIDAN, WY (Co) (KSHR) - 129°, 5 NM; over centerline approach end Rwy 14; 5000'.

SISTERS ISLAND, AK - 288°, 20.4 NM; over intersection of runways at Gustavus Airport; 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'.

SOUTH BOSTON, VA (Danville Rgnl) (KDAN) - 255°, 16.8 NM; over terminal building; 1500'.

STEVENS POINT, WI (Muni) (STE) - 257°, 12.1 NM; over N/S RR and E/W road in Rudolph; 2500'.

STINSON, TX (Muni) (SSF) - 337°, 5 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'.

SULPHUR SPRINGS (SLR), TX - 223°, 7 NM; over projector booth and snack bar within outdoor theater; 1600'.

SUNSHINE, MO (Lee C Fine Mem) (AIZ) - 353°, 9 NM; highway bridge over Osage River; 2500'.

TALKEETNA (PATK), AK - 147°, over parallel highway and bridges; 1500'.

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) (313) - 300°, 7 NM; over intersection E/W and N/S runways; 2000'.

TEXICO, NM (Clovis Muni) (CVN) - 240°, 12.7 NM; over rotating beacon on steel tower adjacent to terminal building; 6000'.

THEDFORD (TDD), NE - 090°, 6.4 NM; over approach end Rwy 11 at Thomas Co (KTIF); 4000'.

TIBBY, LA (Houma-Terrebonne) (HUM) - 117°, 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'.

TULLAHOMA, TN (Tullahoma Rgnl WM Northern Fld) (KTHA) - 003°, 5.0 NM; over Normandy Dam; 1800'.

VANDALIA, IL (Muni) (VLA) - 177°, 5.8 NM; over centerline at N end N/S runway; 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; over largest hangar; 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'.

WILMINGTON, DE (Summit) (EVY) - 219°, 10.8 NM; over rotating beacon; 1200'.

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; 6000'.

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. 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 between 30 minutes prior to sunset and 30 minutes after sunrise.

(SPEC/RAC 1-1.2)

#### INSTRUMENT FLIGHT RULES

Standard.

**RVSM RULES** - Standard SAM RVSM applies W of a line between S34°00'00" W50°00'00" and S36°22'00" W54°00'00" within the Montevideo FIR. The airspace bounded by the coordinates S34°00'00" W50°00'00" to S34°34'30" W50°00'00" to S36°37'56" W53°28'31" to S36°22'00" W54°00'00" to beginning is a designated RVSM transition area, with 1000' vertical separation.

(SPEC/AIRAC 006-04)

#### FLIGHT PLANNING

#### ROUTE AND AREA RESTRICTIONS -

1. All aircraft operating in Carrasco (SUMU) Terminal Control Area must have VOR-DME equipment in working condition.

(SPEC/RAC 3-1.1)

## VENEZUELA

### NATIONAL PROCEDURES

#### GENERAL INFORMATION/FIR/UIR

**COVERAGE** - This entry includes the Maiquetia FIR.

**DIMENSIONAL UNITS** - Blue Table.

3-168 VENEZUELA

**ALTIMETER SETTING PROCEDURES** - Standard.

**VERTICAL SEPARATION** - Semi-circular.

**POSITION REPORTING** - Standard.

## **VISUAL FLIGHT RULES**

Standard.

## **INSTRUMENT FLIGHT RULES**

Standard.

**RVSM RULES** - Standard.

(AFFSA/AFFSA FIL 04-657)

## **TERMINAL**

**TERMINAL AREA PROCEDURES** - The use of GPS for approach and takeoff instrument procedures is prohibited.

(SPEC/CL I NOTAM A0427/07)

# BOUNDARIES OF DOD FLIGHT INFORMATION PUBLICATION-PLANNING

