DEPARTMENT OF THE NAVY
NAVAL AIR STATION WHIDBEY ISLAND
3730 NORTH CHARLES PORTER AVENUE
OAK HARBOR, WASHINGTON 98278-5000

NASWHIDBEYINST 3710.1Z
N32
9 Mar 15

NAS WHIDBEY INSTRUCTION 3710.1Z

From: Commanding Officer, Naval Air Station Whidbey Island

Subj: AIR OPERATIONS MANUAL

Ref: (a) NAVAIR 00-80T-114, NATOPS Air Traffic Control Facilities Manual
(b) OPNAVINST 3710.7U

Encl: (1) NAS Whidbey Island Air Operations Manual

1. Purpose. To issue enclosure (1), providing regulations governing the operation of aircraft at Naval Air Station (NAS) Whidbey Island and Outlying Field (OLF) Coupeville. This instruction is a complete revision and should be reviewed in its entirety.

2. Cancellation. NASWHIDBEYINST 3710.1Y

3. Pilot Responsibility. Pilots operating aircraft from this station shall comply with this manual except where a specific Naval Air Training Operating Procedures Standardization (NATOPS) Manual directs deviation.

4. Administration. The NAS Whidbey Island Operations Officer is responsible for administration and enforcement of the provisions of this manual. Course rules may be modified immediately, subject to applicable regulations, when deemed necessary by the NAS Whidbey Island Commanding Officer. Recommended changes to this manual should be submitted to the NAS Whidbey Island Operations Officer.

M. K. NORTIER

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Cdr, Gray Army Airfield
15AF Travis AFB (DO)
62AWCC Joint Base Lewis-McChord
NATTC Pensacola, ATC Schools
USS NIMITZ
USS CARL VINSON
USS ABRAHAM LINCOLN
USS JOHN STENNIS
USS RONALD REAGAN
CVW-2
CVW-9

CVW-11
CVW-14
142 FIG Portland, OR
120 FIG Great Falls, MT
114 TFTS Kingsley Field, OR

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NAS WHIDBEY ISLAND

AIR OPERATIONS MANUAL

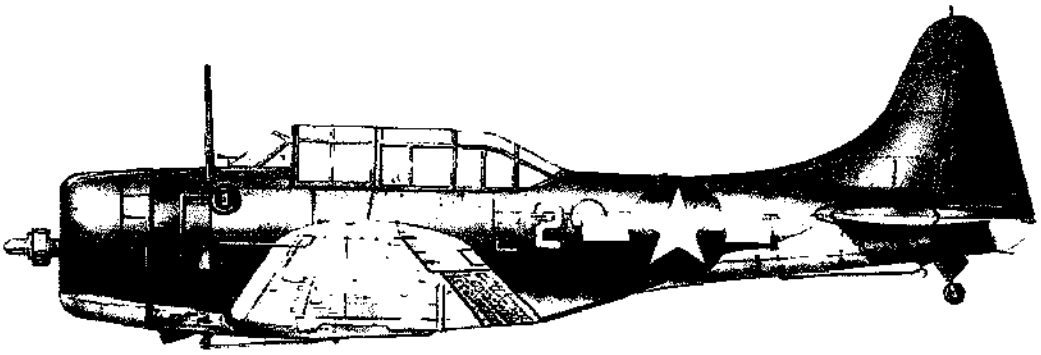



NASWHIDBEYINST 3710.1Z

AULT FIELD OLF COUPEVILLE

RECORD OF CHANGES

CHANGE NUMBER	DATE	DATE ENTERED	ENTERED BY



AULT FIELD

Dedicated to the Memory of

WILLIAM BOWEN AULT

1898-1942

Commander, United States Navy

Air Group Commander - USS LEXINGTON

Whose inspiring performance in the great Coral Sea air battle between United States and Japanese carrier forces on 7-8 May 1942 contributed immeasurably to the air and sea victories that made the subsequent recapture of the South Pacific possible. Commander Ault led his air group in the face of severe anti-aircraft barrage and heavy fighter opposition, which resulted in the complete destruction of one enemy carrier on 7 May and major damage to another on 8 May. His failure to return from the latter encounter and his courageous conduct throughout the duration of these actions were an inspiration to the entire air group.

His example of courage, leadership and selfless devotion to duty will live on in the memory of all who fly from this field.

AIR OPERATIONS MANUAL

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CHANGE RECOMMENDATION FORM				
TO BE FILLED IN BY ORIGINATOR AND FORWARDED TO OPERATIONS OFFICER				
FROM: (originator name and address)				Date:
TO: OPERATIONS OFFICER NAVAL AIR STATION WHIDBEY ISLAND (CODE N3) 3730 N. CHARLES PORTER AVE OAK HARBOR, WA 98278-5300				
Name of Manual AIR OPERATIONS MANUAL	Revision Date	Change Date	Page(s)	Paragraph/Figure
Recommendation (be specific) ( ) CHECK IF CONTINUED ON BACK				
Justification				
Signature		Rank		Title

PREFACE

REVISED INSTRUCTION

This manual contains numerous changes and revisions and should be comprehensively reviewed in its entirety. No traditional black lines were placed in the margins due to the extensive re-write and the volume of affected text.

WARNINGS, CAUTIONS, AND NOTES

The following definitions apply to "WARNINGS," "CAUTIONS" and "NOTES" found throughout the manual.

WARNING

An operating procedure, practice or condition, etc., that may result in injurv or death if not carefullv observed or followed.

CAUTION

An operating procedure, practice or condition, etc., that may result in damage to equipment if not carefully observed or followed.

NOTE

An operating procedure, practice, or condition, etc., that is essential to emphasize.

WORDING

The concept of word usage and intended meaning that has been adhered to in preparing this manual is as follows.

"Shall" has been used only when application of a procedure is mandatory.

"Should" has been used only when application of a procedure is recommended.

"May" and "need not" have been used only when application of a procedure is optional.

"Will" has been used only to indicate futurity, never to indicate any degree of requirement for application of a procedure.

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CHAPTER 1

GENERAL

1.1 NOISE ABATEMENT POLICY. It is Commanding Officer, Naval Air Station (NAS) Whidbey Island policy to conduct required training and operational flights with a minimum impact on surrounding communities. All aircrew using NAS Whidbey Island, Outlying Landing Field (OLF) Coupeville, Admiralty Bay Mining Range, Naval Weapons System Training Facility Boardman, and the myriad northwest instrument and visual military training routes (IR/VR) are responsible for the safe conduct of their mission while complying with published course rules, noise abatement procedures, and good common sense. Each aircrew must be familiar with the noise profiles of their aircraft and must be committed to minimizing noise impacts without compromising operational and safety requirements.

1.2 GENERAL PRUDENTIAL RULES

a. This manual has been prepared per references (a) and (b). It shall not be construed as modifying or superseding directives issued by higher authority.

b. Aviators and aircrews shall comply with this manual and are expected to exercise their best judgment when encountering conditions not covered.

c. Air Traffic Control (ATC) instructions are binding and shall be complied with, except in an emergency.

1.3 AIRPORT (Refer to Illustration (1))

1.3.1 Location. NAS Whidbey Island is situated on a narrow island in Puget Sound between the Strait of Juan de Fuca and Saratoga Passage. The specific geographical location is latitude 48°21'N and longitude 122°39'W and is approximately 3 nautical miles (NM) northwest of the town of Oak Harbor, Washington.

1.3.2 Hours of Operation. The airfield is in operation 24 hours daily. No-NOTAM preventive maintenance for Precision Approach Radar (PAR) is performed Mondays 0800-1000 local when the weather is 3,000-foot ceiling and visibility 5 miles or better. Airfield operations may be suspended or curtailed temporarily by the Commanding Officer or designated representative based on the following factors:

a. Condition of landing area/airfield repairs.

b. Availability of crash rescue equipment.

c. Weather conditions hazardous to flight.

d. Status of air navigation aids.

1.3.3 Navigational Aids. A Class H TACAN, NUW Channel 85, is located on the airfield. The paired frequency for VHF Omnidirectional Range (VOR) aircraft is 113.8 MHz (DME only).

1.3.4 Emergency Generator Activation. Emergency generators are installed on all airfield equipment essential for safety of flight. Uninterrupted Power Source and auto-switching preclude the need to run generators as a contingency due to inclement weather. If either UPS or auto-switching capability is unavailable, generators will be activated with sustained winds of 35 knots or more.

1.3.5 Elevation. Field elevation is 47 feet Mean Sea Level (MSL), measured at the approach end of Runway 32.

1.3.6 Magnetic Variation. Local variation is 16.9 degrees east with a 0.2 degree west annual rate of change.

1.4 AIRFIELD FEATURES

WARNING

Runway overruns are graded, stabilized areas at the end of the runway which reduce the risk of damage to aircraft in the event of an undershoot, overshoot or excursion from the runway. They are capable, under dry conditions, of supporting the occasional passage of aircraft without causing significant structural damage. While overruns are clear of unnecessary obstacles, aircrew should be alert that under wet conditions, aircraft may sink below ground level and impact concrete foundations which house flush mount approach lights.

1.4.1 Helicopter Takeoff/Landing Areas

a. Any runway or taxiway surface may be used for helicopter takeoffs/landings.

b. For operational Search and Rescue/Medical Evacuation missions, clearance to "take off from present position" may be granted at the discretion of the Control Tower.

c. Helo Pad Echo - located at the northwest end of Taxiway Echo.

d. Hospital Helo Pad - located approximately southeast of the hospital.

WARNING

Hospital Helo Pad is a non-movement area and not in sight from the Control Tower, so landing and takeoff will be at own risk. The ramp is a non-movement area and not controlled by Air Traffic Control (Local/Ground Control). Departures and arrivals are to request departure/landing and will be instructed to proceed as requested, use caution, or if not in sight from the Control Tower be instructed to depart/land at own risk. Air Traffic Control shall not clear aircraft to depart or land into or onto non-movement areas.

e. Helo Pad Charlie - located on Taxiway Charlie between Taxiway Echo and the Direct Refueling Facility access.

f. P3 North South line/High-power Turn up Area - may be used when traffic conditions warrant, daylight only (unlighted).

1.4.2 Ramp Area and Taxiways

a. Ramp Area - located on the southwest side of the airfield, between the aircraft hangars and Taxiway Echo, equipped with green centerline lights only.

WARNING

Exercise extreme vigilance; presence of uncontrolled vehicular/pedestrian traffic.

b. Taxiway Alpha - starts at access area located at the north end of ramp area and ends at approach end of Runway 7.

c. Taxiway Bravo - located between the approach ends of Runways 7 and 14.

d. Taxiway Charlie - located between the approach end of Runway 25 and the main parking ramp; it crosses Runway 14/32.

e. Taxiway Delta - located between the approach end of Runway 32 and the main parking ramp; the Hazardous Cargo/Combat Aircraft Loading Area affects its use.

f. Taxiway Echo - located on the west side of the airfield, and parallel to Ramp Area.

g. Taxiway Foxtrot - located between Taxiway Charlie and Runway 25 (approximately 6,000 feet remaining).

h. Taxiway Golf - **CLOSED** located mid-field, north of the receiver site. Vehicle use only due to surface deterioration. Unlighted.

i. Taxiway Juliet - located mid-field, south of the receiver site. Designed as a tow way for jets to the secondary high power and for aircraft exiting the Direct Refueling Facility with hot brakes. Not for normal aircraft movement.

j. Taxiway Kilo - located between Taxiway Charlie and Taxiway Juliet.

k. Taxiway Lima - located between Taxiway Charlie and Taxiway Delta.

l. Taxiway Mike - located between Taxiway Echo and Runway 7/25, approximately 2,000 feet from the approach end of Runway 7.

m. Taxiway November - located between Taxiway Delta and Runway 14/32, approximately 1,800 feet from the approach end of Runway 32.

1.4.3 Runway/Taxiway Marking. Runways and Taxiways are marked following standard criteria. A lighted simulated carrier deck 800 feet in length is located approximately 800 feet from the approach end of each runway, port side.

1.5 WHEEL AND LOAD CAPACITY. Aircraft with a ACN exceeding 41 and all C-17, B757, DC-10, KC-10 and P-8 aircraft should use runway 14/32 and avoid taxiing on Taxiway Echo between Taxiway Charlie and Taxiway Delta, to the maximum extent possible. Maximum aircraft weight limits are specified in Department of Defense (DoD) Flight Information Publication, IFR Supplement.

1.6 EMERGENCY ARRESTING GEAR

1.6.1 Primary Arresting Gear. E-28 bi-directional (Runway 7/25), E-28 bi-directional BAK-14 (Runway 14/32), and E-5 chain overrun arresting gear are installed on each runway, location depicted in Illustration (1) and as noted in Table 1.

ARRESTING GEAR LOCATIONS (from approach end)

Runway	Type	Location
7	E-28	2,425'
25	E-28	1,930'
14	E-28 BAK-14 MOD	1,420'
32	E-28 BAK-14 MOD	1,925'

Table 1

1.6.1.1 Terminology

a. Rigged. The Cross Deck Pendant (CDP) is across the runway/overrun and ready for engagement. The CDP is properly connected and in the ready condition to stop an aircraft with its hook down.

b. De-rigged. The CDP is not across the runway. The arresting gear is purposefully NOT in a ready position to recover an aircraft. The CDP can be de-rigged for maintenance inspections or requirements due to wind direction or taxiing aircraft.

c. Out-of-battery. The CDP is across the runway, but is not ready for engagement. This term refers to a rigged arresting gear that is no longer in-battery due to a recent arrestment or by being unintentionally knocked out-of-battery.

d. Stowed. The BAK-14 CDP is below the runway surface. When requested by the pilot the arresting gear will be rigged in approximately five seconds.

1.6.1.2 Unsafe Runway Information. Any runway with an arresting gear out-of-battery is considered an unsafe runway. Per FAAO 7110.65 (series) the controller shall inform the pilot when a runway is unsafe and that a clearance cannot be issued. E-28/BAK-14 Foul Deck Procedures:

a. If the CDP is outside of any actuator, Facilities shall be called. If the CDP is not touching the runway, it is considered a clear deck. If any portion of the CDP is touching the runway, it is a foul deck.

b. When short field BAK-14 alarm is activated in the raised position, the runway is a foul deck. If the long field BAK-14 alarm is activated in the stowed position; raise the BAK-14. If

the alarm deactivates, the runway is a clear deck. If the alarm is still activated, Facilities shall be called to assess the situation.

WARNING

During periods when a runway is considered unsafe, Air Traffic Control may initiate use of another runway. It is the responsibility of the pilot to determine the suitability of the wind.

1.6.2 Runway Configuration. Short Field Gear. Wind and weather permitting, an off-duty runway is the first choice for pre-planned arrested landings since this procedure causes minimal disruption to normal traffic. Accordingly, to facilitate section departures and large aircraft landings, the active runway's short field gear will normally be de-rigged except under the following conditions:

a. Runway 7/25 E-28 Procedures

(1) Winds greater than 12 knots.

(2) Weather at or below basic Visual Flight Rules (VFR) conditions (1000'ceiling/3 miles visibility).

(3) Standing water on the active runway.

(4) Other conditions as determined by the NAS Whidbey Island Operations Officer, ODO or Control Tower Supervisor (e.g., Divert Alerts, Fly-ins, multiple emergencies, single runway Operations)

(5) When the airfield is closed, the BAK-14 arresting gear shall be in the stowed position and the tower/remote switch will be placed in the "Tower" position.

NOTE

Automatic Terminal Information Service (ATIS) broadcast will contain arresting gear status.

b. Runway 14/32 E-28/BAK-14 Procedures

(1) Short Field BAK-14 arresting gear shall be in the stowed position unless requested by pilot. In emergency, pilot may request short field gear by stating "cable, cable, cable" over controlling frequency. BAK-14 arresting gear can be in the rigged position in less than five seconds after actuation.

(2) Long Field BAK-14 arresting gear will be rigged for all TACAIR aircraft prior to receiving clearance to land or takeoff. To maintain the condition of the BAK-14 system, the long field arresting gear will be in the stowed position to the maximum extent possible.

(3) Other conditions will be handled on a case by case basis as determined by the NAS Whidbey Island Operations Officer, ODO or Control Tower Supervisor (e.g., Divert Alerts, Fly-ins, multiple emergencies, single runway operations.)

c. When the airfield is closed, the BAK-14 arresting gear shall be in the stowed position and the tower/remote switch shall be in the "Tower" position. If the switch is left in the "Remote" position, the air in the system will drain and the system will default to the raised and rigged position within 10 minutes.

d. Other conditions will be handled on a case by case basis as determined by the NAS Whidbey Island Operations Officer, ODO or Control Tower Supervisor (e.g., Divert Alerts, Fly-ins, multiple emergencies, single runway operations).

1.6.3 Operational Limits

1.6.3.1 Rigging/Reset Times. Minimum re-rigging time is 10 minutes. A greater amount of time may be necessary contingent upon arresting conditions and nature of the emergency.

1.6.3.2 Engagement Weight/Speed. The maximum limits for engagements vary according to weight and speed. Though not inclusive, 160 knots and 60,000 pounds can be used as a general rule. It is expected that brakes will be applied when speed is reduced to about 20 knots to prevent two-blocking the arresting gear. Engagement at near maximum weight and speed should be avoided whenever possible to preclude the possibility of arresting gear failure. Engagement weight and speed must be accurately reported to the Control Tower immediately following

engagement to determine if a CDP change is required. Arresting gear markers on each side of the runway denote E-28 arresting gear locations. An activated yellow strobe at the arresting gear engine indicates an "out-of-battery" condition.

NOTE

Landing on arresting gear cables should be avoided. Contact may result in damage to the cable and aircraft.

1.6.4 Overrun Arresting Gear. E-5 unidirectional chain arresting gear is located 15 feet into the overrun area for each runway. It is rigged at all times and is available for aborted take off and long field arrestments. Overrun arresting gear is not marked nor lighted.

NOTE

During wet conditions, the E-5 chain gear may not fully stop the aircraft prior to it sinking below ground level and impacting the concrete foundations of the flush mount approach lights. Engagement of the chain gear in the opposite direction will result in cable or hook failure, aircraft damage, and may result in injury or loss of life.

1.7 LIGHTING FACILITIES

1.7.1 Runways. Variable high intensity runway lights are operated by the Control Tower, simultaneously with the threshold, runway distance marker and windsock lights. Internally lighted arresting gear markers are operated independently from the Control Tower.

1.7.2 Approach Lighting Systems. Variable intensity approach lights are available on all runways except Runway 7. The associated sequenced flashing lights (strobes) have no intensity control.

a. Runway 25. "U.S. Standard (A-1)" type approach lighting system with sequenced flashing lights and single roll guidance bar.

b. Runway 14. "U.S. Standard (A-2)" type approach lighting system with sequenced flashing lights, roll guidance bars, TDZL and centerline lights.

c. Runway 32. "U.S. Standard (A-2)" type approach lighting system with sequenced flashing lights, roll guidance bars and centerline lights.

d. Runway 7. No approach lighting system.

1.7.3 Carrier Deck. Simulated carrier decks are lighted by a 5-step lighting system operated by the Control Tower.

1.7.4 Fresnel Lens Optical Landing System (FLOLS) and Improved Fresnel Lens Optical Landing System (IFLOLS)

a. MK-8/MOD 1 FLOLS are normally installed on the port side of Runway 7, 14, 25, and 32 approximately 1,000 feet from threshold. Facilities Division personnel or the LSO control lens angle and light intensity at the site. Activation of the FLOLS wave-off lights is controlled by the LSO.

b. MK-14/MOD 0, IFLOLS is normally installed on the port side of the runway in use during CCA and FCLP events, approximately 1,000 feet from threshold. Lens angle and intensity are controlled at the site by the Operations Department personnel/LSO. Activation of the IFLOLS wave-off lights is controlled by the LSO.

NOTE

NAS Whidbey Island has only two IFLOLS. One is at Ault Field, the other is at OLF Coupeville. Because deploying squadrons require practice to an IFLOLS equipped runway, every effort will be made to ensure the IFLOLS is moved to the active runway to support scheduled FCLP events.

c. MOVLAS is available at OLF Coupeville and Ault Field.

1.7.5 Arresting Gear. E-28 arresting gear locations are identified by internally lighted arresting gear markers. They are activated from the Control Tower.

1.7.6 Wave-Off Lights. Runway wave-off lights are located on both sides of each runway, 900, 1,700 and 2,500 feet from the approach end. They are tested daily and activated from the Control Tower or LSO shacks.

1.7.7 Taxiways. Standard variable intensity blue taxiway lights are used. Variable intensity green bi-directional centerline lights are located on Runway 14 Taxiway November, and Runway 25 Taxiway Mike.

1.7.8 Rotating Beacon. A standard dual-peaked white and green rotating beacon is located atop the Control Tower. When the airfield is open, the beacon is operated continuously from sunset to sunrise, and during daylight hours when the airfield is IFR.

1.7.9 Obstructions. Obstructions in the vicinity of the airfield are marked with standard red lights or flags.

1.8 SERVICE FACILITIES

1.8.1 Maintenance Facilities. The Fleet Readiness Center Northwest (FRCNW) is capable of performing intermediate level maintenance functions for tenant and transient units. Functions provided include emergency calibration support, ground support equipment, tire/wheel build-up and precision measuring equipment. FRCNW provides technical advice and assistance within their capability.

1.8.2 Organizational Maintenance. The Transient Line crew is available to assist in parking and routine servicing of transient aircraft and provides radio-equipped vehicles for escort/"follow-me" services. Limited maintenance is available from 0700-1500 local Monday-Friday; no maintenance is available Saturday, Sunday, and holidays. For information on services contact the Transient Line at (360) 257-6708.

1.8.3 High-Power Turn-ups. A high-power turn-up is defined as an engine turn up requiring more than 80 percent power for jets, or greater than 1,500 indicated shaft horsepower for P-3s and other large turboprops.

1.8.3.1 High-power Turn-up Areas

WARNING

Aircraft conducting high-power turn-ups pose a significant hazard to other aircraft and vehicles. No one shall attempt to taxi an aircraft or drive a vehicle behind an aircraft conducting a high-power turn-up.

a. The primary high-power turn-up area for EA-6B and EA-18G aircraft is located off of Taxiway Charlie, as depicted on Illustration (1).

b. The secondary high-power turn-up area for EA-6B and EA-18G aircraft is located off of Taxiway Juliet, as depicted on Illustration (1).

CAUTION

Aircraft shall be towed into or out of the primary and secondary high-power turn-up areas. The entrances/exits to these areas does not meet taxiway safety criteria.

c. Additional high-power turn-up areas are the engine run-up areas adjacent to Runways 32, 25, 14 and north of Runway 7. These will be the only high-power turn-up areas for large aircraft, i.e., P-3 and larger.

WARNING

Maintenance turn-ups shall not be conducted on any runway.

WARNING

No aircraft shall conduct high-power turn-ups in the engine run-up area south of Runway 7.

CAUTION

EA-6B and EA-18G aircraft shall not conduct any high-power turn-ups in the engine run-up area adjacent to Runway 25.

d. Being in a designated high-power turn-up area does not relieve aircrew of the responsibility to maintain a good look out doctrine. Aircrew shall remain vigilant for vehicles and aircraft operating close proximity while conducting high-power turn-ups.

1.8.3.2 Procedure

a. All high-power turn-ups shall be coordinated through the NAS Whidbey Island ODO at (360) 257-2681.

NOTE

Control Tower personnel shall not approve non-scheduled high-power turn-ups.

b. High-power turn-ups shall be conducted in designated turn-up areas only. Flight line high-power turns are not authorized. There will be no exceptions.

c. Due to noise abatement procedures, high-power turn-ups should not be conducted prior to 1200 on Sundays or between the hours of 2200-0730 for jets and 2400-0730 for turboprops. For specific operational necessity requirements, defined as preparation for missions other than routine local training and functional check flights terminating at NAS Whidbey Island, high-power turn-ups may be authorized outside these established hours. Squadron Duty Officers shall coordinate operational necessity high-power turn-ups with the NAS Whidbey Island ODO. The NAS Whidbey Island Operations Officer is the final approving authority.

d. Aircraft conducting high-power turn-ups in the engine run-up areas adjacent to Runway 32 shall position the aircraft between the headings of 310 and 355 magnetic. The aircraft shall be positioned such that another aircraft, or vehicle, cannot pass behind and that all engine exhaust is toward the grass.

e. Aircraft conducting high-power turn-ups in the engine run-up areas adjacent to Runway 14 shall position the aircraft between the headings of 085 and 130 magnetic. The aircraft shall be positioned such that another aircraft, or vehicle, cannot pass behind and that all engine exhaust is toward the grass.

f. Aircraft conducting high-power turn-ups in the engine run-up areas adjacent to Runway 25 shall position the aircraft between the headings of 250 and 295 magnetic. The aircraft shall be positioned such that another aircraft, or vehicle, cannot pass behind and that all engine exhaust is toward the grass.

g. Aircraft conducting high-power turn-ups in the engine run-up area north of Runway 7 shall position the aircraft between the headings of 070 and 170 magnetic. The aircraft shall be positioned such that another aircraft, or vehicle, cannot pass behind and that all engine exhaust is toward the water.

h. When Red Label Delta is being used, the engine run-up area adjacent to Runway 14 or north of Runway 7 shall be used.

i. When Red Label Foxtrot is being used, aircraft conducting high-power turn-ups shall be positioned in the primary high-power turn-up area or in the engine run-up area north of Runway 7.

j. Control Tower personnel shall take all action necessary to prevent aircraft or vehicles from operating 25 feet in front of an aircraft or 1,500 feet behind an aircraft conducting high-

power turn-ups or an aircraft conducting a high-power maintenance turn-up. In the event Control Tower personnel observe an aircraft or vehicles operating in the vicinity of an aircraft conducting a high-power turn-up, they shall issue the following safety alert:

PHRASEOLOGY: "SAFETY ALERT, AIRCRAFT OPERATING IN A HIGH-POWER TURN-UP AREA IN THE VICINITY OF (SPECIFIC AREA)."

k. If it is necessary for an aircraft or vehicle to proceed 25 feet in front of an aircraft or 1,500 feet behind an aircraft conducting high-power turn-ups, Control Tower personnel shall instruct the aircraft conducting high-power turn-ups to place engines at idle. Control Tower personnel shall notify the aircraft conducting high-power turn-ups when the traffic is no longer in the vicinity, and they can resume high-power turn-ups.

WARNING

Control Tower personnel must be aware that there may be times when an aircraft conducting high-power turn-ups will be unable to go to idle immediately due to engine limitations or maintenance requirements. If an air-craft conducting high-power turn-ups is unable to place engines in idle, Control Tower personnel shall not allow any aircraft or vehicle to proceed into the vicinity until such time that engines are placed in idle.

1.8.4 P3 North/South Line. The P3 North/South Line is located off of Taxiway Charlie as depicted on Illustration (1). The P3 North/South Line is assigned on a first come first served basis and must be scheduled through the NAS Whidbey Island ODO at (360) 257-2681.

NOTE

The P3 North/South Line should not be scheduled in conjunction with the High-power Turn-up area.

1.8.5 TACAN Check Points. Four check points are available, one at the approach end of each runway:

a. Runway 14. Bearing 147/Radial 327 Distance 0.4NM.

b. Runway 7. Bearing 032/Radial 212 Distance 0.8NM.

c. Runway 25. Bearing 270/Radial 090 Distance 0.9NM.

d. Runway 32. Bearing 313/Radial 133 Distance 0.9NM.

1.8.6 Windsocks. Lighted windsocks are located at the approach end of all runways. Additional windsocks are located at the Naval Hospital.

1.8.7 Fuel, Oil, and Oxygen

1.8.7.1 General. For fuel, oil, and oxygen availability consult the IFR En-Route Supplement. Refueling and oxygen servicing facilities are available for most military aircraft. Pilots of transient aircraft are to notify NAS Whidbey Island Base Operations on 350.1 MHz of Estimated Time of Arrival (ETA) and fuel logistic requirements.

1.8.7.2 Aircraft Fueling/Defueling. The following fueling priorities shall be followed, except as modified by the NAS Whidbey Island ODO:

a. SAR/MEDEVAC.

b. Aircraft and equipment assigned to ready alert, red label, special operations, or missions.

c. Joint Operational Support Airlift Center (JOSAC).

d. FCLP aircraft and Federal Aviation Administration aircraft engaged in local flight check operations.

e. All locally based and transient aircraft on a first come first served basis.

WARNING

Aircraft shall maintain a minimum of 50 feet from all fuel trucks, refueling facilities, storage tanks and aircraft engaged in refueling or de-fueling. Additionally, aircraft should avoid directing jet blast or prop wash in the direction of fueling operations and refueling facilities.

1.8.7.3 Direct Refueling Facility

a. Standard operating procedures for Direct Refueling Facility (DRF) are contained in NASWHIDBEYINST 10340.7F and NAVAIR 00-80T-109. The DRF is located mid field between Taxiways "C," "K," and "J" as depicted on Illustration (1). During hot refueling operations, aircraft will be sequenced into the DRF area via Taxiway Charlie and directed by the

Coordinator. Aircraft entering/departing the DRF/restart area shall contact Ground Control prior to taxiing.

b. Personnel assigned to hot refueling crews are required to complete the DRF Training Course prior to operating the pantograph or participating in active DRF evolutions. NAS Whidbey Island Fuels Division will conduct training. To schedule personnel for this course, contact the Fuels Division at (360) 257-5223. Fuels Division shall provide all safety observers.

c. Aircraft and personnel shall not enter the DRF area until a safety observer is on station. The safety observer is provided from the Fuels Division and is responsible for ensuring strict adherence to refueling and safety procedures. If the safety observer is not on station, Taxiway Charlie, Kilo and Juliet are controlled movement areas and permission to cross/enter or to move on shall be obtained from the Control Tower.

d. DRF operations are scheduled during normal working hours through the NAS Whidbey Island Range Schedules Office at (360)257-2877. Weekend use of the DRF must be requested no later than 1530 on the Wednesday prior to the requested date. Additionally, the request must be made three days in advance for Federal holidays not falling on a Monday. Same day changes, additions, or cancellations are made with the NAS Whidbey Island ODO at (360) 257-2681.

1.8.8 Towing Aircraft. The towing of aircraft shall be accomplished per applicable operating/safety instructions. In addition, aircraft being towed at night on a taxiway/runway shall have appropriate taxiway/runway lights illuminated.

1.8.9 P3 Aircraft Wash Rack. A taxi-through wash rack is located south of Taxiway Delta, between the ramp area and Echo. Activation is accomplished by taxiing over the weight-activated sensor in a southbound direction.

1.8.10 Indoor Wash Rack. Building 2903 is an indoor wash rack and can be scheduled with the ODO at (360) 257-2681/2682.

1.9 AIRFIELD USE BY CIVIL AIRCRAFT

1.9.1 Authorization. Under normal circumstances, civil aircraft may not land at NAS Whidbey Island or OLF Coupeville, unless a current Civil Aircraft Landing Permit (DD Form 2401), Civil Aircraft Hold Harmless Agreement (DD Form 2402), and Civil Aircraft Certificate of Insurance (DD Form 2400) have been submitted and approved by Commander, Naval Facility Engineering Command, Alexandria, VA or by the Commanding Officer. Requests

for use of these facilities shall be made in advance to the NAS Whidbey Island Operations Officer. Forms may be obtained from the ODO, Bldg. 385.

1.9.2 Emergency Use. If a civil aircraft makes an emergency landing at NAS Whidbey Island or OLF Coupeville, the ODO shall prepare a record of the event including a written statement from the pilot explaining the circumstances that led to the incident. In addition, the pilot must complete a Civil Aircraft Landing Permit (DD Form 2401), Civil Aircraft Hold Harmless Agreement (DD Form 2402), and Civil Aircraft Certificate of Insurance (DD Form 2400).

1.9.3 Flight Plans. All operators of civil aircraft and aircraft registered or leased by the FAA, are required to file a Flight Plan (FAA Form 7233-1)/Flight Plan, Military (DD-175) with the Flight Planning Dispatcher or have subsequent flight plan legs (stopover) on file with Flight Service prior to the aircraft's arrival at NAS Whidbey Island.

1.10 FOREIGN OBJECT DAMAGE (FOD) PREVENTION. FOD prevention is the responsibility of all persons who work within the airfield complex. Units occupying hangar spaces and ramps are responsible for maintaining an active FOD prevention program in assigned areas. Conditions noted which require corrective action beyond the capability of the tenant activity shall be reported to the ODO. Adverse conditions noted on the runways, taxiways, and field areas shall be similarly reported (via the Control Tower if an immediate hazard exists). Sweeper truck are available 24 hours daily, Monday-Friday. Weekends and holidays require specific requests/overtime. Contact the ODO at (360) 257-2681.

1.11 RUNWAY CONDITION REPORTS

a. Runway condition and braking action reports will be solicited from pilots by the tower when conditions warrant and will be provided over ATIS and Weather Vision. The quality of braking action is described by the terms good, fair, poor, nil, or a combination of these terms. These terms are relative and their significance is dependent upon the time the report was received and the type of aircraft flown by the pilot making the report, compared to the type of aircraft flown by the pilot receiving the report.

b. During snow/ice conditions, the NAS Whidbey Island ODO shall ensure hourly braking action reports are taken by Operations Department personnel using decelerometer testing equipment. Runway condition readings (RCR) will be passed to Weather and the Control Tower for broadcast. Current outside air temperature and surface condition (wet or dry) may be obtained from approach control, ground control, or weather

vision. Runway temperature may be obtained from METRO 343.4 MHz.

1.12 SAR HELICOPTER. NAS Whidbey Island maintains SAR assets primarily for the support of local naval air operations. The SAR helicopter maintains day/night all weather maritime and mountain rescue capability. The ODO maintains the SAR posture status. Search and rescue policy and procedures are found in NASWHIDBEYINST 3130.1T series and NASWHIDBEYINST 3710.11J series.

1.13 MEDEVAC FLIGHTS

a. Airlift Northwest and station helicopters can safely use the Naval Hospital Oak Harbor (NHOH) landing area, provided hospital entrances and walkways adjacent to the landing area are kept clear of pedestrians and adjacent roadways are closed to vehicle traffic by NAS Whidbey Island Security forces.

b. MEDEVAC landings at the NHOH landing area require permission from the Commanding Officer. The ODO shall ensure that the NHOH landing area is prepared to receive aircraft. Crash Fire shall be on scene, security vehicles shall be in place to block access on Saratoga Street and personnel from NHOH shall be in place to block adjacent entrances, clear adjacent foot traffic and turn on landing area lights. Following confirmation of the above actions, the ODO will inform the Control Tower that NHOH landing area is approved for MEDEVAC recovery.

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CHAPTER 2

CLEARANCE OF AIRCRAFT

2.1 GENERAL. Chapter IV of reference (b) establishes policy, requirements, and general procedures applicable to flight authorization, planning, and approval. The intent of this chapter is not to be restrictive nor derogate pilot responsibility, but to clarify local procedures to ensure that the air traffic control system can provide timely and correct flight following of flights from NAS Whidbey Island.

2.2 DEFINITIONS

2.2.1 Flight Plan Approval Authority. The pilot in command/formation leader is responsible for filing a flight plan or ensuring the aircraft is on the squadron's daily flight schedule.

2.2.2 Flight Plan. Sufficient information relative to a flight to ensure air traffic control authorization to proceed under specified conditions within controlled airspace can be received, and to satisfy needs of Air Traffic Control (ATC) facilities that guard or flight follows the event. Events departing the Whidbey Class C Airspace and filing airborne drafts with Seattle Center should ensure their estimated time of arrival (ETA) is on file with the Whidbey Control Tower or Flight Planning to ensure safe on deck for SAR purposes.

2.2.3 Local Flight. Flight originating and terminating at NAS Whidbey Island conducted within the local flying area. Refer to Illustration (2).

2.3 FLIGHT PLANNING

2.3.1 Flight Planning Service Facilities. Flight Planning, weather and air traffic coordinating services are available on the ground floor of NAS Whidbey Island Operations, Bldg. 385. Planning materials, charts, and NOTAMS are available. A limited supply of charts and publications are available for transient aircrews.

NOTE

Tenant units are expected to maintain their own automatic distribution of FLIP products and flight plan forms. The NIMA office at NAS North Island (DSN 735-6070) issues charts, flight information publications and other navigational products, and can provide assistance with automatic distribution procedures as defined in the DoD Catalog of Aeronautical Charts and Publications.

2.3.2 Scheduling. Offshore Warning Areas, inland military operating areas (MOAs), and military training routes (MTRs) under the cognizance of NAS Whidbey Island are scheduled by the Range Schedules Office via the Data Collection and Scheduling Tool (DCAST) or at (360) 257-2877. Detailed information for operating and scheduling the Pacific Northwest Training and Range Complex can be found in NASWHIDBEYINST 3770.1H. In addition, FCLPs and CCAs for Ault Field and OLF Coupeville as well as CV-1 approaches and NVD field operations shall be scheduled through the Range Schedules Office. Normal hours of operation are Monday-Friday, 0700-1530.

2.4 FLIGHT PLAN FORMS

2.4.1 Flight Plan, Military (DD 175)

a. This form shall be used for military domestic flights, including those into Canada, except those posted on a squadron daily flight schedule.

b. This form shall be filed at least 45 minutes prior to estimated time of departure (ETD).

2.4.2 DOD International Flight Plan (DD 1801)

a. This form shall be used for flights entering international airspace (other than Canada), including those entering/terminating in Alaska.

b. This form shall be filed at least two hours prior to ETD.

2.4.3 Squadron Flight Schedule

a. This schedule may be used for VFR flights within the local flying area not requiring use of a DD 175. It is the normal means of filing local training flights. At NAS Whidbey Island, IFR flights in the following categories are permitted to use a flight schedule:

(1) NAS Whidbey Island coded route flights, Fleet Air Operations (FAIROPS).

(2) FCLPs and NAS Whidbey Island local instrument flights.

b. COMVAQWINGPAC Squadrons shall comply with COMVAQWINGPACINST 5215.1.

c. All other tenant squadrons or visiting detachments shall submit an electronic copy of their flight schedule or deliver three hard copies, including those stating "no scheduled flight," to NAS Whidbey Island Operations Flight Planning Dispatcher (whdb_naswi_flightplanning@navy.mil or Bldg. 385/Room B17) by 1800 the evening prior to flight. Schedules not delivered will result in no FAIROPS filed with ATC for that squadron.

d. Amendments, additions, and cancellations to the flight schedule **shall** be made by the Squadron Duty Officer to the Flight Planning Dispatcher at (360) 257-2884/2885 at least 45 minutes prior to ETD. Changes to ETD must be received no later than two hours after filed ETD; otherwise, the Seattle ARTCC computer will automatically drop the flight plan.

e. Commanding Officers/Officers-in-Charge (CO/OIC) shall ensure that pilots have reviewed current NOTAMs and obtained a weather brief by an authorized forecaster. The CO/OIC signature serves to signify requirements listed in reference (b), chapter 4 shall be assured prior to flight.

f. VAQ (EA-6B/EA-18G) tenants shall use the VAQ-129 flight schedule format.

2.4.4 Flight Plan (FAA 7233-1). This form may be used in lieu of the DD 175 for civil aircraft originating at NAS Whidbey Island. It shall be filed 45 minutes prior to ETD.

NOTE

SAR/MEDEVAC flights are exempt from flight plan form usage when responding to urgent requirements.

2.5 E-MAIL AND FAX FLIGHT PLAN FILING

a. Locally based aviation units may file DD 175/DD 1801 flight plans with the flight planning branch via email or by fax. Emailed flight plans will only be filed, if signed digitally or by other means (i.e. signed and scanned

electronically). Receipt of the flight plan is required at least 45 minutes prior to ETD for DD 175s and two hours for DD 1801s. The email address is whdb_naswi_flightplanning@navy.mil. The fax number is (360) 257-3453 (7-FILE).

b. Do not fax cover/transmittal sheets; fax only the flight plan form. Ensure signature of approval authority is included. Confirm receipt of flight plan(s) with the Flight Planning Dispatcher at (360) 257-2884/5 within five minutes of fax transmission.

c. Fax procedures do not waive preflight planning and weather briefing requirements as stated in chapter 4 of reference (b).

d. Fax procedures are not to be used for distribution of squadron daily flight schedules. Normal multi-copy delivery procedures apply. Six copies for EA-6B/EA-18G and five copies for P-3/EP-3 squadrons.

2.6 FAIROPS FLIGHTS. Fleet air operational training flights require IFR filing of coded routes with Seattle ARTCC. FAIROPS flights will be scheduled and filed per NASWHIDBEYINST 3722.3B. Deviation from this instruction will necessitate filing a DD-175. FAIROPS changes, amendments, additions, or cancellations shall be forwarded to the Flight Planning Dispatcher by the Squadron Duty Officer at least 45 minutes prior to ETD. Changes or amendments to MOAs or MTRs will not be accepted by the Flight Planning Dispatcher.

2.6.1 Destination. NAS Whidbey Island is the destination for all FAIROPS flights, except for the VR-1352 route, and shall meet destination filing criteria as set forth by reference (b).

2.6.2 Instrument Flight Rules Procedures. Aircraft that are operating on FAIROPS flight plans are on an Instrument Flight Rules (IFR) flight and pilots are responsible for complying with normal IFR procedures. A copy of the filed coded flight plan shall be carried with the pilot for ready reference. NAS Whidbey Island Flight Planning is responsible for flight guarding all round-robin flights. Any extension of a flight beyond the filed ETA must be forwarded to NAS Whidbey Island Approach Control, Tower, or any FAA Flight Service Station for relay to NAS Whidbey Island Flight Planning.

2.7 FUNCTIONAL CHECKFLIGHT (FCF) FILING. The following special procedures are used for FCFs:

a. Units shall indicate the desired FAIROPS FCF Route (from NASWHIDBEYINST 3722.3D) on the daily flight schedule EXCEPT record ETD as to be announced (TBA).

b. Squadron Duty Officers need not call flight planning to activate this FAIROPS.

c. When the FCF pilot is satisfied the aircraft is up for test flight and ready for taxi, the pilot shall call flight planning on 350.1 MHz (BASEOPS) to activate the flight plan.

d. The Flight Planning Dispatcher will acknowledge this request and make the necessary computer input. The pilot should be able to request clearance within five minutes.

e. For add-on FCFs, the Squadron Duty Officer must provide initial route notification to flight planning at (360) 257-2884 with ETD as TBA. Then, above pilot activation procedures apply.

2.8 CALL SIGN USE

2.8.1 Local Flights. Reference (b) prohibits use of call signs not specifically assigned to units in publication JANAP 119. Additionally, tactical call signs may not be abbreviated, or contain more than seven characters/numbers. The call sign must also be a pronounceable word. Locally based aircraft may only use tactical voice call signs for local flights if they comply with JANAP 119/FLIP requirements. Exception: when the flight will remain solely in NAS Whidbey Island approach/tower airspace; i.e., FCLPs, GCAs, to/from Coupeville. Table 2 contains authorized JANAP call signs.

NOTE

Squadron nicknames are not normally the authorized JANAP 119 call sign. Accordingly, those units unable to use the JANAP 119 call sign must use either tail letter/side number (MODEX) or BUNO for flight plan filing.

2.8.2 Cross-country Flights. Arriving or departing aircraft shall use tail letter/side number call signs; e.g., NG 631. Additionally, aircrews shall not arbitrarily change call signs on subsequent leg(s) of a stopover flight plan.

2.9 SPECIAL OPERATIONS/EXERCISE SUPPORT

a. Fleet units desiring to use NAS Whidbey Island for detachment or special exercises shall become thoroughly familiar with local operating procedures published in this manual and in NASWHIDBEYINST 3722.3E and 3770.1G. Specific items which should be published by letter of instruction (LOI), as well as briefed to all aircrews, include:

(1) Local course rules, with emphasis on noise abatement procedures.

(2) Flight clearance authorization.

(3) Exercise area/route scheduling, coordination, communications, procedures, and restrictions.

(4) Weather minimums for each area, route, or exercise conducted.

(5) Coordination, control, and area clearance, if applicable, when operations are beyond domestic airspace (e.g., Canadian, offshore warning areas).

(6) Ordnance plans and fueling requirements.

(7) SAR and aircrew survival considerations (mountainous terrain, cold water survival).

(8) Safety

b. Detachment/exercise LOIs shall be forwarded to NAS Whidbey Island (Commanding Officer, Operations Officer, Supply Officer, NMC Detachment Whidbey OIC) a minimum of two weeks prior to scheduled deployment/exercise.

c. In order to comply with regulations imposed by the FAA, during special exercises, deviations to NASWHIDBEYINST 3722.3E/3770.1G and this manual are permitted only when authorized by the NAS Whidbey Island Operations Officer.

NOTE

Exercises involving SUA for two or more days require 30 days advance notice.

2.10 NOTAMS. NOTAMS are available on the World Wide Web at https://www.notams.jcs.mil or https://www. notams.faa.gov. Squadrons are required to obtain their own NOTAMS. This includes safety, local, flight data clearance (FDC), temporary flight restrictions (TFR), and special notices. If the internet is not available, or a returning squadron is not yet on line, base operations will relay via fax requested NOTAMS by calling (360) 257-2884/5. A computer terminal for NOTAMS is also available at base operations. Base operations no longer maintains paper copies of NOTAMS.

NOTE

If the Local Area Network (LAN) is down, Flight Planning will not have immediate access to NOTAMs, and will be required to contact Seattle FSS for most up to date NOTAMs. Pilots can expect a minimal time delay in receiving this information

AIRCRAFT CALL SIGNS

COMMUNITY	TYPE	SQUADRON	MODEX	JANAP CALL SIGN
Helo	MH-60	NAS	FW	FIREWOOD/RESCUE
Transport	C-40	VR-61	RS	ISLANDERS
VAQ	EA-6B/ EA-18G	VAQ 129	NJ	PUGET/FENIX
		VAQ 130	AC	ZAPPER
		VAQ 131	NE	SKYBOLT
		VAQ 132	NL	SCORP
		VAQ 133	NL	MAGIC
		VAQ 134	AJ	GARUDA
		VAQ 135	NL	THUNDER
		VAQ 136	NG	IRONCLAW
		VAQ-137	AB	ROOK
		VAQ 138	NL	RAMPAGE
		VAQ 139	NA	WARCAT
		VAQ 140	AG	STINGER
		VAQ 142	NH	TIMBER
		VAQ 209	AF	VADER
VP	P-3	VP 1	YB	EAGLE
		VP 40	QE	MARLIN
		VP 46	RC	GREYKNIGHT
		VP 69	PJ	TOTEMS
VQ	EP-3	VQ 1	PR	DEEP SEA

Table 2

2.11 WEATHER SERVICE

a. A Flight Weather Briefing (DD 175-1), is required for each departing flight. The primary means of obtaining a flight weather briefing for local pilots is the "flight Weather Briefer" website located at https://fwb.metoc.navy.mil//fwb121. Sponsored by Commander, Naval Meteorology and Oceanography Command, pilots are able to obtain an electronic weather briefing for flights within the local AOR, intercontinental or international areas. Additionally, flight weather briefings may be obtained from the Naval Aviation Forecast Component (NAFC) Whidbey Island during normal working hours (0530-2200) either in person or via telephone at 360-257-1296 or 360-257-2244. NAFC will fax a DD 175-1 to a squadron upon request. The flight forecaster will require the following from the aviator:

(1) Aircraft call sign.

(2) Departure time.

(3) Flight level.

(4) Destination/alternate route.

(5) Last name of pilot.

(6) Fax number.

b. For briefings conducted via telephone, it is the pilot's responsibility to complete the DD 175-1. Each briefing will be assigned a flimsy briefing number, weather briefed time and void time. Extensions can be obtained by calling the flight weather desk or METRO 343.4 MHz. Copies of all briefings are retained by NAFC for a one-year period.

c. In addition to standard DD 175-1 briefings, NAFC provides:

(1) Strike, Tactical, Meteorological, and Oceanographic briefs, as requested.

(2) Aviation/surface support and Navy Flight Weather Briefer (NFWB) via the NAFC Whidbey Island Homepage at https://web.nlmof.navy.mil/whidbey/.

(3) An hourly updated OPAREA weather brief that is taped and rebroadcast at 15-minute intervals and may be used for most flights in the Pacific Northwest.

(4) ASOS information for Ault Field can be obtained at (360) 257-8813. ASOS information for Coupeville can be obtained at (360) 678-2934.

2.12 WEATHER MINIMA

2.12.1 Weather Minima for NAS Whidbey Island. Table 3 contains weather minima for operations not listed in FLIP. Ceilings are in feet Above Ground Level (AGL), visibility in statute miles.

WEATHER MINIMUMS

OPERATION	MINIMUMS
Basic VFR	1,000/3
Vectors to visual approach/break	2,300/3
CCAs	400/1
Coupeville (KNRA) FCLP	1,700/3 KNRA ASOS
Fly-bys: More than 5 a/c 5 or less	3,000/5 2,300/3

Table 3

2.12.2 Special VFR (SVFR). Authorized per paragraph 5.2.4 of reference (b).

2.12.3 Landing Minima. As depicted for each approach and runway in the DOD FLIP US Terminal Instrument Approach Procedures.

2.12.4 Take off Minima. Per paragraph 5.3.4.1 of reference (b).

NOTE

Although weather criteria may be reported as suitable for specific operations, certain restrictions may be initiated by the control tower when poor visibility conditions restrict the controller's ability to maintain visual contact with aircraft in the traffic pattern. Restrictions will be included on Weather Vision and broadcast on ATIS.

2.13 CLIMATIC SUMMARY

a. The climate of Whidbey Island is characterized as moderate with a well-defined rainy season and considerable cloudiness. Temperatures are generally mild and influenced heavily by the surface water temperature of the Puget Sound. Fog is a significant phenomenon during the summer and early fall months, but may occur year round. Although situated in a region known for abundant rainfall, NAS Whidbey Island is well sheltered by the Olympic Mountains and experiences annual rainfall amounts of less than 19 inches. Prevailing surface winds are from the southeast (October-March) and southwest (April-September). The strongest winds (greater than 50 knots) occur from the southeast and are generally associated with strong winter storm systems that usually last for less than 12 hours. Snowfall occurs from October through May, and due to the close proximity of the waters of Puget Sound, normally does not hamper airfield operations. The annual snowfall average is 8 to 9 inches. Snowfalls, however, have deviated from the norm, and

snow accumulations in excess of 10 inches followed by persistent subfreezing temperatures have occurred.

b. The best months for flying conditions are April through September and the worst months are October through January.

c. More detailed meteorological information may be obtained from NAFC Whidbey Island at (360) 257-1296 or 257-2244.

CHAPTER 3

COURSE RULES

3.1 GENERAL. NAS Whidbey Island's course rules are designed to promote safety in air operations and to meet fleet training requirements. The mixture of turboprop, jet powered aircraft, helicopters, and noise abatement restrictions result in complex traffic patterns and procedures.

NOTE

To alleviate confusion, all UHF equipped aircraft shall use UHF Control Tower frequency while under Tower control.

3.1.1 Annual Course Rules Brief. Aircrew operating from units located at NAS Whidbey Island shall be familiar with and knowledgeable about course rules and procedures contained in this manual. Squadrons shall obtain an annual course rules brief so that aircrews maintain currency with course rules. Squadrons needing an annual, arriving, departing, or refresher brief shall contact ATC at (360) 257-2132, to schedule a briefing.

3.2 NOISE ABATEMENT

3.2.1 General. Arrival/departure corridors and flight patterns may be over noise sensitive areas. Aircrews shall, to the maximum extent possible, employ prudent airmanship techniques to reduce aircraft noise impacts and to avoid noise sensitive areas except when being vectored by radar ATC or specifically directed by the control tower. Aircraft shall not be flown over the Clover Valley School, Naval Hospital Oak Harbor (NHOH), Whidbey Apartments, Advanced Underwater Warfare Weapons compound, magazines or, to the maximum extent possible, other air station buildings, as depicted on Illustrations 1, 3 and 4. **(Noise Abatement Procedure)**

3.2.2 Sunday Operations. From 0730 to 1200 local on Sundays, noise abatement procedures require arrivals, except scheduled FCLP/CCA aircraft and NAS Whidbey Island drilling reservists to make full stop landings. **(Noise Abatement Procedure)**

3.2.3 Runway Use Program

a. Runway 7 is designated the primary landing runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots. In the interest of safety, consideration

should be given to use of a runway with approach and/or centerline lighting during IMC. **(Noise Abatement Procedure)**

b. Runway 25 is designated the primary departure runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots and no operations are being conducted or expected on Runway 7. If Runway 7 operations preclude the use of Runway 25 for departures, Runway 14 will be used as the departure runway when the wind is 5 knots or less with a direct tailwind component no greater than 3 knots. **(Noise Abatement Procedure)**

c. Wind component and traffic permitting, morning departures prior to 0800 shall use Runway 25 to maximize over flight of open water. **(Noise Abatement Procedure)**

d. Wind component and traffic permitting, evening arrivals after 2200 shall use Runway 7 to maximize flight over open water. In the interest of safety, consideration should be given to use of a runway with approach and/or centerline lighting during IMC. **(Noise Abatement Procedure)**

e. Runway 7 is the mandatory VFR FCLP runway when the crosswind component is 8 knots or less with a direct tailwind component no greater than 3 knots.

f. To reduce traffic conflicts between FCLP aircraft and arriving radar-controlled aircraft, approaches shall be conducted on the FCLP runway in use.

g. Aircraft departing IFR for radar approaches initially, with subsequent entry into the FCLP pattern, may depart from the FCLP runway in use.

h. In the interest of safety, consideration should be given to use of a single runway when the Control Tower visibility is less than 1 mile or at discretion of control tower supervisor.

i. If, in the interest of safety, a runway different from that specified in the runway use program is preferred, the pilot is expected to advise ATC accordingly. ATC will honor such requests and advise pilots when the requested runway is not the preferred noise abatement runway.

3.3 AIRCRAFT PRIORITY. The primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to organize and expedite the flow of traffic. As such, ATC service is normally provided on a first-come-first-served basis in order to ensure a safe, efficient sequence of aircraft. When traffic conditions dictate, the following priority sequencing will be used:

a. Emergencies/aircraft in distress.

b. SAR/MEDEVAC aircraft.

c. Instrument approaches/departures.

d. FCLP.

e. Other aircraft.

NOTE

When two or more aircraft are in the FCLP pattern, other practice approaches (PAR, TACAN, etc.) not already commenced shall be to full stop landings only.

3.4 TAXI INSTRUCTIONS

3.4.1 Ground Control. Contact Ground Control for taxi instructions and remain on ground control frequency until ready for takeoff or instructed to switch to another frequency. Aircrew requiring "hard departure times" in order to make target/SUA/MTR entry times shall advise Clearance Delivery on initial contact. ATC clearance should be requested on clearance delivery frequency prior to requesting taxi instructions. Aircrew desiring to contact base radio must obtain approval from Ground Control and monitor guard when on a frequency other than ground control.

3.4.2 Formation Flights. Formation leaders may request taxi instructions for their entire flight; however, each side number must be given on initial contact if the flight has not filed a DD 175. To facilitate "flight following," the same call sign shall be used for the entire flight.

3.4.3 Taxi Safety and Speed. All aircraft shall be taxied at a safe rate of speed. When taxiing near obstructions or other aircraft, a qualified taxi director shall attend the taxiing aircraft to ensure safe movement. No taxiing aircraft shall overtake or pass other taxiing aircraft or vehicles without Control Tower approval.

WARNING

Exercise extreme vigilance on the Ramp Area due to the presence of uncontrolled vehicular/pedestrian traffic.

3.4.4 Emergencies. Taxiing/towed aircraft sighting emergency vehicles displaying flashing red lights, or having knowledge the Control Tower is controlling an emergency shall stop and hold their positions until authorized by the Control Tower to proceed.

NOTE

Emergency vehicles may display rotating red lights while working on the non-active runway. This may not constitute an emergency but is used to provide the Control Tower with the location of vehicles servicing arresting gear, Fresnel lens, etc. Additionally, airfield sweeper trucks and follow-me trucks display flashing yellow lights while operating on the airfield.

3.4.5 Taxi Routes. Aircraft shall taxi to/from the active runway via the route directed by Ground Control. Aircraft issued taxi instructions to a runway are not required to call before crossing the alternate runway unless specific holding instructions are included in the taxi clearance. All aircraft shall hold at least 175 feet clear of the active runway until cleared for takeoff. Landing aircraft shall change to ground control frequency when clear of the runway.

3.4.6 Warm-up Area. Jet aircraft shall be positioned to prevent jet blast erosion of asphalt-stabilized shoulders bordering the aprons.

3.4.7 Fueling Operations. Aircraft shall maintain a minimum of 50 feet from all fuel trucks, refueling facilities, storage tanks and aircraft engaged in refueling or de-fueling. Additionally, aircraft should avoid directing jet blast or prop wash in the direction of fueling operations and refueling facilities.

3.5 DEPARTURE INSTRUCTIONS

3.5.1 Automatic Terminal Information Service (ATIS). ATIS provides pertinent departure information and is broadcast on 281.5 MHz/134.15 MHz.

3.5.2 Takeoff Clearance. No aircraft shall take the runway or takeoff without specific clearance from the control tower. Pilots shall acknowledge "line up and wait" instructions. Aircraft cleared for takeoff **are expected to depart without delay**. Any expected delay on the runway must be reported to the Control Tower prior to calling for takeoff. Practice aborted takeoffs shall be pre-coordinated with the ATC Facility/ODO at (360) 257-2681 and require real-time Control Tower approval.

3.5.3 Practice Aborted Takeoffs. Practice aborted takeoffs shall be pre-coordinated with the ATC Facility/ODO at (360) 257-2681 and require real-time Control Tower approval. When a pilot requests "The Option", they are requesting permission to execute a practice aborted takeoff and attempting not to alert the pilot in training of the impending scenario. Authorization shall only be given by the Local Controller on the Local Control Frequencies. Additionally, all aircraft shall be afforded the full length of the duty or off duty runway to include applicable separation criteria, in case the abort is unsuccessful and the aircraft needs to become airborne. The Local Controller will use the following phraseology to authorize practice aborted takeoffs:

"CLEARED FOR TAKEOFF, OPTION APPROVED".

3.5.4 Formation Takeoffs. Guidelines concerning formation takeoffs are contained in Chapter 5 of reference (b). Formation flights requesting other than standard formation departures shall make the request to the Control Tower, prior to taxiing into position on the active runway. A standard formation is one in which a proximity of no more than 1 mile laterally or longitudinally and within 100 feet vertically from the flight leader is maintained by each wingman. Non-standard formations are those the flight leader has requested and ATC has approved other than standard formation dimensions. For aircraft equipped with operable air-to-air radar capability, formations of up to four aircraft are authorized to depart as a non-standard formation (radar trail departure) when existing weather conditions meet requirements prescribed in reference (b) (at least 1,000 feet and 3 statute miles) and non-standard formation has been approved by the Tower. If weather conditions do not meet reference (b) criteria, pre-coordinate with the ATC Facility Watch Supervisor at (360) 257-2887 for short-range/individual clearances to facilitate on-top rendezvous/join-up.

NOTE

ATC will assign a beacon code for the last aircraft in all non-standard formation flights. The last aircraft shall remain on code until standard formation is achieved and instructed to secure transponder or squawk stand-by. This beacon code is required by NAS Whidbey Island ATC and Seattle Center to apply the appropriate IFR separation between the flight and other aircraft until standard formation is achieved.

3.5.5 Intersection Takeoffs. Intersection takeoffs provide a flexible means of avoiding congestion in warm-up and weapons loading areas. Intersection takeoff runway remaining distances are contained in Table 4.

RUNWAY REMAINING DISTANCE

Intersection	7	25	14	32
Taxiway M	5,600	2,300	n/a	n/a
Runway 14/32	3,750	4,200	n/a	n/a
Taxiway F	2,150	5,750	n/a	n/a
Taxiway E	7,350	650	n/a	n/a
Runway 7/25	n/a	n/a	3,950	4,050
Taxiway C	n/a	n/a	5,450	2,550
Taxiway N	n/a	n/a	6,650	1,350

Table 4

3.5.6 Initial Headings. Departures shall adhere to the following:

a. Runway 14: Intercept the Whidbey 128 Radial or fly heading 128 for non-TACAN equipped

aircraft. For tactical/jet aircraft turns on course will not normally be authorized prior to reaching 3,000 feet MSL.

b. Runway 7: Intercept the Whidbey 067 Radial or fly heading 067 for non-TACAN equipped aircraft. For tactical/jet aircraft turns on course will not normally be authorized prior to reaching 3,000 feet MSL.

c. Runway 25: Fly runway heading (249 magnetic). For tactical/jet aircraft turns on course will not normally be authorized prior to reaching 2,000 feet MSL.

d. Runway 32: Fly runway heading (317 magnetic). For tactical/jet aircraft turns on course will not normally be authorized prior to reaching 2,000 feet MSL.

WARNING

To avoid conflict with Control Tower traffic, DO NOT turn to intercept the departure radial, turn to the departure heading or climb above 1,000 feet MSL until the upwind end of runway. Low transitions prohibited. (Noise Abatement Procedure)

3.5.7 Departure Speeds. Unless the airspeed required or recommended in the aircraft NATOPS Manual to maintain safe maneuverability is greater than 250 knots, departures are restricted to 250 knots.

3.5.8 Unrestricted Climbs. All departure clearances will include an intermediate altitude within approach control airspace. Aircraft that desire an unrestricted climb (climb to filed altitude without leveling off at intermediate altitudes) shall make this request to clearance delivery on initial contact. Approval for an unrestricted climb is not approval for an aerobatic flight maneuver.

3.5.9 Military Lost Communications on Departure. All IFR departures not receiving vectors or turns on course by 10 DME of the NUW TACAN, climb to 3,000 feet MSL, intercept the 11 mile arc of the NUW TACAN to join assigned route.

3.6 ARRIVAL INSTRUCTIONS

3.6.1 ATIS. ATIS provides pertinent arrival information and is broadcast on 281.5 MHz/134.15 MHz.

3.6.2 Initial Contact. Arriving aircraft shall advise Whidbey Approach of the ATC services desired. Unless otherwise requested, arriving IFR aircraft may expect radar vectors to a PAR approach. Other options available are: vectors to the break, vectors for a visual approach, TACAN instrument approach, precision approach, automatic carrier landing system (ACLS), instrument landing system (ILS), instrument carrier landing system (ICLS) Runway 14 and surveillance (non-precision) radar approach. All approaches will be cleared for a full stop landing, unless otherwise requested.

3.6.3 Overhead Maneuver/Break Procedures

a. Weather minimums for vectors to the break are ceiling at least 2,300 feet and visibility 3 miles.

b. Runway 7/Runway 14/Runway 32. Aircraft requesting vectors, from Approach Control, to the break will be sequenced

with other IFR arrivals and vectored to a 4-mile initial, on or near the extended centerline of the active runway, at 2,500 feet MSL. Pilots, who report IFR cancellation and the airport in sight, will normally be instructed to proceed to the 4-mile initial. Regardless of runway, maintain at or above 2,500 feet MSL until passing 4 miles. Radar services are terminated when instructed to contact Control Tower.

Latitude and Longitude for 4 mile initial for each runway threshold:

Runway 14 = N 48° 25.33' W 122° 42.13'
Runway 32 = N 48° 16.88' W 122° 36.18'
Runway 07 = N 48° 20.87' W 122° 46.28'

c. Runway 25. For noise abatement, aircraft requesting vectors to the break will be vectored to a 6-mile initial, on or near the extended centerline of the active runway, at 3,000 feet MSL. After reporting VMC with the airport in sight, pilots will normally be instructed to proceed to the 6-mile initial. Maintain at or above 3,000 feet MSL until passing 6 miles. Radar services are terminated when instructed to contact Control Tower.

Latitude and Longitude for 6 mile initial from runway threshold:

Runway 25 = N 48° 21.38' W 122° 29.27'

d. Depart and Reenter. **Aircraft established in the VFR Tower pattern** that request and obtain approval to conduct the overhead maneuver, shall depart the Tower pattern, maintain VFR and maneuver for a 4 NM straight-in to the assigned runway at 2,000 feet, unless otherwise directed. **Aircraft must avoid overflying residential areas to the maximum extent possible for duty Runway 25.** These aircraft will remain on the Tower's frequency and within 4 NM for the entirety of the evolution.

WARNING

Pilots shall maintain a vigilant lookout doctrine during reentry to the break. The 2,000 foot altitude restriction is required to allow for appropriate altitude separation between inbound IFR aircraft at or below 1,500 feet at 4 NM and aircraft on vectors for the break, crossing 4 NM at or above 2,500 feet.

NOTE

To alleviate confusion, all UHF equipped aircraft shall use UHF Control Tower frequency unless otherwise coordinated.

e. Make smooth power changes. Large, abrupt changes in power result in large, abrupt changes in sound level on the ground. (**Noise Abatement Procedure**)

f. Align to the left side of and parallel the runway.

NOTE

This alignment is to avoid potential conflict with aircraft climbing out on departure or executing missed approaches and flying runway heading.

g. Break left for all runways; 1,500 feet MSL.

h. Unless the airspeed required or recommended in the aircraft NATOPS Manual to maintain safe maneuverability is greater than 250 knots, break speed is restricted to 250 knots.

3.6.4 Visual Approaches. Weather minimums for vectors to a visual approach are ceiling at least 2,300 feet and visibility 3 miles.

NOTE

Unless otherwise requested, all aircraft shall proceed to a point six miles straight in from the runway and execute a straight in approach.

3.6.5 Instrument Approaches. Pilots cleared for an instrument approach shall remain on approach control frequency until instructed to contact the Control Tower. Clearances shall be adhered to exactly as issued with particular emphasis on maintaining assigned altitudes and complying with climb out instructions (for multiple approaches) that may vary from published missed approach procedures.

NOTE

Tactical jet aircraft conducting practice formation TACAN approaches to Runway 25 is restricted to 1,500 feet MSL. If VMC, flight lead may request to cancel IFR and proceed with visual approach below 1,500 feet by maneuvering to the right at the TACAN final approach fix to intercept extended runway centerline. (Noise Abatement Procedure)

WARNING

When executing a flight break-up at the completion of a section instrument approach (GCA, TACAN), the lead aircraft (making the low approach left of the runway) should be aware that Control Tower traffic on a go-around will also be to the left side of the runway.

3.6.6 Landing Checks. Military jet aircraft on IFR vectors to Runway 14 from the west, should maintain smooth power settings and delay landing gear extension until crossing the NUW 300R, to the maximum extent practicable (**Noise Abatement Procedure**).

3.6.7 Wave-off. Aircraft waving off in the Control Tower pattern shall advise the Control Tower and fly to the left side of and parallel of the active runway. Don't fly directly over LSO shelter. Aircraft waving off shall not climb above 1,000 feet before crossing the upwind end of the runway at which time climb to pattern altitude may continue if clear of landing (break) traffic. All wave-offs issued by the Control Tower are MANDATORY.

3.6.8 EA-18G Experiencing Icing. EA-18G aircraft are susceptible to the formation of ice on the fuselage in front of the engine intakes. This is a dangerous situation that necessitates immediate action. When an EA-18G pilot experiences icing conditions, they shall promptly inform ATC of the situation and any applicable request (i.e., lower altitude, excessive speed requirement, holding landing gear, etc.). ATC will afford the aircraft expeditious handling in getting to a safe altitude below the causal weather and provide requisite services to the maximum extent practicable.

NOTE

An EA-18G aircraft experiencing icing conditions may need to operate at a speed greater than 250 knots, to reduce the formation of ice on the aircraft's fuselage; however, it is mandatory that the aircraft be at landing configuration and final approach speed prior to crossing 6 miles on final approach course.

3.7 REDUCED RUNWAY SEPARATION

3.7.1 General

a. Reduced runway separation criteria apply to Navy/Marine Corps aircraft, regardless of type flight plan, when conducting non-arrested landings and conditions indicate braking action is good and control tower visibility is at least 3 miles. Criteria do not apply if the succeeding aircraft executes a no flap/no slat landing or is of higher performance. Aircraft not specifically listed in this paragraph will be provided runway separation per FAA Order 7110.65 criteria.

b. IFR Arrival versus IFR Departure. When an arrival is a fast no flap/no slat or coordinated as other than normal approach profile, the departing aircraft shall have commenced takeoff roll prior to the arriving aircraft reaching 6 miles.

NOTE

No flap/no slat arrival following a full stop will require a clear deck prior to crossing landing threshold.

c. IFR Departure versus an Arriving Simulated Single Engine Aircraft. This situation will be handled as a normal approach. The departing aircraft shall have commenced takeoff roll prior to the arriving aircraft reaching 3 miles.

NOTE

Simulated Single engine following a full stop will require a clear deck.

d. Reduced runway separation criteria does not alter required wake turbulence separation criteria.

e. Use of reduced runway separation is at the discretion of the Control Tower controller.

3.7.2 Reduced Separation Criteria

a. Minimum separation for Navy/Marine Corps TACAIR jet aircraft full stop/touch-and-go following a preceding TACAIR jet aircraft full stop/touch-and-go/departure is 4,000 feet. If the preceding aircraft is a departure, it must be airborne in addition to the 4,000-foot minimum distance.

NOTE

For purposes of this paragraph, TACAIR jet aircraft refers to EA-6B, EA-18G, FA-18 and other Navy/Marine Corps aircraft with similar performance characteristics.

3.8 LANDING INTERVAL. Formation flights shall be controlled/ cleared as a single aircraft, unless the formation leader requests otherwise or when formation integrity is not maintained. Elements of formation flights shall land on alternate sides of the runway, with a minimum landing interval of 2,000 feet between aircraft. Responsibility for landing interval between aircraft rests with the pilots in the flight.

3.9 TRAFFIC PATTERNS

3.9.1 Maximum Aircraft. The maximum number of aircraft in the VFR traffic pattern is five. **(Noise Abatement Procedure)**

3.9.2 Closed Traffic. Aircraft operating in a closed traffic pattern shall remain in communication with the control tower. Aircraft may be required to depart the traffic pattern on a specific heading and altitude and instructed to contact Whidbey Approach for holding and/or re-sequencing to avoid delays to arriving aircraft executing full stop landings.

3.9.3 EA-6B/EA-18G Patterns. Fly the traffic patterns depicted in Illustrations (3) and (4). These patterns will be flown for Field Carrier Landing Practice (FCLP) and non-FCLP operations, and may be used by other tactical aircraft as well.

NOTE

When prescribed patterns and/or altitude are altered in order to comply with FAR 91, (clearance from cloud criteria), pilots shall notify the control tower of the deviation.

3.9.4 Prop/Turboprop and Jet Transport. Fly a conventional pattern similar to those depicted in Illustrations (3) and (4). Pattern altitude: 1,000 feet MSL.

3.9.5 Delta Pattern. A "Signal Delta" will be issued by the control tower when traffic conditions dictate. The delta pattern shall remain to the left of the runway in use with left turns at traffic pattern altitude (or as assigned) and normal interval.

3.9.6 Overhead Holding Pattern. Assigned by the control tower when circumstances dictate. Pattern is normally at 2,000 feet

MSL remaining within 3 miles of the airfield. The Control Tower may coordinate with approach control for a higher altitude, if necessary.

3.9.7 Short Pattern. The control tower may authorize VFR aircraft to fly the short pattern. This is defined as an immediate climb and turn downwind after departure, touch-and-go, or low approach on all runways, except Runway 32, and depicted in illustration 5. When utilizing the short pattern for Runway 25, the crosswind turn shall be completed prior to the ramp area.

NOTE

Although the short pattern may be requested by the pilot or issued by the tower, it is NOT mandatory, due to the complexity of the maneuver; however, pilots shall inform the tower, as soon as practicable, if unable to comply with an ATC instruction.

3.10 FCLP

3.10.1 Requirements

a. Squadrons/units desiring to conduct FCLPs and CCAs at Ault Field, and/or use OLF Coupeville, shall submit their weekly request to NAS Whidbey Island Operations, Range Schedules (NAS N331) by 1530, Wednesday the week prior to the requested period. Weekly periods are scheduled from Sunday to Saturday. OLF Coupeville is available Monday through Friday from 1000 to 2359 Local and Ault Field is available from 0800-0100 Local. The NAS Whidbey Island Operations Officer may make seasonal adjustments and may approve weekend operations. Requests for weekend operations at OLF will be coordinated a minimum of three working days in advance through the NAS Whidbey Island Operations Officer. Changes, including cancellations, must be made with Range Schedules, or the ODO at (360) 257-2681 after normal working hours.

b. At least one hour prior to a scheduled FCLP/CCA period, the LSO shall consult with the ATC Facility Watch Supervisor at (360) 257-2887 to determine field conditions, equipment status, active runway, wind, the weather category under which FCLPs will be permitted, discrete radio frequencies, and any other factors affecting FCLPs.

c. The ODO shall ensure that field support personnel have equipment positioned. The LSO shall be responsible for verifying that all equipment is set up and operating properly at

least 30 minutes prior to launch time. At Ault Field, FCLPs shall not be permitted unless the LSO has satisfactory two-way communication with FCLP aircraft and the Control Tower (LSO: 363.1 MHz). During CCAs, two-way communications with approach control is also necessary.

d. When night/reduced visibility FCLPs/CCAs are conducted with LSO on station, only carrier deck lighting is required unless additional lighting is requested by the pilot/LSO. Runway edge lighting is required for all full stop landings during FCLP/CCA periods.

e. Each unit conducting FCLPs/CCAs and anticipating hot refueling shall ensure refueling crews are on station at the DRF to conduct refueling operations and preclude taxiway congestion and delays. Refer to paragraph 1.8.7.3 for DRF scheduling procedures.

f. Squadrons/units desiring to conduct FCLPs and CCAs at Ault Field, and/or use OLF Coupeville, are responsible for providing their own transportation to the LSO shack.

3.10.2 FCLP Procedures

a. The Control Tower is responsible for the safe conduct of VFR aircraft operations in the Class C surface area at or below 2,000 feet and has final authority during FCLP.

b. The maximum number of aircraft in the FCLP pattern is five. **(Noise Abatement Procedure)**

c. Runway 7 is the mandatory FCLP runway when the crosswind component is eight knots or less with a direct tailwind component no greater than three knots.

d. Night (after 1800) FCLPs are not permitted to Runway 32 unless specifically approved by the NAS Whidbey Island Operations Officer. **(Noise Abatement Procedure)**

e. To reduce traffic conflicts between FCLP aircraft and arriving radar controlled aircraft, PAR approaches should be conducted on the FCLP runway in use.

f. When two or more aircraft are in the FCLP pattern, other practice approaches (PAR, TACAN, Tower Pattern Aircraft etc.) shall be to full stop landings only (back taxi not authorized). The LSO may allow other aircraft to join the pattern, not to exceed a total of five. Non-participant pilots desiring to join the FCLP pattern shall make the request direct to the LSO on 363.1 MHz.

g. When a delta pattern is required to preclude departure delays (in excess of 10 minutes), the Control Tower will coordinate with the LSO. Information to the LSO will include type (IFR or VFR)/number of departures to go. The LSO will then advise when ready for "Delta Easy." The Control Tower will pass "Signal Charlie" when the last departure is rolling. This procedure will only be used when aircraft are ready for departure and at the hold short area of the active runway.

h. If weather conditions are such that FCLPs cannot be conducted safely, coordinate with the ATC Facility Watch Supervisor/ODO/LSO to discontinue FCLP and coordinate for CCAs as needed.

3.10.3 Carrier Controlled Approach (CCA). CCAs are scheduled by NAS Whidbey Island Operations, Range Schedules (N-331). When weather conditions preclude the accomplishment of scheduled FCLP, CCAs may be conducted. Weather minimums for CCAs are ceiling 400 feet and visibility 1 mile to allow adequate time for the LSO to acquire the approaching aircraft, evaluate aircraft type/configuration, and provide assistance to the pilot. CCAs shall be conducted as follows:

a. Normally the maximum number of aircraft in the CCA pattern is five. This may be reduced or increased dependent upon:

(1) Equipment status.

(2) Other actual or anticipated air traffic in the area.

(3) Availability and proficiency of air traffic controllers.

(4) Radio frequencies available.

b. Each pilot shall contact Clearance Delivery for a "short range" IFR clearance for CCAs, stating MODEX. Aircraft will be assigned a discrete frequency. Reentry to the CCA pattern following a full stop requires an additional clearance/ frequency assignment.

c. The pattern shall normally be at 3,000 feet MSL until turning final. The final controller will use standard PAR/CCA procedures. Tower will coordinate with the LSO via 363.1 MHz providing line-up and radio frequency of aircraft on final so that the approach may be monitored at the LSO platform.

d. If increased separation or wave-offs are required to preclude departure delays (in excess of 10 minutes), tower will

coordinate with the LSO prior to taking action and relay to radar. This procedure will only be used when aircraft are ready for departure and at the hold short area of the active runway.

e. After the pilot reports the ball or the LSO reports "paddles contact" to the final controller, the LSO will provide instructions to the pilot until landing or missed approach (wave-off).

f. Separation between aircraft in the CCA pattern is authorized as follows:

(1) 2 miles - between single aircraft.

(2) 2-1/2 miles - between single aircraft and a section.

(3) 3 miles - between two sections.

NOTE

When night CCAs are being conducted with three or more aircraft in the CCA pattern, the standard Control Tower pattern shall be closed due to runway lighting conflicts.

3.11 ACLS PROCEDURES. NAS Whidbey Island ATC Facility provides ACLS approaches to either the centerline of all runways or to the centerline of the lighted carrier decks. NAS Whidbey Island uses two channels of the AN/SPN-42T4 ACLS equipment and is capable of controlling two aircraft on final simultaneously. The ACLS glide path to all runways is 3 degrees and coincides with the PAR and FLOLS glide paths/touchdown points. Touchdown may be adjusted to the carrier deck of all runways for CCA operations. ACLS Data Link frequency is 313.3 MHz.

NOTE

Units shall provide NAS Whidbey Island ATC Facility with ACLS aircraft address updates when changes are made.

3.11.1 ICLS. NAS Whidbey Island has an AN/TRN-28 ICLS installed on Runway 14. Operation is on ICLS Channel 18.

a. The ICLS may be used as an independent landing monitor (ILM) for ACLS approaches to Runway 14.

b. ICLS may also be used in conjunction with a PAR monitor.

c. Independent operations are restricted to VMC unless the PAR or ACLS is used as an independent monitor. When utilizing the PAR or ACLS, ICLS approach weather minimums are 300 feet and 3/4 mile.

3.11.2 ACLS/ICLS Certification/Limitations. ACLS/ICLS procedures will be per the CV NATOPS Manual and the following local certification limitations:

a. Mode I and IA approach weather minimums of 200 feet and 1/2 mile for EA-6B, FA-18 and EA-18G aircraft. EA-6B mode I minimums reduced to 100 feet and 1/4 mile when using the PAR as a monitor.

b. Mode II approach weather minimums of 200 feet and 1/2 mile for aircraft listed above and E-2C and C-2A aircraft.

c. Mode III approach weather minimums of 200 feet and 1/2 mile for all carrier based aircraft.

d. AN/SPN-42T4, AN/TRN-28, and FLOLS glide slope setting of 3 degrees.

e. Crosswind component not to exceed 10 knots, tailwind component not to exceed 10 knots, and headwind component not to exceed 20 knots during Mode I approach. **These limits in no way supersede applicable NATOPS limits.**

f. Mode I approaches must be downgraded to Mode IA if angle-of-attack (AOA) excursions repeatedly exceed plus/minus 1.5 units for the EA-6B and 2.5 units for the FA-18 and EA-18G.

g. Mode IA approaches must be downgraded to Mode II approaches if AOA excursions repeatedly exceed plus/ minus 2.5 units for the EA-6B and 3.5 units for the FA-18 and EA-18G aircraft.

h. Aircraft at the runway hold short line must have their ACLS beacons secured during AN/SPN-42T4 operations.

i. Aircraft and support equipment must not pass in front on the AN/SPN-42T4 antennas during Mode I/IA/II/III Approaches.

NOTE

The aircraft AN/SPN-42T4 Mode I control is dependent on environmental conditions. Under conditions of turbulence and thermal activity, Mode I control can be expected to degrade, resulting in AOA excursions and FLOLS deviations on touchdown.

3.12 FLY-BY MANEUVERS. Procedures and responsibilities for post-deployment fly-by are outlined below. Advance planning, a sound plan, strict air discipline, and the elimination of last minute unrealistic changes are the keys to successful fly-in and

corresponding fly-by. Face-to-face coordination between advance party personnel and NAS Whidbey Island Operations/ATC is highly encouraged.

3.12.1 Squadron and Aircrew Fly-by Procedures

a. Review FACSFACSDINST 3120.1. It should be an integral part of all CVN fly off planning.

b. Advise the controlling agency, as soon as possible, when scheduled ALTRAV/airspace will not be used.

c. Flight plan call signs must be used consistently while transiting the National Airspace System.

d. Minimum weather for a fly-by of more than five aircraft is 3,000/5. Less than 3,000/5 but at least 2,300/3, fly-by is limited to five or less aircraft. **No fly-by is authorized if weather is below 2,300/3.**

e. Flight rendezvous and initial vectoring will be accomplished on a discrete Whidbey Approach frequency. Rendezvous will normally be conducted in the vicinity of Smith Island. Radar advisories will be provided until entering the Class C airspace at or below 2,500 feet; Control Tower will take control of the discrete frequency at approximately five miles.

f. Route of flight/restrictions:

(1) Flight profiles should avoid over flight of the city of Oak Harbor and noise sensitive areas of Lopez Island, Anacortes, La Conner, Mount Vernon, and Coupeville.

(2) Fly parallel to a runway or Taxiway Echo.

(3) Never bore-sight the hangars or assembled people.

(4) Conduct flight break-up on downwind or in vicinity of Smith Island.

(5) Only one pass is authorized. Maximum airspeed for fly-by is 330 KIAS. Minimum altitude is 500 feet AGL.

g. Combined fly-by is encouraged, when feasible.

3.12.2 ATC Procedures

a. Ensure the terminal area airspace is clear of any known conflicting air traffic.

b. In the case of weather less than 3,000/5 and fly-by formations of more than five aircraft:

(1) Advise Seattle ARTCC to inform the formation leader that the flight must be broken up to flights of five or less aircraft.

(2) Coordinate with Seattle ARTCC to facilitate flight break-up early enough in the penetration to ensure flight separation for multiple flight fly-by.

c. If the flight leader decides to abandon the fly-by, coordinate with Seattle ARTCC to facilitate flight break-up early in the penetration for individual approaches.

d. Keep the NAS Whidbey Island ODO apprised of cancellations due to weather/delays.

e. Advise crash captain of fly-in arrival time so that crash crew may prepare for increased potential for blown tire arrestments and/or hot brake occurrences.

3.12.3 Advance Detachment Fly-in Coordinator Procedures. Coordinate with NAS Whidbey Island ODO for use of LSO vehicle to facilitate communications with the Control Tower/fly-by formation leader from the welcoming hangar location.

3.13 ORDNANCE/WEAPONS

3.13.1 Aircraft Rockets/Missiles. Aircraft rockets, missiles and Class C or higher explosives shall be loaded on aircraft in the hazardous cargo/combat aircraft loading areas only. Use of hazardous cargo/combat aircraft loading areas shall be coordinated with the NAS Whidbey Island ODO at (360) 257-2681/2 at least two hours prior to use. Assignment of loading areas will be contingent on surface winds and runway in use. Refer to Illustration (1). For forward firing ordnance, aircraft shall be parked on a magnetic heading of 300 degrees on the yellow painted arrows so that the rocket or missiles will point away from buildings and inhabited areas. Electrical connections shall not be made until the aircraft has reached an arming area as depicted on Illustration (1). Following plug-in, and during taxi for takeoff, the aircraft shall avoid facing in a direction that would cause the ordnance to be pointed toward any building or inhabited area.

3.13.2 Weapons Loading and Un-loading

a. Bombs, special weapons, missiles, AUW weapons and aircraft service mines up to maximum of 30k pounds net explosive weight shall be loaded and unloaded at the hazardous cargo/combat aircraft loading areas only. See Illustration (1).

b. All electronic emissions in the loading area shall be secured. All aircraft commanders shall ensure that precautions regarding hazards of electromagnetic radiation to ordnance (HERO) are taken. These precautions are applicable to all aircraft and vehicles with transmitters in the loading area; coordination with the Control Tower is mandatory. The following precautions shall be observed:

(1) Aircraft within 30 feet of the loading/unloading operation must maintain UHF and VHF radio silence.

(2) Aircraft within 1,000 feet of the loading/unloading operation must maintain HF and MF radio silence (the frequency range .2 to 32 MHz is most critical).

(3) Vehicles with FM/ELMR transmitters shall remain beyond 30 feet during the loading/unloading operation.

(4) The Control Tower shall be notified by the aircraft commander prior to, and at the completion of, the loading/unloading operation.

(5) The Control Tower shall issue advisories to aircraft taxiing, landing, or taking off regarding ordnance loading/unloading in progress and any special precautions to be taken. Similar advisories shall be issued to vehicular traffic not involved in the ordnance operation.

c. When the hazardous cargo/combat aircraft loading areas are in use, all aircraft operations will be suspended within the 1,200-foot explosive arc around the loading area. This arc encompasses adjacent runways/taxi-ways. If these areas must be used for aircraft operations, the ordnance operations shall be suspended.

NOTE

Per NAVSEA OP 5 VOL 1, combat aircraft loaded with combat munitions, or aircraft loaded with explosive cargo, shall not make stops (i.e., radar warm-up area) when traveling to and from the active runway, except as necessary for arming or de-arming or for safe ground operation of the aircraft.

3.13.3 Hung or Unexpended Ordnance

a. Aircraft returning to NAS Whidbey Island with hung inert ordnance shall notify their respective squadrons as soon as practicable to assure positioning of de-arming/downloading crews. On initial contact with ATC, the pilot shall inform the

controller of the situation and plan for a straight-in approach to a full stop. The ODO will notify Explosive Ordnance Disposal (EOD) at (360) 257-4480 as a precautionary measure. Hung ordnance aircraft shall make every effort to avoid over flying populated areas. If the pilot elects to jettison the inert ordnance prior to landing, Whidbey Approach Control will be advised. The controller will vector the aircraft to Restricted Area R-6701, Admiralty Bay and issue descent clearance to the minimum vectoring altitude. The pilot will assure that, prior to drop, the area is clear of aircraft or marine traffic.

b. If an aircraft returns to NAS Whidbey Island with unexpended live ordnance, advance notification to the squadron and ATC is imperative. If jettisoning is desired, the pilot will obtain clearance to proceed to W-237. Emergency situations requiring local jettison of live ordnance will be identical to the procedures established for inert jettisoning.

c. Aircraft with hung or unexpended ordnance are prohibited from conducting multiple approaches.

3.13.4 Arming and De-arming

a. Arming and de-arming of live ordnance loaded on aircraft shall be performed only at the arming areas with ordnance firing direction on a magnetic heading of 270 for Runways 25, 7, and 14, and 310 for Runway 32. After landing, an aircraft with hung rockets shall proceed to the de-arming area at the upwind end of the runway. Under no circumstances shall any aircraft return to the parking area until a de-arming check has been made and all ordnance declared safe.

b. Arming/de-arming shall be conducted only while the aircraft is at a complete stop and control of the aircraft has been turned over to the arming/de-arming supervisor. All arming/ de-arming signals shall be per appropriate NATOPS manuals and other directives.

c. The arming/de-arming supervisor shall be provided with an approved radio in order to maintain two-way communications with the control tower.

d. During Thunderstorm Condition One all ordnance handling shall cease. Ordnance should be made as safe as practical and personnel should seek cover. Aircraft arming shall not be performed until Thunderstorm Condition One is no longer in effect. Aircraft already loaded, not requiring arming procedures, may taxi and launch at the discretion of the Operations Officer. Aircraft landing during the above conditions requiring de-arming shall remain in the de-arming area until Thunderstorm Condition One is no longer in effect.

NOTE

Aircraft may be shut down at the discretion of proper authority. During Thunderstorm Condition Two ordnance operations shall be kept to a minimum consistent with the probability of shifting into Thunderstorm Condition One.

3.14 DROGUE CHUTES. Aircraft with deployed drogue chutes will be directed by the Control Tower to an area clear of turning aircraft before releasing the chute. Pilots desiring to detach drogue chutes on the runway must notify Control Tower prior to landing. The ODO will coordinate with/task the Transient Line to have a pick-up crew standing by to recover detached drogue chutes.

3.15 FUEL DUMPING. Fuel dumping is to be accomplished at or above **8,000 feet AGL** and performed, except in an emergency, under radar control, over water adjacent to Smith Island.

3.16 HOT BRAKE AREAS. The hot brake areas are located near Hangar 5, as depicted in Illustration (1). Aircraft will be directed to one of these designated areas if hot brakes are detected after reaching the line parking area. Aircraft not in the line parking area will be directed to an area clear of personnel and equipment until checked by Crash/Fire crew.

3.17 BIRD/ANIMAL AIRCRAFT STRIKE HAZARD (BASH)

a. A bird aircraft strike hazard exists at NAS Whidbey Island due to resident and migratory bird species. The air station lies within the Pacific Flyway. Daily and seasonal bird movements create various hazardous conditions. No single solution exists in controlling the bird strike problem.

b. Aircrews observing/encountering hazardous bird activity should contact ATC for dissemination to other operators in the hazard area.

c. During periods of increased bird activity, and mission permitting, aircrews should consider the following:

(1) Avoid multiple touch-and-goes.

(2) Limit formation takeoffs/landings.

(3) Make full stop landings.

(4) Do not dive to avoid a bird. Climb or turn. Birds tend to dive when approached by aircraft.

(5) Reduce airspeed and use landing/taxi lights at lower altitudes.

(6) Per NASWHIDBEYINST 3700.3, during Bird Watch Condition (BWC) SEVERE, the tower shall close the affected runway to enable the BASH team to disperse the birds from the runway. If after five minutes and attempts to disperse birds have failed, the tower will restate bird hazard information to all aircraft and request intentions. Pilots who choose to depart or land in condition SEVERE will be issued a precautionary bird advisory and a clearance.

d. All damaging and non-damaging bird/animal aircraft strikes must be reported to the Naval Safety Center (NAVSAFECEN) via the reporting form found in NAVSAFECENINST 3750.6. Any bird/animal remains recovered from the aircraft or within the airfield area must be turned in to the BASH Office, (360) 257-2533, for positive identification. This information will be used to continuously update the station's BASH Plan.

3.18 PARACHUTE OPERATIONS

a. Ault Field and OLF Coupeville are charted as designated non-emergency parachute jumping areas for scheduled users (refer to U.S. Government Flight Information Publication - Airport/ Facility Directory Northwest for details and Seattle Sectional Chart for depiction). A request for authorization to conduct parachute jumps shall be made to the Operations Officer at least 96 hours in advance of the intended operation. Jumps are scheduled on a not-to-interfere basis. The jump shall be made per real-time instructions issued by Whidbey Approach/Control Tower via radio and must be conducted in VMC ONLY. Jumps through overcast will not be authorized. Jump aircraft landings at OLF Coupeville are not authorized with the exception of SAR helicopters.

b. Personnel requesting authorization shall familiarize themselves with FAR Part 105 and provide the following:

(1) Date and time jumping will begin.

(2) Location of the center of the jump zone with reference to OLF Coupeville.

(3) Altitudes where jumping will take place.

(4) Duration of the jump activity.

(5) Name, rank, and unit of the person requesting authorization.

c. Arrangements for the airlift of members must be coordinated directly through the flight support/scheduling officer concerned.

NOTE

Notice of an intended jump must be given to the nearest FAA Flight Service Station at least 1 hour, but not more than 24 hours, in advance of the planned operation. Local notification shall be accomplished via the ODO.

3.19 GUNNERY, BOMBING, AND AIR COMBAT MANEUVERING (ACM) AREAS. NAS Whidbey Island controls and coordinates the scheduling of authorized gunnery, bombing, and ACM operations. Detailed information about these areas is in NASWHIDBEYINST 3770.1G and FACSFACSDINST 3120.1.

3.20 VEHICULAR AND PEDESTRIAN TRAFFIC

3.20.1 Pedestrian Traffic

a. Pedestrian traffic on the aircraft movement areas of the airfield is prohibited, except for personnel required to service aircraft. Although pedestrian traffic is authorized to cross the Ramp Area between hangars and parking areas, it should be held to an absolute minimum. Aircraft have the right-of-way.

b. All personnel on the airfield at night shall wear required reflective material per NASWHIDBEYINST 5000.1J.

3.20.2 Vehicular Traffic. Strict vehicle access to the flight line at NAS Whidbey Island is required to minimize the potential for FOD. Vehicles on the airfield and aircraft parking ramp areas shall be restricted to only those necessary for official business and operated in accordance with NASWHIDBEYINST 3710.14 and reference (a).

3.20.2.1 Vehicular Operation. All airfield vehicle operators must successfully complete the command's restricted or unrestricted Airfield Vehicle Operators Course (AVOC) and receive an airfield license. Airfield licenses shall be valid for no more than one year. Additionally, for personnel deploying for six months or more, their licenses are automatically cancelled upon detachment. Reissuance of these licenses will require annual refresher training, per NASWHIDBEYINST 3710.14. The Air Traffic Control Facility is overall responsible for the course curriculum and program oversight.

a. Vehicle operation on the aircraft ramp requires an airfield restricted license. The Airfield Manager manages this program and the Air Terminal, (360) 257-6707, is responsible for the training, issuance and record keeping for these licenses.

b. Vehicle operation on the aircraft taxi-ways, runways and all other movement areas requires an airfield unrestricted license. The Air Traffic Control Facility, (360) 257-2132, manages the training, issuance and record keeping for these licenses. Classes are routinely held the first and third Wednesdays of each month at Building 2739, Navy Operation Support Center at 0900. The following are required of all vehicles/ operators:

(1) A valid driver's license.

(2) A valid Flight Line Access Badge.

(3) A NAS Whidbey Island Flight Line Vehicle Pass clearly displayed on the lower left side of the vehicle windshield.

c. Unit CO/OIC must ensure assigned personnel are authorized and properly briefed to operate airfield vehicles.

d. ROICC/PW shall ensure airfield driving requirements are discussed during pre-construction (PRECON) meetings and will provide general information as to the time and location of AVOCs.

e. All vehicles must be checked for FOD prior to entering the flight line. A "roll ahead inspection" of the vehicle's tires is required.

f. Vehicles will enter and exit through the same gate.

3.20.3 NAS Whidbey Island Point of Contact. NAS Whidbey Island Airfield Manager, Operations Department, Flight Line Vehicle Access Control Program may be reached at (360) 257-5391.

3.20.4 Action

a. Commanding Officers and Officers-in-Charge/Department Heads will determine the absolute minimum number of vehicles requiring access to the flight line more than once a week.

b. A Flight Line Access Control Representative (FACR) will be designated in writing. Submit copies of such appointments, along with requests for vehicle access to the NAS Whidbey Island

Airfield Manager (NAS N31) utilizing the format available from NAS N31.

3.20.5 Access

a. Vehicle entry and exit to flight line shall be through the designated gates listed below. All other gates will be locked. Commands or departments requiring access shall contact NAS Whidbey Island ODO at (360) 257-2681 and request assistance.

b. All flight line gates are card operated and un-manned. A flight line access I.D card is required to access all vehicle gates. Flight line access I.D. can be obtained at the Pass and I.D. building, (360) 257-5620. After a valid flight line access I.D card has been obtained, card holders must attend a flight line access brief on Tuesdays and Thursdays at 1000 in the Air Terminal, (360) 257-5223. The brief encompasses the procedures required to operate the gates and basic flight line operating principles.

FLIGHT LINE GATES

GATE	GATE TYPE	TIME	ACCESS AUTHORIZATION
Hangar 5 Gate	Vehicle/ Pedestrian	24 Hrs	Flight Line Access Badge Cardholder
Fire Station Gate	Vehicle/ Pedestrian	24 Hrs	Flight Line Access Badge Cardholder
Hangar 6 Gate	Vehicle/ Pedestrian	24 Hrs	Flight Line Access Badge Cardholder
Hangar 9 Gate	Vehicle/ Pedestrian	24 Hrs	Flight Line Access Badge Cardholder
Barrier 20A Gate	Vehicle/ Pedestrian	24 Hrs	**Flight Line Access Badge Cardholder

*** Barrier 20A Gate is operated by weapons personnel (360) 257-8458*

Table 5

3.20.6 Communication

a. The Airfield Facilities Coordinator shall keep the ODO and Control Tower Supervisor advised of maintenance/construction equipment scheduled to operate on the airfield. During hours of darkness and periods of reduced visibility such equipment shall have obstruction lights operating.

b. No vehicle/equipment shall operate on runways, taxiways, or overrun areas unless radio-equipped or escorted by a radio-equipped vehicle; radio contact must be established and maintained with the Control Tower on ELMR Channel 1. Escorts can be obtained by contacting the ODO at (360) 257-2681/2682. Strict adherence to approved radio telephone discipline and procedures is mandatory, especially during an emergency. Light

signals shall not be used for controlling vehicles unless the Control Tower experiences a radio equipment outage.

NOTE

Control Tower clearance is not required for vehicles operating on the Ramp Area. Aircraft have the right-of-way.

c. Vehicles carrying hazardous items (i.e., ordnance, Liquid Oxygen, etc.) or towing aircraft must receive appropriate clearance from the Control Tower.

d. Vehicles regularly used on the airfield shall be equipped with FOD tires, display call sign on each side (minimum of 16 inches in height) and on the roof (minimum of 24 inches in height and affixed with base toward the front of the vehicle) and painted per NAVFAC P-300 guidelines. Emergency vehicles will have a red rotating light. Escort, "FOLLOW ME," or utility vehicles will have a yellow rotating light.

e. With the exception of the NAS Whidbey Island Commanding Officer, Executive Officer, and Operations Officer vehicles, vehicles not appropriately marked for airfield use shall carry a flag, 3-feet square, attached to a staff and flying above the vehicle whenever operating on the ramp or airfield. The flag consists of international orange and white squares not less than one foot on each side and is available from the NAS Whidbey Island ODO.

3.20.7 Permanent Vehicle Pass

a. Personnel requesting long-term vehicle access to the flight line must submit NASW 3710/1 to the NAS Whidbey Island Operations Officer via the NAS Whidbey Island Airfield Manager.

b. NAS Whidbey Island Operations Officer will approve, on a case-by-case basis, those vehicles that will receive permanent passes.

c. Permanent vehicle passes will be removed by the activity operating the vehicle when the vehicle is returned to the pool.

3.20.8 Temporary Access Vehicle Pass. Personnel requesting short-term vehicle access to the flight line must obtain a NAS Whidbey Island Flight Line Vehicle Pass (NASW 11200/27 (1-95)), issued by the NAS Whidbey Island Air Terminal, or after hours from, the Operations Duty Officer (ODO), Bldg. 385. The provisions of paragraph 3.20.2.1 apply.

3.20.9 Privately Owned Vehicles (POVs). POVs are not allowed on the flight line. The NAS Whidbey Island Commanding Officer and/or NAS Whidbey Island Operations Officer may grant exceptions on a case-by-case basis.

3.20.10 Command Vehicles. Command vehicles are not permitted on the flight line. The NAS Whidbey Island Commanding Officer and/or NAS Whidbey Island Operations Officer must approve exceptions to this rule.

3.20.11 Commercial Vehicles. All commercial vehicles, including tractor-trailers, making deliveries will obtain temporary flight line vehicle passes.

3.20.12 Exceptions

a. Emergency vehicles (fire, crash, rescue, ambulance) are exempt from pass requirements.

b. Security vehicles, on immediate response call, and support equipment (SE) are exempt from pass requirements.

3.20.13 Right-of-Way

a. Emergency vehicles, when displaying red lights and/or siren, have the right-of-way over all vehicles, aircraft (except takeoff or landing), and personnel.

b. Vehicles may not approach parked aircraft closer than 20 feet, unless a qualified director is present. Taxiing aircraft and emergency vehicles have the right-of-way.

c. No vehicle shall be stopped, parked, or driven in the danger area of an aircraft while the engines are in operation. The danger area for turbine-driven aircraft consists of an area the width of the wing span, 50 feet forward of the engine intakes and 200 feet aft of the exhaust cones. For propeller-driven aircraft, vehicles shall stay clear of areas 50 feet forward and 100 feet aft of the propeller arcs.

3.20.14 Vehicle Speed Limits. The following maximum speed limits shall be observed at all times:

a. Emergency vehicles - as required.

b. Vehicles/aircraft in tow - 5 miles per hour.

c. Vehicles operating in aircraft parking area - 10 miles per hour.

d. All other areas - 25 miles per hour.

CAUTION

Increased attention should be given to vehicle speeds when icy conditions exist.

3.20.15 Vehicle Lighting

a. Vehicles operating on the airport between sunset and sunrise shall use low beam headlights. Do not use high beams or only parking lights.

b. Airfield sweepers and vehicles towing or escorting shall operate yellow, rotating beacons both day and night.

c. Vehicles moving at night will have the yellow rotating beacon on, if so equipped. Vehicles not equipped with beacons shall have emergency flashers in operation.

3.21 QUIET HOUR

3.21.1 Requests. Quiet hour requests will be granted for change of command ceremonies only and will be submitted to the NAS Whidbey Island Airfield Manager at (360) 257-5391 not less than five working days preceding the scheduled event. The request will provide the following information:

a. Unit requesting quiet hour.

b. Area/hangar in which the change of command will take place.

c. Time quiet hour is requested.

d. Designated contact officer.

NOTE

Time allocation for requests in hangar/line areas will be 1 hour. It is intended that quiet hour time be used for the portion of a ceremony where noise would interfere with verbal remarks/presentations addressed to entire formation/audience.

3.21.2 Procedures

a. Aviation units shall schedule flights to avoid quiet hour periods. Aircraft will not be authorized to start, taxi, or takeoff during scheduled quiet hour. Landing aircraft will be limited to emergencies and specific flights, approved in advance, by the Operations Officer. Approved flights will make a straight-in approach to a full stop.

b. During quiet hour periods, all noise producing activities and equipment will be terminated within a reasonable proximity to the quiet hour event area. This specifically includes all high-power turn-up area operations, hot-refueling operations, and normal aircraft turn-up. Ground support equipment (GSE) checks, operation of hangar doors, etc., are permitted in areas audibly remote to the event area.

3.22 NIGHT VISION DEVICE (NVD) OPERATIONS

3.22.1 Scheduling. Squadrons shall contact Range Schedules before 1530 the day prior at (360) 257-2877 to schedule all NVD training times. Only locally based aircraft and squadrons hosted by Commander, Electronic Attack Wing, U.S. Pacific Fleet or Commander, Patrol and Reconnaissance Wing 10 are authorized to conduct NVD flights.

3.22.2 Procedures. NVD training operations are authorized from 30 minutes after sunset to 30 minutes before sunrise. Control Tower will ensure that all lighting is adjusted to pilot's needs prior to aircraft departure. No later than one hour prior to the training event, the pilot in command or a designated representative shall brief the Facility Watch Supervisor of NVD training needs and intentions. Aircraft that are exercising NVDs must be aware that the airfield is not closed to other traffic. Ten minutes prior, if able, the Control Tower will notify of inbound or departing traffic. Airfield lighting will be turned on and off as needed according to arrival and/or departure aircraft needs. All users of NVD training at NAS Whidbey Island will note that the airfield rotating beacon will not be turned off to support such operations. All other procedures and traffic patterns in this manual apply to NVD aircraft. There is no special NVD traffic pattern.

3.23 CV-1 APPROACH TO RUNWAY 14 AND RUNWAY 7

3.23.1 Scheduling. Squadrons shall contact Range Schedules prior to 1530 two days prior at (360) 257-2877 to schedule all CV-1 training times. Only locally based aircraft and squadrons hosted by COMVAQWINGPAC and approved by NAS Whidbey Island Operations Officer are authorized to conduct CV-1 Approach

flights. CV-1 Approach Plates may be acquired via Flight Planning in Bldg. 385.

3.23.2 Procedures. The following procedures are specific to NAS Whidbey Island:

a. CV-1 Runway 7 approach information:

(1) Marshal holding points and altitudes:

First aircraft: NUW R223/21 6000 ft.

Second aircraft: NUW R223/22 7000 ft.

Third aircraft: NUW R223/23 8000 ft.

(2) TACAN final approach course: 058 magnetic.

(3) Radar final approach course: 068 magnetic.

b. CV-1 Runway 14 approach information:

(1) Marshal holding points and altitudes:

First aircraft: NUW R223/21 6000 ft.

Second aircraft: NUW R223/22 7000 ft.

Third aircraft: NUW R223/23 8000 ft.

(2) TACAN final approach course: 141 magnetic.

(3) Radar final approach course: 137 magnetic.

c. Aircraft may request either an IFR clearance or VFR flight following with advisories to the marshal stack. Aircraft have the option to terminate to the FCLP pattern or continue with CCAs. The LSO may request to have aircraft in a particular order. The LSO must ensure this coordination takes place prior to any aircraft departing so as not to create excess workload for controllers.

WARNING

Aircraft in marshal shall be separated by 1,000 feet vertically.

WARNING

Due to airspace constraints and other considerations, the maximum number of aircraft allowed in marshal holding is three, with 6,000 feet being the floor and 8,000 feet being the vertical limit of the stack.

NOTE

Aircraft departing VFR will receive marshal instructions from Whidbey Approach. Clearance delivery must still obtain and issue a pre-designated marshal frequency prior to that aircraft departing.

FLIGHT PLAN EXAMPLE: PUGET550 EA6/I 250 NUW PXX00 60 NUW..NUW223021..NUW

PUGET550 EA6/I 250 NUW PXX00 VFR NUW..NUW223021..NUW

PHRASEOLOGY: *"(A/C CALL SIGN), WHIDBEY CLEARANCE, CLEARED TO WHIDBEY VIA THE WHIDBEY TWO TWO THREE RADIAL, TWO ONE MILE FIX. (ACTIVE RUNWAY DEPARTURE INSTRUCTIONS), MAINTAIN TWO THOUSAND, EXPECT SIX THOUSAND WITHIN FIVE MINUTES FROM WHIDBEY APPROACH. DEPARTURE FREQUENCY _____, SQUAWK _____."*

NOTE

After NUW R223/21/6,000 has been issued, each subsequent aircraft shall be issued the next DME/altitude in the marshal stack up to 8,000 feet (i.e., R223/22/7,000, R223/23/8,000).

WARNING

Due to airway traffic on V4 and V495, westbound NUW departures and other IFR traffic, marshal control must maintain complete situational awareness of the airspace surrounding the marshal stack.

(1) Each aircraft will be given an expected approach time (EAT). EATs will be 1 minute apart and should be determined by subtracting 10 minutes (Runway 7) and 14 Minutes (Runway 14) from the ramp time received from the LSO/Control Tower.

NOTE

The LSO will determine the ramp time, passing the information to the Control Tower Supervisor who will then advise the Radar Supervisor.

(2) Phraseology. Refer to references (b) and (c).

(a) VFR aircraft in marshal must be issued the following:

PHRASEOLOGY: *"(A/C CALL SIGN), WHIDBEY MARSHAL, CASE III RECOVERY, CV-1 APPROACH, FINAL BEARING ___, ALTIMETER ____. MARSHAL TWO TWO THREE AT TWENTY ONE, ANGELS SIX, APPROACH BUTTON ____, EXPECTED APPROACH TIME ____, TIME NOW ____."*

(b) IFR aircraft must be given a new clearance limit with their marshal instructions, specifying the fix, altitude, and time at which to cross that fix.

PHRASEOLOGY: *"(A/C CALL SIGN), WHIDBEY MARSHAL, CASE III RECOVERY, CV-1 APPROACH, FINAL BEARING ___, ALTIMETER ____.*

MARSHAL TWO TWO THREE AT TWENTY ONE, ANGELS SIX, APPROACH BUTTON ____. CROSS THE WHIDBEY TWO TWO THREE AT TWENTY ONE, ANGELS SIX AT TIME ____, CLEARED CV-1 RUNWAY 7/14."

(3) When all aircraft have reported in marshal, a time hack will be issued.

PHRASEOLOGY: *"NINETY NINE, MARSHAL, TIME IN ONE MINUTE WILL BE ____."*

"FORTY FIVE SECONDS TO MARK"

"THIRTY SECONDS TO MARK"

"FIFTEEN SECONDS TO MARK"

"FIVE, FOUR, THREE, TWO, ONE, MARK. TIME ____."

(4) Delta procedures. Refer to AE-CVATC-OPM-000 5.2.32. Delta calls will be a minimum of four minutes. If the recovery is pushed back, revised ETAs will be issued starting with the last aircraft in the recovery order to the first (issue revised times starting at the top of the stack down to the bottom of the stack).

PHRASEOLOGY: *"NINETY NINE, DELTA FOUR, STANDBY FOR EXPECTED APPROACH TIMES"*.

(5) In the event an aircraft will not make their ETA, action will be taken to vector the aircraft to the marshal point (R223/21) or to follow the preceding commenced aircraft (if applicable).

(6) When transfer of control is complete with the Arrival Controller, Marshal will instruct the aircraft to contact Arrival on the appropriate frequency.

PHRASEOLOGY: *"PUGET 550, CONTACT APPROACH BUTTON FOURTEEN"*

NOTE

Frequency changes to arrival should occur before the aircraft reaches platform (5,000 feet).

d. Arrival instructions.

(1) Arrival may elect to vector aircraft to the final bearing or issue an approach clearance for the TACAN profile of the CV-1 approach procedure. Aircraft being vectored will require an inbound heading from the marshal point (R223/21) to intercept the final bearing 10 to 12 NM from the runway.

(2) Lost communication instructions. Refer to FAAO 7110.65 5-10-4 and paragraph 4.4.4 of this manual.

e. Radar Final Controller/ACLS Procedures. The following approaches are available:

(1) ACLS mode I, 1A, II, IIT, and III.

(2) ICLS approach with ACLS monitor Runway 14.

(3) ICLS approach with PAR monitor Runway 14.

(4) PAR.

NOTE

ICLS operations are restricted to VFR unless a separate monitor (AN/SPN-42T or PAR) is used.

CHAPTER 4

AIR TRAFFIC CONTROL

4.1 GENERAL

4.1.1 Air Traffic Control Facility (ATCF) Classification. NAS Whidbey Island ATCF is designated as a Class IVB ATC Facility providing terminal area control ATC services. Procedures for the control of air traffic are based on standard FAA/U.S. Navy guidelines as supplemented by letters of agreement with Seattle ARTCC, Vancouver ACC, and Seattle TRACON.

4.1.2 En Route. Seattle ARTCC, Auburn, WA; Vancouver Area Control Center (ACC), Vancouver, BC; and Seattle Terminal Radar Approach Control (TRACON), SEATAC Airport, WA; provide en route services for instrument traffic operating to/from and around NAS Whidbey Island's Approach Control airspace.

4.1.3 Terminal. NAS Whidbey Island TRACON is a branch of the ATCF. The TRACON, "Whidbey Approach" or "Whidbey Departure" provides approach control services 24 hours daily, 365 days a year, regardless of airfield operating hours. NAS Whidbey Island ATCF has been delegated control jurisdiction, by the FAA, of airspace areas from the surface to 9,000 feet MSL. Refer to Illustration (5).

4.1.4 Class C Airspace. NAS Whidbey Island Approach Control airspace encompasses 2,200 square miles and includes Class C airspace from the surface to 9,000 feet MSL within a 20 NM radius of the airfield. That area depicted by Illustration (6) identifies the Class C airspace where participation with ATC is mandatory. Before entering this area, all aircraft shall establish and maintain two-way communication with Whidbey Approach.

4.1.4.1 Mandatory Participation Area. That airspace extending upward from the surface to and including 4,000 feet MSL within a 5-mile radius of NAS Whidbey Island (latitude 48°21'06"N., longitude 122°39'12"W.); and that airspace extending upward from 1,300 feet MSL to and including 4,000 feet MSL within a 10-mile radius of the airport from the 050° bearing from the airport clockwise to the 345° bearing from the airport; and that airspace extending upward from 2,000 feet MSL to and including 4,000 feet MSL within a 10-mile radius of the airport from the 345° bearing from the airport clockwise to the 050° bearing from the airport.

4.1.4.2 ATC Services

a. Within Class C Mandatory Participation Area:

(1) Sequencing of all arriving aircraft to NAS Whidbey Island.

(2) Standard IFR separation between IFR aircraft.

(3) Between IFR and VFR aircraft - traffic advisories and conflict resolution so that raw radar targets do not merge, or 500 feet vertical separation.

(4) Between VFR aircraft - traffic advisories and, as appropriate, safety alerts.

b. Within the Outer Area (10-20 NM of NAS Whidbey Island):

(1) The same services are provided for aircraft operating within the outer area, as within Class C airspace, **when two-way communication and radar contact are established.** Headings and altitudes are mandatory, regardless of type flight plan.

(2) While pilot participation in this area is strongly encouraged, it is not a VFR requirement.

NOTE

A request for participation is automatically assumed upon initial contact with Approach Control.

(3) Class C services may be terminated only by pilot request.

c. Beyond the Outer Area (beyond 20 NM, but within Whidbey Approach airspace):

(1) Standard IFR separation.

(2) Basic radar service.

(3) Safety alert, as appropriate.

(4) Service provided will be on a workload permitting basis and can be terminated by the controller if workload dictates.

d. Ultra light vehicles, parachute jumps, and hot air balloons require prior authorization from NAS Whidbey Island ATC for operation within Class C airspace.

NOTE

Refer to FAR 91 and the Aeronautical Information Manual for additional information concerning Class C airspace operating rules and pilot/equipment requirements.

4.1.4.3 Range Schedules. Range Schedules manages all airspace and is responsible for scheduling SUA, MTRs, FCLPs, CCAs, and DRF. To schedule these areas contact Range Schedules Division at (360) 257-2877.

4.2 JOINT-USE RESTRICTED AREAS. NAS Whidbey Island is designated as the scheduling agency for the following restricted areas per joint-use letters of agreement with the FAA. Requests for the use of these areas shall be arranged through NAS Whidbey Island per NASWHIDBEYINST 3770.1G, and/or FACSFACSDINST 3120.1. Additional information is contained in FLIP Planning AP/1A.

a. R-6701 Admiralty Inlet, Washington. This range is utilized for general air training. When the range is not being utilized the airspace is available on a continuous basis with normal ATC services provided.

b. R-5701 and R-5706 Boardman, Oregon. This range is utilized for air to ground weapons training, aerobatics and other flight training. Refer to Pacific Northwest Training Range Complex Manual NASWHIDBEYINST 3770.1H for additional details.

c. Naval Weapons System Training Facility, Boardman, Oregon. This area is utilized for small arms fire and ground training exercises. Refer to Pacific Northwest Training Range Complex Manual, NASWHIDBEYINST 3770.1H, for additional details.

4.3 NAS WHIDBEY ISLAND MOAs

4.3.1 General. Olympic A/B, Okanogan A/B/C, Roosevelt A/B, and Boardman MOA boundaries are delineated in NASWHIDBEYINST 3770.1G and FLIP Low Altitude Charts L-1 and L-9.

4.3.2 Scheduling. Units requiring use of the MOAs shall submit requests per NASWHIDBEYINST 3770.1H.

4.3.3 Procedures. NASWHIDBEYINST 3770.1H contains procedures for MOA usage. Real-time joint-use of special use airspace (SUA) shall be the goal. At those times when SUA is not activated or being used by the designated using agency, every reasonable attempt shall be made to provide the airspace

to other users. DON activities must ensure a mutual use doctrine that provides the maximum efficiency practicable.

4.4 EMERGENCY PROCEDURES

a. Pilots declaring an emergency shall be given priority handling. All crash/fire/rescue facilities shall be alerted and standing by. All other aircraft radio transmissions will be kept to an absolute minimum during emergency situations.

b. Any pilot who becomes disoriented or lost should not hesitate to call Approach Control or any other military or FAA station and request assistance. Mode 3 Code 7700 should be used in emergency situations.

c. Immediately upon receipt of an aircraft emergency transmission, the ODO shall notify the local squadron concerned, giving all available information. Aircraft in emergency situations that do not require immediate landings may, with ATC approval, change from an assigned ATC frequency to contact their squadrons on tactical frequencies to receive instructions.

4.4.1 VFR Lost Communications. Aircraft shall squawk Mode 3 Code 7600, observe traffic pattern, enter normal left-hand break, and watch for signal light from tower for clearance to land.

4.4.2 IFR Lost Communications. In the event of lost communications, carry out standard procedures per Flight Information Handbook.

4.4.3 FAIROPS Lost Communications. In event of lost communications while on FAIROPS flights, comply with NASWHIDBEYINST 3722.3D.

4.4.4 RADAR Lost Communications

a. Unless instructed otherwise, aircraft experiencing loss of receiver capability while being vectored to a PAR, ASR, or PALS approach in IMC should squawk 7600, maintain 5,400 or last assigned altitude, whichever is higher, intercept the NUW 11-mile arc, and execute a TACAN approach to the arriving runway at NAS Whidbey Island.

b. Unless issuance of lost communications procedures is specifically requested, the following procedures shall be understood and used by locally based aircraft on radar approach, in IFR conditions, as appropriate.

(1) TACAN-equipped aircraft being vectored for a PAR/ASR or PALS Mode III approach. If no transmissions are received for one minute while on vectors, or five seconds on final approach

(15 seconds for ASR), attempt to contact Whidbey Approach on any available frequency and proceed VFR. If unable, intercept the 11-mile arc of the Whidbey TACAN at 5,400 feet MSL or last assigned altitude, whichever is higher, and proceed with the final portion of a TACAN (arriving runway) approach.

(2) Aircraft being vectored for a PALS Mode I, IA, or II approach. If no transmissions are received for one minute on the vector or five seconds after loss of data link, attempt to contact Whidbey Approach on any available frequency and proceed VFR. If unable, intercept the 11-mile arc of the Whidbey TACAN at 5,400 feet or last assigned altitude, whichever is higher, and proceed with the final portion of a TACAN (arriving runway) approach.

(3) Non-TACAN equipped aircraft being vectored for PAR/ASR or PALS Mode III approach. If no transmissions are received for one minute on vectors or five seconds on final approach (15 seconds for ASR), attempt to contact Whidbey Approach on any available frequency and precede VFR. If unable, proceed with the intentions you have previously coordinated with the controller.

4.4.5 Missed Approach Procedures. Missed approach procedures will be conducted as outlined in current FLIP (Terminal) Instrument Approach Procedures or as directed by Whidbey Approach.

4.5 MINIMUM SAFE ALTITUDES. Minimum safe altitude within 25 NM of NAS Whidbey Island is 5,400 feet MSL. The emergency safe altitude within 100 NM of NAS Whidbey Island is 16,500 feet MSL.

4.6 LOCAL FREQUENCY CHANNELIZATION

a. Local channelization numbers are used in lieu of frequencies for COMVAQWINGPAC aircraft arriving/departing NAS Whidbey Island.

b. When a frequency change is directed by ATC, the local channel number will be used: "Change to local channel (number)."

c. Local channels are depicted as follows:

LOCAL CHANNEL FREQUENCIES

CHANNEL	FREQUENCY	AGENCY
1	336.4	NUW Ground
2	379.9	NUW Clearance
3	340.2	NUW Control Tower
4	270.8	NUW App/Dep
5	285.65	NUW App/Dep
6	319.2	SEA Center
7	270.3	SEA Center
8	363.1	NUW Paddles
9	379.2	Coup Paddles
10	281.5	ATIS
11	353.9	SEA Center
12	299.6	GCA Final
13	310.8	GCA Final
14	322.5	GCA Final
15	327.0	GCA Final
16	328.4	GCA Final
17	339.5	15E34A Dolly
18	255.4	Flight Service
19	343.4	NUW Metro
20	Various	Squadron Common

CHAPTER 5

TRANSIENT AIRCRAFT

5.1 PARKING AND SERVICING

5.1.1 PPR. NAS Whidbey Island is a Prior Permission Required (PPR) airfield. PPR information/reservation is obtained from the Air Terminal at DSN 820-2604/6707 or commercial (360) 257-2604/6707. Requests shall be made 24 hours in advance except SAR and MEDEVAC flights. NALO/JOSAC/AMC flights with flight advisory messages **do not** require a PPR. PPRs are only valid for four hours beyond ETA unless rescheduled. Aircraft carrying ordnance (Class 1.1 through 1.4 explosives) require a PPR due to limited Net Explosive Weight (NEW) parking.

NOTE

Units on NAS Whidbey Island-approved deployments to Whidbey Island are not considered as transient RON aircraft and as such are exempt from PPR requirements.

5.1.2 Parking

a. Transient aircraft are parked by Air Terminal, Transient Line Division. Limited maintenance is available from 0700-1500 local Monday-Friday. No maintenance is available Saturday, Sunday, or holidays. Normally, only transport-type aircraft with passengers and/or cargo for off-load and on-load will be parked at the Air Terminal. Wide-body aircraft will normally be parked on the line abeam the Operations building, Hangar 1 and Hangar 5 due to space constraints at the Air Terminal.

b. Small military/civil aircraft (C-150, C-172, T-34, etc.) will be parked so as not to conflict with larger aircraft. Small aircraft shall not make passenger pick-ups/drops at any location other than the Quarterdeck, or Air Terminal.

c. To reduce safety hazards and noise levels, aircraft at the Air Terminal shall secure engines and turbine-powered auxiliary power units as soon as possible after parking. External power will be made available for use while engines are secured.

d. Pilots of transient aircraft shall complete Arrival Information (NASW 3700/40) to denote servicing, maintenance, parking requirements, crew manifest, billeting location and ETD. Fuel/oil shall not be issued until the pilot provides a signed DOD Single Line Item Requisition System Document (DD 1348) complete with accounting data, or AV Fuels Into-Plane Contract

Sales Slip (DD 1898) with credit card. In all cases, an aircrew member must be available when servicing is performed.

e. Non-combatant aircraft carrying ordnance that requires use of the RED LABEL Area will be loaded and unloaded during daylight hours ONLY.

f. Normally, hangar space is not available for transient aircraft.

5.2 CUSTOMS/AGRICULTURE SERVICE. NAS Whidbey Island is not a designated Port of Entry (POE). Local military customs inspectors have been certified for NAS Whidbey Island based squadrons and Canadian (Comox and Cold Lake) military flights (military personnel only) returning from Canada, i.e., Vancouver and Victoria civil airports and any Canadian military airfield. Call the ODO at (360) 257-2681/2682.

NOTE

U.S. Customs and U.S. Agriculture inspections for station-based aircraft require a minimum of 48 hours advance notice.

5.3 PASSENGER SERVICE

a. Air terminal service is established under OPNAVINST 4660.3 to accommodate the loading/unloading of cargo and processing of passengers and baggage.

b. A passenger is any individual traveling in an aircraft that is not a member of the assigned crew. Clearance of passengers in military aircraft will be per OPNAVINST 4630.25C. The Air Terminal will endorse/sign orders for passengers/ aircrew, as required. In addition, the ODO may endorse/sign aircrew orders.

c. Anti-hijacking procedures are in effect per CINCPACFLTINST 3730.1E. Passengers and their baggage must be processed by the Air Terminal. Passengers must have the following required documents:

(1) Military: ID card and appropriate uniform when required. Retired military may fly space available with ID card and in appropriate attire.

(2) All others: Proper/adequate identification and orders authorizing travel on military aircraft.

d. Passengers will be instructed on the use of survival equipment and escape procedures prior to takeoff.

e. Passengers will not normally board aircraft in transient parking areas. On and off-loading of passengers will be done at the Air Terminal.

5.4 CREW FACILITIES

5.4.1 Billeting. Visitor billeting is available at the NAS Whidbey Island Navy Gateway Inns and Suites (NGIS), Building 973. For personnel traveling on official government orders, lodging reservations may be made through the NGIS at (360) 257-2529 or by calling 1-877-628-9233 or online at www.dodlodging.net. Travelers not on government orders must check-in at the NGIS Front desk upon arrival to determine vacancy availability.

5.4.2 Messing. Adequate messing facilities are available. Transient military personnel may use the facilities of the NAS Whidbey Island Galley or a variety of MWR or NEX facilities as prescribed in NAVPERS 15951, Manual for Messes Ashore. Hot meal hours at Admiral Nimitz Hall are:

Monday - Friday

Breakfast	0600-0800
Lunch	1100-1300
Dinner	1630-1800

Weekend and Holidays

Breakfast	0630-0800
Lunch	1100-1300
Dinner	1630-1800

5.4.3 In-flight Rations. In-flight rations; i.e., box lunches, are available by ordering through the NAS Whidbey Island Galley at (360) 257-2714. Request forms are available at the Air Terminal. In-flight rations should be requested a minimum three hours in advance to allow sufficient time for preparation and pick up at the NAS Whidbey Island Galley. Large orders (25 or more) require 24 hours advance notice. A standard fee, which is collected at the NAS Whidbey Island Galley, is charged for in-flight rations. Entitlement information concerning in-flight meals is contained in NAVSUP P-486, paragraph 6381.

5.4.4 Other Food Facilities

a. The Air Terminal has vending machines available during normal working hours (0700-1900).

b. The Convergence Zone Snack Bar (Kegler's Kafe):

Mon-Thu	1100-2100
Fri-Sat	1100-2400
Sun	1100-2100

c. FRC Snack Bar, Building 2547:

Mon-Fri	0630-1530

d. Hangar 6:

Mon-Fri	0630-1900
Weekends/Holidays	Closed

e. Hangar 8:

Mon-Fri	0630-1300
Weekends/Holidays	Closed

f. McDonald's:

Mon-Sun	0500-2300

g. Rice King:

Mon-Sun	0900-2100

h. Subway:

Mon-Fri	0630-2300
Sat-Sun	0900-2300

i. M. T. McCormick's Officers Club open to all hands for lunch:

Mon-Fri	1100-1300

5.4.5 Transportation

a. Official vehicles are available through the Public Works Transportation Dispatcher, (360) 257-3125.

b. Non-military transportation should be used for transiting to/from Oak Harbor Airpark and other destinations, in connection with official travel. Costs will be reimbursed upon submission of travel claim.

5.5 DISTINGUISHED VISITORS (DVs)

a. Commissioned officers of the Navy (Captain or above), commissioned officers of the other services of equivalent rank, and important civilian dignitaries are extended maximum courtesy and cooperation.

b. Aircraft inbound with DV aboard should contact BASEOPS 350.1 MHz, 15-30 minutes prior to arrival confirming ETA/block time.

c. The ODO is responsible for notifying the CDO/OOD and concerned commands regarding the estimated arrival/departure time of aircraft carrying distinguished visitors. The CDO will keep the Commanding Officer and Executive Officer informed of DV movements.

d. The Commanding Officer or designated representative (CDO) will greet DVs embarking on or disembarking from aircraft at NAS Whidbey Island.

e. Aircraft transporting DVs should expect parking at the Quarterdeck, Building 385.

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CHAPTER 6

AIRCRAFT CRASH AND RESCUE

6.1 AIRCRAFT MISHAP PLAN

a. NASWHIDBEYINST 3750.17C contains the aircraft mishap plan, which includes detailed instructions concerning station crash and rescue procedures.

b. Crashes occurring on the field will cause that portion of the field to be closed. All unauthorized personnel will remain clear.

6.1.1 Immediate Response Alert

a. Per NAVAIR 00-80R-14, NATOPS Aircraft Fire Fighting and Rescue Manual, an immediate response alert shall be maintained at all times while landings and takeoffs are being conducted.

b. The immediate response alert (duty truck) shall be posted at the time and location directed by the Crash House.

6.1.2 Aircraft Rescue and Fire Fighting (ARFF) Response Capability

a. For announced structure fires, technical rescues, mass casualty incident (MCI) medical responses, the Senior Fire Officer may utilize ARFF personnel and shall inform the ODO by the most appropriate means (either telephone or radio) that ARFF response capabilities for airfield emergencies have been reduced or unavailable.

b. The ODO will immediately inform the Facility Watch Supervisor, Operations Officer and the Command Duty Officer (CDO). The CDO will notify the XO and CO of the increased risk on the airfield due to the decreased or lack of ARFF presence.

6.1.3 Airfield Emergency Response

a. In the event of an airfield emergency situation requiring immediate ARFF response, the Air Traffic Control Tower shall call for ARFF response using the crash phone and provide them with the following information if available: nature of emergency, type of A/C, fuel state, persons on board, ordnance stores or other hazardous cargo, landing runway, estimated time of arrival (ETA) and any other pertinent information.

b. When Fire Station staffing permits, the Fire Department will acknowledge receipt of the crash phone message by verbal

acknowledgement on the crash phone. If unable, the ARFF Crew will acknowledge receipt of the Crash Phone within one minute using the FM crash net/ELMR.

c. Prompt dispatch of emergency equipment is the joint responsibility of air traffic control personnel and the crash crew. After receiving the alert and appropriate tower clearances, personnel operating the emergency equipment shall be responsible for handling the emergency.

6.2 ARFF AIRFIELD SUPPORT

a. Airfield Support. This includes arresting gear status checks in inclement weather, FOD checks, bird strike remains collection and any non-emergent issue that requires a manned presence on the airfield. When airfield support is required, ATC will contact the ODO and the ODO will make the decision on how to act on ATC's request.

b. Airfield Emergencies. In the event of an airfield emergency situation requiring immediate Crash Crew response, the direct line crash phone and crash net (BATT3/TAC3) shall be utilized to alert ARFF crews.

c. ARFF Crews shall use the Crash channel (BAT 3/TAC 3) to communicate with ATC during all airfield emergency evolutions.

d. The ODO shall utilize personnel from Facilities, Air Terminal, Ground Electronics, and Duty Sweeper to conduct airfield support requests. The Facilities Division will respond to all requests for arresting gear and optical landing cart issues.

e. When informed by the ODO to utilize the ARFF crews for support during non-emergent movements on the airfield, ATC will make the request via the Fire Station PA and ELMR system industrial net (BATT3/CRASH1) or channel 2 on the ELMR radios.

NOTE

All ARFF vehicles will be called by their vehicle number (i.e. Whidbey 35, Whidbey 37).

6.3 SAR BILL. NASWHIDBEYINST 3130.1T contains the SAR bill, which includes detailed instructions concerning station SAR procedures.

6.4 SALVAGE BILL. NASWHIDBEYINST 3130.1T and NASWHIDBEYINST 3710.11J contain the SAR bill, which includes detailed instructions concerning station SAR procedures.

CHAPTER 7

OLF COUPEVILLE

7.1. GENERAL

7.1.1 Description and Location. OLF Coupeville is located at N 48° 11.300' W 122° 37.917', or 156°/10 NM from NAS Whidbey Island TACAN. OLF Coupeville is used by fleet aircraft for FCLP. OLF Coupeville has one concrete runway (14/32) which is 5,400 feet by 200 feet. Elevation of the field is 199 feet. Unidirectional E-5 chain gear is located at midfield and requires about 20 minutes to re-rig when the active runway is changed. A Fresnel lens or MOVLAS is set up on the active runway. A standard carrier deck "box" is painted on the approach end of each runway with deck lighting incorporated. High-intensity runway lights are also available. Two permanent LSO shacks are located abeam each carrier deck and contain controls for all field lighting and the Fresnel lens. Each LSO shack is also equipped with UHF radio (LSO: 379.2 MHz), telephone, and anemometer.

7.1.2 Navigational Aid. An AN/URN-25 TACAN (Channel 62X) is located 1,500 feet north of the approach end of Runway 14 at 48°11'N, 122°37'W, Azimuth and DME information is provided for reference.

7.1.3 Runway Weight Bearing Capacity. Runway weight bearing capacities are shown in Table 8.

PAVEMENT WHEEL LOADING

Single Wheel	Twin Wheel	Single Tandem	Twin Tandem
46k	75k	95k	215k

Table 8

7.1.4 Alert Area A-680. This alert area is defined as a 3NM radius of OLF Coupeville to and including 3,000 feet MSL, and is established to inform others of the specific area wherein a high volume of pilot training is conducted. Published times of use are: April-October, 1000-0130, Monday-Friday; November-March, 1000-2359, Monday-Friday; other times by NOTAM.

7.2 SCHEDULING AND USE

a. Refer to paragraph 3.10.1 for FCLP scheduling procedures. Prior coordination is required for all OLF Coupeville operations including parachute drops, MH-60S training

flights and other activities approved by the NAS Whidbey Island Operations Officer or NAS Whidbey Island Commanding Officer. MH-60S operations shall be pre-coordinated with Range Schedules by 1530 a minimum of three working days in advance of requested date.

b. OLF Coupeville is available Monday through Friday from April-October, 1000-2359 other times by NOTAM. Coupeville is manned during FCLP periods, or by prior arrangement, and use of or entry into the pattern at other times is prohibited. The NAS Whidbey Island Operations Officer may make seasonal adjustment of FCLP termination hours and may approve weekend operations. Requests for weekend operations at OLF will be coordinated a minimum of three working days in advance.

c. COMVAQWINGPAC LSOs are responsible for ensuring that their respective squadrons are properly briefed on the patterns to be flown at OLF Coupeville. It is the responsibility of the Controlling LSO to ensure that squadrons fly the pattern as designed due to the noise sensitivity of the area. **(Noise Abatement Procedure)**

d. LSOs shall ensure no more than five aircraft be permitted to enter the FCLP pattern at one time. FCLP operations at OLF Coupeville shall be limited to that area within a 3-mile radius of the OLF Coupeville airstrip extending up to and including 2,000 feet MSL excluding that airspace which lies within R-6701. It is incumbent upon the controlling LSO to ensure pattern compliance. If the pattern gets extended over the town of Coupeville (Runway 32) the LSO SHALL reduce the number of aircraft in the pattern. **(Noise Abatement Procedure)**

CAUTION

The airspace within the area designated for FCLP is not reserved for exclusive military use and is frequently transited by civil aircraft that may not be operating under ATC control.

e. OLF Coupeville personnel have primary responsibility for determining the OLF Coupeville active runway. Surface winds as well as winds at pattern altitude are considered. The runway most nearly aligned with the wind shall be used when the wind is five knots or more. When the wind is less than five knots, OLF Coupeville personnel shall ensure equitable runway distribution. If necessary, OLF Coupeville personnel shall review runway use records/log to assist in equitable runway selection. Wind permitting, the NAS Whidbey Island goal for runway use is a 50/50 split. **(Noise Abatement Procedure)**

f. Weather minimums for OLF Coupeville FCLPs are ceiling 1,700 feet and visibility three miles.

7.2.1 Coordination

a. The OLF Coupeville LSO shall inform the NAS Whidbey Island ATC Facility Watch Supervisor by telephone of:

(1) Manned and ready status;

(2) Runway in use, and any time it becomes necessary to change the active runway;

(3) Commencement of operations at OLF Coupeville; and

(4) Completion of daily operations.

NOTE

The Coupeville LSO shall be responsible for verifying that all equipment is set up and operating properly at least 30 minutes prior to launch time.

b. The ATC Facility Watch Supervisor shall advise the OLF Coupeville LSO by telephone of:

(1) Arrival runway in use at Ault Field;

(2) Approach control frequency to be used by aircraft returning to Ault Field;

(3) Departure procedures from Coupeville; and

(4) Unusual airport or weather conditions which may affect the timely recovery of aircraft departing OLF Coupeville and returning to Ault Field.

7.3 AULT FIELD TO COUPEVILLE PROCEDURES (Refer to Illustration (7))

a. Clearance Delivery or Ground Control shall assign an appropriate transponder code and departure control frequency to aircraft departing Ault Field.

NOTE

Due to the short transit on an Ault Field Runway 14 departure to Coupeville Runway 14 arrival, aircraft may be switched directly from Whidbey Control Tower to Coupeville Paddles without checking in with Whidbey Approach. However, in consideration of traffic congestion and reported weather, the Facility Watch Supervisor may require the Control Tower to instruct departing aircraft to contact Whidbey Approach for flight following and/or traffic advisories. The appropriate frequency will be assigned by the Control Tower, during the issuance of takeoff clearance.

b. Aircraft departing Ault Field will not be released for departure until the OLF Coupeville LSO has informed the NAS Whidbey Island ATC Facility Watch Supervisor that they are "manned and ready."

c. Fly runway heading to 2,500 feet MSL and then proceed via the routes depicted in Illustration (7). To avoid conflict with Ault Field break traffic, **DO NOT** climb above 1,000 feet MSL until the upwind end of the runway. If cloud bases do not permit VFR clearance from cloud criteria at 2,500 feet (i.e., 500 feet below clouds), advise ATC; a lower altitude of not less than 1,200 feet MSL may be flown. If OLF Coupeville's weather is marginal, only one aircraft will be launched. If the ceiling at Coupeville is less than 1,700 feet MSL, or visibility is less than three miles, advise Departure Control and return to NAS Whidbey Island.

d. Aircraft departing under IFR shall be issued a short-range clearance and will remain under the control of NAS Whidbey Island Departure Control until reporting in VMC with OLF Coupeville in sight.

e. When OLF Coupeville is reported in sight, and when directed by NAS Whidbey Island Departure Control, contact Coupeville Paddles and report the "initial."

WARNING

A mid-air collision potential is known to exist between the OLF Runway 32 to Ault Field VFR departure route and the Ault Field Runway 7/14 to the OLF Runway VFR entry at a point over Penn Cove where the two routes cross.

f. The initial for Runway 14 is defined as a cone 30 degrees either side of runway centerline, 3 NM from the carrier box. This initial is approximately 330^0 at 2.8 DME from the OLF Coupeville TACAN (Ch. 62X). Aircraft shall proceed inbound to the break or as assigned by Paddles. The initial for Runway 32 is a position over water, west of the extended centerline for Runway 32 at 3 NM from the carrier box (See Illustration (7)). This initial is approximately 150^0 at 4.2 DME from the OLF Coupeville TACAN (Ch. 62X). Aircraft shall depart the Runway 32 initial heading 330^0 and descend to 1,200 feet MSL (day)/1,500 feet MSL (night) for pattern entry. **(Noise Abatement Procedure)**

7.4 FCLP PATTERNS (Refer to Illustration (8))

7.4.1 Break Entry/Procedure. When instructed by the OLF Coupeville LSO, descend to or maintain 1,200 feet MSL (day)/1,500 feet MSL (night) break altitude. Proceed from the "initial" to the runway in use and report the numbers. Make a level break when cleared by the LSO and enter the appropriate FCLP pattern for the runway in use.

NOTE

Night FCLP pattern for Runway 14 shall be used when an over-shooting crosswind forces the day pattern too close to coastline on downwind. Do not fly over coastline. (Noise Abatement Procedure)

7.4.2 Delta Pattern. VMC Delta will be flown to the left side of the active runway at 1,200 feet MSL, gear as required, flaps down, 150 KIAS, and speed brakes in. Normally, a Delta pattern will be given when minimal delay is expected; i.e., 10 minutes. All aircraft must remain alert, and a firm lookout doctrine must be strictly adhered to during this evolution.

7.5 COUPEVILLE TO AULT FIELD PROCEDURES (Refer to Illustration (9)). While on last downwind run, aircraft shall squawk the transponder code initially assigned upon departure from Ault Field, and contact Whidbey Approach Control to coordinate return route. After completion of the FCLP period aircraft shall:

a. Departing Coupeville Runway 14 for Ault Field Runways 7 or 14: climb to a maximum of 700 feet MSL until the upwind numbers and execute a right turnout, reducing power as soon as safely possible, to heading of 155^0 and execute the appropriate return route. Continue climb to 2,000 feet MSL, or maintain VFR, contacting Whidbey Approach Control. **Low transitions prohibited. (Noise Abatement Procedure)**

b. Departing Coupeville Runway 14 for Ault Field Runways 25 or 32: climb to a maximum of 700 feet MSL until the upwind numbers and execute a left turnout, reducing power as soon as safely possible, to heading of 100^0 and execute the appropriate return route. Continue climb to 2,000 feet MSL, or maintain VFR, contacting NAS Whidbey Island Approach Control. **Low transitions prohibited. (Noise Abatement Procedure)**

c. Departing Coupeville Runway 32 for Ault field: climb and transition to a clean configuration as expeditiously as possible. Aircraft shall remain on extended centerline until feet wet over Penn Cove and cleaned up and able to turn right for Runway 25 or left to runway 32 at a reduced power setting to execute the appropriate return route per Illustration (9), unless otherwise previously coordinated with Whidbey Approach Control. Continue climb to 2,000 feet MSL, or maintain VFR, contacting Whidbey Approach Control. **Low transitions prohibited. (Noise Abatement Procedure)**

WARNING

Aircraft departing OLF Coupeville shall be alert for traffic over Penn Cove proceeding to OLF from Ault Field Runways 7/14 and general aviation into and out of A. J. Eisenburg airport. Coordination is mandatory for aircraft departing OLF Coupeville and returning to NAS Whidbey Island. Aircraft departing to the east shall contact Whidbey Approach control on Button 4/270.8. Aircraft departing to the west shall contact Whidbey Approach control on Button 5/285.65.

7.6 INFORMATION AND RESTRICTIONS

7.6.1 Radar Pattern Conflicts. Returning VFR aircraft shall avoid PAR patterns that operate in close proximity to OLF Coupeville. NAS Whidbey Island Runway 32 approach pattern is exceptionally critical. (Refer to Illustration (9))

7.6.2 Noise Abatement. Noise abatement requires knowledge of the course rules and a proper mind set. High-power settings and erratic power control are the two variables that have the greatest impact on the public. Both are directly controllable by the pilot. Reduction of power after safely airborne, avoidance of full power when possible, and smooth power applications are all consistent with professional aviation and noise abatement. **(Noise Abatement Procedure)**

7.6.3 Full Stop Landings. Full stop landings at OLF Coupeville will be made only in an emergency when an **IMMEDIATE** landing is necessary.

7.6.4 Fuel Dumping. Fuel dumping shall not be conducted below 8,000 feet AGL. Fuel release in the Coupeville pattern is strictly prohibited unless an emergency situation exists. Whidbey Approach Control shall be advised prior to and upon completion of fuel release.

7.6.5 A. J. Eisenburg Airport. A. J. Eisenburg Airport is an uncontrolled airport located north of OLF Coupeville on the north side of Penn Cove. Use caution when transiting to and from OLF Coupeville due to aircraft arriving and departing A. J. Eisenburg Airport not under the positive control of Whidbey Approach.

7.6.6 Coupeville Airpark. Coupeville Airpark is a personal-use airport located in the clearing 1/4-mile west and abeam of OLF Coupeville. It is a 2,500-foot grass strip oriented as Runway 6/24, and as such is approximately perpendicular to the OLF Coupeville runway. By agreement, the owner/operator shall coordinate operations with NAS Whidbey Island prior to commencing operations.

7.6.7 R-6701. This range is utilized for general air training in conjunction with OLF Coupeville. When the range is not being utilized the airspace is available on a continuous basis with normal ATC services provided.

7.6.8 MOVLAS. MOVLAS is available for use on Runways 14 and 32. NAS Whidbey Island Range Schedules Division must be notified in advance should a MOVLAS period be desired. NAS Whidbey Island Range Schedules Division will in turn include the MOVLAS periods in the weekly FCLP schedule.

7.6.9 Lost Communications Procedures. Aircraft experiencing lost communications and encountering IMC, squawk 7600, climb to 3,000 feet MSL, intercept the 11-mile arc, and execute TACAN approach to active runway at NAS Whidbey Island.

7.6.10 LSO Responsibilities. The OLF Coupeville LSO shall inform Whidbey Approach at (360) 257-2887, of aircraft experiencing radio or other difficulties.

CHAPTER 8

HELICOPTER OPERATIONS

8.1 GENERAL. Helicopter operations will be per NATOPS General Flight and Operating Instructions. Further guidelines are outlined below.

8.1.1 Taxi Procedures. Helicopter taxi shall conform to the normal taxi routes and procedures in Chapter 3. Helicopters air taxiing shall not present a hazard to vehicles, aircraft on the surface, personnel, buildings or other obstructions. Deviation from taxi routes shall be done only with approval from the Control Tower.

8.1.2 Areas to Avoid Over Flying. Helicopters will avoid over flying Clover Valley Elementary School, NHOH, Whidbey Apartments, Ordnance Operations Building 423, magazines, fuel pits, other aircraft, and, to the maximum extent possible, other air station buildings. Routine over flying of populated areas will be avoided. Maintain 1,000 feet AGL if transit is necessary. **(Noise Abatement Procedure)**

8.1.3 Helicopter Traffic Patterns. Control Tower may apply preventive control to NAS Whidbey Island helicopters to eliminate repetitious, routine approval of pilot actions. When tower traffic does not permit the use of preventive control, closed pattern operations may be authorized under positive control procedures.

a. Pilot must initiate "Request preventive control."

b. Controller will assign an operating area, normally at the approach end of the off-duty runway, and state "call sign, wind, preventive control approved."

c. Helicopters shall remain at or below 500 feet AGL and are authorized to do continuous operations including turning downwind prior to midfield at pilot's discretion, cleared for touch and go/stop and go/low approach or landing without requesting clearance on each pass.

d. Auto-rotations are not authorized under preventive control and must be specifically requested.

8.2 VFR DEPARTURES AND ARRIVALS (Refer to Illustration (10)). VFR departures and arrivals will be as directed by the Control Tower and will normally use helicopter pads "Charlie" or "Echo." For operational SAR/MEDEVAC missions, clearance to "take off from present position" may be granted at the discretion of the

Control Tower. Departures will remain on Control Tower frequency until authorized to change frequencies.

NOTE

Authorization from the Control Tower shall be obtained prior to crossing the extended centerline of the active runway, unless at or beyond three miles at altitudes of 500 feet AGL or lower.

8.2.1 VFR Departure and Arrival Routes (Refer to Illustration (10))

8.2.1.1 VFR Crescent Harbor

a. Arrival: Contact Control Tower and with permission enter Class C surface area proceeding at or below 500 feet AGL via Torpedo Road to Torpedo Gate, then direct to Charles Porter Gate, and then with Control Tower's permission proceed to requested landing area.

b. Departure: With permission take off and proceed south at or below 500 feet AGL, cross Charles Porter Gate and fly direct to Torpedo Gate, then follow Torpedo Road to Crescent Harbor. Depart Class C surface area to the South.

8.2.1.2 VFR Beacon Point

a. Arrival: Contact Control Tower and with permission enter Class C surface area proceeding at or below 500 feet AGL to Beacon Point. Pick up Frostad Road at Dugualla Dike Road, following Frostad Road west to North Hoffman Road and then with Control Tower's permission proceed to requested landing area.

b. Departure: With permission take off and proceed east at or below 500 feet AGL to Frostad Road. Follow Frostad Road to Dugualla Dike Road, then proceed direct to Beacon Point. Depart Class C surface area to the east.

8.2.1.3 VFR North/South Shore Line

a. Arrival - North: Contact Control Tower and with permission enter Class C surface area proceeding at or below 500 feet AGL proceed south south-west paralleling west of the shore line remaining feet wet. Request permission to cross the extended centerline for the active runway, if applicable. After crossing the extended centerline for Runway 7/25 turn south south-east paralleling Taxiway Echo and then with Control Tower's permission proceed to requested landing area.

b. Departure - North: With Control Tower's permission depart and proceed north-northwest paralleling Taxiway Echo at or below 500 feet AGL until feet wet then turn north. Then proceed north-northeast paralleling the shoreline feet wet and depart Class C surface area to the north.

c. Arrival - South: Contact Control Tower and with permission enter Class C surface area proceeding at or below 500 feet AGL proceed north-northeast paralleling west of the shore line remaining feet wet. Then turn south-southeast prior to Runway 7/25 extended centerline (do not cross) paralleling Taxiway Echo and then with Control Tower's permission proceed to requested landing area.

d. Departure - South: With Control Tower's permission depart and proceed north-northwest paralleling Taxiway Echo at or below 500 feet AGL (do not cross Runway 7/25 extended centerline) turn west until feet wet then turn south-southwest paralleling the shoreline feet wet and depart Class C surface area to the south.

8.2.1.4 Helo Runway Arrivals: Helicopters cleared for runway arrivals will proceed to the arrival numbers of the requested runway unless otherwise directed.

8.2.1.5 Helo Runway Departures: Helicopters cleared for runway departures will proceed as directed to the departure runway and proceed on runway heading 500 feet AGL or below until clear of Class C airspace or otherwise directed.

8.3 SPECIAL VFR OPERATIONS

a. Special VFR clearance to depart the surface area of Class C airspace, specifying intended route from paragraph 8.2, will be obtained from Ground Control prior to requesting clearance for takeoff.

b. Special VFR clearance to enter the surface area of Class C airspace, specifying intended route from paragraph 8.2, will be obtained from Whidbey Approach or Control Tower prior to entry.

c. Local Special VFR operations within the surface area of Class C airspace will be approved, traffic permitting.

d. The following conditions shall apply to Special VFR operations:

(1) Helicopters shall maintain visual reference to the surface.

(2) Special VFR helicopters shall be separated by one mile or by visual separation.

(3) Separation between a Special VFR helicopter and an arriving or departing IFR aircraft:

(a) If the IFR aircraft is less than one mile from the landing airport: 1/2 mile.

(b) If the IFR aircraft is one mile or more from the airport: one mile.

(4) Special VFR helicopters shall remain on Control Tower frequency, unless otherwise directed.

(5) Deviations from the route specified in the clearance shall be immediately reported to the Control Tower.

8.4 IFR DEPARTURES AND ARRIVALS

a. Helicopter operations under IFR conditions will be the same as those for fixed-wing aircraft. These operations shall be conducted to/from a runway surface only; helicopter IFR departures shall be issued appropriate departure instructions.

b. During IMC, an "EVAC ONE" is normally flown for MEDEVAC flights to Madigan Army Hospital. The minimum IFR altitude authorized by Whidbey Approach and/or Seattle Approach is 2,000 feet MSL. Weather conditions may require an approach into McChord Air Force Base with final landing at Madigan Army Hospital.

8.5 CLOSED FIELD TAKEOFF/LANDING. NAS Whidbey Island helicopters are authorized closed field takeoffs/landings when on active SAR/MEDEVAC missions. The pilot in command is responsible for ensuring weather conditions are adequate for the type of operation.

NAS WHIDBEY ISLAND AULT FIELD DIAGRAM

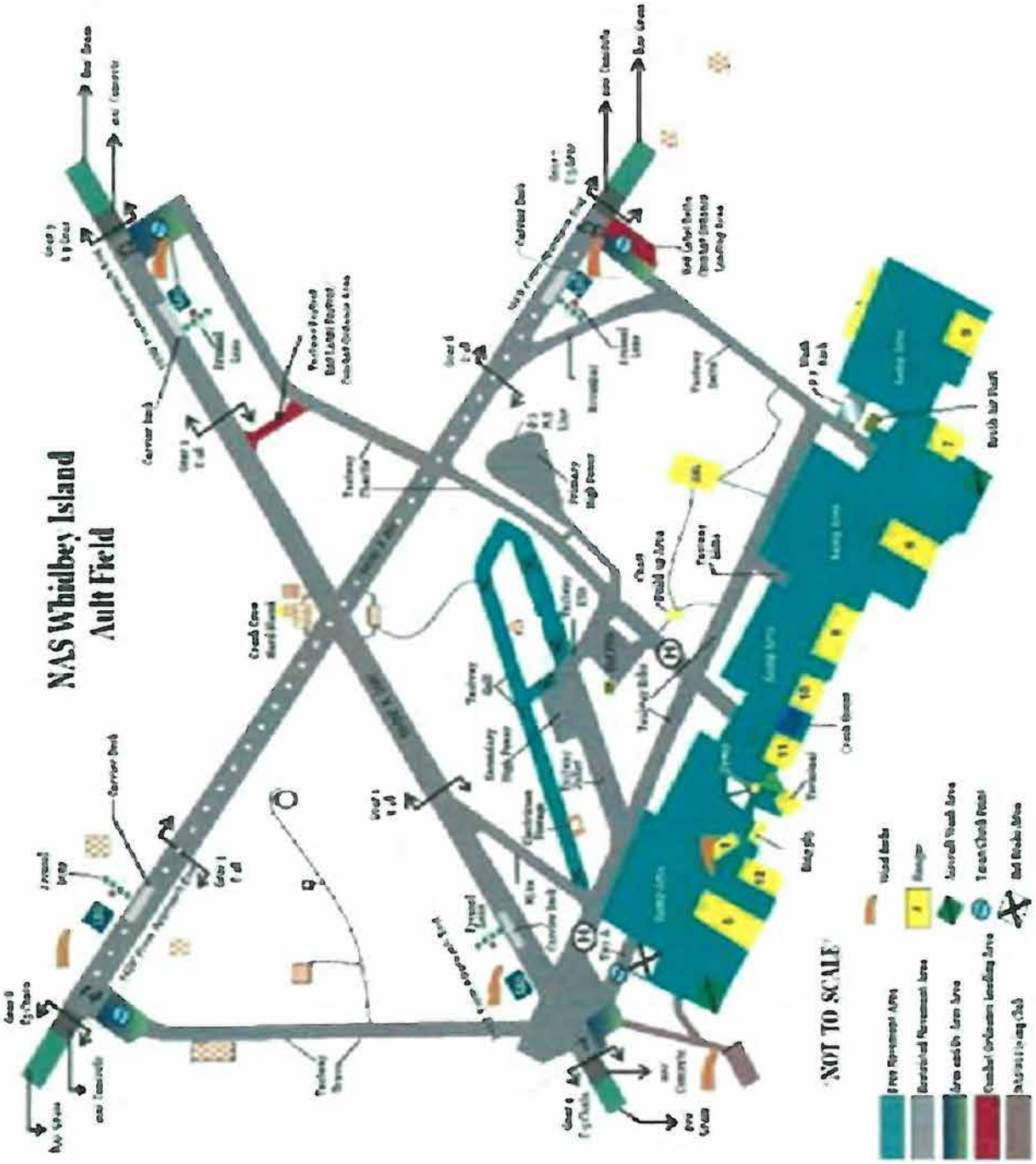


Illustration (1)

Enclosure (1)

NAS WHIDBEY LOCAL FLYING AREA

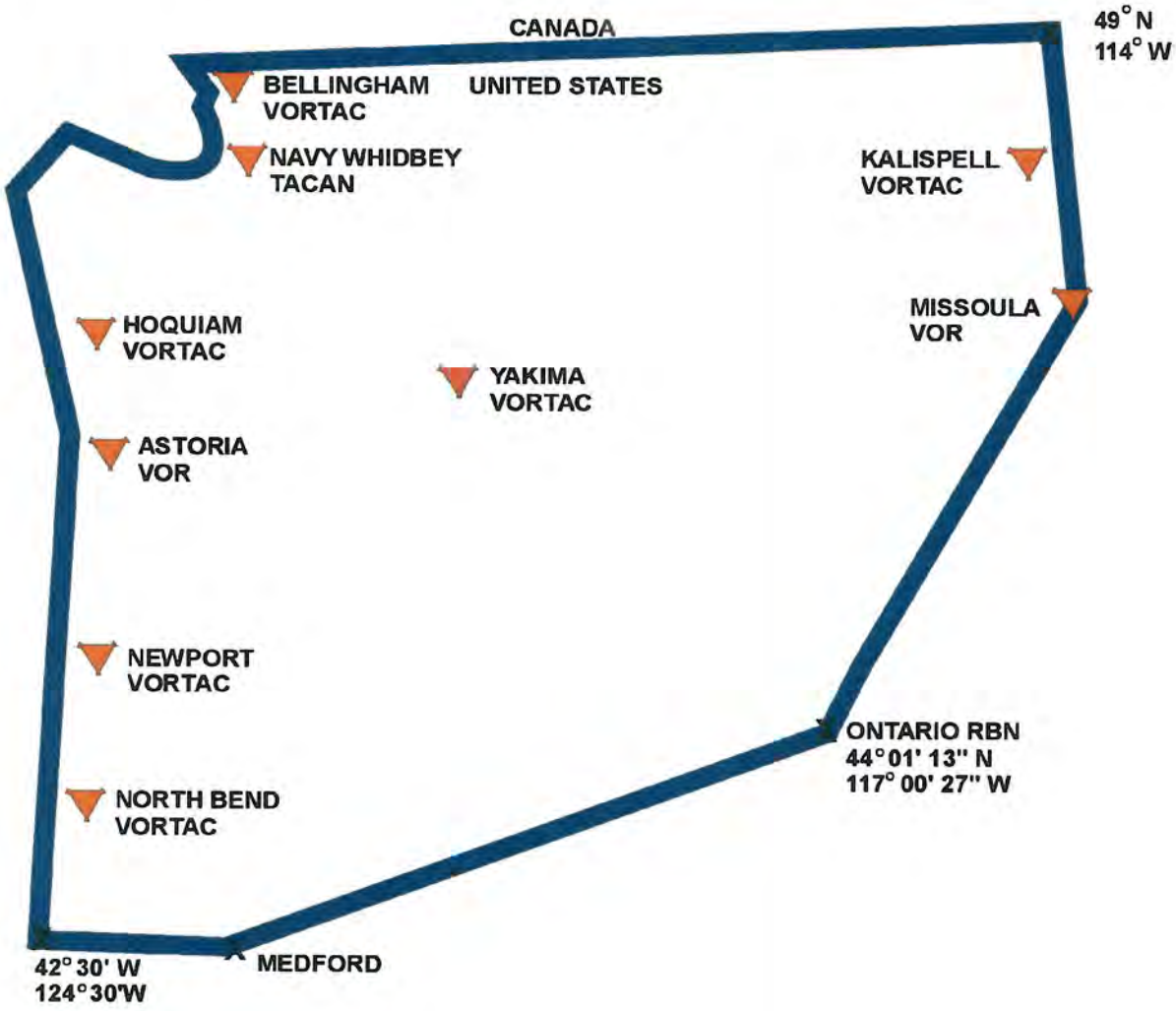


Illustration (2)

Enclosure (1)

VFR TOWER PATTERNS: RUNWAYS 14 & 32

BREAK: 1500' MSL. DESCEND TO 1000' MSL ON DOWNWIND

SPIN: REENTER FOR STANDARD BREAK

CLIMB TO 300' MSL DAY / 600' MSL NIGHT PRIOR TO TURNING DOWNWIND

DELTA: LEFT OF RWY, NORMALLY AT PATTERN ALTITUDE, 160 KIAS, SPEED BRAKES IN

NOISE ABATEMENT: RWY 25 AVOID OVERFLIGHT OF NAVAL HOSPITAL, WHIDBEY APARTMENTS, CLOVER VALLEY SCHOOL, & RAMP AREA

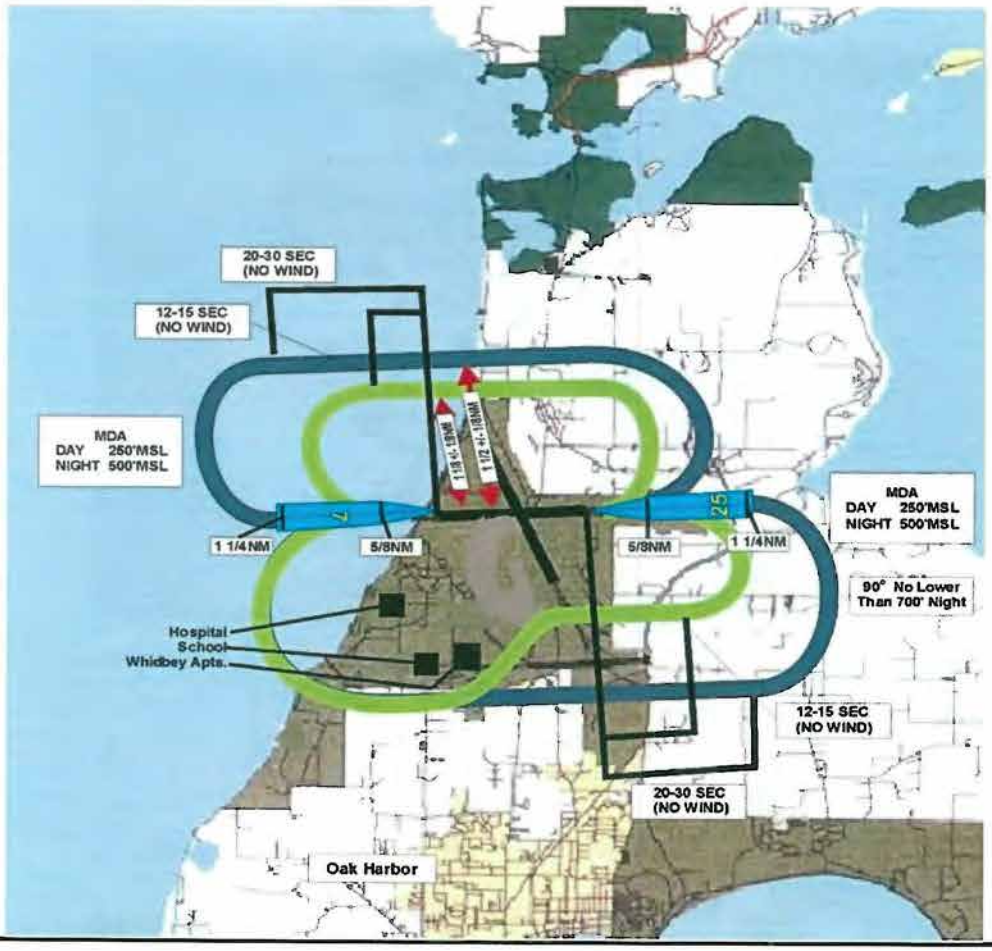
DAY

NIGHT

NOTE: DRAWING NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

ILLUSTRATION (3)

VFR TOWER PATTERNS: RUNWAYS 7 & 25



BREAK: 1500' MSL, DESCEND TO 1000' MSL ON DOWNWIND

SPIN: REENTER FOR STANDARD BREAK

CLIMB TO 300' MSL DAY / 600' MSL NIGHT PRIOR TO TURNING DOWNWIND

DELTA: LEFT OF RWY, NORMALLY AT PATTERN ALTITUDE, 150 KIAS, SPEED BRAKES IN

NOISE ABATEMENT: RWY 25 AVOID OVERFLIGHT OF NAVAL HOSPITAL, WHIDBEY APARTMENTS, CLOVER VALLEY SCHOOL, & RAMP AREA

NOTE: DRAWING NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

DAY

NIGHT

ILLUSTRATION (4)

NAS WHIDBEY APPROACH CONTROL AIRSPACE

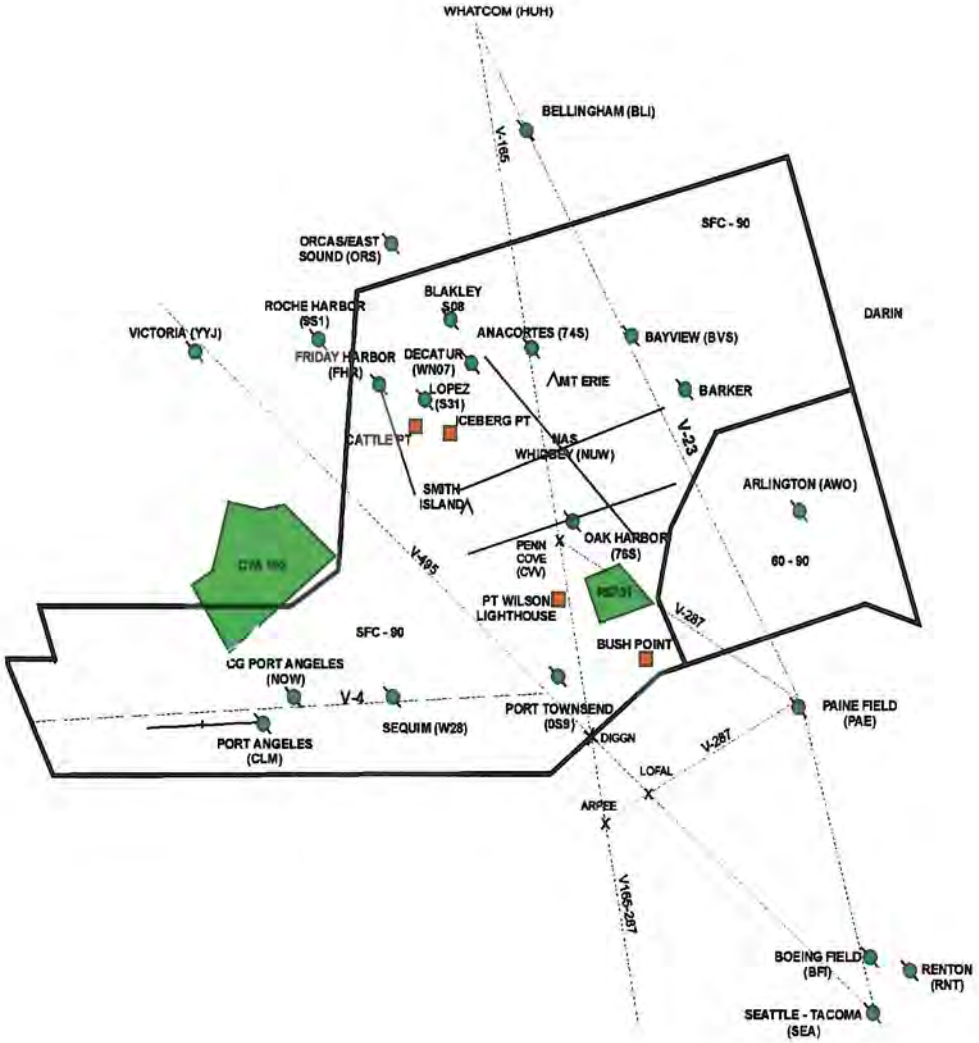
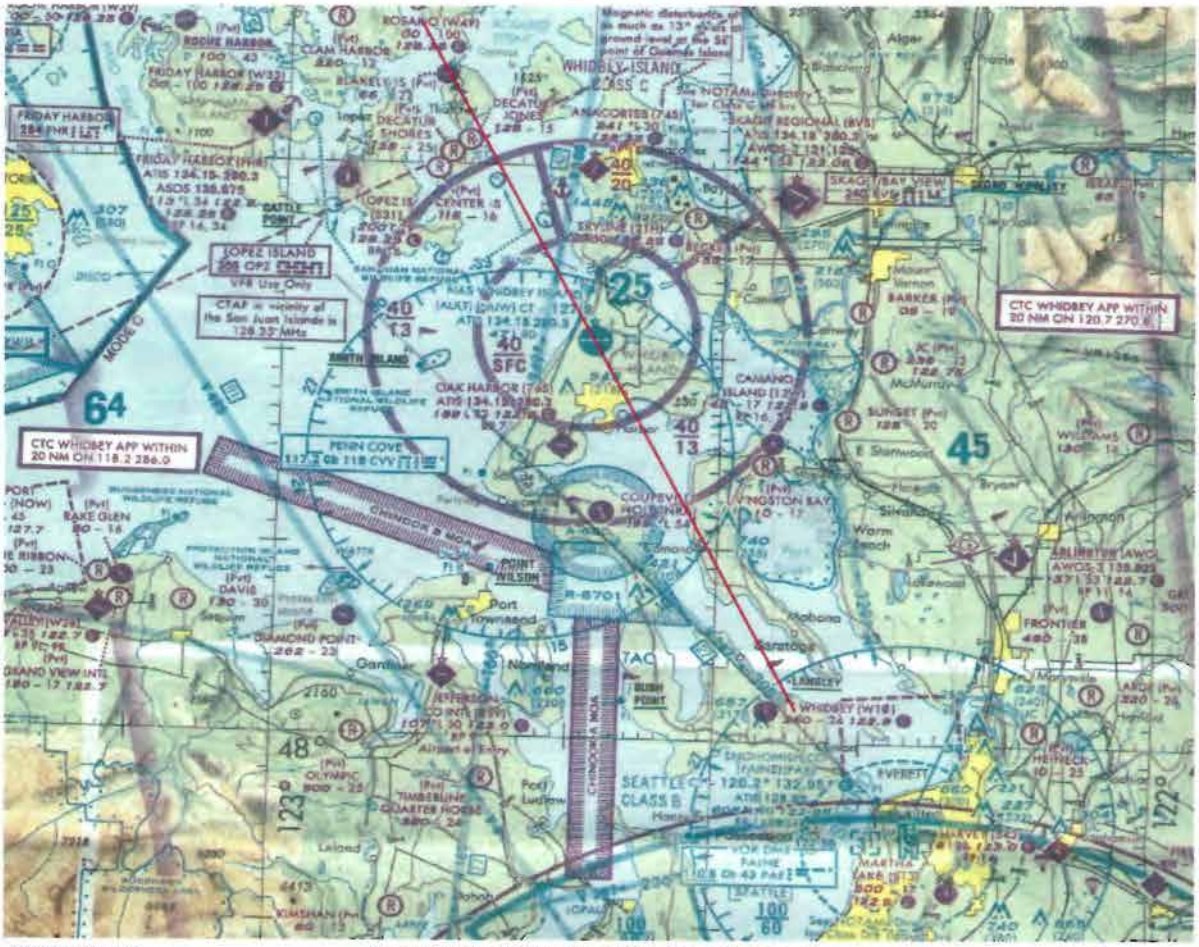


ILLUSTRATION (5)

NAS WHIDBEY ISLAND CLASS C AIRSPACE



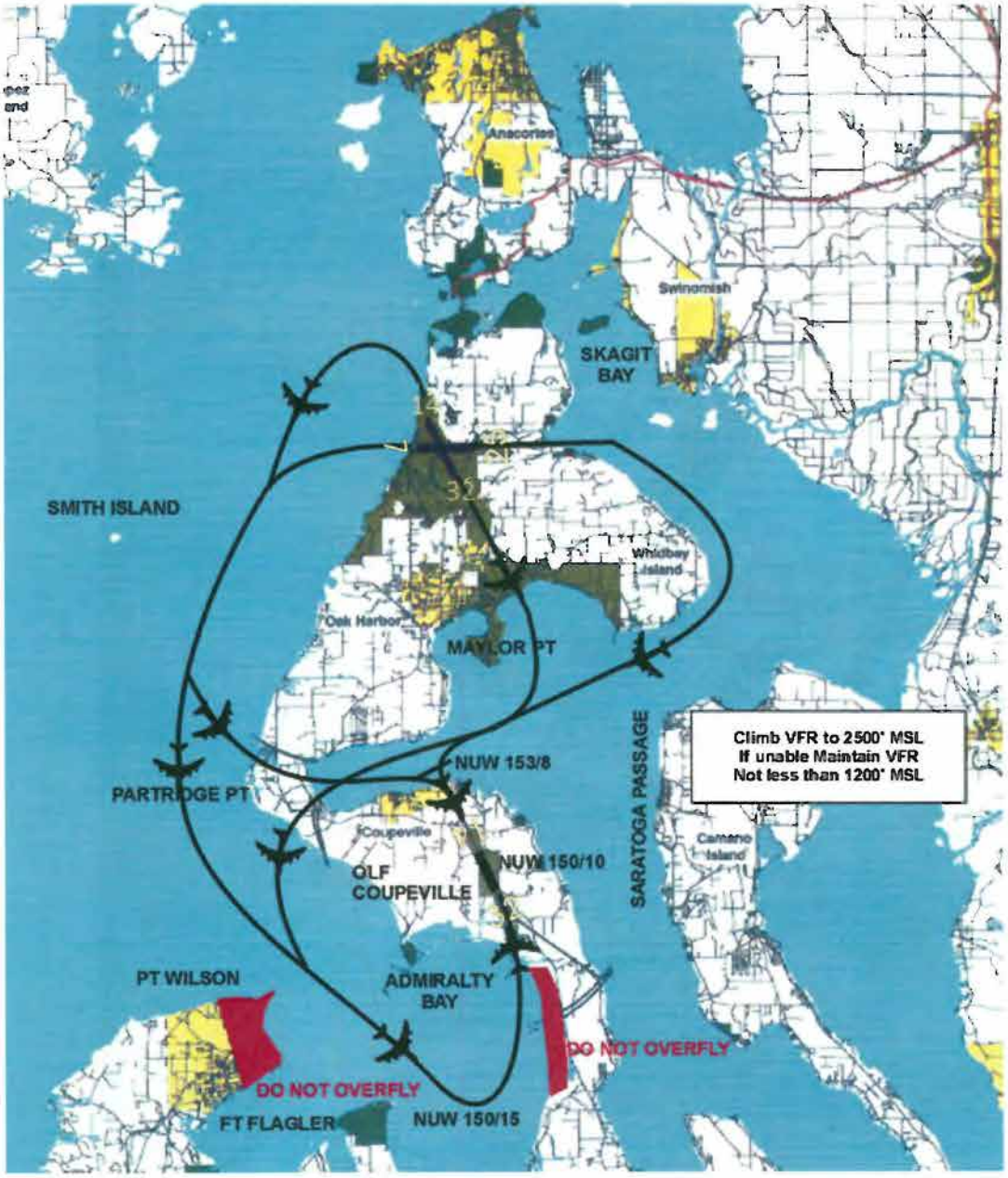
West Frequencies
118.2/286.0

This diagram is for information only, do not use for navigation.

East Frequencies
120.7/270.8

ILLUSTRATION (6)

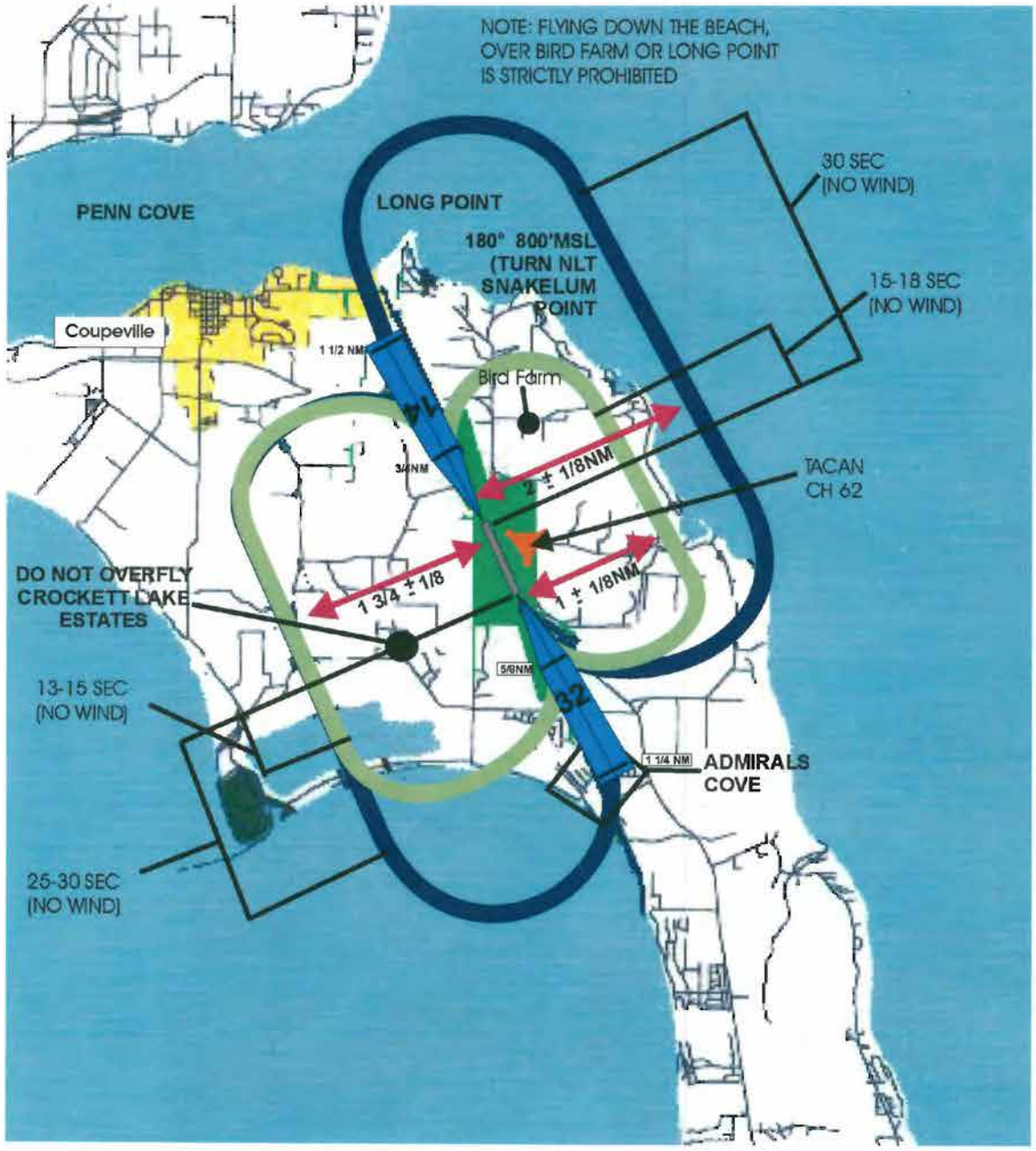
COUPEVILLE ENTRY: VFR



NOTE: NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

ILLUSTRATION (7)

OLF COUPEVILLE FCLP PATTERNS



PATTERN ALTITUDE: 800'MSL DAY / 1200' MSL NIGHT
CLIMB TO 500' DAY / 800' MSL NIGHT PRIOR TO TURNING DOWNWIND
BREAK: 1200' MSL DAY / 1500'MSL NIGHT
DELTA: INBOUND RWY 1200'MSL, DIRTY, 150 KIAS, SPEED BRAKES IN
PADDLES: 384.4
DEPARTURE PROCEDURES CONTAINED IN SECTION 7-3 AND ILLUSTRATION (7)

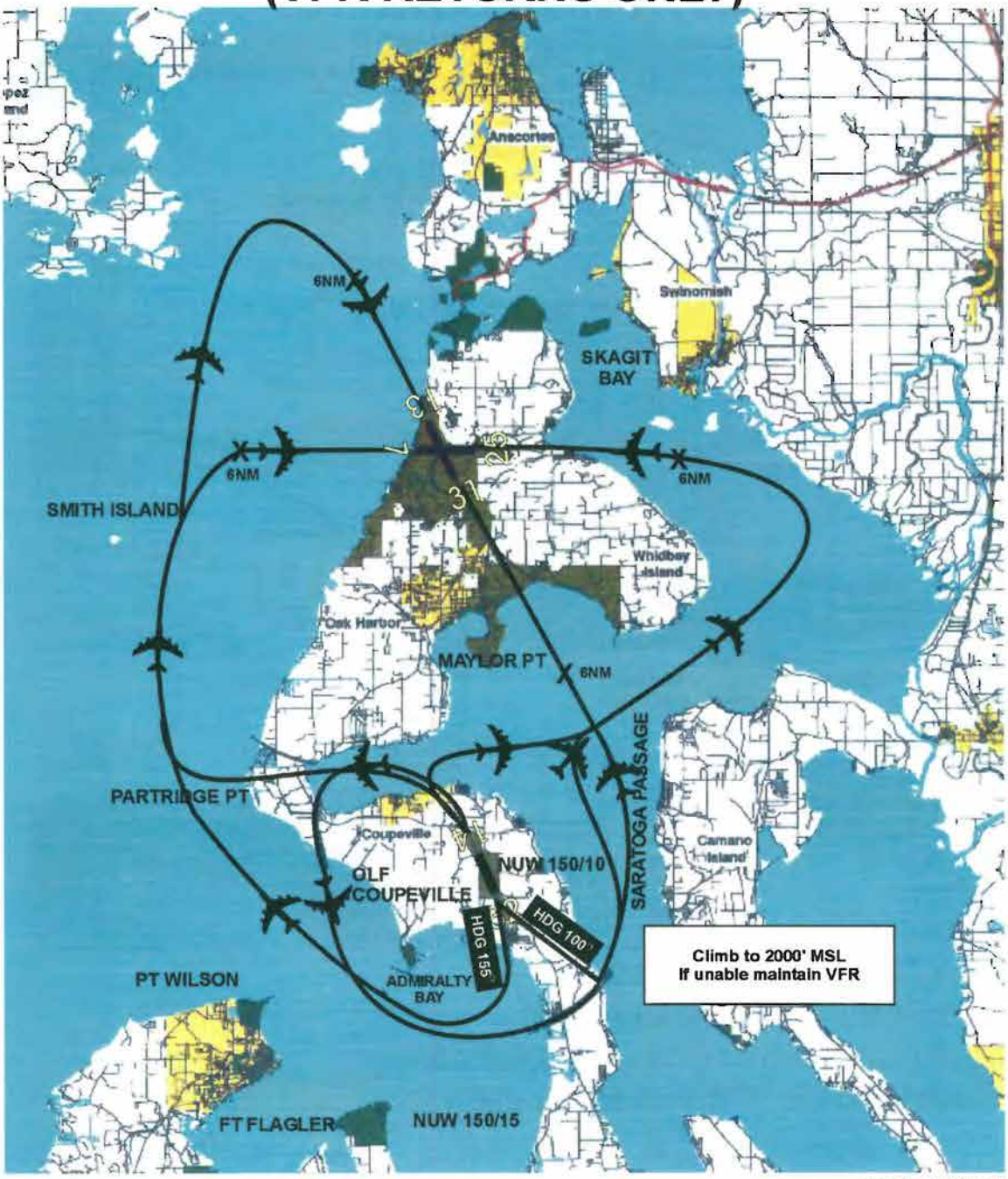
NOTE: NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

DAY

NIGHT

ILLUSTRATION (8)

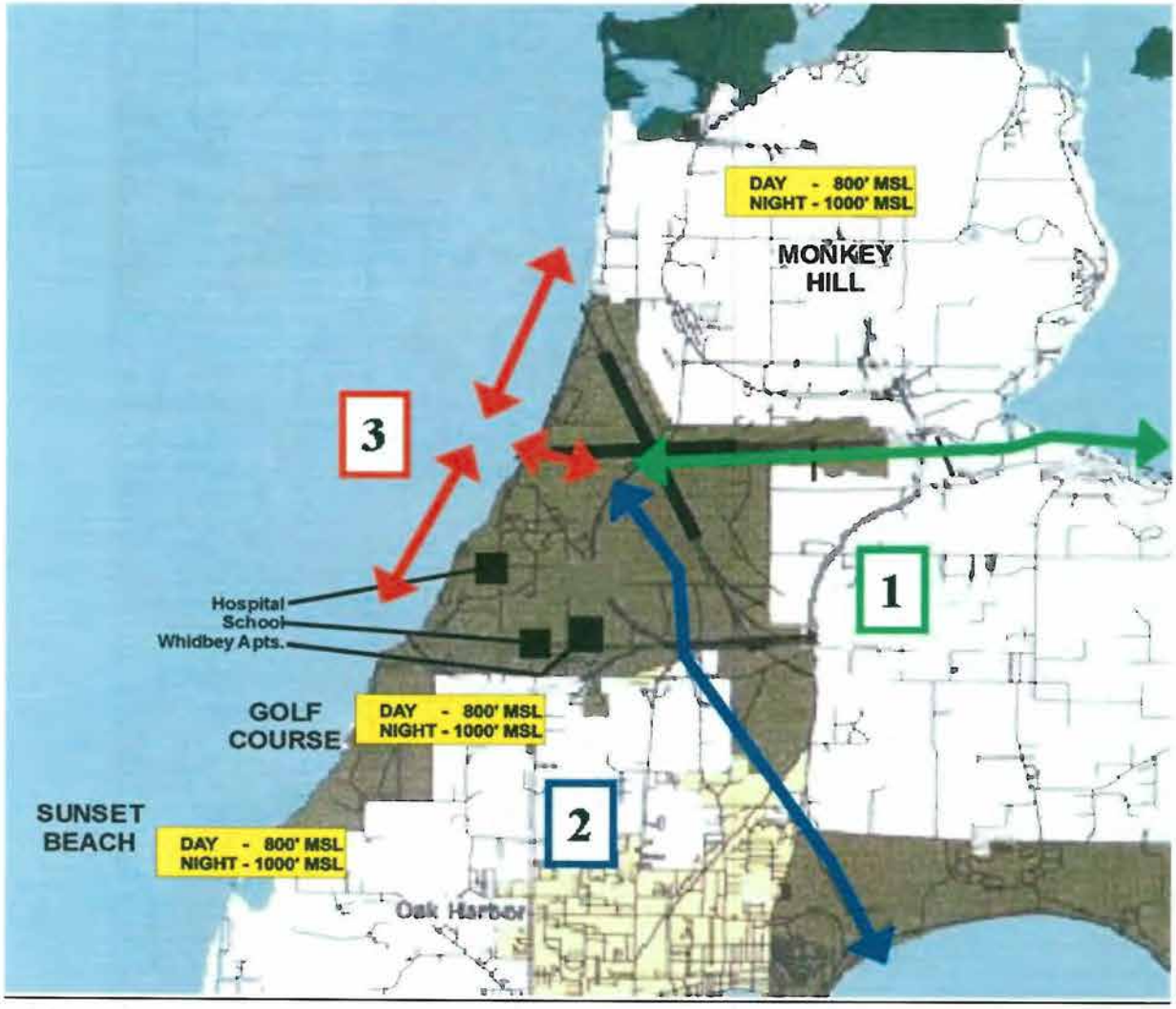
COUPEVILLE DEPARTURE
(VFR RETURNS ONLY)



NOTE: NOT TO SCALE. FLIGHT PATH DEPICTS GENERALIZED TRAFFIC FLOW.

ILLUSTRATION (9)

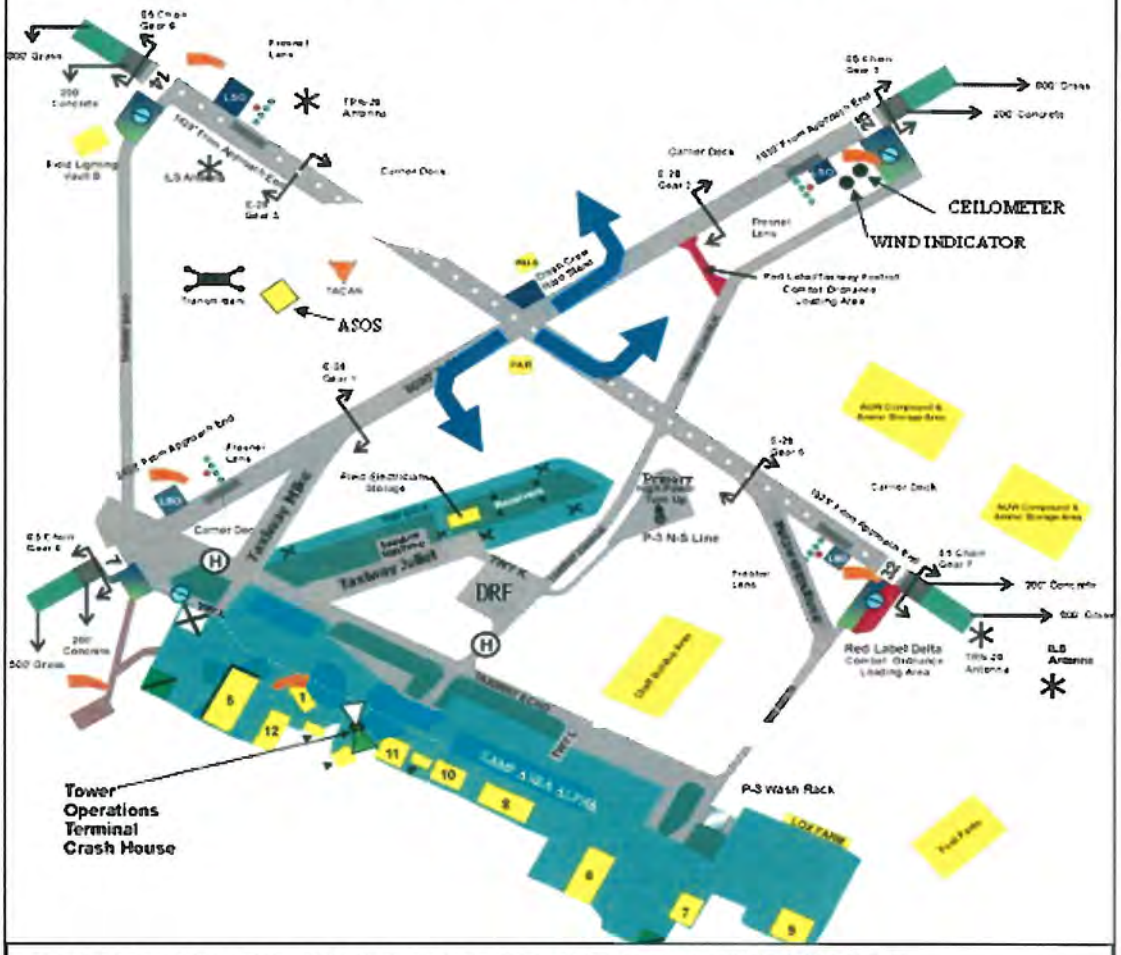
HELICOPTER ARRIVAL/DEPARTURE ROUTES



(1) BEACON POINT DEP/ARR
(2) CRESCENT HARBOR DEP/ARR
(3) SHORELINE NORTH/SOUTH DEP/ARR
(4) FLYING CLUB VFR HOLDING POINTS

ILLUSTRATION (10)

SHORT PATTERN



- THERE IS NO SHORT PATTERN FOR RUNWAY 32
- SHORT PATTERN TURN ON RUNWAY 25 SHALL BE COMPLETED PRIOR TO THE RAMP AREA

Not to Scale

ILLUSTRATION 11