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Flying Operations

LOCAL FLYING OPERATIONS

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This instruction implements AFD 11-2 by defining local flying areas in use at Peterson AFB and prescribes the procedures and safe conduct of flights within the local area. It applies to all flying units at Peterson AFB. This instruction also applies to Air Force Reserve and Air National Guard units. Maintain and dispose of records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Disposition Schedule* (will become AFMAN 33-322 Vol. 4).

SUMMARY OF REVISIONS

This instruction revises and updates 21 SWI 11-20101 and incorporates changes to the local flying area used by local military flying units located at Peterson AFB, adds a new paragraph regarding noise abatement procedures, and makes various administrative changes. A “[” indicates revised material since the last edition.

1. Responsibilities:

1.1. The Commander, Airfield Operations Flight (OSA), 21st Operations Support Squadron, is responsible for:

1.1.1. Prominently displaying the known hazards to flight in the Flight Planning Room of Airfield Management Operations per AFI 13-213, *Airfield Management*.

1.1.2. Providing tenant units with any changes to the local flying area.

1.1.3. Ensuring that the Airfield Waiver program is maintained with the Civil Engineer Squadron on an annual basis.

1.2. Tenant flying units ensure that each assigned or attached pilot receives a briefing on local flying areas and procedures before initiating local area flying as pilot in command.

1.3. The organizations listed below are members of the Airfield Operations Board:

21 OG/CC	21 SCS	21 OSS/OSA
21 CES/CECB	COS ATCT (FAA TOWER)	302 OG/OGV
21 CES/CEOE	21 LRS/LGM	98 FTS (UV-18)
21 CES/CEF	21 SFS/SFOS	City Airport Operations
21 CES/CERR	21 SW/SE	84 ALF (C-21)
21 SVS/SVRP	302 AW/SE	200 AS/SE

2. Local Flying Areas:

2.1. Each flying unit that operates at Peterson AFB is responsible for publishing its own directives and operating instructions governing its local flying area. Send information copies to 21 OSS/OSA, stop 1490, for transient aircrew briefing purposes.

2.2. All units are responsible for complying with Air Force instructions and Federal Aviation Administration (FAA) directives. The City of Colorado Springs (COS) and the area around the airport are noise sensitive areas. To maintain a good relationship with the community, we must do everything possible to limit exposure to unnecessary aircraft noise. Be aware of noise abatement procedures and apply procedures for your aircraft, as required. Turbo jet training flights are prohibited from 2200L – 0700L (see FLIP Area Planning AP/1).

2.2.1. 98 FTS (UV-18) Local Area. State of Colorado and Cheyenne, Wyoming.

2.2.2. 302 AW (C-130) Local Area. Three hundred fifty nautical mile (NM) radius of Colorado Springs, Colorado. (KCOS)

2.2.3. The 302nd Airlift Wing (AW) Air Force Reserve's Low Altitude Tactical Navigation (LATN) area. The 302 AW conducts extensive low level tactical training from surface to 3000 feet above ground level (AGL) in the area bounded to the north by N39°20' latitude, to the south by N37°00' latitude, to the west by W106°15' longitude, and to the east by W102°45' longitude. Training includes single ship, formation, airdrop, and defensive maneuvers.

2.2.4. 84 ALF & 200 AS (C-21) Local Area. Three hundred NM radius of KCOS.

2.2.5. Aero Club Flying Area. A geographical area encompassed by a circle of 75 NM in radius, centered at Peterson AFB, with the following exceptions:

2.2.5.1. The designated mountainous terrain lying generally west of Peterson AFB.

2.2.5.2. The restricted area (R2601) at Fort Carson or any other restricted or prohibited areas published in appropriate FAA documents.

2.3. Peterson AFB assigned aircraft must not enter Alert Area A-260, controlled, prohibited, or restrictive airspace unless approval of the controlling agency has been received. Operations inside Alert Area A-639A and A-639B should be conducted with increased vigilance due to the presence of extensive Air Force Academy flight training. Prior coordination with the 557th Flying Training Squadron is highly encouraged (telephone 719-333-3655), as is monitoring of their training area frequency ("Eagle Traffic" on VHF 123.5).

2.4. Flights below 1000' AGL over Colorado Springs, Pueblo, or other populated areas will not be conducted unless:

- 2.4.1. Required for traffic pattern entry or landing.
- 2.4.2. Required due to emergencies.
- 2.4.3. Required by the controlling agency.

3. Practice Approaches and Landings:

3.1. City of Colorado Springs Airport. Peterson AFB is served by the city airport, a shared-use airport with an FAA tower and approach control. The airport is designated as Class "C" airspace which requires all aircraft operating within its boundaries to be equipped with an operable transponder with Mode C capability and be in two-way radio contact with Air Traffic Control. Refer to the Flight Information Publications-General Planning (FLIP-GP) for complete details. The airport is located on the Black Forest VORTAC (BRK) 191/09 with a field elevation of 6184' mean sea level (MSL). The airport currently has three usable runways. Instrument landing system (ILS) approaches, nondirectional beacon (NDB), and Global Positioning System (GPS) approaches are available at the airport.

3.1.1. General Procedures:

3.1.1.1. Aircrews will monitor automated terminal information service (ATIS), and receive Visual Flight Rules (VFR), or Instrument Flight Rules (IFR) clearance before taxi. Notify tower of receipt upon initial contact.

3.1.1.2. Ground check navigational aid. Colorado Springs Municipal Airport has a VOT (VOR) check Facility on frequency 110.4.

3.1.1.3. Between the hours of 0600L-2200L, aircrews must file a flight plan with Airfield Management Operations. Aircraft operations planned outside of these hours must be coordinated with Airfield Management Operations and 21 SFS to avoid anti-hijack/theft intervention.

3.1.1.4. When aircraft are cleared for takeoff, the aircraft remains on tower frequency until instructed to change.

3.1.2. Instrument Procedures. All practice instrument approaches will be flown under a VFR clearance.

3.1.3. Visual Traffic Pattern Procedures:

3.1.3.1. Fly visual traffic patterns with approval of the control tower.

3.1.3.2. Expect radar sequencing and separation by approach control.

3.1.3.3. Traffic pattern direction is as specified by the tower or approach control. Small aircraft use a pattern altitude of 7000' MSL. Other aircraft use a pattern altitude as directed by the tower, normally between 7500' to 8000' MSL.

3.1.4. Restrictions and Hazards to Flight:

3.1.4.1. Departure and Landing. Aircraft will avoid, to the extent practicable, civilian housing northwest, southwest, and northeast of the airport. When accomplishing runway 30 departures, turn to a heading of 010 degrees as soon as airspeed and altitude safely permit or as directed by the control tower. Avoid overflying Peterson AFB military housing area on the downwind leg of runway 12/30.

3.1.4.2. High Terrain. The terrain six miles west of the airport rises sharply to a maximum of 14,115' MSL at the top of Pikes Peak mountain. To the north of the airport, the terrain rises to an elevation of approximately 7500' MSL within 10 miles.

3.1.4.3. The United States Air Force Academy (USAFA) Class D Airstrip (elevation 6572' MSL). Flights within three nautical miles of the USAFA airfield below 8800' MSL (2100' AGL) are prohibited without radio contact with the Academy Tower (124.15 or 320.1). Recommend contact with the Academy Tower for all flights in the USAFA area below 18,000' MSL. Use extreme caution for extensive parachute, glider, and light aircraft training from the surface to 18,000' MSL between the hours of sunrise and sunset. Areas of glider and motor-glider activity extend from Castle Rock to Garden of the Gods between I-25 and the Front Range. Altitudes extend from the surface to 12,000' MSL, occasionally higher.

3.1.4.4. Alert Areas. A260 is located over the United States Air Force Academy. A639 A and B are large areas located east of Colorado Springs. A260 encompasses the airspace from surface to 17,500' MSL sunrise to sunset. A-639 A, B encompasses airspace from 3000' AGL to 12,000' MSL sunrise to sunset, Monday – Friday, except for holidays.

3.1.4.5. USAFA Training Area. The USAFA training area extends from Castle Rock to Pueblo, east of I-25 to Highway 71 (approximately 35 NM north and south and approximately 50 NM east of Colorado Springs Municipal Airport). Altitudes extend from 1500' AGL to 12,000' MSL. Contact Eagle on 123.5 or 257.2 for advisories. The auxiliary airfield is on the BRK 114/18. There is extensive training at this area and transient aircraft should remain above 7900' MSL within 3 miles. Contact Bullseye on 118.325, 121.95, or 234.95 for advisories.

3.1.4.6. Meadowlake Airport. Extensive glider activity in the vicinity of Meadowlake Airport, located on the BRK 285/04, can present a hazard to aircraft operations due to the low radar reflectivity of the gliders. Extensive light aircraft and ultra-light activity also occurs around this airport. Use extreme caution when operating near Meadowlake Airport, as approach control may not be able to provide traffic advisories.

3.1.4.7. Fort Carson Gunnery Range R2601. R2601 is divided into four tiers. R2601A is restricted from the surface to 12,499' MSL. R2601B is restricted from 12,500' to 22,499' MSL. R2601C is restricted from 22,500' MSL to 34,999' MSL. R2601D is restricted from 35,000' MSL to 59,999' MSL. See FLIP AP/1A for days and times.

3.1.4.8. Combined Space Operations Center (R2602). R2602 is restricted from the surface to 1000' AGL at all times.

3.1.4.9. Airbust MOA. Airbust A, B, C, MOA is located southwest of Colorado Springs. It is scheduled by 140 TFW, Buckley AFB, CO, (See FLIP AP/1A). Altitudes of use range from 500' AGL to 8,499' AGL.

4. Noise Abatement Procedures: Colorado Springs is a noise sensitive area. Crews must be familiar with local noise abatement procedures. They are published in FLIP AP1 under City of Colorado Springs Noise Abatement Procedures.

5. Emergency Procedures:

5.1. Local Radio Failure. After following the Flight Information Handbook (FIH) “Radio Out” procedures, continue as follows:

5.1.1. If able to proceed VFR to landing:

5.1.1.1. Maintain VFR.

5.1.1.2. Monitor VHF on the VOR. Alternate frequencies:

5.1.1.2.1. COS TWR - 119.9, 133.15.

5.1.1.2.2. COS GND - 121.7.

5.1.1.3. Jet - enter initial at 1800' AGL; 8000' MSL rocking wings until pitchout.

5.1.1.4. Conventional – enter downwind at 7200' MSL.

5.1.1.5. Check the Colorado Springs Airport Tower for light signals on base leg, final approach, and after landing.

5.1.2. If unable to proceed VFR to landing, follow IFR supplement procedures.

5.2. Controlled Bailout. Proceed out on the BRK 150 degree radial at 10,000' MSL. At BRK 150/15 on a 150 degree heading, eject using applicable Dash One procedures.

5.3. Controlled Fuel Dumping. Fuel dumps will normally be accomplished between the BRK VORTAC radials 080 and 120, 30 to 90 DME, at or above 5000' AGL. **CAUTION:** The 302 AW (C-130) Functional Check Flight (FCF) area extends from 1,000' AGL to 18,000' MSL in the same area.

5.4. Hot Brakes. Aircraft experiencing or suspecting hot brakes advise the Colorado Springs Airport Control Tower. The pilot follows Dash One procedures and, if able, the tower directs the aircraft to one of the following areas:

5.4.1. Aircraft landing on runways 30 and 35L are directed to taxiway B-1.

5.4.2. Aircraft landing on runway 12 are directed to taxiway F between B & E.

5.4.3. Aircraft landing on runway 17L are directed to taxiway E-8.

5.4.4. Aircraft landing on runway 35R are directed to taxiway E-1.

5.4.5. Aircraft landing on runway 17R are directed to taxiway A-7.

5.5. Explosive Cargo, Bomb Threat. The City of Colorado Springs prohibits aircraft carrying explosive cargo exceeding 10,000 lbs Net Explosive Weight (NEW) Department of Transportation (DOT) class 1.1, 1.2, and 1.3 ordnance from landing at this facility except in emergency situations. The tower must direct any military aircraft reported to have explosive cargo to the hot cargo area. Aircraft landing with ordnance will be parked in accordance with the City of Colorado Springs Letter of Agreement, Procedures for Special/Emergency Parking.

5.6. Hydrazine Precautions, F-16 Aircraft. The Colorado Springs Tower shall direct F-16 aircraft requiring hydrazine precautions to park in one of the areas designated for hot brakes in paragraph 5.4. above, depending on landing runway.

5.7. Procedures to Jettison External Stores by Military Aircraft:

5.7.1. General Policy. Use the east side of Artillery Impact Area in R2601 for jettisoning external stores.

5.7.2. Procedures. The following apply:

5.7.2.1. Military aircraft requiring jettison of external stores advise the Colorado Springs Airport Control Tower.

5.7.2.2. The Colorado Springs Airport Control Tower notifies the Fort Carson Range officer of the requirement (normally 15 minutes lead time is required).

5.7.2.3. The Fort Carson Range Officer ensures that R2601 is clear and issues clearance instructions to the Colorado Springs Airport Control Tower for relay to the aircraft.

5.7.2.4. The Colorado Springs Control Tower vectors the aircraft to or along the Black Forest VORTAC 187 degree radial and advises the aircraft when it is within the boundaries of R2601. If radar is inoperative, the aircraft proceeds via the 187 degree radial into R2601.

5.7.2.5. The aircraft drops the stores while flying from northeast to southwest, on the BRK 187 degree radial between 20 to 24 DME.

5.7.2.6. The aircraft must not descend below the minimum vectoring altitude, the minimum obstruction clearance altitude, or the minimum enroute altitude, whichever is appropriate.

5.7.2.7. Maintain communications between the aircraft and the Colorado Springs Control Tower at all times. In the event communications cannot be established or maintained, do not jettison stores, exit R2601 and apply lost communication procedures, if appropriate.

6. Maintenance Engine Runs: In accordance with local anti-hijacking procedures (ref. Annex C to 21SW ISP 31-1 Anti-Hijack) all flying units will:

6.1. Coordinate maintenance engine runs, for all aircraft assigned to Peterson, through Airfield Management Operations.

6.2. Coordinate all transient aircraft maintenance engine runs with Transient Alert who will notify Airfield Management Operations.

7. Aircraft Towing: All aircraft requiring tow onto taxiways or runways must have two-way radio contact with the control tower and receive appropriate clearance before proceeding on to any taxiway or runway.

8. Birds Aircraft Strike Hazard (BASH) Procedures:

8.1. Current military Bird Watch Condition (BWC) can be obtained from Airfield Management Operations.

8.2. Each flying unit is responsible to develop procedures for operations in various Bird Watch Conditions.

8.3. Airfield Management Operations will notify flying units whenever BWC changes.

DUANE W. DEAL, Brigadier General, USAF
Commander, 21st Space Wing