



**UNITED STATES MARINE CORPS**

MARINE CORPS AIR STATION  
BOX 99100  
YUMA, ARIZONA 85369-9100

StaO 3722.3G

3DF4

15 JUL 1997

STATION ORDER 3722.3G

From: Commanding Officer  
To: Distribution List

Subj: MARINE CORPS AIR STATION YUMA AIR TRAFFIC CONTROL ASSIGNED  
AIRSPACE AREAS, MILITARY OPERATIONS AREAS, AND STEREOTYPE  
FLIGHT ROUTES

Ref: (a) OPNAVINST 3710.7P  
(b) FAR 91.185  
(c) StaO 3710.6H

Encl: (1) Los Angeles Center; Fleet Area Control and Surveillance  
Facility, NAS North Island (FACSFAC); and Marine Corps  
Air Station Yuma Approach Control Letter of Agreement of  
5 May 1988 (Revised)  
(2) Los Angeles Center and MCAS Yuma Letter of Agreement of  
5 May 1988

1. Purpose. To promulgate information pertinent to the use of  
established Stereotype Flight Routes, Air Traffic Control Assigned  
Airspace, (ATCAAs) and Military Operations Areas (MOAs).

2. Cancellation. StaO 3722.3F.

3. Background. Reference (a) instructs that all flights in fixed  
wing naval aircraft be conducted in accordance with instrument  
flight rules (IFR) to the maximum extent practical, provided it  
does not result in unacceptable derogation of the mission.

4. Information

a. Enclosure (1) establishes the procedures for aircraft  
flight activities in the cited MOAs and ATCAAs.

b. Enclosure (2) establishes Stereotype Flight Routes and  
defines procedures and responsibilities for their use.

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c. Squadron Flight Schedules may be used in lieu of DD-175 Flight Plans to show proposed flights within ATCAAs or MOAs utilizing stereotype route codes.

5. Action

a. Squadron Flight Schedules must be delivered to Flight Clearance, Building 153, by 1530 on the working day prior to the intended flights.

b. Additions or changes to Squadron Flight Schedules which involve stereotype flights require two (2) hours processing time and may be transmitted to MCAS Yuma Flight Clearance by telephone (DSN 951-2325/2326).

c. The same radio call may be used for stereotype/IFR flight plans only once per day because of computer limitations.

d. Flight schedules must show the following information:

(1) Time delays in Restricted Areas, ATCAAs, and MOAs.

(2) ETD at NAS El Centro on the Foxtrot Route.

(3) Time delays on refueling tracks on Romeo Routes.

(4) Point, altitude, and time for ADIZ penetrations.

(5) ETD for return leg on November Routes.

e. Delays on take-off of 30 minutes or more from the proposed ETD must be transmitted to MCAS Yuma Flight Clearance or Yuma Clearance Delivery.

f. Departure times that have not been modified within 30 minutes after ETD will automatically be canceled by the MCAS Yuma Flight Clearance Section.

g. If a stereotype route does not fulfill the training or mission requirements and the flight cannot be shown on the Squadron Flight Schedule, then a DD-175 must be filed for that flight.

h. Entry/Exit Procedures. FOR ADDITIONAL INFORMATION ON YUMA RANGES REFER TO REFERENCE (C). All aircraft must contact Yuma Range Control for clearance into all the Restricted Areas, Military Operating Areas (MOAs), and ATC Assigned Airspace (ATCAAs) listed on enclosure (1), with the exception of the Kane West, Turtle and Quail MOA/ATCAA complexes, prior to entry and exit on frequency 274.0 and 124.15. The following information will be passed when checking into/exiting the areas:

(1) Checking into:

(a) Call sign, number and type aircraft.

(b) Squadron.

(c) Restricted area and/or MOA/ATCAA scheduled.

(d) Tactical frequency while in the area.

(e) Notify Yuma Range Control if requesting IFR clearance when exiting the area.

(2) Exiting:

(a) Call sign.

(b) Number and type ordnance expended, if applicable.

(3) The scheduled user has a fifteen (15) minute window from the start of their scheduled time for an aircraft to contact Yuma Range Control for clearance into the area. After 15 minutes the area block will be canceled unless prior coordination has been made with Yuma Range Control or Yuma Range Scheduling (DSN 951-2214/2215). If scheduled user will not be able to use the scheduled area, they shall contact Yuma Range Scheduling with a cancellation as soon as possible.

i. Two-Way Radio Failure (IFR/VFR). Procedures to be used in the event of two-way radio failure (IFR/VFR) are prescribed in reference (b). Should two-way radio failure occur when operating VFR within an ATCAA, MOA, or restricted area, and it is not practical to recover using VFR as prescribed in reference (c), aircraft shall proceed as follows:

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(1) Climb to the altitude specified on the Bravo portion of the stereotype flight plan. This climb shall be conducted within the confines of the assigned ATCAA, MOA, or restricted area and in compliance with VFR.

(2) Upon reaching the assigned altitude on the Bravo portion of the stereotype flight plan, the aircraft shall proceed via the route assigned in the Bravo portion.

(3) Unless otherwise instructed, or required by emergency conditions, upon reaching RADOS DME Fix, the aircraft shall commence the HI-TACAN Approach to the runway in use at the time of their departure.

(4) Aircraft shall squawk 7600 for the remainder of the flight.

j. Recommendations. Units are encouraged to submit recommendations for changes, additions, or deletions concerning this Directive to the Commanding Officer, MCAS Yuma (Attn: Operations Department).

  
C. J. TURNER

DISTRIBUTION: B

Plus Code: THIRD MAW (30)  
COMCABWEST (5)  
NAVREP, AWP REGION FAA (2)

15 JUL 1997

LOS ANGELES CENTER; FLEET AREA CONTROL  
AND SURVEILLANCE FACILITY, NAS NORTH ISLAND (FACSFAC);  
AND MARINE CORPS AIR STATION, YUMA APPROACH CONTROL

## LETTER OF AGREEMENT

Effective: 5/5/88

SUBJECT: USE OF MILITARY OPERATIONS AREAS (MOA's) AND ATC ASSIGNED AIRSPACE (ATCAA)

1. PURPOSE. The purpose of this agreement is to define responsibilities, airspace, and procedures for aircraft flight activities in the KANE, ABEL, IMPERIAL, QUAIL, TURTLE, and DOME MOA/ATCAA's.

2. CANCELLATION. Los Angeles ARTCC and MCAS Yuma Letter of Agreement; subject: ATC ASSIGNED AIRSPACE AREAS (ATCAA'S), military operations area (MOA's), STEREOTYPE ROUTES AND SPECIAL CLEARANCE PROCEDURES, dated August 6, 1981 and Los Angeles Center; fighter Airborne Early Warning wing Pacific, NAS North Island; and Fleet Area Control and Surveillance Facility, NAS North Island letter of Agreement; subject: USE OF THE KANE MILITARY OPERATIONS AREA AND ATC ASSIGNED AIRSPACE, dated June 1, 1987.

3. SCOPE. The procedures and responsibilities contained in this agreement are applicable to Los Angeles Center, MCAS Yuma Approach Control, Fleet Area Control and Surveillance Facility (FACSFAC) and all pilots operating in the subject MOA/ATCAA complexes.

4. RESPONSIBILITIES.

a. Commanders of the military organizations who are authorized by the scheduling authority/activity to operate in accordance with this agreement assume responsibility for separation of aircraft while operating in the subject MOA's/ATCAA's.

b. ~~FACSFAC is designated as the scheduling authority and MCAS Yuma is designated as the scheduling activity for the subject MOA/ATCAA's.~~

c. The scheduling activity shall ensure that all users of the subject MOA/ATCAA's, regardless of command, are briefed on the contents of this agreement, and will be responsible for compliance with these procedures and responsibilities.

d. MCAS Yuma Approach Control shall, to the extent possible, provide radar service and assistance to pilots in maintaining a position within the lateral confines of KANE East, ABEL South, ABEL Bravo, ABEL North, IMPERIAL South, IMPERIAL North and DOME MOA/ATCAA's.

\* e. Los Angeles Center will, to the extent possible, provide radar service and assistance to pilots in maintaining a position within the lateral confines of KANE West, KANE South, QUAIL, and TURTLE MOA/ATCAA's.

f. The flight leader of a formation is responsible for ensuring all aircraft in the flight are clear of the MOA/ATCAA when departing or advising ATC of the number of aircraft remaining in the MOA/ATCAA and their call signs.

ENCLOSURE (1)

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Los Angeles Center: Fleet Area Control and Surveillance Facility, (FACSFAC), NAS North Island; and Marine Corps Air Station, Yuma Approach Control Letter of Agreement

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g. MCAS Yuma Approach Control shall ensure, to the extent possible, that Los Angeles Center is provided the airspace, within 12 nautical miles south of the centerline of J169, through R-2507N, ABEL North ATCAA, IMPERIAL North ATCAA, R-2306B, and R-2308A at FL330 and above during their peak traffic periods, Monday through Friday, 1430Z - 1730Z and 2100Z - 2300Z. For ease of coordination, this area shall be referred to as the "EARLY Shelf."

h. Schedulers shall ensure R-2510 is not scheduled above 15,000' MSL without prior coordination with the Center.

i. Schedulers shall ensure that R-2512 is not scheduled above FL190 without prior coordination with the Center.

5. PROCEDURES.

a. General:

(1) All operations within the subject MOA/ATCAA's shall be conducted on an ATC clearance.

(2) Advance coordination with Los Angeles Center for use of the subject MOA/ATCAA's shall be accomplished by filing an IFR flight plan at least 30 minutes prior to the proposed departure time. The flight plan shall include the MOA/ATCAA requested, the altitude block requested, and the expected delay time in remarks (example: DLA 1+00 KANE East/ABEL South 100B400). NOTE: Aircraft operating from MCAS Yuma airport are exempt from this requirement.

(3) Pilots shall squawk the ATC assigned transponder code while in the assigned MOA/ATCAA unless otherwise coordinated. The flight leader of a formation shall squawk for the entire flight unless ATC assigns individual codes for each aircraft. In the event that standard formation is not maintained, wingmen shall squawk code 4000 with Mode C until join-up has been accomplished.

(4) Clearance to operate in the MOA/ATCAA complex does not constitute authority to enter restricted area airspace contained therein unless that airspace has also been scheduled and approved.

(5) Pilots operating in the subject MOA/ATCAA's shall use the altimeter setting as specified in the airspace descriptions.

(6) Pilots shall monitor frequencies designated by ATC or Guard frequencies while operating in the MOA/ATCAA's.

(7) Prior to departing the MOA/ATCAA, pilots shall either:  
(a) Obtain an ATC clearance, or  
(b) Advise ATC that the flight is below FL180, canceling IFR, and departing the MOA.

ENCLOSURE (1)

Los Angeles Center: Fleet Area Control and Surveillance Facility, (FACSFAC), NAS North Island; and Marine Corps Air Station, Yuma Approach Control Letter of Agreement

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(8) In the event of severe weather conditions which require enroute aircraft to deviate into these work areas, Los Angeles ARTC Center will advise Yuma Approach Control of the condition and its forecasted duration as soon as practical. Access to the work area by Los Angeles Center may be requested to resolve weather deviations.

- \* d. KANE WEST MOA, KANE SOUTH MOA, TURTLE MOA/ATCAA, AND QUAIL MOA/ATCAA.

Aircraft requesting these operating areas shall contact Los Angeles Center for clearance into the MOA/ATCAA.

- \* c. KANE EAST, ABEL NORTH, ABEL SOUTH, ABEL BRAVO, DOME MOA/ATCAA's and IMPERIAL NORTH, IMPERIAL SOUTH ATCAA's.

(1) Some of this airspace is permanently delegated to Approach Control by the Terminal Area Control Letter of Agreement. Los Angeles Center shall release the additionally requested MOA/ATCAA airspace to Yuma Approach Control under the following conditions:

(a) The participating aircraft are actually airborne and enroute to the area.

(b) Real time coordination has been accomplished by Approach Control with the Area E Supervisor.

(2) Yuma Approach Control shall return the MOA/ATCAA airspace to Los Angeles Center when the aircraft have reported clear of the MOA/ATCAA.

(3) Pilots requesting an IFR clearance after completing work in these MOA/ATCAA's shall contact Yuma Approach Control. These aircraft will be established at or above 16,000 MSL prior to exiting the MOA/ATCAA boundary for handoff to the Center. Los Angeles Center Sector 9 shall coordinate with Approach Control prior to utilizing altitudes above 15,000 MSL in the KANE West or KANE South MOA.

d. The procedures and airspace delegation set forth in this Letter of Agreement must prove satisfactory to all facilities, and beneficial to both civil and military users; or the Letter of Agreement will be revised, or canceled by written notice.

ENCLOSURE (1)

Los Angeles Center: Fleet Area Control and  
Surveillance Facility, (FACSFAC), NAS North  
Island; and Marine Corps Air Station, Yuma  
Approach Control Letter of Agreement

\* 6: DESCRIPTION OF AIRSPACE.

\* KANE WEST MOA (10,000' MSL TO BUT NOT INCLUDING FL180)  
(Imperial Altimeter)

Beginning at 33 28 30 North, 115 42 13 West to  
33 23 00 North, 115 51 03 West to  
33 07 00 North, 115 51 03 West to  
32 56 00 North, 115 40 03 West to  
32 53 45 North, 115 40 18 West thence  
counterclockwise along the arc of a 5 mile  
radius circle centered at  
32 49 20 North, 115 40 17 West to  
32 50 28 North, 115 45 13 West to  
32 50 00 North, 116 01 03 West to  
32 57 00 North, 116 10 03 West to  
33 18 00 North, 116 10 03 West to  
33 28 30 North, 115 51 33 West to  
the point of beginning excluding Restricted Area R-2510.

KANE EAST MOA/ATCAA (10,000' MSL TO 40,000' MSL) (Imperial Altimeter)

Beginning at 33 28 30 North, 115 42 13 West to  
33 23 00 North, 115 51 03 West to  
33 07 00 North, 115 51 03 West to  
32 56 00 North, 115 40 03 West to  
32 56 30 North, 115 27 03 West to  
33 23 40 North, 115 33 23 West to  
point of beginning.

\* KANE SOUTH MOA (10,000' MSL TO BUT NOT INCLUDING FL180)  
(Imperial Altimeter)

Beginning at 32 56 00 North, 115 40 03 West to  
32 56 30 North, 115 27 03 West to  
32 51 00 North, 115 26 03 West to  
32 50 28 North, 115 45 13 West thence  
clockwise along the arc of a 5 mile radius circle  
centered at  
32 49 20 North, 115 40 18 West to  
32 53 45 North, 115 40 18 West to  
point of beginning

Los Angeles Center: Fleet Area Control and  
Surveillance Facility, (FACSFAC), NAS North  
Island; and Marine Corps Air Station, Yuma  
Approach Control Letter of Agreement

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ABEL NORTH MOA/ATCAA 7,000' MSL TO 40,000' MSL)  
(Imperial Altimeter)

Beginning at 33 32 40 North, 115 33 53 West to  
33 31 00 North, 115 04 03 West to  
33 15 30 North, 114 55 33 West to  
33 08 45 North, 114 56 43 West to  
33 01 00 North, 115 06 03 West to  
33 21 30 North, 115 32 58 West to  
33 23 40 North, 115 33 23 West to  
33 28 30 North, 115 42 13 West to  
point of beginning excluding Restricted Area R-2507N &  
R-2507S

ABEL SOUTH MOA/ATCAA (7,000' MSL TO 40,000' MSL)  
(Imperial Altimeter)

Beginning at 33 21 30 North, 115 32 58 West to  
33 01 00 North, 115 06 03 West to  
32 57 00 North, 115 10 53 West to  
32 56 30 North, 115 27 03 West to  
point of beginning excluding Restricted Area R-2512

ABEL BRAVO MOA/ATCAA (7,000' MSL TO 40,000' MSL)  
(Imperial Altimeter)

Beginning at 32 56 30 north, 115 27 03 West to  
32 57 00 North, 115 10 53 West to  
~~32 51 00 North, 115 05 33 West to~~  
~~32 51 00 North, 115 26 03 West to~~  
point of beginning excluding Restricted Area R-2512

IMPERIAL NORTH ATCAA (19,000' MSL TO 40,000' MSL)  
(Altimeter 29.92)

Beginning at 33 31 00 North, 115 04 03 West to  
33 28 00 North, 114 28 03 West to  
33 23 00 North, 114 34 40 West to  
33 21 00 North, 114 34 40 West to  
33 23 00 North, 115 00 03 West to  
point of beginning.

ENCLOSURE (1)

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Los Angeles Center: Fleet Area Control and  
Surveillance Facility, (FACSFAC), NAS North  
Island; and Marine Corps Air Station, Yuma  
Approach Control Letter of Agreement

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IMPERIAL SOUTH MOA/ATCAA (19,000' MSL TO 40,000' MSL)  
(Altimeter 29.92)

Beginning at 33 23 00 North, 115 00 03 West to  
33 21 00 North, 114 34 40 West to  
33 02 48 North, 114 34 40 West to;  
33 02 48 North, 114 30 03 West to  
32 58 00 North, 114 30 03 West to  
32 57 00 North, 115 10 53 West to  
33 08 45 North, 114 56 43 West to  
33 15 30 North, 114 55 33 West to  
point of beginning.

\* DOME MOA/ATCAA (6,000' MSL TO 80,000' MSL) (Yuma Altimeter)

Beginning at 32 39 40 North, 114 45 23 West to  
32 39 40 North, 114 28 33 West to  
32 35 00 North, 114 28 33 West to  
32 35 00 North, 114 31 03 West to  
32 30 00 North, 114 31 03 West to  
32 30 00 North, 114 28 33 West to  
32 23 45 North, 114 28 33 West  
along the U.S./Mexican border to point of beginning.

QUAIL MOA/ATCAA (10,000' MSL TO 22,000' MSL)  
(Blythe Altimeter)

Beginning at 33 55 00 North, 115 00 03 West to  
34 12 00 North, 114 00 03 West to  
~~33 38 00 North, 114 00 03 West to~~  
33 44 00 North, 114 30 03 West to  
33 44 00 North, 115 00 03 West to  
point of beginning.

TURTLE MOA/ATCAA (11,000' MSL TO 22,00' MSL)  
(Needles Altimeter)

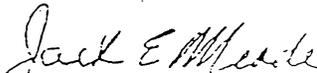
Beginning at 34 42 00 North, 115 16 03 West to  
34 40 00 North, 114 00 03 West to  
34 23 00 North, 114 00 03 West to  
34 14 00 North, 114 30 03 West to  
34 14 00 North, 115 30 03 West to  
34 19 00 North, 115 25 03 West to  
point of beginning.

ENCLOSURE (1)

Los Angeles Center: Fleet Area Control and  
Surveillance Facility, (FACSFAC), NAS North  
Island; and Marine Corps Air Station, Yuma  
Approach Control Letter of Agreement

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APPROVED:

  
\_\_\_\_\_  
for JACK D. EARLY  
Air Traffic Manager  
Los Angeles Center

  
\_\_\_\_\_  
CAPTAIN DON E. BALLARD  
Fleet Area Control and  
Surveillance Facility  
Naval Air Station, North Island

  
\_\_\_\_\_  
W.T. ADAMS, Colonel, USMC  
Commanding Officer, Marine Corps Air Station  
Yuma Approach Control

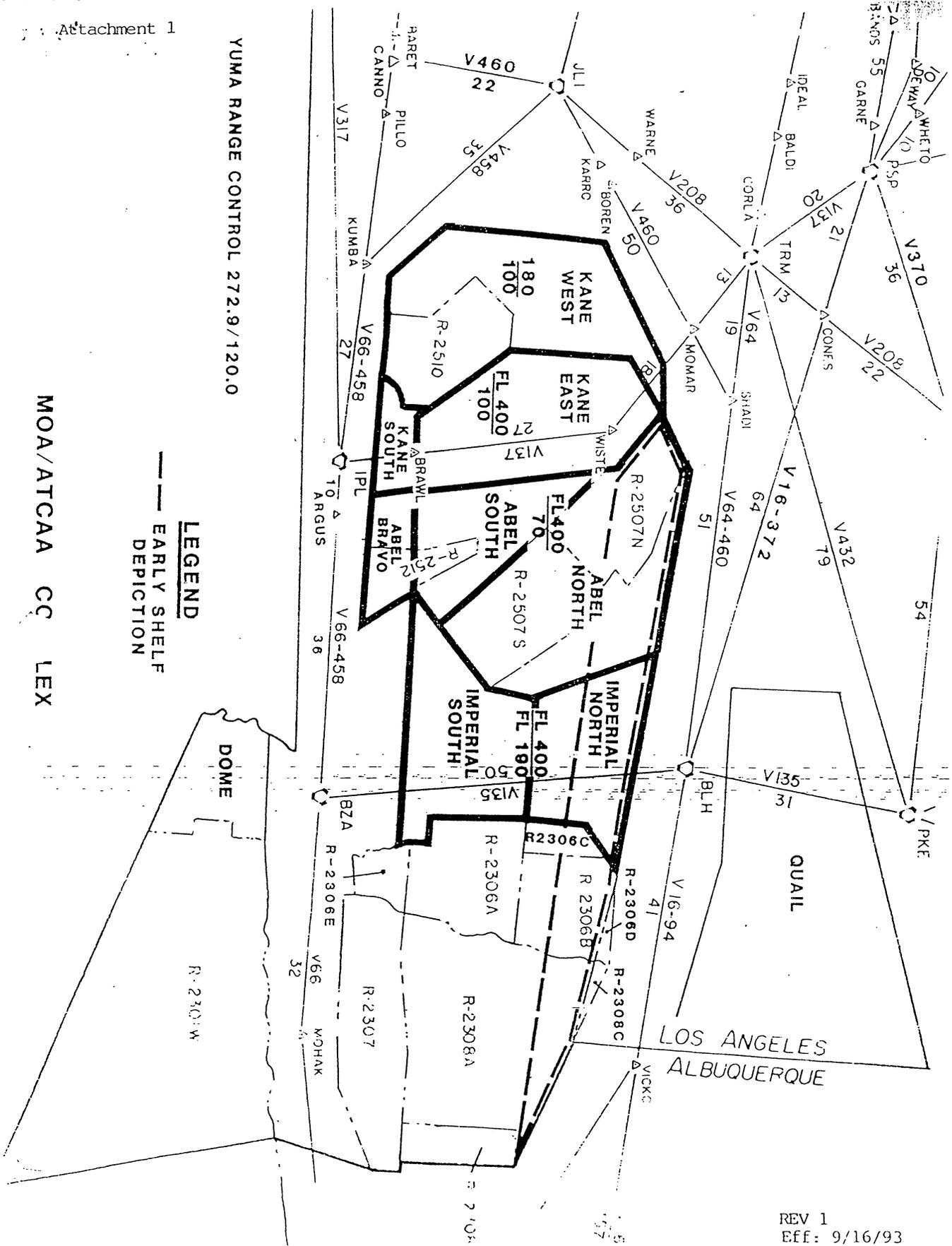
ENCLOSURE (1)

Attachment 1

YUMA RANGE CONTROL 272.9/120.0

MOA/ATCAA CC LEX

**LEGEND**  
 --- EARLY SHELF  
 --- DEPICTION



REV 1  
EFF: 9/16/93



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Los Angeles ARTC Center  
2555 East Avenue P  
Palmdale, CA 93550

Subject: ACTION: Change to Letter of Agreement

Date: AUG 12 1993

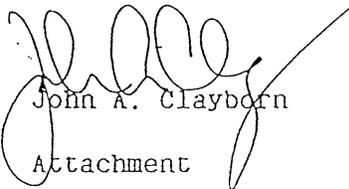
From: Air Traffic Manager, ZLA-1

Reply to  
Attn. of: Powers: ZLA-530E  
(805) 265-8242

To: Commander, MCAS Yuma

Attached is Change 2 to the Los Angeles Center and MCAS Yuma Letter of Agreement, subject: Stereotype Routes and Special Clearance Procedures, dated May 5, 1988. This change will be effective September 16, 1993.

Please refer to the control page summary for an explanation of changes. Direct any questions to Wade Powers, Airspace and Procedures Specialist, at (805) 265-8242.

  
John A. Clayborn

Attachment

ENCLOSURE (2)

staO 3722.3G  
15 JUL 1997



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

FILE  
**Memorandum**

LOS ANGELES ARTC CENTER  
2555 East Avenue P  
Palmdale, CA 93550

Subject: ACTION: Change to Letter of Agreement

Date:

MAY 03 1993

From: Acting Air Traffic Manager, ZLA-1

Reply to  
Attn of

Powers: ZLA-530E  
(805) 265-8242

To: Commander, MCAS Yuma  
ATTN: GNYSGT Diggons

Attached is Change 1 to the Los Angeles Center and MCAS Yuma Letter of Agreement, subject: Stereotype Routes and Special Clearance Procedures, dated May 5, 1988. This change will be effective May 27, 1993.

Please refer to the change page for explanation. Direct any questions to Wade Powers, Airspace and Procedures Specialist, at (805) 265-8242.

*for Richard D. Delley*  
John A. Clayborn

Attachment

cc: ATREP, MCAS Yuma

ENCLOSURE (2)

**CHANGE**

U S DEPARTMENT OF TRANSPORTATION -  
FEDERAL AVIATION ADMINISTRATION

Los Angeles ARTC Center  
2555 East Avenue P  
Palmdale, CA 93550

CHG 2

Read and Initial/  
LOA Binders  
8/11/93

Los Angeles ARTC Center and MCAS Yuma Letter of Agreement, subject:  
SUBJ: Stereotype Routes and Special Clearance Procedures, dated May 1988.

1. PURPOSE. This change transmits revision to the subject agreement.
2. EFFECTIVE. September 16, 1993.
3. EXPLANATION OF CHANGES. Attachment 3, page 3 adds Stereo Route India 44 from R2308 to Luke AFB.
4. PAGE CONTROL.

Remove	Dated	Insert	Dated
Atch. 3, Page 3	5/5/88	Atch. 3, Page 3	9/16/93

  
John A. Clayborn  
Air Traffic Manager

Distribution: ZLA-3, Area E R&I/LOA Binders; ZLA-17T/E; Initiated By: ZLA-530E  
Mgr., ANP-530; Cmdr., MCAS Yuma, AZ; ATREP, MCAS Yuma; ATM, ABQ

ENCLOSURE (2)

StaO 3722.3G  
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**CHANGE**

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION

CHG 1

LOS ANGELES ARTC CENTER  
2555 East Avenue P  
Palmdale, CA 93550

Read and Initial/  
LOA Binder

Los Angeles Center and MCAS Yuma Letter of Agreement, Subject: Stereotype  
SUBJ: Routes and Special Clearance Procedures, dated May 5, 1988

1. PURPOSE. This change transmits a revision to the subject agreement.
2. EFFECTIVE DATE. May 27, 1993.
3. EXPLANATION OF CHANGES. Page 1, paragraph 5a(2) depicts changing the pound symbol (#) to an asterisk (\*). Page 3, paragraph 5b(7) reflects changing asterisks (\*) to pound symbols (#). Attachment 1, page 1 shows the new clearance limit of NYLA44A as R2512. Attachment 1, page 3 depicts the new clearance limits of NYLA47A and NYLA48A as R2507. Attachment 1, page 4 shows the new clearance limits for NYLA49A and NYLA50A to be R2306 and the DOME MOA, respectively. Attachment 1, page 5 reflects the new NYLA51A clearance limit as the ABEL MOA.
4. PAGE CONTROL.

Remove	Dated	Insert	Dated
Page 1	5/5/88	Page 1	5/27/93
Page 3	5/5/88	Page 3	5/27/93
Attachment 1, page 1	5/5/88	Attachment 1, page 1	5/27/93
Attachment 1, page 3	5/5/88	Attachment 1, page 3	5/27/93
Attachment 1, page 4	5/5/88	Attachment 1, page 4	5/27/93
Attachment 1, page 5	5/5/88	Attachment 1, page 5	5/27/93

*John A. Clayborn*  
John A. Clayborn  
Acting Air Traffic Manager

Distribution: ZLA-3; ZLA-17T/17E; Area E LOA Binder; AWP-530; Initiated By: ZLA-530  
Area E Read & Initial Binder; Commander, MCAS Yuma; ATREP, MCAS Yuma; ATM, ABQ

ENCLOSURE (2)

LOS ANGELES CENTER AND MCAS YUMA

LETTER OF AGREEMENT

Effective: May 5, 1988

SUBJECT: STEREOTYPE ROUTES AND SPECIAL CLEARANCE PROCEDURES

1. PURPOSE. This agreement establishes stereotype routes and defines responsibilities and procedures for stereotype route utilization.

2. CANCELLATION. Los Angeles Center and MCAS Yuma Letter of Agreement; subject: ATC Assigned Airspace Areas (ATCAAs), Military Operations Areas (MOAs), Stereotype Routes and Special Clearance Procedures, dated August 6, 1981.

3. SCOPE. The procedures and responsibilities contained in this agreement are applicable to pilots under the operational jurisdiction of the Commander, MCAS Yuma, while operating on stereotype flight plans.

4. RESPONSIBILITY. Commanders of participating military organizations shall ensure that pilots operating on stereotype routes under the provisions of this agreement are provided with current descriptions of approved routes are properly briefed on procedures pertinent to their use.

5. STEREOTYPE PROCEDURES.

a. Establishing and Revising.

(1) New or revised stereotype routes shall normally be submitted to the affected organizations for coordination and approval a minimum of 60 days prior to the proposed effective date.

(2) A new "route number" shall be assigned whenever a stereotype route is revised. Revisions to this letter shall be indicated by an asterick (\*) in the margin adjacent to the revised paragraph.

(3) Approved stereotype routes shall be retained as an attachment to this agreement. New or revised routes may be included by page revisions to the attachment. Los Angeles Center shall prepare and distribute such revisions so as to be received by affected organizations at least ten days prior to the effective date.

(4) Individual stereotype routes shall be identified by a unique name/code consisting of a combination of letters and numbers. These name/codes may be used for brevity in flight plan filing and in air/ground radio communications. The name code shall consist of the following:

(a) MCAS Yuma - Code NYL.

(b) Type of mission.

CHG 1  
REV: 5/27/93

ENCLOSURE (2)

StaO 3722.3G  
15 JUL 1997

Los Angeles Center  
MCAS Yuma  
Letter of Agreement

Page 2  
Effective: 5/5/88

1. ALPHA - ATC Assigned Airspace, Military Operations Areas, and Restricted Areas.

2. FOXTROT - Familiarization flights.

3. INDIA - Instrument training flights.

4. NOVEMBER - Navigation flights.

5. ROMEO - Refueling flights.

(c) Two-digit route identification number.

(d) Letter, when necessary to identify individual legs of multi-leg stereotype routes.

b. Flight Plan Filing.

(1) Rotorwing and fixed wing aircraft requesting ALPHA routes at other than programmed altitudes may do so by specifying the requested altitude in the flight plan.

(2) Flight plans containing approved stereotype routes shall be filed in the following format:

(a) Flight identification.

(b) Number of aircraft (if formation flight), aircraft type, and suffix.

(c) True airspeed.

(d) Proposed departure time.

(e) Requested altitude, if different from programmed altitude. (NOTE: This is intended to allow rotorwing and fixed wing observation aircraft access to the ALPHA routes).

(f) Stereotype route name/code.

(g) Remarks.

Example: SP (call sign) (A/C type) (true airspeed)  
(proposed departure time) (stereo tag).

ENCLOSURE (2)

15 JUL 1997

Los Angeles Center  
MCAS Yuma  
Letter of Agreement

Page 3  
Effective: 5/27/9

(3) Multi-leg stereotype routes: Some stereotype routes will require the filing of two or more flight plans (one for each leg) for the same flight. The following types of stereotype routes fall within this category:

(a) Flights filing one or more low approaches at other than destination airport.

(b) Composite flight plans (IFR-VFR-IFR) (Warning Areas and Restricted Areas).

(4) Single-leg stereotype routes: Stereotype routes which can be contained within a single flight plan are as follows:

(a) Flights filing IFR delays in ATCAA/MOA.

(b) All other flights not covered in paragraph 5.b.(3).

(5) Flight plans may be filed with Los Angeles Center within two hours in advance of proposed departure time, but never less than one-half hour prior to proposed departure time. If the filed estimated time of departure has lapsed by two hours or more without revision, a new flight plan must be filed.

(6) Stereotype flight plans shall be transmitted to the Center via FDIO or teletype in the format necessary for computer acceptance.

\* (7) When a leg of a multi-leg flight plan originates outside of Los Angeles Center's airspace, the flight service station shall transmit the flight plan with a full route of flight to the appropriate Center. These routes are indicated by an asterisk (\*) in the attachment.

c. Use by Pilots.

(1) Pilots shall notify the airport traffic control tower that their flight is operating on a stereotype route flight plan and specify the coded route designation for clearance.

(2) When issuing departure clearance, ATC may use the phrase "Via (coded stereotype route designation)" to describe the route of flight. Specific clearances are required for each leg of a multi-leg stereotype route. Outbound clearance limit shall be the requested ATCAA/MOA. Inbound clearance limit shall be the airport.

(3) When the original clearance of a single-leg flight plan includes an IFR delay (in an ATCAA/MOA, etc.), ATC may use the phrase "RESUME (coded stereotype route designation)" to reinstate the originally assigned route.

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(4) Requested altitudes/flight levels are for planning purposes only and shall not be considered as part of the stereotype route. For clearance purposes, altitudes/flight levels shall be assigned by ATC.

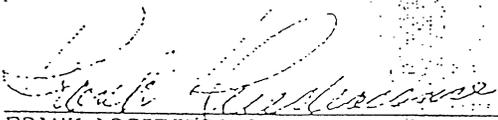
(5) Any deviation from requested stereotype routing voids the remaining segment(s) and requires re-filing a flight plan.

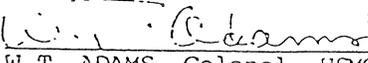
(6) Radio failure procedures shall be in accordance with FAR 91.127.

7. ATTACHMENTS. Approved stereotype routes.

APPROVED:

  
for Jack E. Meade  
DON D. EARLY  
Air Traffic Manager, Los Angeles Center  
Federal Aviation Administration

  
Frank Arcidiacono  
FRANK ARCIDIACONO  
Air Traffic Representative (ATREP)  
MCAS Yuma, Arizona

  
W.T. Adams  
W.T. ADAMS, Colonel, USMC  
Commanding Officer, MCAS Yuma  
Yuma, Arizona

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STEREOTYPE ROUTES

YUMA ALPHA ROUTES 47A AND 47B (R2507N)

\* ALPHA 47A                   GLAMIS or CARGO Departure to CARGO DME fix thence  
14,000                       via BLH R-175 to BLH 175015 thence via heading  
                              265 degrees to BLH 235029..R2507. Delay in  
                              R2507N.

STEREO-TAG: NYLA47A

ALPHA 47B                   From BLH 235029 via heading 085 degrees to  
15,000                       intercept 43-mile arc northwest of NYL to NYL  
                              340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to  
                              MCAS Yuma.

NOTE: Contact Yuma Approach Control prior to  
departing R2507N for clearance via ALPHA 47B  
route.

STEREO-TAG: NYLA47B

YUMA ALPHA ROUTES 48A, 48B, AND 48C (R2507S)

\* APLHA 48A                   GLAMIS or CARGO Departure to CARGO DME fix direct  
14,000                       BZA 310033..R2507. Delay in R2507S.

STEREO-TAG: NYLA48A

APLPHA 48B                   From BZA 310033 via heading 035 degrees to  
15,000                       intercept 43-mile arc northwest of NYL to NYL  
                              340043 for HI-TACAN RWY 3L to MCAS Yuma.

NOTE: Contact Yuma Approach Control prior to  
departing R2507S for clearance via APLHA 48B  
route.

STEREO-TAG: NYLA48B

-----ALPHA 48C              From BZA 290019, direct BZA, direct NYL for  
7,000                       enroute descent.

NOTE: Contact Yuma Approach Control prior to  
departing R2507S for clearance via ALPHA 48C  
route.

STEREO-TAG: NYLA48C

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STEREOTYPE ROUTES

YUMA ALPHA ROUTES 49A, 49B, AND 49C (R2306A)

- \* ALPHA 49A  
14,000
- GLAMIS or CARGO Departure to CARGO DME fix,  
thence via heading 055 degrees to BZA 010025.  
.R2306. Delay in R2306A.
- STEREO-TAG: NYLA49A
- ALPHA 49B  
15,000
- From BZA 010025 via heading 295 degrees to NYL  
340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to  
MCAS Yuma.
- NOTE: Contact Yuma Approach Control prior to  
departing R2306A for clearance via ALPHA 49B  
route.
- STEREO-TAG: NYLA49B
- ALPHA 49C  
7,000
- From BZA 350016, direct BZA, direct NYL for  
enroute descent.
- NOTE: Contact Yuma Approach Control prior to  
departing R2306A for clearance via ALPHA 49C  
route.
- STEREO-TAG: NYLA49C

YUMA ALPHA ROUTES 50A AND 50B (DOME)

- \* ALPHA 50A  
FL180B800
- GLAMIS or CARGO Departure, Bard Transition, to  
Bard VORTAC direct BZA 150013..DOME. Delay in  
DOME ATCAA.
- STEREO-TAG: NYLA50A
- ALPHA 50B  
FL180
- From BZA 150013 direct Brad VORTAC direct NYL  
340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to  
MCAS Yuma.
- NOTE: Contact Yuma Approach Control prior to  
departing DOME ATCAA for clearance via ALPHA 50B  
route.
- STEREO-TAG: NYLA50B

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STEREOTYPE ROUTES

YUMA ALPHA ROUTES 53A AND 53B (TURTLE)

ALPHA 53A  
14,000  
GLAMIS or CARGO Departure, Blythe Transition to Blythe VORTAC, direct Parker VORTAC, direct PKE 305025. Delay in TURTLE ATCAA/MOA.

STEREO-TAG: NYLA53A

ALPHA 53B  
15,000  
From PKE 305025 direct Parker VORTAC, direct Blythe VORTAC, direct NYL 340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to MCAS Yuma.

NOTE: Contact Los Angeles Center prior to departing TURTLE ATCAA/MOA for clearance via ALPHA 53B route.

STEREO-TAG: NYLA53B

YUMA ALPHA ROUTES 54A AND 54B (BRISTOL)

ALPHA 54A  
FL220  
GLAMIS or CARGO Departure, Blythe Transition to Blythe VORTAC, direct Twentynine Palms VORTAC, direct TNP 028018. Delay in BRISTOL ATCAA/MOA.

STEREO-TAG: NYLA54A

ALPHA 54B  
FL210  
From TNP 028018 direct Twentynine Palms VORTAC direct Blythe VORTAC direct NYL 340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to MCAS Yuma.

NOTE: Contact Los Angeles Center prior to departing BRISTOL ATCAA/MOA for clearance via ALPHA 54B route.

STEREO-TAG: NYLA54B

YUMA ALPHA ROUTE 55 (R2507/VR1267)

ALPHA 55  
14,000  
GLAMIS or CARGO Departure, direct CARGO, direct BZA 310033, direct R2507N/S. Delay R2507N/S for refueling. Return VFR via VR1267 to NYL.

STEREO-TAG: NYLA55

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STEREOTYPE ROUTES

YUMA ALPHA ROUTE 56 (SELLS MOA)

ALPHA 56  
FL230

MOHAK Departure, direct MOHAK, direct GBN, direct  
GBN120055. Cancel IFR.  
RMKS: Request SELLS MOA.

STEREO-TAG: NYLA56 #

# Denotes that users filing this route are responsible for  
scheduling SELLS MOA prior to receiving ATC clearance.

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STEREOTYPE ROUTES

YUMA FOXTROT ROUTES 04A AND 04B (NAF EL CENTRO)

FOXTROT 04A  
14,000

GLAMIS or CARGO Departure, HEEDS Transition, direct Imperial VORTAC. Delay in NAF El Centro Airport traffic area.

STEREO-TAG: NYLF04A

FOXTROT 04B  
15,000

From Imperial VORTAC via IPL R-074 to intercept the BLH R-175 to intercept the 43-mile arc northwest of NYL to NYL 340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to MCAS Yuma.

NOTE: After departure from El Centro airport maintain VFR and contact Los Angeles Center for clearance via the FOXTROT 04B route.

STEREO-TAG: NYLF04B

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STEREOTYPE ROUTES

YUMA INDIA ROUTES 37A AND 37B (NELLIS AFB)

INDIA 37A  
FL310 GLAMIS or CARGO Departure, Blythe Transition to Blythe  
VORTAC, direct Parker VORTAC, direct LAS 160024 for HI-  
VOR/DME or TACAN RWY 3R/GCA to Nellis AFB.

STEREO-TAG: NYLI37A

INDIA 37B  
FL330 Nellis Departure, direct Boulder, direct Parker VORTAC,  
direct NYL 340043 for HI-TACAN RWY 21R or HI-TACAN RWY  
3L to MCAS Yuma.

STEREO-TAG: NYLI37B

YUMA INDIA ROUTES 38A AND 38B (NAS LEMOORE)

INDIA 38A  
FL280 GLAMIS or CARGO Departure, HEEDS Transition to HEEDS  
direct Imperial VORTAC, thence J2 MZB J1 LAX J5 EHF direct  
EHF 267023 direct NLC 140030 for HI-TACAN TWY 32L/GCA  
to NAS Lemoore.

STEREO-TAG: NYLI38A

\* INDIA 38B  
FL270 From NLC direct EHF J5 LAX J1 MZB J2 to Bard VORTAC direct  
NYL 340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to  
MCAS Yuma.

STEREO-TAG: NYLI38B

YUMA INDIA ROUTES 39A AND 39B (MCAS EL TORO)

INDIA 39A  
16,000 GLAMIS or CARGO Departure, HEEDS Transition to HEEDS  
direct Imperial VORTAC V458 Julian VORTAC direct Oceanside  
VORTAC direct AREBA DME fix for HI-TAC 1 RWY 34R/GCA to  
MCAS El Toro. Execute published missed approach.

STEREO-TAG: NYLI39A

INDIA 39B  
FL230 Desert Departure, Thermal Transition to Thermal VORTAC  
direct Blythe VORTAC direct NYL 340043 for HI-TACAN RWY  
21R or HI-TACAN RWY 3L to MCAS Yuma.

STEREO-TAG: NYLI39B

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STEREOTYPE ROUTES

YUMA INDIA ROUTES 40A AND 40B (NAS MIRAMAR)

INDIA 40A  
FL220  
GLAMIS or CARGO Departure, HEEDS Transition to HEEDS  
direct Imperial VORTAC direct IPL 258027 direct LOOTS  
for HI-TAC 1 RWY 24R/L to NAS Miramar. Execute published  
missed approach.

STEREO-TAG: NYLI40A

INDIA 40B  
FL230  
Julian Departure, Thermal Transition to Thermal VORTAC  
direct Blythe VORTAC, direct NYL 340043 for HI-TACAN RWY  
21R or HI-TACAN RWY 3L to MCAS Yuma.

STEREO-TAG: NYLI40B

YUMA INDIA ROUTES 41A AND 41B (MARCH AFB)

INDIA 41A  
FL240  
GLAMIS or CARGO Departure, HEEDS Transition to HEEDS,  
direct Imperial VORTAC direct IPL 258028 direct RIV 136045  
for HI-TACAN RWY 3L to March AFB.

STEREO-TAG: NYLI41A

INDIA 41B  
FL250  
After passing the northwest end of RWY 3L, turn left  
heading 170 degrees to intercept and proceed via PDZ R-133  
to the 30 DME fix, thence direct Thermal VORTAC, direct  
Blythe VORTAC, direct NYL 340043 for HI-TACAN RWY 21R  
or HI-TACAN RWY 3L to MCAS Yuma.

STEREO-TAG: NYLI41B

YUMA INDIA ROUTES 42A AND 42B (DAVIS-MONTHAN AFB)

INDIA 42A  
FL330  
GLAMIS or CARGO Departure, Bard Transition; or climb on  
course to Bard VORTAC, J2 GBN, J104 TUS, direct DMA 095030  
for HI-TACAN/ILS RWY 30 to Davis-Monthan AFB. Execute  
published missed approach.

STEREO-TAG: NYLI42A

\* INDIA 42B  
FL280  
Direct GBN J2 BZA direct NYL 340043 for HI-TACAN RWY 21R  
or HI-TACAN RWY 3L to MCAS Yuma.

STEREO-TAG: NYLI41B

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STEREOTYPE ROUTES

YUMA INDIA ROUTE 43 (MCAS YUMA)

INDIA 43                      GLAMIS or CARGO Departure, Blythe Transition to  
FL290                          Blythe VORTAC J50, GBN, J18 SRP J11 DRK J78 PKE  
                                 direct Blythe VORTAC, direct NYL 340043 for HI-  
                                 TACAN RWY 21R or HI-TACAN RWY 3L to MCAS Yuma.

STEREO-TAG:    NYLI43

YUMA INDIA ROUTE 44 (LUF AFB)

\* INDIA 44                      Contact Yuma Range for clearance prior to  
                                 exiting FL190 R2308. R2308 direct GBN267049,  
                                 Direct GBN, VARECR (Valley Recovery Route) to  
                                 LUF.

STEREO-TAG:    NYLI44

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STEREOTYPE ROUTES

YUMA ROMEO ROUTE 05 (TWENTYNINE PALMS REFUELING TRACK)

FL200                   GLAMIS or CARGO Departure, Blythe Transition to Blythe VORTAC direct Parker VORTAC direct TNP 047065 thence direct to entry point for AR649. Conduct refuel operations.

STEREO-TAG: NYLR05

FL210                   Contact Los Angeles Center as soon as practical after completion of refueling operations for clearance to resume the Yuma ROMEO Route 05 via direct Blythe VORTAC, direct NYL 340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to MCAS Yuma.

STEREO-TAG: NYLR05

YUMA ROMEO ROUTE 06 (W291 REFUELING TRACK)

FL310                   GLAMIS or CARGO Departure, HEEDS Transition to HEEDS, direct Imperial VORTAC, direct Mission Bay VORTAC, direct OCN 217077. Conduct refueling operations in W291 for 1+00.

STEREO-TAG: NYLR06

FL290                   ADIZ penetration at OCN 217077, contact Los Angeles Center prior to exiting W291 for clearance to resume the Yuma ROMEO Route 06B via direct Mission Bay VORTAC, J2 Bard VORTAC, direct NYL 340043 for HI-TACAN RWY 21R or HI-TACAN RWY 3L to MCAS Yuma.

STEREO-TAG: NYLR06

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19 MAR 92

## SAMPLE FLIGHT SCHEDULE FOR USE AT MCAS YUMA

Squadron Assignments  
 Operations Duty Officer  
 Runway Duty Officer  
 Landing Signal Officer

Calendar Date

EVENT NUMBER	RADIO CALL	CLNC	BRIEF	CREW	ETE	ETD	ETA	MISSION	FUEL	THR CODE	TRNG CODE	NOTES	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
<p>It is requested that squadrons operating from MCAS Yuma standardize daily flight schedules. Standardization assists ground agencies in extracting information where support requirements exist.</p> <p style="text-align: center;"><u>Explanation Discussion</u></p> <p><u>Item</u></p> <p>(1) Event Identification squadron discretion. Show additional aircraft of same event as -2, -3, etc.</p> <p>(2) Radio call to be used with ATC agencies.</p> <p>(3) VFR, DD-175, etc.</p> <p>(4) Local time, e.g. 1400</p> <p>(5) Pilot(s) and crew members by last names.</p> <p>(6) Local time, e.g. 1400</p> <p>(7) Hours and minutes, e.g. 1 + 45</p> <p>(8) Self-explanatory.</p> <p>(9) Self-explanatory.</p> <p>(10) Pounds.</p> <p>(11) Mission codes.</p> <p>(12) Pilot training codes.</p> <p>(13) Notes as appropriate to clarify flight schedule.</p> <p>(14) Squadron discretion. Certain information required for Stereo flights. See StaO 3722.2E.</p> <p>Note #1 Notes as appropriate to clarify flight schedule</p> <p style="text-align: right;">Signature of Approving Authority</p>													

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ENCLOSURE (2)

0012/14  
(Date)

MEMORANDUM FOR THE RECORD

From: Directive Control Point Clerk  
To: Files

Subj: STATION ORDER 3722.36

1. Upon my assumption as Station DCP Clerk, and upon my review of the subject Order, there was no supporting documentation contained in the Official File Folder.

  
(SIGNATURE)

No Back up files

No Ann Review since 9707