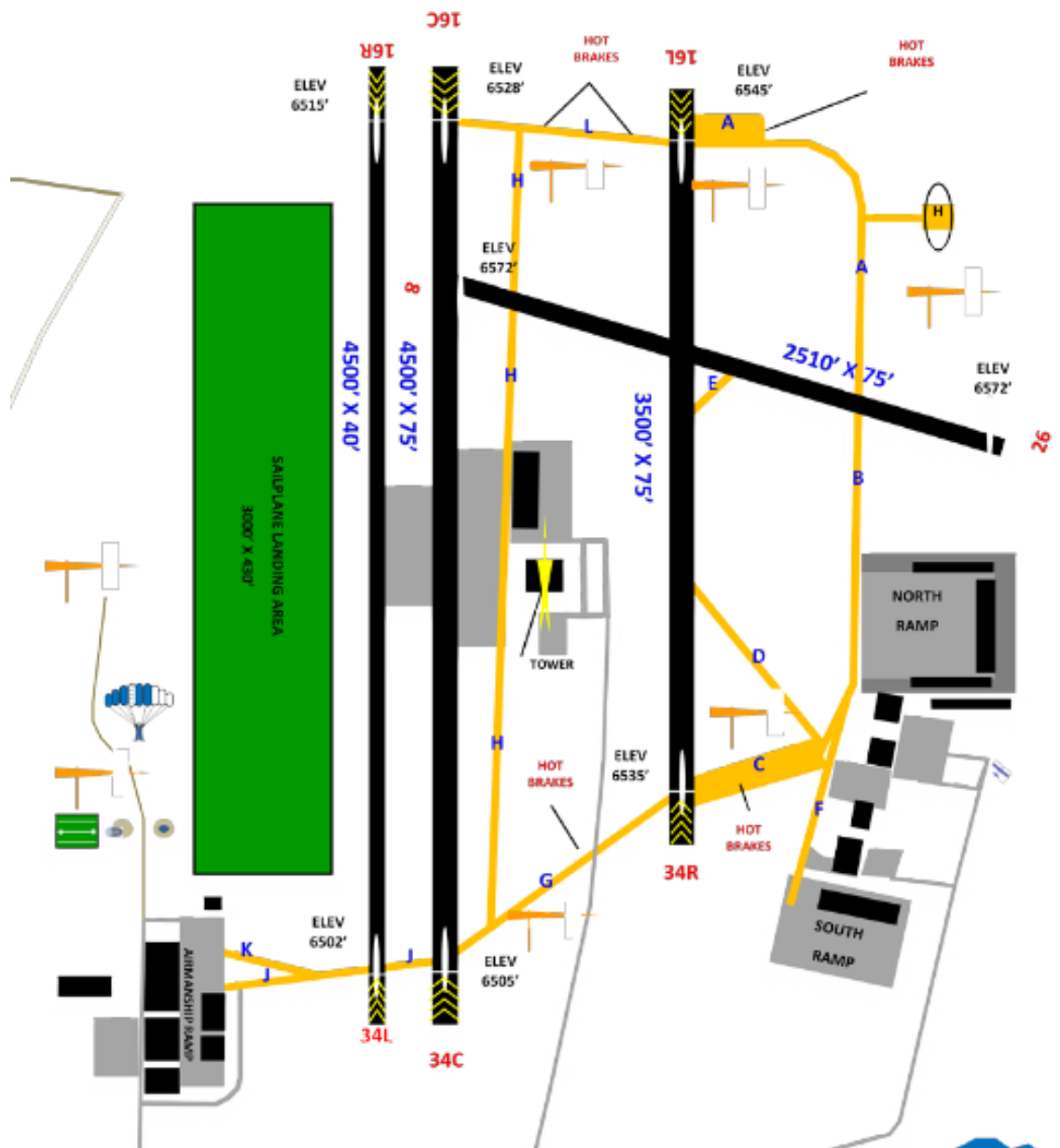


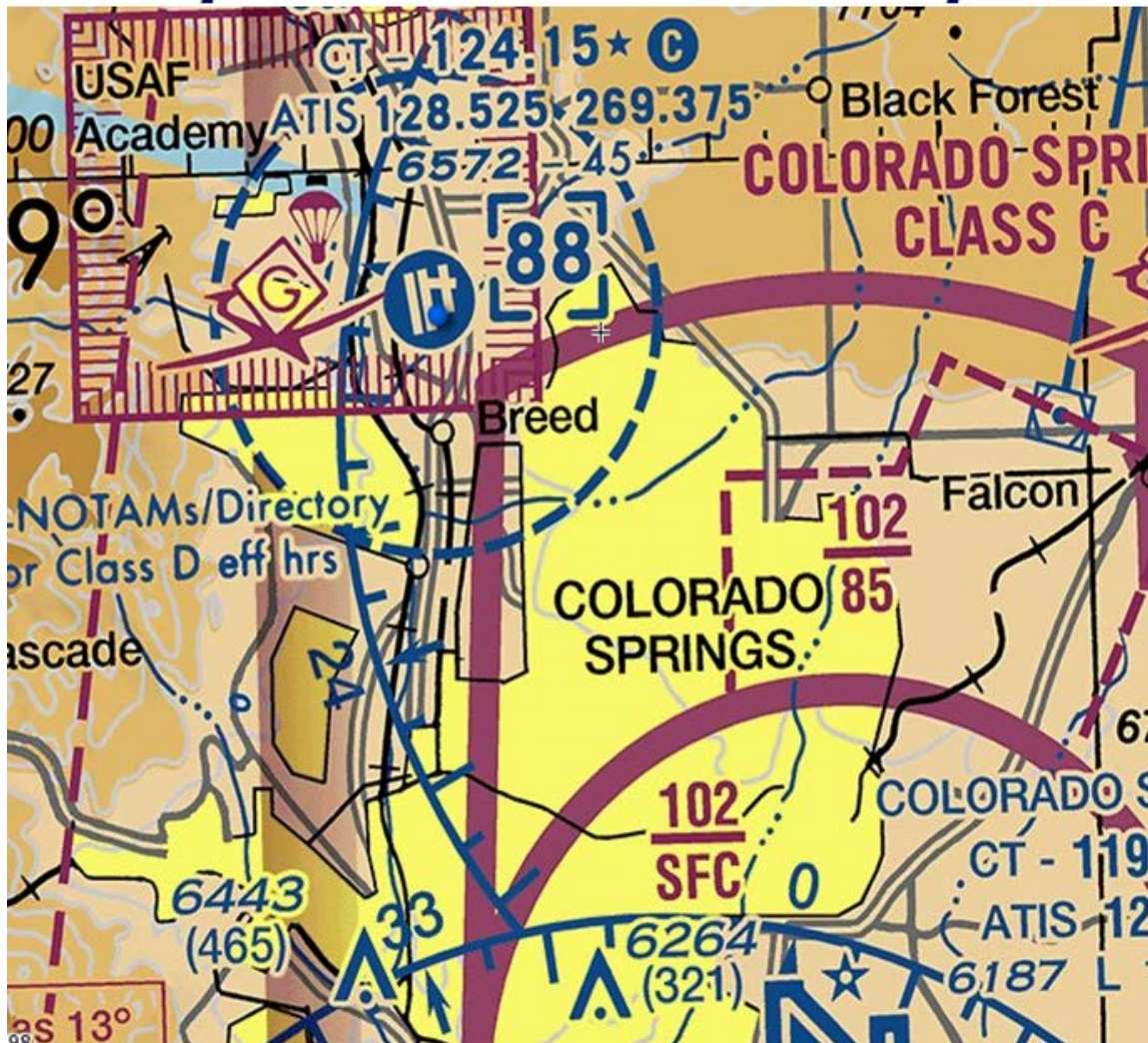
USAF Academy Airfield Diagram



VHF Communications	
ATIS:	128.525
Ground:	118.125
Academy Tower:	124.15
Skytrain:	134.10
Powered Box Frequency:	120.125
Glider Box Frequency:	127.15

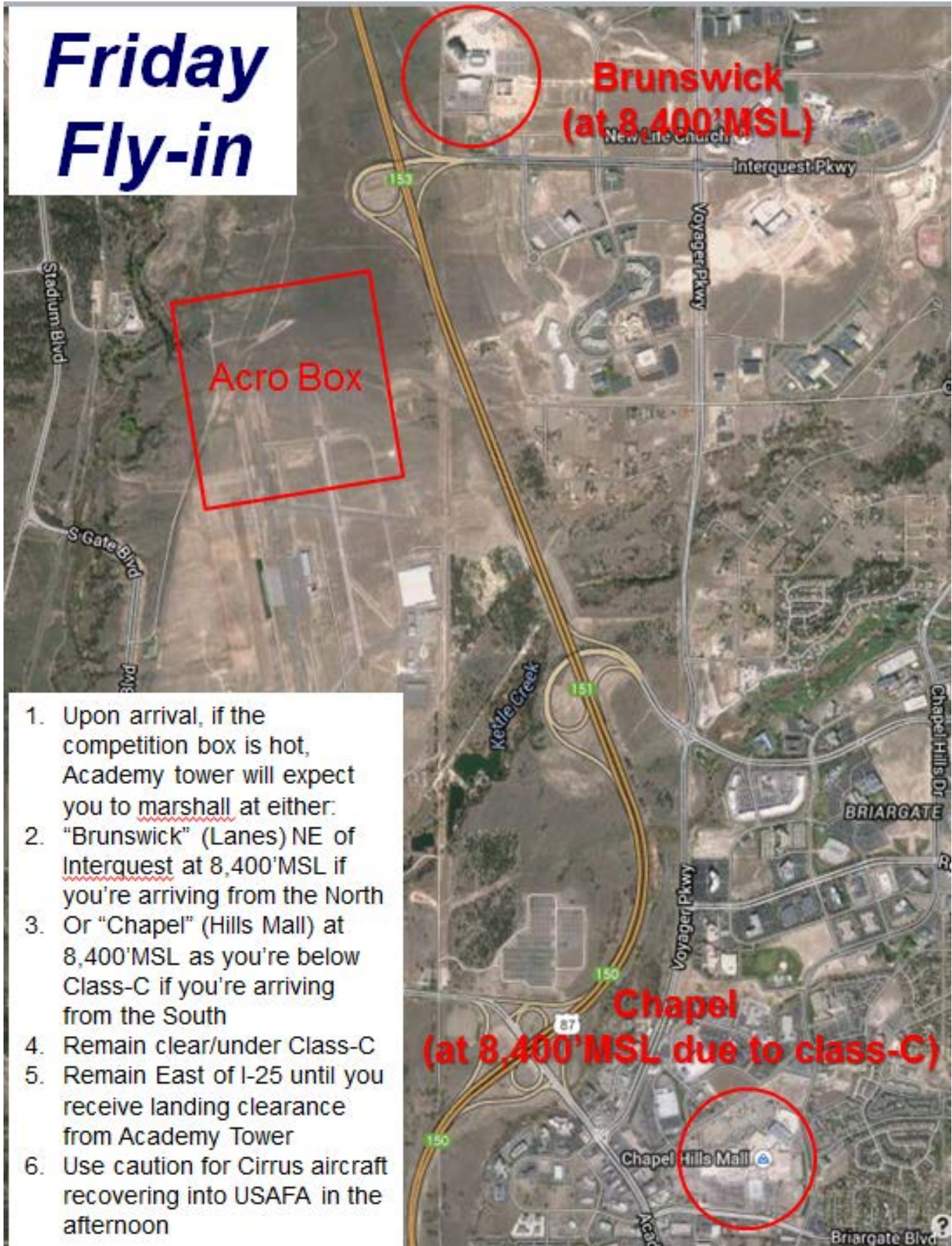
N 38 ° - 58' 10" Latitude
 W 104 ° - 48' 46" Longitude

Competition - Local Airspace



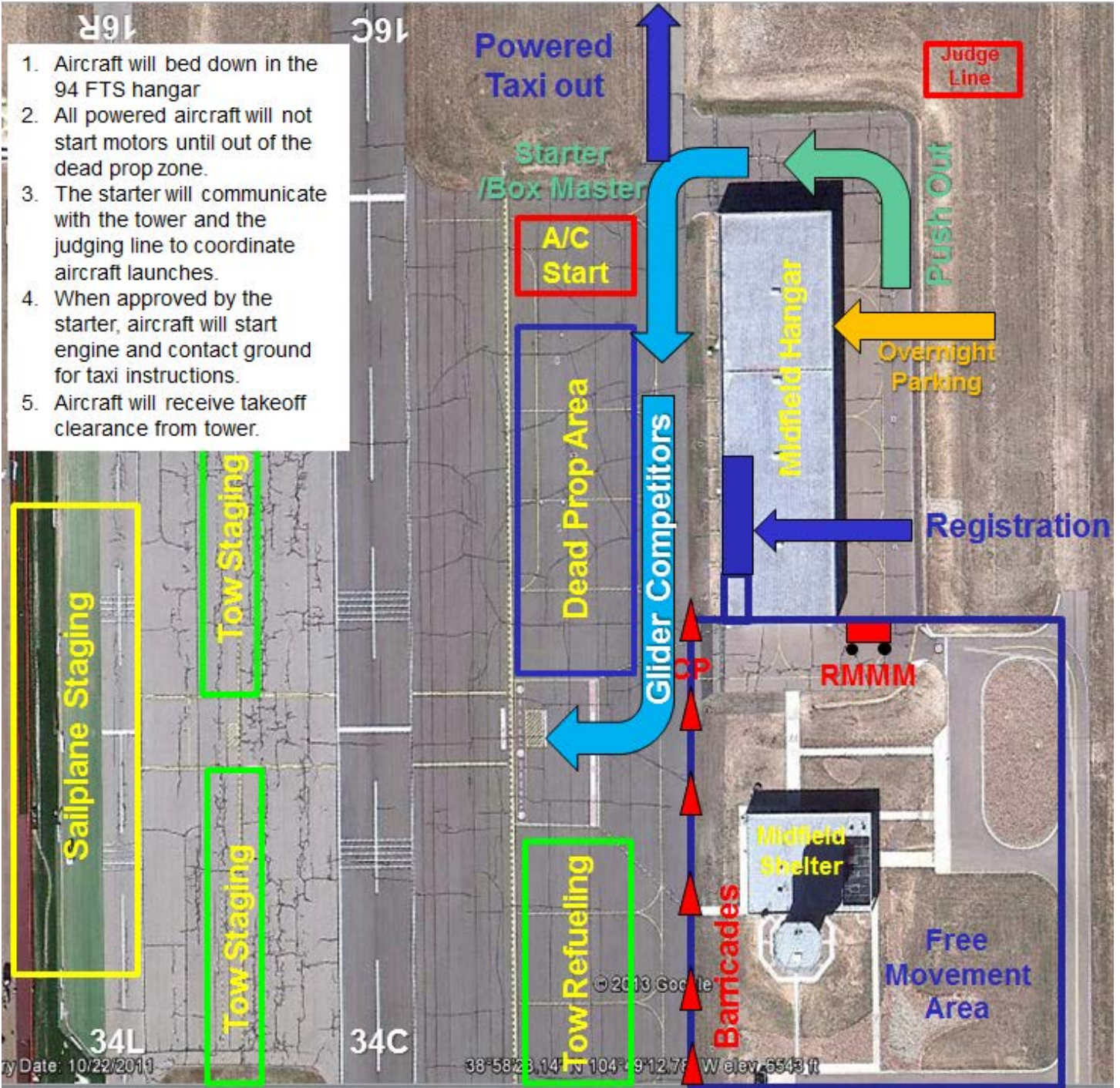
- Fly-in Starts at 0800, ATIS 128.525
- Primary operations on Rwy 34C/16C, Skytrain: 134.1
- Rwy 34R/16L available (if necessary) and Rwy 08/26 will only be used for Emergency/west wind recoveries, Tower: 124.15
- Taxi via Ground: 118.12, Clear to Staging Area and Shut Down
 - Register at Midfield Hangar, Information provided in welcome package
- Practice: 1000-1800 (Powered only, No Glider)
- Starter will Control Staging Area
- Skytrain Controls West/Center Rwy, Academy Tower Control East Rwy
- Box Master Sequences Practice Box Flow, Aircraft movement controlled by ATC
- Pedestrian movement at midfield will be controlled by the Contest Director, Starter, ECP and all 94 FTS personnel
- Normal Pattern to East at 1,000 AGL, Report Ranch, Downwind and base
- Refuel for Saturday Start
- Procedures will be briefed in-depth at the 25 Apr, 0700 pilot briefing

Friday Fly-in



1. Upon arrival, if the competition box is hot, Academy tower will expect you to marshall at either:
2. "Brunswick" (Lanes) NE of Interquest at 8,400' MSL if you're arriving from the North
3. Or "Chapel" (Hills Mall) at 8,400' MSL as you're below Class-C if you're arriving from the South
4. Remain clear/under Class-C
5. Remain East of I-25 until you receive landing clearance from Academy Tower
6. Use caution for Cirrus aircraft recovering into USAFA in the afternoon

1. Aircraft will bed down in the 94 FTS hangar
2. All powered aircraft will not start motors until out of the dead prop zone.
3. The starter will communicate with the tower and the judging line to coordinate aircraft launches.
4. When approved by the starter, aircraft will start engine and contact ground for taxi instructions.
5. Aircraft will receive takeoff clearance from tower.



ty Date: 10/22/2011

©2013 Google 38°58'23.14" N 104° 9'12.7" W elev. 6543 ft

Runway 16L Powered Ops

Takeoff Runway 16L

- Starter Clears A/C to Start
- Ground Controls Taxi
- Expect: H to L
- Hold Short Runway 16

Landing Runway 16

- Clear at D or C
- Ground Controls Taxi
- Request Taxi to Refuel
- Expect B to Rwy 26
- Hold Short Runway 16
- Once Cleared to cross
 - H to Ramp and Shutdown Prior to Hangar



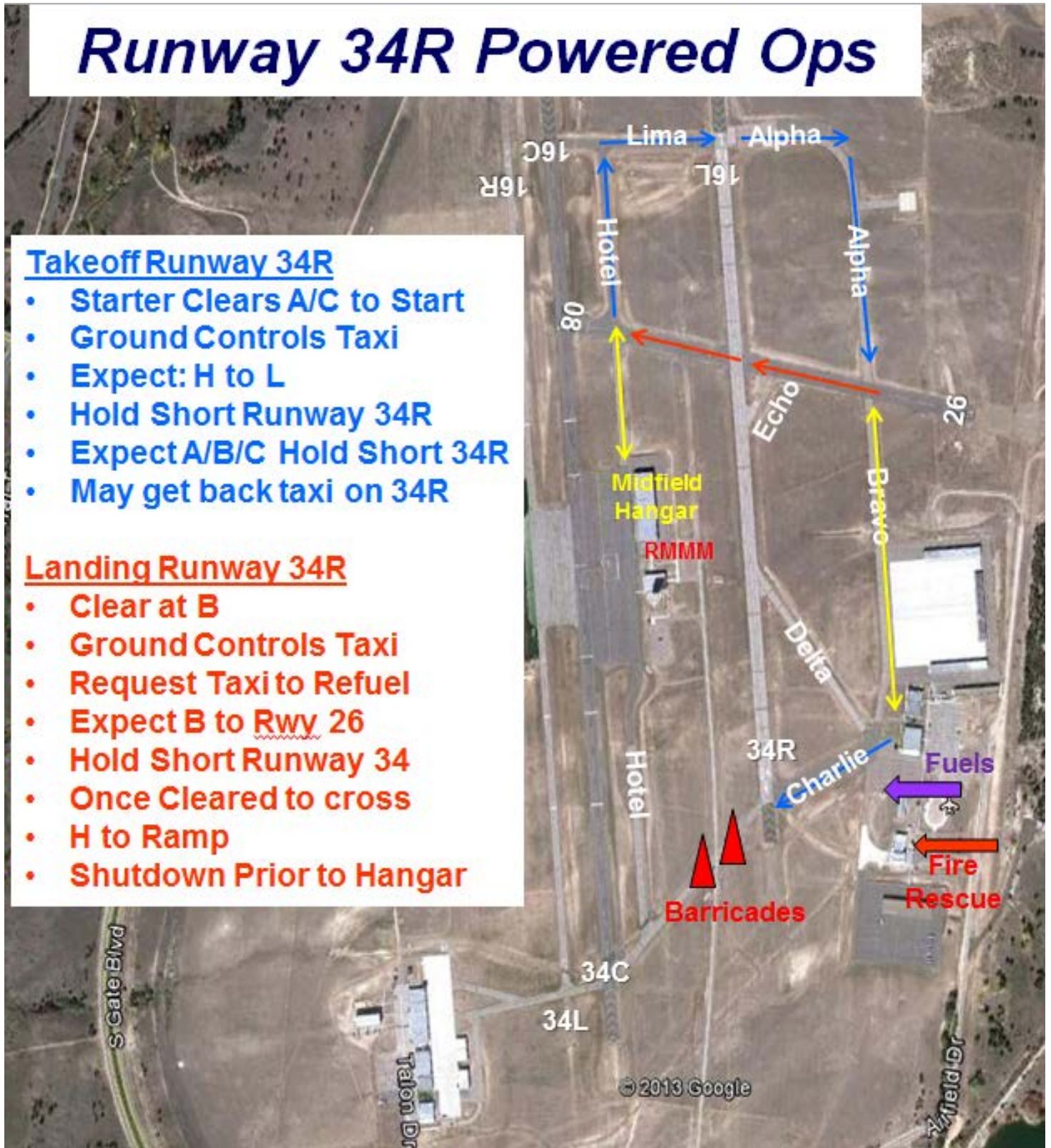
Runway 34R Powered Ops

Takeoff Runway 34R

- Starter Clears A/C to Start
- Ground Controls Taxi
- Expect: H to L
- Hold Short Runway 34R
- Expect A/B/C Hold Short 34R
- May get back taxi on 34R

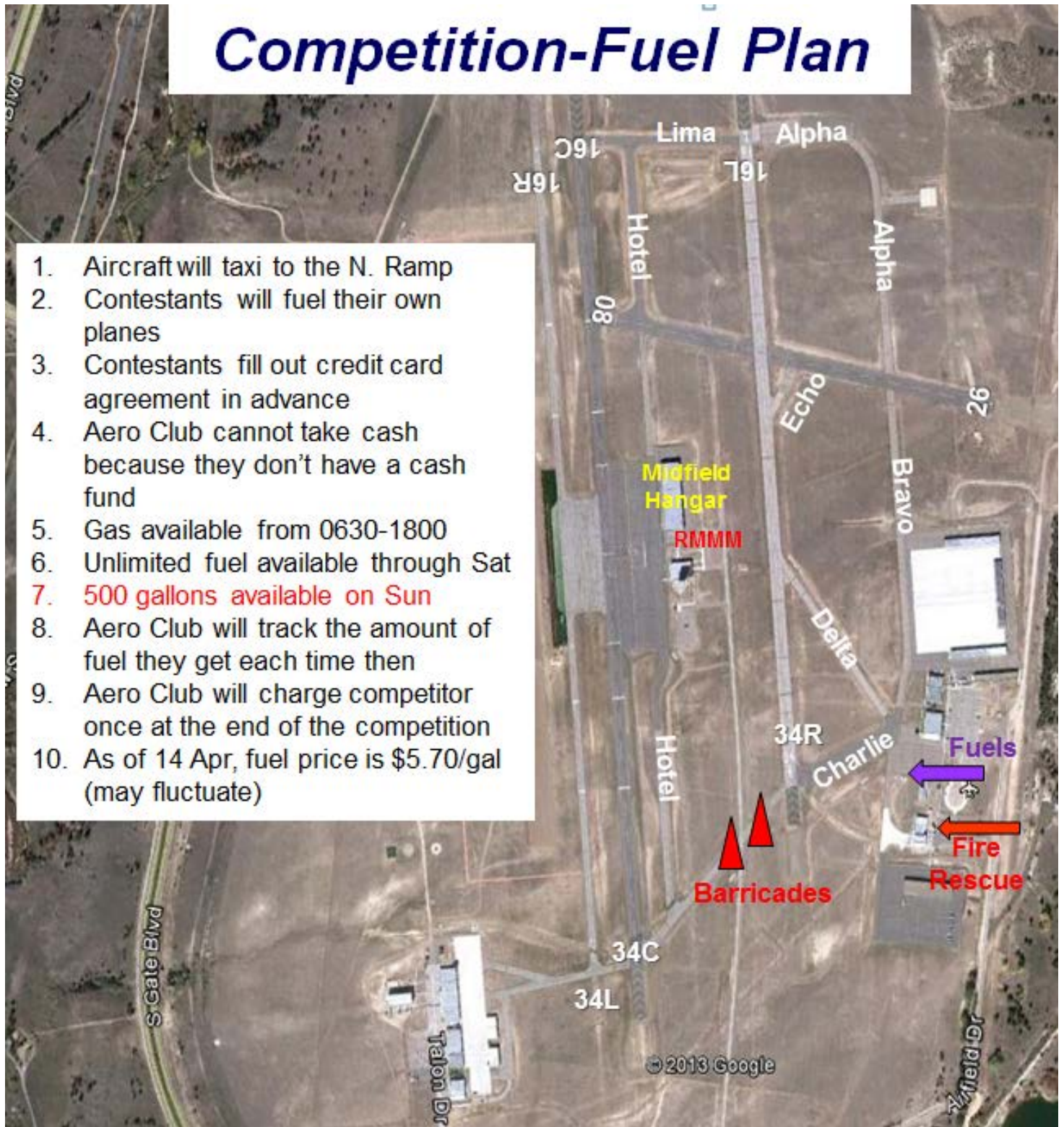
Landing Runway 34R

- Clear at B
- Ground Controls Taxi
- Request Taxi to Refuel
- Expect B to Rwy 26
- Hold Short Runway 34
- Once Cleared to cross
- H to Ramp
- Shutdown Prior to Hangar



Competition-Fuel Plan

1. Aircraft will taxi to the N. Ramp
2. Contestants will fuel their own planes
3. Contestants fill out credit card agreement in advance
4. Aero Club cannot take cash because they don't have a cash fund
5. Gas available from 0630-1800
6. Unlimited fuel available through Sat
7. 500 gallons available on Sun
8. Aero Club will track the amount of fuel they get each time then
9. Aero Club will charge competitor once at the end of the competition
10. As of 14 Apr, fuel price is \$5.70/gal (may fluctuate)



Competition - Comm Plan

- Clearance Req'd from Academy Tower for T/O
- **Aircraft will not be cleared to takeoff or land under a hot acro box on practice day. Powered carry extra fuel for 10 min hold.**
- Tower will clear A/C to turn out of traffic and contact Chief Judge (Box Master on Practice Day). Report to Chief Judge by First Name
- Chief Judge directs A/C to Secondary Holding. Primary when empty. Then box.
- Powered A/C reports clear of box when <8,000 MSL and East of I-25 (Glider standard)
- Chief Judge acknowledges and directs A/C to contact tower
- Powered A/C contacts tower at 7,500 MSL over "Ranch" heading EAST
 - "Ranch" is identified as intersection of Old Ranch Rd and Voyager Rd (Hwy 83) also has a Red House at Intx
- Tower Acknowledges and directs A/C to report downwind for appropriate runway
- A/C reports downwind and base
- Tower Clears A/C for Landing. A/C acknowledges Landing Clearance and Lands
- Chief Judge will report to Tower when the box is hot and when it is cold
- Tower may clear next A/C for T/O once box is handed back to tower
(Intermediate and Advanced Categories)



Competition – Box Holding

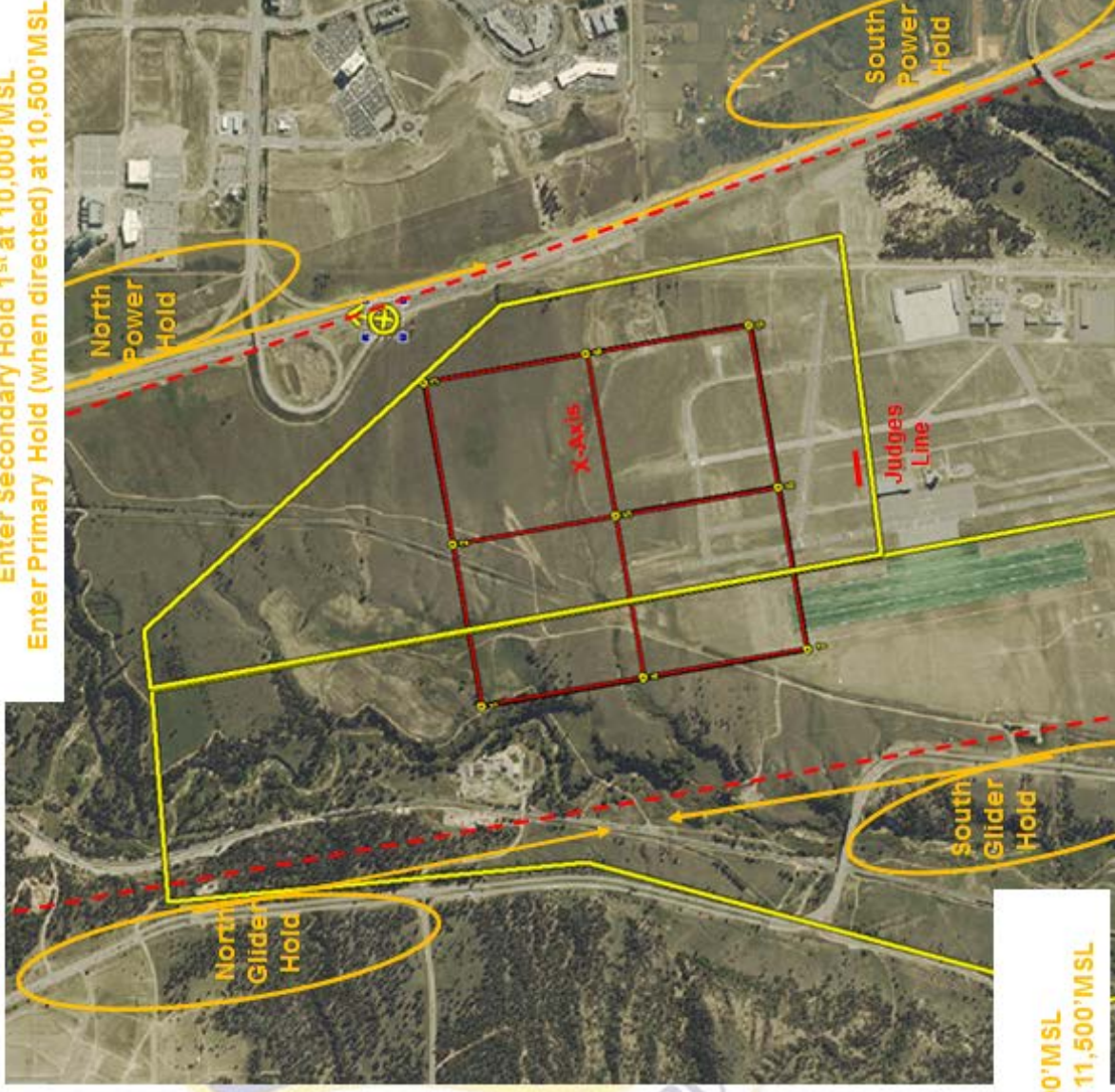


Develop America's Airmen Today ...

Powered Ops:

Enter Secondary Hold 1st at 10,000' MSL
Enter Primary Hold (when directed) at 10,500' MSL

- All Aerobatics will take place in the red box
- The yellow container is a spill-out area
- Different glider and power hold patterns are depicted for traffic de-confliction and better competition flow into the box
- North hold patterns are used if the winds are from the South and the routine starts North to South (and vice versa for South patterns)



Glider Ops:

Enter Secondary Hold 1st at 11,000' MSL
Enter Primary Hold (when directed) at 11,500' MSL

Competition - Recovery

