



UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
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YUMA, ARIZONA (SHORT TITLE: AIRFIELD OPS MANUAL)

Ref: (a) OPNAVINST 3710.7R (Jan 97)
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Encl: (1) LOCATOR SHEET

1. Purpose. Per the references, this Manual provides policies, procedures, and standards for effective management of airfield operations at Marine Corps Air Station (MCAS) Yuma, Arizona.
2. Cancellation. StaO P3710.4H.
3. Background. The instructions contained herein pertain to the operation of aircraft within MCAS Yuma's Class D Airspace and outlying fields, other special use airspace controlled or monitored by MCAS Yuma's Air Traffic Control (ATC) and vehicles operating on or near aircraft operating areas. These instructions do not supersede instructions issued by higher authority nor do they cover every possible situation for which pilots, aircrew, and ground support personnel must exercise sound judgment.
4. Summary of Revision. This Manual has been reformatted and contains substantial changes and should be completely reviewed.
5. Action. Commanding Officers, Officers in Charge, and supervisors shall ensure that all personnel operating aircraft and vehicles aboard MCAS Yuma, or within operational areas described herein, are thoroughly familiar and comply with the rules, procedures, and regulations published in this Manual.
6. Recommendations. Recommendations concerning the contents of this Airfield Operations Manual are invited and should be forwarded via the chain of command to the Commanding Officer, MCAS Yuma.

7. Certification. Reviewed and approved this date.


MARK E. CONDRA

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INTRODUCTION

0001. PURPOSE. To publish policies and procedures for managing airfield operations at MCAS Yuma.

0002. STATUS

1. The policies and procedures in this Manual apply to all units and personnel operating at MCAS Yuma or within its operational areas.
2. Requests for deviation from the instructions in this Manual must be submitted in writing to the Commanding Officer, MCAS Yuma, via the appropriate chain of command for consideration.

0003. RESPONSIBILITY. The Station Operations Officer is the direct representative of the Commanding Officer, MCAS Yuma on all matters pertaining to the control and clearance of aircraft aboard this Station and within its operational areas. The Station Operations Officer is responsible for maintaining this Manual and for issuing changes as necessary. Officers and personnel of the Operations Department shall ensure compliance with the regulations contained herein.

0004. ORGANIZATION AND COMMUNICATIONS

1. MCAS Yuma is a subordinate unit of Marine Corps Air Bases, Western Area (COMCABWEST), MCAS Miramar. Message plain language addresses are:
 - a. MCAS YUMA AZ//OPS//
 - b. COMCABWEST MIRAMAR CA//G-3//
2. The Airfield Operations Division is included within the Station Operations Department and includes the following sections.
 - a. Air Traffic Control (ATC)
 - b. Aircraft Rescue and Fire Fighters (ARFF)
 - c. Flight Clearance (CLX)
 - d. Flight Support (FSPT)
 - e. Recovery (REC)
 - f. Sweepers (SWP)
 - g. Visiting Aircraft Line (VAL)

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- h. Weather Service (WX)
- i. Deployment Schedules Office

3. Business pertaining to Airfield Operations can be addressed by phone at the following DSN numbers. The commercial area code and prefix is (520) 341-XXXX.

- a. Station Operations Officer - 951-3558
- b. Airfield Operations Officer - 951-3327
- c. Airfield Operations Chief - 951-6112
- d. Flight Clearance - 951-2077/2326
- e. Correspondence can be addressed to:

Commanding Officer
Marine Corps Air Station
(Attn: Station Operations Officer)
Box 99100
Yuma, Arizona 85369-9100

0005. GEOGRAPHICAL DESCRIPTION. MCAS Yuma (KNYL) is a joint use, civil/military airport located within the southern boundary of the city of Yuma, Arizona.

0006. AIR STATION HISTORY

1. On February 21, 1928, President Calvin Coolidge authorized the Federal Government to lease 640 acres of desert land for use as a flying field. Three weeks later, on March 16, Colonel Benjamin F. Fly persuaded the government to lease a parcel of land from Yuma County. The land, near the town of Yuma, covered with cactus, brush and desert wildlife, soon became an air facility called "Fly Field".

2. Aviation was in its infancy at that time and Fly Field rapidly became the center of attention for Yumans, particularly during the summer of 1928 when it was used as a stopover point for 25 planes participating in an air race from New York to Los Angeles. Many of the old timers who turned out to see the comings and goings at Fly Field had made the same trip by covered wagon not too many years earlier.

3. The installation achieved new importance with the outbreak of World War II. It was taken over by the Army Air Corps, renamed Yuma Army Airfield and became the site of one of the busiest flying schools in the nation, graduating pilots by the hundreds. At the end of the war, all Flight activities at the airfield ceased and the area partially reverted

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to desert.

4. On July 7, 1951, the Air Force reactivated the airfield as Yuma Air Base and established the 4750th Air Defense Wing, which developed a weapons proficiency center for fighter-interceptor units. In 1956, in memory of BGen Clinton D. Vincent, USAF, Yuma Air Base was renamed Vincent Air Force Base. When it became necessary to transfer the training of interceptor pilots to overwater ranges, the 4750th Air Defense Wing was relocated to MacDill AFB, Florida. In anticipation of the move, the facility was signed over to the Navy on January 1, 1959.

5. On January 10, 1959, Colonel L. K. Davis, USMC became the first Commanding Officer of the newly designated Marine Corps Auxiliary Air Station. On July 20, 1962, the facility was designated a Marine Corps Air Station.

6. From January 1969 to September 1987, MCAS Yuma was the home of Marine Combat Crew Readiness Training Group-10, which provided initial combat training to Marine A-4 and F-4 aircrews. On October 1, 1987, Marine Aircraft Group 13 relocated to MCAS Yuma from MCAS El Toro. MAG-13 is currently the first Marine Aircraft Group to solely employ four squadrons of AV-8B Harriers, those squadrons being Marine Attack Squadrons 211, 214, 311 and 513.

7. Other tenant units currently assigned to MCAS Yuma include Marine Aviation Weapons and Tactics Squadron-1, Marine Air Control Squadron-1, Marine Fighter Training Squadron-401, Marine Wing Support Squadron-371, Combat Service Support Detachment-16 and the Yuma Branch Medical Clinic.

8. MCAS Yuma is considered one of the finest aerial weapons training bases in the United States. Units flying from MCAS Yuma have access to 1.5 million acres of maneuver and bombing ranges within ten minutes time, as well as 98 percent unrestricted flying weather. MCAS Yuma hosts more than 35 units annually who come for periods of several days to several weeks for training.

9. From its modest beginnings, MCAS Yuma has progressed to a modern facility that handles over 169,000 terminal operations and 100,000 enroute and range operations a year, making it the busiest Marine Corps Air Station and the second busiest in the Department of the Navy.

0007. ALLOWANCES. Requests for a copy of this Manual or for inclusion to distribution should be made to the Commanding Officer (Attn: Airfield Operations Officer), MCAS Yuma.

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CHAPTER 1

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CHAPTER 1

GENERAL

1000. GENERAL PRUDENTIAL RULES. The regulations prescribed herein govern the operation of all aircraft at MCAS Yuma, and within the MCAS Yuma Class D Airspace. All vehicular traffic on the runways and taxiways are also subject to these regulations. Pilots are expected to exercise good judgment in the operation of aircraft, while adhering to the general prudential rules of flying. The pilot-in-command of any aircraft is responsible for the safe and orderly conduct of the flight and is expected to adhere to the provisions of the Naval Air Training and Operating Procedures Standardization (NATOPS) Manual for the type/model/series of aircraft. Personnel having specific duties, which require their presence on the airfield, are expected to be familiar with and adhere to all applicable portions of these regulations.

1001. GEOGRAPHICAL INFORMATION

1. The geographical center of the airfield is 32° 39.4' north latitude, 114° 36.4' west longitude. Field elevation is 213' above Mean Sea Level (MSL) and the magnetic variation is 13.1 degrees east.

2. MCAS Yuma/Yuma International Class D Airspace (Surface Area). Due to the Federal Aviation Administration's (FAA) reclassification of all airspace on 16 September 1993, MCAS Yuma/Yuma International is now classified as "Class D Airspace (Surface Area)" vice a Control Zone and ATA. The dimensions of the Class D Airspace are as follows: "That airspace within a 5.2 NM radius of MCAS Yuma/Yuma International Airport, (latitude 32°39'24"N, longitude 114°36'19"W). Within 1.8 miles each side of the Bard VORTAC 168-radial, extending from the 5.2 mile radius of the surface area to the VORTAC, and within 1.8 miles on each side of the Yuma TACAN (latitude 32°38'48"N, longitude 114°36'45"W). 031-radial, extending from the 5.2 mile radius of the surface area to 6 nautical miles NE of the TACAN extending from the surface to 2,700'AGL. An exclusionary zone exists over Somerton airport from surface to 300'AGL" (Appendix I).

3. MCAS Yuma local time is Zulu minus seven (-7) hours all year. Arizona does not adjust for Daylight Savings Time.

1002. HOURS OF OPERATION

1. MCAS Yuma is open for military operations from 0700T to 2300T daily. The control tower will be operational during those hours unless NOTAMed otherwise.

2. Extended field hours or military closed field operations must be approved by the Airfield Operations Officer. Requests shall be submitted

via letter or message in sufficient time to arrive no later than forty eight hours in advance.

3. Civil aircraft continue to operate when the airfield is closed, but no Airport Advisory Service is available to them. All aircraft utilize common traffic advisory frequency 119.3.

CAUTION

MILITARY AIRCRAFT AUTHORIZED TO CONDUCT CLOSED FIELD OPERATIONS ARE CAUTIONED AND ADVISED THAT CIVIL AIRCRAFT CONTINUE TO OPERATE AT THE AIRFIELD USING CTAF. MILITARY AIRCRAFT SHOULD CONTACT YUMA APPROACH CONTROL FOR RADAR ADVISORIES CONCERNING AIRPORT CIVIL TRAFFIC AND MONITOR CTAF IF ABLE.

1003. RUNWAY STRUCTURE

1. The runway structure consists of one set of parallel runways with displaced thresholds and two intersecting runways. See Appendix A, Air Station Diagram.

2. Runway dimensions

<u>Runway</u>	<u>Surface</u>	<u>Length x Width</u>	<u>PCN</u>	<u>Overrun</u>
3R/21L	Asphalt	9,239' x 150'	44R/C/W/T	3R-976'/21L-1000'
3L/21R	Concrete	13,299' x 200'	69R/C/W/T	3L-650'/21R-1000'
8/26	Asphalt	6,145' x 150'	14F/B/W/T	8-1000'/26-251'
17/35	Asphalt	5,710' x 150'	26F/B/W/T	17-800'/35-262'

3. All runways have a concrete run-up area adjacent to the approach end.

4. Primary runways for military jets are 3/21 for departures and arrivals. Runway 3L/21R is the primary heavy civil aircraft arrival/departure. Runways 8/26 and 17/35 are used for helicopter, light military and civil aircraft.

5. Runways are marked in accordance with FAA and NAVAIR standard criteria. Lighted runway distance markers are located at 1,000' intervals on all runways.

1004. RUNWAY LOAD BEARING STRENGTH. Current runway bearing strengths are listed in the DOD FLIP (Enroute) IFR - Supplement. Prior permission from the CO, MCAS Yuma is required when the Aircraft Classification Number (ACN) of the aircraft exceeds the published Pavement Classification Number (PCN).

1005. TAXIWAYS. All taxiways are 75' wide with the exception of Taxiways A, A1, A2, K and L which are 50' wide, taxiways C and D which are 150' wide, and Taxiway "I" which is 40' wide. It should be noted that Taxiway "A" crosses runway 8/26 and the overrun for runway 3R. Taxiway "B" crosses runway 8/26 and enters the runway overrun for runway 3R. (See Appendix A).

1006. AIRFIELD LIGHTING

1. Rotating Beacon. A standard Land Airport Rotating Beacon, single white, single green, is located approximately 2,400' south-southeast of the control tower.

2. Runways. All runways are equipped with variable high intensity lights. The runway lights on Runway 3L/21R are displaced 10 feet outboard from the runway. Lights on runways 17/35 and 8/26 may be activated for 15 minutes by keying transmitter 5 times within 5 seconds on VHF 119.3.

3. Taxiways. All taxiways are bounded by blue lighting except Taxiway "G" and the feeder taxiway from Runway 8. Taxiway "K" is marked with blue edge reflectors. Taxiway "C" is marked by a single row of blue lights on the outboard edge of the taxiway opposite the parking ramp. Lights on Taxiways A, I, J, and L may be activated after hours by keying transmitter 5 times within 5 seconds on VHF 119.3. These lights will stay on for 15 minutes.

4. Medium Intensity Approach Lighting System (MALSR). This system has Runway Alignment Indicator Lights and is available for runway 21R.

5. Obstructions. Obstructions on or near the airport are marked by standard red obstruction lights.

1007. SERVICE FACILITIES

1. Operations Brief. A Station Operations brief is required for all deploying squadrons to MCAS Yuma. Briefs will be scheduled through the Airfield Operations Officer/Deployment Schedules Office, Monday-Friday 0730-1630L, at DSN 951-3327/3515 or COMM (520) 341-3327/3515. Briefs are mandatory prior to operating at MCAS Yuma.

If deploying within 90 days from a previous deployment, requirement for briefs will be at the discretion of the Airfield Operations Officer.

2. Support Requests. Due to the high level of operations and limited transient hangar and maintenance facilities at MCAS Yuma, the following advance coordination is required in order to avoid scheduling conflicts:

a. Requests for line space for 48 hours or less shall be scheduled by calling the Visiting Aircraft Line (VAL) at DSN 951-2760/2445 at least 24 hours in advance. Aircrew must be present during VAL personnel aircraft servicing.

b. Requests for line space for more than 48 hours or for maintenance space shall be submitted in writing or by message (MCAS-YUMA AZ//OPS/FLN//) to arrive at Fleet Liaison at least 72 hours prior to the requested date. For feasibility, call DSN 951-3515/3039.

c. Requests for ranges/target times, airspace, or AUX-2 shall be submitted in writing or by message (MCAS YUMA AZ //OPS/ATC//) in accordance with Station Order 3710.6H and Fleet Area Control and Surveillance Facility Defense Instruction (FACSFACDINST) 3120.1C. For feasibility, call DSN 951-2214/2215.

d. Requests for closed field operations, NVG operations, extended field hours, or tow banner operations shall be submitted in writing or by message (MCAS YUMA AZ//OPS//) to arrive at Airfield Operations at least 48 hours prior to the requested date. For feasibility, call DSN 951-3722/2326.

e. Use of Rolle Field is highly discouraged and will not be supported by MCAS Yuma.

3. Fleet Services. Deploying units will coordinate directly with Deployment Scheduling (Hangar Control Department) for ramp/line spaces, work spaces, transportation, billeting, and messing. Deployment Schedules is located in Hangar 220, DSN 951-3515/3039. Website is www.yuma.usmc.mil/deppage/index HTM.

4. Flight Planning. Complete facilities for flight planning are available at Airfield Operations, Building 153. Aviation units deploying to MCAS Yuma are responsible for providing their own navigational charts and publications. They will not be supplied by this Command.

5. Weather Service. A complete forecasting and observing facility is available 24 hours a day and is located in Airfield Operations, Building 153 (extension 2265). Contact Yuma METRO 349.9.

6. Precision Approach Path Indicator System (PAPI). PAPI's are located on runways 3R/21L and 3L/21R, 1000 feet from landing threshold.

7. Compass Rose. One compass rose is available on a non-scheduled basis located southwest of the control tower between Taxiway "E" and Taxiway "F" (See Appendix A).

8. Visual Wind Indicators. A free swinging wind "T" is located in the triangle formed by Runways 3/21, 8/26 and 17/35. Wind socks are located at the approach end of all runways.

1008. AIRCRAFT REFUELING AND DEFUELING. Maytag Refueling Inc., under government contract, provides fuel services. Prior coordination is required; call: extension 2234 or 2210.

1. Refueling. Refueling priority is (1) SAR/MEDEVAC, (2) VIP code 7 or higher, (3) scheduled tenant and deployed aircraft and (4) transient aircraft.

2. No aircraft maintenance or repair work is allowed during refueling/defueling operations.

3. Defueling

a. Requests for defueling shall be made directly to Maytag Refueling Inc. Routine defueling requests require at least 30 minutes prior notice to allow Maytag to adjust their work schedule.

b. Defueling may be conducted on the flight line. The CFR Section (extension 2385) shall be notified to dispatch a fire fighting vehicle for defuelings which do not use a sealed single point connection.

c. Emergency defueling where leaking fuel is creating an immediate danger to personnel or equipment or creating a hazardous condition may preempt scheduled and unscheduled refueling. The CFR section shall be notified to dispatch a fire fighting vehicle to the site for emergency defueling.

4. Tactical Airfield Fuel Dispensing System (TAFDS)

a. Marine Wing Support Squadron (MWSS) 371 operates a TAFDS aboard MCAS Yuma for 3rd Marine Aircraft Wing (MAW) aircraft. MWSS-371 is under the operational and administrative control of 3d MAW.

b. The TAFDS is located on taxiway C between taxiways A and B. Hours of operation are directed by MWSS-371 to support requests submitted through the chain of command. There are no regularly scheduled hours.

c. Further information on TAFDS operations and procedures contact MWSS-371 at DSN 951-5673/5340.

1009. RUNWAY ARRESTING GEAR. The runway arresting gear consists of two sets of bi-directional E-28 gear and one M-21 gear set (available during WTI). Their locations are listed in the current edition of the IFR Supplement, and are depicted on Appendix A.

1. Maximum capability for all arresting gear by type aircraft is defined in individual aircraft NATOPS manuals.

2. In order to minimize possible structural damage to AV-8 aircraft, the arresting gear on runway (3R/21L) will remain derigged unless required

for special operations.

3. Arresting gear locations are marked by vertical signs depicting yellow circles. They are lighted for night operations.

1010. NAVIGATIONAL AIDS - ELECTRONIC

1. TACAN. Identification "NYL", Channel 84, located on the field and operating continuously.

2. VORTAC. Identification "BZA", VORTAC 116.8/Channel 115, located 347°/6.0 NM from the airfield.

3. RADAR (ASR/PAR). Enroute radar service is available 24 hours. ASR/PAR approaches are available only during published airfield hours. For VFR arrival/departure service contact Yuma Approach on 287.0 or 125.55. Due to the high density traffic at MCAS Yuma, it is required for all military fixed wing aircraft to use this service.

4. ILS Runway 21R. Localizer frequency is 108.3.

1011. NOISE ABATEMENT

1. One of the responsibilities of the Air Station is to achieve compatibility between operational requirements and the welfare of the local community. One way this is achieved is by minimizing public exposure to high noise levels and potential safety hazards associated with aircraft operations.

2. The close proximity of this Air Station to the City of Yuma makes residents vulnerable to the effects of aircraft operations. Therefore, the Course Rules published in Chapter 3 are designed to minimize noise and potential safety hazards while maximizing operational training and flight safety requirements on and in the vicinity of MCAS Yuma.

3. Only through the cooperative effort of unit commanders, aircrew, and ground support personnel can compatibility be achieved and, in doing so, safeguard the operational capabilities enjoyed at MCAS Yuma.

1012. NATIONAL WILDLIFE REFUGES

1. There are four wildlife refuges in the vicinity of MCAS Yuma; Cibola and Imperial National Wildlife Refuges north of Yuma bordering the Colorado River, the Kofa National Wildlife Refuge in and north of R-2308A and the Cabeza Prieta National Wildlife Refuge in the southeastern part of R-2301W.

2. A Fish and Wildlife Service regulation covering the flight of

aircraft on and over wildlife areas states: "The unauthorized landing of aircraft on a wildlife refuge area is prohibited, except in the event of an emergency." OPNAVINST 3710.7 states "When it is necessary to fly over known wild fowl habitations, an altitude of at least 1500' AGL shall be maintained, conditions permitting."

1013. QUIET HOURS

1. Requests for quiet hours shall be submitted in writing to the Commanding Officer, MCAS Yuma (Attn: Airfield Operations Officer) not less than 5 working days in advance.
2. Requests for quiet hours shall include the unit, purpose, date and time required, and name and phone number of the unit point of contact.
3. Quiet hours are limited to 45 minutes to minimize the impact on flight operations.
4. The following aircraft limitations will be applied during published quiet hours:
 - a. Landings or take-offs will not be authorized during quiet hours. (except for declared emergencies)
 - b. Departing transient pilots proposing to turn-up within 15 minutes or less of quiet hours will be advised of quiet hours by VAL personnel.
 - c. Within 15 minutes of quiet hours, ground control will advise pilots to not turn main engines unless they will be able to take off prior to quiet hours.
 - d. No auxiliary power units or main engines will be turned up within 5 minutes of quiet hours, to include maintenance ground turns , until quiet hours are secured.
 - e. Taxi, take-off or landing clearances will not be issued to any military aircraft.
5. The following administrative procedures will be initiated by Operations personnel:
 - a. Flight Clearance shall publish the appropriate message notification and notify tenant and deployed squadrons by telephone. On the day of the quiet hours they will post the published times in Flight Clearance and the flight planning room. Flight Clearance will advise aircrew when their proposed departure time is within one hour of, or directly conflicts with, the published quiet hours.
 - b. Flight Clearance will provide the quiet hour information to the Weather section who will publish the information on the weather vision

screen at least 24 hours in advance.

c. The VAL will post the quiet hours information within the VAL area two hours prior to the published times.

d. ATC will include a brief notation of quiet hours on ATIS from 2 hours prior, through the end of the published times.

1014. VIP PROCEDURES

1. In order to ensure that visiting VIPs (Code 7 and above) receive timely service and appropriate courtesies, the Station Adjutant and tenant units shall:

a. Notify Airfield Operations (ext 3722/2326) not later than 24 hours prior to the arrival of all VIPs being hosted who will arrive and/or depart by aircraft.

b. Provide the grade, name, billet, estimated time of arrival/ departure, type aircraft, and any special requests to be made of Airfield Operations.

2. VIP transport aircraft inbound to MCAS Yuma shall contact Yuma Command Post on frequency 337.9 fifteen minutes prior to arrival with firm chock time and servicing requirements.

3. Include in remarks section of DD 175.

1015. VIOLATIONS OF REGULATIONS. Violations of flight regulations and of rules and regulations set forth by this Manual shall be reported to the Airfield Operations Officer at extension 3722/2326. Flight violations will be investigated and processed in accordance with OPNAVINST 3710.7 and OPNAVINST 3760.1.

1016. FOD PREVENTION. The desert terrain makes MCAS Yuma a FOD intensive environment. Extra vigilance is required to preclude aircraft FOD incidents. Pilots are requested to advise ground control of any observed FOD on runways and taxiways.

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CHAPTER 2

FLIGHT PLANNING

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CHAPTER 2

FLIGHT PLANNING

2000. GENERAL

1. Policy. Flights originating at MCAS Yuma shall be conducted in accordance with current OPNAV instructions, FAA directives, Flight Information Publications, and this Manual.
2. Facilities. Flight planning and weather services are available at Airfield Operations, Building 153. Publications will not be removed from the Flight Planning Room.

2001. LOCAL FLYING AREA - DEFINITIONS

1. Local Flying Area. The local flying area is defined as that area bounded by a line commencing at a point on the US/Mexican border due west of MCAS Yuma, proceeding westward along the border to the Pacific coastline, then northwest along the coastline to NAS Lemoore, direct to Coaldale VORTAC, turning east to Milford VORTAC, direct Zuni VORTAC, then south to the US/Mexican border, and proceeding westward along the border to a point due west of MCAS Yuma. (Appendix K)

2. Stereo Routes. Stereo routes are routinely used routes of flight identified by coded names and are designed to minimize flight plan handling and communications.

a. IFR Stereo Routes. MCAS Yuma and Los Angeles ARTCC have established IFR stereo routes. All MCAS Yuma IFR stereo routes are conducted under instrument flight rules and are available to fixed wing aircraft of tenant and deployed units at MCAS Yuma. Route descriptions and specific instructions are contained in the current edition of StaO 3722.3. See paragraph 2002.2.c of this Manual for filing instructions. Recommendations to change stereo routes should be submitted to the ATC Officer for review and processing.

b. VFR Helicopter Routes. 3d MAW and COMCABWEST have established VFR stereo routes. In accordance with the letter of agreement the stereo routes are conducted under visual flight rules and are available to 3d MAW and COMCABWEST helicopters only. See paragraph 2002.2.d of this Manual for route descriptions and filing instructions.

3. VFR Tower-to-Tower. West coast Navy and Marine Corps air facilities connected by direct facility-to-facility communications have an established Letter of Procedure for flight following of local VFR helicopter flights. VFR helicopter tower-to-tower flights are authorized between NAS North Island, MCAS Miramar, OLF Imperial Beach, NAF El Centro, NWC China Lake, NALF San Clemente Is., MCAS Camp Pendleton, and

MCAS Yuma.

3. A copy of the Letter of Procedure is on file at Yuma Flight Clearance. See paragraph 2002.2.e of this Manual for filing Instructions.

2002. FLIGHT PLANNING

1. Approval Authority. Approving authority for flight is prescribed in reference (a) and other applicable instructions.
2. Flight Plan Filing. All flights originating at MCAS Yuma shall have an authorized flight plan on file with Yuma Flight Clearance. Flight plans shall be prepared and submitted by the pilot in command as outlined in reference (a) and the Flight Information Planning (FLIP) publication, General Planning section. The pilot in command/flight leader is responsible for ensuring that the flight plan is filed at least 45 minutes prior to the estimated time of departure (ETD). The following types of flight plans may be used under the conditions specified.

- a. DD-175 (Military Flight Plan). This form will be used for military flights originating from MCAS Yuma, except those posted on a daily flight schedule.

- b. Daily Flight Schedules. Authorization for flight within the local flying area for tenant and deployed units may be documented by a published flight schedule, the following instructions apply:

- (1) As a minimum, published flight schedules shall identify the unit and include event number; type aircraft, call sign; estimated time of departure (ETD); estimated time enroute (ETE) or estimated time of arrival (ETA), the names and flight functions of all flight personnel, designation of the pilot in command/mission commander and/or formation leader, chain of command for formation flights in event of an abort by designated flight leader; total mission requirement code(s); route of flight; mission/ordnance (number and type); fuel on board (hours and minutes); and must be signed by the commanding officer or his delegated authority.

- (2) Units shall deliver ten copies of their daily flight schedule to Flight Clearance by 1530 the day prior to the intended flights. Schedules for weekends and holidays shall be delivered by 1530 of the last work day prior to the intended flights.

- (3) Add-ons, cancellations, or changes can be called to Flight Clearance at extension 3722/2326. Allow 45 minutes for routine local add-ons.

- (4) Flight plans listed on the flight schedule will be automatically cancelled if not activated within 2 hours after the ETD

unless the pilot is in contact with Clearance Delivery or the squadron has notified Flight Clearance of a revised ETD.

(5) Squadrons are responsible for initiating action for overdue local flights listed on their flight schedule. Aircraft are considered overdue 30 minutes past their ETA/ETR. The squadron will immediately notify Flight Clearance of any past due aircraft.

c. IFR Stereo Routes. StaO 3722.3G (LOA dtd 12 Aug 93 between MCAS Yuma and Los Angeles Center) establishes the following procedures:

(1) IFR stereo routes may be filed on a DD-175 or on the squadron daily flight schedule.

(2) If a flight schedule is used, it must show the following information:

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

(b) ETD at NAF El Centro on the Foxtrot Route.

(c) Time delays on refueling tracks on Romeo Route.

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

(e) ETD for return leg on the November Routes.

(3) The same radio call sign may be used for stereotype flight plans only once per day because of computer limitations.

(4) Additions or changes to squadron flight schedules which involve stereotype flight plans require two (2) hours processing time and may be transmitted to MCAS Yuma Flight Clearance via telephone (DSN 951-2325/2326).

(5) Delays on take-off of 30 minutes or more from the proposed ETD must be transmitted to Flight Clearance or Yuma Clearance Delivery. Departure times that have not been modified within 30 minutes after the ETD will automatically be cancelled by the Flight Planning Section.

d. Helicopter VFR Stereotype Route

(1) A letter of agreement between 3rd MAW and COMCABWEST establishes the following VFR routes for 3rd MAW helicopters only. They are two leg routes with a 2 hour delay at the destination, then return via the same route. Pilots may file for either leg of a route if round trip is not required.

(2) Route Descriptions

(a) Mountain Alpha. March AFB (RIV) - Banning Airport (BNG)

- Palm Springs Tacan (PSP) - Thermal Airport (TRM) - WISTE (Bombay Beach)
- MCAS Yuma (NYL).

(b) Mountain Bravo. MCAS Camp Pendleton (NFG) - JLI - KUMBA (City of Ocotillo) - IPL - BZA - MCAS YUMA (NYL).

(c) Seaside Alpha. CLR (Amos, 13 miles east of Calipatria) - BZA - MCAS Yuma (NYL).

(d) Seaside Bravo. MCAS Camp Pendleton (NFG) - 4JL (6 miles north of Barrett Lake Reservoir) - KUMBA (City of Ocotillo) - IPL - BZA - MCAS Yuma (NYL).

(e) Palms Alpha. MCAS Yuma (NYL) - Blythe Airport (BLH) - Desert Center Airport (L64) - 29 Palms EAF (NXP).

(f) Palms Bravo. MCAS Yuma (NYL) - WISTE - Thermal Airport (TRM) - Palm Springs Vortac (PSP) - Yucca Valley Airport (L22) - 29 Palms EAF (NXP).

(3) Filing Prerequisites

(a) Departure and destination airfields must be VMC and open for flight operations for the duration of the flight.

(b) The same call sign must be used throughout the flight.

(c) Pilots using these flight plans shall be familiar with the provisions of the Letter of Agreement, its procedures, and descriptions of approved routing. A copy of the Letter of Agreement is on file at Flight Clearance.

(4) Filing Procedures. Pilots shall file with Flight Clearance in person or on the Yuma Command Frequency (337.9) prior to taxing for departure. The following information is required:

- (a) Code name of route
- (b) Aircraft call sign
- (c) Number and type aircraft
- (d) Bureau number
- (e) Persons on board
- (f) Fuel on board
- (g) Time enroute
- (h) Remarks (e.g. codes)

(5) Pilots are responsible for obtaining weather and NOTAM briefings prior to each flight.

(6) Flight Clearance shall notify the destination airfield of the VFR stereo flight and provide flight information and the actual time of departure.

(7) The pilot-in-command shall ensure that the flight plan is closed out with the Tower/Flight Clearance at the final destination. These flights cannot be closed out with a FSS.

e. VFR Helicopter Facility-to-Facility Flights (Tower-to-Tower)

(1) A letter of procedure dated 1 April 1978 establishes procedures for flight following of local VFR Navy and Marine Corps helicopter flights conducted between NAS North Island, MCAS Miramar, NALF Imperial Beach, NAF El Centro, NWC China Lake, NALF San Clemente, MCAS Yuma, and MCAS Camp Pendleton.

(2) Filing Prerequisites

(a) Departure and destination airfields must be VMC and open for military flight operations for the duration of the flight.

(b) The same call sign must be used throughout the flight.

(c) Pilots shall be familiar with the provisions of the Letter of Procedure, a copy of which is on file at Flight Clearance.

(d) When the complement of the crew or passengers changes from that of the previous leg of flight, pilots shall provide a corrected crew and passenger list that provides names, ranks, social security numbers, and home duty stations for each occupant. The corrected list will be filed with the operations duty officer, passenger terminal, squadron or unit duty officer of the station from which the takeoff will be made.

(3) Filing Procedures. Pilots shall file with Flight Clearance in person or on the Yuma Command Post frequency (337.9) prior to taxiing for departure. The following information is required.

(a) Aircraft call sign

(b) Number and type of aircraft

(c) Destination

(d) Estimated time enroute

(e) Fuel on board (hours and minutes)

- (f) Souls on board
- (g) Bureau number
- (h) Remarks (e.g. codes)

(4) Pilots are responsible for obtaining weather and NOTAM briefings prior to departure.

(5) Round robin tower-to-tower flight plans are prohibited. Pilots desiring to fly a local sortie prior to proceeding to their next destination shall file a DD-175 flight plan with Flight Clearance.

(6) The pilot-in-command shall ensure that the coded flight plan is closed out with the tower/flight clearance at the final destination. Stereo flight plans cannot be closed out with an FSS.

2003. STANDARD INSTRUMENT DEPARTURES (SIDS). There are two non-radar and three radar SIDs for MCAS Yuma. They are "Cargo-six", "Glamis-six", "Argus-One", "Mohak-One", and "Picacho-One". They are published in the FLIP SID, Western United States Booklet.

2004. CLOSING FLIGHT PLANS. Closing out a flight plan is solely the responsibility of the pilot in command. When the field is open, flight plans will be closed out with the Tower. When the field is closed, flight plans will be closed out with Flight Clearance on Yuma Command Frequency 337.9 or by phone, extension 3277/2326.

2005. WEATHER MINIMUMS

1. The VFR minima for MCAS Yuma is a ceiling not less than 1000' and visibility not less than 3 nautical miles.
2. When the ceiling and/or visibility fall below VFR minimums, all flight operations shall be conducted in accordance with IFR procedures (see paragraph 4004 and 4005 of this Manual). Radar minimums and instrument approach procedures are published in the current DOD FLIP High Altitude Approach Procedures (SW) booklet and FLIP Low Altitude Instrument Approach Procedures Vol-3.

2006. VFR STAMP POLICY. Local command authorization for a VFR stamp has been granted for an indefinite period. The stamp will be of a limited nature in that the weather forecaster will have the final option for its utilization. Restrictions as to its use are set forth by the Weather Service Officer (Ext 3230).

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CHAPTER 3

COURSE RULES

3000. GENERAL

1. Course Rules and Traffic Pattern Orientation. MCAS Yuma is a military/civilian joint-use airport. Two types of traffic patterns are approved and used simultaneously; the overhead 360 (break) pattern and standard quadrangle pattern. Traffic patterns and helicopter routes are depicted on Appendixes B through E of this Manual. The traffic pattern serving runway 3 is right traffic; the pattern serving runway 21 is left traffic; patterns for runway 8/26 and 17/35 are left or right traffic as assigned by the tower. The overhead 360 (break) patterns are normally restricted to tactical military high performance aircraft unless density of traffic is such that slower aircraft specifically requesting the overhead approach would not impede the safe and expeditious flow of traffic. There are no helicopter traffic patterns defined as such; however, course rules governing the flow of helicopters are defined in paragraph 3005. All aircraft operating in the MCAS Yuma Class D Airspace (Appendix D) shall be under positive control during published operational hours (see paragraph 4000 of this Manual for definition of positive control).

2. Responsibilities of the Pilot and the Control Tower. The pilot in command of an aircraft is directly responsible for the safe operation of his aircraft. The control tower is responsible for issuing clearances and such other information as necessary to ensure an orderly flow of aircraft in the terminal area. Clearances issued by the control tower are authority for the pilot to proceed only so far as known air traffic conditions and field conditions allow and do not permit the pilot to violate any provisions of military or federal regulations. When flying in VMC, it is the direct responsibility of the pilot to avoid other aircraft. Clearance and/or information issued by the tower is intended to aid pilots to this end. Unless the pilot has an emergency, a wave-off by the control tower is MANDATORY. Under no circumstances will discussions not related to the control of air traffic be conducted on air traffic control frequencies.

3. Avoidance of Certain Properties and Installations

a. Unless in compliance with ATC instructions or as necessary for traffic avoidance, aircraft flying within the Yuma Class D Airspace (surface area) shall not overfly the following areas:

- (1) Cities of Yuma, Somerton, and the town of Winterhaven
- (2) Kofa and Cibola High Schools, Rolle Elementary School, Crane Jr. High School

(3) Air Station Buildings, Station Housing, or the Station Magazine Area.

b. Pilots will maintain a minimum of 300' AGL when required to operate over public roads during the landing or departure phase of flight if aircraft performance for takeoff or landing permits. Aircraft shall not be flown over or within one (1) mile behind the target butts of the MCAS Yuma Rifle/Pistol Range (NYL 135007) below an altitude of 1200' MSL. Arizona Western College should also be avoided. See paragraph 1012 of this Manual for avoidance of wildlife refuge areas.

b. Aircraft making touch and go landings on Runway 3L are authorized to overfly the Station Magazine Area above 700' MSL. ATC instructions may at times require an aircraft to overfly certain parts of the above areas. When there is a conflict between the above procedures and ATC instructions, ATC instructions take priority.

4. Unusual/Aerobatic Maneuvers within the Yuma Class D Airspace. Pilots shall not request, and ATC personnel will not authorize clearance to perform unusual/aerobatic maneuvers within the Yuma Class D Airspace if such maneuvers are not essential to the performance of the flight. Unusual maneuvers include unnecessary high speed low passes, unscheduled flybys, high-performance takeoffs, climbs at very steep angles (except tow banner departures and specifically approved airshow demonstration practices, (see paragraph 3007 of this Chapter)), and practice instrument approaches to altitudes below specified minima (unless a full stop or touch and go landing is to be made).

5. Control of Formation Flights. Formation flights are considered as a single aircraft. Instructions for the control of formation flight are issued to the formation leader. In accordance with OPNAVINST 3710.7 and FAA Handbook 7110.65 the formation leader is responsible for the safe and orderly conduct of the formation, and for the separation, including runway separation, of each element of the formation. Control instructions shall be issued to individual elements of a formation when requested by the formation leader or when necessary for safety.

3001. RUNWAY INFORMATION

1. Aircraft Categories

a. Category I - "small" weight class (12,500 lbs or less) single engine, propeller-driven aircraft, and all helicopters.

b. Category II - "small" weight class (12,500 lbs or less) twin engine, propeller-driven aircraft.

c. Category III - all other aircraft.

2. Runway Assignments

a. Runways 3L and 3R are designated as the calm wind runways for military aircraft. Runway 8 is the calm wind runway for General Aviation and Air Carrier aircraft.

b. The calm wind runway will be assigned whenever the wind velocity is five knots or less, unless use of another runway is operationally advantageous or is requested by the pilot or formation leader.

c. The runway most nearly aligned with the wind will be assigned when the wind velocity and direction exceed a five (5) knot tailwind component for the calm wind runways for sustained periods, unless use of another runway is operationally advantageous or is requested by the pilot or formation leader.

d. Runways 17/35 or 8/26 shall not be assigned to military turbojet or large turboprop aircraft unless weather conditions make it necessary for safety of flight. AV-8's may takeoff from the approach end of Runway 35 if they transition to depart down runway 3L or 3R. AV-8 VSTOL may takeoff from runway 26 if they transition to depart from runway 21L or 21R, (See Appendix F).

e. Unless otherwise approved by the MCAS Yuma Operations Officer all fixed wing aircraft carrying ordnance shall be assigned runway 3/21. Helicopters may be assigned runway 8 for departures only.

f. Runways 3/21 are designated as the Military Departure Runways.

NOTE: ORDNANCE DEPARTURES ARE NOT AUTHORIZED ON RUNWAYS 26 or 35.

3. Standard Separation Criteria. Arrival and departure runway separation minima are in accordance with Sections 9 and 10, Chapter 3, FAA Handbook 7110.65.

4. Reduced Same Runway Separation

a. Authority. As provided by OPNAVINST 3710.7 and authorized by COMCABWEST, reduced same runway separation minima provide decreased operational and/or training delays and relieve airport congestion.

b. Procedures

(1) Reduced same runway separation minima are used only in VFR weather conditions, and are applied only between Navy/Marine aircraft. OPNAVINST 3710.7 authorizes reduced runway separation for aircraft of other military services when such conditions are agreed to in writing by the cognizant operational commander of the other service unit and the Marine Corps shore facility commander. Reduced runway separation waivers are available from the Air Traffic Control Facility (extension 2231).

(2) Reduced same runway separation minima are applied only between aircraft of similar performance characteristics or when the

preceding aircraft has a higher performance than the following aircraft.

(3) Reduced same runway separation minima may be used between sunset and sunrise if visual contact with the aircraft and reference points can be readily maintained.

(4) Reduced same runway separation minima are:

(a) Sunrise to Sunset: 4,000'

(b) Sunset to Sunrise: 6,000'

c. Separation Minima

(1) Separation minima between departures and between the combination of arrivals and departures are non-standard and in accordance with the FAA Handbook, 7110.65.

(2) Separation minimum between arriving Category III aircraft is 4,000 feet measured when the following aircraft crosses the landing threshold.

(3) Separation minima for AV-8 aircraft are addressed in paragraph 3017 of this Manual.

5. Wake Turbulence Separation

a. In addition to standard runway separation minima, aircraft operating in the traffic pattern with heavy jet aircraft may become subject to wake turbulence separation.

NOTE: BECAUSE WAKE TURBULENCE IS UNPREDICTABLE, AN AIR TRAFFIC CONTROLLER IS NOT RESPONSIBLE FOR ANTICIPATING ITS EXISTENCE OR EFFECT.

b. Wake turbulence separation minima are in accordance with Chapter 3, FAA Handbook 7110.65. The following separation minima for use only with VFR aircraft, are included for clarification:

(1) Departures following a landing heavy jet - no minima established for aircraft operating on the same or parallel runways.

CAUTION - WAKE TURBULENCE

(2) Departures following a preceding departing heavy jet - two minutes when departing from the same runway or when departing from an intersection on the same runway or a parallel runway separated by less than 2,500 feet.

NOTE: THE DISTANCE BETWEEN THE RUNWAY CENTERLINES OF RUNWAY 21L/3R AND RUNWAY 21R/3L IS 700 FEET.

(3) Arrivals following a preceding, arriving or departing heavy jet; no minima established for aircraft operating on the same or parallel runways.

3002. TAXI PROCEDURES

1. Taxi Instructions

a. Aircraft shall not taxi from ramp parking without the approval of Yuma Ground Control. When ready for taxi, pilots or formation leaders shall state their position on the airport to Yuma Ground Control with their request. Permission to marshal on a taxiway adjacent to the ramp parking area will be approved by Yuma Ground Control contingent upon traffic conditions. When marshaling is approved, the location and aircraft position selected by the pilot shall be such that it does not close the taxiway to other aircraft. Aircraft are not authorized to marshal on the ramp taxiway in front of the TAFDS or on the ramp taxiway between Taxiway "D" and VMA-513 line for FOD prevention.

b. To reduce radio frequency congestion, Yuma Ground Control will not normally assign specific taxi routes. Taxi routes will be assigned when necessary due to unusual traffic conditions, upon pilot request, and to all transient aircraft unfamiliar with the airport.

c. Pilots or formation leaders of aircraft intending to depart MCAS Yuma on an IFR flight plan shall inform Yuma Ground Control on initial contact that they intend to operate under IFR and shall state their destination airport or requested route. Pilots will normally receive their IFR Clearance on the Clearance Delivery frequency.

d. Pilots or formation leaders of aircraft carrying ordnance shall inform Yuma Ground Control on initial contact that the aircraft requires arming. When in an authorized arming area, the position of the aircraft shall be such that other aircraft will have sufficient space to taxi behind the aircraft to the runway in use.

2. Runway Crossing. When taxiing, pilots or formation leaders of military aircraft shall not cross any runway that intersects their taxi route unless specific instructions to cross that runway have been received from Yuma Tower or Ground Control. Initial taxi instructions shall contain hold short instructions and DO NOT constitute authorization to cross any runway which intersects the aircraft's taxi route. All "Hold Short" instructions shall be acknowledged verbatim.

3. Taxi Priority. Aircraft established on a taxiway shall be afforded priority over those aircraft entering the taxiway.

4. Safety Precautions

a. Pilots of taxiing aircraft shall use a minimum power setting in

the vicinity of the ramp taxiway and parking areas, and shall maintain a safe taxi speed at all times.

b. Pilots of taxiing aircraft shall not pass other aircraft taxiing in the same direction unless approval has been granted by Yuma Tower or Ground Control. Staggered taxiing by aircraft within the same formation is at the discretion of the formation leader.

c. Inbound taxiing aircraft will not change frequencies and contact Ground Control until instructed to do so by the tower. Aircraft taxiing for departure will contact tower in the Hold Short Area when ready for departure.

d. Due to the mix of different types of aircraft and parking configurations in the transient parking lines, extreme caution shall be exercised while entering and exiting the transient line. If any question arises as to aircraft wing or rotor clearance, the aircraft should be shut down and towed to its parking spot.

NOTE: WHEN TAXIING AT NIGHT, PILOTS WILL TAKE PARTICULAR NOTICE THAT TAXIWAY "B" ENTERS RUNWAY 21L BEHIND THE THRESHOLD LIGHTS.

5. Emergency Procedures. During an emergency, Yuma Tower and/or Ground Control will normally instruct taxiing aircraft to stop taxiing and give way to emergency vehicles. Regardless of direction from tower or ground control, pilots will give way to all emergency vehicles and shall exercise radio discipline for the duration of the emergency.

3003. FIXED WING DEPARTURE PROCEDURES

1. Departure Runways

a. Departures are not authorized on Runways 17/35 or 8/26 for Category III military aircraft unless warranted by operational requirements and cleared by the Airfield Operations Officer.

2. Engine Run-up

a. Pilots or formation leaders of military turbojet and large turboprop aircraft shall not conduct engine run-ups except when in take-off position on the runway in use.

b. When a delay for engine run-up on the runway will exceed 20 seconds, the pilot or formation leader shall request approval from Yuma Tower to taxi into position and hold for engine run-up. When in position on the runway the pilot or formation leader shall continue holding in position until specifically cleared for take-off or instructed to taxi off the runway.

c. When the delay on the runway in use will be less than 20 seconds,

the pilot or formation leader may request take-off clearance.

3. Formation Departures

a. Formation departures are defined as those in which no time interval exists between elements of the formation beginning take-off roll.

b. Formation departures are restricted to Runways 3L, 3R, 21L and 21R and, with the exception of AV-8s departing in single file or staggered formations, shall not exceed two aircraft.

4. Course Rules - VFR

a. After receiving take-off clearance from Yuma Tower, pilots shall visually check the departure runway and any intersecting runways for landing and departing aircraft.

b. After becoming airborne, the pilot or formation leader shall climb straight ahead to 700' MSL and maintain 700' until reaching a point 3NM (4 DME from NYL) from the airport boundaries for Northerly departures. Southbound A/C will maintain 700' MSL until the Southwest boundary. Climbs above 700' MSL will not be approved by Tower until clear of all General Aviation or Air Carrier aircraft in conflicting or overlapping traffic patterns at 1200' MSL.

c. Pilot or formation leader requests for a right turn after departing Runway 3 prior to 3NM may be approved by Yuma Tower contingent upon traffic conditions.

d. Pilots or formation leaders shall monitor Yuma Tower frequencies until they are clear of the lateral limits of the Class D Airspace.

e. Fixed wing standard VFR departure routes are depicted on Appendix F of this Manual.

5. Course Rules - IFR

a. Pilots or formation leaders in receipt of an IFR Departure Clearance shall inform Yuma Tower of their intent to depart under IFR when requesting to taxi onto the runway in use for engine run-up or take-off.

b. After receiving take-off clearance from Yuma Tower, pilots shall visually check the departure runway and any intersecting runway for landing or departing aircraft.

c. Pilots or formation leaders that have been instructed to contact Yuma Departure Control prior to beginning take-off roll shall ensure that they monitor the UHF Guard Frequency and establish two-way radio communications with departure control prior to beginning take-off roll.

d. Pilots or formation leaders shall comply with the IFR departure instructions received. Additionally, they shall also comply with any instructions issued by Yuma Tower to provide separation from VFR aircraft in conflicting or overlapping traffic patterns within the airport traffic area.

3004. FIXED WING VFR ARRIVAL PROCEDURES

1. Arrival Information. VFR pilots or formation leaders of military turbojet or turboprop aircraft shall attempt to receive ATIS information on 273.2 or 118.8 prior to contacting Yuma Approach and notify the controller on initial contact that "Information" has been received. If circumstances preclude obtaining information, the broadcast "Yuma Jet Landing" may be used on Tower frequency.

NOTE: PILOTS SHOULD EXERCISE INCREASED VIGILANCE WITHIN THE CLASS D AIRSPACE. THE TRAFFIC PATTERNS FOR RUNWAYS 3L/R AND 21L/R OVERLAP THE TRAFFIC PATTERNS FOR RUNWAYS 8/26 AND 17/35.

2. Runway Assignment

a. Runway 3L/21R is designated as the primary landing runway for military turbojet and turboprop aircraft. Runway 3R/21L may be assigned for a more efficient flow of air traffic.

b. Unless otherwise approved by the MCAS Yuma Operations Officer, all aircraft carrying hung ordnance shall be assigned Runways 3L/R or 21L/R.

c. When Runways 17/35 or 8/26 are assigned to military aircraft, pilots can expect to be sequenced with General Aviation and Air Carrier aircraft. Occasionally, due to unusual traffic or wind conditions, General Aviation and Air Carrier aircraft may be assigned Runways 21L/3R or 21R/3L.

d. Touch and go landings are not authorized on Runways 8/26 or 17/35 for Category III military aircraft.

e. When the field is VFR, jet aircraft executing a VOR, VOR-DME, TACAN or HI-VORTAC approach to Runway 17 shall not be authorized descent below 1700' MSL. Landings associated with either procedure shall be effected via a circling approach to Runway 3/21 commencing at the final approach fix (BARD VORTAC).

3. Commonly Used Visual Check Points. The following geographical points are readily visible from the air and are used extensively at MCAS Yuma (See Appendix G).

<u>APPROXIMATE GEOGRAPHICAL POINT</u>	<u>POSITION (FROM NYL)</u>	<u>DESCRIPTION</u>
Pilot's Knob	9 NM WNW	Lone 874' MSL mountain south of Interstate 8.
Blue/Green Tanks	2.5 NM NW	Two wide blue/green water Tanks on a hill adjacent to 16 th St.
Telegraph Pass	14 NM ENE	Where Interstate 8 passes through break in Gila Mountain Range.
CAUTION: TELEGRAPH PASS IS LOCATED WITHIN R2301, AIRCRAFT SHOULD BE NORTH OF THIS POINT.		
College	5 NM NE	Arizona Western College, Midway between Highway 95 And Interstate 8.
Somerton	7 NM SW	Small town.
BARD VORTAC	6 NM WNW	Small white circular Building.
ROLLE FIELD	10 NM SSW	Triangular airstrip used Extensively by local General Aviation aircraft.
Blue water tank/Golf	2 NM W	Lone 354' mushroom-shaped tower on course approach corridor to Rwy 8 adjacent to the Desert Hills Golf Course
Interstate Highway	3 NM NE	Interstate 8 near exit 3.
Southwest Initial	NYL R-210/6	Slightly east of the town of Somerton.
Northeast Initial	NYL R-030/6	Abeam the confluence of the Gila and Colorado Rivers.
Point Tango	NYL R-060/6	Where Interstate 8 crosses the "B" canal 1 mile south of Arizona Western College.
Picacho Peak	19 NM NNW	1930' Mountain

4. Course Rules - Overhead 360 (Break) Pattern for Runways 3L, 3R. (See Appendix D).

a. Initial. Pilots or formation leaders shall report and enter the Southwest Initial on a track that diverges by thirty degrees or less from the Runway 3L heading. Initial altitude is 4000' MSL. After crossing the initial, a descent to the break attitude of 2200' MSL may be commenced. Descent to pattern altitude of 1700' MSL may be commenced in the break or on downwind.

b. Break. The point of break will be assigned by Yuma Tower. Break points are "At the Numbers," "Prior to Mid-field," and "Beyond Northeast Boundary". When the pilot or formation leader reports the initial and, because of traffic conditions, Yuma Tower is unable to assign a breakpoint, instructions to "report the Numbers" will be issued. Instructions to "Report Numbers" is NOT an authorization to break. Pilots or formation leaders shall proceed and report over the approach end of Runway 3L. At this time a point of break will be assigned and sequence instructions issued. If, due to traffic conditions, Yuma Tower is unable to assign a break point, the pilot or formation leader shall depart the Class D surface area on a track of 030 degrees and report the Southwest Initial for reentry.

c. Traffic Pattern. All aircraft shall make RIGHT traffic after breaking and shall not descend below 1700' MSL until after crossing the extended runway centerline of Runway 35, unless landing on Runway 35. When landing on Runway 3L or 3R the specific landing runway will normally be assigned prior to the aircraft or formation approaching the 180.

d. Pattern Conflicts. Pilots or formation leaders shall be observant of General Aviation and Air Carrier aircraft operating at 1200' MSL entering the standard quadrangle patterns for Runway 17/35 AND/OR 8/26. The right base for 3L/R overlaps the left base for Runway 35.

e. Pattern Restrictions. Regardless of the break point assigned, pilots and/or formation leaders shall control the flight path of their aircraft so that Air Station buildings and base housing areas are not overflowed.

5. Course Rules - Overhead 360 (Break) Pattern for Runways 21R, 21L (See Appendix E)

a. Initial. Pilots or formation leaders shall report and enter the Northeast Initial on a track that diverges by thirty degrees or less from the heading of runway 21R. Initial altitude is 4000' MSL. After crossing the initial, a descent to the break altitude of 2200' MSL may be commenced. Descent to pattern altitude of 1700' MSL may be commenced in the break or on downwind.

b. Break. The point of break will be assigned by Yuma Tower. Break points are "Past Mid-field" and "Southwest Boundary". When the

pilot or formation leader reports the initial and, because of traffic conditions, Yuma Tower is unable to assign a break point, instructions to report the "Numbers" will be issued. Instructions to "Report Numbers" is NOT an authorization to break. Pilots or formation leaders shall proceed and report over the approach end of Runway 21R. At this time a break point will be assigned and sequence instructions issued. If, due to traffic conditions, Yuma Tower is unable to assign a break point, the pilot or formation leader shall depart the Class D Airspace on a track of 210 degrees and report the Northeast initial for reentry.

c. Traffic Pattern. Aircraft shall make LEFT traffic after breaking and shall not descend below 1700' MSL until past the extended runway centerline of Runways 26 unless landing on Runway 26. When landing on Runway 21R or 21L the specific landing runway will normally be assigned prior to the aircraft or formation approaching the 180. The left base for Runway 21L/R overlaps the right base for Runway 26.

d. Pattern Restrictions. Regardless of the break point assigned, pilots and/or formation leaders shall control the flight path of their aircraft so that Air Station buildings and base housing areas are not overflown.

NOTE: PILOTS OR FORMATION LEADERS SHALL BE OBSERVANT OF GENERAL AVIATION AND COMMERCIAL AIR CARRIER AIRCRAFT OPERATING AT 1200' MSL ENTERING THE STANDARD QUADRANGLE PATTERN FOR RUNWAY 17/35 AND/OR RUNWAY 8/26.

6. Course Rules - Straight-in Runways 21L, 21R, 3L or 3R. (See Appendices D & E)

a. General. A straight-in approach to the assigned runway will be approved upon pilot or formation leader request. If a straight-in approach is not requested, instructions for an overhead 360 pattern will be issued. If the aircraft has hung ordnance and/or requires de-arming, A STRAIGHT-IN APPROACH IS MANDATORY.

NOTE: SEE PARAGRAPH 3008.5 OF THIS MANUAL FOR FURTHER HUNG ORDNANCE PROCEDURES.

b. Initial. Pilots or formation leaders shall report the appropriate initial for the runway in use on a track that diverges by ten degrees or less from the runway heading (21R/3L). Initial altitude is 3000' MSL. Deviations from the initial altitude may be approved by Yuma Tower upon pilot request in order to accommodate low precautionary or stuck-throttle approaches.

7. Course Rules - Standard Quadrangle Pattern for all Runways. (See Appendix B)

a. General. The standard quadrangle pattern is normally assigned to conventional military, General Aviation, and Air Carrier aircraft only. Pilots of military turbojet and turboprop aircraft will be assigned the

standard quadrangle pattern upon request or when completing the circle to land maneuver from an instrument approach.

b. Initial Contact. Pilots shall report their position to Yuma Tower prior to entering the Class D Airspace. On initial contact, Yuma Tower will issue instructions for the aircraft to enter the appropriate leg of the standard quadrangle pattern for the assigned runway.

c. Traffic Pattern Altitude. Pilots shall enter the Class D Airspace AT the appropriate traffic pattern altitude. The traffic pattern altitude for military turbojet, turboprop and high performance conventional aircraft is 1700' MSL. Conventional military aircraft traffic pattern altitude is 1200' MSL.

d. Traffic Patterns. Yuma Tower will normally assign right traffic to Runways 8, 17, and 35 and left traffic to Runway 26. However, the control tower will assign traffic patterns to general aviation aircraft using 17/35 or 8/26, as required, for deconfliction of military and civilian traffic.

NOTE: PILOTS OF MILITARY TURBOJET AND TURBOPROP AIRCRAFT ENTERING THE TRAFFIC PATTERN FOR RUNWAY 21L, 21R, 3L OR 3R SHALL BE OBSERVANT OF OTHER MILITARY TURBOJET AND TURBOPROP AIRCRAFT ENTERING FROM THE OVERHEAD 360 PATTERN AND FOR CONVENTIONAL MILITARY, GENERAL AVIATION AND AIR CARRIER AIRCRAFT OPERATIONS IN OVERLAPPING CONFLICTING PATTERNS FOR ALL OTHER RUNWAYS AT 1200' MSL.

e. Pattern Restrictions

(1) Runways 21L or 21R: Pilots of military turbojet and turboprop aircraft shall maintain 1700' MSL until passing the extended runway centerlines of Runways 26 and 35.

(2) Runways 3R or 3L: Pilots of military turbojet and turboprop aircraft shall maintain 1700' MSL until passing the extended runway centerline of Runway 35.

8. Formation Flights. Formation flights will be controlled as a single aircraft; this includes landing clearance. If it becomes necessary to issue control instructions to individual aircraft of a formation, Yuma Tower will use the call sign of the formation leader followed by the present observed position of the aircraft within the formation; i.e., MARINE ALPHA ZULU ZERO FIVE AND FLIGHT CLEARED TO LAND, - MARINE ALPHA ZULU ZERO FIVE DASH FOUR GO AROUND; FOUL DECK.

9. Priorities

a. All aircraft operating in or entering the Class D Airspace will be sequenced on a "First Come, First Served" basis.

b. Requests for Navy Jet Priority in accordance with paragraph 516

of the current edition of OPNAVINST 3710.7 shall not be approved when General Aviation or Air Carrier aircraft are involved.

c. Full stop aircraft shall be afforded priority over aircraft requesting a Stop and Go, Touch and Go, Low Approach or Option Approach.

10. Closed Traffic. Requests for Closed Traffic following a Stop and Go, Touch and Go, Low Approach or Option Approach will be approved by Tower contingent upon existing traffic conditions.

11. Safety Procedures

a. Unless required by specific aircraft NATOPS for safe operation, do not exceed 250 knots when within the Class D Airspace.

NOTE: Compliance with the 1700' MSL traffic pattern altitudes for military turbojet and turboprop aircraft is mandatory and necessary to provide separation from General Aviation and Air Carrier aircraft operating at 1200' MSL in overlapping or conflicting pattern.

3005. VFR HELICOPTER PROCEDURES

1. General. Helicopters are bound by all course rules in this Chapter which are relevant to helicopter operations. Helicopters within the Class D Airspace shall not cross runways or runway extended centerlines without clearance from Yuma Tower. The requirement to avoid overflying the city of Yuma, Yuma Regional Medical Center and schools is reemphasized. Additionally, helicopter aircrews are reminded to maintain a minimum altitude of 700' MSL while operating in the Class D airspace except in approved patterns.

2. Air Taxiing. Except for aircraft not equipped with wheel assemblies, air taxiing is prohibited except over runways. Aircraft not equipped with wheel assemblies will air taxi over designated aircraft movement areas only and at a safe operating speed.

3. Normal Landing/Departure Areas. Except during emergencies or actual SAR missions, helicopters shall operate to and from the approach end of runways. At no time will helicopters be authorized to overfly men, equipment, or aircraft when departing or landing at Yuma. SAR helicopters on actual missions will be cleared via the most expeditious route.

4. Rough Area Landings. Rough area landings for Air Station SAR pilots are authorized in the Laguna Mountain Area (Section 1, T. 8S R.22W, GSRM) for the purpose of training SAR crews and maintaining proficiency in Search and Rescue techniques. See paragraph 1012 of this Manual for operations within wildlife refuges.

5. Departures

a. Pilots will contact Yuma Ground Control for taxi instructions prior to moving from their parking area. After receiving takeoff clearance from Yuma Tower, pilots will climb to and maintain 700' MSL and follow one of the required routes as depicted in Appendix C of this Manual. Once clear of the Class D Airspace (or prior to, with tower approval) pilots may climb to their cruising altitude in accordance with the applicable FAR or OPNAVINST.

NOTE: HELICOPTERS WILL NOT DEPART OVER THE DUST COVERS.

b. Departure Runway 8. After takeoff, climb and maintain 700' MSL within 1 nautical mile from the end of Runway 8 and proceed to Point Tango. Do not overfly Lemon Tree Trailer Park, 1 nautical mile from the departure end of Runway 8. From Point Tango:

(1) Eastbound--Climb and maintain 1500' MSL and directly overfly Interstate 8 (I-8) to Telegraph Pass.

(2) Southbound--Maintain 700' MSL.

(3) North or Westbound--Maintain 700' MSL, avoid overflying residential areas and schools, and report the Sandpits(NYL 015/6.5) clear.

c. Departure Runway 26. After takeoff, climb and maintain 700' MSL prior to reaching 3/4 nautical miles from the end of Runway 26. Overfly parking lots, and 32nd Street (four lane road, north of and parallel to Runway 26 extended centerline) until abeam the blue water tower, then proceed to Pilot's Knob. Avoid overflying the hospital, Cibola and Kofa High Schools, homes and trailer parks west of the air station.

6. Arrivals

a. Pilots or formation leaders shall report their positions to Yuma Tower prior to entering the Class D Airspace.

b. Upon entering the Class D Airspace, pilots shall descend to 700' MSL prior to five miles and follow one of the required arrival routes as depicted in Appendix C of this Manual.

c. Arrivals Runway 8. From Pilot's Knob, proceed towards the blue water tower, maintaining 700' MSL. Avoid overflying the hospital, Cibola and Kofa High Schools. Abeam the blue water tower, overfly 32nd Street (four lane road north of, and parallel to the Runway 8 extended centerline) and parking lots maintaining 700' MSL until 3/4 nautical miles from the end of Runway 8. Avoid overflying homes and trailer parks west of the air station.

d. Arrivals Runway 26. From Telegraph Pass, directly overfly Interstate 8 (I-8) at 700' MSL to Point Tango. From Point Tango, descend to 1200' MSL until 1 nautical mile from end of Runway 26. Do not overfly

Lemon Tree Trailer Park, 1 nautical mile from the approach end of Runway 26.

e. When approaching the airport, helicopters may be requested to report Point Tango, a point where Interstate 8 crosses the B Canal 1 mile south of Arizona Western College at the NYL R-060/6.

f. Helicopters shall be observant of General Aviation and Air Carrier aircraft operating to and from Runway 8/26 and 17/35 at and below 1200' MSL. When assigned these runways, helicopters can expect to be sequenced with General Aviation and Air Carrier aircraft. To the maximum extent feasible, helicopters should avoid the arrival and departure corridors for Runways 3L/R and 21R/L, unless landing or departing on those runways.

7. Helicopter maintenance turns/hover checks shall be conducted on runway 8/26 adjacent to taxiways "A" or "B", in the "B" Arm/Dearm area, or with prior coordination, on a not to interfere basis, in the CALA. Hover checks should be conducted so as not to interfere with normal traffic. Extreme care should be taken to ensure that rotor wash does not create FOD hazards for other aircraft.

8. FOD Prevention. Helicopters are cautioned to keep their rotor wash away from intake areas of jet/turbojet aircraft. Avoidance is desirable. Additionally, if rotor wash blows debris on any taxiway/runway, a sweeper should be called (ext 2145) to clear the FOD. Helicopters are restricted from using:

- a. Taxiway "C" in front of MAG-13 lines
- b. Taxiway "F" from "C" to "M" taxiway
- c. Taxiway "E"

NOTE: Exceptions will be made by ATC

3006. TOUCH AND GO LANDINGS. Touch and Go landings will be approved when traffic permits. Aircraft completing a touch and go landing or low approach will maintain 700' until turning crosswind, at which time a climb to pattern altitude will be approved. Touch and go landings or low approaches are not permitted on Runway 8/26 or 17/35 for military turbojet aircraft. Runway 8/26 may be authorized for helicopters. This does not preclude the requirement for the Tower to issue alternate instructions as deemed necessary commensurate with safety. All aircraft are encouraged to touch down prior to or after the arresting gear to avoid possible damage to the aircraft, arresting gear or runway. To avoid low altitude and high power settings in the vicinity of the Sunset Trailer Park (approximately 1 mile east of the intersection of Hwy 80 and 3E), touch and go traffic to Runway 3 will continue upwind until beyond the north field boundary.

3007. TOW BANNER OPERATIONS

1. Request for Tow Banner Operations shall be submitted in writing or by message (MCAS YUMA//OPS//) to arrive at Airfield Operations at least 48 hours prior to the requested date. For feasibility, call DSN 951-2214/2215.

2. Procedures for Banner Take-off

a. Two-way radio communication with Yuma Tower is mandatory for tractor aircraft and escort.

b. The flight leader, on initial call for taxi, will notify tower of the tow mission.

c. All banner takeoffs will be made from Runway 3L/21R.

d. Banner hook-up crews shall maintain radio contact with Yuma Ground Control at all times. Crossing or entering any runway will be accomplished only after receiving the appropriate clearance from the Control Tower. Hand held radios are available from Station Operations.

e. When departure is made from Runway 3L, the tractor and escort aircraft should be alert for light aircraft in the pattern for Runways 8/26 as well as airway traffic on V-66.

f. The approach end arresting gear will be de-rigged prior to departure.

3. Procedures for Banner Drops. Normal banner drops will be made east of AUX-2 (old Rakish Litter target) on the 129 Radial/9 DME Channel 84 (NYL), MCAS Yuma's TACAN.

a. The tow aircraft pilot will contact range control/Cactus West on frequency 274.0 prior to entering the R-2301 restricted area at an altitude of not less than 3,500 feet AGL. Do not enter the restricted area until clearance is given by Range Control/Cactus West.

b. When cleared, descend on a final track of 195 magnetic. Do not descend below 3,000 feet AGL until 3NM south of I-8. After the drop, depart to the West with a right hand turnout and inform Range Control of departure.

c. The tow banner shall not be dropped outside of the limits of the designated drop or range area.

4. Inadvertent Cable Drop Procedures. If cable is dropped outside designated areas, pilots shall immediately notify Range Control or Approach Control. Flight Clearance will take the following actions as required in addition to the procedures outlined in the MCAS Yuma Pre-mishap plan:

a. Notify Station Legal Office if the dropped tow banner may have endangered life or property (aircraft incident reports will be made).

b. If damage to private property is suspected, dispatch a photographer to the scene.

c. Dispatch a helicopter or security vehicle for recovery of the banner and/or cable.

d. If the tow cable falls over power lines, notify Arizona Public Service, the Bureau of Reclamation, Sheriff's Department and Station Security.

5. Procedures for Hung Banner

a. After an unsuccessful normal tow drop, climb to 3,500 AGL and inform Range Control of the hung tow and intentions to use the cutter.

b. The pilot will be cleared to use the cable cutter (red and white striped) located approximately 1,500 feet southeast of AUX-2. The run-in heading for the cable cutter is 195 magnetic.

c. After the cable has been cut, depart to the west using a right hand turn-out and inform Range Control of departure.

d. If a portion of the tow cable remains attached to the aircraft, remain clear of traffic and contact Yuma Tower for instructions.

e. In the event 21R is used for tow cable recovery, Flight Clearance will notify the Sheriff's Department and make them aware of the situation.

f. Upon notification by the pilot, the tower will:

(1) Declare an emergency condition and activate the Crash Alarm.

(2) Direct the aircraft to the Southwest Initial for a straight-in approach to Runway 3L. Utilizing 3L, the pilot will make a straight-in approach to cross the field boundary at or above 500' AGL and land 3,000' long.

(3) Runway 21R will be used as the alternate runway for cable recovery if the tail wind component for 3L exceeds 10 knots.

(4) When using Runway 21R for cable recovery, make a straight-in approach, maintaining 500' AGL until clear of Highway 80, landing abeam the 8,000' remaining runway marker.

3008. ORDNANCE AND WEAPONS PROCEDURES

1. Local aircraft ordnance and weapons procedures are covered in respective Station Orders, 8020.1, 8020.3, 8020.4, and 8023.1. Personnel involved in ordnance operations shall be familiar with and comply with all published procedures.

2. Loading/Down Loading/Refueling

a. All high explosive ordnance Class 1.1 or 1.2 must be loaded in the CALA. Class 1.1 ordnance consists of mass detonation weapons such as Mark 80 series high explosive bombs and rockets/missiles fitted with high explosive warheads. Class 1.2 ordnance consists of weapons, which explode with fragments such as anti-personnel weapons.

b. Class 1.3 (mass fire) and 1.4 (moderate fire) explosive weapons such as inert bombs with signal cartridges, captive carry, air to air/air to ground missiles with inert warheads, chaff, decoy flares, inert rocket warheads, parachute flares, TP ammunition and BDU Practice bombs with electric fuses are not required to be loaded in the CALA.

c. Helicopters loading explosive Class 1.1, 1.2 or forward firing ordnance must be loaded in the CALA.

d. All unexpended high explosive ordnance must be down loaded at the CALA.

e. Cold refueling of aircraft with ordnance on board is permitted in authorized areas. Loading/down loading of ordnance and refueling will not be done simultaneously. Aircraft with hung ordnance will not be fueled.

f. During Weapons and Tactics Instructor courses, MCAS Yuma is exempt from loading/down loading requirements in subparagraphs a through d by CNO waiver.

g. Once loaded, aircraft maintenance will be limited to preflight/post flight inspections.

h. No ordnance, including practice bombs, shall be left hanging on an aircraft overnight.

i. Aircraft shall be downloaded at the close of unit operations and all explosive munitions returned to Station Weapons. All cartridge actuated devices and spotting charges will be secured in the Ready Service Lockers.

NOTE: NO EXPLOSIVES OR PYROTECHNICS, EXCEPT THOSE IN EMERGENCY EQUIPMENT, SHALL BE STORED IN OR ON AN AIRCRAFT WHILE THAT AIRCRAFT IS IN THE HANGAR FOR REPAIRS OR CHECKS.

3. Arming and De-arming Areas. (See Appendix A) Arming and de-arming

of aircraft will be accomplished in the areas designated and by qualified personnel only. Aircraft will be de-armed prior to storing parachute braking devices. Pilots shall ensure that unit safety instructions are followed as well as those published by MCAS Yuma and higher authority. Pilots should position their aircraft so that other aircraft will have sufficient room to taxi behind them.

a. Arming Areas

(1) 21L - use arming area West of Taxiway "B" heading 210° magnetic.

(2) 21R - aircraft turn up area on the Southwest side of Taxiway "D" heading 210° magnetic.

(3) 3L - aircraft turn up area on the Southwest side of Taxiway "E" heading 210° magnetic.

(4) 3R - aircraft turn up area on the Southwest side of the "Throat" taxiway heading 210° magnetic.

b. De-arming Areas

(1) 21L - South end of Runway 21L on the last turn off heading 210° magnetic.

(2) 21R - South end of Runway 21R on the last turn off heading 210° magnetic.

(3) 3L - North end of Runway 3L on Taxiway "D", as depicted on Appendix A, heading 210° magnetic.

(4) 3R - The de-arming areas on Taxiway "B" or "D" may be used, depending on unit requirements and aircraft exiting point.

4. Ordnance Divert Aircraft. MCAS Yuma does not have ordnance personnel available to handle downloading/dearming of unexpended or hung ordnance. Downloading/dearming of unexpended or hung ordnance of divert aircraft will be accomplished by MALS-13 Ordnance. Notify MAG-13 Operations Duty Officer (2321/2124) and the MALS-13 Ordnance Division (2702/2705/2719) of downloading/dearming requirements.

5. Hung Ordnance. Hung ordnance is considered to be any practice or live ordnance which has failed to release or fire. UNEXPENDED ordnance is any practice or live ordnance in which no attempt to release or fire has occurred. Internal or pod mounted guns, once armed, are to be treated as hung ordnance.

6. Live Ordnance and Drop Tank Jettison Area

a. Location. 1,000 meter bladed circle on 130 radial 13 DME off Channel 84.

b. For instructions contact Cactus West, 358.6, in the event Cactus West is unmanned, contact Yuma Range Control 274.0 for instructions. Following Range Control clearance, a low pass shall be made over the drop area to ensure the area is clear for drop. If clear, the drop tank/unarmed ordnance will be dropped on the next pass.

3009. HIGH POWER TURN UP AREA (See Appendix A)

1. Scheduling and Hours of Operations. The hours of operation are 0630-2200 daily. The area is released to MAG-13 for use between 0630-1800 daily. Between 1800 and 2200 the area will be used on a first come first served basis. Aircraft enroute to or returning from the area shall not cross Runway 35 without clearance from the tower. All aircraft being towed to the high power turn up area will be escorted across Runway 35 by a radio equipped vehicle. Fifteen minutes advance notice is required for a Crash Crew or VAL escort vehicle.

2. Aircraft Utilization. The high power turn up area closest to Runway 17/35 was designed primarily to meet the requirements of the AV-8 aircraft. Although standard type tie downs were built into the pad, this pad is restricted to AV-8's under normal circumstances. Permission to use this pad by other type aircraft must be obtained from the Airfield Operations Officer (ext 3559/2326).

3. Precautionary Measures. The using activity will comply with their unit's maintenance /safety instructions, those originating from higher authority, and the instructions posted at the high power turn up area.

4. Flight Line Turn Ups. Turn ups exceeding 75 percent (40% for AV-8B aircraft) are not authorized on the flight line at any time.

3010. HAZARDOUS CARGO/COMBAT AIRCRAFT LOADING AREA (CALA)

1. Notification

a. The Tower will advise Flight Clearance of all inbound flights carrying hazardous cargo.

b. Flight Clearance. Flight Clearance shall notify Station Ordnance, Explosive Safety, EOD, CFR, and the Station Disaster Control Officer as soon as they are informed of the impending arrival of hazardous cargo.

NOTE: ALL AIRCRAFT LOADING OR UNLOADING HAZARDOUS CARGO WILL BE PARKED AT THE CALA.

c. If the hazardous cargo is marked for YPG, Flight Clearance will advise Ammunition Control, YPG 328-6754/6755 as soon as possible. CFR equipment will standby until YPG personnel unload and assume custody of

the cargo.

3011. HOT BRAKES PROCEDURES/PARKING AREAS. Hot brakes parking areas are established adjacent to the roll out end of all runways. Pilots suspecting hot brakes shall advise the Tower and request clearance to the nearest hot brakes parking area. The Tower will immediately declare an emergency. The aircraft will remain in the hot brakes area until a "thumbs up" from Crash Crew personnel has been received. Aircraft shall be parked in such a manner that the axis of the wheels point away from adjacent runways and taxiways. Station CFR has the capability of providing brake cooling fans, if required.

3012. RESTRICTED AREAS. Numerous restricted areas are located in proximity to this station and include R-2301, R-2307, R-2507, R-2510, R-2512, R-2306, and R-2308. Pilots must be cognizant of these areas and avoid penetration unless cleared by the proper authority. (Marine Yuma Tower has NO authority to clear aircraft into any Restricted Area). For a complete description of these areas, see flight Planning Document, Section AP-1A, Special use Airspace. The Notices to Airmen Section of the current Airmen's Guide should be checked for information on areas of extensive jet activity and Yuma Proving Ground controlled firing areas. MCAS Yuma StaO 3710.6 contains pertinent information applicable to Restricted Areas managed by MCAS Yuma. Additional information is available through Range Scheduling (ext 2215). Appendix H depicts Restricted Areas in the vicinity of MCAS Yuma.

3013. PERSONNEL AND VEHICLES ON THE AIRFIELD

1. Authority to Operate

a. The presence of personnel and vehicles on runways, taxiways and the parking ramp is strictly controlled at all times. Those personnel whose duties require the operation of a vehicle (to include GSE) shall be thoroughly familiar with this section of the Airfield Operations Manual regarding operational requirements of vehicles and vehicle operators on this airfield. Visiting units will be briefed on procedures during orientation briefing and additional information and clarification can be obtained from Flight Clearance. Privately owned vehicles (including bicycles), and personnel engaged in physical fitness training are prohibited at all times from aircraft movement areas to include the fire lane between the hangars and parking aprons.

b. Units requiring vehicle access on the airfield shall obtain approval from Flight Clearance. Support vehicles authorized on the airfield shall display a checkered flag which may be checked out from Fleet Services for deployed squadron vehicles, or Flight Clearance for Public Works, Maintenance, Civilian Contractors and official MCAS vehicles. Tenant units should maintain a flag for arming/dearming

vehicles used by their command. Tenant AV-8 squadron paddles vehicles may request access to runways/taxiways as required to monitor VSTOL maneuvers as long as they maintain two way communications with ground/tower.

2. Maximum Speed Limits. The maximum speed limits for vehicles on the airfield are:

<u>LOCATION</u>	<u>SPEED LIMIT (MPH)</u>
Fire Lane	10
Parking Ramp	10
Taxiway "C"	15
Runways & Taxiways	35

Other airport surfaces, to include shoulders and dust covers 15 MPH.
(VEHICLES WILL AVOID SHOULDERS AND DUST COVERS EXCEPT FOR ACTUAL EMERGENCIES).

NOTE: ABOVE ARE DAYLIGHT SPEEDS; DECREASE SPEED BY 5 MPH DURING HOURS OF DARKNESS.

3. Vehicle Light Signals. Vehicle light signals are not authorized.

4. Vehicle Lights. Vehicles on the airfield will be driven with headlights on low beam during the hours of darkness. However, drivers shall use extreme caution to avoid blinding pilots of aircraft in the traffic pattern with their headlights. If necessary, vehicle operators will stop in a clear area and use parking lights until aircraft have passed.

5. Operating on Taxiways. Vehicles operating on taxiways will use the extreme right or left side and will give way to all moving aircraft. All vehicles shall obtain clearance from Tower/Ground Control prior to operating on or crossing all runways.

6. FOD Prevention. To preclude FOD migration on the aircraft movement area, all vehicles will conduct a FOD tire check prior to entering the aircraft movement area or when leaving and reentering a hard surface area in the aircraft movement area.

7. Vehicle Call Signs. In order to facilitate control of vehicles on the airport movement area, a vehicle numbering system has been established. All vehicles with access to the airport movement area will display either a permanent or magnetically attached number. Radio call signs will be assigned by the Operations Officer. Radio call signs have been assigned as shown below:

<u>SECTION</u>	<u>CALL SIGN</u>	<u>BLOCK</u>
OPERATIONS	OPS	1, 2, 4-7

AIRCRAFT RESCUE/ FIREFIGHTING	RESCUE	20, 22-25, 27-29
SWEEPER	SWEEPER	30-34, 36-39
STATION P-19's	RESCUE	40-49
CFR TANKER	TANKER	50-52
RECOVERY	RECOVER	60-69
CFR	RESCUE	70-79
PUBLIC WORKS	DIABLO	80-89
EOD	DEMO	90 AND 91
PMO	SMOKEY	306-310
YUMA INTERNATIONAL	YC	1-3 AIRPORT

ANY ADDITIONAL NUMBERS REQUIRED WILL BE ASSIGNED BY THE OPERATIONS DEPARTMENT.

NOTE: THE NUMBERS 3, 8, 17, 21, 26, AND 35 WILL NOT BE ASSIGNED TO MILITARY VEHICLES IN ORDER TO AVOID CONFUSION WITH RUNWAY DESIGNATIONS.

3014. RADIATION HAZARDS TO ORDNANCE. Electro-explosive devices in present day airborne ordnance are susceptible to ignition by radio frequency energy during loading, unloading, arming and de-arming operations. NAVORD OP 3565 should be referred to and complied with prior to and during all ordnance operations to minimize Radio Frequency Radiation Hazards to electro-explosive devices. Refer to the current edition of StaO 3440.2 for further guidance.

3015. LOCAL OBSTRUCTIONS. A local hazard map is located in the Flight Planning Room. Obstructions existing within close proximity to the runways are:

1. Control Tower, 342' MSL, located at field
2. Airbase water tank, 351' MSL, located 1/2 NM east of the Control Tower.
3. Airport beacon, 336' MSL, located 3/8 NM (2,400') southeast of the Control Tower.
4. Checkered tanks, 338' MSL, located 2 1/2 NM NNE on the approach

course to Runways 21L/21R.

5. FAA transceiver site, 298' MSL, located 1,500' north of midpoint of Runway 8/26.
6. ASR-8 Antenna site, 298' MSL, located 3/8 NM (2,400') southeast of the Control Tower.
7. Blue water tank, 354' MSL, (394' MSL large flag displayed during holidays) located 2 NM west on the approach course to Runway 8.
8. DF Antenna, 230' MSL, located 1/4 NM north of Runway 26 threshold.
9. FM Radio Tower, 479' MSL, located 2 NM east (NYL CH 84/2.7 DME) of MCAS Yuma/Yuma International Airport.

3016. JATO OPERATIONS. JATO operations are permitted, with the Airfield Operations Officer's concurrence. Empty bottles may be released in the published ordnance jettison area, (1,000 meter Bladed Circle on 130 Radial 13 DME off Channel 84), as noted in this Manual.

3017. AV-8 REDUCED RUNWAY SEPARATION. Reduced runway separation is approved for AV-8 aircraft as indicated below.

1. AV-8 landing behind Category I or II is clear of runway. Landing behind a CAT III aircraft (Navy/Marine) is 4000'.
2. AV-8s executing a conventional approach followed by an AV-8 executing the same type of approach - 4,000'. Between sunset and sunrise 6000'.
3. Between sunrise and sunset, an AV-8 executing a slow, rolling vertical, or vertical approach followed by an AV-8 executing the same or lesser performance approach - 1,000'. Between sunset and sunrise 4000'.

3018. MAXIMUM PERFORMANCE CLIMBS. Maximum performance climbs are not authorized within the MCAS Yuma Class D Airspace.

3019. CLOSED FIELD OPERATIONS

1. Closed field operations are limited to helicopters and C-12 aircraft unless otherwise approved by the Commanding Officer, MCAS Yuma. Operations are limited to sections of 2 helicopters for each departure or recovery. **Closed field ordnance evolutions are not authorized.** Requests shall be submitted in writing or by message to (MCAS YUMA AZ//OPS//) include the unit, number and type of aircraft, dates requested, launch and recovery times, point of contact and phone number, and special requirements or remarks to arrive at Airfield Operations at least 48

hours in advance.

2. Transient helicopters approved for a closed field landing are required to obtain a PPR # and parking instructions from Yuma VAL, DSN951-2445/2760. Parking will be at pilot's own risk.

3. Airfield support personnel in ATC and CFR are on duty during authorized closed field operations. Therefore, pilots in command are expected to adhere to launch and recovery times and shall notify ATC immediately if their mission is cancelled or delayed.

NOTE: PILOTS ARE CAUTIONED THAT DURING CLOSED FIELD OPERATIONS VHF-ONLY EQUIPPED CIVILIAN AIRCRAFT AND NON-RADIO CROP DUSTERS OPERATE AT AND IN CLOSE PROXIMITY TO MCAS YUMA ALL NIGHT. PILOTS ARE STRONGLY ENCOURAGED /RECOMMENDED TO CONTACT YUMA APPROACH CONTROL (281.0/125.55) FOR RADAR FLIGHT FOLLOWING AND/OR ADVISORIES.

4. C-12 Aircraft. Contact MCAS approach to file IFR clearance and broadcast intentions on CTAF prior to takeoff/landing.

5. Helicopter Closed Field Launch Procedures. Execute take-off from intersection Delta for 21L or Foxtrot for 3R, with left or right turn at southern field boundary. R8 or R26 may be used if winds dictate. Maintain runway centerline for FOD avoidance. Remain clear of civilian approach corridors. Pilots in command shall ensure a flight schedule or flight plan is on file in Flight Clearance.

6. Helicopter Closed Field Recovery Procedures. Prior to reaching 5 DME on NYL TACAN Channel 84, fly at 700' MSL, avoiding populated areas. Turn on beacons, navigation and landing lights. Contact MCAS Yuma approach on 281.0 or 119.3 and give position. Pilots shall broadcast in the blind on VHF 119.3 stating the helicopter's position and intentions. Approach will advise helicopters of any known traffic. Approach will turn on runway lights for 3R/21L and appropriate taxi lights. Helicopters will circle the airport as appropriate to set up for a straight-in approach to runway 3R/21L remaining well clear of the extended centerline approach corridors for the lighted civilian runway 17/35 or 8/26. Maintain centerline for FOD avoidance and touchdown on runway 3R/21L at taxiway Delta intersection in front of the tower. Taxi on taxiway centerline. Transient aircraft shall deploy an aircrew member at the throat of Delta taxiway with lighted wands to direct parking. Report possible FOD on runway/taxiway to Approach. Ground control frequency will not be used. Deployed units utilize assigned spaces and personnel for parking. Fuel may be requested during closed field hours (extension 2210/2234).

7. Closed field operations shall not be conducted if the weather is IFR or forecast to go IFR during the scheduled period.

8. Closed field operations are limited to one take-off and one landing. Flights of more than two aircraft are not authorized.

3020. DEPARTURES AND RECOVERIES WITH NIGHT VISION DEVICES (NVD)

1. Departures and recoveries to and from the Class D Airspace during airfield operating hours are authorized for aircraft utilizing NVD's.
2. Because the airfield is used by VHF-only equipped private and commercial aircraft, extreme caution must be exercised during NVD operations in and near the Class D Airspace. To allow NVD operations within the Class D Airspace, while providing deconfliction from other aircraft and situational awareness to tower and ATC, aircraft using NVD's will adhere to the following procedures:
 - a. Departures and recoveries with NVD's are limited to flights of no more than four aircraft.
 - b. Pilot/flight leader will advise ground/tower on initial contact that departing/recovering flight is NVD flight.
 - c. Aircraft/flight will be assigned a separate squawk to enable tower to provide closer flight following.
 - d. Exterior lighting for flights within the Class D Airspace will comply with OPNAVINST 3710.7N, describing lighting configuration for formation and NVD flights. Minimum exterior lighting for flights within the Class D Airspace will consist of lead aircraft with landing light on, all aircraft with position lights set to steady dim, and anti-collision light off except the last aircraft, who will have position lights on steady bright and anti-collision light on.
 - e. When taxiing to and from the runway all aircraft in the flight shall have their position lights on steady dim and the last aircraft shall have its anti-collision light on.
 - f. Gogging, degogging, and lighting configuration will be performed at the hold short line, clear of the runway.
 - g. In the case of aircraft requiring arming/dearming, aircraft will goggle, degoggle, and configure lighting in the arming/dearming area.
 - h. Traffic permitting, the Control Tower will secure runway lights to facilitate NVD training.

3021. SUPERSONIC FLIGHT

1. Supersonic flight operations shall be conducted in R-2301(W). Supersonic flights in the established corridor shall be limited to that portion of R-2301W from the 100 degree radial from the MCAS Yuma (NYL) TACAN (channel 84), south to the Mexican border (between 20 and 52 nautical miles), from the surface to FL800. Supersonic "bugouts" shall be executed with the nose of the aircraft pointed inside the supersonic

area to the south on a heading between 110 degrees and 260 degrees magnetic. "Bugouts" in the vicinity of Raven Butte (Chocolate Drop) will be above 16,000 feet MSL crossing the Gila Mountains.

2. The supersonic corridor is depicted in Appendix N. Diagrams shall be posted in all tenant unit's ready rooms, Flight Planning Room, and VAL.

3. All supersonic flights, per OPNAVINST 3710.7_, shall be logged as to time, date, location, speed, and altitude and maintained for 24 months.

3022. PROCEDURES FOR CHECKING WHEELS DOWN AND LOCKED

1. Responsibility. It is the pilot's responsibility to check for wheels down and locked and report this information to the control tower when starting the turn to base leg. On radar approaches, an acknowledgment of landing gear checks will be requested by the radar controller.

2. Wave-offs. Wave-offs for no gear/apparent unsafe gear or unintentional hook down, will be given by tower utilizing tower primary, secondary, or guard frequencies. Additionally, when radio communications fail, tower will activate waveoff lights on the runway and direct a red light at the aircraft.

3. Visual Check for Unsafe Gear. In the event of an unsafe gear indication, a pilot may request a low pass for a visual check by control tower personnel.

3023. FCLP PROCEDURES

FCLP's must be coordinated through ATC and Base Operations at least 48 hours in advance.

3024. INTERSECTION DEPARTURE CHART. Appendix J depicts feet remaining for intersection departures/arrivals.

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CHAPTER 4

AIR TRAFFIC CONTROL

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CHAPTER 4

AIR TRAFFIC CONTROL

4000. POSITIVE AIR TRAFFIC CONTROL. Positive Air Traffic Control (ATC) requires that all aircraft obtain specific ATC clearance prior to maneuvering on an Airport Movement Area, or within the Class D Airspace. Positive ATC shall be exercised by MCAS Yuma Tower over all civil and military aircraft during published operating hours. No aircraft will operate on the Yuma Airport Movement Area or within Class D Airspace without two-way radio communications unless prior coordination has been accomplished. The Yuma Class D Airspace is defined as that airspace up to, and including 2,500' above ground level within a horizontal radius of 5.2 nautical miles.

4001. AIR TRAFFIC CONTROL PERSONNEL. All personnel exercising air traffic control functions will be qualified in accordance with NAVAIR 00-80T-114.

4002. FREQUENCIES. MCAS Yuma frequencies are listed in current Flight Information Publications.

4003. APPROACH CONTROL. MCAS Yuma Approach Control has authority over all aircraft, civil or military, operating on an IFR air traffic control clearance within that airspace permanently delegated to MCAS Yuma.

4004. INSTRUMENT DEPARTURE PROCEDURES

1. When radar service is available, the preferred departure routes are: Argus-One Departure for westbound aircraft, Picacho-One Departure for northbound aircraft, and the Mohak-One Departure for eastbound aircraft.
2. When radar service is not available, the preferred departure route is the Cargo-Six Departure with appropriate transition.
3. Aircraft carrying explosive ordnance, should file for the Glamis Departure whether radar service is available or not. However, delays may be encountered when radar service is not available.

4005. INSTRUMENT APPROACH PROCEDURES

1. IFR aircraft inbound to MCAS Yuma can expect an enroute descent unless a high altitude approach has been requested.
2. IFR aircraft inbound to MCAS Yuma can expect radar service to

landing. When available, a PAR/ASR approach shall be the preferred arrival procedure. Non-radar procedures will normally be approved upon pilot request.

3. When radar service is not available, the TACAN or HI-TACAN runway 21R/3L approach will be the preferred arrival route. The Hi/Low VOR, VOR/DME runway 17 approaches will normally be authorized only for those military aircraft that are not TACAN equipped, or when the TACAN is out of service.

4. VFR aircraft requesting a practice approach should contact MCAS Yuma Approach Control on the appropriate frequency as published in the current DOD FLIP Enroute Supplement. Aircraft not on an IFR Flight Plan shall maintain VFR until instructed otherwise by MCAS Yuma Approach Control. When radar service is available, standard separation minimums will be provided to all aircraft practicing instrument approaches, except vertical separation, which may be reduced to 500' between VFR aircraft practicing an instrument approach and other VFR or IFR aircraft.

5. Due to the large volume of VFR General Aviation and Air Carrier aircraft operating within the approach traffic area, pilots are reminded to exercise increased vigilance when in visual meteorological conditions, even though they are on an IFR clearance and under radar control.

4006. EMERGENCY PROCEDURES

1. Emergency Information. Any pilot confronted with an emergency situation shall pass to the control tower or approach control all pertinent information concerning the emergency. The Control Tower shall activate the crash net and pass on all pertinent information.

2. Radio Failure - VFR Terminal (Comply with instructions contained in the FLIP IFR Supplement)

a. Pilots should determine the landing runway by observing traffic flow, or by observing the Wind "T"/Wind Socks and assuming the landing runway is into the wind. Pilots may overfly the field at 3000' MSL or above to make this determination in VMC conditions.

b. High performance aircraft will enter a normal overhead 360 (break) pattern, rocking wings approaching the break. Be observant for tower light signals on downwind, turning base and on final.

c. Aircraft other than high performance, will intercept the downwind leg of a normal quadrangle pattern, rocking wings at intervals and be observant of tower light signals on downwind, turning base and on final.

d. Where landing clearance is not received on final, maintain 700' MSL and go around. If no light signal is received, reenter downwind after passing the airport boundary. If an emergency exists, be observant

of traffic both on landing and crossing runways and land your aircraft.

e. Helicopters will hold at 700' MSL one mile north of the airport over the railyards to remain clear of extended center lines of runways 17 and 21R/L. After receiving a steady green light from the control tower, enter a right downwind runway 26, and land the aircraft. If an emergency exists, be observant for other traffic, land on the numbers of Rwy 17, and await CFR Section Leader/personnel release for taxi to your line.

f. During the hours of darkness, pilots should attract tower attention by blinking landing/taxi lights.

3. Overdue aircraft. A VFR aircraft is considered overdue when communications cannot be established and it fails to arrive 30 minutes after its ETA.

a. Flight Clearance will monitor all DD-175 and tower flights inbound to MCAS Yuma.

b. The responsibility for monitoring local flights appearing on daily flight schedules rests with the individual unit. In any event, Flight Clearance is to be notified immediately when an aircraft becomes overdue.

4. Inflight Medical Emergencies. Pilots should notify ATC as soon as possible. If practical, patient information should be passed, describing: condition of patient, any medications taken, respiration and pulse rate. The crash phone will be activated for all inflight medical emergencies. Civilian patients will normally be cared for by civilian medical authorities at the discretion of the senior medical authority or the senior CFR member responding to the emergency.

4007. MANDATORY AVOIDANCE AREAS

1. All aircraft shall avoid overflight of Mexican Airspace.

2. Base Housing.

3. All fixed-wing aircraft shall remain at or above 3500 feet MSL over the Foothills and Mesa del Sol Developments East of the air station.

4. All military aircraft will avoid overflying the City of Yuma, all schools and the hospital.

5. Rotary-wing aircraft shall remain well clear of the Foothills and Mesa Del Sol Developments and shall overfly the freeway (Interstate 8) when transiting to/from the East at 1500 feet MSL in this area. If within the Moving Sands Cactus West Target, rotary-wing aircraft shall remain South of the line 32-37-30N/114-28-30W to 32-37-30N/114-20-00W (Geographical Reference: County 14th Street/dirt road oriented East-West

North of the P-111 Cannon Air Defense Complex) to avoid overflying the Foothills residential area.

6. The following airspace within the lateral limits of R-2301 West is excluded from use by all military aircraft below 3000 feet MSL: That airspace North of a line beginning at 32-40-45N/114-18-29W to 32-42-30N/113-45-00W to 32-44-15N/113-41-05W. (Geographical Reference: That area designated as two nautical miles South of Interstate 8 between the Gila Mountains and Mohawk Mountains. Avoid populated areas, built up areas and farms).

4008. USE OF MODE 3A/C/IFF AND RADAR FLIGHT FOLLOWING. All aircraft operating in the vicinity of MCAS Yuma, to include Restricted Areas and MOAs, shall squawk the appropriate code at all times unless instructed otherwise by ATC. This, in combination with prudent use of VFR Radar Advisories from MCAS Yuma Approach, will reduce the high potential for Mid-Air Collisions.

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CHAPTER 5

TRANSIENT AIRCRAFT

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AIRFIELD OPERATIONS MANUAL

CHAPTER 5

TRANSIENT AIRCRAFT

5000. GENERAL. The Airfield Operations Officer is charged with ensuring that visiting pilots and crew members receive available and courteous service during their visit to MCAS Yuma. Transient aircrew are responsible for ensuring all coordination for support is accomplished prior to arriving at MCAS Yuma. Requests for line space for 48 hours or less shall be made to the VAL at DSN 951-2445/2760 at least 24 hours in advance. The VAL is located in Building 151 at the base of the tower.

5001. TRANSIENT SERVICES

1. Prior Permission Required (PPR)

a. PPR's. PPR's are required for all transient military and authorized civil aircraft requesting parking and servicing. See paragraph 3021 for closed field operations requirements.

b. PPR Cancellation. All PPR's issued by MCAS Yuma VAL are issued on a two (2) hour window concept (space available one hour prior to and one hour after the requested PPR time). This ensures that an aircrew that is ahead of schedule has a parking space; this also allows for extra time on deck if departure times cannot be met. Any aircraft arriving outside the two hour window will be treated as Non-PPR aircraft due to the automatic cancellation of the PPR. PPR's may be updated enroute by calling Yuma Command on UHF 337.9.

c. Non-PPR Aircraft. Non-PPR aircraft coming to VAL will be last priority for servicing. All non-emergency aircraft arriving without PPR's will be reported to the Operations Officer via the VAL OIC.

d. Local Transient Flights. There will be no local missions flown from the VAL without prior approval from the Operations Officer, via the VAL OIC. The Yuma VAL has minimum personnel on weekends and holidays and is unable to support local missions during these times.

e. Large Aircraft. Any aircraft larger than C-130's are limited to one (1) overnight (RON), due to limited parking space. Any units requesting to RON for more than one (1) overnight stay will be directed to Deployment Scheduling: DSN 951-3515.

f. Cargo Aircraft. Cargo aircraft requiring upload/download assistance should coordinate through Air Freight DSN 951-3654/2729 at least 24 hours in advance.

2. Aircraft Parking

a. VAL will utilize aircraft parking lines 18-23 for parking transient aircraft. Rotary wing aircraft will normally utilize lines 18-22. Rotary wing aircraft south of line 22 will be approved by the Station Commanding Officer on a case by case basis.

b. During WTI, KC-130 aircraft will utilize lines 21-23.

c. Aircraft parked on line 23 will face south.

3. Aircraft Servicing

a. Servicing. Limited to: fuel, oil, nitrogen, oxygen, hydraulic fluid, and lavatory servicing. Tire inflation is very limited due to adapters available. All pilots are required to fill out a Service Request card in the VAL office for prompt services. PPR aircraft will have service priority over non-PPR aircraft. All pilots are directed to check-out with the VAL office to ensure they have their fuel cards and chits prior to departure. Aircrew must be present during aircraft servicing.

b. Ordnance. All ordnance divert aircraft should contact the Yuma Tower as soon as possible and request down-load personnel from their own command. VAL has no ordnance download capabilities.

c. Maintenance. VAL personnel will not perform maintenance on any visiting aircraft, but will assist aircrews in contacting maintenance personnel and provide available support equipment (S.E.) "Servicing Only".

4. Flight Planning. Flight Clearance is located in Building 153 and is manned one hour prior, and 30 minutes after, airfield hours. Airborne messages can be passed to them on Yuma Command frequency 337.9. A Flight Planning room with a full range of FLIPs is also located in Building 153.

5. Weather Services. The Weather section is located in Building 153 and is manned 24 hours a day. They can be contacted at DSN 951-2265/2266. Pilot- to-Metro service is available on frequency 349.9.

6. Refueling. See paragraph 1008.

7. Course Rules Brief. See paragraph 1007.

5002. BILLETING. Quarters are normally available for transient officers, male enlisted personnel and civilians on official business. There are limited government quarters for female enlisted personnel. Billeting reservations may be made by calling DSN 951-3578/3094.

5003. MESSING

1. There are adequate messing facilities aboard the Air Station for both officers and enlisted personnel. Officers may utilize the Enlisted Dining Facility.
2. Two commercial outlets are available at Building 691, next to the PX complex. Burger King is open from 0500-0100, and Godfather's Pizza is open from 1030-2400. A restaurant, is located in the Airfield Operations Building 153. It is open Monday-Friday from 0600-1800 and Saturdays from 0700-1800. These times may change without notice.
3. Flight clothing is permitted in all facilities.
4. Flight rations can be obtained by contacting the Yuma Dining Facility between 0730-1630 daily at DSN 951-2149. Requests must be made 72 hours in advance.

5004. TRANSPORTATION

1. On-base Transportation. Due to the close proximity of all major services to Air Operations, MCAS Yuma does not provide any on-base transportation service. Billeting, messing, and exchange services are all within a ten minute walk of Airfield Operations.
2. Off-base Transportation. MCAS Yuma does not provide any off-base transportation service.
3. Local units sponsoring transient aircraft are responsible for arranging transportation for the aircrew.

5005. CLEARANCE OF PASSENGERS

1. GENERAL. The Passenger Terminal is located in Building 151. Flight and passenger travel information is available by calling extension 2729 between 0600-1630, Monday through Friday. A SATO office is also available for official travel arrangements between 0700-1630 Monday through Friday. SATO can be reached by telephone on extension 5782. Personnel departing MCAS Yuma on a scheduled flight must manifest no later than one hour prior to the scheduled departure time. Passengers must possess a valid military or civilian government employee identification card.
2. Appearance/Conduct. Military personnel boarding any military flight must be in a clean, proper uniform and grooming must conform with respective service regulations. Retired and civilian personnel, when authorized, must travel in appropriate civilian clothing.

5006. PROCESSING ORDERS

1. Orders which require endorsement shall be presented to the Station Personnel Officer (or Officer of the Day during non-working hours) at Building 980.
2. Memorandum endorsement for arrival and departure times or availability of government air transportation may be processed by the Air Freight Section.

5007. CUSTOMS

1. During normal working hours a 30 minute notice is required for customs service. Flight Clearance personnel will notify Customs personnel.
2. After normal working hours, expect a delay.

5008. CIVILIAN AIRCRAFT. Operators of civilian aircraft must possess a valid Aviation Facility License per SECNAVINST 3770.1B and obtain a PPR number prior to being authorized to park on the MCAS Yuma side of the airport. Civilian aircraft will not normally be allowed to park on the MCAS side of the airport.

5009. TEMPORARY STORAGE OF CLASSIFIED MATERIALS AND WEAPONS

1. Classified Materials. Couriers requesting to store classified material or registered publications must make prior arrangements with the MCAS Yuma Classified Material Control Center (CMCC) at DSN 951-2351/2252.
2. Weapons. Requests for weapons storage must be made in advance with the MCAS Yuma S-4 Officer at DSN 951-2923/2934.

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CHAPTER 6

AIRCRAFT CRASH AND RESCUE

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CHAPTER 6

AIRCRAFT CRASH AND RESCUE

6000. CRASH AND RESCUE. The current edition of MCAS Yuma StaO P11135.1 covers Aircraft Rescue and Firefighting procedures applicable to this station.

1. Procedures

a. The CFR Officer is responsible to the Airfield Operations Officer for the operational readiness of the Division.

b. Firefighting and rescue shall be under the control of the senior qualified member of the Station Crash Crew present on the scene. Once an emergency is declared, particularly "stand by" situations, all aircraft in the vicinity of, or on, taxiways shall remain clear of all emergency equipment. Additionally, any aircraft from which an initial emergency status was declared, shall also be under the control of the senior qualified member of the Station Crash Crew until such aircraft has been declared safe or the pilot states that no further assistance is required. Aircraft that declare an emergency will be escorted back to their line by a CFR vehicle.

c. Only essential personnel are authorized immediate access to the scene of a crash. Security and medical personnel will be immediately available for access to the airfield when summoned by Crash/Rescue. Unit Commanding Officers of aircraft involved, their Aircraft Mishap Board (AMB) and certain other authorized personnel will be allowed access to the crash site at the earliest possible time consistent with safety. The MCAS Yuma Station Operations Officer will provide command and control of an accident site for the first 24 hours (post incident) or until the responsible unit coordinates the transfer of control via Station Operations Officer.

2. Equipment

a. A minimum of one light water dispensing crash truck is in position on the runway complex whenever military and/or civilian air carrier flight operations are being conducted. Additional firefighting vehicles and a heavy capacity crane is on stand-by alert at the Crash Barn. CFR personnel and equipment are capable of responding to any aircraft emergency within a 100 mile radius. In some instances mutual aid fire departments will be used to assist in fire and rescue operations.

b. One H-1N type helicopter, with rescue equipment aboard, is maintained on a five minute alert status and one H-1N helicopter is maintained on thirty minute standby status during those hours the airfield is conducting military air operations. During those hours when

the airport is not conducting military operations, the rescue helicopters will be on a thirty minute alert status. SAR helicopters are capable of responding to both on and off station emergencies within 100 NM radius of MCAS Yuma.

3. Minimum Response

a. MCAS Yuma is a Category Four (4) Airfield. The minimum response required for this air station is 7,000 gallons of water and 2,500 gallons per minute pumping capability.

b. If at any time minimum response requirements cannot be maintained by the runway alert and/or standby alert vehicles, flight operations shall be curtailed or reduced to a gross weight category of aircraft for which the extinguishing agents available meet minimum response requirements.

4. Crash Alarm System

a. The Control Tower will normally have first knowledge of an aircraft crash or emergency and will activate the Station alarm circuit.

b. Pilots reporting crashes shall contact the Tower on guard channel. If contact cannot be established, attempt voice relay through another aircraft.

c. Crashes observed by other than tower personnel or pilots airborne should be reported immediately by telephone to Flight Clearance at (520)341-2077/2326 or the fire service dispatcher at 2385/2285 or 911.

6001. SEARCH AND RESCUE. The current edition of MCAS Yuma StaO 3130.3 covers search and rescue procedures applicable to this station.

6002. SALVAGE

1. Procedures

a. Squadrons or detachments either deployed or tenant to MCAS Yuma having an aircraft requiring salvage, will assume the responsibility for all salvage operations.

b. This Station will provide necessary support such as trucks, heavy equipment, operators, etc., through Station S-4 upon request from the unit salvage officer.

c. Aircraft of units not deployed/stationed at MCAS Yuma may be salvaged by this station upon request and funding of cognizant reporting custodian.

d. The MCAS Yuma Range Management Officer will designate land routes

to and from salvage sites that are located within ranges operated by MCAS Yuma, coordinate routes to sites off range, and will verify that appropriate clean-up has been completed. Salvage cleanup is not complete without the Range Management Officer's verification and units can be held criminally liable if cleanup does not meet state and federal environmental standards.

2. For additional information see current edition of OPNAVINST 4790.2 and NAVAIR 00-80R-20.

3. MCAS Yuma may relieve a unit of responsibility for the salvage of its aircraft if the crash is located in a position which creates a hazard to aircraft operations at MCAS Yuma.

6003. INVESTIGATION AND SECURITY RESPONSIBILITIES/PROCEDURES

1. In accordance with the current edition of OPNAVINST 3750.6, responsibility for the investigation and security of crash aircraft rests with the aircraft reporting custodian. The current edition of StaO P3750.2 addresses pre-mishap and mishap responsibilities for MCAS Yuma agencies and reporting custodians.

2. The aircraft reporting custodian should immediately prepare to dispatch guards, preliminary investigation team and other personnel as desired to the crash scene. No personnel shall enter MCAS Yuma's range areas without escort from MCAS Yuma's Range Management Office.

6004. PUBLIC AFFAIRS RELEASES. Release of information relative to aircraft or aircrews will be governed by the provisions of the current edition of StaO P5720.2. Inquiries will be referred to the Station Public Affairs Officer (ext 2275).

6005. WEATHER REPORTS AFTER INCIDENTS. MCAS Weather Service will draft an aircraft incident report on any incident at MCAS Yuma or surrounding areas. A report for any non-military incident occurring further than 25 NM from MCAS Yuma will only be done on approval of the Operations Officer on request from the proper authority. These reports can be picked up from the Flight Clearance desk.

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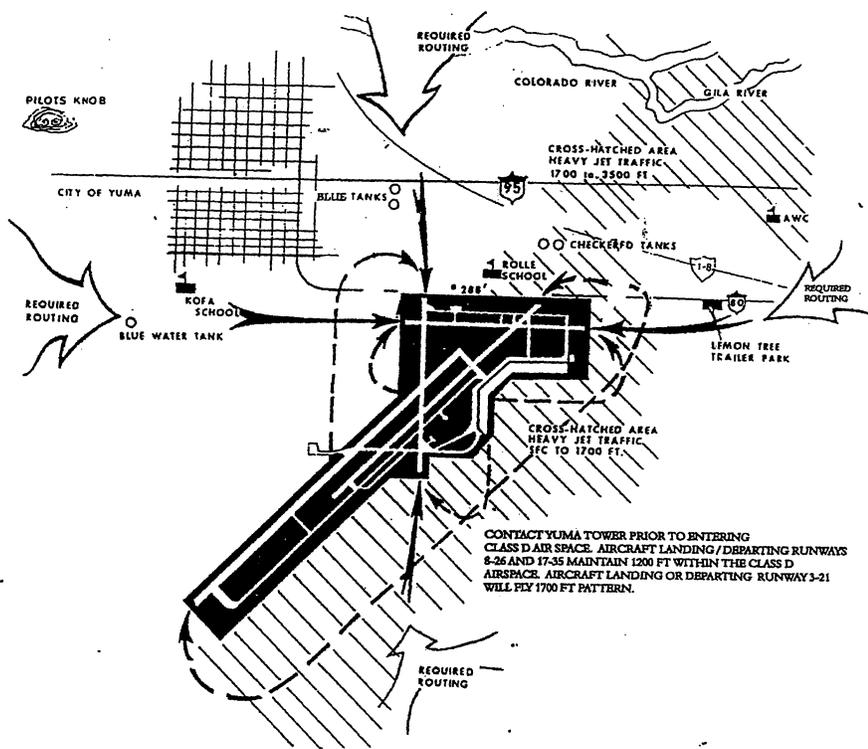
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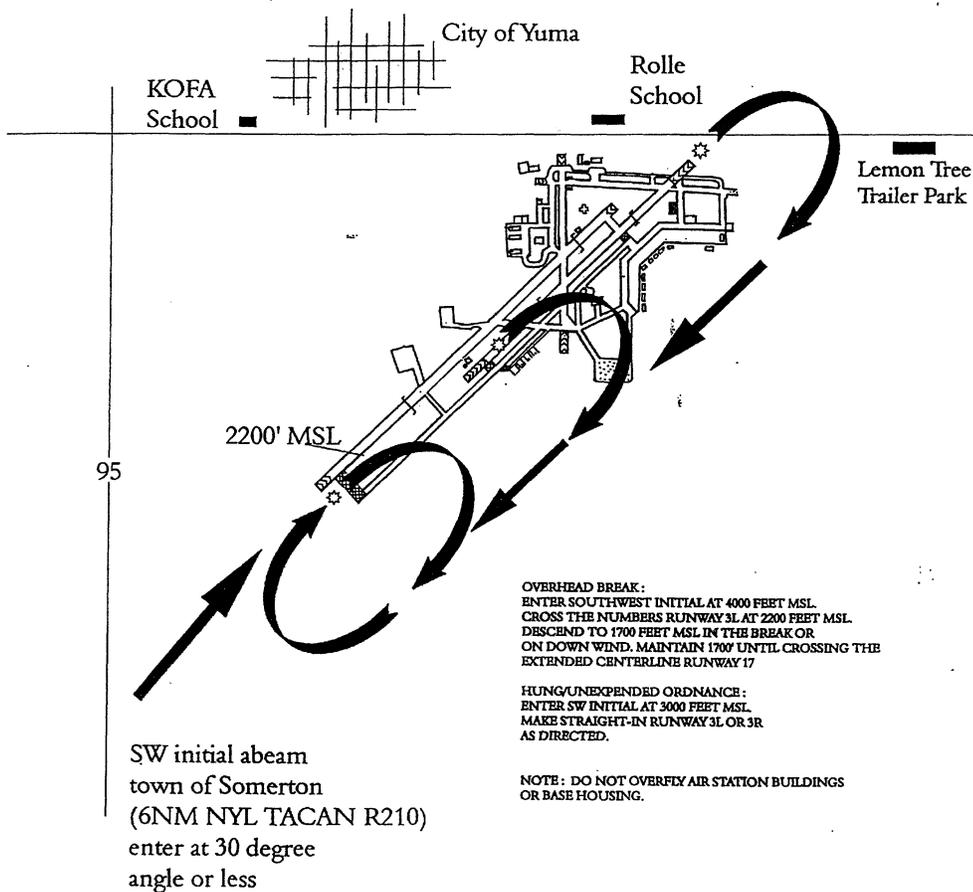
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APPENDIX B
STANDARD FIXED-WING QUADRANGLE
TRAFFIC PATTERN FOR RUNWAYS
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AIRFIELD OPERATIONS MANUAL

APPENDIX D

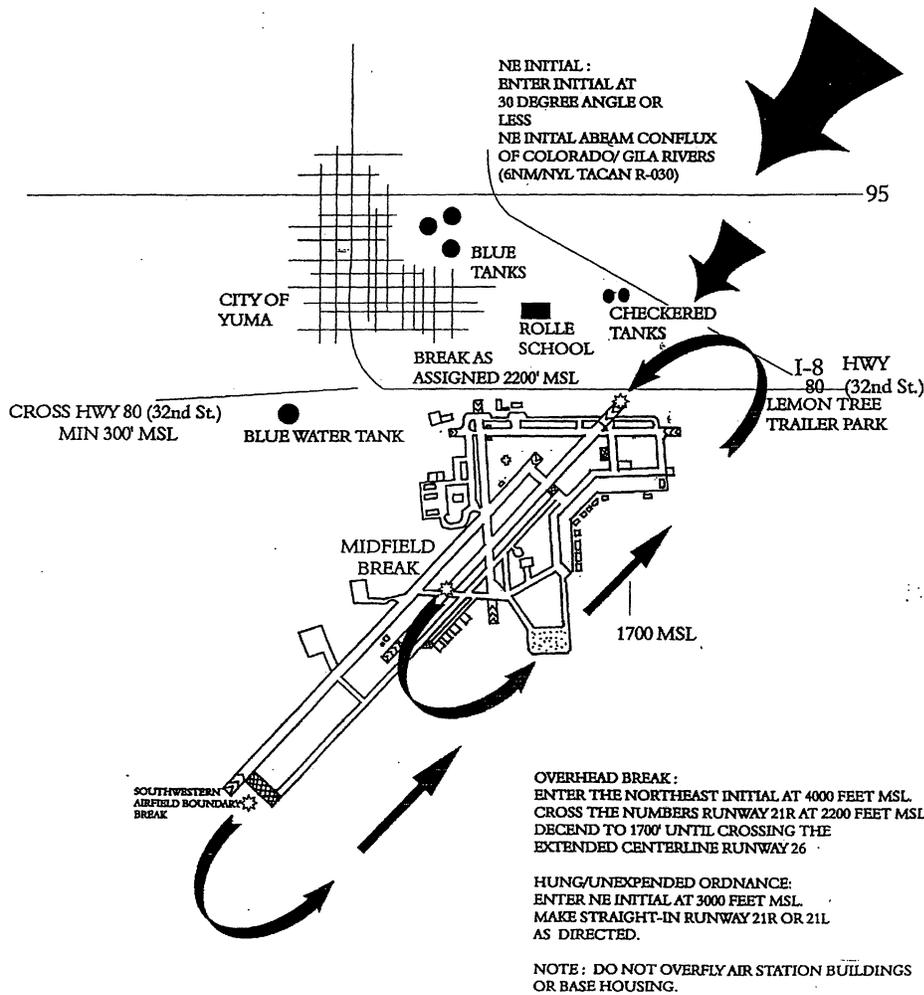
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APPENDIX E

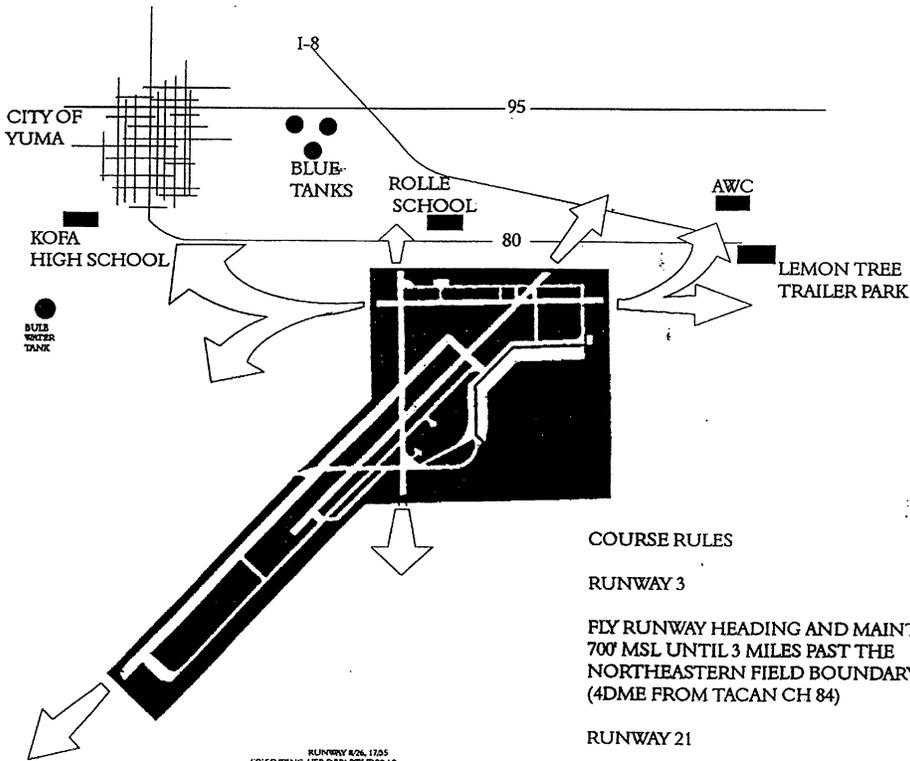
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APPENDIX E
VERHEAD MILITARY 360 (BREAK) PATTERN
RUNWAY 21



AIRFIELD OPERATIONS MANUAL

APPENDIX F

FIXED - WING STANDARD VFR DEPARTURE ROUTES



COURSE RULES

RUNWAY 3

FLY RUNWAY HEADING AND MAINTAIN 700' MSL UNTIL 3 MILES PAST THE NORTHEASTERN FIELD BOUNDARY (4DME FROM TACAN CH 84)

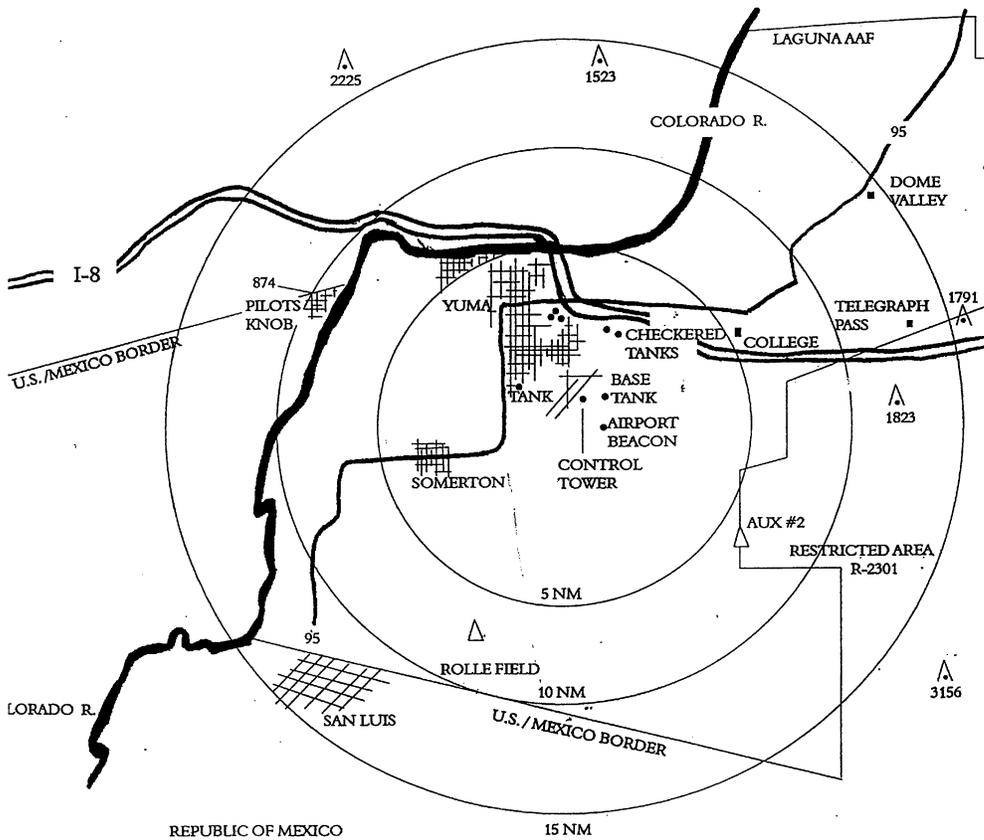
RUNWAY 21

FLY RUNWAY HEADING AND MAINTAIN 700' MSL UNTIL SOUTHWESTERN FIELD BOUNDARY

CAUTION:

NUMEROUS RESTRICTED AREAS AND THE SOUTHERN BORDER DOMESTIC ADIZ ARE IN THE IMMEDIATE VICINITY. DO NOT OVERTURN ANY SLOTTED OR

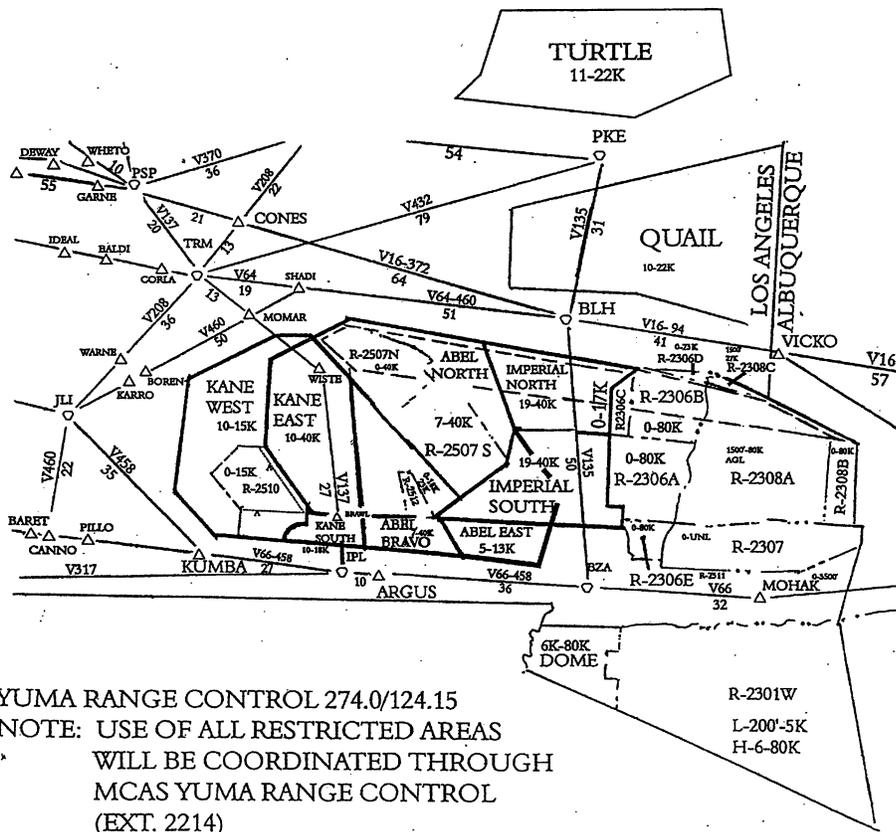
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APPENDIX G
VISUAL REFERENCE DIAGRAM
LOCAL AREA



AIRFIELD OPERATIONS MANUAL

APPENDIX H

RESTRICTED AREA CHART

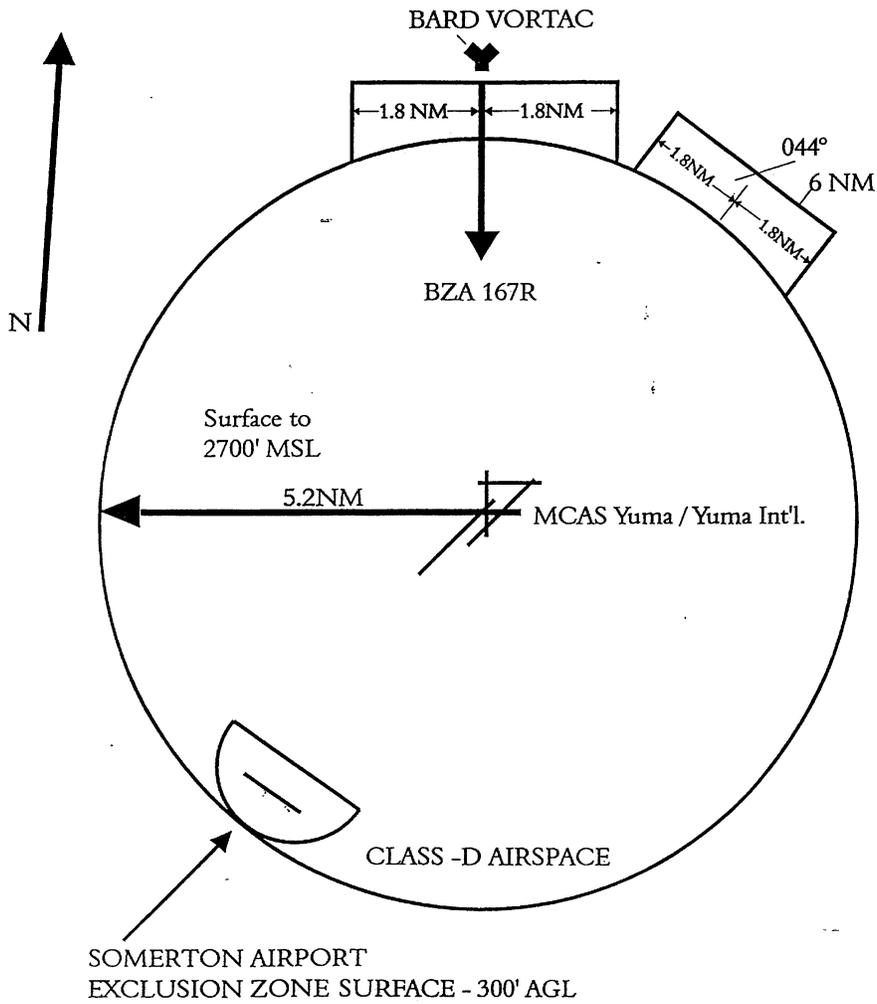


YUMA RANGE CONTROL 274.0/124.15
NOTE: USE OF ALL RESTRICTED AREAS
WILL BE COORDINATED THROUGH
MCAS YUMA RANGE CONTROL
(EXT. 2214)

NOTE: Having a Range Area scheduled, is NOT authorization to enter.
FOR ADDITIONAL INFORMATION SEE
FLIP PLANNING SECTION AP/1A

AIRFIELD OPERATIONS MANUAL
APPENDIX I

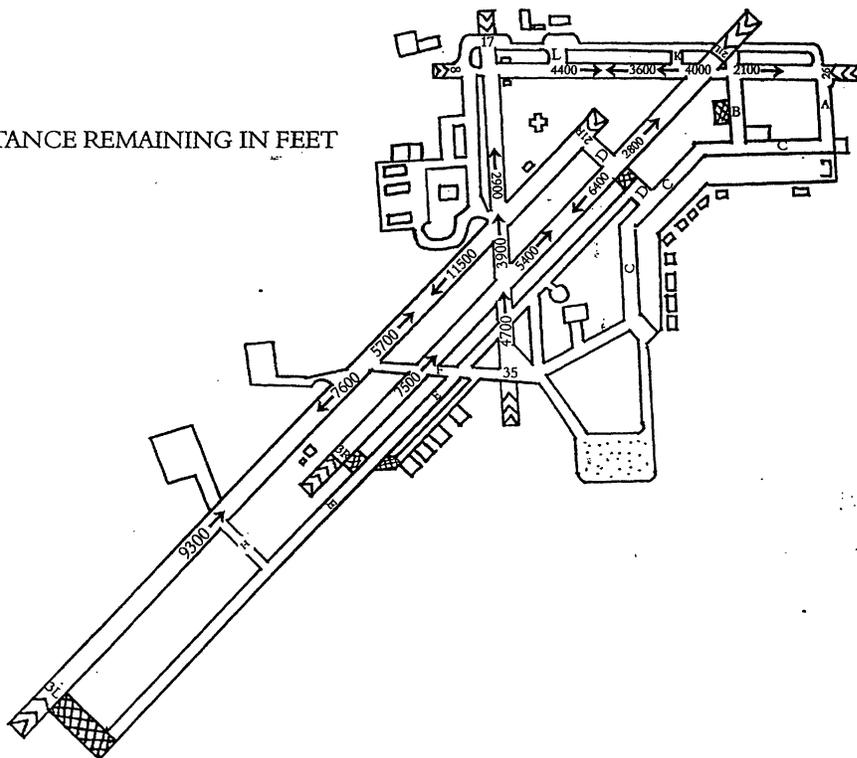
MCAS YUMA / YUMA INT'L CLASS D AIRSPACE



I-

AIRFIELD OPERATIONS MANUAL
APPENDIX J
INTERSECTION DEPARTURE CHART

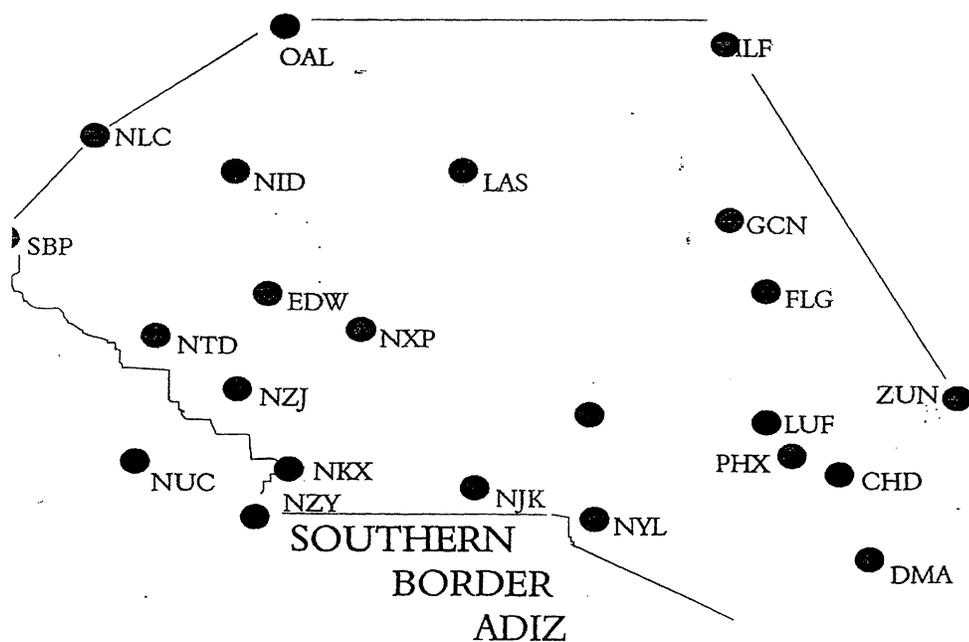
DISTANCE REMAINING IN FEET



AIRFIELD OPERATIONS MANUAL

APPENDIX K

LOCAL FLYING AREA



AIRFIELD OPERATIONS MANUAL

APPENDIX L

SUPERSONIC FLIGHT AREA CHART

