

Enclosure 3

IMPORTANT ARRIVAL INFORMATION

ATRRRS Managers: Ensure all students receive this information prior to departing the home station airport.

Student Arrival Procedures: Wilderness Area and Noise Abatement Procedures

Background: The single most important aspect of HAATS training is our existing training area. You will have the opportunity to operate your aircraft from 6,500' MSL to over 14,000' MSL. Various local, state, and federal agencies to include the Bureau of Land Management (BLM), the United State Forest Service (USFS), the Division of Wildlife (DOW) and various environmental organizations e.g. the Sierra Club, are essential to the continued use of HAATS training area. As such we manage the use of our lands through strict adherence of our existing agreements with the aforementioned agencies and organizations.

1. The mountains of Colorado are a national treasure and receive extensive protection through wilderness legislation. You must maintain constant vigilance to ensure you avoid all known wilderness areas enroute to the Eagle County Airport and HAATS training. Simple reliance upon your GPS or other automated systems will not avert incursions into these highly controversial areas. AR 95-1 paragraph 2-15 outlines requisite Noise Abatement requirements. **2-15 (b) Aviators will participate in noise-abatement and fly neighborly programs to minimize annoyances to persons on the ground when mission and safety are not adversely affected (c) Noise Sensitive Areas. Unless required by the mission, all Army aircraft should maintain a minimum of 2000 feet above the surface of the following: National Parks, Monuments, Recreation Areas, and Scenic Riverways administered by the national Parks Service, national Wildlife Refuges, Big Game Refuges, or Wildlife ranges administered by the U.S. Fish and Wildlife Service, and WILDERNESS and PRIMITIVE areas administered by the U.S. Forest Service.** The mountains of Colorado are replete with all the aforementioned noise sensitive areas. Vail Associates Ski Resorts, Mesa Verde National Park, the Colorado and Yampa rivers along with the plethora of wilderness areas create unique navigation requirements. Of particular interest is the Holy Cross Wilderness which is located South and West of the town of Vail, and continues south towards Leadville, Colorado West of Highway 24 which connects the towns of Minturn and Leadville. **DO NOT ATTEMPT TO FLY OVER OR NEAR THIS or any other WILDERNESS AREA. AR/NGR 95-1 further stipulates in 5-1.1 b. FAR 91.119 paragraphs b and c will apply to ARNG (and in this case all U.S. Military rotary wing operations) In addition, all aircraft will remain a minimum of 500 feet AGL except during take-off, landing, or as required for search and rescue or emergency operations.** If you receive a noise complaint you jeopardize your training completion as well as future training for all U.S. aircrews should HAATS loose existing training areas. Your actions have consequences; you must make the right choice.

2. Training area encroachment is a serious problem. Many homes and communities are embedded very effectively into the terrain and vegetation. You must adhere to the aforementioned AR's and NGR's to ensure compliance. Students arriving from the East are encouraged to fly north of Interstate 70 NLT 500' AHO which means all peaks and lodgments. Students arriving from the Southeast from Leadville, CO should follow US 24 North and remain on the east side of the highway to avoid the Holy Cross Wilderness until they reach the town of Minturn and should begin to follow the East arrival procedure. Students arriving from the southwest must avoid the Maroon Bells Wilderness and the town of Aspen using aforementioned guidance. Upon crossing Red Table VOR or mountain contact Eagle Tower for arrival instructions. Students arriving from the West along Interstate 70 should avoid flight below 500' AGL in and around the town of Glenwood and along the Glenwood Canyon. Numerous wire hazards are present in all quadrants leading into the Eagle airport many of, which are nearly impossible to detect visually. **Do NOT fly below the rim of the Glenwood Canyon, this is an extremely hazardous wire strike area and offers minimal forced landing areas.**

3. All aircraft will maintain 1000' AGL over the towns of Eagle and Gypsum, located east and west of the airfield respectively. Marginal weather amplifies the criticality of enroute and arrival planning. Do not scud run in the Mountains, LAND, and wait for improving conditions.

4. If you have additional questions please contact the HAATS operations staff at DSN 250-5300 x1, or commercial 720-250-5300.

REVIEW CLASS (D) AIRSPACE REQUIREMENTS FOR EAGLE COUNTY AIRPORT

SEE ATTACHED DIAGRAM FOR AIRPORT TRAFFIC PATTERN AND NOISE ABATEMENT. Note: all HAATS patterns are conducted to Bravo Taxi-way in a non-standard pattern. Do not allow your base leg to intersect the active runway 07-25. Cross wind and base leg altitude is 7,100' down wind is 7,300'

