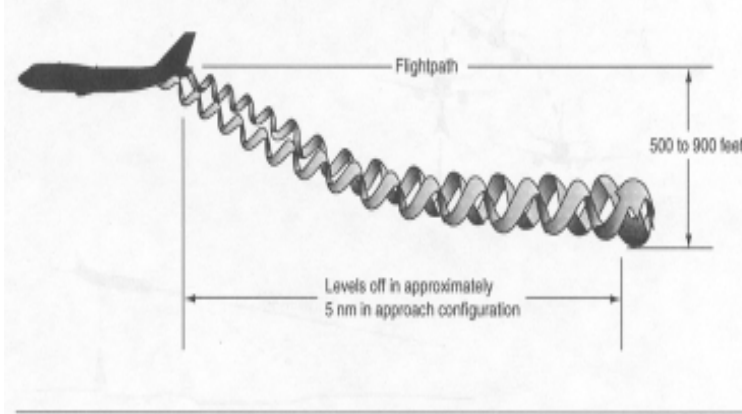


Military Aircraft Wake Turbulence Awareness

As all pilots know, every aircraft generates a wake. This disturbance is caused by a pair of counter-rotating vortices trailing from the wing-tips which can impose rolling moments exceeding the control authority of smaller encountering aircraft. All pilots must learn to envision and avoid the location of the vortex wake generated by larger aircraft. We highly recommend all pilots review FAA Advisory Circular 90-23F, Aircraft Wake Turbulence.



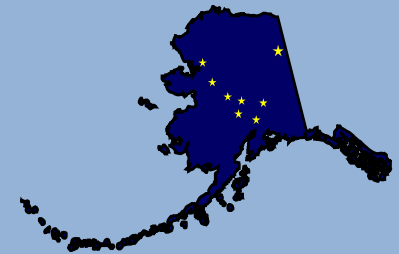
The C-17 and C-130 are of particular concern because of their weight / large size (i.e. stronger vortices) and because they often conduct low level training in Mat-Su Valley and Knik Arm areas. After a flight through these areas, C-130s/C-17s commonly will use R-2203 as a drop zone. R-2203 is a restricted area established on the Fort Richardson complex that contains the Malamute Drop Zone. Run-ins are normally flown from the north, starting west of the New Wasilla airport southbound into R-2203. Occasionally, a westerly run-in into R2203 is flown. Aircraft operating in the Malamute Drop Zone will normally exit the area to the west toward Goose Bay, setting up for landings at Elmendorf AFB or Anchorage International. C-17s may spend an hour or more conducting multiple drops via oval “racetrack” patterns. Current activity can be obtained from Elmendorf Tower (127.2), ATIS (124.3), or Anchorage Approach (118.6/119.1). More information on pertinent military operations can be obtained at:

<http://www.jber.af.mil/11af/alaskaairspaceinfo/>

ALASKA C-17/C-130 LOW LEVEL ROUTES

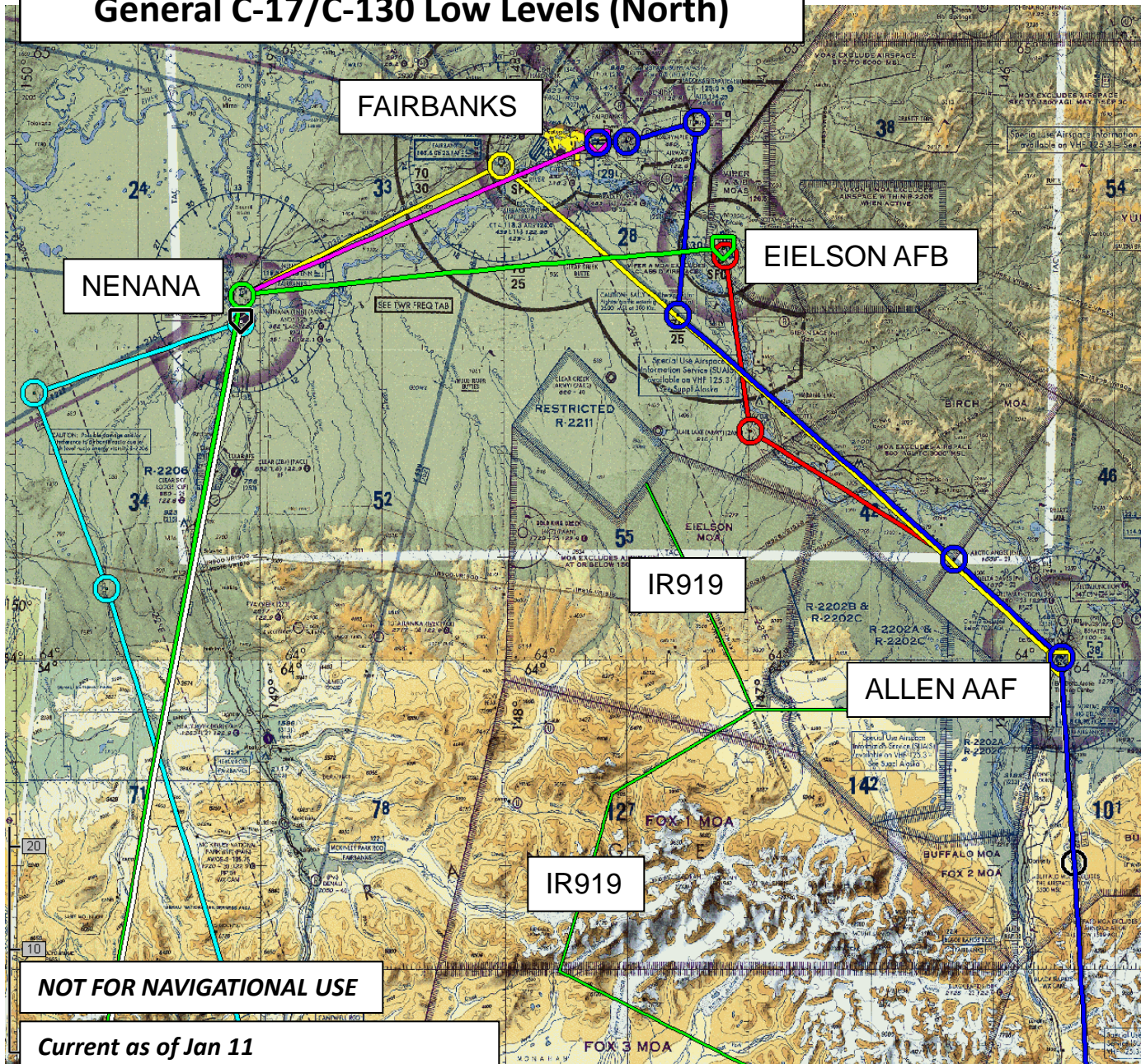
**These Routes Are Commonly
Flown By C-17s and C-130s
Less Than 250 Knots**

Refer to VFR Sectional Aeronautical Charts
for additional Military Training Routes



Updated: Feb 2011
DEPARTMENT OF THE AIR FORCE
11TH AIR FORCE
JOINT BASE ELMENDORF-RICHARDSON

General C-17/C-130 Low Levels (North)



NOT FOR NAVIGATIONAL USE

Current as of Jan 11

Developed by 3 WG and 611 AOC/CODK

GENERAL C-17 OPS

Cruise Speed

200 - 250 knots indicated
(20 knots more than C-130)

Low Level Altitude

300 – 2,000ft AGL
(higher on SKE routes and in mountains)

Formation size

Single ship or 2-ship
Wingman 2,000ft to 12,000ft behind Lead

Flight times

Normally 0900L – 0100L
2 sorties per morning, 2 sorties per evening

NVG Operations

Navigation lights ON
Anti-collision lights ON
Landing lights usually pointed to side

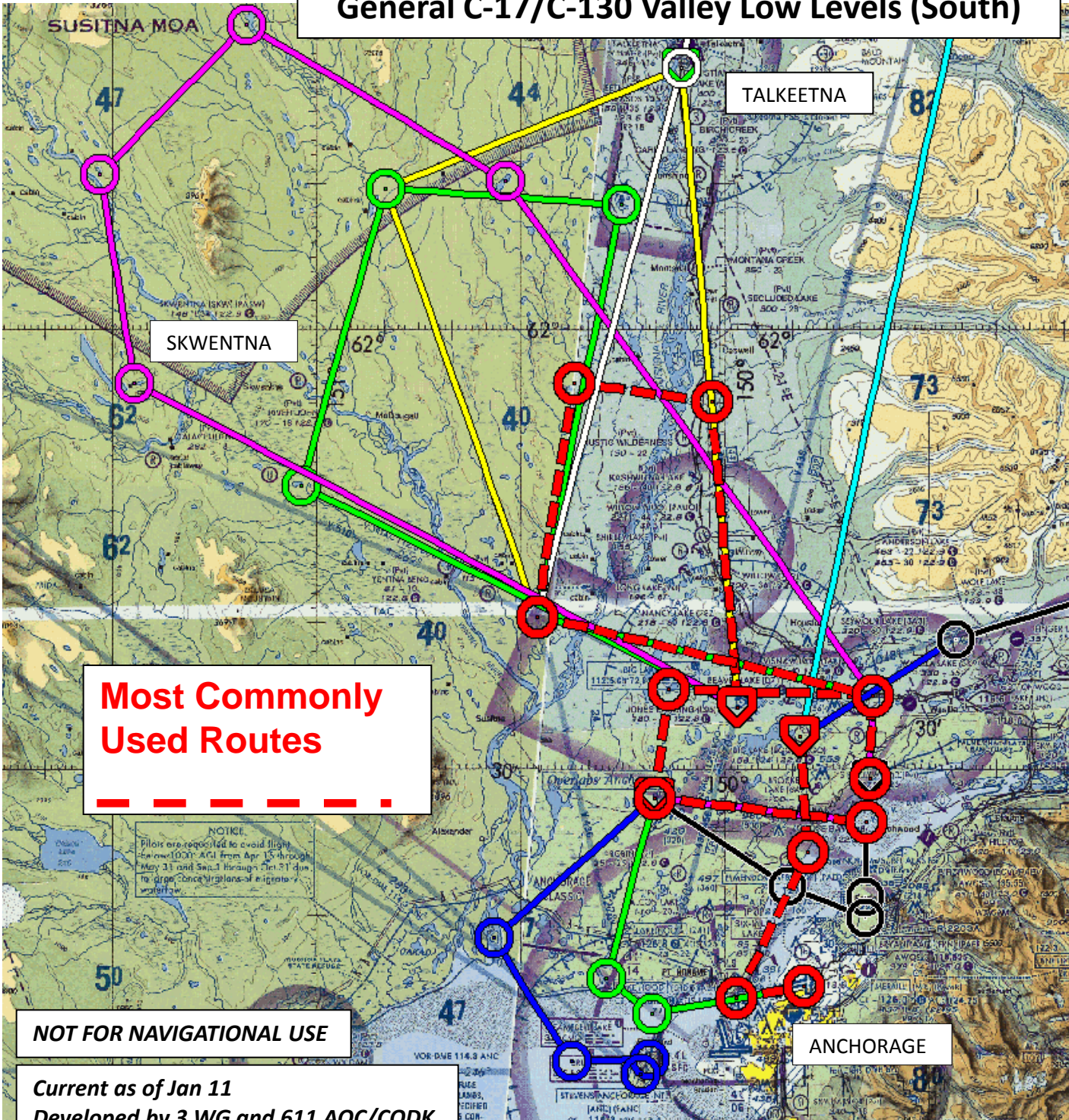
Radios / Transponder

Mode 3C, S (TCAS)
VHF (ATC/UNICOM)
UHF (R-2203)

Ops into Allen Army Airfield

Pattern Altitude: 3,300 Feet MSL
Will use left traffic landing Runway 7
Right traffic landing Runway 25

General C-17/C-130 Valley Low Levels (South)



GENERAL C-17 OPS

Cruise Speed

200 - 250 knots indicated
(20 knots more than C-130)

Low Level Altitude

300 – 2,000ft AGL
(higher on SKE routes and in mountains)

Formation size

Single ship or 2-ship
Wingman 2,000ft to 12,000ft behind Lead

Flight times

Normally 0900L – 0100L
2 sorties per morning, 2 sorties per evening

NVG Operations

Navigation lights ON
Anti-collision lights ON
Landing lights usually pointed to side

Ops in vicinity of Wasilla/Big Lake

usually 1,500 – 2,000ft MSL

Radios / Transponder

Mode 3C, S (TCAS)
VHF (ATC/UNICOM)
UHF (R-2203)

Ops into R-2203

Usually 2,000ft MSL in Willow/Wasilla area
VFR Ops: 500 – 2000ft from North Shore of Knik Arm to R-2203

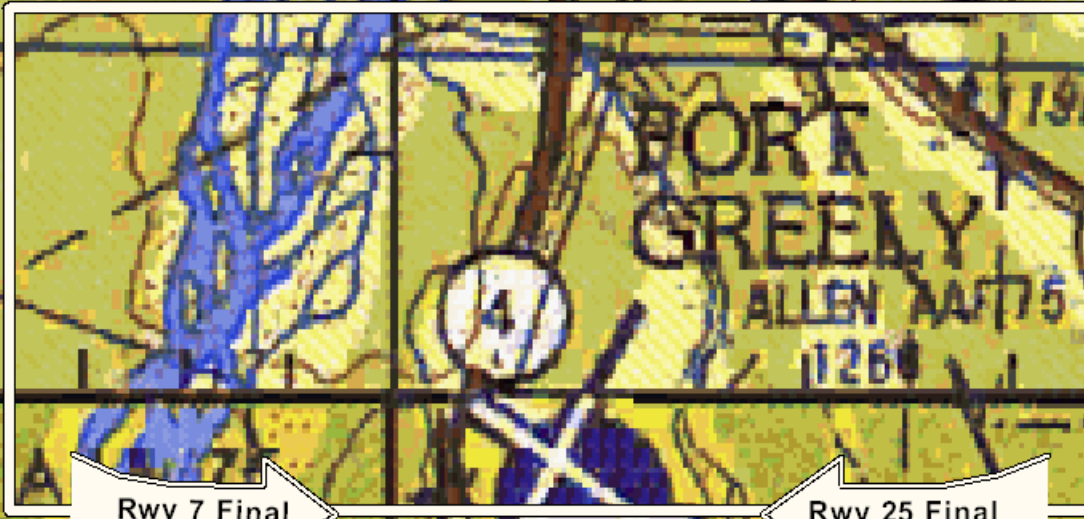
IFR Air Drops: 1500ft from North Shore of Knik Arm to R-2203) when weather less than 2500ft & 3 miles; NOTAM 6hrs prior to ops

Allen Army Airfield Overhead Pattern

2NM Base
3300 MSL

Assault Downwind

2NM Base
3300 MSL



NOT FOR NAVIGATIONAL USE

Pattern Altitudes:

- Jet and Turbo-prop: 3,300 Feet MSL
- Piston Engine Prop: 2,800 Feet MSL
- Rotary Wing Day and Unaided Night: 2,100 Feet MSL

- Tower: 119.8 / 235.775
- Ground: 118.225 / 251.050
- CTAF: 122.9
- ATIS: 132.075