

FLIGHT OPERATIONS

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A. LOCAL FLYING AREA:

The local flying area is defined as a geographical area around Peterson AFB, in which Flight Training Center (FTC) aircraft may be operated without filing a cross-country flight plan. This local area is an all purpose area designed primarily to support the following phases of flight operations.

1. Local student instruction
2. Local check out and transition
3. Instrument training hood practice
4. Certificate upgrade maneuver practice

The Local Flying Area for rated pilots encompasses a semi-circle of 75 nautical miles in radius, centered at Peterson AFB and to the east of Highway I-25. Additionally, the following are the areas west of I-25 that are included in the local flying area:

1. Flight to, from, and at Butts Army Airfield
2. Flight in support of USAF Academy flight training
3. Flying instrument approaches at Pueblo Airport
4. Sight seeing flights over the city of Colorado Springs

The local flying area for student pilots is a semi-circle of 25 nautical miles radius, east of I-25 centered at Peterson AFB with the following exceptions:

1. Flight to, from, and at Butts Army Airfield
2. Flight in conjunction with USAF Academy flight training

Intermediate stops at other than Peterson AFB are permissible only if that field is identified as an approved field for landing in the FTC's SOPs (Chapter 3, Para O) and are limited to 1 hour in duration. If a long stop is desired, a cross-country flight plan must be filed.

B. COLORADO SPRINGS CLASS C AIRSPACE OPERATIONS:

Peterson AFB (COS) operates in Class C Airspace. Traffic separation is provided for all arrivals and departures. All aircraft will communicate with the ATC during all operations with the Class C Airspace. RADAR coverage extends 20 nautical miles from the primary airport, COS.

1. All departing aircraft (VFR and IFR) will:

- a) Receive ATIS
- b) Contact CLEARANCE (not required for touch and goes)
- c) Contact GROUND for taxi instructions
- d) Contact TOWER for takeoff clearance
- e) Contact DEPARTURE when directed

2. All arriving aircraft (VFR and IFR) will:

- a) Receive ATIS (unless you remained on COS control frequency during flight i.e. remained in practice area)
- b) Contact APPROACH (in accordance with Class C airspace requirements)
- c) Contact TOWER when instructed by APPROACH
- d) Contact GROUND for taxi instructions

FAA Flight Plans will be closed automatically for IFR flights; VFR flights will close via FSS, 99-1-800-992-7433 (1-800-WXBRIEF).

Local Flight Plans will be closed in the FTC by the pilot.

C. MOUNTAIN GROUND/FLIGHT TRAINING: (also see Mounting Flying Check Outs, page 2-2)

All pilots are required to have a Mountain Check out Flight and Mountain Ground School prior to any flights over, or near a mountainous area (including all flights west of Highway I-25). Logbook endorsement of training may be acceptable, as are certificates of accomplishment from other organizations verifying low-level mountain terrain experience. The Manager and Chief Instructor will make the final determination of acceptance of non-Peterson FTC mountain training.

Ground School training may be formal (i.e. PAFB FTC's yearly program or AOPA) or given on a one to one basis by a qualified PAFB FTC instructor or as designated by the Manager or Chief Instructor.

Materials used will the FTC's slides, AOPA videos, FAA publications, "Tips on Mountain Flying", "Density Altitude" and the PAFB Mountain flying Book. A test will be administered.

D. MINIMUM AND MAXIMUM ALTITUDES:

The minimum altitudes for all aircraft are defined by FARS and AFM 34-232, 3.16.7. The following are the maximum altitudes:

Cessna 172M,	12,500
T-41B	17,000
T-41C	17,000
C-182	18,000
Seneca	14,000
Baron	21,000

Supplemental oxygen must be used IAW FARS at high altitude.

E. REMAIN OVERNIGHT (RON) CROSS COUNTRIES:

On all intended and non-intended (weather or maintenance related) RONS, the pilot will select a Fixed Base operation (FBO) that is secure, with lighting, security and not at a remote site. Pilots should request hangaring of the aircraft. Often, overnight hangaring is permitted with the purchase of fuel or for a small fee. The pilot's responsibility involves chocking, locking, and grounding the aircraft and ensuring sufficient room exists for other aircraft to move freely. If the pilot hangar's the aircraft, wing walkers must be used. If the aircraft cannot be hangared, then securely tie down, chock and lock it, and remove all headsets. Try to park the aircraft close to the night lighting, but not immediately next to the taxi area (this prevents "clipped wings". Comply with chapter 8 (Cross-country Checklist).

The following numbers are for your use in an emergency:

- | | |
|----------------------------------|--|
| 1. Flight Training Center | (719) 556-4310 |
| 2. Donald (Greg) Cortum, Manager | Work: (719) 556-4319
Home: (719) 282-0543
Cell: (719) 201-2694 |
| 3. Bob Jerman, Chief Instructor | (719) 596-7970 |
| 4. Cole Harris, Asst. Chief | (719) 487-9533 |
| 5. Lyle Mortenson, Asst. Chief | (719) 507-7540 |

You may also call the Manager at his home number. If his family answers, identify yourself as "Aero Club" or "Flight Training Center".

You may **NOT** authorize maintenance on the aircraft until you have received permission from the Manager or Chief Instructor. Once we know what the problem is, we will either suggest having you correct the problem (we may fly our mechanic in to repair the aircraft) or we will arrange with the FBO to have the aircraft repaired. We will do everything in our power to assist you in completing your cross-country flight. If you pay for the repairs, you **MUST** provide us with the receipt in order for us to reimburse your expenditures.

If you return home without the aircraft, the cost of the return trip is **TOTALLY** yours. Also, the cost of our recovering the aircraft and bringing it back is your responsibility. Do not abandon the aircraft and continue on your trip. Ensure that the Manager has been notified of the location and appropriate contacts for the aircraft. Also, it is vital that you provide the FTC with your phone numbers and point of contact.

DO NOT LEAVE A MESSAGE ON THE PHONE ANSWERING SYSTEM. DO NOT LEAVE A MESSAGE WITH ANY ONE ANSWERING THE PHONE. ENSURE THAT YOU TALK TO THE MANAGER, CHIEF INSTRUCTOR OR OTHER RESPONSIBLE PERSON AS LISTED IN THIS SOP.

If you have had to divert from your planned route of flight due to weather conditions or maintenance problems, be sure to close your Flight Plan (notify the FSS) and the FTC.

Ensure that you have the cross-country checklist (Chapter 8) and use it. This will give you additional required information.

F. CLEARING AUTHORITY AND CLEARANCE PROCEDURES:

1. **STUDENT PILOTS:** Student pilots must be cleared by **THEIR INSTRUCTOR OR THE CHIEF INSTRUCTOR**. If the Instructor is not available for a clearance, he/she may brief another Instructor on the student's capabilities, and ask them to clear the student. Student pilots are required to have their Student Certificate endorsed, their logbook endorsed, and current in all FAA, USAF, and FAA PART 141 requirements to fly solo. The Automatic Dispatch System verifies your currency; it does NOT approve your flight.

2. **RATED PILOTS:** Regardless of rating or flight hours, each member must first be dispatched by the Automatic Dispatch System and be "cleared" by a clearing authority for flights originating at the FTC. If a pilot is flying at an unusual time (early morning or late evening), a clearing authority may clear the pilot in advance "pending final weather briefing within one hour prior to flight".

- a) The clearing authority will use the Automatic Dispatch System (computer), prior to clearing the flight, to verify the pilot's currency. The clearing authority will ensure that all passengers have signed a Covenant not to Sue.
- b) The cross-country request must be signed and approved.
- c) The pilot must be briefed on weather minimum/maximum.
- d) Current weather must be checked (not more than **1 HOUR** prior to the flight).
- e) The pilot must be briefed on emergency, alternate airfields and any TFR's affecting the flight.
- f) A briefing on aircraft security, when other than at Peterson, must be read or given.
- g) Verification of current charts and FLIPs will be accomplished.
- h) Personal survival kits and gear will be checked.
- i) FTC Form 1 will be completed and signed by the pilot in command.

NOTE: CLEARING AUTHORITIES:

If problems exist, or if the clearing authority considers the weather unfavorable, (even though the above requirements have been met) **DO NOT CLEAR THE FLIGHT!** Consider the **HUMAN FACTOR** also. **IF FOR ANY REASON YOU CONSIDER THE PILOT UNFIT TO PILOT THE AIRCRAFT AT THE TIME OF CLEARING (I.E. EXHAUSTION, DEPRESSION/EXCESSIVE HAPPINESS, UNUSUAL BEHAVIOR, ABSENT MINDEDNESS, SUSPICION OF ALCOHOL OR DRUGS, OR ANY OTHER DEVIANT BEHAVIOR) DO NOT CLEAR THE FLIGHT. Safety of the pilot and passengers must always be the first consideration of every flight.**

If any assistance is required, please do not hesitate to call the Manager, Chief Instructor, Safety Officer or Wing Safety Officer.

When the member is given the keys to the aircraft, the member **MUST** place their car keys or other essential item, in the lock box to preclude taking the aircraft keys home inadvertently.

At the end of the flying schedule, the PIC is responsible for ensuring all aircraft are securely chained on three points, control locks installed, aircraft locked and the ramp gate locked. When the building is closed, the closing checklist must be used. **REPORT ANY UNUSUAL OCCURRENCES OR PROBLEMS TO THE MANAGER OR CHIEF INSTRUCTOR.**

G. OVERDUE AIRCRAFT/ACCIDENT OR INDICENT PROCEDURES:

See procedures in Safety Chapter 5.

H. RADIO FAILURE PROCEDURES:

1. In the event radio failure occurs prior to entering the Airport RADAR Area (Class "C" Air Space), land at an airfield outside of "C" airspace and call the Colorado Springs Tower by telephone (719) 556-9105. You will be given instructions on how to proceed into the Class "C" area without two-way communications.
2. In the event radio failure occurs while in the class "C" airspace, proceed as follows:
 - a. Determine degree of failure. Tune various Colorado Springs frequencies such as ATIS, Approach and Tower, to see if able to receive. If unable to receive any frequency, suspect total receiver failure. If able to receive, but not transmit, suspect microphone failure and set frequency to Tower and monitor. (Try using hand-held mike).
 - b. Set Transponder to 7600 and leave at 7600. Select a heading to the airfield and climb to 8,500 MSL. Be extremely vigilant for other traffic and when within 3 to 5 miles of Colorado Springs, try to determine the traffic pattern being used.
 - c. If you believe your receiver is "out" but you possibly have transmit capability, advise Tower prior to entry of ETA and type aircraft, call sign, position, altitude, intention to land and request light signals. Acknowledge signals by rocking the wings, descent and enter standard pattern for landing, setting spacing with any other aircraft.
 - d. If you have receiver, but no transmitter capability, proceed inbound at 8,500 feet until over runway being used, monitor Tower for both light signals and instructions through radio receiver. During daylight, acknowledge light signals or navigational lights. Comply with Tower instructions/light signals; descend into pattern for landing, setting spacing with any other aircraft.
 - e. If transmitter and receiver are both inoperative, proceed at 8,500 feet until over the airfield, determine runway in use, monitor tower for light signals and acknowledge them by rocking wings (or blinking lights at night), and descend into standard pattern for landing, setting spacing with any other aircraft.

Watch the Tower for other appropriate light signals and follow Tower's signals. If you do not see a light and the runway and traffic pattern are clear, go ahead and land. After clearing the runway, check the Tower for further light signals to follow.

I. LOST PROCEDURES:

1. If you believe that you are lost, **do not be afraid to admit that you are lost!**
2. Climb to conserve fuel and have a better view of your position. Check for rivers, range of hills, power lines, roads or highways against your charts. Do not fly around in a circle. Re-orient yourself, re-establish your course and continue if possible.
3. Use radio NAV aids, if able, to pinpoint your position.
4. Contact the FSS and follow their instructions for a DF Steer or a RADAR Vector.
5. Contact an ARTCC Center for a RADAR Vector.
6. Utilize other aircraft for radio communications or assistance.

7. If totally lost, and a usable runway is available, land and ask for assistance.

J. PILOT PRE-FLIGHT ACTIONS:

1. The pilot-in-command is responsible for filing an appropriate Flight Plan and checking the weather prior to take off in a FTC aircraft. FTC Form 1 (page 10-1), will be completed on every flight from the FTC.
2. On every flight, ensure that an AF Form 1584, Covenant Not to Sue and Indemnity Agreement (page 10-2, has been completed and is current (within one year) for each occupant.
3. Accomplish a Weight and Balance IAW AF MAN 34-232 (page 10-3).
4. Check Dispatch Computer for personal currency and then read and acknowledge new PIF items in the dispatch computer.
5. Determine the condition of the aircraft from the status board and AFTO Forms 781 (page 10-7 & 10-8).
6. Present the FTC Form 1 (page 10-1), with the above items through PIC signature completed, to the Clearing Authority. The Clearing Authority will comply with the "Clearing Authority Check List" in determining whether to clear the flight.
7. For operations during 2200L-0600L and holidays (Base Ops closed), pilots will ensure that Security Forces Desk (6-4000) is notified prior to aircraft movement.
8. Pilots must notify Base Operations (during normal duty days) or Security Forces Desk if they will be moving an aircraft out of the hangar and be "breaking red" in the restricted ramp area.
9. DO NOT leave aircraft untied when the aircraft is not attended.
10. For Local Area Flights:
 - a. Check FTC weather @ ADDS on the internet and ASOS (phone 637-9696) for local update TFRs and NOTAMS.
 - b. File (see above) with Clearing Authority.
11. For Cross-country Flights:
 - a. DUATS or FSS may be used for Flight Weather briefing and TFR check.
 - b. If the flight is to go into a military field, ensure that a PPR number (approval from their Base Operations) is received and the other FTC has been notified of the arrival time. Complete and file a DD Form 175 Military Flight Plan with Peterson Base Ops.
 - c. If the flight is to be to a "civilian" field, file the plan with Denver FSS and check all NOTAMS and for TFRs.
12. For IFR Flights:
 - a. IFR flights will not be planned into known or forecasted icing conditions or areas of embedded thunderstorms.

- b. Local IFR flight may be filed with Denver FSS, by DD Form 175 through Peterson Base Ops, or by Tower-to-Tower clearance.

K. LANDING AT A MILITARY BASE:

A directory of military airfields that have FTCs is available in the office. You must call Base Ops or the FTC at the military base of intended landing to receive prior permission to land. State your aircraft number and your ETA. Determine if grade of fuel, hanger and space, tie-down and other facilities are available. If appropriate, land with enough fuel to fly to an airport where fuel is available.

L. WEIGHT AND BALANCE ON CROSS-COUNTRY FLIGHTS:

On en-route stops during cross-country flight, the pilot will compute the takeoff and climb data prior to each takeoff. When additional passengers are boarded/deplaned or changes in baggage occur, a Weight and Balance must be recomputed.

M. FUELING REQUIREMENTS:

The pilot in command will compute fuel requirements from aircraft performance tables on the aircraft to be used and **ensure a minimum of one-hour fuel remaining at all fuel stops**. Refueling FTC's aircraft will not take place whenever lightning is present within 5 NM. Pilots will ensure aircraft are refueled to levels for local flight following aircraft use. Also, see Chapter 5, C (Refueling Procedures).

N. ANTI-TERRORISM AND ANTI HI-JACKING:

Individuals acting independently or with a terrorism unit may attempt to hi-jack a FTC aircraft. The T-41s are especially of interest to a terrorist due to their military markings. It is vital that at all times, the aircraft are secured and parked at airports that meet the national airport security regulations, including lights, fences and security guards. If possible the planes should be hangared when on a cross-country flight. When returning to an aircraft, the pilot is responsible for being vigilant. Awareness of vehicles, boxes, bags and personnel in the immediate area that cannot be explained should be reported to the authorities. If you believe that someone is interested in your aircraft or activities, it might be wise to continue walking past your aircraft and returning to the building. At all times the pilot must be vigilant and protective of their passengers, themselves, and their aircraft.

O. APPROVED AIRFIELDS FOR LANDING OR TOUCH AND GOES:

1. Front Range (Denver)
2. Centennial (Denver)
3. La Junta
4. Pueblo Memorial
5. JEFFCO (Denver)
6. Butts Army Air Field (Fort Carson)
7. Buckley ANG (Denver) – prior notification
8. Limon
9. Trinidad
10. Meadowlake
11. Akron
12. Springs East (Ellicot) – no complex aircraft

Touch and go landings are approved at all of the above airports for all but complex aircraft. Student cross-country flights are flown to Lamar, Trinidad, and Akron CO, Goodland KS, and La Junta (see page 4-3).

The USAFA landing field (BULL'S-EYE) is NOT authorized for landing, touch and goes or low level approaches without prior AF Academy approval.

P. HAND PROPPING:

Hand propping of FTC aircraft is **NOT** authorized. If the aircraft battery will not start the aircraft, maintenance should be notified.

Q. POST FLIGHT PROCEDURES:

The following procedures are the responsibility of the pilot and after each flight.

1. After Each Flight:

- a. Refuel aircraft. Ensure aircraft is grounded and chocked during refueling. Also see Chapter 5,C.
- b. After refueling, ensure caps are secure to prevent rain/moisture from entering the fuel tanks.
- c. Park aircraft in designated ramp position.
- d. Complete post flight as per checklist items.
- e. Close Flight Plan (FTC Form 1, page 10-1) and sign-in on dispatch computer, to complete flight data input, if the flight terminates at the FTC.

2. Aircraft Movement:

- a. Taxi between rows SLOWLY (approx 5 mph) exercising extreme caution.
- b. Avoid taxiing over chocks or chains/ropes.
- c. Aircraft may be towed or taxied to tie down.
- d. Do not taxi Cessna's with wings overlapping low-wing aircraft. Ensure a safe and sufficient distance between wing tips exist.
- e. Under no circumstances will aircraft taxi between a marshaller or a FOLLOW ME truck and the aircraft being guided in or blocked out. FTC aircraft will yield to transient aircraft parked in front of Hangar 133. FTC aircraft will not block the vehicle driving lane in front of Hangar 133.
- f. If the aircraft is to be towed or taxied, ensure that there are wing walkers when required.
- g. **ALWAYS ENSURE THAT THERE IS SUFFICIENT CLEARANCE BETWEEN THE AIRCRAFT WING TIPS AND ANTENNAS AND OTHER AIRCRAFT, VEHICLES, BUILDINGS, HANGAR DOORS, POSTS, SIGNS OR OTHER OBSTACLES.**
- h. **THE PILOT IS ALWAYS RESPONSIBLE FOR THE SAFETY OF THE AIRCRAFT.**

3. Supplies:

Aircraft supplies are kept in the maintenance area adjacent to the FTC office. Inside are oil, cleaning supplies, an extra tow bar, and rags. Do not store oil in the aircraft unless needed for a cross-country flight. Dispose of empty oil containers and trash in the receptacle provided. Follow these procedures and use good judgement when operating our aircraft from the ramp area. Any incidents, because of

carelessness or failure to follow established procedures that result in "down" time or maintenance are costly to the FTC and you personally.

R. UNUSUAL OCCURRENCES:

See page 5-3

S. BUTTS ARMY AIR FIELD OPERATIONS:

All flights originating or terminating at Butts Army Airfield (AAF) will operate under applicable Federal Aviation Regulations, US Army Regulations, Butts Army Airfield Standard Operating Procedures (SOPs), US Air Force Instructions and Rocky Mountain USAF FTC SOPs. In each and every flight, adhere to the most restrictive regulation.

1. Any flight plan that starts and terminates at Butts AAF and remains within the local flying area may be filed as a local Flight Plan.
 - a. FTC Form 1 (page 10-1) will be filed.
 - b. Destination block will show Butts AAF (FCS) or Peterson AFB (COS).
 - c. Estimated time en-route shall not exceed two (2) hours.
 - d. DD Form 175 will be filed with Butts AAF Base Operations.
 - e. FTC Flight Plan will be completed and signed by a Clearing Authority and retained.
 - f. All flights will be originally dispatched by the Air Force Automatic Dispatch System prior to receiving clearance from the Clearing Authority.
2. All cross-country flights, other than student cross-country, will have AF Form 1583 (Cross-country Flight Request) completed at least ten (10) days in advance and approved prior to the intended flight.
 - a. DD Form 175 will be filed with Butts Base Operations.
 - b. A copy of DD form 175 will remain at the FTC.
 - c. One copy of the weather briefing will remain with the DD Form 175 and the FTC Form at the office.
 - d. The AF ADS will be used to dispatch the aircraft prior to the Clearing Authority clearing the flights.
3. Traffic Pattern: The traffic pattern at Butts AAF for FTC aircraft will be EAST of runway and at an altitude of 6,800 feet MSL. Other traffic patterns or altitudes may be used as directed by the tower.
4. Refueling: At no time will a flight terminate at Butts AAF with LESS than one (1) hour and thirty (30) minutes fuel on board.
5. Practice Area: The Practice Area for aircraft departing Butts AAF will be the same as for aircraft departing from Peterson AFB. There will be no over flight of R-2601 (which is south of Butts AAF). Tower may give vectors.
6. Aircraft Recovery: Aircraft will be returned to Peterson AFB after the last flight of the day, weather permitting. When a severe weather warning is received, the aircraft is to be returned to Peterson AFB immediately, if weather permits. FTC officials are to be notified immediately. If required, ask

Butts officials for assistance in hangaring or tying down the aircraft. If a student is on a solo local flight, direct the student to return to Peterson AFB by Unicom or Butts Tower (125.50). No student landings are to be made at Butts AAF in marginal weather, (i.e. weather 1000', 3 miles and winds over 20 knots). Coordination of all flights will be made with the Manager of the FTC.

7. Financial Operations: Each pilot/student flying at Butts Army Airfield is responsible for completing the FTC's Flight Voucher. It is then placed in the aircraft book and returned to the FTC at the end of the day. All flights flown from Butts Army Airfield are "Charge" flights. No funds (cash, checks or money orders) will be accepted by the CFI or left in the aircraft or the aircraft book. The member's credit card will be billed for the flight. If special arrangements are required, the Manager will assist you.

T. BUTTS ARMY AIRFIELD FLIGHT PROCEDURES:

1. Inbound to Butts AAF from COS:
 - a. Prior to start, contact Springs Clearance Delivery and request "VFR to Butts Army Airfield". Expect a clearance to climb runway heading, maintain VFR at or below 8,000 feet, squawk 46xx. Contact Departure on 124.0 (frequently, you will be advised to remain on Tower frequency 119.90).
 - b. Expect to be released from Springs Tower frequency when crossing I-25. While en-route, obtain Butts ATIS on 108.8 (NAV RCVR).
 - c. When released, contact Butts Tower (frequency 125.5 MHZ). Advise you are out of the Peterson FTC "Butts Tower, Cessna 7879N, 2 north with (ATIS code) for touch and goes. Cessna 7879N is out of the Peterson FTC".
 - d. If going to Butts from the east training area, obtain Butts ATIS on 108.8, then contact the Butts Tower on 125.5 advising them that you are out of the Peterson FTC.
 - e. Traffic Pattern altitude is 6,800 east of the runway (i.e. R/W 13 is left traffic, R/W 31 is right traffic). Butts AAF, as to all military fields, require a call to the Tower when turning Base leg, unless previously cleared to land.
 - f. Stop and go landing may be permitted if traffic permits (not applicable to complex aircraft).
 - g. Butts Tower will allow up to eight (8) aircraft in the pattern. Most traffic is USA helicopters, USAFA trainers, FTC aircraft, and occasional US Army transient aircraft. Most helicopter operations are to the west side of the airfield but be cautious of helicopters hovering near the runway.
2. Outbound (return to COS or to East Training Area):
 - a. If you are going to the East Training area, advise the Butts Tower after your final take-off if you are "departing southeast bound to the training area". Remain on Tower frequency until crossing I-25 southeast.
 - b. If you intend to return to COS, on your next to last pattern, ask the Butts Tower to obtain a squawk for return to COS. If landline voice traffic permits, the Tower will have a squawk for you prior to landing.
 - c. If you plan to return to COS, it is advisable to depart FCS on a northwest heading before contacting Springs Approach. This will place you southwest of COS and you can expect a clearance to either:

“Report entering right base Runway 13”

or

“Report entering left base for Runway 35L”

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Using this procedure will usually void a circuitous route around the east perimeter of the COS ATC.

3. Uncontrolled Operations: The Butts Tower hours of operation are 0600 to 2200hrs Monday through Friday. To use Butts Army Airfield on weekends, contact “Butts Advisory” on 125.5 and advise them of your intentions. “Butts Advisory” is an operations clerk in the Butts Base Operation Office who will give you wind, altimeter, runway in use, and any know traffic. Make all future radio calls in the blind address, “Butts Traffic” with position and intentions.

To obtain NOTAMS and Butts Airfield conditions prior to going to your aircraft to fly to Butts, call Butts Operations on 526-3935 and inquire about NOTAMS and airfield conditions.

U. CONTROLLED AREA PROCEDURES (PAFB FLIGHT LINE):

Rocky Mountain FTC’s staff and members are responsible for Flight Line access for themselves and their passengers, and should challenge and/or report any unusual/unauthorized activities they observe.

The Peterson Flight Line is a controlled area in its entirety. The controlled area extends from the Flight Line fence southwest to Taxiway Bravo. The rest of the airport operating area falls under the operational control of the City of Colorado Springs and meets security requirements of the Federal Aviation Administration. Authority to be in the FTCs controlled or restricted areas does not extend to the Airport Operations Area; entrance to this area shall be on an official business basis and shall be cleared through the Chief, Airfield Management or his/her representative.

1. Flight Line Access: Access to the Flight Line is for Official Business only. The Manager will identify personnel needing access to the area by providing them a FTC membership card. Individuals possessing FTC membership and a form of picture identification have authority to escort other individuals on official business into the area.
2. Personnel Access: FTC members will remain clear of all restricted areas as defined by AF Manuals and Instructions and marked by red lines, or ropes/banners streamers.
3. Vehicle Access: Government owned vehicles have unrestricted access to the controlled area. POV operators must possess a membership card, picture identification, and are required to display a current Flight Line Authorization sticker or a PAFB Form 202, Flight Line Authorization. The authorization will designate in what area the POV is authorized. Flight Line stickers will be validated annually; temporary passes will be valid for only a specific time, normally not to exceed 14 days. All POV operators shall possess Flight Line Driving Authorizations. The Chief, Airfield Management has the final authority of issuance of all stickers and passes.
4. Transient Aircraft: Transient aircraft operators will be escorted by FTC’s staff or members or will use another FTC’s membership card and picture identification as a valid access badge for access to the light aircraft parking area and Center’s maintenance facilities only.
5. Private Aircraft: Private aircraft based in the civil light-aircraft parking area will coordinate with the Center’s Manager and the Airfield Management Division for parking privileges and Flight Line access.
6. Control/Reporting: Flight Training personnel will report any suspicious activity to the Manager, Instructors, Airfield Management Flight Data Section, ext 6-4778, Security Police roving patrol, Security Police Law Enforcement Desk, ext 6-4905, or the CRIME STOP, ext 6-4357 (HELP).

7. Base Operations: Base Operations will serve as the focal point for all Flight Line operations or other military activity on the Flight Line.
8. Training: All FTC staff and members will be required to complete controlled area driver's training prior to being allowed driving privileges into the controlled areas. Training materials will be provided by 21 SPW/AM.

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V. WIND OPERATING LIMITS:

Pilot Rating	Maximum Crosswind	Maximum Velocity, Including Gusts
<u>All Student Pilots</u>	10 knots	20 knots
<u>All Other Pilots</u> Less than 200 hrs	10 knots	20 knots
<u>All Other Pilots</u> More than 200 hrs	Flight Manual Demonstrated Cross Wind Component	30 knots

W. WEATHER RECALL AND AIRCRAFT EVACUATION PROCEDURES:

1. FTC aircraft may be recalled individually or in total by the Manager or the Chief Instructor through the Air Traffic Control System, if possible. The Control Tower is operated by the FAA and may not be able to call the aircraft back. Pilots should listen to the radio for any changes or problems.
2. Alternate airfields are: Pueblo, Centennial, Butts Army Airfield, or any other appropriate, safe, airfield.
3. Pilots should not depend on COS Tower or FTC to announce a recall in severe weather.
4. Following a severe weather warning, as many FTC aircraft will be hangared as possible. Base Ops will then be requested to assist with additional hanger space.
5. if conditions warrant moving the aircraft elsewhere, the Manager or Chief Instructor will designate the location and pilots. Pilots will be reimbursed for reasonable costs incurred and agreed upon.
6. Air Force mission aircraft will be moved and secured first.

