

DoD
FLIGHT INFORMATION PUBLICATION

AREA PLANNING

NORTH AND SOUTH AMERICA

EFFECTIVE 0001L
TO 0001L

13 SEP 2018
28 FEB 2019

PCN NR 1 EFFECTIVE 0001L
PCN NR 2 EFFECTIVE 0001L

8 NOV 2018
3 JAN 2019

Consult NOTAMS for latest information.



Published by
NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY
ST. LOUIS, MISSOURI

NGA Aeronautical Services is an ISO 9001:2008 certified organization.

©Copyright 2018 by the United States Government
No copyright claimed under Title 17 U.S.C.



NSN 7641014109523
NGA REF. NO. PLANXAP1



EFF. DATE 18256

SPECIAL NOTICES

ELECTRONIC FLIP

The Aeronautical Content Exploitation System (ACES) is an enhanced web planning tool within NIPRNET and on the Internet that allows users to access the full suite of NGA's aeronautical products, including AAFIF, DAFIF, DoD FLIP, and the Aeronautical Mobile Application, as well as Nav Plan charts and imagery. See <https://aerodata.nga.mil/AeroBrowser/> OR <https://aerodata.leidos.com> for graphics-based access to DoD FLIP and other aeronautical products, and links to Host Nation FLIP. See <https://asps.leidos.com/> for direct access to Host Nation FLIP.

Don't have internet access? NGA's FLIP products are available on the FLIP DVD using NSN 7644015335389, and NGA's Aeronautical Mobile Application is available on DVD using NSN 7644016004225.

13 SEPTEMBER 2018

INTO-PLANE FUEL CONTRACT INFORMATION

Effective 13 September 2018 (cycle 1810), information regarding Into-Plane fuel contracts, i.e. DoD-contracted fuel at civilian airports, will be provided solely by Defense Logistics Agency-Energy (DLA-E) [FDAWG 18-02-02]. Aircrews and mission planners should consult DLA's AIRCard® website at https://aircardsys.com/cgi-bin/usage_acceptance for specific information regarding vendors and contracted services at these locations (select "I Agree" on the Usage Alert page, then "FBO Locator" in the upper right corner of the home page). DLA-E is also available at (866) 308-3811 (US), (913) 217-9303 (Int'l), or via e-mail to Customer-Support@aircardsys.com. See section A-23 FUELS of the Enroute Supplement for further details.

13 SEPTEMBER 2018

US VFR SUPPLEMENT REVIEW

Effective immediately and continuing until the FLIP Enroute Cut-Off Date for cycle 1904 (5 Mar 2019), the Services and NGA will conduct a thorough review of all airfield information published in the US VFR Supplement [FDAWG 18-02-03]. Outdated information and airfields no longer required for DoD operations or training will be removed from the supplement. Depending on the operational status of the airfield, this information may still be available from the appropriate FAA publication. To ensure continued publication of relevant airfields, submit a requirement through the applicable Service agency IAW procedures outlined in Chapter 11 of FLIP General Planning (GP).

REMOVAL OF "K" FROM SOME US AERODROME IDENTIFIERS

Beginning effective 26 April 2018 (cycle 1805) and continuing over subsequent cycles until complete, the listings for some US aerodromes in DoD FLIP products will revert back to the correct FAA-assigned three-letter identifier (DWG item 15-01-12, approved DWG 17-01). The update will ensure the associated DAFIF™ product, which permits both three and four-letter identifiers, conforms to Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) requirements. US aerodromes with four-letter identifiers (see ICAO Document 7910) will be unaffected. 1 MARCH 2018.

REPRINT OF FAA TERMINAL PROCEDURES IN DOD FLIP

Random FAA procedures re-printed in DoD Terminal publications are displaying a dashed runway profile line vice a solid runway profile line. This is a printing anomaly of the FAA procedures in DoD Terminal FLIP and is being investigated. There is no change to how the runway is depicted in the profile and should be a solid line as depicted in the Terminal legend pages. 13 NOVEMBER 2014.

INTRODUCTION

GENERAL - AP/1 contains aeronautical data for North and South America and supplements the data in General Planning (GP), and select data in the Enroute Supplements (E-S) and Flight Information Handbook (FIH). Refer to Chapter 3 of General Planning for a complete description of the FLIP Planning document. Textual entries shall have a Source Reference entry following the paragraph or paragraphs to which they apply.

REVISION CYCLE - AP/1 is revised every 24 weeks. The schedule including cutoff and effective dates is listed in the FLIP Planning publication schedule published in General Planning Chapter 11.

INTERNET - DAFIF™; Enroute and Planning Charts, Planning Documents and Planning Change Notices (PCN); Enroute Supplements, Enroute Change Notices (ECN) and Terminal Procedures are available at <https://www.geointel.nga.mil>

CUSTOMER HELP - For questions concerning NGA aeronautical products or services, please phone the NGA Aeronautical Help Desk at 1-877-817-9134 or DSN 312-846-0684. Email aeronautical questions to aerohelp@nga.mil.

AMENDMENTS - AP/1 is amended by two (2) scheduled Planning Change Notices (PCNs) published 8 and 16 weeks after the effective date of AP/1. Since these PCNs are non-cumulative they must be retained until the new issue of the basic product is received.

NEW OR MODIFIED DATA - A vertical line appearing in the margin identifies data added or modified since publication of the last book (print or digital).

REVISIONS AND QUALITY REPORTS - Call the appropriate military/civilian operating agencies listed FLIP General Planning Book, Chapter 11.

ARRANGEMENT OF DATA -

NOTE: Theater, ICAO Region, and National listings will include eleven entries if information is available and/or is required, i.e.,

- | | |
|--|--------------------------------|
| (1) Regional/National Procedures | (7) Enroute |
| (2) Visual Flight Rules | (8) Terminal |
| (3) Instrument Flight Rules | (9) Aerial Refueling |
| (4) Operational Air Traffic (Europe and Africa only) | (10) Bird/Wildlife Hazard Data |
| (5) Flight Planning | (11) Additional Information |
| (6) Flight Hazards | |

1. Chapter 1 - Theater information applicable to the entire North and South America is published in Chapter 1. Information for each ICAO Region in the theater and national data is published in the subsequent chapters.

2. Chapter 2 - ICAO Regional Data - This data is presented in four regional sections:
 Section A. North Atlantic
 Section B. North American
 Section C. Caribbean
 Section D. South American

Each section contains supplementary data applicable to the specific ICAO Region.

3. Chapter 3 - National Procedures and requirements sorted alphabetically. The National Procedures entry will explain the area of coverage and include a list of FIRs/UIRs within a country. If FIR/UIR entries cover more than one country, a note will be provided to see the applicable country(s) for additional information. Entries may be published to accommodate procedures and notices determined to be of interest to DoD aircrews.

a. The following is an example of the Table of Contents for each National listing. The index includes the eleven entries and a listing of those subject areas that could be expected to be located under the respective entry.

NOTE: The listed entries should not be construed as being all-inclusive. Also, this is a representation of the type of information that can be expected beneath an entry. Entries will only be depicted if information is available and/or required.

NATIONAL PROCEDURES

GENERAL INFORMATION/FIR/UIR COVERAGE
 DIMENSIONAL UNITS
 AIRSPACE STRUCTURE
 ALTIMETER SETTING PROCEDURES
 VERTICAL SEPARATION

2 INTRODUCTION

POSITION REPORTING
SECONDARY SURVEILLANCE RADAR
MINIMUM NAVIGATION & COMMUNICATIONS EQUIPMENT
INTERCEPT PROCEDURES
RIGHT OF WAY
AIR TRAFFIC AT A CONTROLLED AERODROME
AIRSPACE WITH DESIGNATION "HX"

VISUAL FLIGHT RULES

AIRSPACE EXCEPTIONS
DAY VFR FLIGHTS
NIGHT VFR FLIGHTS
VFR FLIGHTS ABOVE CLOUD LAYERS
MAXIMUM AIRSPEEDS
MINIMUM HEIGHTS FOR VFR OPERATIONS
CHANGE OF FLIGHT RULES FROM VFR TO IFR

INSTRUMENT FLIGHT RULES

FM IMMUNITY
MINIMUM SAFE HEIGHTS
ALTIMETER SETTING AND CRUISING LEVELS ON IFR FLIGHTS
CHANGE OF IFR TO VFR
IFR OPERATIONS IN CLASS F
FORMATION FLIGHTS
TRANSMISSION OF EXPECTED APPROACH TIMES
RVSM RULES
RNP REQUIREMENTS
ADDITIONAL RADIO EQUIPMENT REQUIREMENTS TO INCLUDE E-TCAS, ACAS, ETC

OPERATIONAL AIR TRAFFIC (Europe and Africa ONLY)

GENERAL/COUNTRY
FILING FLIGHT PLANS
CLEARANCE INFORMATION
IFR/VFR
LOW LEVEL

FLIGHT PLANNING

GENERAL AIR TRAFFIC
AIR DEFENSE FLIGHTS
FILING FLIGHT PLANS. (DAY/NIGHT)
CLEARANCE INFORMATION
SUPERSONIC FLIGHTS
LOW LEVEL FLYING
SUPPLEMENTARY AIRPORT INFORMATION
LANDING FEES

FLIGHT HAZARDS

ASCENTS OF CAPTIVE BALLOONS AND FREE FLYING SONDES
ELECTRONIC WARFARE RANGE INFORMATION
HIGH INTENSITY RADIO TRANSMITTER AREAS
HIGH MIDAIR COLLISION POTENTIAL AREA
OVER FLIGHT OF NUCLEAR REACTORS AND HIGH RISK INDUSTRIAL PLANTS

ENROUTE

FLIGHTS IN BORDER AREAS
AIRWAY/ROUTES INCLUDING CONDITIONAL ROUTE INFORMATION
TACAN ROUTES

TERMINAL

NOISE ABATEMENT PROCEDURES
TERMINAL AREA PROCEDURES

AERIAL REFUELING

AERIAL REFUELING TRACKS/ANCHOR AREAS

BIRD/WILDLIFE HAZARD DATA

BIRD/WILDLIFE CONCENTRATIONS/AREAS

ADDITIONAL INFORMATION

RADAR ASSISTED FLIGHT INFORMATION SERVICES

b. The word "Standard" will be shown under the eleven entries when the rules applicable within that area are the same as the worldwide ICAO Rules and Procedures published in Chapters 5 and 6 of General Planning, and (for Position Reporting) the Flight Information Handbook. If the rules or procedures are not standard, the differences are explained.

c. ICAO Rules and Procedures are modified to some degree within each Region. These differences are explained in the eleven entries for each Region. The phrase "Same as Regional Procedures" will be shown under FIR/UIR or National procedure entries when in agreement with the regional procedures.

d. ICAO CODES - ICAO, FAA or Host Country identifications are included adjacent to each airport name, i.e., Ramstein AB, GM (ETAR).

4. Daylight Saving Time - A ++ symbol following Z time effective or operating hours indicates that during periods of daylight saving time, hours will be one hour earlier than shown. Consult the applicable Enroute Supplement for areas and dates daylight saving time is observed.

TABLE OF CONTENTS

SPECIAL NOTICES	Inside Front Cover
INTRODUCTION	1
TABLE OF CONTENTS	4
CHAPTER 1 - THEATER SUPPLEMENTARY PROCEDURES	1-1
NATIONAL PROCEDURES	1-1
GENERAL INFORMATION/FIR/UIR COVERAGE	1-1
DIMENSIONAL UNITS	1-1
ALTIMETER SETTING PROCEDURES	1-1
VERTICAL SEPARATION	1-1
POSITION REPORTING	1-1
VISUAL FLIGHT RULES	1-1
INSTRUMENT FLIGHT RULES	1-1
RVSM RULES	1-1
FLIGHT PLANNING	1-1
ROUTE AND AREA RESTRICTIONS	1-6
ADDITIONAL INFORMATION	1-8
CHAPTER 2 - ICAO REGIONAL DATA	2-1
SECTION A - CARIBBEAN (CAR) REGIONAL CHART	2-1
SECTION A - CARIBBEAN REGIONAL SUPPLEMENTARY PROCEDURES	2-2
NATIONAL PROCEDURES	2-2
DIMENSIONAL UNITS	2-2
VERTICAL SEPARATION	2-2
POSITION REPORTING	2-2
VISUAL FLIGHT RULES	2-2
INSTRUMENT FLIGHT RULES	2-2
RVSM RULES	2-2
FLIGHT PLANNING	2-2
ROUTE AND AREA RESTRICTIONS	2-2
ADDITIONAL INFORMATION	2-2
SECTION B - NORTH AMERICAN (NAM) REGIONAL CHART	2-4
SECTION B - NORTH AMERICAN (NAM) REGIONAL SUPPLEMENTARY PROCEDURES	2-5
NATIONAL PROCEDURES	2-5
DIMENSIONAL UNITS	2-5
ALTIMETER SETTING PROCEDURES	2-5
VERTICAL SEPARATION	2-5
POSITION REPORTING	2-5
VISUAL FLIGHT RULES	2-5
INSTRUMENT FLIGHT RULES	2-5
SECTION C - NORTH ATLANTIC (NAT) REGIONAL SUPPLEMENTARY PROCEDURES	2-6
NATIONAL PROCEDURES	2-6
SECTION D - SOUTH AMERICAN (SAM) REGIONAL CHART	2-7
SECTION D - SOUTH AMERICAN (SAM) REGIONAL SUPPLEMENTARY PROCEDURES	2-8
NATIONAL PROCEDURES	2-8
DIMENSIONAL UNITS	2-8
ALTIMETER SETTING PROCEDURES	2-8
VERTICAL SEPARATION	2-8
POSITION REPORTING	2-8
VISUAL FLIGHT RULES	2-8
INSTRUMENT FLIGHT RULES	2-8
RVSM RULES	2-8
FLIGHT PLANNING	2-8
ROUTE AND AREA RESTRICTIONS	2-8

	PAGE		PAGE
ADDITIONAL INFORMATION	2-8	VISUAL FLIGHT RULES	3-3
CHAPTER 3 - NATIONAL SUPPLEMENTARY PROCEDURES	3-1	INSTRUMENT FLIGHT RULES	3-3
ANGUILLA	3-1	FLIGHT PLANNING	3-3
ANTIGUA/BARBUDA	3-1	SUPPLEMENTARY AIRPORT INFORMATION	3-3
ARGENTINA	3-1	BARBADOS	3-3
NATIONAL PROCEDURES	3-1	BELIZE	3-3
GENERAL INFORMATION/FIR/UIR COVERAGE	3-1	NATIONAL PROCEDURES	3-3
DIMENSIONAL UNITS	3-1	GENERAL INFORMATION/FIR/UIR COVERAGE	3-3
ALTIMETER SETTING PROCEDURES	3-1	DIMENSIONAL UNITS	3-3
VERTICAL SEPARATION	3-1	ALTIMETER SETTING PROCEDURES	3-3
POSITION REPORTING	3-1	VERTICAL SEPARATION	3-3
VISUAL FLIGHT RULES	3-1	POSITION REPORTING	3-3
INSTRUMENT FLIGHT RULES	3-1	VISUAL FLIGHT RULES	3-3
FLIGHT PLANNING	3-1	INSTRUMENT FLIGHT RULES	3-3
ROUTE AND AREA RESTRICTIONS	3-1	BERMUDA	3-3
ARUBA	3-1	NATIONAL PROCEDURES	3-3
ASCENSION ISLAND	3-1	GENERAL INFORMATION/FIR/UIR COVERAGE	3-3
NATIONAL PROCEDURES	3-1	DIMENSIONAL UNITS	3-3
GENERAL INFORMATION/FIR/UIR COVERAGE	3-1	ALTIMETER SETTING PROCEDURES	3-3
DIMENSIONAL UNITS	3-1	VERTICAL SEPARATION	3-3
ALTIMETER SETTING PROCEDURES	3-1	POSITION REPORTING	3-4
VERTICAL SEPARATION	3-1	SECONDARY SURVEILLANCE RADAR	3-4
POSITION REPORTING	3-1	VISUAL FLIGHT RULES	3-4
VISUAL FLIGHT RULES	3-1	INSTRUMENT FLIGHT RULES	3-4
INSTRUMENT FLIGHT RULES	3-1	BOLIVIA	3-4
RVSM RULES	3-1	NATIONAL PROCEDURES	3-4
FLIGHT PLANNING	3-1	GENERAL INFORMATION/FIR/UIR COVERAGE	3-4
CLEARANCE INFORMATION	3-1	DIMENSIONAL UNITS	3-4
SUPPLEMENTARY AIRPORT INFORMATION	3-2	ALTIMETER SETTING PROCEDURES	3-4
FLIGHT HAZARDS	3-2	VERTICAL SEPARATION	3-4
BIRD/WILDLIFE HAZARD DATA	3-2	POSITION REPORTING	3-4
BIRD/WILDLIFE CONCENTRATIONS/AREAS	3-2	VISUAL FLIGHT RULES	3-4
BAHAMA ISLANDS	3-2	INSTRUMENT FLIGHT RULES	3-4
NATIONAL PROCEDURES	3-2	BONAIRE	3-4
GENERAL INFORMATION/FIR/UIR COVERAGE	3-2	BRAZIL	3-4
DIMENSIONAL UNITS	3-3	NATIONAL PROCEDURES	3-4
ALTIMETER SETTING PROCEDURES	3-3	GENERAL INFORMATION/FIR/UIR COVERAGE	3-4
VERTICAL SEPARATION	3-3	DIMENSIONAL UNITS	3-4
POSITION REPORTING	3-3	ALTIMETER SETTING PROCEDURES	3-4
		VERTICAL SEPARATION	3-4
		POSITION REPORTING	3-4

6 TABLE OF CONTENTS

	PAGE		PAGE
VISUAL FLIGHT RULES	3-4	CHILE	3-23
INSTRUMENT FLIGHT RULES	3-4	NATIONAL PROCEDURES	3-23
RVSM RULES	3-4	GENERAL INFORMATION/FIR/UIR COVERAGE	3-23
FLIGHT PLANNING	3-7	DIMENSIONAL UNITS	3-23
ROUTE AND AREA RESTRICTIONS	3-7	AIRSPACE STRUCTURE	3-23
BRITISH VIRGIN ISLANDS	3-7	ALTIMETER SETTING PROCEDURES	3-23
CANADA	3-8	VERTICAL SEPARATION	3-23
NATIONAL PROCEDURES	3-8	POSITION REPORTING	3-23
GENERAL INFORMATION/FIR/UIR COVERAGE	3-8	VISUAL FLIGHT RULES	3-23
DIMENSIONAL UNITS	3-8	INSTRUMENT FLIGHT RULES	3-23
ALTIMETER SETTING PROCEDURES	3-8	TRANSMISSION OF EXPECTED APPROACH TIMES	3-23
VERTICAL SEPARATION	3-8	RVSM RULES	3-23
POSITION REPORTING	3-8	RNP REQUIREMENTS	3-23
VISUAL FLIGHT RULES	3-9	FLIGHT PLANNING	3-24
INSTRUMENT FLIGHT RULES	3-9	ROUTE AND AREA RESTRICTIONS	3-24
RVSM RULES	3-10	FLIGHT HAZARDS	3-24
FLIGHT PLANNING	3-11	ASCENTS OF CAPTIVE BALLOONS AND FREE FLYING SONDES	3-24
CLEARANCE INFORMATION	3-16	ENROUTE	3-24
SUPPLEMENTARY AIRPORT INFORMATION	3-16	FLIGHTS IN BORDER AREAS	3-24
ROUTE AND AREA RESTRICTIONS	3-19	AIRWAY/ROUTES INCLUDING CONDITIONAL ROUTE INFORMATION	3-24
FLIGHT HAZARDS	3-19	COLOMBIA	3-24
ENROUTE	3-19	NATIONAL PROCEDURES	3-24
PREFERRED ROUTES	3-19	GENERAL INFORMATION/FIR/UIR COVERAGE	3-24
TERMINAL	3-20	DIMENSIONAL UNITS	3-24
NOISE ABATEMENT PROCEDURES	3-20	ALTIMETER SETTING PROCEDURES	3-25
ADDITIONAL INFORMATION	3-22	VERTICAL SEPARATION	3-25
CAYMAN ISLANDS	3-22	POSITION REPORTING	3-25
NATIONAL PROCEDURES	3-22	VISUAL FLIGHT RULES	3-25
GENERAL INFORMATION/FIR/UIR COVERAGE	3-22	INSTRUMENT FLIGHT RULES	3-25
DIMENSIONAL UNITS	3-22	FLIGHT PLANNING	3-25
ALTIMETER SETTING PROCEDURES	3-22	SUPPLEMENTARY AIRPORT INFORMATION	3-25
VERTICAL SEPARATION	3-22	ROUTE AND AREA RESTRICTIONS	3-25
POSITION REPORTING	3-22	ENROUTE	3-26
VISUAL FLIGHT RULES	3-22	PREFERRED ROUTES	3-26
INSTRUMENT FLIGHT RULES	3-22	COSTA RICA	3-28
FLIGHT PLANNING	3-22	NATIONAL PROCEDURES	3-28
SUPPLEMENTARY AIRPORT INFORMATION	3-22	GENERAL INFORMATION/FIR/UIR COVERAGE	3-28
		DIMENSIONAL UNITS	3-28
		ALTIMETER SETTING PROCEDURES	3-28
		VERTICAL SEPARATION	3-28
		POSITION REPORTING	3-28

	PAGE		PAGE
VISUAL FLIGHT RULES	3-28	VISUAL FLIGHT RULES	3-32
INSTRUMENT FLIGHT RULES	3-28	INSTRUMENT FLIGHT RULES	3-33
CUBA	3-28	FRENCH ANTILLES	3-33
NATIONAL PROCEDURES	3-28	NATIONAL PROCEDURES	3-33
GENERAL INFORMATION/FIR/UIR COVERAGE	3-28	GENERAL INFORMATION/FIR/UIR COVERAGE	3-33
DIMENSIONAL UNITS	3-28	DIMENSIONAL UNITS	3-33
ALTIMETER SETTING PROCEDURES	3-28	ALTIMETER SETTING PROCEDURES	3-33
VERTICAL SEPARATION	3-28	VERTICAL SEPARATION	3-33
POSITION REPORTING	3-29	POSITION REPORTING	3-33
VISUAL FLIGHT RULES	3-29	VISUAL FLIGHT RULES	3-33
INSTRUMENT FLIGHT RULES	3-29	INSTRUMENT FLIGHT RULES	3-33
FLIGHT PLANNING	3-29	FLIGHT PLANNING	3-33
SUPPLEMENTARY AIRPORT INFORMATION	3-29	SUPPLEMENTARY AIRPORT INFORMATION	3-33
CURACAO	3-29	FRENCH GUIANA	3-33
DOMINICA	3-29	NATIONAL PROCEDURES	3-33
DOMINICAN REPUBLIC	3-29	GENERAL INFORMATION/FIR/UIR COVERAGE	3-33
NATIONAL PROCEDURES	3-29	DIMENSIONAL UNITS	3-33
GENERAL INFORMATION/FIR/UIR COVERAGE	3-29	ALTIMETER SETTING PROCEDURES	3-34
DIMENSIONAL UNITS	3-29	VERTICAL SEPARATION	3-34
ALTIMETER SETTING PROCEDURES	3-29	POSITION REPORTING	3-34
VERTICAL SEPARATION	3-29	VISUAL FLIGHT RULES	3-34
POSITION REPORTING	3-30	INSTRUMENT FLIGHT RULES	3-34
VISUAL FLIGHT RULES	3-30	ENROUTE	3-34
INSTRUMENT FLIGHT RULES	3-30	AIRWAY/ROUTES INCLUDING CONDITIONAL ROUTE INFORMATION	3-34
FLIGHT PLANNING	3-31	GREENLAND	3-34
ECUADOR	3-32	NATIONAL PROCEDURES	3-34
NATIONAL PROCEDURES	3-32	GENERAL INFORMATION/FIR/UIR COVERAGE	3-34
GENERAL INFORMATION/FIR/UIR COVERAGE	3-32	DIMENSIONAL UNITS	3-34
DIMENSIONAL UNITS	3-32	ALTIMETER SETTING PROCEDURES	3-34
ALTIMETER SETTING PROCEDURES	3-32	VERTICAL SEPARATION	3-35
VERTICAL SEPARATION	3-32	POSITION REPORTING	3-35
POSITION REPORTING	3-32	VISUAL FLIGHT RULES	3-35
VISUAL FLIGHT RULES	3-32	INSTRUMENT FLIGHT RULES	3-35
INSTRUMENT FLIGHT RULES	3-32	FM IMMUNITY	3-35
FLIGHT PLANNING	3-32	RVSM RULES	3-35
EL SALVADOR	3-32		
NATIONAL PROCEDURES	3-32		
GENERAL INFORMATION/FIR/UIR COVERAGE	3-32		
DIMENSIONAL UNITS	3-32		
ALTIMETER SETTING PROCEDURES	3-32		
VERTICAL SEPARATION	3-32		
POSITION REPORTING	3-32		

8 TABLE OF CONTENTS

	PAGE		PAGE
FLIGHT PLANNING	3-35	FLIGHT PLANNING	3-40
ADDITIONAL INFORMATION	3-36	ROUTE AND AREA RESTRICTIONS	3-40
GRENADA	3-36	SUPPLEMENTARY AIRPORT INFORMATION	3-41
GUADELOUPE	3-36	BIRD/WILDLIFE DATA	3-42
GUATEMALA	3-36	BIRD/WILDLIFE CONCENTRATIONS/AREAS	3-42
NATIONAL PROCEDURES	3-36	JAMAICA	3-42
GENERAL INFORMATION/FIR/UIR/COVERAGE	3-36	NATIONAL PROCEDURES	3-42
DIMENSIONAL UNITS	3-36	GENERAL INFORMATION/FIR/UIR COVERAGE	3-42
ALTIMETER SETTING PROCEDURES	3-36	DIMENSIONAL UNITS	3-42
VERTICAL SEPARATION	3-36	ALTIMETER SETTING PROCEDURES	3-42
POSITION REPORTING	3-36	VERTICAL SEPARATION	3-42
VISUAL FLIGHT RULES	3-36	POSITION REPORTING	3-42
INSTRUMENT FLIGHT RULES	3-36	VISUAL FLIGHT RULES	3-42
GUYANA	3-36	INSTRUMENT FLIGHT RULES	3-42
NATIONAL PROCEDURES	3-36	FLIGHT PLANNING	3-42
GENERAL INFORMATION/FIR/UIR COVERAGE	3-36	SUPPLEMENTARY AIRPORT INFORMATION	3-42
DIMENSIONAL UNITS	3-36	MARTINIQUE	3-43
ALTIMETER SETTING PROCEDURES	3-36	MEXICO	3-43
VERTICAL SEPARATION	3-36	NATIONAL PROCEDURES	3-43
POSITION REPORTING	3-36	GENERAL INFORMATION/FIR/UIR COVERAGE	3-43
VISUAL FLIGHT RULES	3-36	DIMENSIONAL UNITS	3-43
INSTRUMENT FLIGHT RULES	3-37	ALTIMETER SETTING PROCEDURES	3-43
HAITI	3-37	VERTICAL SEPARATION	3-43
NATIONAL PROCEDURES	3-37	POSITION REPORTING	3-43
GENERAL INFORMATION/FIR/UIR COVERAGE	3-37	VISUAL FLIGHT RULES	3-43
DIMENSIONAL UNITS	3-37	INSTRUMENT FLIGHT RULES	3-43
ALTIMETER SETTING PROCEDURES	3-37	FLIGHT PLANNING	3-43
VERTICAL SEPARATION	3-37	ROUTE AND AREA RESTRICTIONS	3-43
POSITION REPORTING	3-37	MIQUELON	3-44
VISUAL FLIGHT RULES	3-37	MONTserrat	3-44
INSTRUMENT FLIGHT RULES	3-38	NETHERLANDS ANTILLES	3-44
FLIGHT PLANNING	3-39	NATIONAL PROCEDURES	3-44
HONDURAS	3-40	GENERAL INFORMATION/FIR/UIR COVERAGE	3-44
NATIONAL PROCEDURES	3-40	DIMENSIONAL UNITS	3-44
GENERAL INFORMATION/FIR/UIR COVERAGE	3-40	ALTIMETER SETTING PROCEDURES	3-44
DIMENSIONAL UNITS	3-40	VERTICAL SEPARATION	3-44
ALTIMETER SETTING PROCEDURES	3-40	POSITION REPORTING	3-44
VERTICAL SEPARATION	3-40	VISUAL FLIGHT RULES	3-44
POSITION REPORTING	3-40	INSTRUMENT FLIGHT RULES	3-44
VISUAL FLIGHT RULES	3-40	FORMATION FLIGHTS	3-44
INSTRUMENT FLIGHT RULES	3-40		
RVSM RULES	3-40		

	PAGE		PAGE
FLIGHT PLANNING	3-44	VISUAL FLIGHT RULES	3-46
SUPPLEMENTARY AIRPORT INFORMATION	3-44	INSTRUMENT FLIGHT RULES	3-46
NICARAGUA	3-45	RVSM RULES	3-46
NATIONAL PROCEDURES	3-45	FLIGHT PLANNING	3-46
GENERAL INFORMATION/FIR/UIR COVERAGE	3-45	PUERTO RICO	3-46
DIMENSIONAL UNITS	3-45	NATIONAL PROCEDURES	3-46
ALTIMETER SETTING PROCEDURES	3-45	GENERAL INFORMATION/FIR/UIR COVERAGE	3-46
VERTICAL SEPARATION	3-45	DIMENSIONAL UNITS	3-47
POSITION REPORTING	3-45	ALTIMETER SETTING PROCEDURES	3-47
VISUAL FLIGHT RULES	3-45	VERTICAL SEPARATION	3-47
INSTRUMENT FLIGHT RULES	3-45	POSITION REPORTING	3-47
PANAMA	3-45	VISUAL FLIGHT RULES	3-47
NATIONAL PROCEDURES	3-45	INSTRUMENT FLIGHT RULES	3-47
GENERAL INFORMATION/FIR/UIR COVERAGE	3-45	FLIGHT PLANNING	3-47
DIMENSIONAL UNITS	3-45	CLEARANCE INFORMATION	3-47
ALTIMETER SETTING PROCEDURES	3-45	FLIGHT HAZARDS	3-47
VERTICAL SEPARATION	3-45	SABA	3-47
POSITION REPORTING	3-45	ST. BARTHELEMY	3-47
VISUAL FLIGHT RULES	3-45	ST. KITTS/NEVIS	3-47
INSTRUMENT FLIGHT RULES	3-45	ST. LUCIA	3-47
FLIGHT PLANNING	3-45	ST. MARTIN	3-47
ROUTE AND AREA RESTRICTIONS	3-45	SAINT PIERRE AND MIQUELON	3-47
TERMINAL	3-45	NATIONAL PROCEDURES	3-47
NOISE ABATEMENT PROCEDURES	3-45	GENERAL INFORMATION/FIR/UIR COVERAGE	3-47
PARAGUAY	3-46	DIMENSIONAL UNITS	3-47
NATIONAL PROCEDURES	3-46	ALTIMETER SETTING PROCEDURES	3-47
GENERAL INFORMATION/FIR/UIR COVERAGE	3-46	VERTICAL SEPARATION	3-47
DIMENSIONAL UNITS	3-46	POSITION REPORTING	3-47
ALTIMETER SETTING PROCEDURES	3-46	VISUAL FLIGHT RULES	3-47
VERTICAL SEPARATION	3-46	INSTRUMENT FLIGHT RULES	3-48
POSITION REPORTING	3-46	ST. VINCENT AND THE GRENADINES	3-48
VISUAL FLIGHT RULES	3-46	SINT EUSTATIUS	3-48
INSTRUMENT FLIGHT RULES	3-46	SINT MAARTEN	3-48
FLIGHT HAZARDS	3-46	SURINAME	3-48
PERU	3-46	NATIONAL PROCEDURES	3-48
NATIONAL PROCEDURES	3-46	GENERAL INFORMATION/FIR/UIR COVERAGE	3-48
GENERAL INFORMATION/FIR/UIR COVERAGE	3-46	DIMENSIONAL UNITS	3-48
DIMENSIONAL UNITS	3-46	ALTIMETER SETTING PROCEDURES	3-48
ALTIMETER SETTING PROCEDURES	3-46	VERTICAL SEPARATION	3-48
VERTICAL SEPARATION	3-46	POSITION REPORTING	3-48
POSITION REPORTING	3-46		

10 TABLE OF CONTENTS

	PAGE		PAGE
VISUAL FLIGHT RULES	3-48	FLIGHT PLANNING	3-56
INSTRUMENT FLIGHT RULES	3-48	SUPPLEMENTARY AIRPORT INFORMATION	3-66
FLIGHT PLANNING	3-48	FLIGHT HAZARDS	3-206
ROUTE AND AREA RESTRICTIONS	3-48	ENROUTE	3-214
TRINIDAD AND TOBAGO	3-48	PREFERRED ROUTES	3-214
NATIONAL PROCEDURES	3-48	BIRD/WILDLIFE HAZARD DATA	3-214
GENERAL INFORMATION/FIR/UIR COVERAGE	3-48	BIRD/WILDLIFE CONCENTRATIONS/AREAS	3-214
DIMENSIONAL UNITS	3-48	TERMINAL	3-225
ALTIMETER SETTING PROCEDURES	3-48	NOISE ABATEMENT PROCEDURES	3-225
VERTICAL SEPARATION	3-48	ADDITIONAL INFORMATION	3-225
POSITION REPORTING	3-48	VOR RECEIVER CHECKPOINTS	3-225
VISUAL FLIGHT RULES	3-48	URUGUAY	3-231
INSTRUMENT FLIGHT RULES	3-48	NATIONAL PROCEDURES	3-231
FLIGHT PLANNING	3-49	GENERAL INFORMATION/FIR/UIR COVERAGE	3-231
FILING FLIGHT PLANS (DAY/NIGHT)	3-49	DIMENSIONAL UNITS	3-231
SUPPLEMENTARY AIRPORT INFORMATION	3-49	ALTIMETER SETTING PROCEDURES	3-231
ROUTE AND AREA RESTRICTIONS	3-49	VERTICAL SEPARATION	3-231
TURKS AND CAICOS	3-49	POSITION REPORTING	3-231
NATIONAL PROCEDURES	3-49	VISUAL FLIGHT RULES	3-231
GENERAL INFORMATION/FIR/UIR COVERAGE	3-49	INSTRUMENT FLIGHT RULES	3-231
DIMENSIONAL UNITS	3-49	RVSM RULES	3-231
ALTIMETER SETTING PROCEDURES	3-49	FLIGHT PLANNING	3-231
VERTICAL SEPARATION	3-49	ROUTE AND AREA RESTRICTIONS	3-231
POSITION REPORTING	3-49	VENEZUELA	3-231
VISUAL FLIGHT RULES	3-49	NATIONAL PROCEDURES	3-231
INSTRUMENT FLIGHT RULES	3-50	GENERAL INFORMATION/FIR/UIR COVERAGE	3-231
UNITED STATES	3-50	DIMENSIONAL UNITS	3-231
NATIONAL PROCEDURES	3-50	ALTIMETER SETTING PROCEDURES	3-231
DIMENSIONAL UNITS	3-50	VERTICAL SEPARATION	3-231
ALTIMETER SETTING PROCEDURES	3-50	POSITION REPORTING	3-231
VERTICAL SEPARATION	3-50	VISUAL FLIGHT RULES	3-232
POSITION REPORTING	3-50	INSTRUMENT FLIGHT RULES	3-232
VISUAL FLIGHT RULES	3-50	FLIGHT PLANNING	3-232
INSTRUMENT FLIGHT RULES	3-50		
RVSM RULES	3-50		

3-150 UNITED STATES

2. RESTRICTIONS -

a. VFR traffic will not overfly the housing area N of the runway. Do not overfly the weapons storage area NW of Rwy 30 approach end and base housing N of the runway.

b. B52 aircraft prohibited from using Taxiway A North.

c. Overflow Parking Apron (OPA) limited to daytime operations, light-all usage required for night-time operations.

d. DV Ramp and Helicopter Spot H5 limited to daytime operations, light-all usage required for night-time operations.
(5 OSS-OSAA/5 OSS-OSAA FIL 16-280)

3. SERVICE -

a. Transient aircraft should expect no hangar space and extremely limited parking facilities.

b. Airfield Management does not store COMSEC material. COMSEC storage is available at Command Post.

c. Aircraft intending to load/off load passengers or cargo will contact airfield management via pilot to dispatch with block time and service requirement no later than 60 NM out. Aircraft intending to remain overnight must provide command post with POC/billeting location; provide security with crew orders.

4. CUSTOMS/AGRICULTURE/IMMIGRATION - Consult airfield operating hours prior to planning mission. Aircraft requiring this support must contact Airfield Management at DSN 453-2347 at least 24 hours prior to arrival. Failure to comply may result in delays. 5 BW/SFS Police Service provides an immediate response for all aircraft types.
(5 OSS-OSAA/5 OSS-OSAA FIL 17-1102)

5. NON-STANDARD SIGNS/MARKINGS -

a. Runway Distance Markers.
(5 OSS-OSAA/5 OSS-OSAA FIL 17-1152)

6. BIRD AIRCRAFT STRIKE HAZARD (BASH) -

a. CAUTION: Expect moderate bird population in vicinity of airport throughout year during the BASH Phase I period. Expect significant increases in hazardous bird activity while in Phase II during Spring: March-May and in Fall: September-November migratory seasons.

b. Bird Watch Condition Restrictions:

(1) Moderate: BWC MODERATE requires increased vigilance by all agencies, supervisors, and aircrews. Takeoffs and full stop landings are allowed. Transition training by fixed wing aircraft requires 5 OG/CC approval and shall be kept to the minimum required for mission accomplishment.

(2) Severe: Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under BWC SEVERE. 5 OG/CC approval is required for all takeoff and landings of fixed wing aircraft. Transition training is prohibited.

(5 OSS-OSAA/5 OSS-OSAA FIL 17-1004)

7. AIRCRAFT RESCUE AND FIRE FIGHTING - Minot is a CAT 8 airfield in terms of firefighting capabilities. Current capability is limited for C5, E-4, KC-10, and VC25(747) transitioning aircraft. Senior Fire Official will make the decision of offensive or defensive actions based on their initial size up. Personnel must exit under their own power.

(5 OSS-OSAA/5 OSS-OSAA FIL 17-1006)

Miramar MCAS (Mitscher Fld) (KNKX), CA

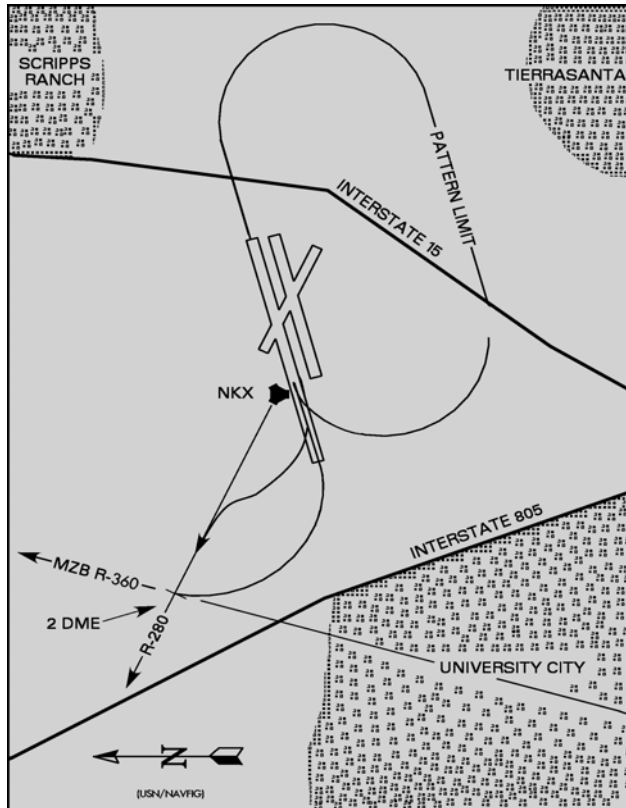
1. GENERAL POLICY - Miramar MCAS (KNKX) is located in a densely populated area which is extremely noise sensitive. Strict compliance with Noise Abatement and Air Traffic Control procedures is mandatory. Flight/course rules violations will be processed per OPNAV 3710.7 and applicable FAR. All aircraft planning to operate in the greater San Diego area are encouraged to contact Miramar MCAS (KNKX) Air Traffic Control C858-577-4254/4257, DSN 267-4254/4257 for course rules briefing and advisories.

2. CAUTION - High mid-air collision potential. Extensive general aviation traffic all altitudes, all directions in vicinity of Miramar MCAS (KNKX). High volume of civilian VFR air traffic operating along the coastline W of Miramar MCAS (KNKX). Additionally, all aircraft arriving/departing VFR from Miramar MCAS (KNKX) via course rules to/from the coastline are advised to exercise extreme caution to avoid hang glider activity in the vicinity of Torrey Pines Golf Course (NKX R-280/5 DME).

3. NOISE ABATEMENT PROCEDURES - Miramar MCAS (KNKX) employs stringent noise abatement procedures and strictly enforces all speed, altitude, and routing restrictions. No practice approaches for large jet aircraft over 100,000 pounds. Only full-stop arrivals will be allowed to conduct an instrument approach to Miramar MCAS (KNKX) between 0600Z++ and airfield closing time. Between 0600Z++ and airfield closing time, practice instrument approaches will not be allowed.

4. DEPARTURES RWY 24 - Commence a climbing right turn abeam the NKX TACAN, then via assigned Standard Instrument Departure. Turns shall not be commenced early, nor delayed to facilitate flight rendezvous. The NKX TACAN is located abeam Rwy 24R, 8500' from the approach end. Secure afterburners prior to commencing right turn. Flight leader separation for transient aircraft not authorized.

5. ARRIVALS RWY 24 - Break altitude 2100' MSL. Remain within 2 NM S of field on VFR downwind leg. Avoid overflight of residential area located 3 NM SE of airport. When landing Rwy 24R, do not descend below 1200' MSL prior to passing Rwy 24L extended centerline. CAUTION - Extensive Field Carrier Landing Practice (FCLP) day and night. FCLP pattern 1100' MSL.



6. ARRIVALS RWY 06 - Downwind, avoid overflight of residential area located 2 NM N of the airport.

7. ARRIVALS RWY 06L/R AND 24L/R. WARNING - The PAPI units for Rwy 06L/R and 24L/R are optimized for Height Group 2 type aircraft such as F-18's. Aircraft larger than an F-18 utilizing the PAPI to fly an approach to either Rwy 06L/R or 24L/R should adjust their glidepath accordingly so as not to land short of the optimum touchdown zone for their type aircraft.

8. VFR HELICOPTER ROUTE PROCEDURES -

a. All helicopter VFR and Special VFR (SVFR) routes shall be flown as published unless modified by ATC. If weather conditions preclude flight at published altitudes, helicopters shall fly under IFR procedures or by SVFR procedures, where permitted.

b. Helicopter VFR arrivals between 0800-1500Z++ shall fly inbound to Miramar MCAS (KNKX) above 4000' MSL until beginning descent for landing, or navigate to avoid direct overflight of communities along the coastline and Interstate 15.

c. Helicopters are prohibited from conducting repetitive instrument approaches to Miramar MCAS (KNKX) between 0600-1500Z++. Helicopter instrument approaches to full stop landings, to enter the VFR/SVFR Tower patterns, or to depart to another destination are authorized.

d. Helicopters shall transit along the coast by at least 1 NM laterally from the coastline. Inbound traffic to Miramar MCAS (KNKX) shall remain at least 1 NM off the coast prior to making the turn onto either the Beach or Fairways Route toward Miramar MCAS (KNKX). Outbound departures shall proceed out to at least 1 NM offshore perpendicular to the coastline prior to turning N or S.

9. SPECIAL OPERATING PROCEDURES - VFR minima - Jet and prop 1000/3. All military aircraft shall utilize instrument approach

or radar vector into arrival traffic pattern and Standard Instrument Departure or radar vectors for departure. Reduced runway separation standards in effect for USN/USMC aircraft.

10. VFR corridor 3500' and below 10 DME E. VFR corridor 3500' through 4500' 4 DME S through W, refer to San Diego (KSAN) TCA Chart. Uncontrolled general aviation VFR traffic maneuvering 7-10 NM N, surface to 5000'. Daily weather balloon launches 1 1/2 NM S of Rwy 24L at 0000Z++ and 1200Z++.

11. RWY 28 - Normally used only for emergency arrested landing for aircraft capable of go-around in the event of a hook-skip bolter.

12. ORDNANCE - Live or inert ordnance is not permitted to remain on transient aircraft overnight. Uploading services not available.

(USN/NAVFIC)

13. SERVICES -

a. Transient aircraft expect fuel delays. To expedite fuel services, contact Pilot to Dispatch 335.65 with fuel request prior to landing. Tenant tactical aircraft have refueling priority. (USN/NAVFIC FIL 04-19)

b. Base transportation extremely limited. Aircrews should expect delays for transportation assets.

c. PPR for all transient aircraft and all aircraft requiring Visiting Aircraft Line services including VIP, passenger stop, cargo, fuel and transient line parking.

(USN/NAVFIC)

d. Airfield closed on Saturday. Sunday airfield hours for tenant aircraft. Non-tenant aircraft require PPR for utilization. Expect airfield closure on national holiday and national holiday weekends. Check posted NOTAM for airfield hours.

(USN/NAVFIC FIL 04-119)

Moffett Federal Afld (KNUQ), CA

1. CAUTION -

a. High mid-air collision potential. Extensive VFR general aviation traffic all altitudes, all directions, operating in vicinity of Moffett Federal Afld (KNUQ).

b. Occasional Unmanned Aerial Systems (UAS) operations occur on a mutually exclusive basis. Review local NOTAM for date and time.

(NUQ Base Ops/NUQ Base Ops FIL 11-241)

2. NOISE ABATEMENT - Power setting changes, unusual steep climb angles or excessive banked turns not required for safe aircraft operations in the pattern shall be avoided. High power turn-ups/run-ups not authorized hold short area Rwy 32L.

3. To reduce potential for foreign object damage, large 4 engine transport aircraft (C141, C5, DC8 etc.) will taxi with outboard engines at idle or shut down whenever practicable to minimize blowing debris onto runway and taxiways.

(AFFSA/AFFSA)

4. Transient IFR arrivals are limited to one IFR approach to full stop landing. Limited turbo-prop practice approaches/touch-and-goes at control tower discretion. Transient jet practice approaches/touch-and-goes require Airport Managers approval.

(NUQ Base Ops/NUQ Base Ops FIL 09-502)