

VFR MILITARY TRAINING ROUTES (VR)

I. General. STANDARD

II. Route Development. STANDARD

III. Scheduling and Coordination. STANDARD

IV. Flight Plans. STANDARD

V. In Flight.

A. Entry/Exit. Standard

B. Route Adherence. Standard

C. Speed. Standard

D. Weather.

1. Operations on VR MTRs shall be conducted only when the weather is at or above VFR minima except that:

a. The flight visibility shall be 5 miles or more; and

b. Flights shall not be conducted below a ceiling of less than 3000 feet AGL.

E. Communications.

1. Pilots should monitor 255.4 MHz while on VRs, if practicable. This does not preclude the use of tactical or discrete frequencies. The Remarks/Special Operating Procedures section of the MTR may direct mandatory radio calls on specific radio frequencies to warn other aircraft of possible traffic conflicts.

2. In the event of communications failure (unless otherwise agreed to in a letter of agreement) the pilot should remain VMC, continue the flight VFR, and land as soon as practicable at the most suitable airport.

F. Transponder. Squawk Code 4000 while operating on a VR MTR unless otherwise assigned by ATC.

VI. Aircraft Separation. STANDARD

VR ROUTES

VR-025

ORIGINATING ACTIVITY: Marine Corps Station Beaufort.
Townsend Bombing Range, 9177 GA Hwy 57, Townsend, GA
31331, DSN 335-7974, C843-228-7974

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 LCL, other times by
NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 40 MSL to	A	SAV 215/40	N31°33.70' W81°34.70'
05 AGL B 40 MSL to	B	SAV 204/36	N31°34.30' W81°25.00'
05 AGL B 40 MSL to	C	SAV 194/36	N31°32.90' W81°17.50'
05 AGL B 40 MSL to	D	SAV 183/36	N31°32.80' W81°10.00'
05 AGL B 40 MSL to	E	SAV 169/38	N31°32.70' W80°59.00'
05 AGL B 40 MSL to	F	SAV 153/43	N31°32.50' W80°44.80'
05 AGL B 40 MSL to	G	SAV 142/50	N31°32.50' W80°31.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B,
10 NM left and 8 NM right of centerline from B to D, 10 NM left
and 20 NM right of centerline from D to E, 20 NM left and 20 NM
right of centerline from E to G.

Special Operating Procedures:

- (1) CAUTION - Interstate 95 is a major VFR fly way for civil aircraft.
- (2) Route is to be used in conjunction with Townsend Target (R-3007). Do not enter R-3007 without clearance from Townsend Range Control (228.4 or 252.9, 119.225).
- (3) Route shares centerline and is reverse course direction of VR-045.
- (4) Primary Entry Point A, Alternate Entry Points are B and C.
- (5) Primary Exit Point G, Alternate Exit Points are D, E and F.
- (6) Avoid overflight of Blackbeard, Harris Neck and Sapelo National Wildlife Refuges by 1500' AGL or 1 NM horizontally.
- (7) Minimum altitude of 1500' AGL from Point D to G from 1 December to 31 March.
- (8) 1228' MSL Antenna Tower located N31-35.15 W81-20.60.
- (9) 1039' MSL Antenna Tower located N31-37.00 W81-21.50.
- (10) 518' MSL Antenna Tower located N31-30.60 W81-24.00.
- (11) 540' MSL Antenna Tower located N31-26.70 W81-25.60.
- (12) Route crosses VR-1041 and VR-1040 at Point D.

FSS Within 100 NM Radius:

GNV MCN

VR-041

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour
Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson
AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124.
Non duty 4 FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LYH 026/29	N37°42.00' W79°01.00'
10 AGL B 105 MSL to	B	LYH 345/18	N37°32.00' W79°22.00'
05 AGL B 105 AGL to	C	LYH 315/31	N37°35.00' W79°44.00'
01 AGL B 95 MSL to	D	PSK 349/33	N37°37.00' W80°55.00'
01 AGL B 95 MSL to	E	BKW 220/26	N37°25.00' W81°26.00'
01 AGL B 95 MSL to	F	GZG 060/16	N36°58.00' W81°48.00'
01 AGL B 95 MSL to	G	HMV 352/49	N37°14.00' W82°21.00'
05 AGL B 105 MSL to	H	BKW 297/64	N38°09.00' W82°23.00'
05 AGL B 105 MSL to	I	BKW 359/22	N38°09.00' W81°11.00'
05 AGL B 105 MSL to	J	BKW 053/34	N38°10.00' W80°36.00'
05 AGL B 105 MSL to	K	LYH 358/49	N38°04.00' W79°22.00'
05 AGL B 105 MSL to	L	LYH 057/29	N37°33.00' W78°46.00'
01 AGL B 95 MSL to	D1	PSK 034/35	N37°36.20' W80°21.70'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 5NM either side of centerline from A to B;
2NM left and 5NM right of centerline from B to E; 5NM either
side of centerline from E to J; 5NM left and 4NM right of
centerline from J to K; 3NM left and 1NM right of centerline from
K to L.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry; B, C, D, E, F, G, H, I, J, K, D1.
- (3) Alternate Exit; B, C, D, E, F, G, H, I, J, K, D1.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.

- (6) CAUTION: There are numerous powerlines located in mountainous and flat terrain on this route from C to J. Cables that cross large valleys and gorges are extremely difficult to acquire visually depending on sun/environmental conditions.
- (7) A-B:
 (a) CROSSING: IR-761 parallel entire leg;
 (b) CROSSING: IR-715 right to left at A;
 (c) CROSSING: VR-096 left to right at A;
 (d) CROSSING: IR-762/VR-1756 left to right 12NM prior to B.
- (8) B-C:
 (a) CAUTION: Springwood Gliderport at N37-31.5 W79-41.5. Glider activity on Sat, Sun and Wed from 0900-SS, sfc to 14,000' MSL. Remain right of centerline in vicinity during these times;
 (b) CROSSING: IR-761 parallel entire leg;
 (c) CROSSING: VR-1756 right to left at C.
 (d) AVOID: Congressional Noise Sensitive Area at N37 39.9 W079 34.7 by 3000' AGL/2 NM.
- (9) C-D1:
 (a) Avoid: Springwood Airfield at N37 33.4 W079 44.8 by 1500' AGL or 3NM;
 (b) Avoid: Fincastle Airfield at N37 31.6 W079 51.0 by 1500' AGL or 3NM;
 (c) Caution: Tower, 195' AGL (2440' MSL) at N37-37.9 W79-49.9;
 (d) Caution: Uncharted airfield at N37-40.0 W79-48.6;
 (e) CROSSING: IR-761 parallel until 7NM prior to D1;
 (f) CROSSING: VR-1756 right to left at C;
 (g) CROSSING: IR-715 left to right 25NM prior to D1;
 (h) CROSSING: IR-608 right to left 43NM prior to D;
 (i) CROSSING: IR-043 right to left at D1;
- (10) D1-D;
 (a) Avoid: Town of Sinks Grove (Congressional Noise Sensitive Area) at N37-39.8 W80-32.8 by 1000' or 3NM;
 (b) Avoid: Hinton-Alderson Airfield at N37 41.1 W080 42.7 by 1500' AGL or 3NM;
 (c) Caution: Tower, 199' AGL (3514' MSL) at N37-38.0 W80-34.0;
 (d) CROSSING: IR-043 right to left at D1;
 (e) CROSSING: IR-080 left to right at D;
 (f) CROSSING: IR-723 right to left at D;
- (11) D-E:
 (a) CROSSING: IR-080 left to right at D;
 (b) CROSSING: IR-723 right to left at D;
 (c) CROSSING: IR-761 left to right 13NM prior to E.
- (12) E-F:
 (a) CROSSING: IR-761 parallel entire leg;
 (b) CROSSING: VR-093 left to right 1NM prior to F.
 (c) AVOID: RICHLANDS/TAZEWELL CO AIRFIELD AT N37-04.0 W081-48.0.
- (13) F-G:
 (a) CROSSING: IR-761 parallel entire leg;
 (b) CROSSING: VR-093 parallel entire leg;
 (c) CROSSING: IR-079 left to right 1NM prior to G;
 (d) CROSSING: VR-1633 right to left at G;
 (e) CAUTION: Charted powerline at N37-06.9 W82-04.1 430' AGL (2604' MSL);
 (f) AVOID: GRUNDY AIRFIELD AT N37-14.1 W082-07.4
- (14) G-H:
 (a) CROSSING: IR-761 parallel entire leg;
 (b) CROSSING: IR-079 right to left at G;
 (c) CROSSING: VR-1633 right to left at G;
 (d) CROSSING: VR-093 right to left 45NM prior to H;
 (e) CROSSING: VR-1632 right to left at H;
 (f) AVOID: MINGO CO AIRFIELD AT N37-41.2 W082-15.8
- (15) H-I:
 (a) AVOID: Charleston Class C Airspace 2500' MSL to 6000' MSL;
 (b) CROSSING: IR-761 parallel entire leg;
 (c) CROSSING: VR-1632 opposite direction until 46NM prior to I;
 (d) CROSSING: VR-1633 left to right 3NM prior to I;
 (e) CROSSING: IR-723 left to right at I;
 (f) CROSSING: IR-080 right to left at I;
 (g) AVOID: NEW RIVER GORGE AIRFIELD AT N38-05.5 W081-04.0.
- (16) I-J:
 (a) CROSSING: IR-761 parallel entire leg;
 (b) CROSSING: IR-723 left to right at I;
 (c) CROSSING: IR-080 right to left at I;
 (d) AVOID: RICHWOOD MUNICIPAL AIRFIELD AT N38-13.8 W080-39.0;
 (e) AVOID: SUMMERSVILLE AIRFIELD AT N38-13.8 W080-52.0.
- (17) J-K:
 (a) EVERS Low MOA is active with continuous daytime operations from 1000' AGL to 11,000' MSL. Contact 113 WG Scheduling, Joint Base Andrews, MD, at DSN: 857-2290/comm: (240) 857-2290 For MOA flight information/deconfliction prior to scheduling.
 (b) CROSSING: IR-715 right to left 50NM prior to K;
 (c) CROSSING: VR-043 left to right 39NM prior to K;
 (d) CROSSING: IR-608 left to right 37NM prior to K;
 (e) CROSSING: IR-715 left to right 30NM prior to K;
 (f) CROSSING: IR-762/VR-1756 right to left 19NM prior to K;
 (g) CROSSING: IR-760/IR-762/VR-1754/VR-1756 left to right 11NM prior to K;
 (h) CROSSING: IR-71 left to right at K
 (i) CAUTION: Wind turbine farm, 3.5NM right of point J, turbines approx 400' AGL.
 (j) CAUTION: Wind turbine farm, N38-07.02 W-080-35.42, 453' AGL.
- (18) K-L:
 (a) CROSSING: IR-714 left to right at K;
 (b) CROSSING: IR-760/VR-1722/VR-1754 left to right 24NM prior to L;
 (c) CROSSING: IR-715 right to left 10NM prior to L.
- (19) CROSSING ROUTE CONTACT INFORMATION:
 (a) IR-079: Pensacola NAS, DSN 922-2735;
 (b) IR-080: Pensacola NAS, DSN 922-2735;
 (c) IR-608: Pensacola NAS, DSN 922-2735;
 (d) IR-714: Oceana NAS, DSN 433-1228;
 (e) IR-715: Oceana NAS, DSN 433-1228;
 (f) IR-723: Pensacola NAS, DSN 922-2735;
 (g) IR-760: Oceana NAS, DSN 433-1228;
 (h) IR-761: Oceana NAS, DSN 433-1228;
 (i) IR-762: Oceana NAS, DSN 433-1228;
 (j) VR-043: Seymour Johnson AFB;
 (k) VR-093: Seymour Johnson AFB, DSN 722-2129;
 (l) VR-1632: Wright-Patterson AFB, DSN 672-2582/2173;
 (m) VR-1633: Wright-Patterson AFB, DSN 672-2582/2173;
 (n) VR-1722: Oceana NAS, DSN 433-1228;
 (o) VR-1754: Oceana NAS, DSN 433-1228;
 (p) VR-1756: Oceana NAS, DSN 433-1228.

VR ROUTES

FSS Within 100 NM Radius:

AOO, DAY, DCA, EKN, RDU

VR-042

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour

Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson

AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124.

Non-duty 4 FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CVI 129/11	N36°17.00' W76°41.00'
05 AGL B 105 MSL to	B	TYI 066/23	N36°10.00' W77°17.00'
05 AGL B 105 MSL to	C	SBV 117/34	N36°28.00' W78°22.00'
05 AGL B 105 MSL to	D	SBV 055/20	N36°53.00' W78°42.00'
05 AGL B 105 MSL to	E	SBV 309/22	N36°53.00' W79°24.00'
05 AGL B 105 MSL to 22 NM east of F then 01 AGL B 105 MSL to	F	LYH 238/46	N36°47.00' W80°00.00'
01 AGL B 105 MSL to	G	PSK 153/20	N36°48.00' W80°29.00'
01 AGL B 105 MSL to	H	GSO 297/53	N36°24.00' W80°59.00'
01 AGL B 105 MSL to	I	HMV 069/31	N36°39.00' W81°33.00'
05 AGL B 105 MSL to	J	PSK 250/28	N36°53.00' W81°14.00'
01 AGL B 105 MSL to	K	PSK 187/7	N36°58.00' W80°43.00'
01 AGL B 105 MSL to 35NM east of K then 05 AGL B 105 MSL to	L	LYH 234/19	N37°03.00' W79°32.00'
05 AGL B 105 MSL to	M	SBV 038/23	N37°00.00' W78°45.00'
05 AGL B 105 MSL to	N	CVI 301/37	N36°36.00' W77°35.00'
05 AGL B 105 MSL to	O	CVI 010/13	N36°35.00' W76°52.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM left and 2 NM right of centerline from A to B; 4 NM either side of centerline from B to C; 1 NM either side of centerline from C to D; 4 NM left and 3 NM right of centerline from D to E; 4 NM either side of centerline from E to G; 3 NM either side of centerline from G to J; 4 NM either side of centerline from J to M; 2 NM left and 4 NM right of centerline from M to O.

Special Operating Procedures:

- (1) Users must contact 4OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, E, F, G, H, I, J, K, L, M, N.
- (3) Alternate Exit: B, C, D, E, F, G, H, I, J, K, L, M, N.
- (4) Users must make their scheduled entry times plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) Route users deconflict Farmville MOA with 1 OSS/OSO, DSN 574-2483/2559. Deconfliction is needed when routes are used between 0800-1700 HRS local, Mon-Fri. Make call in the blind on UHF Frequency 377.1 when transiting Farmville MOA Airspace.
- (7) When conducting terrain following operations between F and L, avoid overflight of residential structures to the maximum extent possible. This section of the route is very noise sensitive.
- (8) A-B:
 - (a) CROSSING: VR-1713/VR-1753 right to left 23NM prior to B;
 - (b) CROSSING: IR-062 left to right 9NM prior to B;
 - (c) CROSSING: IR-719/IR-720/VR-073 right to left at B;
 - (d) AVOID: Water treatment ponds at N36-09 W77-10, Moderate bird hazard by 2000' or 1NM;
 - (e) AVOID: Overfly Chowan River by 2000' AGL. Moderate bird hazard.
- (9) B-C:
 - (a) CROSSING: IR-719/IR-720/VR-073 right to left at B;
 - (b) CROSSING: VR-086 parallel entire leg;
 - (c) CROSSING: VR-043 opposite direction entire leg;
 - (d) CROSSING: IR-718 right to left 49NM prior to C;
 - (e) CROSSING: VR-083/VR-096 left to right 19NM prior to C;
 - (f) CROSSING: VR-1759 right to left 14NM prior to C.
 - (g) AVOID: Landfill at N36-22.41 W77-48.70, Moderate bird hazard by 2000' AGL or 1NM.
 - (h) AVOID: HALIFAX-NORTH HAMPTON REGIONAL AIRPORT AT N36-19.4 W077-38.1.
- (10) C-D:
 - (a) CROSSING: VR-1722 left to right 19NM prior to D;
 - (b) CROSSING: IR-062 right to left 18NM prior to D;
 - (c) CROSSING: IR-719 left to right 14NM prior to D;
 - (d) CROSSING: IR-715 right to left 3NM prior to D;
 - (e) CROSSING: VR-083/VR-1061 right to left at D;
 - (f) AVOID: LAKE CO REGIONAL AIRFIELD AT N36-36.0 W078-33.6.
- (11) D-E:
 - (a) CROSSING: VR-083 parallel entire leg;
 - (b) CROSSING: VR-1061 parallel until 16NM prior to E;
 - (c) CROSSING: VR-1722 right to left 14NM prior to E.
- (12) E-F:
 - (a) CROSSING: IR-715 left to right 23NM prior to F;
 - (b) CROSSING: VR-083 parallel until 19NM prior to F;
 - (c) CROSSING: VR-043 right to left 14NM prior to F;
 - (d) AVOID: Noise sensitive area at N36-50.08 W079-41.38 by 1500'AGL or 2NM.
- (13) F-G:
 - (a) CROSSING: IR-081/IR-719 right to left 22NM prior to G;
 - (b) CROSSING: IR-712/VR-1721 right to left 11NM prior to G.

- (c) AVOID: Water treatment facility at N36-46.4 W80-15.9, Moderate bird hazard by 2000' AGL or 1NM;
 (d) AVOID: Micro Airport, N36 44.62 W080 26.36 by 1500' AGL/3NM.
- (14) G-H:
 (a) CROSSING: VR-093 left to right 5NM to H.
- (15) H-I;
 (a) CROSSING: VR-093 parallel entire leg;
 (b) CROSSING: IR-723/IR-726/VR-1726 right to left 12NM prior to I;
 (c) CROSSING: IR-080/IR-081 left to right at I;
 (d) CROSSING: IR-608 right to left at I;
 (e) AVOID: Noise sensitive area at N36-30.52 W81-16.94 by 1500' AGL or 2NM;
 (f) CAUTION: Uncharted tower, 200' AGL, N36 30.37 W081 07.21.
- (16) I-J:
 (a) CROSSING: IR-608 opposite direction entire leg;
 (b) CROSSING: IR-080/IR-081 parallel entire leg;
 (c) CROSSING: VR-093 right to left 17NM prior to J;
 (d) AVOID: MARION/WYTHEVILLE/MOUNTAIN EMPIRE AIRFIELD AT N36-53.6 W081-20.9.
- (17) J-K:
 (a) CROSSING: IR-080/IR-081 right to left 23NM prior to K;
 (b) CROSSING: IR-608 left to right 23NM prior to K;
 (c) CROSSING: IR-723 left to right 16NM prior to K;
 (d) CROSSING: IR-726/VR-1726 left to right at K;
 (e) CAUTION: High tension power lines over river gorge, 248' AGL over river center line, N36 56.05 W080 46.21.
- (18) K-L:
 (a) CROSSING: IR-726/VR-1726 left to right at K;
 (b) CROSSING: IR-081 left to right 33NM prior to K;
 (c) CROSSING: VR-043 left to right 31NM prior to K;
 (d) CROSSING: IR-721/VR-1721 left to right 27NM prior to K;
 (e) CROSSING: IR-719 left to right 5NM prior to K;
 (f) CROSSING: IR-715 right to left 4NM prior to K.
 (g) AVOID: Noise sensitive area at N36 58.5 W080 15.05 by 1000' AGL or 1NM;
 (h) AVOID: Noise sensitive area/equestrian campground, N37 00.83 W080 27.57 by 1500' AGL/2NM from 0700L 1 JUN-2000L 30 AUG.
 (i) AVOID: MONETA/SMITH MOUNTAIN LAKE AIRFIELD AT N37-06.6 W079-35.4.
- (19) L-M:
 (a) CROSSING: VR-1722 left to right 17NM prior to M.
- (20) M-N:
 (a) CROSSING: VR-083/VR-1061 opposite direction until 12NM prior to N;
 (b) CROSSING: IR-715 left to right 46NM prior to N;
 (c) CROSSING: VR-1759 left to right 38NM to N;
 (d) CROSSING: VR-096 right to left 38NM prior to N;
 (e) CROSSING: VR-1722 left to right 30NM to N;
 (f) CROSSING: IR-719 left to right 14NM prior to N;
 (g) AVOID: SOUTH HILL/MEEKENBURG-BRUNSWICK REGIONAL AIRFIELD AT N36-41.9 W078-03.3.
- (21) N-O:
 (a) CROSSING: IR-719 left to right 31NM prior to O;
 (b) CROSSING: IR-720 left to right 23NM prior to O;
 (c) CROSSING: VR-1753 left to right 12NM prior to O;
 (d) CROSSING: IR-718/VR-1713 left to right 8NM prior to O.
- (22) CROSSING ROUTE CONTACT INFORMATION:
 (a) IR-062: Oceana NAS, DSN 433-1228;
 (b) IR-080: Pensacola NAS, DSN 922-2735;
 (c) IR-081: Pensacola NAS, DSN 922-2735;
 (d) IR-608: Pensacola NAS, DSN 922-2735;
 (e) IR-715: Oceana NAS, DSN 433-1228;
 (f) IR-718: Oceana NAS, DSN 433-1228;
 (g) IR-719: Oceana NAS, DSN 433-1228;
 (h) IR-720: Oceana NAS, DSN 433-1228;
 (i) IR-721: Shaw AFB, DSN 965-1118;
 (j) IR-723: Pensacola NAS, DSN 922-2735;
 (k) IR-726: Seymour Johnson AFB, DSN 722-2129;
 (l) VR-043: Seymour Johnson AFB;
 (m) VR-073: Seymour Johnson AFB;
 (n) VR-083: Seymour Johnson AFB;
 (o) VR-086: Seymour Johnson AFB;
 (p) IR-093: Seymour Johnson AFB, DSN 722-2129;
 (q) VR-096: Seymour Johnson AFB;
 (r) VR-1061: Seymour Johnson AFB;
 (s) VR-1753: Oceana NAS, DSN 433-1228;
 (t) VR-1713: Andrews AFB, DSN 857-3307;
 (u) VR-1759: Oceana NAS, DSN 433-1228;
 (v) VR-1721: Shaw AFB, DSN 965-1118;
 (w) VR-1726: Seymour Johnson AFB, DSN 722-2129;
 (x) VR-1759: Oceana NAS, DSN 433-1228;
 (y) VR-1722: Oceana NAS, DSN 433-1228.

FSS Within 100 NM Radius:

AND, DCA, EKN, RDU

VR-043

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty 4 FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ESL 269/13	N39°12.00' W79°16.00'
01 AGL B 105 MSL to	B	EKN 084/26	N39°00.50' W79°33.00'
01 AGL B 105 MSL to	C	EKN 157/25	N38°33.00' W79°50.00'
01 AGL B 105 MSL to	D	BKW 073/46	N38°05.00' W80°13.50'
01 AGL B 105 MSL to	E	PSK 041/53	N37°48.83' W80°04.83'
01 AGL B 105 MSL to	F	PSK 013/18	N37°23.00' W80°40.00'
10 AGL B 105 MSL to to 10 NM past G then descend to	G	PSK 065/9	N37°10.00' W80°33.00'
02 AGL B 105 MSL to	H	PSK 112/35	N36°55.50' W80°01.00'
02 AGL B 105 MSL to	I	SBV 144/7	N36°35.00' W78°55.00'

VR ROUTES

02 AGL B 105 MSL to	J	TYI 312/39	N36°22.50' W78°21.00'
02 AGL B 105 MSL to	K	TYI 006/10	N36°09.00' W77°42.00'
02 AGL B 105 MSL to	L	CVI 176/28	N35°55.50' W76°44.50'
02 AGL B 105 MSL to	M	CVI 155/42	N35°48.00' W76°23.50'
01 AGL B 105 MSL to	F1	PSK 034/35	N37°36.20' W80°21.70'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to F; 3 NM either side of centerline from F to 5 NM NW of G; 1 NM left and 3 NM right of centerline from 5 NM NW of G to G; 3 NM left and 5 NM right of centerline from G to H. 5 NM either side of centerline from H to M.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, E, F, G, H, I, J, K, L, F1.
- (3) Alternate Exit: B, C, D, E, F, G, H, I, J, K, L, F1.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) Evers MOA is active with continuous daytime operations from 1000' AGL to 11,000' MSL. Contact 113 WG, Joint Base Andrews, MD DSN 857-2290/ comm (240) 857-2290 for MOA flight information/deconfliction prior to scheduling.
- (7) A-B:
 - (a) AVOID: Winwood Fly-in resort airfield at N39-03.3 W079-25.9.
 - (b) CROSSING: IR-760/VR-1754 parallel entire leg.
- (8) B-C;
 - (a) CROSSING: IR-760/VR-1754 right to left at B;
 - (b) CROSSING: IR-720 left to right 26NM prior to C;
 - (c) CROSSING: IR-720 right to left 15NM prior to C.
- (9) C-D:
 - (a) AVOID: National Radio Astronomy Observatory at N38-26.2 W79-50.1 by 4NM. Avoid UHF communications within 15NM safety permitting;
 - (b) CAUTION: Powerlines crossing the Greenbar River at 200' AGL at N38-18.0 W79-58.0;
 - (c) CROSSING: IR-762/VR-1756 left to right 17NM prior to D;
 - (d) CROSSING: IR-715 right to left 11NM prior to D;
 - (e) CROSSING: IR-608 right to left 5NM prior to D;
 - (f) CROSSING: VR-041 right to left 4NM prior to D.
- (10) D-E:
 - (a) CROSSING: IR-608 parallel entire leg;
 - (b) AVOID: BIRD SANCTUARY AT N38 04.3 W080 13.8 by 2000' AGL OR 1NM.
- (11) E-F1:
 - (a) AVOID: School at N37-48.0 W80-04.0 by 3000' or 1NM;
 - (b) CROSSING: IR-608 parallel entire leg;
 - (c) CROSSING: IR-715/VR-096 left to right 10NM prior to F1;

- (d) CROSSING: VR-041 left to right at F1;
- (12) F1-F:
 - (a) CROSSING: IR-608 parallel entire leg;
 - (b) CROSSING: VR-041 left to right at F1;
 - (c) CROSSING: VR-761 left to right 14NM prior to F;
 - (d) AVOID: Wildlife refuge at Pt F by 2000' AGL.
- (13) F-G:
 - (a) CROSSING: IR-608 left to right 13NM prior to G;
 - (b) CROSSING: IR-081 left to right 1NM prior to G;
 - (c) AVOID: DUBLIN/NEW RIVER VALLEY AIRFIELD AT N37-08.5 W080-40.6.
 - (d) CAUTION: Check NOTAMs for model rocket firings; New River Valley Rocketry. Sat/Sun only launches of unmanned Class II rocket or rockets in the vicinity of N37-11-51.7 W080-34-42.61, within a 1 NM radius, not to exceed 10,000' AGL or 11,800' MSL. Sunrise to sunset. Approximately PULASKI VORTAC (PSK) 050R/009.2NM.
 - (e) AVOID: RADFORD ARMY AMMUNITION PLANT at N37-11.0 W80-32.0 by 1000' or 1NM;
- (14) G-H:
 - (a) CROSSING: IR-81 parallel entire leg;
 - (b) CROSSING: VR-042 right to left 10NM prior to H;
 - (c) CROSSING: IR-721/VR-1721 left to right 6NM prior to H;
 - (d) AVOID: Noise sensitive area at N36-58.5 W080-15.05 by 1000' AGL or 1NM.
- (15) H-I:
 - (a) AVOID: Landfill at N36-55.3 W79-51.4 by 2000' AGL or 1NM for moderate bird hazard;
 - (b) CROSSING: IR-719 left to right 50NM prior to I;
 - (c) CROSSING: VR-042 left to right 41NM prior to I;
 - (d) CROSSING: IR-715 right to left 19NM prior to I;
 - (e) CROSSING: IR-715 left to right 13NM prior to I;
 - (f) CROSSING: VR-1061 left to right 10NM prior to I;
 - (g) CROSSING: VR-1722 parallel 10NM prior to I;
 - (h) CROSSING: IR-719 right to left 5NM prior to I.
 - (i) AVOID: Noise Sensitive Area N36-50.08 W079-41.38 by 1500'AGL or 2NM;
 - (j) AVOID: Landfill at N36-46.1 W79-24.8 by 2000' AGL or 1NM for moderate bird hazard;
- (16) I-J:
 - (a) CROSSING: IR-062 left to right 25NM prior to J;
 - (b) CROSSING: VR-086 left to right 11NM prior to J.
 - (c) Tower: 200' AGL, (682' MSL), N36-23.71 W78-33.43;
 - (d) AVOID: HENDERSON-OXFORD AIRFIELD AT N36-22.4 W078-31.8.
- (17) J-K:
 - (a) CROSSING: VR-083 right to left 17NM prior to K;
 - (b) CROSSING: VR-1759 left to right 10NM prior to K.
 - (c) CROSSING: VR-1046 right to left, 8 NM SW of Pt. K, then parallel 17 NM prior to L.
- (18) K-L:
 - (a) CROSSING: IR-718 left to right 39NM prior to L;
 - (b) CROSSING: VR-086 right to left 34NM prior to L;
 - (c) CROSSING: VR-085 parallel 25NM prior to L;
 - (d) CROSSING: IR-719 left to right 21NM prior to L;
 - (e) CROSSING: VR-1046 parallel until 15NM prior to L;
 - (f) CROSSING: IR-062 right to left 10NM prior to L;
 - (g) CROSSING: VR-073 left to right at L.
 - (h) CAUTION: Overfly Roanoke River and Albemarle Sound by 2000' AGL, moderate bird hazard.
- (19) L-M:
 - (a) CROSSING: VR-073 parallel entire leg;

- (b) CROSSING: VR-085 left to right 17NM prior to M;
- (c) CROSSING: IR-062 right to left 10NM prior to M;
- (d) CROSSING: VR-1713 left to right 5NM prior to M;
- (e) CROSSING: VR-1753 left to right 5NM prior to M;
- (f) AVOID: PLYMOUTH MUNICIPAL AIRFIELD AT N35-48.4 W076-45.4.
- (g) Check NOTAMS for model rocket firings; Plymouth Rocketry. Sat/Sun only launches of unmanned class II rocket or rockets in the vicinity of N35-46-31 W076-33-06, within a 2NM radius, not to exceed 17,500' MSL. Sunrise-Sunset. Approximately Elizabeth City VOR/DME (ECG) 219R/34.2NM.

(20) CROSSING ROUTE CONTACT INFORMATION:

- (a) IR-062: Oceana NAS, DSN 433-1228;
- (b) IR-081: Pensacola NAS, DSN 922-2735;
- (c) IR-608: Pensacola NAS, DSN 922-2735;
- (d) IR-715: Oceana NAS, DSN 433-1228;
- (e) IR-718: Oceana NAS, DSN 433-1228;
- (f) IR-719: Oceana NAS, DSN 433-1228;
- (g) IR-720: Oceana NAS, DSN 433-1228;
- (h) IR-721: Shaw AFB, DSN 965-1118;
- (i) IR-760: Oceana NAS, DSN 433-1228;
- (j) IR-762: Oceana NAS, DSN 433-1228;
- (k) VR-041: Seymour Johnson AFB;
- (l) VR-042: Seymour Johnson AFB;
- (m) VR-073: Seymour Johnson AFB;
- (n) VR-083: Seymour Johnson AFB;
- (o) VR-085: Seymour Johnson AFB;
- (p) VR-086: Seymour Johnson AFB;
- (q) VR-1046: Cherry Point, DSN 582-4040;
- (r) VR-1061: Seymour Johnson AFB;
- (s) VR-1713: Andrews AFB, DSN 857-3307;
- (t) VR-1753: Oceana NAS, DSN 433-1228;
- (u) VR-1721: Shaw AFB, DSN 965-1118;
- (v) VR-1754: Oceana NAS, DSN 433-1228;
- (w) VR-1756: Oceana NAS, DSN 433-1228;
- (x) VR-1759: Oceana NAS, DSN 433-1228;
- (y) VR-1722: Oceana NAS, DSN 433-1228.

FSS Within 100 NM Radius:

AOO, DCA, EKN, RDU

VR-045

ORIGINATING ACTIVITY: Marine Corps Station Beaufort, Townsend Bombing Range, 9177 GA Hwy 57, Townsend, GA 31331, DSN 860-3007.

SCHEDULING ACTIVITY: Same as Origination Activity

HOURS OF OPERATION: 0700-2200 LCL, Mon-Fri, other time by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 40 MSL to	A	SAV 142/50	N31°32.50' W80°31.00'
05 AGL B 40 MSL to	B	SAV 153/43	N31°32.50' W80°44.80'
05 AGL B 40 MSL to	C	SAV 169/38	N31°32.70' W80°59.00'

05 AGL B 40 MSL to	D	SAV 183/36	N31°32.80' W81°10.00'
05 AGL B 40 MSL to	E	SAV 194/36	N31°32.90' W81°17.50'
05 AGL B 40 MSL to	F	SAV 204/36	N31°34.50' W81°25.00'
05 AGL B 40 MSL to	G	SAV 215/40	N31°33.70' W81°34.70'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 20 NM either side of centerline from A to C; 10 NM left and 20 NM right of centerline from C to D; 10 NM right and 8 NM left of centerline from D to F. 5 NM either side of centerline from F to G

Special Operating Procedures:

- (1) CAUTION: Interstate 95 is a major VFR fly way for civil aircraft.
- (2) Route is to be used in conjunction with Townsend Target (R-3007). Do not enter R-3007 without clearance from Townsend Range Control (228.4 or 252.9, 119.225).
- (3) Route shares centerline and is reverse course direction of VR-025.
- (4) Primary Entry Point A, Alternate Entry Points are B and C.
- (5) Primary Exit Point G, Alternate Exit Points are D, E and F.
- (6) Avoid overflight of Blackbeard, Harris Neck and Sapelo National Wildlife Refuges by 1500' AGL or 1 NM horizontally.
- (7) Minimum altitude of 1500' AGL from Point D to G from 1 December to 31 March.
- (8) 1228 MSL Antenna Tower located N31-35.15 W81-20.60.
- (9) 1039 MSL Antenna Tower located N31-37.00 W81-21.50.
- (10) 518 MSL Antenna Tower located N31-30.60 W81-24.00.
- (11) 540 MSL Antenna Tower located N31-26.70 W81-25.60.
- (12) Route crosses VR-1041 and VR-1040 at Point D.

FSS Within 100 NM Radius:

GNV, MCN

VR-054

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, Oceana NAS, Virginia Beach, VA 23460 DSN 433-9141, C 757-433-9141.

SCHEDULING ACTIVITY: FACSFAC VACAPES, Oceana NAS, Virginia Beach, VA 23460 DSN 433-1228, C757-433-1228. Scheduling Hours 0600-1900L (EST)

HOURS OF OPERATION: 0700-2100 local Mon-Fri, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 95 MSL to	A	ISO 093/105	N35°24.70' W75°25.30'
01 AGL B 95 MSL to	B	ISO 093/82	N35°24.70' W75°53.00'
01 AGL B 95 MSL to	C	ISO 085/81	N35°35.70' W75°55.70'

VR ROUTES

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 2 NM either side of centerline from A to B;
4 NM either side of centerline from B to C.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Alternate Entry: B.
- (3) Alternate Exit: B.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) IMPORTANT INFORMATION Points A to B:
 - (a) AVOID: Entire beach area is considered Noise Sensitive - Maintain 1000'AGL when within 1NM of coastal areas;
 - (b) CAUTION: Numerous light aircraft along coast.
- (7) IMPORTANT INFORMATION Points B to C:
 - (a) CAUTION: Conflicting route - VR-071 opposite direction B to C entire leg;
 - (b) CAUTION: Heavy VFR traffic exists in and around the area of Hyde Co Airport (N35-33.7 W75-57.3) located approximately 3NM southwest of point C.
- (8) CAUTION: Conflicting routes - VR-073 crosses left to right at point A. Deconflict with 4 OSS/OSOS, Seymour Johnson AFB, DSN 722-2129/2124, C919-722-2129/2124.

FSS Within 100 NM Radius:

RDU

VR-058

ORIGINATING ACTIVITY: 20 OSS/OSOA, Shaw AFB, SC
29152 DSN 965-1121/1122, C803-895-1121/1122, Fax DSN
965-4804.

SCHEDULING ACTIVITY: 20 OSS/OSOS, Shaw AFB, SC
29152 DSN 965-1118/1119, C803-895-1118/1119.

HOURS OF OPERATION: Continuous (Jan, Mar, May, Jul,
Sep, Nov) VR-092 reverse direction other months

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SPA 264/54	N34°54.00' W83°00.00'
01 AGL B 80 MSL to	B	SPA 262/85	N34°46.00' W83°37.00'
01 AGL B 80 MSL to	C	HRS 319/11	N35°05.00' W84°04.00'
01 AGL B 80 MSL to	D	HRS 318/36	N35°23.00' W84°24.00'
01 AGL B 50 MSL to	E	HRS 296/99	N35°40.00' W85°44.00'
01 AGL B 50 MSL to	F	HRS 268/61	N34°53.00' W85°45.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 8 NM either side of centerline from A to B;
10 NM either side of centerline from B to F.

Special Operating Procedures:

- (1) Alternate Entry Point: B and D.
- (2) Alternate Exit Point: C, D and E.
- (3) WARNING: Avoid Nuclear Power Oconee, SC (N34-47-05 W082-53-09) avoid by 1 NM/do not overfly.
- (4) CAUTION: Numerous power lines along routes above 100' AGL.
- (5) 23 towers:
 - (a) 250' AGL N34.57.91 W83.49.78;
 - (b) 250' AGL N34.57.17 W84.02.62;
 - (c) 250' AGL N35.08.91 W84.10.54;
 - (d) 350' AGL N35.19.5 W84.27.05;
 - (e) 300' AGL N35.34.84 W84.58.4;
 - (f) 250' AGL N34.54.77 W85.46.42;
 - (g) 300' AGL N34.55.33 W83.02.82;
 - (h) 400' AGL N34.57.86 W83.49.43;
 - (i) 500' AGL N35.30.99 W84.46.45;
 - (j) 250' AGL N34.47.55 W83.14.41;
 - (k) 250' AGL N34.47.82 W83.51.77;
 - (l) 250' AGL N35.28.74 W85.13.92;
 - (m) 250' AGL N34.50.82 W83.29.85;
 - (n) 200' AGL N34.55.92 W83.02.41;
 - (o) 300' AGL N35.01.08 W83.43.04;
 - (p) 260' AGL N35.48.72 W85.47.59;
 - (q) 350' AGL N35.35.13 W85.06.80.
 - (r) 200' AGL N35.24.14 W85.10.36
 - (s) 200' AGL N35.33.41 W84.46.45
 - (t) 200' AGL N35.18.49 W84.49.19
 - (u) 200' AGL N34.57.56 W84.07.55
 - (v) 200' AGL35.50.00 W83.33.39
 - (w) 200' AGL N34.49.40 W82.50.59
- (6) Avoid 2 noise sensitive areas:
 - (a) N34-42.2 W83-38.1, avoid by 1500' AGL/1 NM.
 - (b) N34-45.9 W83-37.8, avoid by 1000' AGL/1 NM.
 - (c) AVOID Clayton, GA at N34-52.8 W83-24.0, by 1500' AGL/2 NM.
- (7) Congressional noise sensitive area, N35-05 W84-04, avoid by 1500' AGL/5 NM.
- (8) Congressional noise sensitive area, Coker Creek, TN, N35-16 W84-17, avoid by 1000' AGL/1 NM.
- (9) Avoid: the Noble Bear Farm at N35.20717 W84.46811 by 1500' AGL or 1.5 NM.
- (10) CAUTION; 3000' runway at Tellico Plains,TN, N35.22.92 W84.18.248, intensivestudent training, avoid by 1500' AGL/3 NM.
- (11) CAUTION: Chilhowee Glider Port N35.13.8 W84.35.0, numerous glider activities, SFC-5000' within 5 NM.
- (12) Avoid: Congressional noise sensitive area, Athens,TN, N35-26.5 W84-36.0, avoid by 1500' AGL/ 1 NM.
- (13) Power Plant N35-36.1 W84-47.5, avoid by 1000' AGL/1 NM.
- (14) Avoid: Chlorine Gas Plant N35-17.5 W84-45.0, avoid by 1000' AGL/1 NM.
- (15) Avoid; Noise sensitive area, Dayton,TN, N35-28.0 W85-01.0, avoid by 1500'AGL/1 NM.
- (16) CAUTION: Powerlines overhanging valley N35-33.0 W85-03.0.
- (17) CAUTION: VR-1052 same direction B to F and crosses VR-058 between points B-C, D-E, and E-F (de-conflict DSN 459-2735).

- (18) CAUTION: VR-1055 crosses right to left between C to D (de-conflict DSN 459-2735).
- (19) CAUTION: Hang gliding activity N35-06 W85-30, to N35-23 W85-20.5 to N35-01 W85-23 to N34-46 W85-34 to N35-12.5 W85-32.5.
- (20) CAUTION: IR-078 same direction E to F (de-conflict DSN 459-2735).
- (21) CAUTION: uncharted airfields - avoid by 1000' AGL/2 NM.
(a) Dirt Strip N35.10 W85.49;
(b) 3000' Hard surface Rwy N35.15.2 W85.23;
- (22) CAUTION: Extensive seaplane activity, surface to 1400' at Rock Island, TN, N35-48.0 W85-37.0.
- (23) Avoid: Steam Plant N34-53 W85-45, avoid by 1000' AGL/1 NM.
- (24) Presidential noise sensitive area: Monteagle, TN, N35-16.0 W85-50.0, avoid by 1500' AGL/3 NM.
- (25) After last Exit Point F, above 10,000' MSL contact Atlanta ARTCC (eastbound) on 342.425 or 33.1 or Memphis Center (westbound) on 323.12 or 128.15. Below 10,000' MSL contact Chattanooga Approach on 321.2/379.1 or 125.1 for further IFR clearance.
- (26) Avoid noise sensitive area: Peachtree Community N35-05.7 W83-57.0, avoid by 1500' AGL/1 NM.
- (27) Avoid the following environmental sensitive areas (endangered bats) by 500' vertically or 1000' horizontally unless operationally necessary (N35-33.2 W84-47.5), (N35-24.5 W85-00.8), (N35-32.8 W85-40.3), (N35-15.5 W85-52.3), (N34-59.4 W85-36.6).
- (28) Avoid: Noise sensitive area N35-35.5 W85-12.0 (SE of Pikeville, TN) avoid by 1000' AGL/1 NM.
- (29) Avoid: Congressional (Extremely) noise sensitive area: Ivy Log Mountain N34-55.0 W83-58.7. Minimum altitude 4200' MSL within 2 NM.
- (30) Make entry time plus or minus 5 minutes or reschedule.
- (31) Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (32) Be alert for hot air balloons operating from sfc to 12,000' MSL within 10 NM of N34-42.0 W83-44.0.
- (33) CAUTION: Landfill, N35.22.93 W84.34.73, N35.29.66 W84.39.91, N35.33.79 W84.53.93, N35.41.18 W85.41.39.
- (34) CAUTION: Unmarked private airstrip, N35.23.25 W85.52.50, N35.09.17 W85.42.11, N35.30.28 W85.25.39, N35.20.07 W85.53.32

FSS Within 100 NM Radius:

ANB, AND, BNA, MCN

VR-060

ORIGINATING ACTIVITY: 187 FW, 5187 Selma Highway, Montgomery, AL 36108-4824 DSN 358-9255, C334-394-7255.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-1700 Local or by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MGM 256/38	N32°06.00' W87°03.00'
05 AGL B 15 AGL to	B	SJI 017/89	N32°06.16' W87°42.31'

01 AGL B 15 AGL to	C	SJI 015/53	N31°33.45' W88°00.34'
01 AGL B 50 MSL to	D	SJI 013/33	N31°15.01' W88°09.66'
01 AGL B 100 MSL to	E	SJI 312/33	N31°07.70' W88°47.78'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 2 NM left and 13.5 NM right of centerline from B to C; 5 NM either side of centerline from C to E.

Special Operating Procedures:

- Cross Millers Ferry Lock and Dam 1000' AGL or above.
- Flights entering at A or B will transmit in the blind their intentions to transit the Camden Ridge MOA 1500' and below on 280.1.
- Alternate Entry/Exit Point: B, C or D.
- Hazards A-B:
 - Antenna Tower N32-06.3 W87-04.6W (600' MSL).
 - Water Tower N32-04.1 W87-17.6 (450' MSL).
 - Radio Tower N32-04.4 W87-32.8 (500' MSL).
 - Radio Tower N32-07.3 W87-44.0, 1113' MSL (703' AGL).
- Hazards B-C:
 - Smokestack N31-50.0 W88-08.0 (300' AGL).
 - Noise sensitive: Avoid over-flight of Choctaw National Wildlife Refuge N31-54.0 W88-10.0.
- Hazards C-D:
 - Two water towers: N31-27.0N 88-02.0W (350' MSL).
 - Fire tower: N31-25.0N W88-08.0W (400' MSL).
 - Antenna: N31-18.0 W88-03.0 (100' AGL).
 - Antenna: N31-17.0 W88-01.0 (200' AGL).
 - Antenna: N31-15.0 W88-08.0 (135' AGL).
 - Antenna: N31-11.0 W88-06.0 (150' AGL).
 - Noise sensitive: Avoid St. Stephens, AL N31-32.5 W88-03.0 by 1000' AGL and 5 NM.
 - Avoid over-flying chemical plant: N31-16.1 W87-59.5.
- Hazards D-E:
 - Fire tower: N31-11.0 W88-36.0 (400' MSL).
 - Two water towers: N31-09.0 W88-33.0 (300' MSL).
 - Antenna: N31-07.0 W88-29.0 (200' AGL).
 - Noise sensitive: Avoid if possible chicken farm N31-11.0 W88-24.0.
- Flight beyond D is not authorized unless the Desota MOA is scheduled for your flight.
- Route leg C to E is congruent with VR-179 and opposite direction C to D. Use of this leg requires coordination with the ANG CRTC, DSN 363-8207.
- CAUTION: Between A and C route crosses/conflicts with VR-1020, VR-1021, VR-1022, VR-1030, VR-1031, VR-1033 and VR-1083. Between C and E route crosses/conflicts with VR-1021, VR-1024 and VR-1083. See and Avoid applies.
- Scheduling activity hours of operations: 0700-1730 central time Tue-Fri, occasional weekends. To schedule use on Sat, Sun, Mon or Tue AM, coordinate prior to 1600 central time the previous Fri.
- Review route survey at <https://intelshare.intelink.gov/sites/angsafety1/187FW/lists/tools/attachments/36/VR-060%20route%20survey.pdf>.

FSS Within 100 NM Radius:

ANG, DRI, GWO

VR ROUTES

VR-071

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, Oceana NAS, Virginia Beach, VA 23460 DSN 433-9141, C 757-433-9141.

SCHEDULING ACTIVITY: FACSFAC VACAPES, Oceana NAS, Virginia Beach, VA 23460 DSN 433-1228, C757-433-1228. Scheduling Hours 0600-1900L (EST)

HOURS OF OPERATION: 0700-2100 local Mon-Fri, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 95 MSL to	A	ISO 084/81	N35°36.50' W75°55.50'
01 AGL B 95 MSL to	B	ISO 091/81	N35°27.00' W75°54.50'
01 AGL B 95 MSL to	C	ISO 098/84	N35°17.00' W75°51.00'
01 AGL B 95 MSL to	D	ISO 104/87	N35°08.00' W75°48.30'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Alternate Entry: B, C.
- (3) Alternate Exit: B, C.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) IMPORTANT INFORMATION Points A to B:
 - (a) Heavy VFR traffic exists in and around the area of Hyde Co Airport (N35-33.7 W75-57.3) located approximately 4NM southwest of point A;
 - (b) CAUTION: Conflicting route - VR-054 opposite direction A to B entire leg.
- (7) IMPORTANT INFORMATION Points B to C:
 - (a) CAUTION: Conflicting routes - VR-073 crosses right to left at point C. Deconflict with 4 OSS/OSOS, Seymour Johnson AFB, DSN 722-2129/2124, C919-722-2129/2124;
 - (b) CAUTION: Conflicting route - VR-054 opposite direction until 8NM prior to point C.
- (8) IMPORTANT INFORMATION Points C to D:
 - (a) AVOID: Entire beach area is considered Noise Sensitive - Maintain 1000'AGL when within 1NM of coastal areas;
 - (b) CAUTION: Numerous light aircraft along coast;
 - (c) CAUTION: Conflicting routes - VR-073 crosses right to left at point C. Deconflict with 4 OSS/OSOS, Seymour Johnson AFB, DSN 722-2129/2124, C919-722-2129/2124.

FSS Within 100 NM Radius:

RDU

VR-073

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty 4FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 65 AGL to	A	TYI 333/42	N36°34.00' W78°10.00'
01 AGL B 65 AGL to	B	TYI 345/37	N36°33.00' W77°57.50'
01 AGL B 65 AGL to	C	CVI 296/29	N36°31.00' W77°27.00'
01 AGL B 65 AGL to	D	CVI 247/23	N36°10.00' W77°17.00'
01 AGL B 65 AGL to	E	CVI 191/21	N36°01.00' W76°53.00'
01 AGL B 65 AGL to	F	CVI 156/42	N35°47.00' W76°24.00'
10 AGL B 65 AGL to	G	NKT 035/32	N35°23.00' W76°35.00'
01 AGL B 95 MSL to	H	ISO 098/64	N35°18.00' W76°16.00'
01 AGL B 95 MSL to	I	ISO 098/84	N35°17.00' W75°51.00'
01 AGL B 65 AGL to	J	ISO 093/105	N35°24.00' W75°25.00'
01 AGL B 65 AGL to	K	CVI 131/84	N35°38.00' W75°25.00'
01 AGL B 65 AGL to	L	CVI 137/68	N35°40.50' W75°46.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to G; 2 NM left and one-half NM right of centerline from G to H; 5 NM either side of centerline from H to L.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, E, F, G, H, I, J, K.
- (3) Alternate Exit: B, C, D, E, F, G, H, I, J, K.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) A-B:
 - (a) CROSSING: IR-062 opposite direction entire leg;
 - (b) CROSSING: VR-096 right to left 7NM prior to B;
 - (c) CROSSING: VR-83 right to left at B;
 - (d) AVOID: Lake Gaston by 2000' AGL/1NM, moderate bird hazard.

- (7) B-C:
- (a) CROSSING: VR-083 right to left at B;
 - (b) CROSSING: IR-062 parallel until 8NM prior to C;
 - (c) CROSSING: IR-719 left to right at C.
 - (d) AVOID: Lake Gaston by 2000' AGL/1NM, moderate bird hazard.
- (8) C-D:
- (a) CROSSING: IR-719 parallel entire leg;
 - (b) CROSSING: IR-062 left to right 11NM prior to D;
 - (c) CROSSING: IR-718 left to right 7NM prior to D;
 - (d) CROSSING: VR-042 left to right at D;
 - (e) CROSSING: IR-720 left to right at D;
 - (f) CAUTION: Vulture sightings concentrated around agricultural fields;
 - (g) AVOID: Water treatment plant at N36-13.8 W77-22.1, moderate bird hazard, avoid by 2000' AGL/1NM.
 - (h) AVOID: OVERFLY ROANOKE RIVER by 2000' AGL for moderate bird hazard.
- (9) D-E:
- (a) CROSSING: VR-042 left to right at D;
 - (b) CROSSING: IR-720 left to right at D;
 - (c) CROSSING: IR-719 left to right 19NM prior to E;
 - (d) CROSSING: IR-062 right to left 7NM prior to E.
 - (e) AVOID: Landfill at N36-07.25 W77-03.95 by 4500' AGL/1NM, severe bird hazard.
- (10) E-F:
- (a) Transit R-5314J below 1000'AGL unless scheduled for Dare Co Operations and cleared the Range Control Officer;
 - (b) CAUTION: Aircraft flying approaches into Edenton Airport north of corridor at N36-01.5 W76-34.0;
 - (c) CROSSING: VR-043 parallel entire leg;
 - (d) CROSSING: VR-085 right to left 16NM prior to F;
 - (e) CROSSING: VR-1713 left to right 5NM prior to F;
 - (f) CROSSING: VR-1753 left to right 5NM prior to F;
 - (g) CAUTION: Overfly Albemarle Sound and Roanoke River by 2000' AGL, moderate bird hazard.
 - (h) CAUTION: Large number of vulture sightings noted between points E and F;
 - (i) AVOID: Phelps Lake by 2000' AGL, moderate bird hazard.
 - (j) CAUTION: Check NOTAMS for model rocket firings; Plymouth Rocketry. Sat/Sun only launches of unmanned class II rocket or rockets in the vicinity of N35-46-31 W076-33-06, within a 2NM radius, not to exceed 17,500' MSL. Sunrise to sunset. Approximately Elizabeth City VOR/DME (ECG) 219R/34.2NM.
- (11) F-G:
- (a) Transit R-5314J below 1000'AGL unless scheduled for Dare Co Operations and cleared the Range Control Officer;
 - (b) CROSSING: VR-084 right to left 15NM prior to G;
 - (c) CROSSING: IR-012 right to left 4NM prior to G;
 - (d) CROSSING: IR-062 left to right 2NM prior to G;
 - (e) CROSSING: VR-084 right to left at G.
 - (f) CAUTION: Overfly Pamlico and Pungo Rivers by 2000' AGL, moderate bird hazard.
 - (g) CAUTION: Check NOTAMS for model rocket firings; Plymouth Rocketry. Sat/Sun only launches of unmanned class II rocket or rockets in the vicinity of N35-46-31 W076-33-06, within a 2NM radius, not to exceed 17,500' MSL. Sunrise to sunset. Approximately Elizabeth City VOR/DME (ECG) 219R/34.2NM.
- (12) G-H:
- (a) CROSSING: VR-084 right to left at G.
- (13) H-I:
- (a) CROSSING: VR-071 left to right at I.
- (14) I-J:
- (a) AVOID: Entire beach is considered Noise Sensitive - maintain 1000'AGL when within 1NM of coastal areas;
 - (b) CROSSING: VR-071 left to right at I;
 - (c) CROSSING: VR-054 right to left at J;
 - (d) AVOID: BILLY MITCHELL AIRFIELD AT N35-14.0 W075-37.0.
- (15) J-K:
- (a) AVOID: Entire beach is considered Noise Sensitive - maintain 1000'AGL when within 1NM of coastal areas;
 - (b) CROSSING: VR-054 right to left at J.
- (16) K-L:
- (a) Do not enter R-5313 when active (By NOTAM) unless cleared in;
 - (b) AVOID: Entire beach is considered Noise Sensitive-maintain 1000'AGL when within 1NM of coastal areas.
- (17) CROSSING ROUTE CONTACT INFORMATION:
- (a) IR-012: Seymour Johnson AFB;
 - (b) IR-062: Oceana NAS, DSN 433-1228;
 - (c) IR-718: Oceana NAS, DSN 433-1228;
 - (d) IR-719: Oceana NAS, DSN 433-1228;
 - (e) IR-720: Oceana NAS, DSN 433-1228;
 - (f) VR-042: Seymour Johnson AFB;
 - (g) VR-043: Seymour Johnson AFB;
 - (h) VR-054: Seymour Johnson AFB;
 - (i) VR-071: Seymour Johnson AFB;
 - (j) VR-083: Seymour Johnson AFB;
 - (k) VR-084: Seymour Johnson AFB;
 - (l) VR-085: Seymour Johnson AFB;
 - (m) VR-096: Seymour Johnson AFB;
 - (n) VR-1713: Andrews AFB, DSN 857-3307;
 - (o) VR-1753: Oceana NAS, DSN 433-1228.

FSS Within 100 NM Radius:

RDU

VR-083

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty 4FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FLO 082/38	N34°21.00' W78°54.00'
05 AGL B 65 MSL to	B	FLO 061/51	N34°41.00' W78°47.00'
05 AGL B 65 MSL to	C	FLO 043/120	N35°45.00' W78°04.00'
05 AGL B 65 MSL to	D	FLO 041/124	N35°52.00' W78°06.00'

VR ROUTES

10 AGL B 65 MSL to	E	SBV 089/53	N36°46.00' W77°55.00'
05 AGL B 65 MSL to	F	SBV 055/20	N36°53.00' W78°42.00'
05 AGL B 65 MSL to	G	SBV 350/13	N36°53.00' W79°05.00'
05 AGL B 65 AGL to	H	SBV 298/32	N36°53.00' W79°37.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, E, F.
- (3) Alternate Exit: B, C, D, E, F.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000' AGL; avoid airports by 3NM or overfly 1500' AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) Route users must deconflict Farmville MOA with 1 OSS/OSO, DSN 574-2483/2559. Deconfliction is needed when routes are used between 0800-1700 hrs local, Mon-Fri. Make a call in the blind on UHF frequency 377.1 when transiting Farmville MOA airspace.
- (7) A-B:
 - (a) CROSSING: VR-087 left to right at A;
 - (b) CROSSING: IR-035/VR-1040/VR-1043 right to left 15NM prior to B;
 - (c) CROSSING: IR-062 left to right 10NM prior to B;
 - (d) TOWER, 400' AGL at N34 33.8 W78 45.9.
- (8) B-C:
 - (a) AVOID: Fayetteville Class C Airspace 1400' MSL to 4200' MSL;
 - (b) CROSSING: VR-1046 right to left 36NM prior to C;
 - (c) CROSSING: IR-718 right to left 3NM prior to C.
 - (d) AVOID: Landfill at N34-58.84 W78-27.4, by 2000' AGL/1NM, moderate bird hazard.
- (9) C-D:
 - (a) AVOID: Wilson Industrial Airfield at N35-46.5 W77-58.0.
- (10) D-E:
 - (a) AVOID: Landfill at N36-03.8 W077-59.6 by 2000' AGL/1NM, moderate bird hazard;
 - (b) CROSSING: VR-1046 left to right 41NM prior to E;
 - (c) CROSSING: VR-043 left to right 31NM prior to E;
 - (d) CROSSING: VR-1759 left to right 27NM prior to E;
 - (e) CROSSING: VR-042 right to left 24NM prior to E;
 - (f) CROSSING: VR-086/VR096 right to left 23NM prior to E;
 - (g) CROSSING: IR-062 right to left 14NM prior to E;
 - (h) CROSSING: VR-073 left to right 13NM prior to E;
 - (i) CROSSING: IR-719 left to right 4NM prior to E;
 - (j) CROSSING: VR-042 left to right 3NM prior to E;
 - (k) CROSSING: IR-715 right to left at E.
 - (l) AVOID: landfill at N36-03.75 W77-59.6 by 2000' AGL/1NM, moderate bird hazard;
 - (m) AVOID: Lake Gaston by 2000' AGL/1NM, moderate bird hazard;

- (n) AVOID: Landfill at N36 03.5 W78 00.4 by 3000' AGL/1NM, moderate bird hazard;
 - (o) AVOID: landfill at N36 44.7 W77 48.2 by 2000'/1NM moderate bird hazard.
- (11) E-F:
 - (a) CROSSING: IR-715 left to right at E;
 - (b) CROSSING: VR-1061 parallel entire leg;
 - (c) CROSSING: VR-1722 left to right 27NM prior to F;
 - (d) CROSSING: VR-042 right to left 27NM prior to F;
 - (e) CROSSING: VR-096 left to right 20NM prior to F;
 - (f) CROSSING: VR-1759 right to left 19NM prior to F;
 - (g) CROSSING: IR-715 right to left 6NM prior to F;
 - (h) CROSSING: VR-042 left to right at F.
- (12) F-G:
 - (a) CROSSING: VR-042/VR-1061 parallel entire leg;
 - (b) CROSSING: VR-1722 right to left at G.
- (13) G-H:
 - (a) CROSSING: VR-1061/VR-1722 right to left at G;
 - (b) CROSSING: VR-042 parallel entire leg;
 - (c) CROSSING: IR-715 left to right 4NM prior to H.
- (14) CROSSING ROUTE CONTACT INFORMATION:
 - (a) IR-035: Shaw AFB, DSN 965-1118;
 - (b) IR-062: Oceana NAS, DSN 433-1228;
 - (c) IR-715: Oceana NAS, DSN 433-1228;
 - (d) IR-718: Oceana NAS, DSN 433-1228;
 - (e) IR-719: Oceana NAS, DSN 433-1228;
 - (f) VR-042: Seymour Johnson AFB;
 - (g) VR-043: Seymour Johnson AFB;
 - (h) VR-073: Seymour Johnson AFB;
 - (i) VR-086: Seymour Johnson AFB;
 - (j) VR-096: Seymour Johnson AFB;
 - (k) VR-087: Seymour Johnson AFB,
 - (l) VR-1040: Cherry Point, DSN 582-4040;
 - (m) VR-1043: Cherry Point, DSN 582-4040;
 - (n) VR-1046: Cherry Point, DSN 582-4040;
 - (o) VR-1759: Oceana NAS, DSN 433-1228;
 - (p) VR-1722: Oceana NAS, DSN 433-1228.

FSS Within 100 NM Radius:

EKN, NTU, RDU

VR-084

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty 4FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 65 AGL to	A	ILM 194/30	N33°51.00' W77°57.00'
01 AGL B 65 AGL to	B	ILM 118/8	N34°18.00' W77°43.00'
01 AGL B 65 AGL to	C	ILM 011/29	N34°50.00' W77°50.00'

01 AGL B 65 AGL to	D	GSB 138/22	N35°06.00' W77°38.00'
01 AGL B 65 AGL to	E	NKT 315/31	N35°12.00' W77°23.00'
01 AGL B 65 AGL to	F	NKT 005/26	N35°20.00' W76°54.50'
01 AGL B 65 AGL to	G	NKT 015/37	N35°31.00' W76°48.00'
01 AGL B 65 AGL to	H	NKT 038/52	N35°39.50' W76°21.00'
01 AGL B 65 AGL to	I	NKT 043/59	N35°43.00' W76°11.50'
Alternate Exit: F			
01 AGL B 65 AGL to	F	NKT 005/26	N35°20.00' W76°54.50'
01 AGL B 65 AGL to	F1	NKT 035/32	N35°23.00' W76°35.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM left and 5 NM right of centerline from A to B; 5 NM either side of centerline from B to I.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, E, F, G, F1.
- (3) Alternate Exit: B, C, D, E, F, G.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000' AGL; avoid airports by 3NM or overfly 1500' AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) CAUTION: Numerous large towers along route.
- (7) A-B:
 - (a) AVOID: Entire beach is considered Noise Sensitive-maintain 2000' when within 1NM of coastal areas;
 - (b) CAUTION: Numerous light aircraft along route;
 - (c) CROSSING: VR-1043 right to left at A;
 - (d) CROSSING: VR-1043 left to right 12NM prior to B.
- (8) B-C:
 - (a) AVOID: STAG AIRPARK at N34-31.9 w077-51.0;
 - (b) CROSSING: IR-718 parallel 26NM prior to C until C.
 - (c) CAUTION: VFR helicopter tng area (Holly Ridge TERF Route), right side of centerline 23 NM to 13 NM prior to Point C. Ops conducted day and night from 50' AGL to 1500' AGL. Contact MAG-29 COPS: DSN 752-5562/4826/5002, C910-449-5562/4826/5002 for deconfliction, or avoid the TERF Route airspace;
- (9) C-D:
 - (a) CROSSING: IR-718 parallel entire leg;
 - (b) CROSSING: IR-062 parallel entire leg;
 - (c) CROSSING: IR-012 left to right 5NM prior to D;
 - (d) CROSSING: VR-1046 right to left at D.
 - (e) AVOID: ROCK QUARRY WITH SUBSTANTIAL WATER BUILDUP at N34-49.2 W077-49.7 by 2000' AGL or 1NM for potential bird hazard;
 - (f) AVOID: PINK HILL AIRFIELD at N35-03.2 W077-44.2.
- (10) D-E:
 - (a) CROSSING: VR-1046 right to left at D;
 - (b) CROSSING: IR-718 parallel entire leg;

- (c) CROSSING: IR-012 parallel entire leg;
- (11) E-F:
 - (a) CROSSING: IR-012 parallel entire leg.
 - (b) AVOID: fish farm at N35-12 W77-21.0 by 2000' AGL/1NM, moderate bird hazard;
 - (c) AVOID: landfill at N35-10.5 W77-13.7 by 2000' AGL/1NM, moderate bird hazard;
 - (d) AVOID: Horse breeding ranch at N35-19.836 W77-07.021 by 2NM or 1500';
 - (e) AVOID Noise Sensitive Area: N35-12.8 W077-11.3 by 1000' AGL/2NM;
 - (f) Tower: 150' AGL at N35-14.482 W77-05.999.

- (12) F-G:
 - (a) AVOID: Over-fly coastal areas by 2000' AGL;
 - (b) CROSSING: IR-062 left to right 9NM prior to G;
 - (c) CROSSING: VR-1046 left to right 6NM to G.
 - (d) CAUTION: overfly Pamlico River by 2000' AGL, moderate bird hazard.
- (13) G-H:
 - (a) CROSSING: IR-062 right to left 16NM prior to H;
 - (b) CROSSING: VR-73 left to right 7NM prior to H;
 - (c) WARNING: Pinetown possible UAS at N35 37.5 W076 45.1 up to 400' AGL out to 5 NM;
 - (d) CAUTION: Overfly Pungo River by 2000' AGL, moderate bird hazard.
- (14) H-I:
 - (a) CROSSING: IR-012 parallel until 5NM prior to I.
 - (b) AVOID: Gum Neck at N35 43.9 W076 08.6 by 1500' AGL and 1.5 NM;
- (15) F-F1:
 - (a) AVOID: Over-fly coastal areas by 2000' AGL;
 - (b) CROSSING: VR-1046 left to right 13NM prior to F1;
 - (c) CROSSING: IR-062 left to right 13NM prior to F1;
 - (d) CROSSING: IR-012 parallel entire leg.
 - (e) CAUTION: overfly Pamlico and Pungo rivers by 2000' AGL, moderate bird hazard.
- (16) CROSSING ROUTE CONTACT INFORMATION:
 - (a) IR-012 and VR-084: Seymour Johnson AFB;
 - (b) IR-062: Oceana NAS, DSN 433-1228;
 - (c) IR-718: Oceana NAS, DSN 433-1228;
 - (d) IR-073: VR-084: Setmour Johnson AFB;
 - (e) VR-1043: Cherry Point, DSN 582-4040;
 - (f) VR-1046: Cherry Point, DSN 582-4040.

FSS Within 100 NM Radius:

RDU

VR-085

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty 4FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TYI 222/38	N35°28.00' W78°10.00'

VR ROUTES

05 AGL B 30 MSL to	B	TYI 179/18	N35°41.00' W77°40.00'
05 AGL B 30 MSL to	C	TYI 108/16	N35°55.00' W77°23.00'
05 AGL B 30 MSL to	D	TYI 082/25	N36°04.00' W77°12.00'
05 AGL B 20 MSL to	E	TYI 099/49	N35°55.00' W76°42.00'
05 AGL B 20 MSL to	F	CVI 146/33	N35°58.00' W76°24.00'
05 AGL B 20 MSL to	G	CVI 126/45	N36°02.00' W76°03.00'
50 MSL to Alternate Exit: E	H	CVI 115/58	N36°06.00' W75°43.00'
05 AGL B 20 MSL to	E	TYI 099/49	N35°55.00' W76°42.00'
05 AGL B 20 MSL to	E1	TYI 102/56	N35°51.50' W76°34.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to G and E to E1.

ROUTE WIDTH - 5 NM either side of centerline from A to E; 3 NM either side of centerline from E to H; 3 NM either side of centerline from E to E1.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, E, F, G, H.
- (3) Alternate Exit: B, C, D, E, F, G, H, E1.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) A-B:
 - (a) AVOID: WAYNE EXECUTIVE AIRPORT at N35-27.8 W077-58.0;
 - (b) CROSSING: VR-86 parallel entire leg.
 - (c) AVOID: KENLY AIRFIELD AT N35-35.8 W078-05.7.
- (7) B-C:
 - (a) AVOID: Landfill at N35-49.5 W077-34.23 by 2000' AGL/1 NM, moderate bird hazard;
 - (b) CROSSING: VR-086 parallel entire leg;
 - (c) CROSSING: VR-1759 left to right 3 NM prior to C;
 - (d) AVOID: TARBORO AIRFIELD at N35-56.4 W077-32.6 by 2000' AGL or 1 NM.
- (8) C-D:
 - (a) AVOID: Oak City, NC at N35-57.8 W077-18.3 by 1 NM or overfly 1000' AGL;
 - (b) CROSSING: VR-1046 left to right 5NM prior to D;
 - (c) AVOID: Roanoke River 4NM prior to D by 2000' AGL for moderate bird hazard;
 - (d) CROSSING: VR-043 left to right 2NM prior to D;
 - (e) CROSSING: IR-719 left to right at D.
- (9) D-E:
 - (a) AVOID: Landfill at N36-07.25 W77-03.95 by 4500'/1NM, severe bird hazard;
 - (b) CROSSING: IR-719 left to right at D;
 - (c) CROSSING: VR-043 parallel entire leg;
 - (d) CROSSING: VR-073 parallel entire leg;

- (e) CROSSING: IR-062 right to left 14NM prior to E.
- (10) E-F:
 - (a) CROSSING: VR-043 left to right at E;
 - (b) CROSSING: VR-073 left to right at E;
 - (c) CROSSING: VR-1713/VR-1753 10NM prior to F;
 - (d) AVOID: ROANOKE River and ALBEMARLE Sound coastal areas by 2000' AGL for moderate bird hazard;
- (11) F-G:
 - (a) Do not enter 5-5302 when active (By NOTAM) unless cleared in;
 - (b) AVOID: ALBEMARLE Sound coastal areas by 2000' AGL for moderate bird hazard.
- (12) G-H:
 - (a) Contact Oceana Approach 279.2 upon exit for IFR pick-up if required;
 - (b) AVOID: ALBEMARLE Sound coastal areas by 2000' AGL for moderate bird hazard.
- (13) E-E1:
 - (a) CROSSING: VR-043 parallel entire leg;
 - (b) CROSSING: VR-073 parallel entire leg;
 - (c) CROSSING: VR-1713 left to right at E1;
 - (d) CROSSING: IR-062 right to left at E1.
 - (e) CAUTION: Check NOTAMS for model rocket firings; Plymouth Rocketry. Sat/Sun only launches of unmanned class II rocket or rockets in the vicinity of N35-46-31 W076-33-06, within a 2NM radius, not to exceed 17,500' MSL. Sunrise-Sunset. Approximately Elizabeth City VOR/DME (ECG) 219R/34.2NM.
- (14) CROSSING ROUTE CONTACT INFORMATION:
 - (a) IR-062: Oceana NAS, DSN 433-1228;
 - (b) IR-719: Oceana NAS, DSN 433-1228;
 - (c) VR-043: Seymour Johnson AFB;
 - (d) VR-073: Seymour Johnson AFB;
 - (e) VR-085: Seymour Johnson AFB;
 - (f) VR-1713: Andrews AFB, DSN 857-3307;
 - (g) VR-1046: Cherry Point, DSN 582-4040;
 - (h) VR-1753: Oceana NAS, DSN 433-1228;
 - (i) VR-1759: Oceana NAS, DSN 433-1228.

FSS Within 100 NM Radius:

NTU, RDU

VR-086

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty 4FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TYI 222/38	N35°28.00' W78°10.00'
05 AGL B 30 MSL to	B	TYI 179/18	N35°41.00' W77°40.00'
05 AGL B 30 MSL to	C	TYI 108/16	N35°55.00' W77°23.00'

05 AGL B 30 MSL to	D	TYI 058/17	N36°09.00' W77°25.00'
05 AGL B 30 MSL to	E	TYI 336/28	N36°23.00' W77°59.00'
05 AGL B 30 MSL to	F	SBV 122/27	N36°28.00' W78°31.00'
05 AGL B 30 MSL to	G	SBV 196/22	N36°19.00' W79°06.00'
05 AGL B 30 MSL to	H	LIB 079/14	N35°52.00' W79°20.00'
05 AGL B 30 MSL to	I	LIB 119/11	N35°44.00' W79°25.00'
05 AGL B 30 MSL to	J	LIB 176/20	N35°29.00' W79°34.00'

TERRAIN FOLLOWING OPERATIONS: This route is designated as containing terrain following segments from A to J.

ROUTE WIDTH - 5 NM either side of centerline for entire route.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, E, F, G, H, I.
- (3) Alternate Exit: B, C, D, E, F, G, H, I.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1 NM or overfly 1000'AGL; avoid airports by 3 NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) A-B:
 - (a) CROSSING: VR-86 parallel entire leg.
 - (b) AVOID: WAYNE EXECUTIVE AIRPORT at N35-27.8 W077-58.0;
 - (c) AVOID: KENLY AIRFIELD at N35-35.8 W078-05.7.
- (7) B-C:
 - (a) AVOID: Landfill at N35-49.5 W77-34.23 by 2000' AGL/1NM, moderate bird hazard;
 - (b) CROSSING: VR-086 parallel entire leg;
 - (c) CROSSING: VR-1759 left to right 3NM prior to C;
 - (d) AVOID: TARBORO AIRFIELD at N35-56.4 W077-32.6.
- (8) C-D:
 - (a) CROSSING: VR-1046 left to right 6NM prior to D;
 - (b) CROSSING: VR-043 left to right 4NM prior to D.
- (9) D-E:
 - (a) AVOID: HALIFAX-NORTHHAMPTON REGIONAL AIRFIELD at N36-19.3 W077-37.9;
 - (b) TOWER: 415'AGL(777'MSL) at N36-26.3 W77-57.0;
 - (c) CROSSING: VR-042 parallel entire leg;
 - (d) CROSSING: IR-718 right to left 29NM prior to E;
 - (e) CROSSING: VR-096 left to right at E;
 - (f) CROSSING: VR-083 left to right at E;
 - (g) AVOID: Landfill at N36-22.5 W77-48.6 by 2000' AGL/1NM. Moderate bird hazard.
- (10) E-F:
 - (a) CROSSING: VR-096 left to right at E;
 - (b) CROSSING: VR-083 left to right at E;
 - (c) CROSSING: VR-042 parallel until 7NM prior to F;
 - (d) CROSSING: VR-1759 right to left 20NM prior to F;

- (e) AVOID: Landfill at N36-22.2 W78-27.4 by 2000' AGL/1NM. Moderate bird hazard.
- (11) F-G:
 - (a) CROSSING: VR-043 right to left 2NM past F;
 - (b) AVOID: HENDERSON-OXFORD AIRFIELD at N36-21.7 W078-31.8;
 - (c) AVOID: Landfill at N36 22.5 W078 37.6 by 2000' AGL/1 NM;
 - (d) CAUTION: High concentration of soaring birds observed at N36-21.9 W078-41.2, moderate bird hazard.
 - (e) AVOID: Landfill at N36-19.6 W078-49.8 by 2000' AGL/1 NM, moderate bird hazard;
 - (f) AVOID: PERSON COUNTY AIRFIELD at N36-17.1 W078-59.1.
- (12) G-H:
 - (a) AVOID: WHITFIELD AIRFIELD at N36-17.2 W079-04.6;
 - (b) AVOID: Landfill at N35-55.7 W79-17.5 by 2000' AGL/1NM, moderate bird hazard;
 - (c) CROSSING: VR-1061 parallel entire leg;
 - (d) AVOID: HURDLE AIRFIELD at N36-04.5 W079-16.9;
 - (e) AVOID: DUCHY AIRFIELD at N35-59.0 W079-16.3.
- (13) H-I:
 - (a) CROSSING: VR-1061 parallel entire leg.
- (14) I-J:
 - (a) CROSSING: VR-1061 parallel entire leg;
 - (b) TOWER: 400' AGL at N35-34.881 W79-28.172;
 - (c) AVOID: SILER CITY AIRFIELD at N35-42.3 W079-30.1.
- (15) CROSSING ROUTE CONTACT INFORMATION:
 - (a) IR-718: Oceana NAS, DSN 433-1228;
 - (b) VR-042: Seymour Johnson AFB;
 - (c) VR-043: Seymour Johnson AFB;
 - (d) VR-083: Seymour Johnson AFB;
 - (e) VR-086: Seymour Johnson AFB;
 - (f) VR-096: Seymour Johnson AFB;
 - (g) VR-1046: Cherry Point, DSN 582-4040;
 - (h) VR-1759: Oceana NAS, DSN 433-1228;
 - (i) VR-1061: Seymour Johnson AFB.

FSS Within 100 NM Radius:

NTU,RDU

VR-087

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty hours 4 FW/CP, DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FLO 321/45	N34°47.00' W80°16.00'
03 AGL B 65 MSL to	B	FLO 337/20	N34°32.00' W79°50.00'
03 AGL B 65 MSL to	C	FLO 061/32	N34°31.00' W79°06.00'
01 AGL B 65 MSL to	D	FLO 098/50	N34°09.00' W78°39.00'

VR ROUTES

01 AGL B 80 MSL to	E	FLO 119/11	N34°09.00' W79°27.00'
01 AGL B 65 MSL to	F	SSC 109/24	N33°54.00' W80°00.00'
01 AGL B 65 MSL to	G	SSC 167/16	N33°43.30' W80°21.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 10 NM either side of centerline from A to E; 8 NM either side of centerline from E to G.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
 - (2) Alternate Entry: B, C, E, F.
 - (3) Alternate Exit: B, C, E, F.
 - (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
 - (5) Avoid towns and populated areas by 1 NM or overfly 1000' AGL; avoid airports by 3 NM or overfly 1500' AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle, or structure.
 - (6) A-B:
 - (a) Crossing: IR-721/VR-1721 right to left 6 NM SE of Pt A;
 - (b) Crossing: VR-1043 opposite direction Pt A-C and D-G;
 - (c) AVOID: PAGELAND AIRFIELD at N34-44.7 W080-20.71;
 - (d) AVOID: CHERAW/BELLINGER AIRFIELD at N34-42.7 W079-57.3;
 - (e) AVOID: DARLINGTON AIRFIELD at N34-27.1 W079-53.3.
 - (7) B-C:
 - (a) Crossing: IR-062 same direction 3000' AGL and above between Pt B and Pt C;
 - (b) WARNING: Minimum altitude of 500' AGL Pt B-E (1 JUN-31 OCT) for numerous crop duster aircraft operating 300' AGL and below;
 - (c) AVOID: MARLBORO COUNTY AIRFIELD at N34-37.2 W079-44.2;
 - (d) AVOID: CLIO COP CARE AIRFIELD at N34-33.6 W079-32.3;
 - (e) AVOID: DILLON COUNTY AIRFIELD at N34-27.3 W079-22.0;
 - (f) AVOID: LUMBERTON REGIONAL AIRFIELD at N34-36.6 W079-03.6.
 - (8) C-D:
 - (a) CAUTION: TOWER 100' AGL at N34-19.3 W078-55.6;
 - (b) AVOID: COLUMBUS COUNTY AIRFIELD at N34-16.6 W078-42.6.
 - (c) Crossing: IR-035 left to right 2 NM SE of Pt. C.
 - (9) D-E:
 - (a) Crossing: VR-1043 opposite direction Pt A-C and D-G;
 - (b) Crossing: IR-035 same direction Pt. D-G;
 - (c) CAUTION: TOWER 250' AGL at N34-09.9 W078-47.3;
 - (d) UNCHARTED AIRPORT (Rwy 08/24 and 15/33), N34-17.7 W079-03.3;
 - (e) AVOID: GREEN SEA AIRFIELD at N34-11.1 W079-01.2;
 - (f) CAUTION: UNCHARTED (PRIVATE) DUSTER STRIP; 5000' (Rwy orient E/W) N34-16.0 W079-01.4;
 - (g) AVOID: TWIN CITY AIRFIELD at N34-05.4 W078-51.6;
 - (h) CAUTION: TOWER 500' MSL N34-02.6 W079-13.9;
 - (i) CONGRESSIONAL NOISE SENSITIVE AREA: GALIVANTS FERRY N34-03.4 W079-14.3, AVOID by 2000' AGL/2NM (Extremely sensitive);
 - (j) AVOID: MARION COUNTY AIRFIELD at N34-10.8 W079-20.1.
- (10) E-F:
 - (a) CAUTION: UNCHARTED (PRIVATE) DUSTER STRIP: 2500' (Rwy orient 03/21) N34-02.0 W079-28.5;
 - (b) AVOID: FLORENCE REGIONAL AIRFIELD at N34-11.2 W079-43.4;
 - (c) CAUTION: TOWER 300' AGL (372' MSL) at N33-53.5 W079-41.0;
 - (d) CAUTION: TOWER 250-300' AGL at N34-02.3 W079-49.5;
 - (e) CAUTION: Ultralight aircraft flying at and below 1000' AGL, especially near LAKE CITY EVANS (51J) at N33-51.3 W079-46.4;
 - (f) AVOID: LAKE CITY EVANS AIRFIELD at N33-51.3 W079-46.4;
 - (g) CAUTION: TOWER 320' AGL at N33-59.0 W079-58.0;
 - (h) Crossing: IR-035 same direction Pt. D-G.
- (11) F-G:
 - (a) CAUTION: Opposite direction traffic exiting VR-088 at G may hold at RIMINI Bridge at N33-30 W080-27 awaiting clearance into R-6002;
 - (b) CAUTION: After F, be aware of Shaw Class C airspace which extends approximately 2NM into route from the North, 1500' MSL and above;
 - (c) AVOID: UNCHARTED (PRIVATE) DUSTER STRIP 2500' (Rwy orient 07/25) at N33-46.2 W080-05.0;
 - (d) CAUTION: SAW MILL at N33-47.3 W080-14.0;
 - (e) CAUTION: Contact Poinsett Ranger prior to entering the lateral confines of the Poinsett Low MOA and/or R-6002;
 - (f) CAUTION: Route width excludes FLORENCE AIRPORT Class D airspace and R-6002 when active;
 - (g) Crossing: IR-035 same direction Pt. D-G.
 - (h) Crossing: IR-036 left to right, 4 NM SW of Pt. F, then same direction.
- (12) Crossing route contact information:
 - (a) VR-088: Seymour Johnson AFB; DSN 722-2129;
 - (b) IR-721: Charleston AFB; DSN 673-5552;
 - (c) VR-1043: Cherry Point MCAS; DSN 582-4040;
 - (d) IR-062: Oceana NAS; DSN 433-1228.
 - (e) IR-035: Shaw AFB; DSN 965-1118/1119.
 - (f) IR-036: Shaw AFB; DSN 965-1118/1119.
- (13) WARNING: Minimum altitude 500' AGL Pt B to E (1 Jun - 31 Oct). Numerous crop spraying aircraft carrying hazardous material operating in the vicinity 300' AGL and below;
- (14) Make entry time plus or minus 5 minutes or reschedule. Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (15) Maintain 1500' AGL until passing B for numerous noise sensitive areas.

FSS Within 100 NM Radius:

AND, RDU

VR-088

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty hours 4 FW/CP, DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CAE 346/55	N34°44.00' W81°22.00'
03 AGL B 65 MSL to	B	CAE 292/37	N34°04.00' W81°45.00'
03 AGL B 65 MSL to	C	CAE 222/24	N33°33.00' W81°22.00'
03 AGL B 80 MSL to	D	CAE 180/46	N33°05.00' W81°01.00'
01 AGL B 65 MSL to	E	CAE 168/47	N33°06.00' W80°50.00'
01 AGL B 65 MSL to	F	SSC 197/21	N33°38.00' W80°32.00'
01 AGL B 65 MSL to	G	SSC 183/18	N33°40.80' W80°26.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 10 NM either side of centerline from A to F; 8 NM either side of centerline from F to G.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D.
- (3) Alternate Exit: B, C, D.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1 NM or overfly 1000' AGL; avoid airports by 3 NM or overfly 1500' AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle, or structure.
- (6) A-B:
 - (a) AVOID: UNION COUNTY AIRFIELD at N34-41.0 W081-38.4;
 - (b) AVOID: NEWBERRY COUNTY AIRFIELD at N34-18.5 W081-38.4;
- (7) B-C:
 - (a) Crossing: VR-1059 entry point coincident with Pt B flowing southwest;
 - (b) Crossing: IR-036 entry Pt. 15 NM east of Pt. C, opposite direction, then flowing south.
 - (c) AVOID: SALUDA COUNTY AIRFIELD at N33-55.8 W081-47.6;
 - (d) AVOID: AIKEN MUNICIPAL AIRFIELD at N33-38.9 W081-41.3;
 - (e) AVOID: GILBERT INTERNATIONAL AIRFIELD at N33-53.1 W081-23.0;
 - (f) AVOID: PERRY INTERNATIONAL AIRFIELD at N33-37.4 W081-19.8;
 - (g) AVOID: Horse Farm at N33-31.891 W081-23.318 by 1500' AGL or 1 NM.
- (8) C-D:
 - (a) AVOID: North AB AUX Airfield Class D airspace when active via NOTAM at N33-36.5 W081-04.3;

- (b) Crossing: SR-166 entry pt 2.5 NM left of course 20 NM prior to Pt D flowing east.
- (c) AVOID: BARNWELL REGIONAL AIRFIELD at N33-15.3 W081-23.4;
- (d) AVOID: BAMBERG COUNTY AIRFIELD at N33-18.3 W081-06.5.
- (e) Crossing: IR-036 entry Pt. 15 NM east of Pt. C, opposite direction, then flowing south.
- (9) D-E:
 - (a) TOWER: 630' AGL (700' MSL), N33-01 W080-50.
 - (b) Crossing: IR-036 same direction.
- (10) E-F:
 - (a) CAUTION: Poinsett Low MOA 2 NM prior to Pt F 300' AGL to 2500' AGL;
 - (b) CAUTION: Opposite direction traffic exiting VR-087 at Pt G may hold at Rimini Bridge at N33-30 W080-27 awaiting clearance into R-6002;
 - (c) AVOID: ORANGEBURG MUNICIPAL AIRFIELD at N33-27.4 W080-51.5;
 - (d) TOWER: 400' AGL, N33-27.78 W080-44;
 - (e) CAUTION: Contact Poinsett Ranger prior to entering the lateral confines if the Poinsett Low MOA and/or R-6002.
 - (f) Crossing: IR-035 opposite direction, Pt. E-G, 8 NM prior to Pt. F;
 - (g) Crossing: IR-036 left to right at Pt. E and IR-036 opposite direction 8 NM prior to Pt. F.
 - (h) AVOID: Solar Farm by 1000' AGL or 1 NM due to bird strike hazard at N33-19.26 W080-42.32;
- (11) F-G:
 - (a) AVOID: R-6002 4 NM north of Pt G when active without clearance to enter;
 - (b) CAUTION: Opposite direction traffic exiting VR-087 at Pt G may hold at Rimini Bridge at N33-30 W080-27 awaiting clearance into R-6002;
 - (c) AVOID: MCNEIL AIRFIELD at N33-34.9 W080-38.9.
 - (d) Crossing: IR-036 opposite direction.
- (12) Crossing route information:
 - (a) VR-1059: Shaw AFB; DSN 965-1118/1119;
 - (b) VR-087: Seymour Johnson AFB; DSN 722-2129;
 - (c) SR-166: Charleston AFB; DSN 965-1118.
 - (d) IR-035: Shaw AFB; DSN 965-1118/1119.
 - (e) IR-036; Shaw AFB; DSN 965-1118/1119.
- (13) Avoid: Uncharted 2000' private grass strip (N34-29.0 W81-40.0), by 1000' AGL/2 NM.
- (14) Avoid: Uncharted airfield (N33-36.5 W81-14.0) by 1000' AGL/2 NM.
- (15) CAUTION: Four towers:
 - (a) 345' AGL (832' MSL) N34-11.8 W81-49.2;
 - (b) 250' AGL (750' MSL) N34-13.0 W81-29.8;
 - (c) 680' AGL (1280' MSL) N34-45.9 W81-18.0;
 - (d) 480' AGL N33-21.1 W80-35.2.
- (16) CAUTION: Three towers:
 - (a) 500' AGL (662' MSL) at N33-39.5 W80-18.6;
 - (b) 415' AGL (972' MSL) at N34-14.3 W81-33.5;
 - (c) 250' AGL (825' MSL) at N34-41.9 W81-33.5.
- (17) CAUTION: Two towers:
 - (a) 420' AGL (573') N33-25.5 W80-38.9;
 - (b) 260' AGL (787') N33-44.3 W81-31.2.
- (18) Avoid: Five congressional noise sensitive areas by 1000' AGL/1 NM:
 - (a) N33-29.7 W81-16.8;
 - (b) N33-07.8 W81-13.2;
 - (c) N33-47.6 W81-36.0;
 - (d) N33-40.N W81-37.5;

VR ROUTES

- (e) N33-48.2 W81-25.5.
- (19) Avoid Newberry, SC Airport (N34-18.7 W81-38.4). Avoid by 1500' AGL/3 NM. Avoid overflight of the city of Newberry, SC by the same altitude margin.
- (20) Make entry time plus or minus 5 minutes or reschedule. Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (21) AVOID: From abeam Batesburg, SC (N33-54.0 W81-32.0) to Wagner, SC (N33-39.0 W81-22.0) (18 NM) minimum altitude of 1000' AGL due to numerous congressional noise sensitive areas and towers up to 500' AGL.
- (22) Avoid horse farm by 1000' and 1NM
- (a) N33.11985/W80.98353

FSS Within 100 NM Radius:

AND, MCN

VR-092

ORIGINATING ACTIVITY: 20 OSS/OSOA, Shaw AFB, SC 29152 DSN 965-1121/1122, C803-895-1121/1122, Fax DSN 965-4804.

SCHEDULING ACTIVITY: 20 OSS/OSOS, Shaw AFB, SC 29152 Duty hrs DSN 965-1118/1119, C803-895-1118/1119.

HOURS OF OPERATION: Continuous (Feb, Apr, Jun, Aug, Oct, Dec) VR-058 opposite direction other months

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	HRS 268/91	N34°53.00' W85°45.00'
01 AGL B 50 MSL to	B	HRS 296/99	N35°40.00' W85°44.00'
01 AGL B 50 MSL to	C	HRS 318/36	N35°23.00' W84°24.00'
01 AGL B 80 MSL to	D	HRS 319/11	N35°05.00' W84°04.00'
01 AGL B 80 MSL to	E	SPA 262/85	N34°46.00' W83°37.00'
01 AGL B 80 MSL to	F	SPA 264/54	N34°54.00' W83°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 10 NM either side of centerline from A to E; 8 NM either side of centerline from E to F.

Special Operating Procedures:

- (1) Alternate Entry Points: B and D.
- (2) Alternate Exit Points: C, D and E.
- (3) CAUTION: Numerous power lines along route above 100' AGL.
- (4) Avoid by 1500' AGL/3 NM: Monteagle, TN N35-16.0 W85-50.0. Presidential noise sensitive area.
- (5) 23 Towers:
- (a) 250' AGL N34.57.91 W83.49.78;
- (b) 250' AGL N34.57.17 W84.02.62;
- (c) 250' AGL N35.08.91 W84.10.54;
- (d) 350' AGL N35.19.5 W84.27.05;

- (e) 300' AGL N35.34.84 W84.58.4;
- (f) 250' AGL N34.54.77 W85.46.42;
- (g) 300' AGL N34.55.33 W83.02.82;
- (h) 400' AGL N37.57.86 W83.49.43;
- (i) 500' AGL N35.30.99 W84.46.45;
- (j) 250' AGL N34.47.55 W83.14.41;
- (k) 250' AGL N34.47.82 W83.51.77;
- (l) 250' AGL N35.28.74 W85.13.92;
- (m) 250' AGL N34.50.82 W83.29.85;
- (n) 200' AGL N34.55.92 W83.02.41;
- (o) 300' AGL N35.01.08 W83.43.04;
- (p) 260' AGL N35.48.72 W85.47.59;
- (q) 350' AGL N35.35.13 W85.06.80;
- (r) 200' AGL N35.24.14 W85.10.36;
- (s) 200' AGL N35.33.41 W84.46.45;
- (t) 200' AGL N35.18.49 W84.49.19;
- (u) 200' AGL N34.57.56 W84.07.55;
- (v) 200' AGL N35.50.00 W83.33.39;
- (w) 200' AGL N34.49.40 W82.50.59.
- (6) CAUTION: Extensive seaplane activity, SFC to 1400' at Rock Island, TN N35-48.0 W85-37.0.
- (7) CAUTION: 2 Uncharted airfields - Avoid by 1000' AGL/2NM:
- (a) Dirt Strip N35.10 W85.49;
- (b) 3000' hard surface rwy N35.15.2 W85.23.0.
- (8) CAUTION: IR-077 same direction A to B (de-conflict with DSN 459-2735).
- (9) CAUTION: Hang gliding activity N35-06.0 W85-30.0; N35-23.0 W85-20.5; N35-01.0 W85-23.0; to N34-46.0 W85-34.0; N35-12.5 W85-32.5.
- (10) CAUTION: VR-1052 opposite direction between points A-E, VR-1055 crosses left to right between pts C to D (de-conflict with DSN 459-2735).
- (11) CAUTION: VR-1056 same direction A to E (de-conflict with DSN 459-2735).
- (12) CAUTION: Power lines overhanging valley N35-33.0 W85-03.0.
- (13) Avoid noise sensitive area by 1500' AGL/1 NM, Dayton, TN N35-28.0 W85-01.0.
- (14) Avoid chlorine gas plant by 1000' AGL/1 NM, N35-17.5 W84-45.0.
- (15) Avoid power plant by 1000' AGL/ 1 NM, N35-36.1 W84-47.5.
- (16) Avoid congressional noise sensitive area by 1500' AGL/1 NM, Athens, TN, N35-26.5 W84-36.0,
- (17) CAUTION: Chilhowee Glider Port N35-13.8 W84-35.0, numerous glider activities, SFC-5000' within 5 NM.
- (18) CAUTION: 3000' runway airport at Tellico Plains, TN, N35-22.8 W84-18.0, intensive student training, avoid by 1500'.
- (19) Avoid by 1000' AGL/1 NM Coker Creek, TN, N35-16.0 W84-17.0 Congressional noise sensitive area.
- (20) Avoid by 1500' AGL/5 NM N35-05.0 W84-04.0, Congressional noise sensitive area.
- (21) Avoid by 1500' AGL/1 NM noise sensitive area, N34-42.2 W83-38.1.
- (22) Avoid 9 towers:
- (a) 250' AGL N34.57.91 W83.49.78;
- (b) 250' AGL N34.57.17 W84.02.62;
- (c) 250' AGL N35.08.91 W84.10.54;
- (d) 350' AGL N35.19.5 W84.27.05;
- (e) 300' AGL N35.34.84 W84.58.4;
- (f) 250' AGL N34.54.77 W85.46.42;
- (g) 300' AGL N34.55.33 W83.02.82;
- (h) 400' AGL N34.57.86 W83.49.43;

- (i) 500' AGL N35.30.99 W84.46.45
- (23) WARNING, avoid by 1 NM Nuclear Power Plant, Oconee, SC N34-47.5 W82-53.9. Do not over-fly.
- (24) Noise Sensitive Areas:
- (a) Peachtree Community N35-05.7 W83-57.0, avoid by 1500' AGL/1 NM;
- (b) Clayton, GA N34-52.8 W83-24.0, avoid by 1500' AGL/2 NM.
- (25) Avoid the following environmentally sensitive areas (endangered bats) by 500' vertically or 1000' horizontally unless operationally necessary: (N35-33.2 W84-47.5), (N35-32.8 W85-40.3), (N34-59.4 W85-36.6), (N35-24.5 W85-00.8), (N35-15.5 W85 52.3).
- (26) Avoid two noise sensitive areas:
- (a) By 1000' AGL/1 NM, N34-45.9 W83-37.8.
- (b) By 1000' AGL/1 NM, N35-35.5 W85-12.0 (SE of Pikeville, TN).
- (27) Avoid Ivy Log Mountain, N34-55.0 W83-58.7, minimum altitude 4200' MSL within 2 NM. Congressional (Extremely) noise sensitive area:
- (28) Make entry time plus or minus 5 minutes or reschedule. Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (29) Be alert for hot air balloons operating from Sfc to 12,000' MSL within 10 NM of N34-42.0 W83-44.0.
- (30) CAUTION: Landfill; N35.22.93 W84.34.73, N35.29.66 W84.39.91, N35.33.79 W84.53.93, N35.41.18 W85.41.39.
- (31) CAUTION: Unmarked private airstrip; N35.23.25 W85.52.50, N35.09.17W85.42.11, N35.30.28 W85.25.39, N35.20.07 W85.53.32.

FSS Within 100 NM Radius:

ANB, AND, BNA, HUA, MCN

VR-093

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 Duty hrs DSN 722-2129/2124, C919-722-2129/2124. Non-duty hrs 4 FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	GSO 301/47	N36°25.00' W80°50.00'
01 AGL B 80 MSL to	B	GSO 301/83	N36°41.00' W81°30.00'
01 AGL B 80 MSL to	C	HMV 001/56	N37°22.00' W82°11.00'
01 AGL B 60 MSL to	D	HMV 340/68	N37°28.00' W82°43.00'
01 AGL B 60 MSL to	E	HMV 304/76	N37°04.00' W83°30.00'
01 AGL B 60 MSL to	F	HMV 289/69	N36°44.00' W83°30.00'
01 AGL B 60 MSL to	G	HMV 289/38	N36°36.00' W82°53.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 10 NM either side of centerline from B to F; 5 NM either side of centerline from F to G.

Special Operating Procedures:

- (1) Alternate Entry Points: B and C.
- (2) Alternate Exit Points: D, E, and F.
- (3) Avoid towns and populated areas by 1NM or overfly 1000' AGL; avoid airports by 3NM or overfly 1500' AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (4) A-B
 - (a) CROSSING: IR-721 right to left prior to A;
 - (b) CROSSING: IR-719 right to left prior to A;
 - (c) CROSSING: VR-042 right to left at A, then same direction to B where it then crosses left to right;
 - (d) CROSSING: IR-726/VR-1726 right to left from A to B;
 - (e) CROSSING: IR-723 right to left 24NM prior to B;
 - (f) CROSSING: IR-081 left to right 20NM prior to B;
 - (g) CROSSING: IR-080 left to right 11NM prior to B;
 - (h) CROSSING: IR-608 right to left 11NM prior to B;
 - (i) AVOID: Little Wilson Creek Wilderness Area at N36-39.1 W081-32.7 by 2000' AGL, or 1.5 NM.
- (5) B-C
 - (a) AVOID: Little Wilson Creek Wilderness Area at N36-40.5 W081-32.7 by 2000' AGL, or 2.5 NM;
 - (b) CROSSING: IR-743/VR-1743 right to left 49NM prior to C;
 - (c) CROSSING: IR-761 right to left 36NM prior to C, then same direction, then left to right at C;
 - (d) CROSSING: VR-041 right to left 36NM prior to C, then same direction, then left to right at C;
 - (e) CAUTION: Heavy hospital helicopter traffic to/from Lebanon, VA, N36-54.1 W82-04.5;
 - (f) AVOID: TAZEWEEL COUNTY AIRFIELD at N37-03.9 W081-48.0;
 - (g) AVOID: Congressional Noise Sensitive Area at, N37-12.5 W082-00.7 by 2000' AGL/1NM;
 - (h) CAUTION: Power Line, 400' AGL, N37-14 W082-02;
 - (i) AVOID: GRUNDY MUNICIPAL AIRFIELD at N37-14.1 W082-07.4;
 - (j) CROSSING: IR-079 left to right 10NM prior to C;
 - (k) CROSSING: VR-1633 right to left 4NM prior to C.
- (6) C-D
 - (a) CROSSING: IR-079 left to right from C to D;
 - (b) CAUTION: Tower, 1156' AGL, N37-32.8 W082-26.8;
 - (c) AVOID: PIKE COUNTY/HATCHER FIELD at N37-33.8 W082-34.0.
- (7) D-E
 - (a) CAUTION: Power Lines, 300'-400' AGL, multiple power line sets between peaks;
 - (b) AVOID: FORD/WENDELL AIRFIELD at N37-23.4 W083-15.6 by 1500' AGL or 3NM;
 - (c) AVOID: DUFF AIRFIELD (private) at N37-21.3 W083-20.6 by 1500' AGL or 3 NM.
- (8) E-F
 - (a) AVOID: TUCKER-GUTHERIE MEMORIAL AIRFIELD at N36-51.6 W083-21.4.
- (9) F-G
 - (a) AVOID: LEE COUNTY AIRFIELD at N36-39.5 W083-13.1;
 - (b) CROSSING: IR-743/VR-1743 left to right 3NM prior to G;

VR ROUTES

- (c) CAUTION: Bristol Class D Airspace 10 NM beyond Pt G from 4000-10,000' MSL.
- (10) Make entry time plus or minus 5 minutes or reschedule. Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (11) Crossing route information:
- (a) IR-079; NAS Pensacola, DSN 459-2735;
 - (b) IR-080; NAS Pensacola, DSN 459-2735;
 - (c) IR-081; NAS Pensacola, DSN 459-2735;
 - (d) IR-608; NAS Pensacola, DSN 459-2735;
 - (e) IR-719; Oceana NAS, 433-1228;
 - (f) IR-721; JB Charleston, DSN 673-5554;
 - (g) IR-723; NAS Pensacola, DSN 459-2735;
 - (h) IR-726/VR-1726; Seymour Johnson AFB, DSN 722-2129/2124;
 - (i) IR-743/VR-1743; Oceana NAS, 433-1228;
 - (j) IR-761; Oceana NAS, 433-1228;
 - (k) VR-041; Seymour Johnson AFB, DSN 722-2129/2124.

FSS Within 100 NM Radius:

AND, RDU

VR-096

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty 4FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TYI 336/28	N36°23.00' W77°59.00'
05 AGL B 65 MSL to	B	LYH 085/28	N37°20.00' W78°39.00'
05 AGL B 65 MSL to	C	LYH 024/29	N37°43.00' W79°02.00'
05 AGL B 65 MSL to	D	ROA 002/22	N37°43.00' W80°05.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline entire route.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C.
- (3) Alternate Exit: B, C.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.
- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.

- (6) Route users deconflict Farmville MOA with 1 OSS/OSO, DSN 574-2483/2559. Deconfliction is needed when routes are used between 0800-1700 hrs local, Mon-Fri. Make a call in the blind on UHF frequency 377.1 when transiting Farmville MOA Airspace.
- (7) A-B:
 - (a) CROSSING: VR-083 left to right at A;
 - (b) CROSSING: VR-086 right to left at A;
 - (c) CROSSING: VR-042 right to left at A;
 - (d) CROSSING: IR-062 right to left 53NM prior to B;
 - (e) CROSSING: VR-073 left to right 53NM prior to B;
 - (f) CROSSING: VR-1061/VR-083 right to left 35NM prior to B;
 - (g) CROSSING: IR-719 left to right 44NM prior to B;
 - (h) CROSSING: VR-1722 left to right 40NM prior to B;
 - (i) CROSSING: VR-042 left to right 33NM prior to B;
 - (j) CROSSING: VR-1759 right to left 33NM at B;
 - (k) CROSSING: IR-715 right to left 27NM prior to B;
 - (l) CROSSING: IR-719 right to left 2NM prior to B;
 - (m) AVOID: Lake Gaston by 2000' AGL/1 NM, moderate bird hazard;
 - (n) Tower: 450'AGL, (821' MSL) at N36-26.29 W77-57.04;
 - (o) AVOID: SOUTH HILL/MECKLENBURG-BRUNSWICK REGIONAL AIRFIELD at N36-41.9 W078-03.2.
- (8) B-C:
 - (a) CROSSING: VR-1722 right to left 28NM prior to C;
 - (b) CROSSING: VR-041/IR-761 right to left 2NM prior to C;
 - (c) CROSSING: IR-715 left to right 2NM prior to C.
- (9) C-D:
 - (a) AVOID: Lowmoor Hospital at N37-47.4 W79-53.0 by 1000' or 1NM;
 - (b) CAUTION: Numerous powerlines in mountainous areas;
 - (c) CROSSING: IR-715 right to left 46NM prior to D;
 - (d) CROSSING: IR-762/VR-1756 left to right 39NM prior to D;
 - (e) CROSSING: VR-1756 right to left 15NM prior to D;
 - (f) CROSSING: IR-608 right to left 8NM prior to D;
 - (g) AVOID: Congressional noise sensitive area at N37-39.9 W079-34.7 by 3000' AGL/2NM;
 - (h) Use caution for medical helicopters operating to and from Carilion Stonewall Jackson Hospital Heliport (N37-46 42.48 W079-26 32.14) 19.8 miles west of Point C, 3.4 miles north of centerline.
- (10) CROSSING ROUTE CONTACT INFORMATION:
 - (a) IR-062: Oceana NAS, DSN 433-1228;
 - (b) IR-608: Pensacola NAS, DSN 922-2735;
 - (c) IR-715: Oceana NAS, DSN 433-1228;
 - (d) IR-719: Oceana NAS, DSN 433-1228;
 - (e) IR-761: Oceana NAS, DSN 433-1228;
 - (f) IR-762: Oceana NAS, DSN 433-1228;
 - (g) VR-041: Seymour Johnson AFB;
 - (h) VR-042: Seymour Johnson AFB;
 - (i) VR-073: Seymour Johnson AFB;
 - (j) VR-073: Seymour Johnson AFB;
 - (k) VR-086: Seymour Johnson AFB;
 - (l) Oceana NAS, DSN 433-1228;
 - (m) VR-1756: Oceana NAS, DSN 433-1228;
 - (n) VR-1759: Oceana NAS, DSN 433-1228;
 - (o) VR-1722: Oceana NAS, DSN 433-1228.

FSS Within 100 NM Radius:

DCA, EKN, NTU, RDU

VR-097

ORIGINATING ACTIVITY: 20 OSS/OSOA, Shaw AFB, SC
29152 DSN 965-1121/1122, C803-895-1121/1122, Fax DSN
965-4804.

SCHEDULING ACTIVITY: 20 OSS/OSOS, Shaw AFB, SC
29152, Duty hrs DSN 965-1118/1119, C803-895-1118/1119.

HOURS OF OPERATION: 0600-2400 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SUG 217/31	N34°58.80' W82°37.80'
30 MSL B 80 MSL to	B	SUG 229/43	N34°55.20' W82°54.50'
01 AGL B 80 MSL to	C	SPA 264/54	N34°54.00' W83°00.00'
01 AGL B 80 MSL to	D	SPA 262/85	N34°46.00' W83°37.00'
01 AGL B 80 MSL to	E	ODF 261/23	N34°38.20' W83°45.60'
01 AGL B 80 MSL to	F	ODF 255/27	N34°34.50' W83°49.90'
01 AGL B 80 MSL to	G	AHN 330/36	N34°28.30' W83°41.00'
01 AGL B 40 MSL to	H	AHN 338/27	N34°22.00' W83°32.00'
01 AGL B 40 MSL to	I	AHN 010/17	N34°14.00' W83°16.00'
01 AGL B 40 MSL to	J	AHN 030/17	N34°12.00' W83°09.00'
01 AGL B 40 MSL to	K	AHN 045/16	N34°07.90' W83°06.20'
01 AGL B 15 AGL to	L	AHN 115/23	N33°47.00' W82°54.00'
01 AGL B 15 AGL to	LL	DBN 006/64	N33°38.00' W82°49.00'
01 AGL B 15 AGL to	M	DBN 021/38	N33°09.92' W82°37.48'
01 AGL B 15 AGL to	N	DBN 029/31	N33°02.02' W82°34.98'
01 AGL B 15 AGL to	O	DBN 055/38	N32°58.22' W82°14.98'
01 AGL B 15 AGL to	P	DBN 063/43	N32°56.52' W82°05.98'
01 AGL B 15 AGL to	Q	VAN 221/53	N32°45.00' W81°03.00'
01 AGL B 15 AGL to	R	VAN 223/41	N32°55.50' W80°56.60'
01 AGL B 40 MSL to	RR	VAN 228/29	N33°06.90' W80°50.00'
01 AGL B 40 MSL to	S	VAN 342/10	N33°38.00' W80°32.00'
01 AGL B 40 MSL to	T	VAN 010/12	N33°40.80' W80°26.00'
01 AGL B 15 AGL to Alternate Exit: O	O	DBN 055/38	N32°58.22' W82°14.98'

01 AGL B 15 AGL to	O1	DBN 080/137	N33°08.02' W82°12.48'
01 AGL B 15 AGL to	O2	DBN 043/49	N33°12.72' W82°13.48'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 8 NM left and 6 NM right of centerline
from A to C; 8 NM either side of centerline from C to F; 5 NM
either side of centerline from F to J; 5 NM left and 6 NM right of
centerline from J to L; 6 NM left and 10 NM right of centerline
from L to N; 9 NM left and 10 NM right of centerline from N to P;
10 NM either side of centerline from P to S; 8 NM either side of
centerline from S to T.

Special Operating Procedures:

- (1) Alternate Entry: M, N, O and P.
- (2) Alternate Exit: M, N, O, O2, P, Q and S.
- (3) Tie-In FSS Anderson (AND): Maintain 3000' MSL until
passing Pt. B.
- (4) CAUTION: IR-22 crosses between Points A to B,
9000'-10,000' MSL.
- (5) WARNING/AVOID: Nuclear Power Plant, Oconee, SC,
34-47.5N 82-53.9W, avoid by 1 NM, do not overfly.
- (6) CAUTION: Towers:
 - (a) 34-57.19N 82-50.12W 300' AGL;
 - (b) 34-55.53N 82-56.74W 250' AGL;
 - (c) 34-54.07N 82-58.51W 300' AGL;
 - (d) 34-52.17N 83-09.07W 300' AGL;
 - (e) 32-49N 81-58.8W 400' AGL;
 - (f) 35-53N 83-04.4W 400' AGL;
 - (g) 34-33.82N 83-46.82W 400' AGL;
 - (h) 32-49.11N 81-56.93W 430' AGL;
 - (i) 34-57.25N 82-50.24W 250' AGL;
 - (j) 34-36.24N 83-42.34W 250' AGL;
 - (k) 34-30.33N 83-48.25W 250' AGL;
 - (l) 34-16.58N 83-25.29W 250' AGL.
- (7) Six Noise Sensitive Areas:
 - (a) N34-42.2 W83-38.1, avoid by 1500' AGL/1 NM;
 - (b) Town of Clayton, GA N34-52.8 W83-24.0, avoid
overflight of city and adjacent build-up areas by 1500'
AGL/2 NM;
 - (c) Town of Carnesville, GA N34-19.5 W83-18.2, avoid by
1500' AGL/1 NM;
 - (d) Town of Ila, GA N34-11.0 W83-16.5, avoid by 1500'
AGL/1 NM;
 - (e) 34-20N 83-30W Chicken farm, avoid by 1 NM/1500'
AGL;
 - (f) 33-03.55N 82-09.58W Horse farm, avoid by 1 NM/1500'
AGL;
 - (g) 34-36.52N 83-40W, Avoid by 1 NM/1500' AGL.
- (8) Fly at or above 1000' AGL between D and G for numerous
noise sensitive areas.
- (9) Avoid: Four towers N34-52.73 W83-05.69 300' AGL.
- (10) CAUTION: Multiple Victor Airways converge at Athens
VORTAC between Pts K and L. Exercise increased vigilance
while transiting this area. Expect increased traffic between 1
Sep and 30 Nov.
- (11) CAUTION: Noise sensitive area, Comer, GA, N34-03.8
W83-07.5. Avoid by flying east of route center line.
- (12) CAUTION: Traffic crosses Pt L and 2200' MSL then
descends into Washington-Wilkes County Airport, GA,
N33-46.6 W82-48.9.

VR ROUTES

- (13) CAUTION: Towers:
- (a) 34-14.7N 83-07W 300' AGL;
 - (b) 33-59.63N 82-58.07W 350' AGL.
- (14) Congressional noise sensitive area: Washington, GA N33-44.1 W82-44.5, avoid by 1500' AGL or 1 NM.
- (15) Use of O-02 authorized only when scheduled to operate in BULLDOG D MOA and R-3004.
- (16) AVOID: Stork Farm N32-51.9 W82-02.0, avoid by 1500' AGL/1 NM.
- (17) CAUTION: VR-058 same direction Pt A to D; VR-092 opposite direction to Pts C and D. VR-1059 same direction Pt L to Q (Deconflicted by 20 OSS). VR-088 same direction Pt RR to T (Deconflict with 4 OSS DSN 722-2129).
- (18) CAUTION: VR-097 transits BULLDOG MOA (deconflict with 20 OSS/OSOS). When booking VR-097, aircrews should include delay time in Bulldog MOA as applicable. Route users make call IN THE BLIND prior to Point M on UHF frequency 343.75 when transiting BULLDOG MOA airspace.
- (19) CAUTION: VR-1004 (L-K) crosses right to left west of Pt N (Deconflict DSN 942-2004).
- (20) The following restrictions are located in Bulldog D: AVOID: At N33-16.0 W82-17.2 1465' AGL/(1900' MSL), avoid by 1 NM. AVOID: Noise sensitive area, pond and farm at N33-17.7 W82-16.8, avoid by 1500' AGL/2 NM.
- (21) CAUTION: 14 Towers with cables stretched between centered at N32-40.7 W81-08.1; avoid by 1 NM. Maximum height up to 500' AGL.
- (22) CAUTION: Powerline 300' AGL, crosses N to S between Pts P and Q, N33-02.5 W81-44.0 to N32-45.0 W81-38.5.
- (23) AVOID: Permanently manned fire tower, N32-50.7 W81-18.2 by at least 500'.
- (24) AVOID: BEAUFORT 3 MOA or deconflict (DSN 335-7304).
- (25) AVOID: Two congressional noise sensitive areas:
- (a) N33-47.0 W80-36.8 Avoid by 1000' AGL/1 NM;
 - (b) N34-14.5 W83-22.4 Avoid by 1500' AGL/1 NM.
- (26) AVOID: Peregrine Falcon nesting area (endangered species): N35-03.2 W82-42.0 Avoid by 1500' above tree/cliff height and 1 NM (15 Feb thru 15 Jul).
- (27) AVOID: Two noise sensitive areas by 1000' AGL/1 NM:
- (a) N34-45.9 W83-46.5;
 - (b) N33-02.1 W82-14.9 (Vidette, GA).
- (28) CAUTION: SR-166 crosses route from N33-23.0 W81-08.0 to N33-17.0 W80-31.0.
- (29) AVOID: Santee National Wildlife Refuge (Lake Marion), avoid by 2200' AGL.
- (30) CAUTION: Aircraft holding at Rimini Bridge for R-6002 (Entry Pt S).
- (31) CAUTION: When exiting Pt T for opposite direction traffic on VR-087.
- (32) AVOID: R-6002 when active.
- (33) AVOID: Active private grass strip (Gorton) N32-49.5 W81-21.5, avoid by 1000' AGL/3 NM.
- (34) AVOID: Four noise sensitive areas by 1000' AGL/1 NM:
- (a) Structure being used as a tactical target N33-00.5 W82-41.5;
 - (b) Dairy farm N32-49.9 W81-52.5;
 - (c) Emu Ranch N34-01.5 W82-57.5;
 - (d) Farm N32-51.1 W81-40.5.
- (35) CAUTION: Towers:
- (a) N32-47.96 W81-01.65 250' AGL;
 - (b) N33-20.54 W80-39.31 250' AGL;
 - (c) N32-54 W81-03 250' AGL;
 - (d) N33-17.22 W80-43 300' AGL;
 - (e) N32-56 W81-04 300' AGL;
 - (f) N33-23.16 W80-58 300' AGL.
- (36) Make entry time plus or minus 5 minutes or reschedule. Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (37) CAUTION: Bird Activity (Landfills) at:
- (a) N34-32.22 W83-25.03;
 - (b) N33-09 W82-45.7;
 - (c) N33-04.84 W82-25.12;
 - (d) N34-21.22 W83-25.03.
- (38) CAUTION: Grass airstrips:
- (a) N32-50.7 W81-38.3 Rwy 05/27 approx 4000';
 - (b) N32- 58.91 W82-07-08;
 - (c) N32-55.07 W80-53.11 aligned N/S approx 2000';
 - (d) N34-08.07 W83-25.80.
- (39) AVOID: Seven towers:
- (a) 250' AGL (700' MSL) N33-28.2 W80-47.2;
 - (aa) 200' AGL (1550' MSL) N35-04.36 W082-33.57.
 - (b) 250' AGL (800' MSL) N33-04.1 W82-07.4;
 - (c) 200' AGL (600' MSL) N32-57.9 W81-58.7;
 - (d) 200' AGL (600' MSL) N33-27.6 W80-43.9;
 - (e) 200' AGL (600' MSL) N33-28.7 W80-45.9;
 - (f) 300' AGL (1300' MSL) N33-30.9 W82-55.4;
 - (g) 500' AGL 32-54.55N 80-53.39W;
 - (h) 200' AGL (1900' MSL) N34-54.27 W082-39.36;
 - (i) 200' AGL (1200' MSL) N34-51.38 W082-43.27 (Y) 200' AGL (1525' MSL) N35-02.13 W082-40.43;
 - (j) 200' AGL (1300' MSL) N34-52.18 W082-45.42;
 - (k) 200' AGL (2200' MSL) N34-44.57 W083-27.54;
 - (l) 300' AGL (1700' MSL) N34-27.19 W083-35.52;
 - (m) 200' AGL (800' MSL) N33-45.4 W082-47.21;
 - (n) 200' AGL (900' MSL) N34-03.11 W083-10.19;
 - (o) 200' AGL (1000' MSL) N34-12.45 W083-12.19;
 - (p) 200' AGL (1100' MSL) N34-11.39 W083-20.1;
 - (q) 300' AGL (1200' MSL) N34-11.44 W083-18.23;
 - (r) 200' AGL (2500' MSL) N34-39.28 W083-52.21;
 - (s) 200' AGL (1900' MSL) N34-39.1 W083-46.43;
 - (t) 200' AGL (3650' MSL) N34-50.42 W083-30.2;
 - (u) 200' AGL (2300' MSL) N34-52.56 W083-05.52;
 - (v) 200' AGL (1500' MSL) N34-55.36 W083-02.12;
 - (w) 200' AGL (1525' MSL) N34-59.2 W082-46.12;
 - (x) 200' AGL (1500' MSL) N35-00.15 W082-42.32;
 - (y) 200' AGL (1525' MSL) N35-02.13 W082-40.43;
 - (z) 200' AGL (1600' MSL) N35-04.2 W082-37.57;
- (40) CAUTION: Radio controlled flying field:
- (a) N34-19.20 W83-29.58.
- (41) AVOID: Solar farm by 1000' and 1NM due to bird strike hazard:
- (a) N33-19.26 W80-42.32.
- (42) Avoid horse farm by 1000' and 1NM
- (a) N33.11985/W80.98353

FSS Within 100 NM Radius:

ANB, AND, MCN

VR-100

ORIGINATING ACTIVITY: 27 SOSS/OSA, 201 S. Chindit Ave. Bldg 728 Rm 112 Cannon AFB, NM 88103
27SOSS.ATC.ORG@us.af.mil DSN 640-6497, C575-904-6497

SCHEDULING ACTIVITY: 27 SOAOS/RMO, 205 S. Chindit Ave. Bldg 780 Rm 119 Cannon AFB, NM 88103

27SOAOS.RMO.GROUND@us.af.mil DSN 640-7634,
C575-784-7634

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CVS 235/27	N34°10.00' W103°48.00'
01 AGL B 110 MSL to (Alternate Entry)	B	CME 042/50	N33°49.00' W103°49.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	C	CME 056/43	N33°36.00' W103°50.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	D	CME 057/33	N33°32.00' W104°00.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	E	CME 344/34	N33°54.00' W104°40.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	F	CME 333/34	N33°53.00' W104°48.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	G	CME 292/32	N33°38.00' W105°09.00'
01 AGL B 125 MSL to (Alternate Entry/Exit)	H	CNX 143/44	N33°41.50' W105°19.50'
01 AGL B 125 MSL to (Alternate Entry/Exit)	I	CNX 167/38	N33°43.50' W105°40.50'
01 AGL B 125 MSL to (Alternate Entry/Exit)	J	CNX 176/35	N33°47.50' W105°47.50'
01 AGL B 110 MSL to (Alternate Entry/Exit)	K	CNX 241/16	N34°17.50' W105°59.50'
01 AGL B 110 MSL to (Alternate Entry/Exit)	L	CNX 280/23	N34°31.00' W106°06.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	M	CNX 307/21	N34°38.00' W105°57.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	N	CNX 332/14	N34°35.50' W105°45.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	O	CNX 012/21	N34°41.00' W105°30.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	P	TCC 196/34	N34°41.00' W103°55.00'
01 AGL B 110 MSL to	Q	CVS 310/25	N34°41.00' W103°40.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route IAW Major Commands/MDS guidance.

ROUTE WIDTH - 3 NM left and 5 NM right of centerline
from A to B; 1.5 NM either side of centerline from B to F; 5 NM
either side of centerline from F to N; 5 NM increasing to 28 NM
either side of centerline from N to O; 28 NM either side of
centerline from O to P; 28 NM left and 2 NM right of centerline
from P to Q.

Special Operating Procedures:

- (1) Tie-in FSS: Albuquerque (ABQ).
- (2) Non-27 SOW aircraft entry times are booked no closer than 15 minutes. Users must meet booked entry and exit times plus or minus 5 minutes. If unable to meet planned entry time, enter at an alternate entry to meet booked exit time or do not enter the route.
- (3) Aircraft must call in the blind route entry and exit on 255.4. Monitor 255.4 while on this route unless operational requirements dictate otherwise.
- (4) Alternate Entry Points: B through P.

- (5) Alternate Exit Points: C through P.
- (6) Segments N through Q designated Maneuver Area.
- (7) Avoid all charted public use airfields by 1500' AGL or 3 NM.
- (8) Avoid Gran Guivira National Monument N34-15.6 W106-05.5 by 2 NM.
- (9) Avoid by 1000' and 1 NM, unless otherwise noted;
 - (a) Ranch (N34-54.1 W103-49.5);
 - (b) Ranch (N34-21.7 W104-06.9);
 - (c) Ranch (N34-19.6 W104-43.9);
 - (d) Ranch (N34-16.9 W105-05.2);
 - (e) Ranch (N34-14.2 W104-41.4);
 - (f) Ranch (N34-20.5 W104-23.2);
 - (g) Ranch (N33-45.9 W105-37.6) 1400L-2400L only;
 - (h) White Oaks, NM (N33-45.0 W105-44.2);
 - (i) Ranch (N34-20.8 W104-32.5);
 - (j) Lake Sumner Settlement (N34-37.0 W104-24.0) by 2 NM;
 - (k) Ranch (N34-36.5 W104-22.0);
 - (l) San Jose, NM (N35-23.8 W105-28.5);
 - (m) Cattle Co. (N34-46.0 W104-28.9);
 - (n) Ranch (N34-16.3 W104-42.5);
 - (o) San Jose (SOHAM), NM (N35-24.9 W105-29.7);
 - (p) Montoya, NM (N35-05.8 104-03.9);
 - (q) Randalls Ranch (N35-02.69 W104-04.81) 2000' AGL/1NM.
- (10) Aircraft requesting access to R-5104/5105 must be scheduled via the scheduling activity and obtain approval from Melrose RCO.
- (11) De-confliction between VR-100 and PECOS MOA'S, IR-109, IR- 113, VR-108, VR-114, and VR-125 is accomplished by 27 SOW scheduling. Non-27 SOW conflicting routes (IR-133, IR-128, IR-180, VR-176, VR-1107/1195) contact the applicable scheduling activity. See FLIP AP/1B for details. VR-100 users will avoid entry into R-5107 unless scheduled, and entry is approved by Cherokee Control.
- (12) Due to evolving avoidance areas, obstacles and land beneath the route, all users must have/utilize the current local route brief, 27 SOG Masterchum and Masterdrawfile before flying the route. This information can be obtained by request to the scheduling activity.
- (13) CAUTION: Wind turbine farm, heights approximately 350' AGL located nearly between (N34-30.0 W105-58.85 and N34-26.03 W105-57.10).
- (14) Information on migratory bird activity along this route may be obtained from the bird avoidance web page on AHAS at: [HTTP://www.usahas.com](http://www.usahas.com).
- (15) CAUTION: Wind farm south of MAFR, heights approximately 350' AGL, approximate coordinates:
 - (a) NW corner: N33-58.43 W103-52.59
 - (b) NE corner: N33-57.33 W103-46.16
 - (c) SE corner: N33-55.47 W103-48.14
 - (d) SW corner: N33-56.60 W103-51.97
- (16) CAUTION: Wind farm west of MAFR (line north to south), heights 350' AGL, approximate coordinates: N34-43.55 W104-05.89 to N34-31.67 W104-05.33.

FSS Within 100 NM Radius:

ABQ

VR-101

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

VR ROUTES

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	AGJ 251/33	N31°03.02' W98°46.02'
05 AGL B 40 MSL to	B	AGJ 344/7	N31°18.02' W98°10.02'
10 AGL B 40 MSL to	C	AGJ 042/10	N31°18.02' W98°00.02'
10 AGL B 40 MSL to	D	AGJ 064/19	N31°18.02' W97°48.02'
10 AGL B 40 MSL to Left at	D1	AGJ 064/19	N31°18.02' W97°48.02'
30 MSL to Avoid North Fort Hood and Gatesville.	B1	AGJ 344/7	N31°18.02' W98°10.02'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route in VMC only.

ROUTE WIDTH - 5 NM either side of centerline from A to B;
5 NM right and 8 NM left of centerline from B to D.

Special Operating Procedures:

- (1) Route to be used only by aircraft scheduled into R-6302.
- (2) Minimum speed: 300 Knots.
- (3) Minimum separation between scheduled entry times is 10 minutes. VR routes are strictly (See and Avoid) and users are encouraged to maintain a continuous visual lookout.
- (4) Units requesting VR-101 shall furnish 301 OG/SUA with planned entry/exit points, times, and planned speeds. Accurate times are critical in the deconfliction process.
- (5) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (6) Avoid the following areas by 1500' AGL or 1 NM radius: (N31-13.0 W98-23.5), (N31-13.0 W98-12.0), (N31-24.5 W98-05.0), (N31-23.0 W98-01.0), (N31-22.8 W97-54.8), (N31-26.0 W97-44.0).
- (7) Obstructions: None.

FSS Within 100 NM Radius:

CXO, FTW, SJT

VR-104

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	UKW 150/7	N33°26.00' W97°46.00'

03 AGL B 35 MSL to	B	ADM 205/28	N33°49.00' W97°27.00'
03 AGL B 35 MSL to	C	ADM 322/11	N34°22.00' W97°17.00'
03 AGL B 35 MSL to	D	IRW 196/43	N34°42.00' W97°57.00'
03 AGL B 35 MSL to	E	IRW 236/29	N35°08.00' W98°08.00'
03 AGL B 35 MSL to	F	IRW 281/35	N35°32.00' W98°17.00'
03 AGL B 35 MSL to	G	IRW 278/40	N35°32.00' W98°24.00'
03 AGL B 35 MSL to	H	HBR 026/31	N35°17.00' W98°42.00'
03 AGL B 35 MSL to	I	HBR 086/10	N34°51.00' W98°52.00'
24 MSL B 100 MSL to	J	HBR 135/17	N34°38.00' W98°52.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to E;
3 NM either side of centerline from E to J.

Special Operating Procedures:

- (1) Route will be flown from 300-600 KIAS.
- (2) Alternate Entry Points: D and I.
- (3) Alternate Exit Point: D and I.
- (4) Minimum altitude 1000' AGL at B.
- (5) Avoid the charted grass strip at N34-40 W97-50 by 1000' AGL and 3 NM.
- (6) Noise sensitive areas: avoid by 1000' AGL or 2 NM:
 - (a) Ostrich Ranch at N33-30.4 W97-40.0;
 - (b) Emu Ranch at N33-37.0 W97-36.9;
 - (c) Emu Ranch at N33-46.4 W97-38.1;
 - (d) Ostrich Ranch at N33-47.0 W97-26.5;
 - (e) Ostrich Ranch at N34-24.1 W97-28.5;
 - (f) Ostrich Ranch at N34-31.8 W97-31.8;
 - (g) Ostrich Ranch at N34-32.5 W97-48.7.
- (7) Units requesting VR-104 shall furnish 301 OG/SUA with planned entry/exit points, times and planned speeds. Accurate times are critical in the deconfliction process.
- (8) Minimum separation between scheduled entry times is 10 minutes. VR routes are strictly See and Avoid and users are encouraged to maintain a continuous visual lookout.
- (9) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (10) Route Conflicts:
 - (a) VR-104 at Point A conflicts with VR-163, VR-1139, VR-1140, VR-1145, VR-1146 along many points of the routes. Call 90 FTS at Sheppard AFB, DSN 736-2675/4995 to deconflict.
 - (b) VR-104 conflicts with Sheppard 1 MOA at Point J (Primary Exit). Contact Sheppard AFB at above number to deconflict.
- (11) Route Segment I to J closed except to aircraft scheduled into R-5601F. Aircraft not scheduled into R-5601 must exit by Point I and remain clear of R-5601F.

FSS Within 100 NM Radius:

FTW, ICT, MLC

VR-106

ORIGINATING ACTIVITY: 97 OSS/DOA, 101 S Sixth St., Bdg 225, Altus AFB, OK 73521 DSN 866-6098, C580-481-6098.

SCHEDULING ACTIVITY: 97 OSS/OSK, 101 S Sixth St., Bdg 225, Altus AFB, OK 73521 DSN 866-7422/1375/7490, C580-481-7110.

HOURS OF OPERATION: 0830-0230 local Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
03 AGL B 40 MSL to	A	LTS 250/22	N34°34.20' W99°42.00'
03 AGL B 40 MSL to	B	CDS 022/17	N34°36.70' W100°06.50'
03 AGL B 50 MSL to	C	CDS 334/22	N34°43.70' W100°25.00'
03 AGL B 50 MSL to	D	BFV 260/69	N35°07.50' W100°36.60'
03 AGL B 50 MSL to	E	BFV 267/51	N35°16.10' W100°14.80'
03 AGL B 50 MSL to	F	BFV 242/26	N35°03.70' W99°41.70'
03 AGL B 40 MSL to	G	LTS 250/22	N34°34.20' W99°42.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 10 NM either side of centerline from A to B; 5 NM either side of centerline from B to D; 5 NM right widening to 7 NM right and 5 NM left of centerline from D to E; 7 NM right narrowing to 5 NM right and 5 NM left of centerline from E to F; 10 NM either side of centerline from F to G.

Special Operating Procedures:

- (1) Aircraft desiring to use route, contact scheduling unit 24 hours in advance or contact Altus Command Post for same day scheduling at DSN 866-6313, C580-481-6313.
- (2) Primary Entry: A; Alternate Entry: B; Primary Exit: G; Alternate Exit: F.
- (3) Aircraft accomplishing airdrops at Sooner DZ, report commencement of airdrop run-in not later than 5 minutes prior to Altus Approach Control 353.7, using the phrase (call sign, inbound Sooner DZ, intentions to follow).
- (4) At C, when practicable, avoid Memphis Municipal Airport by 1500' AGL or 3 NM.
- (5) From C to D avoid flight over town of Quail, TX, by 2 NM.
- (6) From D to E avoid flight over town of Shamrock, OK, and when practicable avoid McLean Gray Airport and Shamrock Municipal Airport by 1500' AGL or 3 NM.
- (7) From E to F, when practicable, avoid Haddock Airport by 1500' AGL or 3 NM.
- (8) Contact Altus Approach Control 125.1/353.7 (CH 6) upon exiting F or G. Monitor 255.4 entire route of flight.
- (9) Route designated MARSAs, MARSAs between VR-144, VR-184, VR-190, VR-191, VR-198, VR-199, SR-205, SR-206, SR-208, SR-216, SR-217 and IR-193 is accomplished through restrictive scheduling. VR-106 is the exact routing as IR-193.

- (10) Deconflict with IR-105 (NAS Ft. Worth), VR-1141, VR-1142 (Sheppard AFB) with appropriate route schedulers. For day low levels on legs C, D, E, and F, all aircraft will remain east of the McLean-Hedley line (near Point D) and south of I-40 (south of the town of Shamrock, near Point E) in order to avoid the eastern and southern halves of the VR-1141/1142 corridor. The coordinates for this line are approximately N34-43.08 W100-35.68 straight north to N35-14.42 and straight east to W99-52.10.
- (11) PMSV: Altus AFB 239.8.
- (12) Aircraft unable to meet their assigned entry time within the window of two minutes early to two minutes late must not enter route. Aircraft must also exit route within the window of two minutes early to two minutes late.
- (13) Use caution for uncharted airfield just beyond Point F, N34-58.5 W99-29.0.
- (14) Charted tower south of Russell, OK, approximate location N34-43.00 W099-40.00, has been removed.
- (15) Use caution for several uncharted obstructions, approximate locations: N34-56.00 W100-32.00, N34-36.57 W099-51.11, N35-13.27 W100-12.80.
- (16) Entire route susceptible to wild fires. Aircrews should check NOTAMS before scheduling.
- (17) To report fires, uncharted obstructions or any other operational issues requiring attention on this route, please send an email to: Altus.airspace@Altus.af.mil.
- (18) CAUTION: Airdrop operations at or below 4500' MSL between points F and G: N34-34.78 W99-41.09, N34-33.47 W99-42.04, N34-33.47 W99-41.09.
- (19) Aircraft utilizing Alternate Entry Point B: Do not descend below 5500' MSL until within 10 NM of point B.
- (20) Aircraft exiting Alternate Exit Point F: Be at or above 5500' MSL prior to crossing south of the line between N34-54.28 W99-25.10 and N34-54.28 W100-00.24.
- (21) For noise abatement, from B to C remain right of centerline and avoid overflight of buildings at approximately N34-36 W100-14 by 2NM.
- (22) Maintain at or above 800' AGL when overflying the Red River.

VR-108

ORIGINATING ACTIVITY: 27 SOSS/OSA, 201 S. Chindit Ave. Bldg 728 Rm 112 Cannon AFB, NM 88103
27SOSS.ATC.ORG@us.af.mil DSN 640-6497, C575-904-6497

SCHEDULING ACTIVITY: 27 SOAOS/RMO, 205 S. Chindit Ave. Bldg 780 Rm 119 Cannon AFB, NM 88103
27SOAOS.RMO.GROUND@us.af.mil DSN 640-7634, C575-784-7634

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	DHT 276/58	N36°23.00' W103°41.00'
01 AGL B 120 MSL to (Alternate Entry)	B	DHT 283/59	N36°30.00' W103°39.00'
01 AGL B 120 MSL to (Alternate Entry)	C	DHT 292/56	N36°37.00' W103°30.00'
01 AGL B 80 MSL to (Alternate Entry/Exit)	D	DHT 318/44	N36°44.00' W103°00.00'

VR ROUTES

01 AGL B 80 MSL to (Alternate Entry/Exit)	E	TBE 116/37	N36°53.00' W103°00.00'
01 AGL B 80 MSL to (Alternate Entry/Exit)	F	TBE 156/19	N36°57.00' W103°31.00'
01 AGL B 150 MSL to (Alternate Entry/Exit)	G	TBE 190/25	N36°52.00' W103°48.00'
01 AGL B 150 MSL to (Alternate Entry/Exit)	H	TBE 196/28	N36°51.00' W103°52.00'
01 AGL B 150 MSL to (Alternate Entry/Exit)	I	TBE 189/50	N36°29.00' W103°58.00'
01 AGL B 130 MSL to (Alternate Entry/Exit)	J	TCC 330/62	N36°10.00' W103°59.00'
01 AGL B 80 MSL to (Alternate Entry/Exit)	K	TCC 332/36	N35°46.00' W103°48.00'
01 AGL B 80 MSL to (Alternate Entry/Exit)	L	TCC 330/33	N35°42.00' W103°48.00'
01 AGL B 80 MSL to (Alternate Entry/Exit)	M	TCC 264/24	N35°13.50' W104°05.00'
01 AGL B 70 MSL to (Alternate Entry/Exit)	N	TCC 249/22	N35°07.50' W104°02.00'
01 AGL B 70 MSL to (Alternate Entry)	O	TCC 190/24	N34°48.50' W103°47.00'
01 AGL B 70 MSL to (Alternate Entry)	M1	TCC 184/33	N34°39.00' W103°47.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route IAW Major Commands/MDS guidance.

ROUTE WIDTH - 5 NM either side of centerline from A to I; 7.5 NM either side of centerline from I to J; 7.5 NM left and 20 NM right of centerline from J to M1.

Special Operating Procedures:

- (1) Tie-in FSS: Albuquerque (ABQ).
- (2) Non-27 SOW aircraft entry times are booked no closer than 15 mins apart. Users must meet booked Entry and Exit times plus or minus 5 minutes. If unable to meet planned entry time enter at an Alternate Entry to meet booked exit time or do not enter the route.
- (3) Aircraft must call in-the-blind route entry and exit on 255.4. Monitor 255.4 while on this route unless operational constraints dictate otherwise.
- (4) Avoid the following areas:
 - (a) Black Mesa State Park (N36-50.31 W102-53.74) by 2 NM;
 - (b) Capulin National Monument (N36-47.03 W103-58.05) by 2 NM;
 - (c) Conchas Lake Resorts (N35-22.06 W104-12.30) by 1 NM;
 - (d) House, NM (N34-39.0 W103-54.0) by 1NM/1000' AGL.
- (5) Alternate entry points: B through M1.
- (6) Alternate exit points: D through N.
- (7) Deconfliction between VR-108 and IR-107, IR-109, IR-111, IR-113, VR-114, and VR-125 is accomplished by 27 SOW scheduling. Non-27 SOW conflicting routes (VR-1107 and VR-1195) contact the applicable scheduling activity. Consult FLIP AP/1B chart for details.
- (8) Aircraft not scheduled into R-5104/5 will not enter R-5104/5, exit at or prior to O.
- (9) Due to evolving avoidance areas, obstacles and land beneath the route, all users must have/utilize the current local route brief, 27 SOG Master chum and Master draw file before flying the route. This information can be obtained by request to the scheduling activity.

- (10) Information on migratory bird activity along this route may be obtained from the bird avoidance web page on AHAS at: [HTTP://www.usahas.com](http://www.usahas.com).
- (11) CAUTION: Wind farm west of MAFR (line north to south), heights 350' AGL, approximate coordinates: N34-43.55 W104-05.89 to N34-31.67 W104-05.33.
- (12) Aircrew requiring entry into 27 SOW SUA must schedule the appropriate SUA through the scheduling activity. Aircraft must receive clearance from Albuquerque ARTCC prior to entry into PECOS MOA and/or clearance from Melrose RCO prior to entry into R-5104/5.

FSS Within 100 NM Radius:

ABQ

VR-114

ORIGINATING ACTIVITY: 27 SOSS/OSA, 201 S. Chindit Ave. Bldg 728 Rm 112 Cannon AFB, NM 88103
27SOSS.ATC.ORG@us.af.mil DSN 640-6497, C575-904-6497

SCHEDULING ACTIVITY: 27 SOAOS/RMO, 205 S. Chindit Ave. Bldg 780 Rm 119 Cannon AFB, NM 88103
27SOAOS.RMO.GROUND@us.af.mil DSN 640-7634, C575-784-7634.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TCC 121/47	N34°38.50' W102°54.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	B	TCC 033/44	N35°42.00' W102°58.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	C	TCC 344/24	N35°35.00' W103°38.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	D	TCC 309/27	N35°32.00' W103°56.50'
01 AGL B 110 MSL to (Alternate Exit)	E	TCC 239/23	N35°03.50' W104°02.50'
01 AGL B 110 MSL to	F	TCC 186/23	N34°49.50' W103°44.50'
01 AGL B 110 MSL to	M1	TCC 184/33	N34°39.00' W103°47.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route IAW Major Commands/MDS guidance.

ROUTE WIDTH - 20 NM either side of centerline from A to B; 10 NM left and 20 NM right of centerline from B to M1.

Special Operating Procedures:

- (1) Tie-in FSS: Albuquerque (ABQ).
- (2) Non-27 SOW aircraft entry times are booked no closer than 15 mins apart. Users must meet booked Entry and Exit times plus or minus 5 minutes. If unable to meet planned entry time, enter at an Alternate Entry to meet booked exit time or do not enter the route.
- (3) Aircraft must call in the blind route entry and exit on 255.4. Monitor 255.4 while on this route unless operational requirements dictate otherwise.
- (4) Alternate Entry: B, C, D and E.
- (5) Alternate Exit: B, C, D, E and F.

- (6) Avoid the following areas:
- (a) Conchas Lake Resorts (N35-22.06 W104-12.30) by 1 NM.
 - (b) House, NM (N34-39.0 W103-54.0) by 1 NM/1000' AGL.
- (7) Aircraft not scheduled into R-5104/5 will not enter R-5104/5, exit at or prior to F.
- (8) Deconfliction between VR-114 and IR-107, IR-109, IR-111, VR-100, VR-108, and VR-125 will be accomplished by 27 SOW scheduling. Non-27 SOW conflicting routes (VR-1107/1195) contact the applicable scheduling activity. See FLIP AP/1B for details.
- (9) Due to evolving avoidance areas, obstacles and land beneath the route, all users must have/utilize the current local route brief, 27 SOG Master chum and Master draw file before flying the route. This information can be obtained by request to the scheduling activity.
- (10) CAUTION: Wind farm west of MAFR (line north to south), heights 350' AGL, approximate coordinates: N34-43.55 W104-05.89 to N34-31.67 W104-05.33.
- (11) Information on migratory bird activity along this route may be obtained from the bird avoidance web page on AHAS at: [HTTP://www.usahas.com](http://www.usahas.com).
- (12) Aircrew requiring entry into 27 SOW SUA must schedule the appropriate SUA through the scheduling activity. Aircraft must receive clearance from Albuquerque ARTCC prior to entry into PECOS MOA and/or clearance from Melrose RCO prior to entry into R-5104/5.

FSS Within 100 NM Radius:

ABQ

VR-118

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MQP 259/38	N32°42.00' W98°45.00'
05 AGL B 155 MSL to	B	MQP 272/24	N32°48.00' W98°28.00'
05 AGL B 155 MSL to	C	MQP 283/20	N32°51.00' W98°22.00'
05 AGL B 60 MSL to	D	MQP 347/15	N32°59.00' W98°01.00'
Then within			
05 AGL B 60 MSL to	D1	MQP 347/15	N32°59.00' W98°01.00'
Then within 05 AGL B 60 MSL to (Start Maneuver Area)			
05 AGL B 155 MSL to	C1	MQP 283/20	N32°51.00' W98°22.00'
05 AGL B 155 MSL to	B1	MQP 272/24	N32°48.00' W98°28.00'
05 AGL B 155 MSL to	A1	MQP 259/38	N32°42.00' W98°45.00'
Thence via published route.			

ROUTE WIDTH - 5 NM left and 13 NM right of centerline from A to B and B1 to A1; 3 NM left and 13 NM right of

centerline from B to C and C1 to B1; 3 NM either side of centerline from C to D and D1 to C1.

Special Operating Procedures:

- (1) Entry to A will be via radar vectors.
- (2) Pilots will contact Fort Worth ARTCC on 360.6 for flight advisory.
- (3) Route airspeeds from 150 KIAS to 600 KIAS.
- (4) Route designed for F-4 and F-16 FCF profiles.
- (5) C1 to A1 route boundaries designed for FCF profile maneuvering.
- (6) Avoid the residential area around Possum Kingdom Lake.
- (7) Units requesting VR-118 shall furnish 301 OG/SUA with planned entry/exit points, times and planned speeds. Accurate times are critical in the deconfliction process.
- (8) Route Conflicts:
 - (a) VR-118 between Points A/A1 to B/B1 and C/C1 to D/D1 conflicts with VR-158 between F to H and B to C. Call the schedulers of VR-158 at 90 FTS Sheppard AFB, DSN 736-2675/4995 to deconflict.

FSS Within 100 NM Radius:

FTW, SJT

VR-119

ORIGINATING ACTIVITY: 71 OSS, 301 Gritz Street, Vance AFB, OK 73705-5202 DSN 448-6276/7820, C580-213-6276/7820.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Sunrise-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ICT 164/54	N36°51.00' W97°24.00'
01 AGL B 30 MSL to	B	ANY 200/12	N36°59.00' W98°17.00'
01 AGL B 30 MSL to	C	ANY 252/10	N37°07.50' W98°23.00'
01 AGL B 33 MSL to	D	ANY 303/30	N37°29.00' W98°39.00'
01 AGL B 32 MSL to	E	HUT 248/9	N37°57.00' W98°07.00'
01 AGL B 32 AGL to	F	HUT 356/28	N38°27.50' W97°56.00'
(See S.O.P. 6)			
01 AGL B 100 MSL to	G	HUT 356/45	N38°45.00' W97°56.00'
within area to G.			

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to F; 6 NM left and 8 NM right of centerline from F to G.

Special Operating Procedures:

- (1) Maneuver area will be used in conjunction with Smoky MOA for entry/exit and holding for R-3601.
- (2) Contact Smoky Hill Range Officer prior to F for entry into the maneuver area, Smoky MOA, and R-3601.

VR ROUTES

- (3) Route conflicts with VR-138, VR-152, VR-531, VR-532, VR-533, VR-534, VR-535, VR-536, VR-552 and IR-504. Conflicts will be avoided by MARSA and scheduling through the Scheduling Activities. Conflicts at R-3601 will be avoided through scheduling of Smoky Hill Range times.
- (4) Minimum altitude 500' AGL entire route.
- (5) Exit at F if not scheduled for R-3601, avoid flight into Smoky MOA.
- (6) Altitude data for Pt F: 01 AGL B 25 MSL to (Range Maneuver Area), or 01 AGL B 32 MSL to (if cleared by Wichita Approach Control 306.2, 125.5 prior to E).
- (7) All points may be used as an alternate entry or exit point since the route is flown VFR. Schedule as if using the entire route from Point A to G.

FSS Within 100 NM Radius:

ICT, MLC

VR-125

ORIGINATING ACTIVITY: 27 SOSS/OSA, 201 S. Chindit Ave. Bldg 728 Rm 112 Cannon AFB, NM 88103
27SOSS.ATC.ORG@us.af.mil DSN 640-6497, C575-904-6497

SCHEDULING ACTIVITY: 27 SOAOS/RMO, 205 S. Chindit Ave. Bldg 780 Rm 119 Cannon AFB, NM 88103
27SOAOS.RMO.GROUND@us.af.mil DSN 640-7634, C575-784-7634

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CVS 310/25	N34°41.00' W103°40.00'
01 AGL B 110 MSL to (Alternate Entry)	B	TCC 196/34	N34°41.00' W103°55.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	C	CNX 012/21	N34°41.00' W105°30.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	D	CNX 332/14	N34°35.50' W105°45.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	E	CNX 307/21	N34°38.00' W105°57.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	F	CNX 280/23	N34°31.00' W106°06.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	G	CNX 241/16	N34°17.50' W105°59.50'
01 AGL B 110 MSL to (Alternate Entry/Exit)	H	CNX 176/35	N33°47.50' W105°47.50'
01 AGL B 125 MSL to (Alternate Entry/Exit)	I	CNX 167/38	N33°43.50' W105°40.50'
01 AGL B 125 MSL to (Alternate Entry/Exit)	J	CNX 143/44	N33°41.50' W105°19.50'
01 AGL B 125 MSL to (Alternate Entry/Exit)	K	CME 292/32	N33°38.00' W105°09.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	L	CME 333/34	N33°53.00' W104°48.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	M	CME 344/34	N33°54.00' W104°40.00'
01 AGL B 110 MSL to (Alternate Entry/Exit)	N	CME 057/33	N33°32.00' W104°00.00'

01 AGL B 110 MSL to (Alternate Entry/Exit)	O	CME 056/43	N33°36.00' W103°50.00'
01 AGL B 110 MSL to	P	CME 042/50	N33°49.00' W103°49.00'
01 AGL B 110 MSL to	M2	CVS 235/27	N34°10.00' W103°48.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route IAW Major Commands/MDS guidance.

ROUTE WIDTH - 2 NM left and 28 NM right of centerline from A to B; 28 NM either side of centerline from B to C; 28 NM either side of centerline decreasing to 5 NM either side of centerline from C to D; 5 NM either side of centerline from D to L; 1.5 NM either side of centerline from L to P; 5 NM left and 3 NM right of centerline from P to M2.

Special Operating Procedures:

- (1) Tie-in FSS: Albuquerque (ABQ).
- (2) Non-27 SOW aircraft entry times are booked no closer than 15 mins apart. Users must meet booked Entry and Exit times plus or minus 5 minutes. If unable to meet planned entry time enter at an Alternate Entry to meet booked exit time or do not enter the route.
- (3) Aircraft must call in-the-blind route entry and exit on 255.4. Monitor 255.4 while on this route unless operational constraints dictate otherwise.
- (4) Alternate Entry Points: B through P.
- (5) Alternate Exit Points: C through P.
- (6) Segment A through D designated maneuver area.
- (7) Avoid all charted public use airfields by 1500' AGL or 3NM.
- (8) Avoid Gran Quivira National Monument (N34-15.6 W106-05.5) by 2 NM.
- (9) Avoid 1000' AGL and 1 NM unless otherwise noted:
 - (a) Ranch (N34-54.1 W103-49.5);
 - (b) Ranch (N34-21.7 W104-06.9);
 - (c) Ranch (N34-19.6 W104-43.9);
 - (d) Ranch (N34-16.9 W105-05.2);
 - (e) Ranch (N34-14.2 W104-41.4);
 - (f) Ranch (N34-20.5 W104-23.2);
 - (g) Ranch (N33-45.9 W105-37.6) 1400L-2400L only;
 - (h) White Oaks, NM (N33-45.0 W105-44.2);
 - (i) Ranch (N34-20.8 W104-32.5);
 - (j) Lake Sumner Settlement (N34-37.0 W104-24.0) by 2 NM;
 - (k) Ranch (N34-36.5 W104-22.0);
 - (l) San Jose, NM (N35-23.8 W105-28.5);
 - (m) Cattle Co (N34-46.0 W104-28.9);
 - (n) Ranch (N34-16.3 W104-42.5);
 - (o) San Juan (SOHAM), NM (N34-24.9 W105-29.7);
 - (p) Montoya, NM (N35-05.8 W105-29.7);
 - (q) Randalls Ranch (N35-02.69 W104-04.81) 2000' AGL/1NM.
- (10) Aircraft requesting access to R-5104/5105 must be scheduled via the scheduling authority obtain approval from Melrose RCO.
- (11) Deconfliction between VR-125 and PECOS MOAs, IR-109, IR-113, VR-108, VR-114, and VR-100 is accomplished by 27 SOW scheduling. Non-27 SOW conflicting routes (IR-133, IR-128, and IR-180, VR-176, VR-1107/1195) contact the applicable scheduling activity. See FLIP AP/1B for details. VR-125 users will avoid entry into R-5107 unless scheduled, and entry is approved by Cherokee Control.

- (12) Due to evolving avoidance areas, obstacles and land beneath the route, all users must have/utilize the current local route brief, 27 SOG Masterchum and Masterdrawfile before flying the route. This information can be obtained by request to the scheduling activity.
- (13) CAUTION: Wind turbine farm, heights approximately 350' AGL, located between N34-30.0 W105-58.85 and N34-26.03 W105-57.10.
- (14) Information on migratory bird activity along this route may be obtained from the bird avoidance web page on AHAS at: [HTTP://www.usahas.com](http://www.usahas.com).
- (15) CAUTION: Wind farm south of MAFR, heights approximately 350' AGL, approximate coordinates:
- NW corner: N33-58.43 W103-52.59
 - NE corner: N33-57.33 W103-46.16
 - SE corner: N33-55.47 W103-48.14
 - SW corner: N33-56.60 W103-51.97.
- (16) CAUTION: Wind farm west of MAFR (line north to south), heights 350' AGL, approximate coordinates: N34-43.55 W104-05.89 to N34-31.67 W104-05.33.

FSS Within 100 NM Radius:

ABQ

VR-138

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ICT 173/49	N36°56.00' W97°35.00'
01 AGL B 30 MSL to	B	ANY 252/10	N37°07.50' W98°23.00'
01 AGL B 33 MSL to	C	ANY 271/30	N37°13.50' W98°47.00'
01 AGL B 36 MSL to	D	HUT 241/53	N37°37.00' W98°56.00'
01 AGL B 36 MSL to	E	HUT 248/50	N37°44.00' W98°56.00'
01 AGL B 36 MSL to	F	HUT 257/48	N37°52.00' W98°56.00'
01 AGL B 36 MSL to	G	HUT 274/46	N38°06.00' W98°54.00'
01 AGL B 35 MSL to (01 AGL but not including 10 AGL to I)	H	SLN 223/56	N38°19.00' W98°32.00'
01 AGL B 10 AGL to (Unless cleared to operate within Bison MOA, then altitudes assigned by Kansas City ARTCC)	I	SLN 220/30	N38°35.00' W98°05.00'
01 AGL B 30 MSL to to (Maneuver Area)	J	SLN 201/32	N38°27.30' W97°56.00'
01 AGL B 100 MSL to within area.	K	SLN 227/18	N38°45.00' W97°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to J; 6 NM left and 8 NM right of centerline from J to K.

Special Operating Procedures:

- Alternate Entry Points: B, C and E.
- Alternate Exit Points: B, D, E and I.
- Exit at I for entry into Bison MOA and if not scheduled for R-3601, avoid flight into Smoky MOA.
- Maneuver area will be used in conjunction with Smoky MOA for entry, exit, and holding for R-3601.
- Contact Smoky Hill Range Officer prior to I for entry into the maneuver area, Smoky MOA, and R-3601.
- Route conflicts with VR-119, VR-152, VR-531, VR-532, VR-536. Conflicts will be avoided by MARSAs and scheduling through the scheduling activities. Conflicts at R-3601 will be avoided through scheduling of Smoky Hill Range times.
- Avoid the following noise sensitive areas:
 - All airports charted on the Wichita Sectional Chart by
 - All airports charted on the Wichita Sectional Chart by 1500'/3 NM;
 - Livestock feedlot 2 NM southeast of Seward (N38-08.0 W98-34.0);
 - Livestock feedlot 4 NM south of Ellingwood (N38-19.0 W98-34.0);
 - The town of Lorraine by 1500' (N38-34.0 W98-19.0) by 1500'/5 NM.
 - Feedlot located at N37-22.5 W98-50.0;
 - Feedlot located at N37-44.0 W98-54.0;
 - Feedlot located at N37-55.0 W98-53.5;
 - Feedlot located at N37-59.9 W98-52.0;
 - Feedlot located at N38-03.0 W98-50.5;
 - Feedlot located at N38-07.5 W98-46.0;
 - Feedlot located at N38-29.0 W98-17.5.

FSS Within 100 NM Radius:

ICT

VR-140

ORIGINATING ACTIVITY: 12 OSS/OSAS, Bldg 28 5th Street East, Randolph AFB, TX 78150-4333, DSN 487-5580, C210-652-5580.

SCHEDULING ACTIVITY: 560 FTS, 1450 5th Street East, Randolph AFB, TX 78150, DSN 487-3518, C210-652-3518.

HOURS OF OPERATION: 0700-2200 LOCAL, OT BY NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SAT 191/36	N29°05.00' W98°41.00'
05 AGL B 25 MSL to Alternate Entry	B	COT 051/20	N28°38.00' W98°47.00'
05 AGL B 40 MSL to	C	COT 302/17	N28°39.00' W99°22.00'
05 AGL B 40 MSL to Alternate Entry	D	RSG 129/42	N29°29.00' W99°46.00'

VR ROUTES

05 AGL B 40 MSL to Alternate Entry/Exit	E	RSG 095/52	N29°47.00' W99°20.00'
05 AGL B 45 MSL to Alternate Exit	F	RSG 074/31	N30°04.00' W99°42.00'
05 AGL B 40 MSL to Alternate Exit	G	JCT 131/25	N30°17.00' W99°30.00'
05 AGL B 40 MSL to	H	STV 111/17	N30°04.00' W98°25.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Route Conflicts:
 - (a) VR-140 Points B-F overlays VR-168 Points B-F. Also, VR-140 Points E-F overlays IR-149 Points A-C. To deconflict, call COMTRAWLING 2, NAS Kingsville, DSN 876-6518, C361-516-6518. NOTE: The most frequent users of VR-168 are Laughlin T-38 aircraft that usually enter in an easterly heading at VR-168 Point D - a point that is only a few miles from VR-140 Point D.
 - (b) VR-140 Points C-E overlays and flows in the opposite direction to VR-1122 Points C-F. Also, VR-140 Points A-B overlays with VR-156 and VR1105 Points A-B. To deconflict, call the scheduler of VR-1122, VR-156 and VR-1105 at 149 FW, Kelly AFB, DSN 945-5934, C210-925-5934.
 - (c) VR-140 Points C-D overlays SR-281, SR-282. Laughlin T-6 aircraft are primary users. To deconflict, call 85 FTS, Laughlin AFB, DSN 732-5121/5429.
 - (d) VR140 G-H cross SR130 C-D. To deconflict call scheduler of SR130, 559th FTS at JBSA Randolph at DSN 487-5661 or C210-652-5661.
 - (e) Numerous uncharted U.S. Navy low levels between Point A and D on VR-140. Recommend extra vigilance for clearing between these points. U.S. Navy aircraft normally fly below 500' AGL on these routes. To deconflict, call VT-31/35, NAS Corpus, DSN 861-3350.
 - (f) Moderate to severe bird activity possible between point C-D.
 - (g) Exit point is within close proximity to Victor routes 222/556/163.
- (2) Reporting points:
 - (a) Make the following radio call when approaching both C and D on UHF 255.4 (callsign) (number in flight) (altitude AGL) approaching VR-140 point (C/D).
- (3) Aircraft unable to meet their scheduled entry time within the window beginning two minutes early and ending five minutes late must not enter the route. Pilots may schedule new entry times with CHEETAH OPS on 343.0.
- (4) Alternate Entry Point: B, D, and E.
- (5) Alternate Exit Point: E,F,G.
- (6) Avoid Twin Oaks Game Ranch by 1.5 NM, N29-19.5 W99-41.0 (noise sensitive area).
- (7) Randolph AFB Assigned Aircraft:
 - (a) Exiting at Point Hotel and Randolph Landing 15L/R contact SAT approach on 335.625 or 124.45 (Chan 4) , if landing to the North on 33L/R, contact approach on 269.1 or 127.1 (Chan 10);
 - (b) Aircraft exiting at Echo: 1. Returning to SAT airspace contact approach on 290.225 or 125.7 (Chan 12). 2. If not returning to SAT airspace, contact Houston Center on 134.95 or 269.4.

- (8) Use CAUTION when exiting this route for large volume of VFR traffic operating at airfields north of SAT airport; as well as potential traffic conflicts with inbound aircraft into SAT.

FSS Within 100 NM Radius:

SJT

VR-142

ORIGINATING ACTIVITY: 12 OSS/OSAS, Bldg 28 5th Street East, Randolph AFB, TX 78150-4333 DSN 487-5580, C210-652-5580.

SCHEDULING ACTIVITY: 99 FTS, 1450 5th Street East, Randolph AFB, TX 78150-5000 DSN 487-6746, C210-652-6746.

HOURS OF OPERATION: Sunrise-Sunset, daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LOA 225/14	N30°59.00' W96°11.00'
05 AGL B 40 MSL to	B	LOA 360/37	N31°44.00' W95°52.00'
05 AGL B 40 MSL to	C	ACT 048/32	N31°57.00' W96°45.00'
05 AGL B 40 MSL to (Alternate Exit Point)	D	ACT 128/38	N31°12.00' W96°46.00'
05 AGL B 40 MSL to	E	CWK 018/27	N30°47.00' W97°19.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM right and 5 NM expanding to 10 NM left of centerline from A to B; 5 NM right and 10 NM left of centerline from B to D; 5 NM right and 10 NM tapering to 5 NM left of centerline from D to E.

Special Operating Procedures:

- (1) Alternate Exit Pt: D.
- (2) Exit route heading approx 240° for Westbound routing towards Georgetown or Round Rock.
- (3) Exit route heading approx 100° for Eastbound heading.
- (4) Avoid Austin Class C Airspace.
- (5) Avoid Centex VORTAC due to converging airways.
- (6) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route. Pilots may schedule new entry time with PANTHER OPS on 141.7.
- (7) Route Conflicts:
 - (a) VR-142 between Points D-E conflicts with SR-290 Points C-E and SR-286 Points C-D. To deconflict, call the scheduler of SR-290 and SR-286 at 559 FTS, Randolph AFB, DSN 487-5661, C210-652-5661.
- (8) Rwy 32 approach to CRS crosses leg B-C at 2200' MSL.
- (9) Exit Pt E lies near TPL approach routing from CWK at 1700' MSL and VOR approach procedure turn to T74 at 2200' MSL.
- (10) Use Caution for uncharted rusty unlit 400 AGL tower at N31-26.6070 W096-04.3609.

- (11) Charted towers at N31-55.2508 W096-33.2271 and N31-38.65 W096-36.85 have been removed or could not be located at charted locations.
- (12) Use caution for moderate bird activity along entire route (year-round).

FSS Within 100 NM Radius:

CXO, DRI, FTW, SJT

VR-143

ORIGINATING ACTIVITY: 12 OSS/OSAS, 501 I Street East, Randolph AFB TX 78150-4333, DSN 487-5580, C210-652-5580.

SCHEDULING ACTIVITY: 560 FTS, 1450 5th Street East, Randolph AFB TX 78150-4333, DSN 487-3518, C210-652-3518.

HOURS OF OPERATION: 0700-2200 local, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LLO 124/18	N30°36.00' W98°32.00'
05 AGL B 50 MSL to	B	JCT 103/18	N30°29.50' W99°30.00'
05 AGL B 50 MSL to	C	JCT 225/16	N30°26.00' W100°04.00'
01 AGL B 50 MSL to	D	RSG 282/53	N30°21.00' W101°15.00'
01 AGL B 60 MSL to	E	RSG 277/71	N30°21.00' W101°36.50'
01 AGL B 50 MSL to	F	SJT 253/60	N31°15.00' W101°36.50'
05 AGL B 50 MSL to	G	SJT 202/40	N30°48.00' W100°52.00'
05 AGL B 60 MSL to	H	JCT 308/22	N30°51.30' W100°06.50'
05 AGL B 40 MSL to	I	JCT 032/25	N30°55.30' W99°30.00'
05 AGL B 60 MSL to	J	LLO 306/15	N30°58.50' W99°00.00'
05 AGL B 60 MSL to	K	LLO 001/12	N31°00.00' W98°45.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 11 NM either side of centerline from A to C; 20 NM left and 11 NM right of centerline from C to D; 20 NM either side of centerline from D to F; 20 NM tapering to 8 NM left and 10 NM right of centerline from F to G; 8 NM left and 14 NM right of centerline from G to H; 8 NM tapering to 6 NM left and 14 NM right of centerline from H to I; 6 NM tapering to 3 NM left and 14 NM right of centerline from I to J; 3 NM left and 14 NM right of centerline from J to K.

Special Operating Procedures:

- (1) Minimum speed: 300 Knots.
- (2) Certain portions of the route between points C and F are cleared for operations at or above 500' AGL only. This area is: Point C to E, north of a line from N30-15.0 W100-04.0 to

- N30-15.0 W101-30.0; Point E to F, east of a line from N30-15.0 W101-30.0 to N30-55.0 W101-30.0 then north of a line from N30-55.0 W101-30.0 to N30-57.0 W102-00.0.
- (3) Minimum separation between scheduled entry times is 10 minutes. VR routes are strictly See and Avoid and users are encouraged to maintain a continuous visual lookout.
- (4) Route Conflicts:
 - (a) VR143 between Points E, F, G conflict with VR1116 between Points G-H. To deconflict, call the scheduler of VR1116 at OC-ALC/10 FLTS at Tinker AFB DSN 336-7719/7710, C405-763-7719.
 - (b) VR143 between Points C to G conflicts in numerous areas with IR169. To deconflict, call schedulers at 87 FTS Laughlin AFB, TX DSN 732-5824/5484, C830-298-5824.
 - (c) The left corridor of VR143 between Points A to B conflicts with the route corridor of VR140 at Point G. To deconflict call the 560 FTS at Randolph AFB, DSN 487-3518/3942, C210-652-3518.
 - (d) SR281 and SR282 conflict with VR143 from Points A to E in numerous places, and SR283 and SR284 conflict with VR143 between Points C to E and F to G. To deconflict, call the 85FTS at Laughlin AFB, TX DSN 732-5121/5329, C830-298-5429.
 - (e) VR-143 from Point A to Point B corridor overlaps SR-130 Point D to Point E. To deconflict call the schedulers, 559th FTS DSN 487-5661, C210-652-5661 Mon-Fri.
- (5) Units requesting VR-143 shall furnish 301 OG/SUA with planned Entry/Exit Points, times, and planned speeds. Accurate times are critical in the deconfliction process.
- (6) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (7) All aircraft will monitor FSS UHF 255.4 unless assigned a frequency by ARTCC. Users will make an entry and exit call on UHF 255.4.
- (8) Sensitive Areas: Avoid the following areas by 1300' AGL or 1 NM radius: (N30-23-15 W99-55-00), (N30-24-40 W100-42-00), (N30-18-00 W100-38-45), (N31-11-00 W101-32-00), (N30-32-36 W101-54-24), (N30-40-00 W101-42-00), (N31-09-15 W101-20-40). Avoid the following areas by 1500' AGL or 1 NM radius: (N30-49-30 W100-42-15) (N30-53-00 W99-33-00). Avoid the following areas by 1300' AGL or 2 NM radius: (N30-45-00 W99-14-00), (N30-54-50 W98-58-42). Avoid the following areas by 1.5 NM radius: (N30-24-30 W98-43-00), (N30-24-30 W100-37-00). Avoid the radar site at (N30-58-41 W100-33-08) by 5000' AGL and 1 NM. Prior to entering at point A avoid the town of Marble Falls, the Colorado River, Llano River and Lake Buchanan by a minimum of 3000' AGL. To avoid by 1300' AGL or 1 NM: N30-19-40 W99-54-20.
- (9) Obstructions:
 - (a) 559' AGL tower at (N31-12-40 W101-21-00);
 - (b) 319' AGL tower at (N30-26-40 W101-38-20);
 - (c) 200' AGL tower at (N30-27-05 W100-13-21);
 - (d) 500' AGL tower at (N30-43-50 W098-57-12);
 - (e) 300' AGL tower at (N30-52-54 W101-47-40).
- (10) Alternate Entry: B, D, F, H and I.
- (11) Alternate Exit: B, C, D, F, G, H, I, and J.
- (12) Route Segment J to K closed except for aircraft scheduled into the BRADY MOA. Aircraft not scheduled into the BRADY MOA must exit by Point J and remain clear of the BRADY MOA.

FSS Within 100 NM Radius:

FTW, SJT

VR ROUTES

VR-144

ORIGINATING ACTIVITY: 97 OSS/DOA, 101 S. Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-6098, C580-481-6098.

SCHEDULING ACTIVITY: 97 OSS/OSK, 101 S. Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-7422/6002/1375/7490 C580-481-7422/6002/1375/7490.

HOURS OF OPERATION: 0830-0230 Local Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
03 AGL B 40 MSL to	A	LTS 197/25	N34°16.55' W99°27.57'
03 AGL B 40 MSL to	B	LTS 201/38	N34°05.40' W99°36.80'
03 AGL B 40 MSL to	C	LTS 272/20	N34°42.00' W99°39.90'
03 AGL B 40 MSL to	D	BFV 242/26	N35°03.70' W99°41.70'

ROUTE WIDTH - 10 NM either side of centerline from A to C; 5 NM either side of centerline from C to D.

Special Operating Procedures:

- (1) Aircraft desiring to use route, contact scheduling unit 24 hrs in advance or contact Altus command post for same day scheduling at DSN 866-6313, C580-481-6313.
- (2) Primary Entry: A; Primary Exit: D; Alternate Exit: B and C. USE CAUTION FOR UNCHARTED TOWER APPROXIMATELY 200' TALL AT N34-9.872 W099-30.524.
- (3) Aircraft accomplishing airdrops at Sooner DZ will report passing the town of Reed, OK to Altus APP CON 125.1/257.725 (CH 6), using the phrase (call sign, Reed southbound to Sooner DZ, intentions to follow). USE CAUTION FOR UNCHARTED TOWER APPROXIMATELY 200' TALL AT N34-11.052 W099-29.511.
- (4) From B to C, avoid Quanah Municipal by 1500' and 3 NM. From C to D avoid Mangum Airport by 1500' AGL and 3 NM. Charted tower 4 miles South of Russell, OK approximate location N34-43.00 W099-40.00, has been removed.
- (5) From B to C, avoid flight over town of El Dorado, OK.
- (6) At A avoid flight over the town of Chillicothe, TX.
- (7) Contact Altus Approach Control on 257.725 at B. Contact Altus Approach 353.7 when exiting (applies if exiting at B, C, or D).
- (8) Route designated MARSA, MARSA between VR-144, VR-184, VR-190, VR-191, VR-198, VR-199, SR-205, SR-206, SR-208, SR-216, and SR-217 is accomplished through restrictive scheduling.
- (9) Deconflict with IR-105 (NAS Fort Worth), VR-159, VR-1141, VR-1142, VR-1143, VR-1144 (Sheppard AFB) with appropriate route schedulers. To avoid the corridors of VR-1141, VR-1142, VR-1143, VR-1144 and VR-159, do not fly south of highway 287 between VR-184 Points B, C, D (deconfliction with VR-162 is still required in all cases, and deconfliction with VR-1141, VR-1142, VR-1143, VR-1144 and VR-159 is required if flying south of highway 287). The line along highway 287 is from N34-21 W99-50 southeast to N34-14 W99-22.
- (10) PMSV: Altus AFB 239.8.

- (11) Aircraft unable to meet their assigned entry time within the window of two minutes early to two minutes late must not enter route. Aircraft must also exit route within the window of two minutes early to two minutes late.

FSS Within 100 NM Radius:

FTW, SJT

VR-151

ORIGINATING ACTIVITY: TRAINING AIR WING TWO

(TW-2), NAS Kingsville, TX 78363 DSN 876-6518/4075 C361-516-6518/4075 0800-1530 CST, Mon-Fri (excluding holidays or field closed by NOTAM).

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daily 0600-2200 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PSX 175/20	N28°25.50' W96°19.50'
05 AGL B 20 MSL to	B	PSX 103/38	N28°32.00' W95°38.00'
05 AGL B 20 MSL to	C	PSX 047/40	N29°09.00' W95°41.00'
10 AGL B 20 MSL to	D		N29°28.00' W95°57.00'
05 AGL B 20 MSL to	E		N29°46.00' W96°02.00'
08 AGL B 20 MSL to	F	IDU 105/14	N29°52.00' W96°19.00'
05 AGL B 20 MSL to	G		N29°28.00' W96°38.00'
05 AGL B 20 MSL to	H	PSX 336/21	N29°06.00' W96°25.00'
05 AGL B 20 MSL to	I	PSX 241/8	N28°43.00' W96°27.00'
05 AGL B 20 MSL to	J	PSX 209/26	N28°25.00' W96°36.00'

TERRAIN FOLLOWING OPERATIONS: None

ROUTE WIDTH - 5 NM either side of centerline from A to B; 3 NM either side of centerline from B to C; 3 NM left and 1 NM right of centerline from C to D; 3 NM either side of centerline from D to J.

Special Operating Procedures:

- (1) Maximum airspeed is 480 KIAS.
- (2) Enter A from Espiritu Santa Bay. Do not overfly Port O'Connor.
- (3) Maintain 1500' MSL until past A.
- (4) Climb to cross C at/above 1000' AGL.
- (5) Alternate Entry Point: C at/above 1000' AGL.
- (6) Maintain 1000' AGL from D until 5 NM past D.
- (7) CAUTION: High Intensity low plane/glider operations during weekends/holidays, located 3 NM ESE of D.
- (8) Alternate Exit Points: H and I.
- (9) Climb to cross E at/above 800' AGL.

- (10) CAUTION: Tower 490' AGL N29-49-00.88 W95-07-28.93, located north of centerline points E to F.
- (11) CAUTION: Wind turbine tower 624' AGL N29-46-06.52 W95-58-58.55 located approximately 2.6 NM east of point E.

FSS Within 100 NM Radius:

CXO, SJT

VR-152

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TIK 016/18	N35°43.00' W97°14.00'
05 AGL B 45 MSL to	B	TIK 007/26	N35°51.00' W97°15.00'
05 AGL B 40 MSL to	C	PER 191/32	N36°14.00' W97°21.00'
05 AGL B 30 MSL to	D	PER 311/24	N37°02.00' W97°30.00'
05 AGL B 30 MSL to	E	ICT 221/16	N37°34.00' W97°50.00'
05 AGL B 30 MSL to	F	HUT 203/9	N37°52.00' W98°01.00'
25 MSL to	G	SLN 204/37	N38°24.00' W98°01.00'
05 AGL B 100 MSL to	H	SLN 238/20	N38°47.00' W98°01.00'

PMSV CONTACTS: Primary Home Station. Alternates Minot (MIB 342.5), Whiteman (SZL 344.6).

TERRAIN FOLLOWING OPERATIONS: Authorized from A to F and G to H only. Reverse course/orbit is authorized between G and H.

ROUTE WIDTH - 3 NM either side of centerline from A to F; 2 NM either side of centerline from F to G; on centerline to 9 NM right of centerline from G to H, excluding R-3601.

Special Operating Procedures:

- (1) Approval to fly VR-152 does not constitute authority to enter R-3601.
- (2) Smoky Hill Range clearance is required for entry into R-3601.
- (3) Contact Hutchinson Approach/Tower 325.8 passing F for traffic information through the Hutchinson Terminal Area.
- (4) Alternate Entry Points: B, D, E and G.
- (5) Alternate Exit Point: G.
- (6) VR-152 is the reverse course of VR-552. Other intersecting routes: VR-119, VR-138, VR-532, VR-533, VR-534, VR-535, VR-536. Insure routes are deconflicted.
- (7) Alternate Entry Point B is to be utilized by all aircraft not originating out of Tinker.

- (8) Avoid the following noise sensitive areas:

- (a) All airports chartered on the Wichita and Dallas/Fort Worth Sectional Charts by 1500'/3 NM;
 - (b) Farm at A (N35-43.0 W97-01.0);
 - (c) Livestock feedlot south of Langston (N35-56.0 W97-14.0);
 - (d) Airport at Perry (N36-18.0 W97-19.0);
 - (e) Farm near Billings (N36-32.0 W97-25.0);
 - (f) Farm (N37-12.0 W97-32.0);
 - (g) Livestock feedlot 1 NM south of Milan (N37-15.0 W97-41.0);
 - (h) Airfield 3 NM west of Cheney Reservoir Dam (N37-42.0 W97-54.0);
 - (i) Farm 3 NM east of Nickerson (N38-09.0 W98-00.0);
 - (j) Farm 7 NM south of Little River (N38-17.0 W98-02.0);
 - (k) Kanopolis Reservoir Dam below 1000' AGL (N38-37.0 W97-52.0);
 - (l) Farm (N38-18.0 W98-02.0) below 1000' AGL .
- (9) All heavy aircraft enter at B.
- (10) Check NOTAMS for rocket firings to FL230 near Argonia, KS (N37-16.0 W97-44.0).

FSS Within 100 NM Radius:

ICT, MLC

VR-156

ORIGINATING ACTIVITY: 149 FTR GP (TX-ANG), Kelly AFB, TX 78241 DSN 945-5934, C210-925-5934.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800-1830 local daily, Prior coordination required for Sun-Mon operations

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A		N29°05.00' W98°41.00'
SFC B 30 MSL to	B	COT 040/19	N28°40.00' W98°51.00'
SFC B 30 MSL to	C	COT 034/16	N28°39.00' W98°55.00'
SFC B 30 MSL to	D	COT 345/16	N28°44.00' W99°09.00'
SFC B 30 MSL to	E	COT 328/32	N28°57.00' W99°21.00'
SFC B 60 MSL to	F	COT 319/33	N28°56.00' W99°27.00'
SFC B 30 MSL to	G	COT 217/30	N28°07.00' W99°31.00'
SFC B 60 MSL to	H	LRD 357/25	N27°54.00' W99°22.00'
SFC B 60 MSL to	I	LRD 065/12	N27°32.00' W99°12.00'
SFC B 30 MSL to	J	LRD 070/17	N27°32.00' W99°06.00'
SFC B 30 MSL to	K	LRD 050/28	N27°43.00' W98°58.00'
SFC B 30 MSL to	L	COT 143/25	N28°06.00' W98°54.00'

VR ROUTES

SFC B 30 MSL to	M	COT 132/20	N28°12.00' W98°53.00'
SFC B 50 MSL to	N	COT 121/20	N28°15.00' W98°50.00'
SFC B 30 MSL to	O	COT 113/24	N28°15.00' W98°44.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from F to N.

ROUTE WIDTH - 3 NM either side of centerline from A to L;
5 NM either side of centerline from L to O.

Special Operating Procedures:

- (1) Route usage must be coordinated a minimum of 1+30 prior to entry time.
- (2) Aircraft not scheduled into R-6312 Yankee Range must terminate at M. Dixie scheduled range time may terminate at M. In no case may entry into R-6312 be made without prior coordination and clearance.
- (3) Alternate Entry Points: E, G and H.
- (4) Alternate Exit Points: E, G, H, L and M.

FSS Within 100 NM Radius:

SJT

VR-158

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave.
STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX
76311 DSN 736-2675/4995, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	UKW 264/28	N33°32.00' W98°23.00'
05 AGL B 30 MSL to	B	UKW 207/43	N32°56.00' W98°17.00'
05 AGL B 30 MSL to	C	MQP 220/15	N32°34.00' W98°13.00'
05 AGL B 30 MSL to	D	MQP 156/37	N32°08.00' W97°48.50'
05 AGL B 30 MSL to	E	MQP 182/46	N31°58.00' W98°10.50'
05 AGL B 30 MSL to	F	MQP 228/32	N32°26.00' W98°32.00'
05 AGL B 30 MSL to	G	MQP 262/30	N32°44.00' W98°35.00'
05 AGL B 30 MSL to	H	MQP 287/45	N33°03.00' W98°48.00'
05 AGL B 30 MSL to	I	SPS 176/43	N33°16.00' W98°41.00'
05 AGL B 30 MSL to	J	SPS 179/34	N33°26.00' W98°42.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Position reports shall be made to Fort Worth FSS at Mineral Wells, Southbound at C and at Breckenridge, Northbound at G.
- (2) Route conflicts with several IR/VR/SR routes as follows: A to B crosses IR-103, IR-105, SR-270, SR-272, and SR-278. B to C crosses VR-118 and IR-139. C to D crosses VR-1110, IR-139 and overlaps SR-270 for entire leg opposite direction. D to E crosses VR-1110 and IR-139. G to H crosses VR-118, VR-1143 and VR-1144. G to I overlaps SR-270. H to I crosses IR-103, IR-105, SR-270, SR-272, and SR-278 and overlaps VR-1143 opposite direction and VR-1144. See and avoid will be used for separation. Due to multiple windmill farms and to ensure proper deconfliction with SR-278, Reverse SR-278, SR-272 and reverse SR-272, enter VR-158 30 NM past Point A and exit 10 NM prior to Point J.
- (3) Route will be flown at a maximum of 540 knots.
- (4) Route is designated MARSA.
- (5) Route of flight checked to 500' AGL. Contour flying authorized on entire route.
- (6) Alternate Entry Points: B,C,D,E,F,G,H and I.
- (7) Alternate Exit Points: B,C,D,E,F,G,H and I.
- (8) Pilots must contact 80 FTW T-38 duty officer for current brief on noise sensitive areas and high density traffic areas.
- (9) Use caution when operating between A and B and when exiting the route for T-6 aircraft operating at 500' AGL.
- (10) Due to local deconfliction, route cannot be flown reverse and is normally flown on Monday, Wednesday, and Friday. Call scheduling office for conflicts with other routes.

FSS Within 100 NM Radius:

FTW, SJT

VR-159

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave.
STE 3, Sheppard AFB, TX 76311 DSN 736-1950, C940-676-1950.

SCHEDULING ACTIVITY: 89/459 FTS, Sheppard AFB, TX
76311 DSN 736-2240, C940-676-2240.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SPS 222/15	N33°50.00' W98°50.00'
05 AGL B 30 MSL to	B	SPS 267/56	N34°06.00' W99°43.00'
05 AGL B 30 MSL to	C	SPS 249/74	N33°45.00' W100°03.00'
05 AGL B 30 MSL to	D	TQA 338/55	N33°08.00' W100°03.00'
05 AGL B 30 MSL to	E	TQA 033/49	N32°50.00' W99°09.00'
05 AGL B 50 MSL to	F	SPS 202/41	N33°24.00' W99°02.00'
05 AGL B 50 MSL to	G	SPS 214/32	N33°36.00' W99°02.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route in VMC only.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route conflicts with several IR/VR/SR routes as follows: A to B overlaps VR-1143 opposite direction and VR-1144 and crosses/overlaps VR-144, VR-184, VR-190, VR-191, IR-103, IR-105, and SR-278; B to C crosses VR-1141 and VR-1142. C to D partially overlaps SR-236 and crosses SR-233, VR-1143 opposite direction and VR-1144 approaching Point D. D to E crosses SR-236 and SR-212, and overlaps VR-1143 opposite direction and VR-1144. F to G crosses SR-278. See and avoid will be used for separation.
- (2) Routes will be flown at a maximum of 540 knots.
- (3) Route is designated MARSA.
- (4) Alternate Entry: B, C, D, E and F.
- (5) Alternate Exit: B, C, D, E and F.
- (6) Pilots must contact 80 FTW T-38 duty officer for current brief on noise sensitive areas and high density traffic areas.
- (7) Noise sensitive areas, avoid by 1000' AGL or 2 NM: Waggoner Estate ranch house N33-56.5 W99-16.6.
- (8) Use caution when operating between A to B and F to G for T-6 aircraft operating at 500' AGL.
- (9) Aircraft on VR-159 (Mon, Wed, Fri) will call 'ABEAM SANTA ROSA LAKE' (15 NM past Point A) and aircraft on reverse SR-278 (Mon, Wed, Fri, Sun) will call 'APPROACHING SANTA ROSA LAKE'. Additionally, aircraft on VR-159 (Mon, Wed, Fri) will call ABEAM OLNEY (point F) and aircraft on reverse SR-278 (Mon, Wed, Fri, Sun) will call APPROACHING OLNEY about 20 miles prior to the town. In all cases if a conflict exists aircraft on Reverse SR-278 will climb accordingly (1500' minimum) and both aircraft will make a position report on 255.4.
- (10) Due to local deconfliction, route cannot be flown reverse and is normally flown on Monday, Wednesday, and Friday. Call scheduling office for conflicts with other routes.
- (11) Route crosses into the Dyess Latin. Be vigilant for C-130 aircraft training throughout the area.

FSS Within 100 NM Radius:

FTW, SJT

VR-165

ORIGINATING ACTIVITY: 47 OSS/OSOR, 570 2nd Street, Ste. 6, Laughlin AFB, TX 78843 C830-298-5864, DSN732-5864

SCHEDULING ACTIVITY: 87 FTS/DOS, 570 2nd Street, Laughlin AFB, TX 78843 C830-298-4690/5484, DSN732-4690/5484, Scheduling hours 0730-1630L Mon-Fri (excluding hol).

HOURS OF OPERATION: CONTINUOUS

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FST 185/97	N29°23.50' W103°30.00'
10 AGL B 20 AGL to	B	FST 172/88	N29°29.00' W103°04.00'

05 AGL B 20 AGL to	C	FST 155/67	N29°52.00' W102°40.00'
BEGINNING OUT-SIDE BBNP			
05 AGL B 20 AGL to	D	FST 155/52	N30°07.00' W102°44.00'
05 AGL B 20 AGL to	E	DLF 303/101	N30°26.00' W102°16.00'
05 AGL B 20 AGL to	F	DLF 294/81	N30°03.00' W102°07.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 8 NM either side of centerline tapering to 10 NM left and 3 NM right of centerline from B to C; 10 NM left and 3 NM right tapering to 3 NM left and 5 NM right of centerline from C to D; 3 NM left to 5 NM right expanding to 8 NM either side of centerline from D to E; 8 NM either side of centerline tapering to 4 NM either side of centerline from E to F.

Special Operating Procedures:

- (1) Route:
 - (a) Consult Laughlin NOTAMs (KDLF) for most current notices for this route.
 - (b) This route is covered by the following maps and charts: San Antonio and El Paso Sectionals, Low IFR Enroute L-6S, L-19, TPC H-23A, TPC H-23B.
 - (c) Alternate Entry: B.
 - (d) Alternate Exit: C, D, and E.
- (2) Scheduling:
 - (a) Request for weekend use shall be coordinated with the scheduling activity during above hours.
 - (b) Aircraft shall be scheduled with minimum of 10 minutes separation, 35 minutes if a T-3 follows a T-1 on the route.
- (3) Restrictions:
 - (a) For environmental reasons, this route may only be flown by T-1 and T-3 aircraft and T-6 for annual flight evaluations.
 - (b) Aircraft unable to enter the route plus or minus 3 minutes of their assigned entry time will not enter the route.
 - (c) Avoid flight within 1500' or 3 NM of airport when practicable.
 - (d) From B to C maintain 1000' AGL until outside the boundary of Big Bend National Park (N29-31-33 W103-01-12).
- (4) Conflicts:
 - (a) Is identical to VR-187 and VR-188 from A to C. VR-188 is the reverse routing of VR-165 from A to C (westward) but is weekend use only. Call 87 FTS/DOS Laughlin AFB to deconflict VR-187 and VR-188 at DSN 732-5484, C830-298-5484.
- (5) Communications:
 - (a) Call entry and exit on 255.4 and monitor while on the route.
- (6) Noise Sensitive Areas:
 - (a) Avoid Neville Springs Cavalry Post (N29-22.3 W103-12.5) by 1500' AGL or 1.5 NM.
 - (b) The National Park airfield (uncharted) is located at (N29-35.6 W103-15.7); avoid by 3 NM or 1500' AGL.
 - (c) Avoid overflight of Panther Junction (Park Headquarters) located at (N29-20 W103-13) by 3 NM or 3000' AGL.
 - (d) Avoid Terlingua Ranch Airport (N29-27 W103-24).

VR ROUTES

- (7) Laughlin Specific Procedures:
- If a problem is encountered on the western portion, of the route must be discontinued, climb to a VFR hemispheric altitude and fly heading 025° until able to continue on planned routing without overflying Mexico. Call departing the route on 255.4 and attempt contact with Del Rio Approach control on 270.1 prior to entering the Ranch areas. (Laughlin MOA 1).
 - On exit, fly a VFR hemispheric altitude below 16,000 west of the DLF 301° radial. Contact Del Rio Approach control on 270.1.
- (8) Route is designated mountainous terrain from Point A to E.
- (9) Uncharted Airfields:
- N29-48.30 W102-34.80, 2 dirt runways in a V shape, approximately 3,000 each.
 - N30-15.20 W102-34.80, dirt runway approx. 3000.
 - N30-16.50 W102-19.00, dirt runway approx. 2000.
 - N29-35.14 W102-58.39, dirt runway approx. 3000.

VR-168

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363 DSN 876-6518/4075, C361-516-6518/4075 0800-1530 CST Mon-Fri (excluding holidays or field closed by NOTAM).

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0600-2400 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	THX 100/1	N28°30.00' W98°08.00'
SFC B 20 MSL to	B	COT 051/20	N28°38.00' W98°47.00'
SFC B 20 MSL to	C	COT 302/17	N28°39.00' W99°22.00'
SFC B 40 MSL to	D	DLF 074/56	N29°30.00' W99°43.00'
SFC B 40 MSL to	E	RSG 095/52	N29°47.00' W99°20.00'
SFC B 40 MSL to	F	RSG 074/31	N30°04.00' W99°42.00'
SFC B 40 MSL to	G	RSG 130/22	N29°44.00' W100°02.00'
SFC B 30 MSL to	H	RSG 162/39	N29°22.00' W100°12.00'
SFC B 30 MSL to	I	COT 304/53	N29°04.00' W99°51.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline entire route.

Special Operating Procedures:

- (1) Route conflicts with several IR/VR routes as follows: A to B route crosses VR-1121, VR-1105 and VR-1106. B to C crosses VR-1106; B to F underlies VR-140. C to D route

crosses VR-156, VR-1122 and VR-1123; D to E route crosses IR-149; F is shared with IR-149 and VR-140; H is shared with IR-149 and IR-170; MARSA procedures apply.

- (2) Alternate Entry Point: D.
- (3) Maintain 1500' AGL within 3 NM of Three Rivers Muni Airport located at (N28-28-50 W98-12-15) 2 NM NW of Three Rivers, TX.
- (4) Use caution when operating between C and E. Numerous T-6 aircraft operating surface to 6000' MSL within 20 NM of Hondo Municipal Airport located at N29-21 W99-11.
- (5) B-52 aircraft periodically operate VFR from surface to 1000' AGL from C to F; Call sign will be SOPHY 21/22/23; Monitoring 361.4 259.1.
- (6) Use caution when operating between points C and D and in the vicinity of point D for obstructions up to 2700' MSL.

FSS Within 100 NM Radius:

SJT

VR-176

ORIGINATING ACTIVITY: 54 OSS/OSP, 744 Delaware Ave., Holloman AFB, NM 88330-8014, DSN 572-2638, C575-572-2638.

SCHEDULING ACTIVITY: 54 OSS/OSOS, 744 Delaware Ave., Holloman AFB, NM 88330-8014, DSN 572-3536, C575-572-3536.

HOURS OF OPERATION: Normally 1500-2400Z++ daily, usage between 2400-1500Z++ is available

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 15 AGL to	A	ABQ 239/43	N34°49.00' W107°39.00'
01 AGL B 15 AGL to	B	GUP 162/62	N34°27.00' W108°47.00'
01 AGL B 15 AGL to	C	SJN 152/26	N34°00.00' W109°00.00'
01 AGL B 50 AGL to	D	SJN 165/36	N33°49.00' W109°06.00'
01 AGL B 50 AGL to	E	SVC 299/70	N33°25.00' W109°11.00'
01 AGL B 50 AGL to	F	SVC 342/47	N33°25.00' W108°15.00'
01 AGL B 15 AGL to	G	SVC 007/26	N33°03.00' W107°59.00'
01 AGL B 15 AGL to	H	DMN 012/19	N32°34.00' W107°27.00'
01 AGL B 15 AGL to	I	TCC 222/242	N32°45.00' W107°29.00'
01 AGL B 15 AGL to	J	TCC 231/226	N33°23.00' W107°36.00'
01 AGL B 15 AGL to	K	ONM 244/29	N34°14.00' W107°23.00'
01 AGL B 15 AGL to	L	CNX 254/21	N34°21.00' W106°06.00'
01 AGL B 15 AGL to	M	CNX 179/39	N33°44.00' W105°50.00'
01 AGL B 15 AGL to	N	HMN 354/27	N33°19.00' W106°04.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 20 NM either side of centerline from A to B; 12 NM either side of centerline from B to E; 20 NM left and 10 NM right of centerline from E to G; 15 NM left and 10 NM right of centerline from G to H; 10 NM either side of centerline from H to I; 10 NM left and 37 NM right of centerline from I to J; 20 NM left and 38 NM right of centerline from J to K; 10 NM either side of centerline from K to L; 20 NM left and 25 NM right of centerline from L to M; 10 NM either side of centerline from M to N.

Special Operating Procedures:

- (1) Request use through 54 OSS/OSOS 24 hours in advance and between 0730-1630 local Mon-Fri.
- (2) From 1 March to 31 August do not fly below 200' AGL between points D to H.
- (3) Do not overfly the Rio Grande River below 500' AGL, located between points H through L.
- (4) Avoid all forest fires/smoke by at least 5 NM and/or 5000' AGL.
- (5) Avoid R-5113, R-5111B, and R-5111D when active.
- (6) Do not enter R-5107H or R-5107J unless scheduled into this airspace through 54 OSS/OSOS and then only after having received clearance from HOLLOMAN RAPCON 336.2.
- (7) Alternate Entry Points: B, C, E, J, K, and L.
- (8) Alternate Exit Points: D, E, F, H, K, L, and M.
- (9) Re-entry Points: B, C and D.
- (10) Visual Routes are strictly see and avoid. Users are encouraged to maintain a continuous visual lookout. Deconfliction with IR-133 and IR-142 may be accomplished through 54 OSS/OSOS. For deconfliction with non-49 WG routes (e.g. IR-113, VR-100, VR-125, VR-176, VR-1107, VR-1195) contact applicable scheduling authority.
- (11) Numerous towers, avoidance and noise sensitive areas exist within the MTR. You must receive the MTR brief and associated products from 54 OSS/OSP prior to flying the route.
- (12) Do not overfly the Gila Wilderness Area below 1500' AGL.

FSS Within 100 NM Radius:

ABQ

VR-179

ORIGINATING ACTIVITY: ANG CRTG-Gulfport/OSA, 4715 Hewes Ave, Gulfport, MS 39507-4324 DSN 363-6027, C228-214-6027.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	GPT 232/22	N30°11.00' W89°25.50'
15 AGL B 50 MSL to	B	GPT 120/16	N30°16.00' W88°49.00'
15 AGL B 50 MSL to	C	GPT 107/23	N30°17.00' W88°40.00'

15 AGL B 50 MSL to	D	GPT 064/29	N30°36.00' W88°34.00'
01 AGL B 100 MSL to	E	SJI 289/23	N30°52.90' W88°45.98'
01 AGL B 100 MSL to	F	SJI 013/33	N31°15.01' W88°09.66'
01 AGL B 100 MSL to	G	SJI 312/33	N31°07.70' W88°47.78'
Alternate Exit:			
01 AGL B 100 MSL to	F1	SJI 013/33	N31°15.01' W88°09.66'
01 AGL B 100 MSL to	FA	MVC 275/34	N31°32.79' W88°00.45'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 2 NM left and 8 NM right of centerline from A to B; 2 NM left and 1 NM right of centerline from B to C; 5 NM either side of centerline from C to D; 8 NM left and 5 NM right of centerline from D to E; 5 NM left and 8 NM right of centerline from E to F; 5 NM either side of centerline from F to G; 5 NM either side of centerline from F1 to FA.

Special Operating Procedures:

- (1) Route branches at F to G for Desoto MOA entry or to FA for Pine Hill West MOA entry.
- (2) Alternate Entry Points: C and E.
- (3) Alternate Exit Points: D, E and FA.
- (4) Users shall avoid flight within 3 NM of the chemical plants located at 31-16-10N 87-59-50W.
- (5) Avoid Noise sensitive areas:
 - (a) Fort by 2 NM/2000' AGL N30-13.0 W88-58.0 (A-B).
 - (b) Do not over fly Horn Island within 1 NM N30-15.3 W88-42.8.
 - (c) Power Plant by 1 NM/1500' AGL N30-32.5 W88-33.5 (C-D).
 - (d) Llama Farm by 2 NM/1500' AGL N30-32.0 W88-41.0 (C-D).
 - (e) Camp by 1.5 NM/1000' AGL N30-49.2 W88-44.5 (D-E).
- (6) Uncharted Obstructions/Hazards:
 - (a) Numerous fish spotting aircraft 500' AGL to 5500' AGL (A-C).
 - (b) Avoid Airfield by 3 NM/1500' AGL N30-28.0 W88-32.5 (C-D).
 - (c) Tower 1049' MSL/1012' AGL N30-29.0 W88-43.0.
- (7) Crossing MTR Routes: Consult the Scheduling Unit, FLIP or Sectional Map for actual location of the routes for de-confliction. See and avoid applies. VR-1022 and IR-038 co-located C to E. VR-1021, VR-1024, VR-1196, and IR-040 co-located D to E. IR-037 co-located E to G. VR-060 co-located opposite direction F to FA.
- (8) When crossing the coast line between C and D, fly east of Pascagoula River. Do not fly over land south and west of Pascagoula River until north of bridge at N30-22.8 W88-36.3 Restricted to 3500' MSL by GPT APPROACH from Point A to Point C.
- (9) CAUTION: Sky divers within a 2 mile radius of Trent Lott International Airport N30-25.5 W88-28.4 or radial/DME SJI 204/18; surface to 21,000' AGL, operational times: Fri-Sun 0800 local-sunset.
- (10) Flying between A and B transits through the approach corridor of arriving traffic to Runway 32 at GPT.

VR ROUTES

- (11) All crews planning to operate in the Desoto MOAs via VR-179 must schedule with East air to ground (DSN 363-6053, C228-214-6053).
- (12) Prior to flying E-F or F-G, crew should contact East air to ground on 228.85 or 138.55 for MOA de-confliction.

FSS Within 100 NM Radius:

DRI

VR-184

ORIGINATING ACTIVITY: 97 OSS/DOA, 101 S Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-6098, C580-481-6098.

SCHEDULING ACTIVITY: 97 OSS/OSK, 101 S Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-7422/6002/1375/7490, C580-481-7422/6002/1375/7490.

HOURS OF OPERATION: 0830-0230 local, Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
03 AGL B 40 MSL to	A	BFV 242/26	N35°03.70' W99°41.70'
03 AGL B 40 MSL to	B	LTS 224/24	N34°24.00' W99°38.30'
03 AGL B 40 MSL to	C	LTS 201/38	N34°05.40' W99°36.80'
03 AGL B 40 MSL to	D	LTS 197/25	N34°16.20' W99°28.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B;
10 NM either side of centerline from B to D.

Special Operating Procedures:

- (1) Aircraft desiring to use route, contact scheduling unit 24 hrs in advance or contact Altus Command Post for same day scheduling at DSN 866-6313, C580-481-6313.
- (2) Primary Entry: A; Alternate Entry: B; Primary Exit: D; Alternate Exit: C. Use CAUTION for uncharted tower approximately 200' tall at N34-9.872 W99-30.524.
- (3) At A, avoid flight over town of Chillicothe, TX. Use CAUTION for uncharted tower approximately 200' tall at N34-11.052 W99-29.511.
- (4) Aircraft accomplishing airdrops at Sooner DZ, report commencement of airdrop run-in not later than 5 minutes prior to Altus Approach Control 353.7 using the phrase (call sign, inbound Sooner DZ, intentions to follow).
- (5) From A to B, avoid Mangum Airport by 1500' AGL and 3 NM. From B to C avoid Quanah Airport by 1500' AGL and 3 NM.
- (6) From A to B, avoid flight over the town of Eldorado, OK. At D avoid flight over the town of Chillicothe, TX.
- (7) Contact Altus Approach Control 353.7 at D (also contact Altus Approach Control 353.7 if exiting at C). Use caution for uncharted airfield southeast of D (N34-58.5 W99-29.0).
- (8) Route designated MARSAs, MARSAs between VR-144, VR-184, VR-190, VR-191, VR-198, VR-199, SR-205, SR-206, SR-208, SR-216, and SR-217 is accomplished through restrictive scheduling.

- (9) Deconflict with IR-105 (NAS Fort Worth), VR-159, VR-1141, VR-1142, VR-1143, VR-1144 (Sheppard AFB) with appropriate route schedulers. To avoid the corridors of VR-1141, VR-1142, VR-1143, VR-1144 and VR-159, do not fly south of Highway 287 between VR-144 Points A, B, C (deconfliction with VR-1141, VR-1142, VR-1143, VR-1144 and VR-159 is required if flying south of Highway 287).

- (10) PMSV; Altus AFB 239.8.

- (11) Aircraft unable to meet their assigned entry time within the window of two minutes early to two minutes late must not enter route. Aircraft must also exit route within the window of two minutes early to two minutes late.

- (12) Charted tower south of Russell, OK, approximate location N34-43.00 W099-40.00, has been removed.

- (13) Entire route susceptible to wild fires. Aircrews should check NOTAMS before scheduling.

- (14) To report fires, uncharted obstructions or any other operational issues requiring attention on this route, please send an email to: Altus.airspace@Altus.af.mil.

FSS Within 100 NM Radius:

FTW, SJT

VR-186

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	JCT 350/31	N31°07.02' W99°50.02'
05 AGL B 40 MSL to	B	SJT 211/23	N31°05.02' W100°45.00'
01 AGL B 40 MSL to	C	SJT 273/33	N31°30.00' W101°05.00'
01 AGL B 40 MSL to	D	SJT 318/54	N32°08.00' W101°01.02'
01 AGL B 50 MSL to	E	SJT 003/42	N32°03.00' W100°16.02'
05 AGL B 50 MSL to	F	LLO 315/43	N31°22.02' W99°17.02'
05 AGL B 60 MSL to	G	AGJ 344/7	N31°18.02' W98°10.02'
10 AGL B 60 MSL to	H	AGJ 061/19	N31°19.02' W97°48.02'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Minimum speed: 300 Knots.
- (2) Minimum separation between schedule entry times is 10 minutes. VR routes are strictly See and Avoid and users are encouraged to maintain a continuous visual lookout.
- (3) Route conflicts:

- (a) VR186 between Points B to C conflicts with SR283 Point H (Exit) and SR284 Point A (Entry). Both are on or near the route centerline. To deconflict, call the 85 FTS at Laughlin AFB, TX DSN 732-5121, C830-298-5121/5529.
- (b) VR186 conflicts with SR242 Points F-G, SR243 Points C-D-E, SR244 Points B-C-D, and SR267 Points B-C. To deconflict, call Dyess AFB, DSN 461-2792. WARNING; If you do not have R6302, Hood MOA and Gray MOA (Fort Hood), you can not proceed past Point G. You must schedule the alternate exit.
- (4) Units requesting VR-186 shall furnish 301 OG/SUA with planned entry/exit points, times, and planned speeds. Accurate times are critical in the deconfliction process.
- (5) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (6) Route segment G to H closed except to aircraft scheduled into R-6302. Aircraft not scheduled into R-6302 must exit by Point G and remain below 6000' MSL until clear of Brady MOA.
- (7) Sensitive Areas: Avoid the following areas by 1300' AGL or 1 NM radius:
- (N31-06-45 W100-40-40)
 - (N31-07-30 W99-49-30)
 - (N31-09-35 W99-53-00)
 - (N31-11-00 W100-54-30)
 - (N31-15-30 W100-49-00)
 - (N32-03-00 W100-40-30)
 - (N31-19-00 W99-14-30)
 - (N31-07-00 W99-00-00)
- (8) Obstructions:
- 295' AGL tower at N31-15-30 W100-47-00
- (9) Alternate Entry: B, C, D, E and G.
- (10) Alternate Exit: D, E, F and G.

FSS Within 100 NM Radius:

CXO, FTW, SJT

VR-187

ORIGINATING ACTIVITY: 47 OSS/OSOR, 570 2nd St., Suite 6, Laughlin AFB, TX 78843, C830-298-5864, DSN732-5864.

SCHEDULING ACTIVITY: 87 FTS/DOS, 570 2nd Street, Laughlin AFB, TX 78843 C830-298-4690/5484, DSN732-4690/5484. Scheduling hours 0730-1630 Mon-Fri (excluding hol).

HOURS OF OPERATION: SUNRISE - SUNSET DAILY

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FST 185/97	N29°23.50' W103°30.00'
10 AGL B 20 AGL to	B	FST 172/88	N29°29.00' W103°04.00'
05 AGL B 20 AGL to	C	FST 155/67	N29°52.00' W102°40.00'
05 AGL B 20 AGL to	D	FST 138/64	N30°02.00' W102°21.00'

05 AGL B 20 AGL to	E	DLF 289/78	N29°55.00' W102°07.00'
05 AGL B 20 AGL to	F	DLF 298/54	N29°52.00' W101°37.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 8 NM either side of centerline tapering to 0 NM left and 3 NM right of centerline from B to C; 0 NM left and 5 NM right tapering to 5 NM either side centerline from C to D; 5 NM either side tapering to 3 NM either side of centerline from D to E; 3 NM either side of centerline expanding to 0 NM left and 3 NM right of centerline from E to F.

Special Operating Procedures:

- (0) 1) Route: (a) Consult Laughlin NOTAMs (KDLF) for most current notices for this route. (b) This route is covered by the following maps and charts: San Antonio and El Paso Sectionals, Low IFR Enroute L-6S, L-19, TPC H-23A, TPC H-23B. (c) Alternate Entry: B. (d) Alternate Exit: C, D, and E.
- (2) Scheduling:
 - Request for weekend use shall be coordinated with the scheduling activity during above hours.
 - Aircraft shall be scheduled with minimum of 10 minutes separation, 35 minutes if a T-38 follows a T-1 on the route.
- (3) Restrictions:
 - For environmental reasons, this route may only be flown by T-1 and T-38 aircraft and T-6 for annual flight evaluations.
 - Aircraft unable to enter the route plus or minus 3 minutes of their assigned entry time will not enter the route.
 - Avoid flight within 1500' or 3 NM of airport when practical.
 - T-1s arriving early will establish a VFR holding pattern over Big Bend Airport (N29-28.2 W103-56.3) and depart so as to enter route on time. Call entering and departing holding for the route on 255.4.
 - From B to C maintain 1000' AGL until outside the boundary of Big Bend National Park (N29-31-33 W103-01-12).
- (4) Conflicts:
 - Is identical to VR-165 from A to C. Call 87 FTS/DOS Laughlin AFB to deconflict VR-165 and VR-188 at DSN 732-5484, C830-298-5484.
 - Is the reverse routing of VR-188 which is weekend use only.
 - Overlaps IR-169 E-F.
- (5) Communications:
 - Call entry and exit on 255.4 and monitor while on the route.
- (6) Noise Sensitive Areas:
 - Avoid Neville Springs Cavalry Post (N29-22.3 W103-12.5) by 1500' AGL or 1.5 NM.
 - The National Park airfield (uncharted) is located at (N29-35.6 W103-15.7); avoid by 3 NM or 1500' AGL.
 - Avoid overflight of Panther Junction (Park Headquarters) located at (N29-20 W103-13) by 3 NM or 3000' AGL.
 - Avoid Terlingua Ranch Airport (N29-27 W103-24).
- (7) Laughlin Specific Procedures:

VR ROUTES

- (a) If a problem is encountered on the western portion of the route and the route must be discontinued, climb to a VFR hemispheric altitude and fly heading 025° until able to continue on planned routing without overflying Mexico. Call departing the route on 255.4 and attempt contact with Del Rio Approach control on 270.1 prior to entering the Ranch areas. (Laughlin MOA 1).
- (b) On exit, fly a VFR hemispheric altitude below 16,000 west of the DLF 301° radial. Contact Del Rio Approach control on 270.1.
- (8) Route is designated mountainous terrain from Point A to E.
- (9) Uncharted Airfields:
 - (a) N29-48.30 W102-34.80, 2 dirt runways in a V shape, approximately 3,000 each.
 - (b) N30-15.20 W102-34.80, dirt runway approx. 3000.
 - (c) N30-16.50 W102-19.00, dirt runway approx. 2000.
 - (d) N29-35.14 W102-58.39, dirt runway approx. 3000.
- (10) Use caution approaching Point D. Moored balloon/aerostat up to 3000 AGL located approximately 3.25 NM left of centerline Within a 1-nautical mile radius of coordinates N30-05-12.98 W102-21-24.84.

VR-188

ORIGINATING ACTIVITY: 47 OSS/OSOR, 570 2nd St., Suite 6, Laughlin AFB, TX 78843, C830-298-5864, DSN732-5864

SCHEDULING ACTIVITY: 87 FTS/DOS, 570 2nd St., Laughlin AFB, TX 78843, C830-298-4690/5484, DSN732-4690/5484, Scheduling hours 0730-1630L Mon-Fri (excluding hol)

HOURS OF OPERATION: SUNRISE - SUNSET, SAT-SUN

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	DLF 298/54	N29°52.00' W101°37.00'
05 AGL B 20 AGL to	B	DLF 289/78	N29°55.00' W102°07.00'
05 AGL B 20 AGL to	C	FST 138/64	N30°02.00' W102°21.00'
05 AGL B 20 AGL to	D	FST 155/67	N29°52.00' W102°40.00'
05 AGL B 20 AGL to	E	FST 172/88	N29°29.00' W103°04.00'
05 AGL B 20 AGL to	F	FST 185/97	N29°23.50' W103°30.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route. ROUTE WIDTH-3 NM left and 10 NM right of centerline tapering to 3 NM either side of centerline from A to B, 3 NM either side of centerline expanding to 5 NM either side of centerline from B to C, 5 NM either side of centerline expanding to 5 NM left and 10 NM right of centerline from C to D, 3 NM left and 10 NM right of centerline tapering to 8 NM either side of centerline from D to E, 5 NM left and right of centerline from E to F.

Special Operating Procedures:

- (1) Route:
 - (a) Consult Laughlin NOTAMs (KDLE) for most current notices for this route.() This route is coered by the

following maps and charts: San Antonio and El Paso Sectionals, Low IFR Enroute L-6S, L-19, TPC H-23A, TPC H-23B.

- (c) Alternate Entry: B.
- (d) Alternate Exit: C, D, and E.
- (2) Scheduling:
 - (a) Request for weekend use shall be coordinated with the scheduling activity during above hours.
 - (b) Aircraft shall be scheduled with minimum of 10 minutes separation, 35 minutes if a T-38 follows a T-1 on the route.
- (3) Restrictions:
 - (a) For environmental reasons, this route may only be flown by T-1 and T-38 aircraft and T-6 for annual flight evaluations.
 - (b) Aircraft unable to enter the route plus or minus 3 minutes of their assigned entry time will not enter the route.
 - (c) Avoid flight within 1500' or 3 NM of airport when practical.
 - (d) From D to E begin climb at a point to ensure crossing the eastern boundary of Big Bend National Park (N29-31-33 W103-01-12) at or above 1000 AGL.
- (4) Conflicts:
 - (a) Is reverse routing of VR-187. Call 87 FTS/DOS Laughlin AFB at DSN 732-5484, C830-298-5484 to deconflict VR-165 and VR-187.
 - (b) VR-165 is common from D-F.
- (5) Communications:
 - (a) Call entry and exit on 255.4 and monitor while on the route.
 - (b) If recovering to Laughlin, contact Del Rio App ontrl UHF, 270.1.
 - (c) Contact Albuquerque Center UHF (292.15) for IFR clearance to all other destinations.
- (6) Noise Sensitive Areas:
 - (a) The National Park airfield (uncharted) is located at (N29-35.6 W103-15.7);
 - (b) Avoid Neville Springs Cavalry Post (N29-22.3 W103-12.5) by 1500' AGL or 1.5 NM.
 - (c) Panther Junction (Park Headquarters) located at (N29-20 W103-13) avoid by 3 NM or 3000' AGL.
 - (d) Avoid the Terlingua Ranch (N29-27 W103-24).
- (7) Laughlin Specific Procedures:
 - (a) Climb VFR to 17,500 MSL. Proceed direct to the DLF 301/90. Contact Del Rio Approach Control on 270.1 prior to the DLF 301/90. If returning to Laughlin, request the bridge arrival.
 - (b) If a problem is encountered on the western portion of the route and the route must be discontinued, climb to a VFR hemispheric altitude and fly heading 025° until able to continue on planned routing without overflying Mexico. Attempt contact with Del Rio Approach control on 270.1 prior to entering the Ranch areas. (Laughlin MOA 1).
- (8) Route is designated mountainous terrain from Point D to F.
- (9) Uncharted Airfields:
 - (a) N29-48.30 W102-34.80, 2 dirt runways in a V shape, approximately 3,000 each.
 - (b) N30-15.20 W102-34.80, dirt runway approx. 3000.
 - (c) N30-16.50 W102-19.00, dirt runway approx. 2000.
 - (d) N29-35.14 W102-58.39, dirt runway approx. 3000.

- (10) Use caution approaching Point D. Moored balloon/aerostat up to 3000 AGL located approximately 3.25 NM left of centerline Within a 1-nautical mile radius of coordinates N30-05-12.98 W102-21-24.84.

VR-189

ORIGINATING ACTIVITY: 188th Wing-AR ANG, 4850 Leigh Ave., Fort Smith, AR 72903-6096 DSN 778-5502, C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PGO 211/41	N34°07.00' W95°05.00'
05 AGL B 40 MSL to	B	PGO 121/54	N34°09.00' W93°43.00'
05 AGL B 40 MSL to	C	PGO 092/59	N34°34.00' W93°25.00'
05 AGL B 40 MSL to	D	PGO 083/71	N34°44.00' W93°11.00'
05 AGL B 40 MSL to	E	PGO 073/74	N34°57.00' W93°09.00'
05 AGL B 50 MSL to	F	PGO 058/54	N35°06.00' W93°39.00'
05 AGL B 45 MSL to	G	PGO 108/13	N34°36.00' W94°22.00'
05 AGL B 45 MSL to	H	PGO 199/16	N34°26.00' W94°44.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route. Only obstacles 200' AGL and higher were surveyed for this MTR.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- Alternate Entry: B, C and E.
- Alternate Exit: E, F and G.
- Participating aircraft separation on IR-117, 120, 121, 164, VR-189, 1102, 1103, 1104, 1113, and 1130 as well as in the Hog MOA and is MARSA through see and avoid as well as restrictive scheduling. All legs of the route that enter the Hog MOA (F-H) are prohibited while the Hog MOA (Also scheduled by the 188 WG) is activated--If Hog MOA is active, exit at Point E or adjust route times.
- Report Hog MOA entry/exit and applicable MTR points in the blind on the Hog MOA tactical frequency 307.375.
- CAUTION; Numerous SR routes frequented by flights of multiple C-130s between(Points C-F). CAUTION; multiple converging MTRs and IP to DZ routes (Points F-G) even when the Hog MOA is not active.
- CAUTION; Points A-B overlapped by VR-1104/IR-164. CAUTION; Point B crossed by VR-1103/IR-121.
- Flights exiting the MTR requesting activation of the Hog MOA complex must report the MTR exit point to Memphis Center on 269.0 or 126.1 and receive clearance out of the

route and into the MOA prior to exiting the route.

Otherwise, contact Razorback Approach on 343.75 or 120.9 prior to exiting the route.

- Avoid flight within 1500' AGL/ 3 NM all charted airports when practicable.
- Uncharted obstructions:
 - Tower (N34 02.84 W094 11.04) estimated altitude 250' AGL
 - Tower (N34 03.74 W094 44.33) estimated altitude 250' AGL.
 - Tower (N34 05.56 W094 44.38) estimated altitude 250' AGL.
 - Tower (N35 09.84 W094 35.80) estimated altitude 250' AGL.
 - Tower (N34 10.05 W094 29.73) estimated altitude 250' AGL.
 - Tower (N34 14.93 W094 29.39) estimated altitude 200' AGL.
 - Tower (N34 23.80 W094 42.00) estimated altitude 200' AGL.
 - Tower (N34 26.50 W094 34.75) estimated altitude 200' AGL.
 - Tower (N34 31.10 W094 41.32) estimated altitude 200' AGL.
 - Tower (N34 41.42 W094 23.20) estimated altitude 250' AGL.
 - Tower (N34 43.74 W093 13.70) estimated altitude 300' AGL.
 - Tower (N34 57.30 W093 09.58) estimated altitude 250' AGL.
 - Tower (N34 59.23 W093 11.36) estimated altitude 200' AGL.
 - Tower (N35 06.38 W093 30.80) estimated altitude 200' AGL.
- CAUTION; Mining activity at (N34 14.15 W093 38.10)
- CAUTION; Soaring birds and hang gliders in vicinity of Magazine Mountain (N35 10 W093 39)
- Make entry time plus or minus ten minutes or reschedule.

FSS Within 100 NM Radius:

FTW, MLC

VR-190

ORIGINATING ACTIVITY: 97 OSS/DOA, 101 S. Sixth Street, Bldg 225, Altus AFB, OK 73521 DSN 866-6098 C580-481-6098.

SCHEDULING ACTIVITY: 97 OSS/OSK, 101 S. Sixth Street, Bldg 225, Altus AFB, OK 73521 DSN 866-7422/1375/7490 C580-481-7110/1375/7490.

HOURS OF OPERATION: 0830-0230 local Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
03 AGL B 40 MSL to	A	LTS 197/25	N34°16.20' W99°28.00'
03 AGL B 40 MSL to	B	LTS 201/38	N34°05.40' W99°36.80'
03 AGL B 40 MSL to	C	CDS 120/19	N34°10.00' W100°00.00'

VR ROUTES

03 AGL B 40 MSL to	D	CDS 076/13	N34°23.00' W100°01.70'
03 AGL B 40 MSL to	E	CDS 022/17	N34°36.70' W100°06.50'
03 AGL B 50 MSL to	F	CDS 334/22	N34°43.70' W100°25.00'
03 AGL B 50 MSL to	G	BFV 260/69	N35°07.50' W100°36.60'
03 AGL B 50 MSL to	H	BFV 267/51	N35°16.10' W100°14.80'
03 AGL B 50 MSL to	I	BFV 242/26	N35°03.70' W99°41.70'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to C; 5 NM left narrowing to 4 NM left and 5 NM right of centerline from C to D; 4 NM left and 5 NM right of centerline from D to E; 5 NM right widening to 7 NM right and 5 NM left of centerline from G to H; 7 NM right narrowing to 5 NM right and 5 NM left of centerline from H to I.

Special Operating Procedures:

- (1) Aircraft desiring to use route, contact scheduling unit 24 hours in advance or contact Altus Command Post for same day scheduling DSN 866-6313 or C580-481-6313. Day flights from Point A to E are not permitted due to numerous crossing routes with Sheppard AFB VR routes.
- (2) Primary Entry A; Alternate Entry B and E; Primary Exit I; Alternate Exit E and F.
- (3) At A, avoid flight over the town of Chillicothe, TX.
- (4) Contact Ft. Worth Center 133.5/350.35 at Point C.
- (5) At F, when practicable, avoid Memphis Municipal Airport by 1500' AGL or 3 NM.
- (6) From F to G avoid flight over the town of Quail, TX by 2 NM.
- (7) From G to H avoid flight over the town of Shamrock, OK and when practicable avoid McClean Gray Airport and Shamrock Municipal Airports by 1500' AGL or 3 NM.
- (8) From H to I, when practicable avoid Haddock Airport by 1500' AGL or 3 NM.
- (9) Contact Altus Approach Control 353.7 upon exiting at I. Contact Ft. Worth Center 350.35 or 133.5 upon exiting at E or F. Monitor 255.4 entire route of flight.
- (10) Route designated MARSA, MARSA between IR-193, VR-144, VR-184, VR-190, VR-191, VR-198, VR-199, SR-205, SR-206, SR-208, SR-216 and SR-217 is accomplished through restrictive scheduling.
- (11) Deconflict with, IR-105 (NAS Fort Worth), VR-159, VR-162, VR-1141, VR-1142, VR-1143, VR-1144 (Sheppard AFB) with appropriate route schedulers, multiple Sheppard AFB crossing routes conflict with VR-190 Points A through D. For day low levels on legs F, G, H and I, will remain east of the McClean-Hedley line (near Point G) and south of I-40 (south of the town of Shamrock, near Point H) in order to avoid the eastern and southern halves of the VR-1141/1142 corridor. The coordinates for this line are approximately N34-43.08 W100-35.68 straight north to N35-14.42 and straight east to W099-52.10.
- (12) PMSV: Altus AFB 239.8.
- (13) Aircraft unable to meet their assigned entry time within the window of two minutes early to two minutes late must not enter the route. Aircraft must exit the route within the route within the window of two minutes early to two minutes late.

(14) Use caution for uncharted airfield just beyond Point I, N34-58.50 W099-29.00.

FSS Within 100 NM Radius:

FTW, SJT

VR-191

ORIGINATING ACTIVITY: 97 OSS/DOA, 101 S. Sixth Street, Bldg 225, Altus AFB, OK 73521 DSN 866-6098 C580-481-6098.

SCHEDULING ACTIVITY: 97 OSS/OSK, 101 S. Sixth Street, Bldg 225, Altus AFB, OK 73521 DSN 866-7422/1375/7490 C580-481-7110/1375/7490.

HOURS OF OPERATION: 0830-0230 local Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
03 AGL B 50 MSL to	A	BFV 242/26	N35°03.70' W99°41.70'
03 AGL B 50 MSL to	B	BFV 267/51	N35°16.10' W100°14.80'
03 AGL B 50 MSL to	C	BFV 260/69	N35°07.50' W100°36.60'
03 AGL B 50 MSL to	D	CDS 334/22	N34°43.70' W100°25.00'
03 AGL B 40 MSL to	E	CDS 022/17	N34°36.70' W100°06.50'
03 AGL B 40 MSL to	F	CDS 076/13	N34°23.00' W100°01.70'
03 AGL B 40 MSL to	G	CDS 120/19	N34°10.00' W100°00.00'
03 AGL B 40 MSL to	H	LTS 201/38	N34°05.40' W99°36.80'
03 AGL B 40 MSL to	I	LTS 197/25	N34°16.20' W99°28.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM left widening to 7 NM left and 5 NM right of centerline from A to B; 7 NM left narrowing to 5 NM left and 5 NM right of centerline from B to C; 5 NM either side of centerline from C to E; 5 NM left and 4 NM right of centerline from E to F; 4 NM right widening to 5 nm right and 5 NM left of centerline from F to G; 5 NM either side of centerline from G to I.

Special Operating Procedures:

- (1) This route is closed and is not authorized to schedule or fly due to not being surveyed or reviewed. Contact the originating activity for more information.
- (2) Aircraft desiring to use route, contact scheduling unit 24 hours in advance or contact Altus Command Post for same day scheduling at DSN 866-6313, C580-481-6313. Day flights from F, G, H and I are not permitted due to numerous crossing routes with Sheppard AFB VR routes.
- (3) Primary Entry A; Alternate Entry: E and F; Primary Exit: I; Alternate Exit D and E.
- (4) From A to B, avoid flight over the town of Shamrock, OK and when practicable avoid Haddock Airport and Shamrock Municipal Airport by 1500' AGL or 3 NM.

- (5) From B to C, when practicable avoid McLean-Gray Airport by 1500' AGL or 3 NM.
- (6) From C to D, avoid flight over the town of Quail, TX bt 2 NM.
- (7) At D, when practicable avoid Memphis Municipal Airport by 1500' AGL or 3 NM.
- (8) Contact Ft. Worth ARTCC on 133.5/350.35 at Point G.
- (9) At I, avoid flight over the town of Chillicothe, TX.
- (10) Contact Altus Approach Control 125.1/353.7 (CH 6) upon exiting at I.
- (11) Route designated MARSA, MARSA between VR-144, VR-184, VR-190, VR-191, VR-198, VR-199, SR-205, SR-206, SR-208, SR-216, and SR-217 is accomplished through restrictive scheduling.
- (12) Deconflict with: IR-105 (NAS Ft. Worth), VR-159, VR-1141, VR-1142, VR-1143, VR-1144 (Sheppard AFB) with appropriate route scheduling. Multiple Sheppard AFB crossing route conflict with IR-191 F through I. For day low levels on legs A, B, C and D, all aircraft will remain east of McLean-Hedley line (near Point C) and south of I-40 (south of the town of Shamrock, near Point B) in order to avoid the eastern and southern halves of the VR-1141/1142 corridor. The coordinates for this line are approximately N34-43.08 W100-35.68 straight north to N35-14.42 and straight east to W99-14.42.
- (13) PMSV: Altus AFB 239.8.
- (14) Use caution for uncharted airfield just prior to Point A, N34-58.50 W099-29.00.
- (15) Aircraft unable to meet thier assigned entry time within the window of two minutes early to two minutes late must not enter the route. Aircraft must also exit the route within two minutes early to two minutes late.

FSS Within 100 NM Radius:

FTW, SJT

VR-196

ORIGINATING ACTIVITY: 47 OSS/OSOR, 570 2nd Street, Ste. 6, Laughlin AFB, TX 78843 DSN 732-5864, C830-298-5864.

SCHEDULING ACTIVITY: 86 FTS/DOS, 307 2nd St, Laughlin AFB, TX 78843 DSN 732-5584, C830-298-5584. Scheduling hrs, 0730-1630 Mon-Fri (excluding hol).

HOURS OF OPERATION: Sunrise-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FST 192/29	N30°30.00' W103°12.00'
01 AGL B 79 MSL to	B	FST 195/63	N30°00.00' W103°30.00'
01 AGL B 79 MSL to	C	FST 204/67	N30°02.00' W103°43.00'
10 AGL B 81 MSL to	D	FST 217/33	N30°35.00' W103°27.00'
01 AGL B 86 MSL to	E	FST 264/57	N31°02.00' W104°05.00'
05 AGL B 76 MSL to	F	SFL 092/43	N31°34.00' W104°16.00'
05 AGL B 98 MSL to	G	SFL 058/15	N31°50.00' W104°49.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route:
 - (a) Consult Laughlin NOTAMs (KDLF) for most current notices for this route.
 - (b) This route is covered by the following maps and charts: El Paso Sectional, US Low IFR Enroute L-6S, L-6N, TPC H-23A.
 - (c) Alternate Entry: C and D.
 - (d) Alternate Exit: D, E and F.
- (2) Scheduling:
 - (a) Request for weekend use shall be coordinated with the Scheduling Activity during above hours.
 - (b) Aircraft shall be scheduled with a minimum of 10 minutes separation, for the same type/planned ground speed, and a faster dissimilar aircraft will afford 35 minutes behind dissimilar slower aircraft.
 - (c) When scheduling VR-196, block off VR-197 for the entire block period of 80 minutes; 40 minutes before and 40 minutes after your entry time.
- (3) Restrictions:
 - (a) For environmental reasons, this route may only be flown by T-1, T-38, and T-45 aircraft and T-6 for Annual Flight Evaluations.
 - (b) Aircraft unable to enter the route plus or minus 3 minutes of their assigned entry time will not enter the route.
 - (c) Avoid flight within 1500 feet or 3NM of airport when practicable.
- (4) Conflicts:
 - (a) This route is reverse routing of VR-197.
 - (b) Crosses IR-102 near Pt A, overlaps from B-C, crosses from D-E, and overlaps from F-G. IR-102 and IR-141 are inactive and unused UFN. Call 49 OSS/OSA, Holloman AFB, DSN 572-3536, C505-572-3536 to deconflict IR102 and IR-141.
 - (c) Crosses IR-141 near A, overlaps from B-C, crosses from D-E and overlaps from F-G.
 - (d) Overlaps IR-178 from E-F. Call 7 OSS/OSOR, Dyess AFB to deconflict IR-178; DSN 461-3665, C325-696-3665. Use caution for B-1 and B-52 aircraft operating on IR-178 T-U that will make a blind call on 255.4 when approaching T.
 - (e) Cross IR-192 from F-G. Call 49 OSS/OSA, Holloman AFB, DSN 572-3536, C505-572-3536 to deconflict IR-192 and IR-194.
 - (f) Cross IR-194 from F-G.
- (5) Communications:
 - (a) Call entry/exit on 255.4 and monitor while on the route.
- (6) Noise Sensitive Areas:
 - (a) Upon route exit at Point G, avoid Gaudalupe National Park by 2000' AGL (minimum). Plan to cross G at 9800' MSL.
 - (b) Avoid the town of Alpine by 3 NM.
- (7) The entire route is designated mountainous terrain.

FSS Within 100 NM Radius:

SJT

VR ROUTES

VR-197

ORIGINATING ACTIVITY: 47 OSS/OSOR, 570 2nd Street, Ste. 6, Laughlin AFB, TX 78843 DSN 732-5864, C830-298-5864.

SCHEDULING ACTIVITY: 86 FTS/DOS, 307 2nd St, Laughlin AFB, TX 78843 DSN 732-5584, C830-298-5584.
Scheduling hrs, 0730-1630 Mon-Fri (excluding hol).

HOURS OF OPERATION: Sunrise-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SFL 058/15	N31°50.00' W104°49.00'
05 AGL B 98 MSL to	B	SFL 092/43	N31°34.00' W104°16.00'
05 AGL B 76 MSL to	C	FST 264/57	N31°02.00' W104°05.00'
05 AGL B 86 MSL to	D	FST 217/33	N30°35.00' W103°27.00'
05 AGL B 81 MSL to	E	FST 204/67	N30°02.00' W103°43.00'
05 AGL B 79 MSL to	F	FST 195/63	N30°00.00' W103°30.00'
05 AGL B 79 MSL to	G	FST 192/29	N30°30.00' W103°12.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route:
 - (a) Consult Laughlin NOTAMs (KDLF) for most current notices for this route.
 - (b) This route is covered by the following maps and charts: El Paso Sectional, US Low IFR Enroute L-6S, L-6N, TPC H-23A.
 - (c) Alternate Entry: D and E.
 - (d) Alternate Exit: B, C and D.
- (2) Scheduling:
 - (a) Request for weekend use shall be coordinated with the Scheduling Activity during above hours.
 - (b) Aircraft shall be scheduled with a minimum of 10 minutes separation, for the same type/planned ground speed, and a faster dissimilar aircraft will afford 35 minutes behind dissimilar slower aircraft.
 - (c) When scheduling VR-197, block off VR-196 for the entire block period of 80 minutes; 40 minutes before and 40 minutes after your entry time.
- (3) Restrictions:
 - (a) For environmental reasons, this route may only be flown by T-1, T-38, and T-45 aircraft and T-6 for Annual Flight Evaluations.
 - (b) Aircraft unable to enter the route plus or minus 3 minutes of their assigned entry time will not enter the route.
 - (c) Avoid flight within 1500 feet or 3NM of airport when practicable.
- (4) Conflicts:
 - (a) This route is reverse routing of VR-196.

- (b) Cross IR-192 from F-G. Call 49 OSS/OSA, Holloman AFB, DSN 572-3536, C505-572-3536 to deconflict IR-192 and IR-194.
 - (c) Cross IR-194 between A-B.
 - (d) Overlaps IR-102 from A-B, crosses from C-D, and overlaps from E-F, and crosses near G. IR-102 and IR-141 are inactive and unused UFN. Call 49 OSS/OSA, Holloman AFB, DSN 572-3536, C505-572-3536 to deconflict IR102 and IR-141.
 - (e) Overlaps IR-141 from A-B, crosses from C-D, overlaps from E-F, and crosses near G.
 - (f) Overlaps IR-178 from B-C. Call 7 OSS/OSOR, Dyess AFB to deconflict IR-178; DSN 461-3665, C325-696-3665. Use caution for B-1 and B-52 aircraft operating on IR-178 T-U that will make a blind call on 255.4 when approaching T.
- (5) Communications:
 - (a) Call entry/exit on 255.4 and monitor while on the route.
 - (6) Noise sensitive areas:
 - (a) On the route entry at A, avoid Guadalupe National Park by 2000' AGL (minimum). If possible, climb to the top of the route to cross A at 9800' MSL.
 - (b) Avoid the town of Alpine by 3 NM radius.
 - (7) The entire route is designated mountainous terrain.

FSS Within 100 NM Radius:

SJT

VR-198

ORIGINATING ACTIVITY: 97 OSS/DOA, 101 S. Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-6098, C580-481-6098.

SCHEDULING ACTIVITY: 97 OSS/OSK, 101 S. Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-7422/1375/7490 C580-481-7110/1375/7490

HOURS OF OPERATION: 0600-0300 local, Mon-Fri, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
03 AGL B 40 MSL to	A	LTS 189/14	N34°26.40' W99°20.30'
03 AGL B 40 MSL to	B	LTS 236/16	N34°32.00' W99°33.50'
03 AGL B 40 MSL to	C	CDS 022/17	N34°36.70' W100°06.50'
03 AGL B 40 MSL to	D	CDS 334/22	N34°43.70' W100°25.00'
03 AGL B 50 MSL to	E	PNH 072/50	N35°22.90' W100°42.00'
03 AGL B 50 MSL to	F	MMB 199/49	N35°37.30' W100°21.70'
03 AGL B 50 MSL to	G	MMB 185/44	N35°38.00' W100°06.60'
03 AGL B 50 MSL to	H	MMB 166/44	N35°36.50' W99°49.50'
03 AGL B 40 MSL to	I	BFV 286/29	N35°24.50' W99°45.00'

03 AGL B 40 MSL to J BFV 242/26 N35°03.70'
W99°41.70'

03 AGL B 40 MSL to K LTS 336/19 N34°58.10'
W99°24.10'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 10 NM either side of centerline from B to C; 5 NM either side of centerline from C to F; 5 NM left and 4 NM right of centerline from F to G; 5 NM either side of centerline from G to H; 5 NM left and 4 NM right narrowing to 3 NM right of centerline from H to I; 5 NM left and 3 NM right widening to 5 NM right of centerline from I to J; 5 NM either side of centerline from J to K.

Special Operating Procedures:

- (1) This route is closed and is not authorized to schedule or fly due to not being surveyed or reviewed. Contact the originating activity for more information.
- (2) Aircraft desiring to use route, contact scheduling unit 24 hours in advance or contact Altus Command Post for same day scheduling at DSN 866-6313.
- (3) Primary Entry A; Alternate Entry C; Primary Exit K; Alternate Exit C and J.
- (4) When practicable avoid flight over the towns of Hollis, OK; Eldorado, OK; Sayre, OK; and Quail, TX by 2NM.
- (5) Aircraft accomplishing airdrops at Sooner DZ will report passing the town of Reed OK to Altus APP COM 353.7 using the phrase (callsign, Reed southbound to Sooner DZ, intentions to follow).
- (6) When practicable avoid Olustee Airport, Hollis Airport, Memphis Municipal Airport, McLean-Gray Airport, and Sayre Airport by 1500' AGL or 3 NM.
- (7) Contact Altus APP CON on 353.7 at J. Monitor 255.4 the entire route, except when making mandatory radio call to Altus APP.
- (8) Route designated MARSA, MARSA between VR-144, VR-184, VR-190, VR-191, VR-198, VR-199, SR-205, SR-206, SR-208, SR-216, and SR-217 is accomplished through restrictive scheduling.
- (9) Deconflict with: IR-105 (NAS Fort Worth), VR-1141, VR-1142, (Sheppard AFB), with appropriate route schedulers. IR-172, IR-173, IR-182 and IR-183 (Vance AFB) cross VR-198 but are deconflicted by altitude (the top of the VR-198 block is below the IR hard altitude). The corridor of IR-145 (Vance AFB) overlaps the corridor of VR-198 Northeast of VR-198 Point H. Avoid the IR-145 corridor at all times. VR-1141/1142 crosses VR-198 near Points E and I. VR-162 crosses VR-198 on the B-C leg. IR-103 crosses VR-198 on the B-C leg and again on the J-K leg.
- (10) PMSV: Altus AFB 239.8.
- (11) Aircraft unable to meet their assigned entry time within the window of two minutes early to two minutes late must not enter route. Aircraft must also exit route within the window of two minutes early to two minutes late.
- (12) Use Caution for uncharted airfield between A-B coordinates (N34-58.5 W99-29.0)

FSS Within 100 NM Radius:

FTW

VR-199

ORIGINATING ACTIVITY: 97 OSS/DOA, 101 S Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-6098, C580-481-6098.

SCHEDULING ACTIVITY: 97 OSS/OSK, 101 S Sixth St., Bldg 225, Altus AFB, OK 73521 DSN 866-7422/6002/1375/7490, C584-481-7422/6002/1375/7490.

HOURS OF OPERATION: 0830-0230 local, Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
03 AGL B 40 MSL to Alternate entry	A	LTS 336/19	N34°58.10' W99°24.10'
03 AGL B 40 MSL to	B	BFV 242/26	N35°03.70' W99°41.70'
03 AGL B 40 MSL to	C	BFV 286/29	N35°24.50' W99°45.00'
03 AGL B 40 MSL to	D	MMB 166/44	N35°36.50' W99°49.50'
03 AGL B 50 MSL to	E	BFV 293/50	N35°38.00' W100°06.60'
03 AGL B 50 MSL to	F	BFV 287/61	N35°37.30' W100°21.70'
03 AGL B 50 MSL to	G	PNH 072/50	N35°22.90' W100°42.00'
03 AGL B 50 MSL to Alternate entry and exit	H	CDS 334/22	N34°43.70' W100°25.00'
03 AGL B 40 MSL to	I	CDS 022/17	N34°36.70' W100°06.50'
03 AGL B 40 MSL to	J	LTS 236/16	N34°32.00' W99°33.50'
03 AGL B 40 MSL to	K	LTS 189/14	N34°26.40' W99°20.30'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 5 NM left narrowing to 3 NM left and 5 NM right of centerline from B to C; 3 NM left widening to 4 NM left and 5 NM right of centerline from C to D; 5 NM either side of centerline from D to E; 4 NM left and 5 NM right of centerline from E to F; 5 NM either side of centerline from F to I; 10 NM either side of centerline from I to J; 5 NM either side of centerline from J to K.

Special Operating Procedures:

- (1) This route is closed and not authorized to schedule or fly due to not being surveyed or reviewed. Contact the originating activity for more information.
- (2) Aircraft desiring to use route, contact scheduling unit 24 hours in advance or contact Altus Command Post for same day scheduling at DSN 866-6313.
- (3) Primary Entry A; Alternate Entry B and I; Primary Exit K; Alternate Exit I.
- (4) When practicable avoid flight over towns of Hollis, OK; Eldorado, OK; Sayre, OK; and Quail, TX by 2NM.

VR ROUTES

- (5) Maneuvering Area I to J; Aircraft may slow for airdrop at N34-31 W99-41, report commencement of airdrop run-in NLT 5 minutes prior to Altus APP CON 353.7 using the phrase (Call sign inbound to Sooner DZ, position relative Sooner DZ).
- (6) When practicable avoid Olustee Airport, Hollis Airport, Memphis Municipal Airport, McLean-Gray Airport, and Sayre Airport 1500' AGL or 3NM.
- (7) Contact Altus APP CON 353.7 10 NM west of J. Monitor 255.4 the entire route, except when making mandatory radio call to Altus APP.
- (8) Route designated MARSAS, MARSAS between VR-144, VR-184, VR-190, VR-191, VR-198, VR-199, SR-205, SR-206, SR-208, SR-216, and SR-217 is accomplished through restrictive scheduling.
- (9) Deconflict with: IR-105 (NAS Fort Worth), VR-1141, VR-1142, (Sheppard AFB), IR-172, IR-173, IR-182, IR-183 (Vance AFB) cross VR-199 but are deconflicted by altitude (the top of VR-199 block is below the IR routes hard altitude). The corridor of IR-145 (Vance AFB) overlaps the corridor at all times. VR-1141/1142 crosses VR-199 near Point C and G.
- (10) PMSV: Altus AFB 239.8.
- (11) Aircraft unable to meet their assigned entry time within the window of two minutes early to two minutes late must not enter route. Aircraft must also exit route within the window of two minutes early to two minutes late.
- (12) Use Caution for uncharted airfield between J-K coordinates (N34-58.5 W99-29.0)

FSS Within 100 NM Radius:

FTW

VR-201

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MVA 218/57	N38°01.00' W119°01.00'
02 AGL B 100 MSL to	B	MVA 239/58	N38°20.00' W119°13.00'
02 AGL B 120 MSL to	C	MVA 272/40	N38°47.00' W118°50.00'
02 AGL B 90 MSL to	D	HZN 176/14	N39°17.00' W119°04.00'
02 AGL B 90 MSL to	E	HZN 260/9	N39°32.00' W119°11.00'
02 AGL B 60 MSL to	F	HZN 346/11	N39°42.00' W118°59.00'
02 AGL B 60 MSL to	G	LLC 096/11	N40°03.50' W118°22.00'
02 AGL B 60 MSL to	H	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 60 MSL to	I	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 6 NM either side of centerline from A to F; 2 NM either side of centerline from F to I.

Special Operating Procedures:

- (1) Alternate Exit: F, G and H.
- (2) Tie-in FSS: Rancho Murieta (RIU).
- (3) Reserving this route does not reserve the Ranch, Churchill or Carson MOA's. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for authorization.
- (4) Aircraft exiting H or I must reserve R-4813 airspace through the NAS Fallon Range Department.
- (5) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSAS while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (6) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (7) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (8) Remain at 1500' AGL within 3 NM of Mono Lake at A. Do not perform aerobatic maneuvers over the water.
- (9) Between A and B, avoid overflight of the historic town of Bodie at N38-12-40 W119-00-40 by at least 3 NM.
- (10) Near B, avoid the town and airport of Bridgeport.
- (11) Between B and C, avoid private airfield at N38-37-00 W119-00-00.
- (12) Caution: C-5/C-141 aircraft flying between 500' to 1000' AGL on crossing route near C.
- (13) Caution: power lines paralleling route between C and D.
- (14) Between C and D, avoid the town of Schurz by 5 NM laterally.
- (15) Between C and D, fly west of centerline to avoid the Ranch and Churchill MOA's unless prior entry has been scheduled. However, avoid the town and airport of Yerington to the west.
- (16) Caution: 333' tower approximately 9 NM southwest of D at N39-08-30 W119-02-30.
- (17) Caution: 80' tower on ridge, on route centerline between C and D at N39-14-20 W119-02-30.
- (18) Caution: VFR traffic crossing route at 8000' around E.
- (19) From D to 5 NM southwest of F, maintain 6000' MSL and route centerline to avoid the extremely noise sensitive areas of Silver Springs and Fernley west of route centerline, and Hazen to the east.
- (20) Caution: 150' microwave tower located between F and G at N39-46 W118-50.

FSS Within 100 NM Radius:

MCC, OAK, RNO, RIU

VR-202

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA

93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri),
C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ENI 276/50	N39°22.00' W124°16.00'
02 AGL B 15 AGL to	B	ENI 310/41	N39°37.00' W123°46.00'
05 AGL B 15 AGL to	C	ENI 330/37	N39°39.00' W123°28.00'
05 AGL B 30 AGL to	D	RBL 210/28	N39°47.00' W122°41.00'
30 AGL B 80 MSL to	E	RBL 112/48	N39°35.00' W121°27.00'
02 AGL B 30 AGL to	F	FMG 284/45	N39°54.00' W120°30.00'
02 AGL B 15 AGL to	G	LLC 260/49	N40°12.50' W119°38.30'
02 AGL B 15 AGL to	H	LLC 178/15	N39°53.00' W118°39.50'
02 AGL B 15 AGL to	I	LLC 096/11	N40°03.50' W118°22.00'
02 AGL B 15 AGL to	J	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	K	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B and E.
- (2) Alternate Exit: H, I and J.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Reserving this route does not reserve the Carson MOA between H and J. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for authorization.
- (5) Reserving this route does not authorize access to the China MOA between E and F. See AP/1A for MOA scheduling if unable to remain below the China MOA.
- (6) Aircraft exiting J or K must reserve Carson MOA and R-4813 airspace through the NAS Fallon Range Department.
- (7) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (8) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (9) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.

(10) Avoid overflight of Laytonville and Dos Rios near C.

(11) Fly south of route centerline between D and E to avoid the town of Orland and the airports of Haigh and Acrewood.

(12) Remain alert for C-5/C-141 aircraft flying at 1000' AGL on crossing routes near D.

(13) Fly south of centerline approaching F to avoid the town of Cromberg by at least 2 NM.

(14) Between F and G, avoid overflight of ranches located N40-01-00 W120-13-00 and N40-06-00 W119-54-00.

FSS Within 100 NM Radius:

ACV, MCC, OAK, RNO, RIU

VR-208

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800-1630 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OAL 180/45	N37°17.00' W118°03.00'
02 AGL B 130 MSL to	B	OAL 142/36	N37°27.00' W117°30.00'
02 AGL B 130 MSL to	C	TPH 200/26	N37°41.50' W117°21.50'
02 AGL B 130 MSL to	D	TPH 312/31	N38°28.00' W117°22.00'
02 AGL B 100 MSL to	E	MVA 039/48	N39°01.00' W117°11.00'
02 AGL B 120 MSL to	F	MVA 028/71	N39°24.00' W116°57.00'
02 AGL B 120 MSL to	G	HZN 087/53	N39°18.00' W117°53.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 10 NM either side of centerline from A to B; 5 NM either side of centerline from B to C; 3 NM either side of centerline from C to E; 10 NM either side of centerline from E to G.

Special Operating Procedures:

- (1) Alternate Entry: C.
- (2) Tie-in FSS: Rancho Murieta (RIU).
- (3) Reserving this route does not reserve the Austin or Gabbs MOA's between E and G. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for airspace entry authorization.
- (4) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry

VR ROUTES

into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.

- (5) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (6) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (7) Maintain 2000' AGL until over Deep Springs Lake at A.
- (8) Between E and F, avoid the town of Kingston located at N39-12-06 W117-05-00 by 3000' AGL or 5 NM.
- (9) Remain on route centerline at F, do not early turn. Avoid town of Austin at N39-29-30 W117-04-00 and airport at N39-28-05 W117-11-40 by 5 NM.
- (10) Caution: opposite flow traffic on VR-1253 at F.
- (11) Caution: from F to G, VFR traffic between 2000' AGL and 10,500' MSL in Fallon Range VFR corridor above US 50.
- (12) Fly south of centerline to avoid ranches 10-15 NM west of F on route centerline.
- (13) Caution: 299' tower between F and G north of centerline at N39-23-28 W117-18-30.
- (14) Avoid town of Cold Springs at N39-25-00 W117-52-00 north of G by 3000' AGL or 5 NM.
- (15) Maintain vigilance for VFR traffic when exiting route at G. Remain below 2000' AGL in vicinity of VFR corridor.
- (16) Avoid unauthorized entry into R-4816S or R-4804 vicinity G.

FSS Within 100 NM Radius:

RNO

VR-209

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TPH 074/32	N38°01.00' W116°22.00'
02 AGL B 15 AGL to	B	TPH 083/61	N37°51.00' W115°46.00'
02 AGL B 15 AGL to	C	MMM 323/67	N37°48.50' W114°47.30'
02 AGL B 15 AGL to	D	MMM 253/11	N36°46.00' W114°30.00'
02 AGL B 15 AGL to	E	BCE 247/48	N37°34.00' W113°18.00'
02 AGL B 15 AGL to	F	BCE 232/24	N37°32.00' W112°46.00'
02 AGL B 15 AGL to	G	MLF 090/24	N38°15.00' W112°32.00'
02 AGL B 15 AGL to	H	MLF 039/22	N38°34.00' W112°38.00'
02 AGL B 15 AGL to	I	MLF 317/38	N38°55.00' W113°23.00'

02 AGL B 15 AGL to	J	ILC 003/48	N39°00.00' W114°04.00'
30 AGL to	K	ILC 337/48	N39°02.50' W114°31.20'
02 AGL B 15 AGL to	L	BAM 130/104	N39°10.00' W115°35.00'
02 AGL B 15 AGL to	M	BAM 158/80	N39°15.00' W116°40.00'
02 AGL B 15 AGL to	N	OAL 280/10	N38°05.00' W117°58.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route, except between Points J to K.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: D and H.
- (2) Alternate Exit: D, H, J and L.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (5) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (6) Reserving this route does not reserve Nellis AFB Range airspace or the Desert or Reveille MOA's. Contact 99th Range Management Office, Nellis AFB, at DSN 348-4710, C702-652-4710 for range scheduling. Schedule as far in advance as possible. Contact Nellis Control on 343.0 (P), 392.15 (S) for clearance into Nellis AFB airspace.
- (7) Reserving this route does not reserve the Sevier A or B MOA's. Contact the 388th RANS at DSN 777-4401, C810-777-4401 for airspace entry authorization prior to flight. Contact Clover Control on 301.7 or 134.1 prior to Sevier entry. If unable contact, maintain MARSA, and broadcast route number, crossing time, and altitude in the blind.
- (8) Reserving this route does not reserve NAS Fallon Range airspace. Contact NAS Fallon Range Department, DSN 890-2416/2418, C775-426-2416/2418 for airspace entry authorization prior to flight. Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (9) Caution: Watch for power lines between D and E.
- (10) Avoid Pine Valley Mountain Wilderness Area between D and E by 3 NM.
- (11) Avoid Zion National Park between E and F by 3 NM.
- (12) Avoid Cedar Breaks National Monument between F and G by 3 NM.
- (13) Avoid Great Basin National Park between J and K; maintain 3000' AGL.
- (14) Remain west of the town of Carvers between M and N.

FSS Within 100 NM Radius:

CDC, RNO

VR-222

ORIGINATING ACTIVITY: 57 OSS/OSOP, 4450 Tyndall Ave, Nellis AFB, NV 89191-7001 DSN 682-7891, C702-652-7891.

SCHEDULING ACTIVITY: 57 OSS/OSOS, 4450 Tyndall Ave, Nellis AFB, NV 89191 DSN 682-2040, C702-652-2040

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	EED 238/17	N34°41.00' W114°48.00'
01 AGL B 15 AGL to	B	GFS 135/21	N34°50.00' W114°58.00'
01 AGL B 15 AGL to	C	GFS 296/14	N35°17.00' W115°23.50'
01 AGL B 15 AGL to	D	BLD 234/48	N35°42.00' W115°47.00'
01 AGL B 15 AGL to	E	BTY 137/28	N36°23.00' W116°29.00'
01 AGL B 15 AGL to	F	BTY 135/11	N36°38.00' W116°38.00'
01 AGL B 10 AGL to Alternate Entry: C As assigned to	G	BTY 355/29	N37°17.00' W116°38.00'
as assigned to Alternate Exit: E	C1	GFS 296/14	N35°17.00' W115°23.50'
01 AGL B 15 AGL to	E1	BTY 137/28	N36°23.00' W116°29.00'
01 AGL B 15 AGL to	E2	BTY 098/41	N36°31.00' W115°58.00'
01 AGL B 15 AGL to Alternate Exit: E	E2X	BTY 087/48	N36°37.00' W115°47.00'
01 AGL B 15 AGL to	EE1	BTY 137/28	N36°23.00' W116°29.00'
01 AGL B 15 AGL to	E2	BTY 098/41	N36°31.00' W115°58.00'
01 AGL B 15 AGL to	E3	BTY 093/56	N36°29.00' W115°39.00'
01 AGL B 15 AGL to	E3X	BTY 086/62	N36°35.00' W115°30.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to D; 5 NM left and 3 NM right of centerline from D to E; 5 NM either side of centerline from E to G.

Special Operating Procedures:

- (1) Contact Blackjack (DSN 348-4537) for operations within R-4806E and R-4806W, R-4809, or Desert MOA. Operations will be conducted IAW AFI 13-212, NTTR Addendum A.
- (2) Numerous route conflicts with MTR crossings.
- (3) Avoid Death Valley Junction/Armadosa, N36-18.0 W116-25.0 by 3 NM/1500' AGL.
- (4) Avoid Ash Meadows National Wildlife Refuge by 2 NM or 2000' AGL.
- (5) Avoid ranch, N36-34.21 W116-35.0, by 1500' AGL and 1 NM.

(6) Uncharted Obstacles

- (a) Multiple power lines, 75' to 100' AGL throughout the MTR.
 - (b) Between points A and B, 30' to 50' radio towers N34-42.0 W114-47.0.
 - (c) Between points A and B, 300' tower N34-51.84 W114-52.65.
 - (d) Between points B and C, multiple towers 200' on hill in draw N34-54.10 W115-03.60.
 - (e) Between points B and C, multiple towers 150' N35-01.30 W115-08.00.
 - (f) Between points B and C, 354' tower N34-56.09 W115-10.48.
 - (g) Between points B and C, radio tower 140' N35-14.80 W115-25.90.
 - (h) Between points C and D, 200' tower N35-14.21 W115-30.10.
 - (i) Between points C and D, mill tower on mine site N35-23.0 W115-31.0.
 - (j) Between points C and D, three towers N35-26.08 W115-33.10.
 - (k) Between points C and D, multiple towers 200' N35-29.15 W115-33.58.
 - (l) Between points D and E, tower N36-07.90 W116-03.40.
 - (m) Between points E and F, 150' tower N36-53.34 W116-39.83.
 - (n) Between points F and G, multiple towers 150' tower N36-53.34 W116-39.83.
- (7) Aircrews who suspect they have inadvertently dropped ordinance/objects in southern Nevada will immediately notify 57 WG/SE, DSN 682-6065, C702-652-6065.

FSS Within 100 NM Radius:

RNO

VR-223

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040.

SCHEDULING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, C623-856-7654, current day DSN 856-8818/8819.

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PXR 211/35	N33°00.00' W112°27.00'
05 AGL B 60 MSL to	B	TUS 281/70	N32°32.50' W112°11.00'
05 AGL B 80 MSL to	C	TUS 276/47	N32°20.00' W111°48.00'
05 AGL B 80 MSL to	D	TUS 253/62	N32°00.00' W112°08.00'
05 AGL B 90 MSL to	E	TFD 204/41	N32°20.00' W112°23.00'

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05 AGL B 90 MSL to	F	TFD 211/36	N32°27.00' W112°23.50'
05 AGL B 90 MSL to	G	TFD 238/35	N32°41.00' W112°33.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to C; 4 NM either side of centerline from C to D; 3 NM either side of centerline from D to F; 4 NM either side of centerline from F to G.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.
- (2) Contact Originating Activity for route brief.
- (3) Primary Entry: A. Alternate Entry: B, C, D and E.
- (4) Primary Exit: G. Alternate Exit: B, C, D, E, F.
- (5) Scheduling this route does not automatically grant permission to use R-2301E, R-2304, R-2305.
- (6) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.
- (7) Extremely Noise Sensitive Area: (Tohono O'Odham Reservation) From 23 NM past A to 11 NM past F, avoid overflight of all towns/settlements/populated areas by a minimum of 1 NM horizontally and 3000' AGL vertically. Avoid VAYA CHIN (1 NM past Point E) horizontally by a minimum of 2 NM.
- (8) Avoid overflight of all charted/uncontrolled airports by at least 1500' vertically and/or 3 NM horizontally.
- (9) Make LATN location advisory call at each ALPHA Point on 379.4 (example; Call Sign, VR-223, A).
- (10) Route crosses numerous other MTR's and Victor Airways as depicted on the Phoenix Sectional Charts. See and avoid is paramount:
 - (a) 1 NM past A: Crosses VR-242/VR-268.
 - (b) 9 NM past B: Crosses VR-241.
 - (c) At A, crosses VR-267/VR-268/VR-269.
 - (d) Points C-D: Coincident with VR-239/VR-244.
 - (e) Points D-G: Coincident with VR-239/VR-259.
 - (f) Point F: Crosses VR-241.
 - (g) 4NM past A, crosses V94.
 - (h) 14NM past A, crosses V66.
- (11) CAUTION:
 - (a) There are numerous high tension powerlines located along this route. Lightning protection wires run between the tops of all powerline towers and aer significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.
 - (b) 11.5 NM past A, 254' tower 2.3 NM left of centerline.
 - (c) Flares not authorized on this route.

FSS Within 100 NM Radius:
PRC

VR-231

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040.

SCHEDULING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, C623-856-7654, current day DSN 856-8818/8819.

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PXR 272/39	N33°35.00' W112°43.00'
01 AGL B 70 MSL to	B	BXK 277/42	N33°42.00' W113°37.00'
01 AGL B 70 MSL to	C	GBN 293/57	N33°31.80' W113°34.50'
01 AGL B 60 MSL to	D	GBN 259/38	N32°59.50' W113°25.00'
01 AGL B 50 MSL to	E	GBN 229/36	N32°41.00' W113°18.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 5 NM left and 4 NM right of centerline from B to C; 14 NM left and 6 NM right of centerline from C to D; 8 NM left and 6 NM right of centerline from D to E.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.
- (2) When not scheduled in conjunction with BMGR/Sells MOA Mission, aircraft must exit by Point D.
- (3) Contact Originating Activity for route brief.
- (4) Contact Prescott FSS prior to entry on 255.4.
- (5) Primary Entry: A. Alternate Entry: B, C and D.
- (6) Primary Exit: E. Alternate Exit: B, C and D.
- (7) Scheduling this route does not automatically grant permission to use R-2301E, R-2304 or R-2305.
- (8) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.
- (9) Avoid overflight of all towns/settlements/populated areas by a minimum of 1 NM horizontally.
- (10) Avoid overflights of all charted/uncontrolled airfields by a minimum of 1500' vertically and/or 3 NM horizontally.
 - (a) 14.5NM prior to B, uncharted airstrip (N33-38.97 W113-20.14).
 - (b) 7NM past B, uncharted airstrip (on centerline).
 - (c) 1.8NM prior to D, 1NM left of centerline, uncharted airstrip (N33-01.34 W113-24.52).
- (11) 5 NM prior to C, prior to entering the Hope Corridor, make advisory call on 255.4 (example; call sign, VR-231, Hope Low Level Corridor).
- (12) Route crosses numerous other MTRs and Victor Airways as depicted on the Phoenix Sectional Charts. See and avoid is paramount.
 - (a) C-E: Coincident with VR-243/VR-245 (Hope Corridor).
 - (b) C-D: Coincident with VR-1267/VR-1267A/VR-1268.
 - (c) 1NM past C, crosses V16.
 - (d) 11NM past C, crosses V94.
 - (e) 8NM past D, crosses V66.
- (13) CAUTION:

- (a) There are numerous high tension powerlines located along this route. Lightning protection wires run between the tops of all powerline towers and are significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.
- (b) Point A to 17NM past A remain at or above 300' AGL, high tension powerlines and extensive flight activity;
- (c) 40 NM past A, houses/farms 1 NM left of centerline;
- (d) 5 NM past B, cross Interstate 10 at a minimum of 500' AGL;
- (e) 5 1/2NM past B, 250' microwave tower 1/2 NM right of centerline used by DOI.
- (f) High tension power line at C and D;
- (g) 9NM past D, cross Interstate 8 at a minimum of 500' AGL;
- (h) Flares not authorized on this route.

FSS Within 100 NM Radius:

PRC

VR-239

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040.

SCHEDULING ACTIVITY: 56 RMO/ASMS, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, See General Remarks.

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to blw 75 MSL.	A	PXR 319/32	N33°54.00' W112°17.00'
40 MSL B 75 MSL to	B	PXR 346/38	N34°04.00' W112°00.00'
03 AGL B 95 MSL to	C	PXR 022/46	N34°04.00' W111°27.00'
03 AGL B 95 MSL to	D	PXR 046/66	N34°00.30' W110°51.00'
03 AGL B 90 MSL to	E	PXR 081/88	N33°21.00' W110°13.00'
03 AGL B 90 MSL to	F	TUS 346/41	N32°47.00' W110°57.00'
03 AGL B 70 AGL to	G	TUS 311/41	N32°38.00' W111°24.00'
05 AGL B 60 MSL to	H	TFD 180/54	N32°00.00' W112°08.00'
05 AGL B 90 MSL to	I	TFD 204/41	N32°20.00' W112°23.30'
05 AGL B 90 MSL to	J	TFD 211/36	N32°27.00' W112°23.50'
05 AGL B 90 MSL to	K	TFD 238/35	N32°41.00' W112°33.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from Point B to K.

ROUTE WIDTH - 5 NM either side of centerline from A to H; 3 NM either side of centerline from H to J; 4 NM either side of centerline from J to K.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.
- (2) When not scheduled in conjunction with BMGR/Sells MOA Mission, aircraft must exit at G.
- (3) Contact Originating Activity for route brief.
- (4) Primary Entry: A. Alternate Entry: B, C and F.
- (5) Primary Exit: K. Alternate Exit: G, H, and I.
- (6) Scheduling this route does not automatically grant permission to use R-2301E, R-2304, R-2305.
- (7) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.
- (8) Avoid overflight of all towns/settlements/populated areas by a minimum of 1NM horizontally.
- (9) Avoid overflight of all charted/uncontrolled airports by a minimum of 1500' vertically and/or 3 NM horizontally.
- (10) From Point E until range entry, make LATN advisory call at each ALPHA turn point on 379.4 (example; call sign, VR-239, E).
- (11) Noise sensitive areas:
 - (a) 10.5NM Southwest of E, hospital complex (N33-17.90 W110-25.09);
 - (b) 18NM past E, avoid Coolidge Dam by 1NM to the left.
 - (c) 15NM past G to 11NM past J, extremely noise sensitive area (Tohono O'Odham Reservation) avoid overflight of all towns, settlements/populated areas by a minimum of 1NM horizontally and 3000' AGL vertically. Avoid VIYA CHIN (1NM past I) horizontally by a minimum of 2NM.
- (12) Environmentally sensitive areas: Following flight restrictions apply from 1 Dec to 15 Jul:
 - (a) At A until 5 NM past A, remain right or left of centerline by 1.5NM, or maintain at or above 2000' AGL.
 - (b) 13 NM to 15 NM past B, remain right of centerline, or left of centerline by 2 NM, or maintain at or above 2000' AGL.
 - (c) 3 NM to 9 NM past C, fly right of centerline or maintain at or above 2000' AGL.
 - (d) 12 NM to 17 NM past D, remain right of centerline or maintain at or above 2000' AGL.
 - (e) 10 NM to 7 NM prior to E, avoid 2-5 NM right of centerline or maintain at or above 2000' AGL.
 - (f) 11 NM to 15 NM past E, avoid 3-5 NM right of centerline or maintain at or above 2000' AGL.
 - (g) 15 NM to 21 NM past E, remain on centerline or maintain at or above 2000' AGL.
 - (h) 21 NM to 27 NM past E, avoid 4-5 NM right of centerline or maintain at or above 2000' AGL.
 Following flight restrictions apply from 1 Feb to 31 Aug:
 - (a) 5NM to 2NM prior to C, remain at or above 500 feet AGL.
 - (b) 21NM to 25NM past D, remain at or above 500 feet AGL.
- (13) Airports along route:
 - (a) San Carlos airport (8NM prior to E, 8NM right of centerline). Extensive traffic during fire season (Apr-Sep).
- (14) From 3NM prior to I-10 to 4NM past I-10, maintain a minimum altitude of 2600' AGL. Extensive helicopter activity between Picacho Field (N32-39.80 W 111-29.27) and Silver Bell AAF.
- (15) Class B airspace:

VR ROUTES

- (a) Start point A is 4NM west of PHX Class B airspace, use extreme caution for commercial airliners from A-B.
- (b) 3NM to 8NM past A, 2NM right of centerline to boundary underlies Class B. Floor of Class B is 8000' MSL.
- (16) Route crosses numerous other MTR's as depicted on the Phoenix Sectional Charts. See and avoid is paramount. Use caution for extensive glider and general aviation activity in the vicinity of Lake Pleasant:
- (a) 15 NM past A: Crosses VR-241/VR-244.
- (b) 29 NM past E: Crosses VR-267/VR-268/VR-269.
- (c) Point F crosses VR-241.
- (d) Points F-H: Coincident with VR-244.
- (e) 2 NM past G: Crosses VR-241.
- (f) 27 NM past G to H: Coincident with VR-223.
- (g) H-K: Coincident with VR-223/VR-259.
- (h) J crosses VR-241.
- (i) Crosses numerous Victor airways at H, 11NM past H, 8NM past I.
- (17) CAUTION:
- (a) There are numerous high tension powerlines located along this route. Lightning protection wires run between the tops of all powerline towers are significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.
- (b) Powerlines cross 7 NM and 9 NM past A, 7 NM past B, 5 NM past C, 3 NM past D, 36 NM and 47 NM past E, 8 NM past F, 2 NM prior to G, 2 NM and 18 NM past G;
- (c) 31NM past E, 231' tower 1 1/2 NM left of centerline;
- (d) 2.8NM past D, tower located 2.4NM left of centerline;
- (e) 1NM left of F, 334' tower;
- (f) 35NM past E, 1000' smokestack and town of Winkleman, 2NM right of centerline.
- (g) Flares not authorized on this route.

FSS Within 100 NM Radius:

PRC

VR-241

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040.

SCHEDULING ACTIVITY: 56 RMO/ASMS, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, See General Remarks.

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LUF 336/25	N33°57.00' W112°28.50'
03 AGL B 90 MSL to	B	LUF 356/38	N34°10.00' W112°16.00'
03 AGL B 90 MSL to	C	IWA 335/39	N33°56.50' W111°49.00'
03 AGL B 90 MSL to	D	IWA 359/34	N33°51.00' W111°30.50'

03 AGL B 90 MSL to	E	IWA 035/30	N33°38.00' W111°12.50'
03 AGL B 90 MSL to	F	IWA 064/33	N33°25.50' W111°01.00'
03 AGL B 95 MSL to	G	IWA 091/32	N33°10.50' W111°02.00'
03 AGL B 75 MSL to	H	TFD 085/48	N32°47.00' W110°58.00'
03 AGL B 75 MSL to	I	GBN 088/66	N32°43.00' W111°24.00'
03 AGL B 65 MSL to	J	GBN 103/67	N32°27.00' W111°29.50'
05 AGL B 65 MSL to	K	GBN 141/34	N32°26.50' W112°23.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to C; 3 NM right and 5 NM left of centerline from C to D; 5 NM right and 4 NM left of centerline from D to E; 2 NM right and 4 NM left of centerline from E to F; 2 NM right and 5 NM left of centerline from F to G; 3 NM right and 2 NM left of centerline from G to H; 5NM either side of centerline from H to I; 3 NM right and 2 NM left of centerline from I to J; 4 NM right and 2 NM left of centerline from J to K.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.
- (2) When not scheduled in conjunction with BMGR/SELLS MOA mission, aircraft must exit by J.
- (3) Contact Originating Activity for route briefing.
- (4) Primary Entry: A. Alternate Entry B, C, D, E, F, G, H, I and J.
- (5) Primary Exit: K. Alternate Exit B, C, D, E, F, G, H, I and J.
- (6) Scheduling this route does not automatically grant permission to use R-2301E, R-2304 or R-2305.
- (7) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.
- (8) Avoid overflight of all towns/settlements/populated areas by a minimum of 1NM horizontally.
- (9) Avoid overflight of all charted/uncontrolled airports by at least 1500' vertically and/or 3 NM horizontally.
- (10) From Point G until range entry make a LATN advisory call at each ALPHA Point on 379.4 (example: call sign, VR-241, G).
- (11) Noise sensitive areas:
 - (a) 4 NM left of E, avoid overflight of bridge north of Roosevelt Dam by 1000' vertically and/or 2 NM.
 - (b) 2-3 NM past Point F, numerous homes left of centerline, fly right of centerline from 1-4 NM past F.
 - (c) Extremely noise sensitive area (Tohono O'Odham Reservation) avoid overflight of all towns, settlements/populated areas by a minimum of 1 NM horizontally and 3000' AGL vertically. 7 NM prior to K (2.5 NM right of centerline), avoid overflight of town of Ventana.
 - (d) 5 NM east of Point E avoid the Tonto National Monument (N33-38.41 W111-06.46) by 1 NM laterally or 2,000' vertically.
- (12) Environmentally sensitive areas: Following flight restrictions apply from 1 Dec to 15 Jul:
 - (a) 4 NM to 7 NM past C, fly right of centerline or maintain at or above 2000' AGL.

- (b) 15 NM past D to E, remain left of centerline or maintain at or above 2000' AGL.
- (13) Airports along route:
- (a) Pinal Airpark (12NM past I and 8NM left of centerline), extensive flight and parachute activity. Use caution.
 - (b) El Tiro Airport (5NM left of centerline at I), soaring and parachute activity. Use caution.
 - (c) Silver Bell AAF (3NM past J and 1.5NM left of centerline) extensive helicopter activity.
 - (d) From I (3NM prior to I-10) to 4NM past I-10, maintain a minimum altitude of 2600' AGL. Extensive helicopter activity between Picacho Field (N32-39.80 W111-29.27) and Silver Bell AAF.
- (14) Class B airspace:
- (a) Start point A is 15NM west of PHX Class B airspace, use extreme caution for commercial airliners from A-B.
 - (b) B-C, right boundary comes within 1NM of Class B.
 - (c) 5NM prior to D to 7NM past D, right boundary underlies Class B. Floor of Class B is 8000' MSL.
- (15) Route crosses numerous other MTRs and Victor airways as depicted on the Phoenix Sectional Charts. See and avoid is paramount.
- (a) A-H, coincident with VR-244.
 - (b) 7NM past I, crosses VR-239/VR-244.
 - (c) 5NM past J, crosses VR-239/VR-244.
 - (d) 25NM past J, crosses VR-223.
 - (e) Point K, converges with VR-223/VR-239/VR-259.
 - (f) Crosses numerous Victor airways at 9NM past A, 7NM past B, 24NM past B, 9NM past C, 2NM past D, 15NM past D, 14NM past H, 6NM past I, 2NM past J, 6.5NM past J.
- (16) CAUTION:
- (a) There are numerous high tension powerlines located along this route. Lightning protection wires run between the tops of all powerline towers and are significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.
 - (b) High tension power lines cross 8NM, 9NM and 12NM past B, at C, 2.5NM prior to D, at E, at F, 5NM past F, at G.
 - (c) 2NM SW of B, uncharted tower on 7203' peak (approx 100' AGL).
 - (d) 11NM past D, uncharted tower approx 75' AGL, 1/2NM left of centerline.
 - (e) Uncharted power lines; 9NM past H; 2.5NM, 8NM and 12NM past I; 10NM past I to 15NM past J, 26NM past J.
 - (f) Point I, three uncharted towers (approx 100' AGL).
 - (g) 8.8NM from E, microwave tower (N33-43.827 W111-20.774) on route centerline.
 - (h) Flares not authorized on this route.

FSS Within 100 NM Radius:

PRC

VR-242

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040

SCHEDULING ACTIVITY: 56 RMO/ASMS, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, C623-586-7654

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LUF 336/25	N33°57.00' W112°28.50'
03 AGL B 90 MSL to	B	DRK 219/18	N34°31.50' W112°46.00'
03 AGL B 85 MSL to	C	BXK 332/63	N34°29.00' W113°07.50'
03 AGL B 65 MSL to	D	BXK 319/47	N34°09.50' W113°15.00'
03 AGL B 65 MSL to	E	BXK 278/54	N33°47.50' W113°49.50'
03 AGL B 60 MSL to	F	GBN 312/24	N33°17.00' W112°56.00'
03 AGL B 45 MSL to	G	GBN 063/14	N33°00.50' W112°24.50'
03 AGL B 55 MSL to	H	GBN 155/15	N32°43.00' W112°37.00'
Alternate Entry:			
03 AGL B 90 MSL to	AA	PXR 320/48	N34°08.00' W112°25.50'
03 AGL B 90 MSL to	B1	DRK 219/18	N34°31.50' W112°46.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.
- (2) When not scheduled in conjunction with BMGR Mission, aircraft must exit at Point G.
- (3) Contact Originating Activity for route briefing.
- (4) Primary Entry: A. Alternate Entry: AA, B, C, D, E, F, G.
- (5) Primary Exit: H. Alternate Exit: B, C, D, E, F, G.
- (6) Scheduling this route does not automatically grant permission to use R-2301E, R-2304 or R-2305.
- (7) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.
- (8) Avoid overflight of all towns/settlements/populated areas by a minimum of 1NM horizontally.
- (9) Avoid overflight of all charted/uncontrolled airports by at least 1500' vertically and/or 3 NM horizontally.
- (10) Noise sensitive areas:
 - (a) A to B avoid Peebles Valley by 2 NM horizontally or 1000' vertically.
 - (b) A to B avoid the towns of Kirtland Junction and Kirtland by 1 NM horizontally or 1000' vertically.
 - (c) Avoid the town of Hope, 7 NM past E by at least 1 NM horizontally.
- (11) Numerous airports along route:
 - (a) Cooper Ranch Airport (16 NM past A, 4 NM right of centerline).
 - (b) Quarter Circle J/S Airport (36 NM past A, 4 NM right of centerline).
 - (c) Bagdad Airport (7 NM right of C).
 - (d) Utting Siding Airport (4 NM right of Point E).

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- (e) Gila Compressor Airport (6 NM past F, 2 NM left of centerline).
- (f) Uncharted dirt airstrip (7 NM past C, 1 NM right of centerline).
- (g) Uncharted airstrip (17 NM past E, 4 NM right of centerline).
- (12) Class B airspace:
 - (a) Point A is 10 NM west of PHX Class B airspace. Use caution for extensive glider activity west of Class B.
 - (b) 14 NM to 18 NM past F, left boundary is 5 NM from Class B airspace.
- (13) Route crosses numerous other MTRs as depicted on the Phoenix Sectional charts. See and avoid is paramount:
 - (a) 21 NM past A, crosses VR-243.
 - (b) 27 NM past A, crosses VR-245.
 - (c) 5 NM past B, crosses IR-250.
 - (d) 9 NM past B, crosses VR-243.
 - (e) 14 NM past B, crosses VR-1268/IR-214.
 - (f) 1 NM past C, crosses VR-245.
 - (g) 20 NM past C, crosses VR-1268/IR-214.
 - (h) 28 NM past D to 14 NM past E, crosses VR-1267/VR-1267A/VR-1268/VR-245/VR-243/VR-231.
 - (i) 26 NM past E, crosses IR-218.
 - (j) 43 NM past E, crosses IR-218.
 - (k) At G, crosses VR-223/VR-267/VR-269.
 - (l) Point G to H, coincident with VR-268.
 - (m) Crosses numerous Victor airways at 32 NM past E, 5 NM past G, 9 NM past G.
- (14) CAUTION:
 - (a) There are numerous high tension powerlines located along this route. Lightning protection wires run between the tops of all powerline towers and are significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.
 - (b) G to H, extensive helicopter operations 300' AGL and below.
 - (c) Cross Interstate 10 (22 NM past E) at a minimum of 500' AGL.
 - (d) Cross Interstate 8 (8 NM past G) at a minimum of 500' AGL.
 - (e) Uncharted tower on McCloud Mt., 11 NM past B, 4 NM left of centerline (N34-25.71 W112-57.78).
 - (f) 6 NM past C, tower (est. 300') 2 NM right of centerline.
 - (g) 26 NM past E, 240' tower 3 NM left of centerline.
 - (h) Flares not authorized on this route.

FSS Within 100 NM Radius:

PRC, RNO

VR-243

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040.

SCHEDULING ACTIVITY: 56 RMO/ASMS, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, See General Remarks.

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LUF 336/25	N33°57.00' W112°28.50'
03 AGL B 95 MSL to	B	DRK 159/28	N34°14.00' W112°24.50'
03 AGL B 95 MSL to	C	DRK 212/30	N34°21.00' W112°55.00'
03 AGL B 90 MSL to	D	DRK 281/34	N34°56.50' W113°06.50'
03 AGL B 90 MSL to	E	EED 042/34	N35°04.50' W113°54.00'
03 AGL B 90 MSL to	F	EED 092/35	N34°35.50' W113°47.50'
03 AGL B 65 MSL to	G	BXK 276/52	N33°45.00' W113°47.50'
03 AGL B 65 MSL to	H	GBN 293/57	N33°31.80' W113°34.50'
03 AGL B 60 MSL to	I	GBN 259/38	N32°59.50' W113°25.00'
03 AGL B 50 MSL to	J	GBN 229/36	N32°41.00' W113°18.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to H; 14 NM left and 6 NM right of centerline from H to I; 8 NM left and 6 NM right of centerline from I to J.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.
- (2) When not scheduled in conjunction with BMGR/SELLS MOA mission, aircraft must exit by G.
- (3) Contact Originating Activity for route brief.
- (4) Primary Entry: A. Alternate Entry: B, C, D, E, F, G and H.
- (5) Primary Exit: J. Alternate Exit: B, C, D, E, F, G, H and I.
- (6) Scheduling this route does not automatically grant permission to use R-2301E, R-2304 or R-2305.
- (7) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.
- (8) Avoid overflight of all towns/settlements/populated areas by a minimum of 1NM horizontally.
- (9) Avoid overflight of all charted/uncontrolled airports by a minimum of 1500' vertically and/or 3 NM horizontally.
- (10) Noise sensitive areas:
 - (a) 15 NM past B, 1 NM left of centerline, avoid Peebles Valley by 2 NM horizontally or 1000' vertically.
 - (b) 2 NM past F, 2 NM left of centerline.
 - (c) 25 NM past F, 2 NM right of centerline, avoid the Swansea Historical Site, avoid by a minimum of 1 NM horizontally.
 - (d) 4 NM past G, 2 NM left of centerline (town of Hope), avoid by a minimum of 1 NM horizontally.
- (11) Environmentally sensitive area: Following flight restrictions apply from 1 Feb to 31 Aug:
 - (a) 5 NM prior to B until B, remain at or above 500' AGL.
- (12) Airports along route:
 - (a) Bagdad Airport (18 NM past C, 7 NM left of centerline).
 - (b) Ford Motor Airport (12 NM past E, 9 NM right of centerline).

- (13) Numerous uncharted strips along route:
- (a) 6 NM past B, 1 NM left of centerline.
 - (b) 11 NM past C on centerline.
 - (c) 6 NM prior to E.
 - (d) 21 NM past E, 4 NM right of centerline.
 - (e) 7 NM past F, 3 NM left and right of centerline.
 - (f) 34 NM past F.
 - (g) 1 NM prior to G.
 - (h) 18 NM past D.
- (14) Start point A is 14 NM west of PHX Class B airspace, use extreme caution for commercial airliners from A-B and extensive glider activity west of Lake Pleasant.
- (15) Prior to entering the Hope Corridor (5 NM prior to C), make advisory call on 255.4 (example: Call Sign, VR-243, Hope Corridor).
- (16) Route crosses numerous other MTRs as depicted on the Phoenix Sectional Charts. See and avoid is paramount.
- (a) 8 NM past A: Crosses VR-245.
 - (b) 8 NM past B: Crosses VR-245.
 - (c) 11 NM past B: Crosses VR-242.
 - (d) 22 NM past B: Crosses IR-250.
 - (e) 23 NM past B: Crosses IR-254.
 - (f) 4 NM past C: Crosses VR-245.
 - (g) 9 NM past C: Crosses IR-254/VR-242.
 - (h) 16 NM past C: Coincident with VR-1268/IR-214 to Point D.
 - (i) 29 NM past C: Crosses IR-254.
 - (j) 2 NM past E to 25 NM past E: Crosses IR-213/IR-214/VR-1268.
 - (k) 3 NM past F: Crosses VR-299.
 - (l) 7 NM past F: Crosses IR-213/IR-214.
 - (m) 15 NM past F: Crosses VR-299.
 - (n) 30 NM past F: Crosses VR-268/IR-214.
 - (o) 45 NM past F: Crosses VR-242.
 - (p) From F-H: Coincident with VR-245.
 - (q) At G: Crosses VR-242/IR-250.
 - (r) 3 NM past G: Crosses VR-1267A.
 - (s) 7 NM past G: Crosses VR-1267/VR-1267A/VR-1268.
 - (t) From H-I: Coincident with VR-1267/VR-1267A/VR-1268.
 - (u) From H-J: Coincident with VR-231/VR-245 (Hope Corridor).
 - (v) Crosses numerous Victor airways at H, 11 NM past H, 8 NM past I.
- (17) CAUTION:
- (a) There are numerous high tension powerlines located along this route. Lightning protection wires run between the tops of all powerline towers and are significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.
 - (b) High tension powerlines cross 15 NM past B, 15 NM past C, 29 NM past D, 12 NM past F, 33 NM past F, at G, at H, and at I.
 - (c) At E, numerous uncharted antennas (100' AGL).
 - (d) Uncharted tower on McCloud Mt., 5 NM past C, 1 NM left of centerline (N34-25.71 W112-57.78).
 - (e) Tower 6.6 NM past G, 3.5 NM right of centerline.
 - (f) 10 NM past G, cross Interstate 10 at a minimum of 500' AGL.
 - (g) 9 NM past I, cross Interstate 8 at a minimum of 500' AGL.
 - (h) Flares not authorized on this route.

FSS Within 100 NM Radius:

PRC

VR-244

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040.

SCHEDULING ACTIVITY: 56 RMO/ASMS, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, See General Remarks.

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LUF 336/25	N33°57.00' W112°28.80'
03 AGL B 90 MSL to	B	LUF 356/38	N34°10.00' W112°16.00'
03 AGL B 85 MSL to	C	IWA 335/39	N33°56.80' W111°49.00'
03 AGL B 85 MSL to	D	IWA 359/33	N33°51.00' W111°30.80'
03 AGL B 90 MSL to	E	IWA 035/30	N33°38.00' W111°12.80'
03 AGL B 90 MSL to	F	IWA 064/33	N33°25.50' W111°01.00'
03 AGL B 95 MSL to	G	IWA 091/32	N33°10.50' W111°02.00'
03 AGL B 75 MSL to	H	TFD 085/48	N32°47.00' W110°58.00'
03 AGL B 70 MSL to	I	TUS 310/41	N32°38.00' W111°24.30'
05 AGL B 65 MSL to	J	TFD 180/54	N32°00.00' W112°08.00'
05 AGL B 60 MSL to	K	TFD 199/54	N32°07.00' W112°27.00'
05 AGL B 30 MSL to	L	TFD 214/61	N32°10.00' W112°46.30'
05 AGL B 30 MSL to	M	TFD 237/69	N32°28.00' W113°11.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to C; 3 NM right and 5 NM left of centerline from C to D; 5 NM right and 4 NM left of centerline from D to E; 2 NM right and 4 NM left of centerline from E to F; 2 NM right and 5 NM left of centerline from F to G; 3 NM right and 2 NM left of centerline from G to H; 3 NM right and 4 NM left of centerline from H to I; 3 NM right and 2 NM left of centerline from I to J; 2 NM right and 2 NM left of centerline from J to L, 2 NM right and 3 NM left of centerline from L to M.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.

VR ROUTES

- (2) Use of this route must be in conjunction with BMGR/SELLS MOA Mission.
- (3) Contact Originating Activity for route brief.
- (4) Primary Entry: A. Alternate Entry: B, C, H, I, K.
- (5) Primary Exit: M. Alternate Exit: J, K, L.
- (6) Scheduling this route does not automatically grant permission to use R-2301E, R-2304 or R-2305.
- (7) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.
- (8) Avoid overflight of all towns/settlements/populated areas by a minimum of 1NM horizontally.
- (9) Avoid overflight of all charted/uncontrolled airports by at least 1500' vertically and/or 3 NM horizontally.
- (10) From Point H until range entry, make a location advisory call at each alpha Point on 379.4 (example: Call Sign, VR-244H).
- (11) Noise sensitive areas:
 - (a) 4 NM left of E, avoid overflight of bridge north of Roosevelt Dam, avoid by 1000' vertically and/or 2 NM.
 - (b) 2-3 NM past F, numerous homes left of centerline, fly right of centerline from 1-4 NM past F.
 - (c) 15 NM past I to L, extremely noise sensitive area (Tohono O'Odham Reservation) maintain a minimum of 500' AGL and avoid overflight of all towns, settlements/populated areas by a minimum of 1 NM horizontally and 3000' AGL vertically.
 - (d) 5 NM east of Point E avoid the Tonto National Monument (N33-38.41 W111-06.46) by 1 NM laterally or 2,000' vertically.
- (12) Environmentally sensitive areas: Following flight restrictions apply from 1 Dec to 15 Jul:
 - (a) 4 NM to 13 NM past C, fly right of centerline or maintain at or above 2000' AGL.
 - (b) 15 NM past D to E, remain left of centerline or maintain at or above 2000' AGL.
- (13) Airports along route:
 - (a) 3NM prior to I-10 to 4NM past I-10, maintain a minimum altitude of 2600' AGL. Extensive helicopter activity between Picacho Field (N32-39.80 W111-29.27) and Silver Bell AAF.
- (14) Class B airspace:
 - (a) Start point A is 14NM west of PHX Class B airspace, use extreme caution for commercial airliners from A-C.
 - (b) B-C, right boundary comes within 1.3NM of Class B.
 - (c) 5 NM prior to D to 7 NM past D, right boundary underlies Class B. Floor of Class B is 8000' MSL.
- (15) Route crosses numerous other MTR's and Victor Airways as depicted on the Phoenix Sectional Charts. See and avoid is paramount.
 - (a) Points A-H: Coincident with VR-241.
 - (b) 4 NM past G: Crosses VR-267/VR-268/VR-269.
 - (c) Points H-J: Coincident with VR-239.
 - (d) 2 NM past I: Crosses VR-241.
 - (e) 14 NM past I: Crosses VR-241.
 - (f) 24 NM past I to J: Coincident with VR-223.
 - (g) From K to M: Coincident with VR-260/VR-263.
 - (h) Crosses numerous Victor airways at 9 NM past A, 7 NM past B, 24 NM past B, 9 NM past C, 2 NM past D, 15 NM past D, 14 NM past H, 2 NM past I, 12 NM past I, 16NM past I.
- (16) CAUTION:
 - (a) There are numerous high tension powerlines located along the route. Lightning protection wires run between the tops of all powerlines and are significantly higher than the thicker more visible powerlines. The lightning

protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.

- (b) 8.8NM from E, microwave tower (N33-43.827 W111-20.774) on route centerline.

- (c) Flares not authorized on this route.

FSS Within 100 NM Radius:

PRC

VR-245

ORIGINATING ACTIVITY: 56 RMO/ASM, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-5855, C623-856-5855/5856/3040.

SCHEDULING ACTIVITY: 56 RMO/ASMS, 7101 Jerstad, Luke AFB, AZ 85309-1647 DSN 896-7654, C623-856-7654,

HOURS OF OPERATION: 0600-2400 Mon-Fri local, Other times by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned below 75 MSL			
As assigned to	A	PXR 319/32	N33°54.00' W112°17.00'
03 AGL B 90 MSL to	B	DRK 191/22	N34°22.00' W112°40.00'
03 AGL B 90 MSL to	C	DRK 251/61	N34°36.30' W113°43.00'
03 AGL B 70 MSL to	D	BXK 276/52	N33°45.00' W113°47.50'
03 AGL B 70 MSL to	E	GBN 293/57	N33°31.80' W113°34.50'
03 AGL B 60 MSL to	F	GBN 259/38	N32°59.50' W113°25.00'
03 AGL B 50 MSL to	G	GBN 230/35	N32°42.00' W113°18.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline from A to D; 2 NM left and 1.5 NM right of centerline from D to E; 14 NM left and 6 NM right of centerline from E to F; 8 NM left and 6 NM right of centerline from F to G.

Special Operating Procedures:

- (1) Non 56 FW users requests for weekend/holiday use shall be coordinated a minimum of 48 hrs in advance of route entry time with the Scheduling Activity.
- (2) When not scheduled in conjunction with BMGR/SELLS MOA mission, aircraft must exit by F.
- (3) Contact Originating Activity for route brief.
- (4) Primary Entry; A. Alternate Entry: B, C, D and E.
- (5) Primary Exit: G. Alternate Exit: D, E and F.
- (6) Scheduling this route does not automatically grant permission to use R-2301E, R-2304 or R-2305.
- (7) When planning use of Luke SUA, report low-level exit to Snake-Eye on 264.125.

- (8) Avoid overflight of all towns/settlements/populated areas by a minimum of 1NM horizontally.
- (9) Avoid overflight of all charted/uncontrolled airports by a minimum of 1500' vertically and/or 3 NM horizontally.
- (10) Noise sensitive areas:
 - (a) At B, avoid Kirkland Junction by a minimum of 1 NM horizontally.
 - (b) 4 NM past D, 2 NM left of centerline, avoid town of Hope by a minimum of 1 NM horizontally.
- (11) Environmentally sensitive areas: Following flight restrictions apply from 1 Dec to 15 Jul:
 - (a) 2 NM Northeast of and prior to A, avoid a 2000' radius of N33-54.75 W112-14.18 and overflight below 2000' AGL.
 - (b) 16 NM to 14 NM prior to C remain left of centerline or maintain at or above 2000' AGL.
- (12) Uncharted strip along route:
 - (a) 14NM past D, 1 1/2 NM left of centerline, used daily by Department of the Interior.
- (13) Class B airspace:
 - (a) Start point A is 4NM west of PHX Class B airspace, use extreme caution for commercial airliners from A-B.
 - (b) Use caution for extensive general aviation and glider activity in vicinity of Lake Pleasant to Point A.
- (14) Maintain a between 1500' AGL and 7500' MSL over Lake Pleasant en-route to Point A.
- (15) 5 NM prior to C, prior to entering the Hope Corridor, make advisory call on 255.4 (example: Call Sign, VR-245, Hope Corridor).
- (16) Route crosses numerous other MTRs and Victor Airways as depicted on the Phoenix Sectional Charts. See and avoid is paramount.
 - (a) 9 NM past A: Crosses VR-241/VR-244.
 - (b) 12 NM past A: Crosses VR-243.
 - (c) 26 NM past A: Crosses VR-243.
 - (d) 1 NM past B: Crosses VR-242.
 - (e) 8 NM past B to 16 NM past B: Crosses VR-243/IR-250/IR-254.
 - (f) 20 NM past B to 25 NM past B: Crosses VR-242/VR-1268/IR-214.
 - (g) 40 NM past B: Crosses IR-254.
 - (h) C to E: Coincident with VR-243.
 - (i) C to 15 NM past C: Crosses VR-299/IR-213/IR-214.
 - (j) 30 NM past C: Crosses VR-1267/VR-1268/IR-214.
 - (k) 4 NM prior to D to E: Crosses VR-242/VR-1267/VR-1267A/IR-250.
 - (l) E to F: Coincident with VR-1267/VR-1267A/VR-1268.
 - (m) E to G: Coincident with VR-231/VR-243 (Hope Corridor).
 - (n) Crosses numerous Victor airways at A to 27NM past A, parallels V105, 1.2NM past E, 11.2NM past E, 8NM past F..
- (17) CAUTION:
 - (a) There are numerous high tension powerlines located along this route. Lightning protection wires run between the tops of all powerline towers and are significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges.
 - (b) High tension power lines at B, 41NM past B, 47NM past B, 34NM past C, 38NM past C, at E, at F.
 - (c) 12NM past D, 250' microwave tower 1/2NM left of centerline.
 - (d) 9NM past D, cross Interstate 10 at a minimum of 500' AGL.

- (e) 9NM past F, cross Interstate 8 at a minimum of 500' AGL.
- (f) Uncharted tower located on McCloud Mt. (N34-25.71 W112-57.78).
- (g) Flares not authorized on this route.

FSS Within 100 NM Radius:

CDC, PRC

VR-249

ORIGINATING ACTIVITY: G-3, 3D MAW, MCAS Miramar, San Diego, CA 92145 DSN 267-5157, C858-577-5157.
Non-working hours DSN 267-9517/9518, C858-577-9517/9518.

SCHEDULING ACTIVITY: Flight Planning, MCAS Miramar, San Diego, CA 92145 DSN 267-4981/1532.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BSR 282/15	N36°18.00' W121°55.00'
30 MSL B 50 MSL to	B	BSR 138/1	N36°10.00' W121°38.00'
30 MSL B 50 MSL to	C	MQO 294/37	N35°39.00' W121°20.00'
30 MSL B 50 MSL to	D	MQO 295/17	N35°26.00' W121°01.00'
30 MSL B 50 MSL to	E	MQO 253/9	N35°15.00' W120°57.00'
30 MSL B 50 MSL to	F	MQO 145/14	N35°02.00' W120°40.00'

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Tie-in FSS: San Diego (San).
- (2) 450 Knots TAS maximum.
- (3) Contact Los Angeles ARTCC on 327.8 for return and climb clearance.
- (4) All aircraft contact Monterey Approach Control on 263.6 upon canceling IFR before descending below 6000' prior to Point Alpha.
- (5) All aircraft contact Santa Barbara TRACON on 244.575 prior to E for traffic advisories along the final leg (E-F).
- (6) Warning: The route terminates at F which is located inside of Santa Barbara Terminal Radar Control (TRACON) airspace. Also in the vicinity are San Luis Obispo and Santa Maria airports. Thus a high level of civil and military VFR/ IFR traffic exists in the vicinity of F.

FSS Within 100 NM Radius:

HHR, OAK, RAL, RIU

VR-259

ORIGINATING ACTIVITY: 162 OSS/OSOA, 1660 E. El Tigre Way, Tucson, AZ 85706 DSN 844-7078, C520-295-7078.

VR ROUTES

162OG.OSOA(at)ANG.AF.MIL. TFRS Contact scheduling activity if no response.

SCHEDULING ACTIVITY: 162 OSS/OSOS, 1660 E. El Tigre Way, Tucson, AZ 85706 DSN 844-6366/6731, C520-295-6366. 162OG.OSOS(at)ANG.AF.MIL. Same day 162OSS/OSA, x6731. Weekend Call Tue-Thu, 1300Z-2330Z prior to use.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or above 10 AGL or as assigned	A	TUS 034/29	N32°26.00' W110°30.00'
07 AGL B 15 AGL to	B	DUG 334/34	N32°02.00' W109°45.00'
03 AGL B 50 AGL to	C	DUG 045/31	N31°45.00' W109°05.00'
03 AGL B 15 AGL to	D	DUG 310/20	N31°44.00' W109°50.00'
03 AGL B 15 AGL to	E	TUS 127/15	N31°54.00' W110°43.00'
65 MSL to	F	TUS 216/40	N31°39.00' W111°30.00'
05 AGL B 30 AGL to	G	TFD 162/74	N31°39.00' W111°46.00'
05 AGL B 30 AGL to	H	TFD 181/68	N31°47.00' W112°13.00'
05 AGL B 30 AGL to	I	TFD 180/54	N32°00.00' W112°08.00'
05 AGL B 30 AGL to	J	TFD 204/41	N32°20.00' W112°23.30'
05 AGL B 30 AGL to	K	TFD 211/36	N32°27.00' W112°23.50'
05 AGL B 30 AGL to	L	TFD 238/35	N32°41.00' W112°33.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to E and F to L.

ROUTE WIDTH - 3NM either side of centerline from A to E; 3NM either side of centerline from E to K; 4NM either side of centerline from K to L.

Special Operating Procedures:

- (1) Alternate Entry: B, C, D, E, F, G and H.
- (2) Alternate Exit: B, C, D, E, F, G and H.
- (3) Route segment from Point A to Point E transit airspace used by civil Unmanned Aerial Vehicle (UAV) flights, trailed by manned chase aircraft, operating VFR during daylight from 6000'MSL to 15000'MSL. VFR traffic advisories are available from Albuquerque Center on 327.15 or 269.3.
- (4) Noise Sensitive Areas 11 NM NE B (city of Cochise). Cross at 1500'AGL.
- (5) From Point B to Point C, VR-259 conflicts head-on with route width of VR-263. Additionally, VR-259 crosses or shares portions of VR-223, VR-239, VR-241, VR-244, and VR-260, which are not deconflicted for the pilot. Extra vigilance is necessary to see and avoid other military aircraft.

- (6) At 10NM past Point B, make an advisory call for Tombstone West 1 MOA and VR-263 traffic on 351.4. At 20NM past Point B, make an advisory call for Tombstone West 2 MOA on 378.1. At 10NM past Point C, return to 351.4 and remain on this frequency until clear of the Tombstone MOA.
- (7) Noise Sensitive Area. .5NM N of D. Avoid N31-44-40 W109-50-00 by 1NM or 1200'AGL.
- (8) Santa Margarita Ranch is a noise sensitive area 1.5NM N of Route Centerline between Points F-G at (N31-40.5 W111-35.1).
- (9) At Point D contact Libby Approach Control on 254.35 or 127.05 for advisories concerning traffic in the vicinity of Apache and Motime local waypoints.
- (10) Dynamite plant located at N31-53-50 W110-14-30 (North of D-E).
- (11) From E to 15NM past E maintain 6500'MSL.
- (12) At 15NM past E make advisory call on 264.8 for Fuzzy MOA.
- (13) From Point F to Range Entry Monitor 379.4. Call each alpha point (example: call sign, VR-259 Golf). Extensive A-10 LATN traffic conducted throughout area weekdays.
- (14) This route is characterized by mountainous terrain. Critical climb points exist between B-D, C-D.
- (15) Route crosses general aviation corridor between IP, (H) and target (I). Watch for traffic entering and departing AJO airport.
- (16) For Alternate Entry between D and E, aircraft awaiting entry time should hold VFR hemispherical altitude between 7500'-9500'MSL to avoid noise impact on Santa Rita Abbey.
- (17) Border patrol flies light aircraft at very low altitude in vicinity of F-G.
- (18) This route crosses numerous other VR routes. The See and Avoid concept is paramount at all times.
- (19) Scheduling this route does not automatically grant permission to enter R-2301E, R-2304 or R-2305. Obtain clearance to enter these restricted areas if necessary from appropriate Scheduling Agency (Luke AFB Command Post).
- (20) Avoid all forest fires/smoke areas by at least 5NM/5000'AGL. Extensive U.S. Forest Service aerial tanker/helicopter activity from 1 April-1 August. Minimum altitude 500'AGL. Use extreme caution near forest service heliport, 14NM past Point C.
- (21) Minimum altitude on any MTR traversing the Tohono O'Odham Indian Reservation (West of Point F) is 500'AGL.
- (22) This route is closed to casual users on weekends unless they have an established range time on the Goldwater Range Complex or a mission essential requirement to fly this route.
- (23) Avoid overflight of any structure on the Tohono O'Odham nation (west of Point F) by a minimum of one nautical mile below 3000'AGL.
- (24) Do not use any person, vehicle or structure as a casual target for dry practice weapons delivery. Avoid multiple crossings of highways to the maximum extent possible.
- (25) When Fuzzy MOA is active (0700-1900 local daily; other times by NOTAM) and after making an advisory call on 264.8, pilots south of N31-43.5 may descend to 500' AGL prior to point F within Fuzzy MOA.
- (26) From F to G, fly south around Baboquivari Peak. Avoid by 2 NM.
- (27) Missions planning to operate below 500' AGL must be aware of the following uncharted towers within the 300' AGL route segments between B to E. A: points B-C; 6 NM north-northeast of C, near rodeo (N31-20.5 W109-02.5). B: points D-E; 4 NM prior to E, 2 NM north of centerline (N31-54.4 W110-37.0).

FSS Within 100 NM Radius:

PRC

VR-260

ORIGINATING ACTIVITY: 162 OSS/OSOA, 1660 E. El Tigre Way, Tucson, AZ 85706 DSN 844-7078, C520-295-7078. 162OG.OSOA(at)ANG.AF.MIL. TFRS Contact scheduling activity if no response.

SCHEDULING ACTIVITY: 162 OSS/OSOS, 1660 E. El Tigre Way, Tucson, AZ 85706 DSN 844-6366/6731, C520-295-6366. 162OG.OSOS(at)ANG.AF.MIL. Same day 162OSS/OSA, x6731. Weekend Call Tue-Thu, 1300Z-2330Z prior to use.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 10 AGL to or as assigned	A	TUS 034/31	N32°27.00' W110°29.00'
03 AGL B 15 AGL to	B	SSO 298/28	N32°35.00' W109°41.00'
03 AGL B 15 AGL to	C	SSO 272/19	N32°21.00' W109°37.00'
03 AGL B 70 AGL to	D	SSO 223/45	N31°51.00' W110°00.00'
03 AGL B 15 AGL to	E	TUS 159/21	N31°45.00' W110°51.00'
65 MSL to	F	TUS 205/28	N31°43.00' W111°15.00'
05 AGL B 30 AGL to	G	TUS 216/40	N31°39.00' W111°30.00'
05 AGL B 30 AGL to	H	TFD 162/74	N31°39.00' W111°46.00'
05 AGL B 30 AGL to	I	TFD 181/68	N31°47.00' W112°13.00'
05 AGL B 30 AGL to	J	GBN 155/60	N31°58.00' W112°27.00'
05 AGL B 30 AGL to	K	GBN 153/52	N32°07.00' W112°27.00'
05 AGL B 30 AGL to	L	GBN 169/47	N32°10.00' W112°43.00'
05 AGL B 30 AGL to	M	GBN 207/39	N32°28.00' W113°11.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to E and F to M.

ROUTE WIDTH - 2NM either side of centerline from A to D; 1NM right and 2NM left of centerline from D to E; 2NM right and 1NM left of centerline from E to F; 3NM either side of centerline from F to K; 2NM either side of centerline from K to L; 2NM right and 3NM left of centerline from L to M.

Special Operating Procedures:

- (1) Alternate Entry and Exit: B, C, D, E, F, G and H.
- (2) Tie-in Flight Service Stations (255.4): Tucson, Prescott.
- (3) Route segment from Point B to Point E transit airspace used by civil Unmanned Aerial Vehicle (UAV) flights, trailed by manned chase aircraft, operating VFR during daylight from 6000'MSL to 17999'MSL. VFR traffic advisories are available

from Albuquerque Center on 327.15 and 269.3. At point D contact Libby Approach on 254.35 or 127.05 for advisories at least 25 NM from Libby Airfield.

- (4) Numerous birds vicinity of Wilcox Playa (between C-E).
- (5) Dynamite plant at N31-53-50 W110-14-30 (north of D-E).
- (6) Remain north of peak 9453 at N31-42-00 W110-51-00 (south of E).
- (7) Climb to 1000' AGL (6500' MSL) 10NM prior to Point E.
- (8) Prior to Point F, make an advisory call on 264.8 and monitor until clear of Fuzzy MOA.
- (9) Point G+8NM to M crosses Sells LATN Area, Numerous A-10 aircraft train throughout the area; Make advisory call on 379.4 and 264.125 (BMGR Range operations call sign 'SNAKEEYE'), Then monitor 379.4 until clear or entering BMGR Restricted airspace.
- (10) This route is characterized by mountainous terrain. critical climb points exist between A-B, C-D and D-E.
- (11) For Alternate Entry between D and E, aircraft awaiting entry time should hold VFR hemispherical altitude between 7500'-9500'MSL to avoid noise impact on Santa Rita Abbey.
- (12) Border patrol flies light aircraft at very low altitude in vicinity of F-L.
- (13) VR-260 crosses or shares portions of VR-244, VR-259, VR-263, and VR-1233, which are not deconflicted for the pilot. Extra vigilance is necessary to see and avoid other military aircraft.
- (14) This route crosses numerous other VR routes. The See and Avoid concept is paramount at all times.
- (15) Scheduling this route does not automatically grant permission to enter R-2301E, R-2304 or R-2305. Obtain clearance to enter these restricted areas if necessary from appropriate scheduling agency (Luke AFB Command Post).
- (16) Avoid all forest fires/smoke areas by at least 5NM and/or 5000'AGL. Extensive U.S. Forestry Service aerial tanker/helicopter activity from 1 April to 1 August.
- (17) Fly south around Baboquivari Peak. Avoid the peak by 2NM.
- (18) This route is closed to casual users on weekends unless they have an established range time on the Goldwater Range Complex or a mission essential requirement to fly this route.
- (19) Avoid overflight of any structure on the Tohono O'Odham Nation (west of Point F) by a minimum of one nautical mile below 3000'AGL.
- (20) Do not use any person, vehicle or structure as a casual target for dry practice weapons delivery. Avoid multiple crossings of highways to the maximum extent possible.
- (21) Santa Margarita Ranch is a noise sensitive area 1.5 NM N of Route centerline between Points G-H at (N31-40.5 W111-35.1).

FSS Within 100 NM Radius:

PRC

VR-263

ORIGINATING ACTIVITY: 162 OSS/OSOA, 1660 E. El Tigre Way, Tucson, AZ 85706 DSN 844-7078, C520-295-7078. 162OG.OSOA(at)ANG.AF.MIL. TFRS Contact scheduling activity if no response.

SCHEDULING ACTIVITY: 162 OSS/OSOS, 1660 E. El Tigre Way, Tucson, AZ 85706 DSN 844-6366/6731, C520-295-6366. 162OG.OSOS(at)ANG.AF.MIL. Same day 162OSS/OSA, x6731. Weekend Call Tue-Thu, 1300Z-2330Z prior to use.

VR ROUTES

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 10 AGL to then	A	TUS 036/29	N32°25.00' W110°30.00'
01 AGL B 15 AGL to	B	SSO 298/28	N32°35.00' W109°41.00'
01 AGL B 15 AGL to	C	SSO 021/25	N32°37.00' W108°58.90'
01 AGL B 15 AGL to	D	SSO 058/42	N32°29.60' W108°28.20'
01 AGL B 15 AGL to	E	SSO 084/45	N32°10.80' W108°22.70'
01 AGL B 15 AGL to	F	SSO 113/55	N31°43.00' W108°23.50'
01 AGL B 15 AGL to	G	SSO 140/44	N31°36.80' W108°52.00'
01 AGL B 15 AGL to	H	ARH 065/44	N31°45.00' W109°30.20'
85 MSL to	I	ARH 140/10	N31°25.90' W110°14.60'
105 MSL to	J	TUS 134/51	N31°23.00' W110°21.20'
01 AGL B 15 AGL to	K	TUS 146/45	N31°23.50' W110°35.30'
01 AGL B 15 AGL to	L	TUS 160/34	N31°31.70' W110°49.50'
85 MSL to	M	TUS 179/42	N31°24.30' W111°04.70'
01 AGL B 30 AGL to	N	TUS 213/48	N31°32.10' W111°34.40'
05 AGL B 30 AGL to	O	TUS 223/54	N31°34.50' W111°46.50'
05 AGL B 30 AGL to	P	TUS 243/69	N31°47.00' W112°13.00'
05 AGL B 30 AGL to	Q	TUS 253/79	N31°58.00' W112°27.00'
05 AGL B 30 AGL to	R	TUS 259/78	N32°07.00' W112°27.00'
05 AGL B 30 AGL to	S	GBN 169/47	N32°10.00' W112°43.30'
05 AGL B 30 AGL to	T	GBN 207/39	N32°28.00' W113°11.00'

TERRAIN FOLLOWING OPERATIONS: Permissible on all legs except between H-J and L-M.

ROUTE WIDTH - 2 NM left and 4 NM right of centerline from A to B; 8 NM left and 10 NM right of centerline from B to D; 10 NM either side of centerline from D to E; 15 NM either side of centerline from E to F except left of centerline near US-Mexico border; 8 NM right and 15 NM left of centerline from F to G; 10 NM right and 13 NM left of centerline from G to H; 2 NM either side of centerline from H to J; 2 NM left and 1 NM right of centerline from J to L; 4 NM right and 2 NM left of centerline from L to M; 4 NM right and 1 NM left of centerline from M to O; 1 NM either side of centerline from O to P; 3 NM either side of centerline from P to R; 2 NM either side of centerline from R to S; 2 NM right and 3 NM left of centerline from S to T.

Special Operating Procedures:

- (1) All Points are Alternate Entry/Exit Points.
- (2) Route segment A-B crosses the Jackal Low MOA; Make an advisory call on 379.5 and monitor until clear.
- (3) B-C crosses Morenci MOA. Make an advisory call on 319.3 until clear.
- (4) E-G crosses Tombstone East MOA. Make an advisory call on 286.4 and monitor until clear.
- (5) G-I crosses Tombstone West MOA. Make an advisory call on 351.4 and monitor until clear; at point H contact Libby Approach on 254.35 or 127.05 for advisories at least 25 NM from Libby airfield.
- (6) M-N crosses Fuzzy MOA. Make advisory call on 264.8 and monitor until clear.
- (7) N-S crosses Sells LATN Area. Numerous A-10 aircraft conduct training at random points throughout area. Make advisory call on 379.4 and 264.125(BMGR range operations, Snake Eye). Then monitor 379.4 until clear or transitioning to BMGR restricted airspace.
- (8) Segment H-I and L-M highly noise sensitive. Be at 8500' MSL within 2 NM after point H and L.
- (9) Restricted area entry (R-2301E/R-2304) near point T, must be prior scheduled; avoid if not.
- (10) Route segments that pass through the Jackal MOA, Morenci MOA, Tombstone MOA, and Fuzzy MOA's are designated as maneuver areas when the applicable MOA has been scheduled and activated for that purpose. MARSAs are in effect with other military aircraft operation in these MOA's.
- (11) Tie-in FSS (255.4): TUS, PRC.
- (12) Avoid airports between the following points by 1500' or 3 NM:
 - (a) A-B Lightning Ranch (N32-25.7 W110-04.5);
 - (b) B-C Lazy B Ranch (N32-33.0 W109-04.3);
 - (c) E-F Playas Ranch (N31-56.0 W108-32.0).
- (13) Avoid the following Noise Sensitive Areas by 1500' or 3 NM:
 - (a) B-C Town of Duncan;
 - (b) J-K Parker Canyon Lake;
 - (c) K-L Town of Patagonia and Patagonia Lake.
- (14) Avoid uncharted microwave towers 150'-200' in height at the following locations: South of Point C (N32-32.3 W108-58.0); Near Point D (N32-29.9 W108-29.5); D-E (N32-22.5 W108-31.5) (N32-21.5 W108-25.0); E-F (N32-04.0 W108-17.5).
- (15) Flight Hazard: R-2312, centered 4 NM north of Point I is a tethered balloon, from surface to 14,999' MSL.
- (16) Extremely noise sensitive area from P to T (Tohono O'Odham Reservation). Maintain a minimum of 500' AGL and avoid all villages by 1 NM horizontally or 3000' AGL.
- (17) Avoid the following by 2 NM and 2000' AGL:
 - (a) Ranch between Points A and B (N32-28.0 W109-55.0)
 - (b) Buenos Aires Ranch near Point N (N31-34.0 W111-30.0)
 - (c) White Signal, NM Subdivision NE Point D (N32-31.6 W108-21.2)
- (18) Users should check class II NOTAMS and/or call the 563rd Rescue Group scheduling office (DSN 228-1803) for the status of Playas Temporary MOA (located within 15 NM of Playas Airfield between E to F). This temporary MOA supports the annual Angle Thunder exercise (typically held early spring).
- (19) Missions planning to operate below 500' AGL must be aware of the following uncharted powerlines within the 100' AGL route segments between C to F: A: South of C town of Summit (N31-58.6 W108-59.3) extending east (N31-57.5 W108-28.0) then east-southeast (N32-17.5 W108-22.0) then east through (N32-16.0 W108-02.0). B: Off-shoot (N32-24.3

- W108-36.0) going south-southeast (N32-18.5 W108-33.0) then west towards Lordsburg. C: Off-shoot (N32-02.3 W108-33.0) going east-northeast (N32-20.0 W108-03.0).
- (20) Missions planning to operate below 500' AGL must be aware of the following uncharted towers within the 100' AGL route segments between B to D:
- (a) Points B-C: Unmarked tower 8 NM southwest of C (N32-31.5 W109-06.0).
 - (b) Points C-D: Unmarked tower 2 NM north of Lordsburg (N32-23.2 W108-27.7).
 - (c) Points D-E: Unmarked towers 8 NM east of E (N32-13.0 W018-07.5) and 8 NM east of E (N32-12.0 W108-07.5).
 - (d) Points F-G: Unmarked tower 8 NM prior to G on centerline (N31.38.5 W108-43.5).
 - (e) Points G-H: Unmarked towers 16 NM northwest of G, near rodeo (N31-20.5 W108-47.5) (AD) and 13 NM south-southeast of H, atop 6513 peak (N31-33.5 W109-22.8).
 - (f) Points K-L: Unmarked tower 5 NM prior to L 1.5 NM north of centerline (N31-30.3 W110-43.5).
- (21) Missions planning to operate below 500' AGL must be aware of the following uncharted towers within the 100' AGL route segment between M to N:
- (a) 7 NM west of M on centerline (N31-26.5 W110-13.5).
 - (b) 14 NM west of M, 2 NM north of centerline (N31-30.5 W110-20.0).
 - (c) 16 NM west of M on centerline (N31-29.0 W110-22.3).
 - (d) 18 NM west of M, 2 NM south of centerline (N31.27.8 W110-25.2).
 - (e) 22 NM west of M, 2.5 NM south of centerline (N31-27.4 W110-27.0).
 - (f) 3 NM southeast of N (N31-29.5 W110-33.0).
 - (g) 4 NM north of N (N31-35.4 W110-35.0).
- (22) CAUTION:
- (a) There are numerous high tension powerlines located along this route. These powerlines have lightning protection wires that run along the tops of all powerline towers and are significantly higher than the thicker more visible powerlines. The lightning protection wires are difficult to see and can be in excess of 400' AGL in valleys and next to ridges. Exercise extreme caution when maneuvering in proximity of powerlines and remain above that tallest powerline tower for reasons stated above.

FSS Within 100 NM Radius:

PRC

VR-267

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-4075.

SCHEDULING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-6518/4075 0800-1530 CST, Mon-Fri (excluding holidays or field closed by NOTAM).

HOURS OF OPERATION: 1100-0530Z

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or above 10 AGL or as assigned	A	TUS 034/29	N32°26.00' W110°30.00'
03 AGL B 15 AGL to	B	TUS 018/55	N32°53.00' W110°22.00'
03 AGL B 60 MSL to	C	TUS 354/62	N33°07.00' W110°47.00'
03 AGL B 15 AGL to	D	TFD 059/37	N33°05.00' W111°13.00'
03 AGL B 15 AGL to	E	TFD 064/28	N33°00.00' W111°22.00'
03 AGL B 15 AGL to	F	TFD 036/16	N33°04.00' W111°40.00'
03 AGL B 15 AGL to	G	GBN 065/13	N33°00.00' W112°25.00'
03 AGL B 15 AGL to	H	GBN 278/18	N33°04.00' W113°00.00'
03 AGL B 15 AGL to	I	GBN 259/32	N32°59.00' W113°19.00'
03 AGL B 15 AGL to	J	GBN 230/35	N32°42.00' W113°18.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, C, D, E, F, G, H, and I.
- (2) Alternate Exit: B, C, D, E, F, G, H, and I.
- (3) Remain well clear of Estrella Sailport located north of F-G segment.
- (4) First half of route traverses rugged terrain. Critical climb point between A-B.
- (5) A-B transits Jackal Low MOA.
- (6) Passing F, be alert for light aircraft at Casa Grande Airport.
- (7) Passing G, be alert for light aircraft at Gila Bend Airport.
- (8) VR-267 crosses or shares portions of VR-223, VR-239, VR-241, VR-242, VR-243, VR-244, and VR-245, which are not deconflicted for the pilot. Extra vigilance is necessary to see and avoid other military aircraft.
- (9) IR-218 crosses from the north to south 6 NM west of Painted Rock Dam.
- (10) IR-218 crosses from east to west 7 NM south of Agua Caliente.
- (11) Scheduling this route does not automatically grant permission to enter R-2301E, R-2334 or R-2305. Obtain clearance to enter these restricted areas, if necessary, from appropriate scheduling agency (Luke AFB Command Post).
- (12) Avoid all forest fires/smoke areas by at least 5 NM and/or 5000' AGL. Extensive US. Forestry Service Aerial Tanker/Helicopter activity from 1 April to 1 August.
- (13) 12 NM prior to I, use caution for hang-gliders on right edge of route in the area of Oatman Mountain (towers 1838'). Hang-glide activity significant on weekends. Minimum altitude 1000' AGL in vicinity of active hang glide activity.
- (14) Do not overfly trailer parks or other residential areas at Christmas, Arizona (left side of course 3NM short of Point C). Fly around Christmas on the right side of route centerline.

VR ROUTES

- (15) Do not overfly trailer parks or other residential areas on route centerline in vicinity of N33° 06.50 W110° 46.10, 1 NM short of point C. Remain right of centerline and highway 77 when approaching point C.

FSS Within 100 NM Radius:

PRC, RNO

VR-268

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingville, TX, 78363, DSN 876-4075.

SCHEDULING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-6518/4075 0800-1530 CST, Mon-Fri (excluding holidays or field closed by NOTAM).

HOURS OF OPERATION: 1300-0530Z++

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or above 10 AGL as assigned	A	TUS 034/29	N32°26.00' W110°30.00'
03 AGL B 15 AGL to	B	TUS 018/55	N32°53.00' W110°22.00'
03 AGL B 60 MSL to	C	TUS 354/62	N33°07.00' W110°47.00'
03 AGL B 15 AGL to	D	TFD 059/37	N33°05.00' W111°13.00'
03 AGL B 15 AGL to	E	TFD 064/28	N33°00.00' W111°22.00'
03 AGL B 15 AGL to	F	TFD 036/16	N33°04.00' W111°40.00'
03 AGL B 15 AGL to	G	GBN 065/13	N33°00.00' W112°25.00'
03 AGL B 15 AGL to	H	TFD 242/37	N32°43.00' W112°37.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, C, D, E, F and G.
- (2) Alternate Exit: B, C, D, E, F and G.
- (3) Remain well clear of Estrella Sailport located north of F-G segment.
- (4) First half of route traverses rugged terrain. Critical climb point between A-B.
- (5) A-B transits Jackal Low MOA.
- (6) Passing F, be alert for light aircraft at Casa Grande Airport.
- (7) Passing G, be alert for light aircraft at Gila Bend Airport.
- (8) VR-268 crosses or shares portions of VR-223, VR-239, VR-241, VR-242, and VR-244, which are not deconflicted for the pilot. Extra vigilance is necessary to see and avoid other military aircraft.
- (9) Scheduling this route does not automatically grant permission to enter R-2301E, R-2304 or R-2305. Obtain clearance to enter these restricted areas, if necessary, from appropriate scheduling agency (Luke AFB Command Post).

- (10) Avoid all forest fires/smoke areas by at least 5 NM and/or 5000' AGL. Extensive US. Forestry Service Aerial Tanker/Helicopter activity from 1 April to 1 August.
- (11) Do not overfly trailer parks or other residential areas at Christmas, AZ. (left side of course 3 NM short of Point C). Fly around Christmas on the right side of the route centerline.
- (12) From Estrella to East Tactical Range entry point be alert for rotary wing aircraft below 500'AGL.
- (13) Do not overfly trailer parks or other residential areas on route centerline in vicinity of N33°06.50 W110°46.10, 1 NM short of point C. Remain right of centerline and Highway 77 when approaching point C.

FSS Within 100 NM Radius:

DMN, PRC

VR-269

ORIGINATING ACTIVITY: COMTRAWING TWO, NAS Kingsville, TX 78363, DSN 876-6518/6306, C361-516-6518/6306/6810.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 1300-0530Z++

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or above 10 AGL as assigned.	A	TUS 034/29	N32°26.00' W110°30.00'
03 AGL B 15 AGL to	B	TUS 018/55	N32°53.00' W110°22.00'
03 AGL B 60 MSL to	C	TUS 354/62	N33°07.00' W110°47.00'
03 AGL B 15 AGL to	D	TFD 059/37	N33°05.00' W111°13.00'
03 AGL B 15 AGL to	E	TFD 064/28	N33°00.00' W111°22.00'
03 AGL B 15 AGL to	F	TFD 036/16	N33°04.00' W111°40.00'
03 AGL B 15 AGL to	G	GBN 065/13	N33°00.00' W112°25.00'
03 AGL B 15 AGL to	H	GBN 278/18	N33°04.00' W113°00.00'
03 AGL B 15 AGL to	I	GBN 222/15	N32°49.00' W112°55.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, C, D, E, F, G, and H.
- (2) Alternate Exit: B, C, D, E, F, G, and H.
- (3) Remain well clear of Estrella Sailport located north of F-G segment.
- (4) First half of route traverses rugged terrain. Critical climb point between A-B.
- (5) A-B transits Jackal Low MOA.
- (6) Passing F, be alert for light aircraft at Casa Grande Airport.

- (7) Passing G, be alert for light aircraft at Gila Bend Airport.
- (8) VR-269 crosses or shares portions of VR-223, VR-239, VR-241, VR-242, and VR-244, which are not deconflicted for the pilot. Extra vigilance is necessary to see and avoid other military aircraft.
- (9) Scheduling this route does not automatically grant permission to enter R-2301E, R-2304 or R-2305. Obtain clearance to enter these restricted areas, if necessary, from appropriate scheduling agency (Luke AFB Command Post).
- (10) Avoid all forest fires/smoke areas by at least 5 NM and/or 5000' AGL. Extensive US. Forestry Service Aerial Tanker/Helicopter activity from 1 April to 1 August.
- (11) Do not overfly trailer parks or other residential areas at Christmas, AZ (left side of course 3 NM short of Point C). Fly around Christmas on the right side of the route centerline.
- (12) Do not overfly trailer parks or other residential areas on route centerline in vicinity of N33°06.50 W110°46.10, 1 NM short of point C. Remain right of centerline and Highway 77 when approaching point C.

FSS Within 100 NM Radius:

PRC, RNO

VR-289

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-4075.

SCHEDULING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-6518/4075 0800-1530 CST, Mon-Fri (excluding holidays or field closed by NOTAM).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	GFS 142/14	N34°55.00' W115°04.00'
03 AGL B 40 MSL to	B	GFS 205/22	N34°51.00' W115°28.00'
03 AGL B 45 MSL to	C	GFS 190/40	N34°31.00' W115°31.00'
03 AGL B 35 MSL to	D	TNP 062/10	N34°09.00' W115°34.00'
03 AGL B 40 MSL to	E	TNP 110/24	N33°53.00' W115°23.00'
03 AGL B 40 MSL to	F	TNP 143/28	N33°41.00' W115°34.00'
03 AGL B 35 MSL to	G	TRM 101/19	N33°30.00' W115°49.00'
03 AGL B 25 MSL to	H	TRM 095/8	N33°35.00' W116°00.00'
03 AGL B 30 MSL to	I	IPL 296/36	N33°08.00' W116°03.00'
03 AGL B 10 MSL to	J	IPL 296/31	N33°05.00' W115°59.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Tie-in-FSS: Prescott (PRC).
- (2) Alternate Entry: G and I.
- (3) This route MARSAs through (See and Avoid) from entry to exit point.
- (4) CAUTION: Route coincides with or crosses other VR and IR routes. See FLIP AP/1B charts, IFR/VFR wall planning charts and appropriate sectional/enroute low altitude charts, MARSAs (See and Avoid) applies.
- (5) Scheduling this route does not automatically grant permission to enter restricted areas. Contact the appropriate scheduling activities for entry clearance.
- (6) CAUTION: Frequent VFR fixed wing and helicopter traffic along entire route.

FSS Within 100 NM Radius:

PRC, HHR, RAL, RNO, SAN

VR-296

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-4075.

SCHEDULING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-6518/4075 0800-1530 CST, Mon-Fri (excluding holidays or field closed by NOTAM).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	GFS 142/14	N34°55.00' W115°04.00'
03 AGL B 40 MSL to	B	PKE 279/22	N34°15.00' W115°05.00'
03 AGL B 35 MSL to	C	PKE 341/1	N34°07.00' W114°41.00'
03 AGL B 32 MSL to	D	PKE 090/24	N34°00.00' W114°13.00'
03 AGL B 25 MSL to	E	BLH 154/11	N33°25.00' W114°43.00'
03 AGL B 25 MSL to	F	BLH 281/30	N33°48.00' W115°18.00'
03 AGL B 40 MSL to	G	TRM 070/30	N33°41.00' W115°34.00'
03 AGL B 35 MSL to	H	TRM 101/19	N33°30.00' W115°49.00'
03 AGL B 20 MSL to	I	TRM 113/28	N33°21.00' W115°42.00'
03 AGL B 10 MSL to	J	IPL 322/24	N33°07.00' W115°42.00'
03 AGL B 10 MSL to	K	IPL 309/18	N32°59.00' W115°43.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Tie-in FSS: Prescott (PRC).

VR ROUTES

- (2) Alternate Entry: D and J.
- (3) Alternate Exit: H.
- (4) This route MARSA through (See and Avoid) from entry to exit point.
- (5) CAUTION: Route coincides with or crosses other VR and IR routes. See FLIP AP/1B charts, IFR/VFR wall planning charts and appropriate sectional/enroute low altitude charts. MARSA (See and Avoid) applies.
- (6) Scheduling this route does not automatically grant permission to enter restricted areas. Contact the appropriate scheduling activities for entry clearance.
- (7) CAUTION: Frequent VFR fixed wing and helicopter traffic along entire route.
- (8) CAUTION: A potential head-on conflict exists with VR-1265 between Points E and F.
FSS's Within 100 NM radius: PRC, HHR, RAL, RNO, SAN

VR-299

ORIGINATING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-4075.

SCHEDULING ACTIVITY: TRAINING AIR WING TWO (TW-2), NAS Kingsville, TX 78363, DSN 876-6518/4075 0800-1530 CST, Mon-Fri (excluding holidays or field closed by NOTAM).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	EED 091/7	N34°44.00' W114°20.00'
03 AGL B 40 MSL to	B	EED 098/46	N34°28.00' W113°37.00'
03 AGL B 39 MSL to	C	PKE 090/24	N34°00.00' W114°13.00'
03 AGL B 19 MSL to	D	BLH 136/11	N33°26.00' W114°39.00'
03 AGL B 30 MSL to	E	BLH 178/29	N33°07.00' W114°53.00'
03 AGL B 32 MSL to	F	BZA 270/12	N32°49.00' W114°50.00'
03 AGL B 15 MSL to	G	IPL 071/12	N32°46.00' W115°16.00'
03 AGL B 15 MSL to	H	IPL 348/10	N32°55.00' W115°30.00'
03 AGL B 10 MSL to	I	IPL 307/15	N32°57.00' W115°42.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Tie-in FSS: Prescott (PRC).
- (2) CAUTION: High volume rotary wing and fixed wing traffic SFC to 1000' AGL between Points D and H throughout the entire year. Frequent VFR fixed wing and helicopter traffic along entire route.
- (3) Alternate Entry: C and G.

- (4) Alternate Exit: D and E.
- (5) This route MARSA (See and Avoid) from entry to exit point.
- (6) CAUTION: Route coincides with or crosses other VR and IR routes. See FLIP AP/1B, IFR/VFR wall planning charts and appropriate sectional/enroute low altitude charts. MARSA (See and Avoid) applies.
- (7) Scheduling this route does not automatically grant permission to enter restricted areas. Contact the appropriate scheduling activities for enter clearance.

FSS Within 100 NM Radius:

PRC, HHR, RAL, RNO, SAN

VR-316

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631. Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

HOURS OF OPERATION: Continuous or by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BOI 231/50	N43°14.00' W117°15.00'
01 AGL B 100 MSL to	B	REO 354/36	N43°11.00' W117°41.00'
01 AGL B 100 MSL to	C	REO 300/42	N43°07.50' W118°30.00'
01 AGL B 100 MSL to	D	REO 267/75	N42°55.00' W119°30.00'
01 AGL B 100 MSL to	E	DSD 124/88	N43°05.50' W120°04.50'
01 AGL B 100 MSL to	F	DSD 104/61	N43°42.00' W120°07.00'
01 AGL B 105 MSL to	G	DSD 086/81	N43°55.00' W119°30.00'
01 AGL B 105 MSL to	H	BOI 261/123	N43°47.70' W119°00.00'
01 AGL B 100 MSL to	I	BOI 258/101	N43°40.20' W118°30.00'
01 AGL B 90 MSL to	J	BOI 254/81	N43°33.50' W118°03.00'
01 AGL B 90 MSL to	K	BOI 252/52	N43°31.50' W117°22.50'
01 AGL B 80 MSL to	L	BOI 250/41	N43°31.00' W117°08.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 6 NM either side of centerline from A to B; 10 NM either side of centerline from B to D; 5 NM right and 10 NM left of centerline from D to E; 5 NM either side of centerline from E to F; 10 NM either side of centerline from F to H; 5 NM right and 10 NM left of centerline from H to I; 10 NM either side of centerline from I to K; 4 NM either side of centerline from K to L.

Special Operating Procedures:

- (1) VR-319 will not be scheduled when VR-316 is in use.
- (2) Route crosses IR-304 between Points C and D, J and K.
- (3) MARSA (See and Avoid) conditions apply while operating on this route.
- (4) All turn points authorized alternate Entry and Exit points.
- (5) Avoid all airports/airstrips by 3 NM laterally and 1500' AGL vertically. Airports/Airstrips:
 - (a) Uncharted (N43-12.0 W117-38.5)
 - (b) Uncharted (N43-18.0 W117-53.0)
 - (c) Uncharted (N43-45-30 W118-28-00)
 - (d) Uncharted (N43-31.075 W117-08.462)
- (6) Overfly all Noise Sensitive Areas by 1500' AGL or avoid by 3 NM. Noise Sensitive Areas:
 - (a) Malheur Lake Bird Flyaway (N43-11-00 W119-02-00, N43-13-00 W118-47-30, N42-54-00 W118-40-00, N42-51-00 W118-55-30, N42-59-30 W118-53-00)
 - (b) Ballance (N43-14-30 W120-02-30)
 - (c) Chase (N43-11-00 W120-01-00)
 - (d) Riverside (N43-32-00 W118-09-00)
 - (e) Bird Habitat (N43-55.0 W119-00.0)
 - (f) Bird Habitat (N43-44.0 W119-49.0)
- (7) Avoid all uncharted obstructions by 1500' AGL. Uncharted Obstructions:
 - (a) Tower, 160' AGL (N43-49-15 W118-50-45)
 - (b) Multiple towers of varying heights along route, Point I to Point J (N43-40-20 W118-30-00 thru N43-33-50 W118-03-00).
- (8) Note: 1 minute prior to Stinking Water Creek (N43-44.0 W118-26.0), make call on UHF 255.4 (with callsign, 1 minute out, Stinking Water) for route deconfliction.
- (9) Route bisects JUNIPER LOW MOA, contact Klamath Falls Ops, UHF 271.15, at Point C for deconfliction. 173 FW and 124 FW scheduling personnel will verbally deconflict active airspace prior to scheduling approval.

FSS Within 100 NM Radius:

BOI, MMV.

VR-319

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631. Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

HOURS OF OPERATION: Continuous or by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BOI 250/41	N43°31.00' W117°08.50'
01 AGL B 80 MSL to	B	BOI 252/52	N43°31.50' W117°22.50'
01 AGL B 90 MSL to	C	BOI 254/81	N43°33.50' W118°03.00'
01 AGL B 90 MSL to	D	BOI 258/101	N43°40.20' W118°30.00'

01 AGL B 100 MSL to	E	BOI 261/123	N43°47.70' W119°00.00'
01 AGL B 105 MSL to	F	DSD 086/81	N43°55.00' W119°30.00'
01 AGL B 105 MSL to	G	DSD 104/61	N43°42.00' W120°07.00'
01 AGL B 100 MSL to	H	DSD 124/88	N43°05.50' W120°04.50'
01 AGL B 100 MSL to	I	REO 267/75	N42°55.00' W119°30.00'
01 AGL B 100 MSL to	J	REO 299/42	N43°06.50' W118°30.00'
01 AGL B 100 MSL to	K	REO 354/36	N43°11.00' W117°41.00'
01 AGL B 100 MSL to	L	BOI 231/50	N43°14.00' W117°15.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline from A to B; 10 NM either side of centerline from B to D; 5 NM left and 10 NM right of centerline from D to E; 10 NM either side of centerline from E to G; 5 NM either side of centerline from G to H; 5 NM left and 10 NM right of centerline from H to I; 10 NM either side of centerline from I to K; 6 NM either side of centerline from K to L.

Special Operating Procedures:

- (1) VR-319 will not be scheduled when VR-316 is in use.
- (2) Route crosses IR-304 between Points C and D, J and K.
- (3) MARSA (See and Avoid) conditions apply while operating on this route.
- (4) All turn points authorized alternate Entry and Exit points.
- (5) Avoid all airports/airstrips by 3 NM laterally and 1500' AGL vertically. Airports/Airstrips:
 - (a) Uncharted (N43-12.0 W117-38.5)
 - (b) Uncharted (N43-18.0 W117-53.0)
 - (c) Uncharted (N43-45-30 W118-28-00)
 - (d) Uncharted (N43-31.075 W117-08.462)
- (6) Overfly all Noise Sensitive Areas by 1500' AGL or avoid by 3 NM. Noise Sensitive Areas:
 - (a) Malheur Lake Bird Flyaway (N43-11-00 W119-02-00, N43-13-00 W118-47-30, N42-54-00 W118-40-00, N42-51-00 W118-55-30, N42-59-30 W118-53-00)
 - (b) Ballance (N43-14-30 W120-02-30)
 - (c) Chase (N43-11-00 W120-01-00)
 - (d) Riverside (N43-32-00 W118-09-00)
 - (e) Bird Habitat (N43-55.0 W119-00.0)
 - (f) Bird Habitat (N43-44.0 W119-49.0)
- (7) Avoid all uncharted obstructions by 1500' AGL. Uncharted Obstructions:
 - (a) Tower, 160' AGL (N43-49-15 W118-50-45)
 - (b) Multiple towers of varying heights along route, Point I to Point J (N43-40-20 W118-30-00 thru N43-33-50 W118-03-00).
- (8) Note: 1 minute prior to Stinking Water Creek (N43-44.0 W118-26.0), make call on UHF 255.4 (with callsign, 1 minute out, Stinking Water) for route deconfliction.
- (9) Route bisects JUNIPER LOW MOA, contact Klamath Falls Ops, UHF 271.15, at Point C for deconfliction. 173 FW and 124 FW scheduling personnel will verbally deconflict active airspace prior to scheduling approval.

VR ROUTES

FSS Within 100 NM Radius:

BOI, MMV

VR-331

ORIGINATING ACTIVITY: 62 OSS/OSK, McChord Fld, 1172 Levitow Blvd., WA 98438 DSN 382-3615, C253-982-3615.

SCHEDULING ACTIVITY: 62 OSS/OSO, McChord AFB, 100 Main St., WA 98438 DSN 382-9925, C253-982-2635. Duty hrs 0800-1700 local Mon-Fri only, next day req accepted NLT 1200 local. Other times ctc McChord Command Post DSN 382-2635, C253-982-2635.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 60 MSL to or as assigned.	A	HQM VORTAC	N46°56.82' W124°08.96'
60 MSL to or as assigned.	B	HQM 240/16	N46°53.80' W124°32.00'
02 AGL B 46 MSL to	C	HQM 240/36	N46°50.00' W125°00.00'
02 AGL B 46 MSL to	X	HQM 216/28	N46°41.00' W124°42.00'
02 AGL B 46 MSL to	D	HQM 138/28	N46°31.20' W123°53.00'
05 AGL B 46 MSL to	E	OLM 195/29	N46°34.00' W123°18.00'
05 AGL B 46 MSL to	F	OLM 136/31	N46°30.20' W122°35.40'
03 AGL B 46 MSL to	G	OLM 099/20	N46°49.00' W122°29.00'
03 AGL B 25 AGL to	H	TCM 162/8	N47°01.00' W122°28.00'
03 AGL B 25 MSL to	HH	TCM 163/6	N47°02.39' W122°28.09'
03 AGL B 15 AGL to	I	TCM TACAN	N47°08.86' W122°28.50'

TERRAIN FOLLOWING OPERATIONS: 300' AGL modified contour will be conducted in VMC only. After crossing Point B, descend to 300' AGL can be initiated. All structures on the route will be avoided by a minimum of 500' horizontally.

ROUTE WIDTH - 4 NM either side of centerline from A to F; 5 NM either side of centerline from F to I.

Special Operating Procedures:

- (1) All radius must fall within route width.
- (2) Authorized aircraft C-17 and C-130.
- (3) Primary Entry Point A. Alternate Entry Points D and G.
- (4) Primary Exit Point I. Alternate Exit Point HH.
- (5) Route Communications:
 - (a) Contact Seattle Center 128.3 or 269.0 prior to Point A for clearance.
 - (b) Between Points A and D, monitor Seattle Center 128.3 or 269.0.
 - (c) Between Points D and F, monitor Seattle Center 124.2 or 317.6.

- (d) Between Points F and I, monitor Seattle Center 126.5 or 391.9.
- (e) Prior to Point G contact McChord Tower on 124.8 or 259.3 and give intentions after exit.
- (6) Speed:
 - (a) Maintain 250 KCAS or below until route entry.
 - (b) Route may be scheduled at 240 or 300 knots ground speed. Indicate desired speed when scheduling. MARSA established via coordinated scheduling.
 - (c) Maximum speed on route: 360 KCAS.
- (7) Caution:
 - (a) Deconflict traffic on IR-344 with scheduling activity.
 - (b) Remain on or North of centerline for 5NM either side of Point D. Avoid Oysterville, WA (N46-33.0 W124-02.0) by 2000'AGL or 2NM.
 - (c) Avoid the town of Pe Ell, WA (Point E) by 2NM.
 - (d) Avoid communications antenna 360'AGL (N46-32.0 W123-01.0) by 500' or 1NM.
 - (e) Intense North/South VFR traffic in the vicinity of Interstate 5 between Points E and F.
 - (f) Be alert for parachuting in the vicinity of Toledo-Winlock AFLD.
 - (g) Avoid Mink farm at (N46-33.0 W122-41.8) by 2000'AGL or 2NM.
 - (h) Remain West of Mayfield Lake just East of Point F.
 - (i) Be alert for UAS activity at or below 400' AGL within 2 NM radius (N46-51.538 W122-21.031).
 - (j) Be alert for ultra light activity within 2 miles of (N46-56.593 W122-27.323).
 - (k) Point H is located on Rogers Drop Zone. Crews will check Gray AAF NOTAMs to deconflict with this DZ.
- (8) When practicable avoid by 1500'AGL or 3NM:
 - (a) Martin AFLD (Pvt) (N46-31-09 W124-01-57)
 - (b) Curtis AFLD (Pvt) (N46-35-25 W123-06-16)
 - (c) Fantasy AFLD (Pvt) (N46-35-16 W122-51-57)
 - (d) Harris AFLD (Pvt) (N46-30-53 W122-47-31)
 - (e) Kadwell AFLD (Pvt) (N46-32-15 W122-43-04)
 - (f) Toledo-Winlock AFLD (N46-28-38 W122-48-25)
 - (g) Burnt Ridge AFLD (Pvt) (N46-35-07 W122-37-34)
 - (h) Bear Canyon AFLD (Pvt) (N46-35-56 W122-29-01)
 - (i) Cougar Mtn AFLD (Pvt) (N46-50-49 W122-31-19)
 - (j) Flying B AFLD (Pvt) (N46-52-39 W122-36-04)
 - (k) Western AFLD (Pvt) (N46-55-30 W122-33-14)
 - (l) Asplund AFLD (Pvt) (N46-53-30 W122-22-50)
 - (m) Shady Acres AFLD (N47-04-13 W122-22-16)
- (9) Crews should forward any observes hazard to aviation or concerns to the 62d AW Airspace Manager at DSN 382-4057 or C253-982-4057.

FSS Within 100 NM Radius:

MMV, SEA

VR-389

ORIGINATING ACTIVITY: 366 OSS/OSOA, 201 1st Street, Mountain Home AFB ID 83648 Airspace Management Information Only. Not a scheduling number C208-828-4722 DSN 728-4722.

SCHEDULING ACTIVITY: 366 OSS/OSOS, 202 1st Street, Mountain Home AFB ID 83648 Routes must be scheduled a minimum of 2 hours prior to entry into airspace C208-828-4607/2172/4631 DSN 728-4607/2172/4631

HOURS OF OPERATION: Continuous**ROUTE DESCRIPTION:**

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 80 MSL to Or as assigned. Descend to	A	MUO 242/25	N42°55.77' W116°25.58'
10 AGL B 100 MSL to Alternate Entry/Exit	B	REO 065/29	N42°38.47' W117°12.72'
01 AGL B 100 MSL to Alternate Entry/Exit	C	SDO 007/49	N42°08.52' W117°34.83'
01 AGL B 100 MSL to C Alternate Entry: or C to C1: Alternate Exit	C1	REO 104/44	N42°11.12' W117°02.28'
01 AGL B 100 MSL to Alternate Entry/Exit	C	SDO 007/49	N42°08.52' W117°34.83'
01 AGL B 100 MSL to	D	SDO 007/45	N42°04.98' W117°37.06'
01 AGL B 120 MSL to Alternate Entry/Exit.	E	SDO 017/28	N41°47.39' W117°40.23'
01 AGL B 120 MSL to	F	SDO 061/14	N41°26.98' W117°44.05'
01 AGL B 90 MSL to Alternate Entry/Exit	G	SDO 097/14	N41°18.36' W117°44.77'
01 AGL B 100 MSL to	H	BAM 316/38	N41°06.48' W117°21.49'
01 AGL B 100 MSL to Alternate Entry/Exit	I	BQU 284/57	N41°14.88' W116°49.83'
01 AGL B 120 MSL to	J	BQU 309/50	N41°27.00' W116°23.05'
01 AGL B 120 MSL to	K	TWF 213/73	N41°42.50' W115°45.00'
01 AGL B 120 MSL to	L	TWF 221/56	N41°59.97' W115°34.00'

ROUTE WIDTH - 4 NM either side of centerline from A to G; 5 NM either side of centerline from G to H; 8 NM from H to J; 4 NM either side of centerline from J to K; 5 NM left and 15 NM right from K to L.

Special Operating Procedures:

- Aircrews should be especially vigilant when crossing the following MTRs:
 - VR-1300/VR-1303/VR-1304/VR-1305/IR-302/IR-305 at N42 41 06 W117 05 51 and N41 34 32 W116 04 30.
 - VR-1301 at N42 33 18 W117 16 37.
 - VR-1302 at N42 15 08 W117 29 54.
 - IR-304 at N42 13 01 W117 31 27.
 - IR-300 at N41 26 46 W117 44 02.
 - IR-303 at N41 18 29 W117 44 50.
- WARNING:** This route shares centerline elements of IR-300/313 and IR-303. Aircrews should insure those routes are not scheduled concurrently with this route. This route is also opposite in direction to VR-391, and should not be scheduled concurrently.
- WARNING:** Top-of-block altitudes are within the MHRC MOA altitudes. MARSA status should be obtained with units operating within the MOA structures, prior to entry into the top-of-block altitudes. When utilizing entry/exit into MOAs, aircrew should be at top-of-block for MOA transitions.
- Information on migratory bird routes along this route may be obtained from the bird avoidance web page on the Air Force Safety Center site: <http://www.usahas.com/>

- Due to mine blasting operation, avoid by 1000' AGL an area formed by N41-06 W117-21, N41-13 W117-15, N41-05 W117-17 to point of beginning.
- Uncharted airports: Uncharted airports N42-00-00 W118-38-00 and N41-39-00 W118-30-00 and N41-08-00 W117-14-18, N41-42 W118-31. Overfly at or above 1500' AGL or avoid by 3 NM.
- Uncharted towers: 65', N41-53 W118-35 and 65', N41-24-30 W118-01-30 located next to SDO TACAN; 75', N41-09-28 W117-28-16; 50', N42-09-20 W117-28-32; N41-09 W117-28 towers estimated between 100-200' AGL.
- Noise Sensitive Areas (overfly at of above 1500' AGL or avoid by 1 NM):
 - Residences at N41-25.5 W117-47.5; N42-00.0 W117-40.0.
 - South Mountain Lookout Tower N42-47 W116-54.
 - Town of Midas: N41-14-30 W116-47-30.
 - Stowell Ranch: N41-58-00 W115-40-30.
 - Hansen Ranch: N41-43-30 W115-58-30. Overfly at or above 1500' AGL or avoid by 3 NM.
- CAUTION:** Uncharted airstrips (in order flown): N41-09.663 W117-37.108; N41-08.016 W117-13.316.
- CAUTION:** Uncharted obstacles (in order flown): N41-09.792 W117-39.000 (115' AGL); N41-09.283 W117-28.395 (117' AGL); N41-13.666 W117-13.514 (110' AGL); N41-14.754 W116-46.827 (196' AGL).
- WARNING:** VR-389 is the reverse of VR-391.
- NOISE AVOID:** Remain at of above 9,000' AGL between C-E and corridor route width therein (Fort Mcdermitt Reservation).
- CAUTION:** Clearance into VR-389 does not constitute a clearance into the Mountain Home Range Complex (MHRC) MOA airspace. Contact Cowboy Control on 236.05/134.1 MHZ prior to turn-point L for Entry approval.
- Routes must be scheduled a minimum of 2 hours prior to entry into airspace.

VR-391

ORIGINATING ACTIVITY: 366 OSS/OSOA, 201 1st Street, Mountain Home AFB ID 83648 Airspace Management Information Only. Not a scheduling number C208-828-4722 DSN 728-4722.

SCHEDULING ACTIVITY: 366 OSS/OSOS, 202 1st Street, Mountain Home AFB ID 83648 Routes must be scheduled a minimum of 2 hours prior to entry into airspace C208-828-4607/2172/4631 DSN 728-4607/2172/4631

HOURS OF OPERATION: Continuous**ROUTE DESCRIPTION:**

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 120 MSL to	A	TWF 221/56	N41°59.97' W115°34.00'
01 AGL B 120 MSL to Alternate Entry/Exit	B	TWF 213/73	N41°42.50' W115°45.00'
01 AGL B 120 MSL to Alternate Entry/Exit	C	BQU 309/50	N41°27.00' W116°23.05'
01 AGL B 100 MSL to Alternate Entry/Exit	D	BQU 284/57	N41°14.88' W116°49.83'
01 AGL B 100 MSL to	E	BAM 316/38	N41°06.48' W117°21.49'

VR ROUTES

01 AGL B 90 MSL to Alternate Entry/Exit	F	SDO 097/14	N41°18.36' W117°44.77'
01 AGL B 120 MSL to	G	SDO 061/14	N41°26.98' W117°44.05'
01 AGL B 120 MSL to Alternate Entry/Exit	H	SDO 017/28	N41°47.39' W117°40.23'
01 AGL B 100 MSL to	I	SDO 007/45	N42°04.98' W117°37.06'
01 AGL B 100 MSL to Alternate Entry/Exit	J	SDO 007/49	N42°08.52' W117°34.83'
01 AGL B 100 MSL to J Alternate Entry: Or J to J1: Alternate Exit	J1	REO 104/44	N42°11.12' W117°02.28'
01 AGL B 100 MSL to Alternate Entry/Exit	J	SDO 007/49	N42°08.52' W117°34.83'
10 AGL B 100 MSL to Alternate Entry/Exit	K	REO 065/29	N42°38.47' W117°12.72'
80 MSL to Or as assigned	L	MUO 242/25	N42°55.77' W116°25.58'

ROUTE WIDTH - 4 NM right and 15 NM left from A to B; 4 NM either side of centerline from B to C; 8 NM either side of centerline from C to E; 5 NM either side of centerline from E to F; 4 NM either side of centerline from F to L.

Special Operating Procedures:

- (1) Aircrews should be especially vigilant when crossing the following MTRs:
VR-1300/VR-1303/VR-1304/VR-1305/IR-302/IR-305 at N42 41 06 W117 05 51 and at N41 34 32 W116 04 30; VR-1301 at N42 33 18 W117 16 37; VR-1302 at N42 15 08 W117 29 54; IR-304 at N42 13 01 W117 31 27; IR-300 at N41 26 46 W117 44 02; IR-303 at N41 18 29 W117 44 50.
- (2) WARNING; This route shares centerline elements of IR-300/313 and IR-303. Aircrew should ensure those routes are not scheduled concurrently with this route. This route is also opposite direction to VR-389 and should not be scheduled concurrently.
- (3) WARNING; Top-of-block altitudes are within the MHRC MOA altitudes. MARSAs status should be obtained with units operating within the MOA structures, prior to entry into the top-of-block altitudes. When utilizing entry/exit into MOAs, aircrew should be at top-of-block for MOA transition.
- (4) Information on migratory bird routes along this route may be obtained from the bird avoidance web page on the Air Force Safety Center site: <http://www.usahas.com/>.
- (5) Due to mine blasting operation, avoid by 1000' AGL, an area formed by N41-06 W117-21, N41-13 W117-18, N41-13 W117-15, N41-05 W117-17 to point of beginning.
- (6) Uncharted airports: N42-00-00 W118-38-00, N41-39-00 W118-30-00, N41-08-00 W117-14-18, and N41-42 W118-31. Overfly at or above 1500' AGL or avoid by 3 NM.
- (7) Uncharted towers: 65', N41-53 W118-35; 65', N41-24-30 W118-01-30 located next to SDO TACAN; 75', N41-09-28 W117-28-16; 50', N42-09-20 W117-28-32; N41-09 W117-28, towers estimated between 100-200' AGL.
- (8) Noise sensitive areas (overfly at or above 1500' AGL or avoid by 1 NM):
 - (a) Residences at N41-25.5 W117-47.5, N42-00.0 W 117-40.
 - (b) South Mountain Lookout Tower at N42-47 W116-54.
 - (c) Town of Midas at N41-14-30 W116-47-30.
 - (d) Stowell Ranch at N41-58-00 W115-40-30.
 - (e) Hansen Ranch at N41-43-20 W115-58-30, overfly at or above 1500' AGL or avoid by 3 NM.

- (9) CAUTION: Uncharted airstrips (in order flown):N41-08.016 W117-13.316;N41-09.663 W117-37.108.
- (10) CAUTION: Uncharted obstacles (in order flown): N41-14.754 W116-46.827 (196 AGL); N41-13.666 W117-13.514 (110' AGL); N41-09.283 W117-28.395 (117' AGL); N41-09.792 W117-39.000 (115' AGL).
- (11) WARNING: VR-389 is the reverse of VR-391.
- (12) NOISE AVOID: Remain at or above 9,000' AGL between H-I and corridor route width therein (Fort Mcdermitt Reservation).
- (13) CAUTION: Contact Mountain Home Approach on 259.1/124.8 MHZ between turn-points K and L.
- (14) Routes must be scheduled a minimum of 2 hours prior to entry into airspace.

VR-410

ORIGINATING ACTIVITY: 140th Wing /Airspace Office, Buckley AFB, Aurora Co, 80011-9546 DSN 847-9470/9471, C720-847-9470/9471/9955.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 0800-1600 local Tue-Sat, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 85 MSL to	A	PUB 250/27	N38°12.00' W104°59.00'
05 AGL B 85 MSL to	B	PUB 283/23	N38°26.00' W104°53.00'

ROUTE WIDTH - 3 NM left and 3 NM right of centerline from A to B.

Special Operating Procedures:

- (1) At Point A , maintain 1000' AGL minimum until crossing Hwy 50, then 500' AGL minimum while in Airburst C MOA.
- (2) Contact Airburst Range on UHF 251.25 before departing Point A.

FSS Within 100 NM Radius:

DEN

VR-411

ORIGINATING ACTIVITY: 140th Wing /Airspace Office, Buckley AFB, Aurora Co, 80011-9546 DSN 847-9470/9471, C720-847-9470/9471/9955.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 0800-1600 local Tue-Sat, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
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05 AGL B 85 MSL to	A	PUB 283/23	N38°26.00' W104°53.00'
05 AGL B 85 MSL to	B	PUB 250/27	N38°12.00' W104°59.00'

ROUTE WIDTH - 3 NM left and 3 NM right of centerline from A to B.

Special Operating Procedures:

- (1) Exit Airburst C MOA and cross Hwy 50 at and maintain 1000' AGL minimum until reaching Point B.
- (2) If multiple attacks are to be flown, stay on UHF 251.25, Airburst Range and advise entry on to VR-410.
- (3) If departure from Airburst Range is planned, contact Pueblo Approach on UHF 290.5.

FSS Within 100 NM Radius:

DEN

VR-413

ORIGINATING ACTIVITY: 140th Wing /Airspace Office, Buckley AFB, Aurora Co, 80011-9546 DSN 847-9470/9471, C720-847-9470/9412/9955.

SCHEDULING ACTIVITY: 140th Wing /Airspace Office, Buckley AFB, Aurora Co, 80011-9546 DSN 847-9470/9471, C720-847-9470/9412/9955. Closed to non 140th WG aircraft.

HOURS OF OPERATION: 0800-1600 local Tue-Sat, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 120 MSL to	A	BRK 300/17	N39°07.00' W104°55.00'
05 AGL B 110 MSL to	B	BRK 258/39	N38°54.00' W105°28.00'
05 AGL B 130 MSL to	C	HBU 074/55	N38°29.00' W105°52.00'
05 AGL B 140 MSL to	D	HBU 087/48	N38°18.00' W106°02.00'
05 AGL B 140 MSL to	D1	ALS 332/36	N37°55.75' W106°00.71'
05 AGL B 140 MSL to	D2	ALS 347/29	N37°49.98' W105°48.93'
05 AGL B 110 MSL to	E	ALS 038/13	N37°29.30' W105°35.80'
05 AGL B 170 MSL to	F	ALS 050/33	N37°36.00' W105°12.00'
05 AGL B 120 MSL to	G	PUB 208/42	N37°44.00' W104°57.00'
05 AGL B 80 MSL to	H	PUB 194/23	N37°56.00' W104°37.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to H.

ROUTE WIDTH - 3 NM left and 3 NM right of centerline from A to H.

Special Operating Procedures:

- (1) Vontact Badger Mountain FSS on 122.2 entering the route.
- (2) High density student training in the vicinity of Point A. USAF Academy Flight Training Area for 9500' MSL to 12,000' MSL. Expect T-3A, powered and non-powered gliders and parachute activity. Remain at 3000' AGL until 5 NM past A, then 1500' AGL minimum to B.
- (3) Avoid ranches (N38-54.5 W105-31.5, N38-47.0 W105-35.0) by 2 NM and 1000' AGL.
- (4) Alternate Entry: Pionts B, C, D, E, F, and G.
- (5) Alternate Exit: Pionts B, C, D, E, F, and G.
- (6) Minimum altitude prior to H east of Interstate 25 and west of railroad track is 1000' AGL.
- (7) Contact Pueblo Approach Control at point H on 290.5 for further clearance.

FSS Within 100 NM Radius:

DEN

VR-510

ORIGINATING ACTIVITY: 114 FW (ANG), Joe Foss Field, Sioux Falls, SD 57104-0264 DSN 798-7754/7746, C605-988-5745/5746.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight Hours Tue-Sat, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 100 MSL to or as assigned. Then descend to	A	LNK 352/47	N41°42.45' W96°43.43'
01 AGL B 50 MSL to	B	ONL 100/83	N41°59.03' W96°56.63'
01 AGL B 50 MSL to	C	FSD 181/90	N42°10.28' W97°07.88'
01 AGL B 50 MSL to	D	FSD 179/46	N42°53.40' W96°55.58'
01 AGL B 50 MSL to	E	FSD 230/27	N43°24.99' W97°18.62'
01 AGL B 50 MSL to	F	FSD 269/24	N43°42.23' W97°19.63'
01 AGL B 50 MSL to	G		N44°06.00' W98°17.00'
01 AGL B 50 MSL to	H		N43°59.02' W99°00.00'
01 AGL B 50 MSL to	I	PIR 119/42	N43°56.53' W99°25.24'
SFC B 90 MSL to	J	ONL 330/73	N43°36.76' W99°15.58'
SFC B 90 MSL to	K	ONL 344/41	N43°09.01' W98°47.07'
55 MSL B 90 MSL to	L	ONL 360/36	N43°03.69' W98°32.69'
90 MSL to	M	ONL 026/35	N42°56.50' W98°13.21'
100 MSL to	N	ONL 030/37	N42°56.51' W98°08.84'

VR ROUTES

TERRAIN FOLLOWING OPERATIONS: Authorized from C to K.

ROUTE WIDTH - 8 NM either side of centerline from A to L;
4 NM either side of centerline from L to N.

Special Operating Procedures:

- (1) Route is common with IR-509 between Points I and N.
- (2) Route conflicts with VR-540/541 between A and B, and IR-508/509/518, VR-1520/1521 between K and L.
- (3) Route is surveyed to 100' AGL. This altitude will not guarantee obstacle clearance throughout this route.
- (4) A minimum of 1000' AGL entire route width from Point A to N42-28 W97-02.
- (5) Avoid flights within 1500' AGL or 3NM of the Chamberlain Airport. Beginning and ending at N43-49 W99-10 to N43-49 W99-25 to N43-42 W99-25 to N43-42 W99-06.5.
- (6) Avoid the following Noise Sensitive Areas by a minimum of 1500' AGL or 1 NM: Farm N41-41 W96-44, feedlot N41-52.5 W96-57.5, ranch N43-44.5 W97-42.5, farm N44-11 W98-27, ranch N44-04 W98-25, ranch N44-10.5 W98-39.5, ranch N43-59 W99-08, ranch N43-57.3 W99-28.5, ranch N43-23 W99-05, ranch N43-06 W98-56, farm N43-01 W98-47, feedlot N44-00.5 W98-18.5.
- (7) Avoid flight within 1500' AGL or 3 NM of the Vermillion Airport.
- (8) Migratory birds along the rivers and lakes during spring and fall.
- (9) Alternate Entry: All points.
- (10) Alternate Exit: All points.

FSS Within 100 NM Radius:

FOD, HON, OLU

VR-511

ORIGINATING ACTIVITY: 132 FW OG/CC (ANG), 3100 McKinley Ave, Des Moines, IA 50321-2799 DSN 256-8250 C515-256-8250.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: By NOTAM, (2 hr prior notification required)

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 100 MSL to or as assigned.	A		N40°00.00' W96°10.50'
15 AGL B 40 MSL to	B		N39°52.00' W96°09.00'
15 AGL B 40 MSL to	C	EMP 326/20	N38°35.50' W96°19.50'
15 AGL B 40 MSL to	D	EMP 248/23	N38°12.00' W96°36.50'
15 AGL B 40 MSL to	E	EMP 250/44	N38°08.50' W97°02.50'
15 AGL B 40 MSL to	F	SLN 145/38	N38°22.00' W97°15.00'
15 AGL B 40 MSL to	G	SLN 091/17	N38°53.00' W97°16.00'

15 AGL B 40 MSL to	H	SLN 056/17	N39°03.00' W97°18.00'
15 AGL B 40 MSL to	I	SLN 026/24	N39°16.00' W97°20.00'
15 AGL B 40 MSL to	J	SLN 014/33	N39°26.50' W97°22.00'
15 AGL B 40 MSL to	K		N39°59.00' W96°51.50'
15 AGL B 40 MSL to or above.	L	LNK 172/47	N40°08.00' W96°45.50'

TERRAIN FOLLOWING OPERATIONS: Authorized B to K.

ROUTE WIDTH - 4 NM either side of centerline from A to B;
8 NM either side of centerline from B to K (except 8 NM left and 20 NM right of centerline between H and I if aircraft are scheduled to conduct operations into R-3602); 4 NM either side of centerline from K to L.

Special Operating Procedures:

- (1) VR-511 is opposite direction traffic of VR-512. 132 FW will not schedule opposite and conflicting traffic at the same time.
- (2) Migratory birds along rivers and lakes during spring and fall.
- (3) Alternate Entry: C, D, E and F.
- (4) Alternate Exit: D, E, F and H.
- (5) Aircrews should be particularly vigilant of other military traffic. IR-502 in the vicinity of B to C and J to K. VR-533/534/535 in the vicinity of C to G, SR-618/619 in the vicinity of B to C.
- (6) Avoid the following route sensitive areas by a minimum of 1 NM: Havensville N39-31 W96-05, Onaga N39-29 W96-10, power plant N39-17 W96-06, farm N38-20.5 W96-30.5, farm N38-21 W97-20, farm N39-26 W97-21, mink farm N39-36 W97-23, mink farm N40-05 W96-50, home N39-14.4 W96-10.8, farm N39-38.7 W96-14.1.
- (7) Avoid flight within 3 NM of the Wamego, Hillsboro, Abilene, Clay Center and Washington Co Airports.

FSS Within 100 NM Radius:

ICT, OLU

VR-512

ORIGINATING ACTIVITY: 132 FW OG/CC (ANG), 3100 McKinley Ave, Des Moines, IA 50321-2799 DSN 256-8250 C515-256-8250.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: By NOTAM, 2hr prior notification required

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or above 100 MSL	A		N40°08.00' W96°45.50'
Descend to			
15 AGL B 40 MSL to	B		N39°59.00' W96°51.50'
15 AGL B 40 MSL to	C	SLN 014/33	N39°26.50' W97°22.00'

15 AGL B 40 MSL to	D	SLN 026/24	N39°16.00' W97°20.00'
15 AGL B 40 MSL to	E	SLN 056/17	N39°03.00' W97°18.00'
15 AGL B 40 MSL to	F	SLN 091/17	N38°53.00' W97°16.00'
15 AGL B 40 MSL to	G	SLN 145/38	N38°22.00' W97°15.00'
15 AGL B 40 MSL to	H	EMP 250/44	N38°08.50' W97°02.50'
15 AGL B 40 MSL to	I	EMP 248/23	N38°12.00' W96°36.50'
15 AGL B 40 MSL to	J	EMP 326/20	N38°35.50' W96°19.50'
15 AGL B 40 MSL to	K		N39°52.00' W96°09.00'
Climb to			N40°00.00'
at or above 100 MSL	L		W96°10.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from B to K.

ROUTE WIDTH - 4 NM either side of centerline from A to B; 8 NM either side of centerline from B to K (except 20 NM left and 8 NM right of centerline between D and E if aircraft are scheduled to conduct operations into R-3602); 4 NM either side of centerline from K to L.

Special Operating Procedures:

- (1) VR-512 is opposite direction traffic of VR-511. 132 FW will not schedule opposite and conflicting traffic at the same time.
- (2) Aircrews should be particularly vigilant of other military traffic-IR-502 in the vicinity of B to C and J to K: VR-533/534/535 in the vicinity of F to J: SR-618, SR-619 in the vicinity of J to K.
- (3) When exiting at H, maintain VFR and climb within the route boundary to 10,000' MSL or above, then via flight plan route.
- (4) Alternate Entry: C and H.
- (5) Alternate Exit: D and H.
- (6) Avoid the following Noise Sensitive Areas by a minimum of 1 NM: Mink farm- N40-05 W96-50, mink farm N39-36 W97-23, farm N39-26 W97-21, farm N38-21 W97-20, farm N38-20.5 W96-30.5, power plant N39-17 W96-06, Onaga N39-29 W96-10, Havensville N39-31 W96-05W, home N39-14.4 W96-10.8, farm N39-38.7 W96-14.1.
- (7) Avoid flight within 3 NM of these airports: Washington Co, Clay Center, Abilene, Hillsboro and Wamego.

FSS Within 100 NM Radius:

ICT, OLU

VR-531

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ICT 010/41	N38°24.00' W97°20.00'
01 AGL B 30 MSL to (maximum altitude S of RR from B to Minneapolis, KS is 06 AGL)	B	SLN 031/16	N39°08.00' W97°25.00'
06 AGL to	C	SLN 300/34	N39°16.00' W98°12.00'
01 AGL B 30 MSL to 01 AGL to but not including 10 AGL unless cleared as assigned to	D	SLN 247/38	N38°45.00' W98°24.00'
	E	SLN 220/30	N38°35.00' W98°05.00'
01 AGL B 30 MSL to	F	SLN 201/32	N38°27.30' W97°56.00'
01 AGL B 100 MSL to Alternate Exit Route:	G	SLN 227/18	N38°45.00' W97°56.00'
01 AGL B 30 MSL to	B1	SLN 030/16	N39°08.00' W97°25.00'
01 AGL B 30 MSL to	AC	SLN 053/35	N39°13.00' W96°58.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM tapering down to 3 NM left and 5 NM right of centerline from A to B; 3 NM widening out to 5 NM left and 5 NM right of centerline from B to C; 5 NM either side of centerline from C to F; 6 NM left and 8 NM right of centerline from F to G.

Special Operating Procedures:

- (1) Alternate Exit: B1, E and AC.
- (2) Exit at E for entry to Bison MOA and if not scheduled for R-3601, avoid flight in Smoky MOA.
- (3) Exit via Alternate Exit route B to AC for entry into R-3602, Fort Riley.
- (4) Maneuver area will be used in conjunction with Smoky MOA for entry, exit and holding for R-3601.
- (5) Contact Smoky Hill range officer prior to E for entry into the maneuver area, Smoky MOA, and R-3601.
- (6) Route conflicts with VR-512, VR-532, VR-533, VR-534, VR-535 and IR-505. Conflicts will be avoided by MARSA and scheduling through the scheduling activities.
- (7) Avoid the following Noise Sensitive Areas:
 - (a) All airports charted on the Wichita Sectional Chart by 1500 AGL/3 NM;
 - (b) Livestock feedlot 4 NM southeast of Roxbury, N38-30 W97-23;
 - (c) Farm house by 1500' AGL/3 NM, N39-12 W97-45;
 - (d) The town of Lorraine by 1500' AGL/5 NM, N38-34 W98-19.

FSS Within 100 NM Radius:

ICT, OLU

VR ROUTES

VR-532

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ICT 221/16	N37°34.00' W97°50.00'
01 AGL B 15 AGL to	B	HUT 224/46	N37°29.00' W98°39.00'
01 AGL B 15 AGL to	C	HUT 241/53	N37°37.00' W98°56.00'
01 AGL B 15 AGL to	D	HUT 248/50	N37°44.00' W98°56.00'
01 AGL B 15 AGL to Maneuver Area	E	HUT 257/48	N37°52.00' W98°56.00'
01 AGL B 15 AGL to	F	HYS 186/53	N38°00.00' W99°35.00'
01 AGL B 15 AGL to	G	HYS 223/18	N38°40.00' W99°35.00'
01 AGL B 15 AGL to End Maneuver Area	H	HYS 188/11	N38°40.00' W99°21.00'
01 AGL B 15 AGL to 01 AGL to but not including 10 AGL unless cleared to operate within Bison MOA then as assigned by ATC	I	HYS 130/14	N38°40.00' W99°05.00'
01 AGL B 15 AGL to	J	SLN 220/30	N38°35.00' W98°05.00'
01 AGL B 15 AGL to Maneuver Area	K	SLN 201/32	N38°27.30' W97°56.00'
01 AGL B 100 MSL to within area to L. Alternate Exit; E	L	SLN 227/18	N38°45.00' W97°56.00'
01 AGL B 15 AGL to	E1	HUT 257/48	N37°52.00' W98°56.00'
01 AGL B 06 AGL to	AF	HUT 248/9	N37°57.00' W98°07.00'
01 AGL B 06 AGL to (unless cleared higher by Hutchinson Apch Ctl 325.8 then 01 AGL B 15 AGL to Maneuver Area)	K1	HUT 356/27	N38°27.30' W97°56.00'
01 AGL B 100 MSL to within area to L1	L1	HUT 356/45	N38°45.00' W97°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to C; 5 NM right and 15 NM left of centerline from C to E; 5 NM widening out to 15 NM right and 15 NM left of centerline from E to F; 15 NM either side of centerline from F to G; 15 NM right and 15 NM tapering down to 3 NM left of centerline from G to H; 15 NM tapering down to 8 NM right and 3 NM left of centerline

from H to I; 8 NM either side of centerline from I to K; 6 NM left and 8 NM right of centerline from K to L; Alternate Exit-5 NM either side of centerline from E1 to AF; 6 NM left and 8 NM right of centerline from AF to L1

Special Operating Procedures:

- (1) Alternate Entry: B, C, and D.
- (2) Alternate Exit: B, E, H, J and K.
- (3) Exit at J for entry into Bison MOA, or if not scheduled for R-3601.
- (4) Exit at K on alternate route if not scheduled for R-3601. Avoid flight in Smoky MOA.
- (5) Maneuver area will be used in conjunction with Smoky MOA for entry, exit, and holding for R-3601.
- (6) Contact Smoky Hill range officer prior to J for entry into maneuver area, Smoky MOA, and R-3601.
- (7) Route conflicts with VR-119, VR-138, VR-152, VR-536, VR-531 and IR-505.
- (8) Avoid the following Noise Sensitive Areas:
 - (a) All airports charted on the Wichita Sectional Chart by 1500' AGL/3 NM;
 - (b) Livestock feedlot 3 NM north of Pratt, N37-36 W98-43;
 - (c) Livestock feedlot 4 NM south of Sylvia, N37-54N 98-24;
 - (d) Farm 6 NM north of Bazine by 1500' AGL/5 NM, N38-33 W99-38;
 - (e) Farm 5 NM north of Otis by 1500' AGL/5 NM, N38-37.5 W99-02;
 - (f) Livestock feedlot, N38-47.5 W99-41.0;
 - (g) The town of Lorraine by 1500' AGL/5 NM, N38-34 W98-19;
 - (h) The town of Kinsley by 1500' AGL/5 NM, N37-55 W99-25;
 - (i) Farm, N38-37.5 W99-01.5;
 - (j) The town of Lacrosse by 1500' AGL/5 NM, 38-37.5N 99-01.5W;
 - (k) Feedlot at N37-33.0 W98-34.0;
 - (l) Feedlot at N37-44.0 W98-54.0;
 - (m) Feedlot at N37-55.0 W98-53.5;
 - (n) Feedlot at N38-29.0 W98-17.5;
 - (o) Feedlot at N37-31.5 W98-20.0;
 - (p) Feedlot at N37-30.5 W98-36.0;
 - (q) Feedlot at N37-46.0 W99-34.5;
 - (r) Feedlot at N38-09.5 W99-49.5;
 - (s) Feedlot at N38-13.0 W99-47.0.
- (9) Avoid overflight of cattle farm by 3 NM/1000' coordinates N38-44.5 W99-25.4.

FSS Within 100 NM Radius:

ICT

VR-533

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to 01 AGL to but not include 25 MSL.	A	ICT 084/40	N37°44.00' W96°45.00'
01 AGL B 25 MSL to	B	EMP 179/32	N37°46.00' W96°13.00'
01 AGL B 30 MSL to	C	EMP 262/8	N38°17.50' W96°19.00'
01 AGL B 30 MSL to	D	EMP 315/18	N38°32.00' W96°22.00'
01 AGL B 30 MSL to	E	EMP 290/33	N38°33.00' W96°45.00'
01 AGL B 30 MSL to 01 AGL B 06 AGL OR SFC B 30MSL IF clrd by SALINA Apch Con prior to ROX- BURY/145 RAD	F	SLN 117/33	N38°37.00' W97°02.00'
01 AGL B 06 AGL to	G	SLN 193/30	N38°27.30' W97°50.00'
01 AGL B 30 MSL to Maneuver Area.	H	SLN 201/32	N38°27.30' W97°56.00'
01 AGL B 100 MSL to within area to I.	I	SLN 227/18	N38°45.00' W97°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 5 NM left and 5 NM tapering down to 2 NM right from B to C; 5 NM left and 2 NM tapering out to 5 NM right from C to D; 5 NM either side of centerline from D to H; 6 NM left and 8 NM right of centerline from H to I.

Special Operating Procedures:

- Alternate Entry: B, C and E.
- Alternate Exit: B, C, E and G.
- Exit at G if not scheduled for R-3601, avoid flight within Smoky MOA.
- Maneuver area will be used in conjunction with Smoky MOA for entry, exit, and holding for R-3601.
- Contact Smoky Hill range officer prior to G for entry into the maneuver area, Smoky MOA, and R-3601.
- Route conflicts with VR-512, VR-531, VR-534, and VR-535. Conflicts will be avoided by MARSA and scheduling through the scheduling activities. Conflicts at R-3601 will be avoided through scheduling of Smoky Hill range times.
- Avoid the following Noise Sensitive Areas:
 - All airports on the Wichita and Kansas city Sectional Charts by 1500' AGL/3 NM;
 - The town of Eureka by 1500' AGL/5 NM, N37-49 W96-18;
 - Livestock feedlot 3 NM west of Burdick, N38-36 W96-54;
 - Livestock feedlot 3 NM northwest of Romona, N38-36.5 W97-06.0;
 - The town of Tampa, N38-33 W97-09;
 - Farm, N38-30.0 W97-22.7;
 - Livestock feedlot located 5 NM south of Dunlop, N38-30.0 W96-21.0;
 - Livestock feedlot located 3 NM southwest of Dunlop, N38-32.5 W96-24.0;

- Livestock feedlot located 3 NM southeast of Wilsey, N38-35.0 W96-38.5;
- Livestock feedlot located 8 NM northwest of McPherson, N38-29.0 W97-47.0.

FSS Within 100 NM Radius:

ICT

VR-534

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ICT 119/33	N37°25.00' W97°01.00'
01 AGL B 30 MSL to 01 AGL to but not including 25 MSL	B	BVO 315/41	N37°23.00' W96°32.00'
01 AGL B 25 MSL to	C	EMP 202/33	N37°49.00' W96°29.00'
01 AGL B 30 MSL to	D	EMP 268/25	N38°20.00' W96°40.00'
01 AGL B 30 MSL to	E	EMP 290/33	N38°33.00' W96°45.00'
01 AGL B 06 AGL to	F	SLN 193/30	N38°27.30' W97°50.00'
01 AGL B 30 MSL to Maneuver Area	G	SLN 201/32	N38°27.30' W97°56.00'
01 AGL B 100 MSL to within area to H.	H	SLN 227/18	N38°45.00' W97°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to G; 6 NM left and 8 NM right of centerline from G to H.

Special Operating Procedures:

- Alternate Entry: D and E.
- Alternate Exit: D, E and F.
- Exit at F if not scheduled for R-3601, avoid flight within Smoky MOA.
- Maneuver area will be used in conjunction with Smoky MOA for entry, exit, and holding for R-3601.
- Contact Smoky Hill range officer prior to F for entry to maneuver area, Smoky MOA, and R-3601.
- Route conflicts with VR-512, VR-531, VR-535. Conflicts will be avoided by MARSA and scheduling through the scheduling activities. Conflicts at R-3601 will be avoided through scheduling of Smoky Hill range times.
- Avoid the following Noise Sensitive Areas:
 - All charted airports on the Wichita and Kansas City Sectional Charts by 1500' AGL/3 NM;
 - Uncharted airfield at Atlanta, N37-26 W96-46;
 - Uncharted airfield at Wilmont, N37-22 W96-53;

VR ROUTES

- (d) Within 10 NM of Cottonwood Falls, N38-22 W96-33, below 1500 AGL;
- (e) Livestock feedlot 3 NM west of Burdick, N38-36 W96-54;
- (f) Livestock feedlot 3 NM northwest of Romona, N38-36.5 W97-06.0;
- (g) The town of Tampa, N38-33 W97-09W;
- (h) Livestock feedlot 4 NM southeast of Roxbury, N38-30 W97-23;
- (i) Livestock feedlot, N38-29 W97-14;
- (j) Farm, N38-30.0 W97-22.7;
- (k) Livestock feedlot located 8 NM northwest of McPherson, N38-29.0 W97-47.0;
- (l) Feedlot located 2 NM west of Lincolnville, N38-30.0 W96-59.0.

FSS Within 100 NM Radius:

ICT

VR-535

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ICT 119/33	N37°25.00' W97°01.00'
01 AGL B 15 AGL to 01 AGL to but not including 25 MSL to C	B	BVO 315/41	N37°23.00' W96°32.00'
01 AGL B 25 MSL to 01 AGL to but not including 25 MSL	C	EMP 179/32	N37°46.00' W96°13.00'
01 AGL B 25 MSL to	D	EMP 171/25	N37°52.00' W96°08.00'
01 AGL B 15 AGL to	E	EMP 259/8	N38°17.00' W96°19.00'
01 AGL B 15 AGL to	F	EMP 268/25	N38°20.00' W96°40.00'
01 AGL B 15 AGL to 01 AGL B 06 AGL or SFC B 15 AGL if cleared by Salina Apch Ctl prior to G or the SLN 145 deg rad	G	SLN 150/34	N38°24.00' W97°20.00'
01 AGL B 06 AGL to	H	SLN 193/30	N38°27.30' W97°50.00'
01 AGL B 15 AGL to Maneuver Area	I	SLN 201/32	N38°27.30' W97°56.00'
01 AGL B 100 MSL to within area to J	J	SLN 227/18	N38°45.00' W97°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 5 NM left and 15 NM right of centerline from B to D; 5 NM left

and 15 NM tapering down to 2 NM right of centerline from D to E; 6 NM left and 8 NM right of centerline from E to J.

Special Operating Procedures:

- (1) Alternate Entry: C and F.
- (2) Alternate Exit: E, F, G and H.
- (3) Exit at H if not scheduled for R-3601, avoid flight within Smoky MOA.
- (4) Maneuver area will be used in conjunction with Smoky MOA for entry, exit, and holding for R-3601.
- (5) Contact Smoky Hill range officer prior to F for entry into the maneuver area, Smoky MOA, and R-3601.
- (6) Route conflicts with VR-512, VR-531, VR-533 and VR-534. Conflicts will be avoided by MARSAs and scheduling through the scheduling activities. Conflicts at R-3601 will be avoided through scheduling at Smoky Hill range times.
- (7) Avoid the following Noise Sensitive Areas:
 - (a) All charted airports on the Wichita and Kansas City Sectional Charts by 1500' AGL/3 NM;
 - (b) Uncharted airfield at Atlanta, N37-26 W96-46;
 - (c) Uncharted airfield at Wilmont, N37-22 W96-53;
 - (d) Livestock farm 3 NM northeast of Moline, N37-24 W96-20;
 - (e) The town of Howard by 1500 AGL/5 NM, N37-28 W96-16;
 - (f) Within 10 NM of Cottonwood Falls, N38-22 W96-33, below 1500' AGL;
 - (g) Livestock feedlot 1 NM northeast of Strong City, N38-25 W96-33;
 - (h) The town of Tampa, N38-33 W97-09;
 - (i) Livestock feedlot 4 NM southeast of Roxbury, N38-30 W97-23;
 - (j) The town of Durham, N38-29 W97-13;
 - (k) Livestock feedlot, N38-28 W96-14;
 - (l) Farm 3 NM northeast of Clements, N38-20 W96-44;
 - (m) Farm N38-20.5 W96-30.5;
 - (n) Livestock feedlot located 8 NM northwest of McPherson, N38-29.0 W97-47.0;
 - (o) Feedlot located 2 NM northwest of Lincolnville, N38-30.0 W96-59.0;
 - (p) 500' tower located 2 NM northwest of Marion, N38-22.0 W97-02.5.

FSS Within 100 NM Radius:

ICT

VR-536

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	HYS 188/11	N38°40.00' W99°21.00'
01 AGL B 100 MSL to	B	DDC 063/30	N38°01.00' W99°24.00'

01 AGL B 40 MSL to 01 AGL B 06 AGL until 5 NM east of Pratt Arpt then	C	HUT 248/50	N37°44.00' W98°56.00'
01 AGL B 40 MSL to 01 AGL B 06 AGL or 01 AGL B 32 MSL (if cleared by Hutchinson Apch Ctl 325.8 prior to D) to Maneuver Area	D	HUT 248/9	N37°57.00' W98°07.00'
01 AGL B 06 AGL to	E	HUT 356/27	N38°27.00' W97°56.00'
01 AGL B 100 MSL to within area to F	F	HUT 356/45	N38°45.00' W97°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to E; 6 NM left and 8 NM right of centerline from E to F.

Special Operating Procedures:

- (1) Alternate Entry: C.
- (2) Alternate Exit: C and E.
- (3) Exit at E if not scheduled for R-3601, avoid flight into Smoky MOA.
- (4) Maneuver area will be used in conjunction with Smoky MOA for entry, exit, and holding for R-3601.
- (5) Contact Smoky Hill range officer prior to E for entry into the maneuver area, Smoky Hill MOA, and R-3601.
- (6) Route conflicts with VR-119, VR-138, VR-152 and VR-532. Conflicts will be avoided by MARSAs and scheduling through the scheduling activities. Conflicts at R-3601 will be avoided through scheduling of Smoky Hill range times.
- (7) Avoid the following Noise Sensitive Areas:
 - (a) All airports charted on the Wichita Sectional Chart by 1500' AGL/3 NM;
 - (b) Livestock feedlot 3 NM south of Rush Center, N38-26 W99-17;
 - (c) Livestock feedlot 4 NM south of Lewis, N37-45 W99-14;
 - (d) Livestock feedlot 3 NM northeast of Trousdale, N37-51 W99-02;
 - (e) Livestock feedlot 4 NM south of Sylvia, N37-45 W98-24;
 - (f) Livestock feedlot 4 NM east of Saxman, N38-17 W98-02;
 - (g) The town of Kinsley by 1500' AGL/5 NM, N37-55 W99-25;
 - (h) The town of Lacrosse by 1500' AGL/5 NM, N38-37.5 W99-01.5;
 - (i) Feedlot located 4 NM southwest of Macksville, N37-55.0 W98-55.0;
 - (j) Feedlot located at N37-44.0 W98-55.0;
 - (k) Feedlot located 8 NM southwest of Stafford, N37-50.0 W98-40.0.

FSS Within 100 NM Radius:
ICT

VR-540

ORIGINATING ACTIVITY: 114 FW OG/CC (ANG), 1201 W. Algonquin St., Sioux Falls, SD, 57104 DSN 798-7746.

SCHEDULING ACTIVITY: 114 FW OSS/OSA (ANG), Sioux Falls, SD, 57104 DSN 798-7754.

HOURS OF OPERATION: By NOTAM, 2 hr prior notification required

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 100 MSL to or as assigned. Descend to	A	LNK 327/34	N41°26.00' W97°03.00'
15 AGL B 40 MSL to	B	LNK 343/43	N41°38.40' W96°53.00'
15 AGL B 40 MSL to	C	SUX 201/32	N41°53.00' W96°41.00'
15 AGL B 40 MSL to	D	SUX 127/39	N41°53.00' W95°43.30'
15 AGL B 40 MSL to	E	SUX 104/39	N42°05.30' W95°31.40'
15 AGL B 40 MSL to	F	DSM 312/60	N42°11.40' W94°32.40'
15 AGL B 40 MSL to	G	DSM 295/47	N41°51.00' W94°32.40'
15 AGL B 40 MSL to	H	LMN 315/42	N41°09.00' W94°32.40'
15 AGL B 40 MSL to	I	LMN 268/26	N40°38.00' W94°32.40'
15 AGL B 40 MSL to	J		N40°30.40' W95°19.00'
15 AGL B 40 MSL to	K		N40°25.10' W95°51.00'
15 AGL B 40 MSL to	L	LNK 120/25	N40°39.40' W96°19.00'
15 AGL B 40 MSL to	M	LNK 120/21	N40°42.20' W96°23.30'

TERRAIN FOLLOWING OPERATIONS: Authorized from B thru L.

ROUTE WIDTH - 4 NM either side of centerline from A to B; 8 NM either side of centerline from B to C; 7.5 NM left and 7 NM right of centerline from C to D; 8 NM either side of centerline from D to E; 6.5 NM either side of centerline from E to F; 8 NM either side of centerline from F to H; 5 NM either side of centerline from H to I; 4 NM left and 6 NM right of centerline from I to J; 2 NM left and from 6 NM right of J to N40-39-00 W95-51-18 J to K; 2 NM left of K to 8 NM left of M and from N40-39-00 W95-51-18 to 8 NM right of M, K to M.

Special Operating Procedures:

- (1) Route is designated for tactical low level formation, road reconnaissance, radar low level navigation, ground attack tactics, and aerial defense tactics.
- (2) VR-540 is opposite direction traffic of VR-541. 132 FW will not schedule opposite and conflicting traffic at the same time.
- (3) Aircrews should be aware of VR-510 crossing between B and C.
- (4) Avoid flight within 1500' AGL and 3 NM of the Tekamah, Denison, Carroll, Jefferson, Guthrie Center, Greenfield, Peterson and Auburn airports.
- (5) Cross Point L at 300 KIAS at 40 MSL to M and contact Lincoln Approach Control on 338.3.

VR ROUTES

- (6) Alternate Entry: E, F and I.
- (7) Alternate Exit: G and K.
- (8) Avoid the following Noise Sensitive Areas by a minimum of 1 NM: Feedlot N41-34 W96-05, farm N41-41 W96-44, feedlot N42-13 W95-09, house N42-10 W94-41, feedlot N42-08 W94-40, horse farm N42-01 W94-39, ranch N41-52 W94-33, chicken farm N41-51 W94-32, feedlot N41-44 W94-40, lake N41-42 W94-22, feedlot N41-08 W94-34, farm N41-08 W94-30, farm N41-06 W94-34, feedlot N41-02 W94-28, farm N41-53.8 W96-18.

FSS Within 100 NM Radius:

FOD, COU, OLU

VR-541

ORIGINATING ACTIVITY: 114 FW OG/CC (ANG), 1201 W. Algonquin St., Sioux Falls, SD, 57104 DSN 798-7746.

SCHEDULING ACTIVITY: 114 FW OSS/OSA (ANG), Sioux Falls, SD, 57104 DSN 798-7754.

HOURS OF OPERATION: By NOTAM, 2 hr prior notification required

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A		N40°25.10' W95°51.00'
15 AGL B 40 MSL to	B		N40°30.40' W95°19.00'
15 AGL B 40 MSL to	C	LMN 268/26	N40°38.00' W94°32.40'
15 AGL B 40 MSL to	D	LMN 315/42	N41°09.00' W94°32.40'
15 AGL B 40 MSL to	E	DSM 295/47	N41°51.00' W94°32.40'
15 AGL B 40 MSL to	F	DSM 312/60	N42°11.40' W94°32.40'
15 AGL B 40 MSL to	G	SUX 104/39	N42°05.30' W95°31.40'
15 AGL B 40 MSL to	H	SUX 127/39	N41°53.00' W95°43.30'
15 AGL B 40 MSL to	I	SUX 201/32	N41°53.00' W96°41.00'
15 AGL B 40 MSL to	J	LNK 343/43	N41°38.40' W96°53.00'
15 AGL B 40 MSL to	K	LNK 326/34	N41°26.00' W97°03.30'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to J.

ROUTE WIDTH - N40-39-00 W95-51-18 to 6 NM left of B and 2 NM right of centerline from A to B; 6 NM left and 4 NM right of centerline from B to C; 5 NM either side of centerline from C to D; 8 NM either side of centerline from D to F; 6.5 NM either side of centerline from F to G; 8 NM either side of centerline from G to H; 7 NM left and 7.5 NM right of centerline from H to I; 8 NM either side of centerline from I to J; 4 NM either side of centerline from J to K.

Special Operating Procedures:

- (1) Route is designated for tactical low level formation, road reconnaissance, radar low level navigation, ground attack tactics, and aerial defense tactics.
- (2) VR-541 is opposite direction traffic of VR-540. 132 FW will not schedule opposite and conflicting traffic at the same time.
- (3) Aircrews should be aware of VR-510 crossing between I and J.
- (4) Avoid flight within 1500' AGL and 3 NM of the Tekamah, Denison, Carroll, Jefferson, Guthrie Center, Greenfield, Peterson and Auburn Airports.
- (5) Cross K at or above 100 MSL.
- (6) Alternate Entry: C, E, F and G.
- (7) Alternate Exit: D, E, F and G.
- (8) Avoid the following Noise Sensitive Areas by a minimum of 1 NM: Feedlot N41-02 W94-28, farm N41-06 W94-34, farm N41-08 W94-30, feedlot N41-08 W94-34, lake N41-42 W94-22, feedlot N41-44 W94-40, chicken farm N41-51 W94-32, ranch N41-52 W94-33, horse farm N42-01 W94-39, feedlot N42-08 W94-40, house N42-10 W94-41, feedlot N42-13 W95-09, farm N41-41 W98-44, feedlot N41-34 W96-05, farm N41-53.8 W96-18.

FSS Within 100 NM Radius:

FOD, COU, OLU

VR-544

ORIGINATING ACTIVITY: 114 FW (ANG), Joe Foss Field, Sioux Falls, SD 57104-0264 DSN 798-7754/7746, C605-988-5745/5746.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: By NOTAM, 2 hours and 15 minutes prior to entry time required

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
SFC B 40 MSL to	A	SLN 208/19	N38°40.00' W97°51.00'
SFC B 40 MSL to	B	SLN 235/33	N38°40.00' W98°14.00'
SFC B 40 MSL to	C	SLN 252/38	N38°48.00' W98°25.00'
SFC B 40 MSL to	D	SLN 270/36	N39°00.00' W98°23.00'
SFC B 40 MSL to	E	SLN 280/36	N39°06.00' W98°22.00'
SFC B 40 MSL to	F	TKO 176/31	N39°18.00' W98°20.00'
SFC B 40 MSL to	G	TKO 176/18	N39°30.00' W98°18.00'
SFC B 40 MSL to	H	TKO 062/22	N39°55.00' W97°49.00'
SFC B 60 MSL to	I	TKO 052/36	N40°05.50' W97°34.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 7 NM either side of centerline from A to B; 8 NM either side of centerline from B to D; 8 NM east and 4 NM west of centerline from D to E; 8 NM either side of centerline from E to I.

Special Operating Procedures:

- (1) All Points are Alternate Entry/Exit Points.
- (2) Route has the same lateral confines as IR-505 C to K. It is also the reverse of VR-545. VR-531 parallels and crosses route from A to F. Numerous VR routes in the vicinity of R-3601.
- (3) All route reservations and briefings including night and weekend flights must be made during workday hours (Normally Tue-Sat 0700-1730 local).
- (4) R-3601 cannot be entered unless the user has either a scheduled range period at R-3601, or when R-3601 is inactive. Contact R-3601/Smoky MOA scheduling prior to entering R-3601/Smoky MOA at DSN 743-7600, C785-827-9611/9612.
- (5) Route segment within Bison/Smoky MOA is designated for tactical low level aerial defense/offense tactics. Contact Bison/Smoky MOA scheduling prior to using this option at DSN 743-7600, C785-827-9611/9612.
- (6) Kansas City Center low altitude frequencies are north end: 322.4; south end: 363.2.
- (7) Route is surveyed to 200' AGL but obstacle clearance is not guaranteed.
- (8) Avoid all airports by at least 3 NM or 1500' AGL. Be especially concerned around Beloit Airport (N39-29.0 W98-08.0) and Rose Port Airport (N39-38.0 W98-22.0W). Note that the route boundaries go around the Lucas Airport (N39-04.0 W98-31.0).
- (9) Avoid livestock farms and towns by 1500' AGL or 1 NM. Be especially concerned for the feedlots at N39-59.0 W97-39.0, N39-48.0 W97-48.0, N39-39.0 W98-05.0, N39-40.0 W98-07.0 and N39-00.0 W98-27.0.
- (10) Uncharted towers located at: N39-53 W98-02, N39-47 W97-49, N38-51 W98-20, N38-51 W98-24, N38-40 W98-30, N38-52 W98-30, N38-51 W98-24.
- (11) Avoid the following Noise Sensitive Areas: N38-44 W97-58, Marquette N38-33 W97-50, Brockville N38-47 W97-52, Kanopolis Dam area N38-37 W97-58.
- (12) Migratory bird flyway in the spring and fall.

FSS Within 100 NM Radius:

ICT, OLU

VR-545

ORIGINATING ACTIVITY: 114 FW (ANG), Joe Foss Field, Sioux Falls, SD 57104-0264 DSN 798-7754/7746, C605-988-5745/5746.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: By NOTAM, 2 hours and 15 minutes prior to entry time required

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
SFC B 60 MSL to	A	TKO 052/36	N40°05.50' W97°34.00'

SFC B 40 MSL to	B	TKO 062/22	N39°55.00' W97°49.00'
SFC B 40 MSL to	C	TKO 176/18	N39°30.00' W98°18.00'
SFC B 40 MSL to	D	TKO 176/31	N39°18.00' W98°20.00'
SFC B 40 MSL to	E	SLN 280/36	N39°06.00' W98°22.00'
SFC B 40 MSL to	F	SLN 270/36	N39°00.00' W98°23.00'
SFC B 40 MSL to	G	SLN 252/38	N38°48.00' W98°25.00'
SFC B 40 MSL to	H	SLN 235/33	N38°40.00' W98°14.00'
SFC B 40 MSL to	I	SLN 208/19	N38°40.00' W97°51.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 8 NM either side of centerline from A to E; 8 NM east and 4 NM west of centerline from E to F; 8 NM either side of centerline from F to H; 7 NM either side of centerline from H to I.

Special Operating Procedures:

- (1) All points are Alternate Entry/Exit Points.
- (2) Route has the same lateral confines as IR-505 C to K. It is also the reverse route of VR-544. VR-531 parallels and crosses route from D to I. Numerous VR routes are in the vicinity of R-3601.
- (3) All route reservations and briefings including night and weekend flights must be made during workday hours (Normally Tue-Fri 0700-1730 local).
- (4) R-3601 cannot be entered unless the user has either a scheduled range period at R-3601, or when R-3601 is inactive. Contact R-3601/Smoky MOA scheduling prior to entering R-3601/Smoky MOA at DSN 743-7600, C785-827-9611/9612.
- (5) Route segment within Bison/Smoky MOA is designated for tactical low level aerial defense/offense tactics. Contact Bison/Smoky MOA scheduling prior to using this option at DSN 743-6700, C785-827-9611/9612.
- (6) Kansas City Center low altitude frequencies are north end: 322.4; south end: 363.2.
- (7) Route is surveyed to 200' AGL but obstacle clearance is not guaranteed.
- (8) Avoid all airports by at least 3 NM or 1500' AGL. Be especially concerned around Beloit Airport (N39-29.0 W98-08.0) and Rose Port Airport (N39-38.0 W98-22.0). Note that the route boundaries go around the Lucas Airport (39-04.0N W98-31.0).
- (9) Avoid livestock farms and towns by 1500' AGL or 1 NM. Be especially concerned for the feedlots at N39-59.0 W97-39.0, N39-48.0 W97-48.0, N39-39.0 W98-05.0 N39-40.0 W98-07.0 and N39-00.0 W98-27.0.
- (10) Uncharted towns located at: N39-53 W98-02, N39-47 W97-49, N38-51 W98-20, N38-51 W98-24, N38-40 W98-30, N38-52 W98-30, N38-51 W98-24.
- (11) Avoid the following noise sensitive areas: N38-44 W97-58, Maquette N38-33 W97-50, Brookville N38-47 W97-52, Kanopolis Dam area N38-37 W97-58.
- (12) Migratory bird flyway in the spring and fall.

VR ROUTES

FSS Within 100 NM Radius:

ICT, OLU

VR-552

ORIGINATING ACTIVITY: 138 FW, OKANG, 9100 E 46th Street N, Tulsa, OK 74115 DSN 894-7370, C918-833-7370.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SLN 238/20	N38°47.00' W98°01.00'
05 AGL B 100 MSL to	B	SLN 204/37	N38°24.00' W98°01.00'
25 MSL to	C	HUT 203/9	N37°52.00' W98°01.00'
05 AGL B 30 MSL to	D	ICT 221/16	N37°34.00' W97°50.00'
05 AGL B 30 MSL to	E	PER 311/24	N37°02.00' W97°30.00'
05 AGL B 30 MSL to	F	PER 191/32	N36°14.00' W97°21.00'
05 AGL B 40 MSL to	G	TIK 007/26	N35°51.00' W97°15.00'
05 AGL B 45 MSL to	H	TIK 016/18	N35°43.00' W97°14.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to B and C to H only. Reverse course orbit is authorized between A and B.

ROUTE WIDTH - On centerline to 9 NM left of centerline from A to B, excluding R-3601; 2 NM either side of centerline from B to C; 3 NM either side of centerline from C to H.

Special Operating Procedures:

- (1) Contact Hutchinson Approach/Tower (325.8) passing B for traffic information through the Hutchinson Terminal Area.
- (2) Alternate Entry: B, D and E.
- (3) Alternate Exit: B, C, D, E and F.
- (4) VR-552 is the reverse course of VR-152. Other intersecting routes: VR-119, VR-138, VR-532, VR-533, VR-534, VR-535, VR-536. Insure routes are deconflicted.
- (5) Avoid the following Noise Sensitive Areas:
 - (a) All airports charted on the Wichita and Dallas/Fort Worth Sectional Charts by 1500' AGL/3 NM;
 - (b) Farm at Point H, N35-43 W97-01;
 - (c) Livestock feedlot south of Langston, N35-56 W97-14;
 - (d) Airport at Perry, N36-18 W97-19;
 - (e) Farm near Billings, N36-23 W97-25;
 - (f) Farm, N37-12 W97-32;
 - (g) Livestock feedlot 1 NM south of Milan, N37-15 W97-41;
 - (h) Airfield 3 NM west of Cheny Reservoir Dam, N37-42 W97-54;
 - (i) Farm 3 NM east of Nickerson N38-09 W98-00;
 - (j) Farm 7 NM south of Little River, N38-17 W98-02;
 - (k) Kanopolis Reservoir Dam below 1000' AGL, N38-37 W97-52;

- (l) Farm below 1000' AGL, N38-18 W98-02.
- (6) All heavy aircraft exit prior to H.
 - (7) Check NOTAMs for rocket firings to FL 230 near Argonia, KS (N37-16.0 W97-44.0).

FSS Within 100 NM Radius:

CT, MLC

VR-604

ORIGINATING ACTIVITY: 148 FW (ANG), Duluth Intl, Duluth, MN 55811 DSN 825-7252, C218-788-7252.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1400-0500Z++ daily, 0500-1400Z++ allowable

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 100 MSL to Descending to	A	HIB 070/88	N47°45.00' W90°38.00'
02 AGL B 100 MSL to Descending to	B	HIB 081/60	N47°25.00' W91°15.02'
05 AGL B 50 MSL to	C	HIB 222/17	N47°06.00' W92°59.02'
05 AGL B 100 MSL to	D	GPZ 176/29	N46°41.00' W93°31.02'
05 AGL B 100 MSL to	E	STC 027/51	N46°17.00' W93°27.02'
05 AGL B 50 MSL to	F	DLH 206/36	N46°17.00' W92°39.02'
05 AGL B 50 MSL to	G	DLH 203/26	N46°25.00' W92°30.02'
05 AGL B 50 MSL to	H	DLH 095/34	N46°42.00' W91°24.02'
05 AGL B 100 MSL to	I	IWD 254/41	N46°21.00' W91°04.02'
02 AGL B 50 MSL to	J	IWD 151/21	N46°13.00' W89°53.02'
02 AGL B 50 MSL to	K	IWD 065/25	N46°42.00' W89°34.02'
02 AGL B 50 MSL to	L	IWD 077/38	N46°40.00' W89°13.02'
02 AGL B 50 MSL to	M	CMX 223/25	N46°51.00' W88°53.00'
05 AGL B 50 MSL to	N	CMX 134/36	N46°46.00' W87°50.00'
05 AGL B 100 MSL to	O	IMT 303/20	N45°59.00' W88°31.00'
02 AGL B 50 MSL to	P	IMT 213/29	N45°24.00' W88°28.00'
05 AGL B 50 MSL to	Q	RHI 177/18	N45°20.00' W89°27.00'
05 AGL B 50 MSL to	R	RHI 237/27	N45°24.00' W90°00.02'
05 AGL B 50 MSL to	S	EAU 053/36	N45°13.00' W90°46.00'
02 AGL B 100 MSL to	T	DLH 127/64	N46°05.00' W91°03.02'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to Q; 4 NM either side of centerline from Q to R; 5 NM either side of centerline from R to T.

Special Operating Procedures:

- (1) Contact 148 FW to schedule and deconflict from VR-607. Scheduling available Mon-Fri 0700-1600L or via CSE.
- (2) All turn points are authorized entry and exit points.
- (3) Route designated for tactical low level formation, visual/radar low level navigation, ground attack tactics, and simulated weapons delivery.
- (4) Segments A to C are designated a maneuver area. Aircraft will delay 30 minutes between A and C.
- (5) Uncharted obstacles/other:
 - (a) Cell tower: N45 49.29 W091 00.57, 150ft AGL.
 - (b) Cell tower: N45 29.35 W088 44.69, 300ft AGL.
 - (c) Cell tower: N45 21.89 W088 36.36, 320ft AGL.
 - (d) Cell tower: N45 22.59 W088 44.73, 280ft AGL.
 - (e) Cell tower N45 45.83 W088 27.85, 500ft AGL.
 - (f) Cell tower: N47 17.13 W092 13.20, 200ft AGL.
 - (g) Fire tower: N46 18.22 W093 02.72, 150ft AGL.
 - (h) Window Turbine: N46 18.97 W092 57.56, 150ft AGL.
 - (i) Cell tower: N46 34.69 W094 47.58, 300ft AGL.
 - (j) Cell tower: N46 17.13 W090 31.63, 250ft AGL.
 - (k) Cell tower: N46 37.11 W089 35.84, 320ft AGL.
 - (l) Cell tower: N46 44.81 W087 49.09, 310ft AGL.
 - (m) Cell tower: N46 29.69 W087 59.22, 320ft AGL.

FSS Within 100 NM Radius:

GRB, PNM

VR-607

ORIGINATING ACTIVITY: 148 FW (ANG), Duluth Intl, Duluth, MN 55811 DSN 825-7252, C218-788-7252.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1400-0500Z++ daily, 0500-1400Z++ allowable

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 100 MSL to	A	DLH 127/64	N46°05.00' W91°03.02'
02 AGL B 100 MSL to	B	EAU 053/36	N45°13.00' W90°46.00'
05 AGL B 50 MSL to	C	RHI 237/27	N45°24.00' W90°00.02'
05 AGL B 50 MSL to	D	RHI 177/18	N45°20.00' W89°27.00'
05 AGL B 50 MSL to	E	IMT 213/29	N45°24.00' W88°28.00'
02 AGL B 50 MSL to	F	IMT 303/20	N45°59.00' W88°31.00'
05 AGL B 100 MSL to	G	CMX 134/36	N46°46.00' W87°50.00'

05 AGL B 50 MSL to	H	CMX 223/25	N46°51.00' W88°53.00'
02 AGL B 50 MSL to	I	IWD 077/38	N46°40.00' W89°13.02'
02 AGL B 50 MSL to	J	IWD 065/25	N46°42.00' W89°34.02'
02 AGL B 50 MSL to	K	IWD 151/21	N46°13.00' W89°53.02'
02 AGL B 50 MSL to	L	IWD 254/41	N46°21.00' W91°04.02'
05 AGL B 100 MSL to	M	DLH 095/34	N46°42.00' W91°24.02'
05 AGL B 50 MSL to	N	DLH 203/26	N46°25.00' W92°30.02'
05 AGL B 50 MSL to	O	DLH 206/36	N46°17.00' W92°39.02'
05 AGL B 100 MSL to	P	STC 027/51	N46°17.00' W93°27.02'
05 AGL B 100 MSL to	Q	GPZ 176/29	N46°41.00' W93°31.02'
02 AGL B 50 MSL to	R	HIB 222/17	N47°06.00' W92°59.02'
05 AGL B 50 MSL to	S	HIB 081/60	N47°25.00' W91°15.02'
02 AGL B 100 MSL to	T	HIB 070/88	N47°45.00' W90°38.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to C; 4 NM either side of centerline from C to D; 5 NM either side of centerline from D to T.

Special Operating Procedures:

- (1) Contact 148 FW to schedule and deconflict from VR-604. Scheduling available Mon-Fri 0700-1600L or via CSE.
- (2) All turn points are authorized entry and exit points.
- (3) Route designated for tactical low level formation, visual/radar low level navigation, ground attack tactics, and simulated weapons delivery.
- (4) Segments I to L are designated a maneuver area. Aircraft will delay 30 minutes between I and L.
- (5) Uncharted obstacles/other:
 - (a) Cell tower: N45 49.29 W091 00.57, 150ft AGL.
 - (b) Cell tower: N45 29.35 W088 44.69, 300ft AGL.
 - (c) Cell tower: N45 21.89 W088 36.36, 320ft AGL.
 - (d) Cell tower: N45 22.59 W088 44.73, 280ft AGL.
 - (e) Cell tower: N45 45.83 W088 27.85, 500ft AGL.
 - (f) Cell tower: N47 17.13 W092 13.20, 200ft AGL.
 - (g) Fire tower: N46 18.22 W093 02.72, 150ft AGL.
 - (h) Window Turbine: N46 18.97 W092 57.56, 150ft AGL.
 - (i) Cell Tower: N46 34.69 W094 47.58, 300ft AGL.
 - (j) Cell Tower: N46 17.13 W090 31.63, 250ft AGL.
 - (k) Cell Tower: N46 37.11 W089 35.84, 320ft AGL.
 - (l) Cell Tower: N46 44.81 W087 49.09, 310ft AGL.
 - (m) Cell tower: N46 29.69 W087 59.22, 320ft AGL.

FSS Within 100 NM Radius:

GRB, PNM

VR ROUTES

VR-619

ORIGINATING ACTIVITY: Jefferson Range JFAC-IN-DET2, 1661 W. Niblo Rd., Madison, IN 47250 C812-689-7295 DSN 724-1116.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset Tue-Sun, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TTH 156/14	N39°16.00' W87°08.00'
05 AGL B 30 MSL to	B	OOM 210/27	N38°45.00' W86°53.00'
05 AGL B 60 MSL to	C	OOM 195/36	N38°33.00' W86°47.00'
05 AGL B 30 MSL to	D	OOM 184/54	N38°15.00' W86°39.00'
03 AGL B 30 MSL to	E	OOM 144/34	N38°42.00' W86°10.00'
03 AGL B 50 MSL to	F	OOM 117/44	N38°50.00' W85°46.00'
05 AGL B 50 MSL to	G	OOM 104/54	N38°57.00' W85°29.00'

TERRAIN FOLLOWING OPERATIONS: Contour flying entire route in VMC.

ROUTE WIDTH - 3 NM left and 4 NM right of centerline from A to B; 8 NM left and 4 NM right of centerline from B to C; 3 NM left and 4 NM right of centerline from C to D; 3 NM left and 7 NM right of centerline from D to E; 1 NM left and 6 NM right of centerline from E to F; 2 NM left and 6 NM right of centerline from F to G.

Special Operating Procedures:

- (1) Clearance to fly the route does not constitute clearance to enter R-3403. This clearance must be obtained from the Range Control Officer.
- (2) Point F Alternate Exit for aircraft not scheduled into R-3403.
- (3) Point F Alternate Entry for aircraft scheduled into R-3403.
- (4) Route is MARSAs thru See and Avoid with IR-618, VR-621, VR-613, VR-1679, VR-1631.
- (5) Avoid hard surface airports by 3000' vertically or 3 NM horizontally.
- (6) Avoid overflight of cities, towers and villages to extent possible.
- (7) If holding required for entry into R-3403, this may be accomplished within route segment F to G.
- (8) Alternate Entry: Points B, E and F.
- (9) Alternate Exit: Points E and F.
- (10) Request users consider a maximum airspeed of 420 KTAS on all route segments. 480 KTAS from IP to target.
- (11) For R-3403 range entry. Prior to crossing NABB VORTAC (ABB Ch 82) 010 degree radial, ensure that all members of the flight are 17.5 DME north of NABB.
- (12) Use caution for light aircraft operating in the vicinity of an unmarked private airport at Point E.
- (13) Uncharted Obstructions:

- (a) Uncharted Tower (est 300' AGL).
38-36.810N/86-45.110W
- (b) Uncharted Tower (est 300' AGL).
38-13.656N/86-36.857W
- (c) Uncharted Tower (est 384' AGL).
38-19.507N/86-35.956W
- (d) Uncharted Tower (est 300' AGL).
38-21.780N/86-25.410W

FSS Within 100 NM Radius:

BNA, CLE, DAY, HUF, IKK, LOU

VR-634

ORIGINATING ACTIVITY: Alpena CRTC/Airspace Scheduling Office, 5884 A. Street, Alpena, MI 49707, C989-354-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	TVC 214/21	N44°22.00' W85°49.00'
05 AGL B 15 AGL to	B	TVC 283/15	N44°43.00' W85°54.00'
05 AGL B 15 AGL to	C	TVC 360/20	N45°00.00' W85°34.00'
05 AGL B 30 MSL to Alternate entry and exit	D	PLN 226/27	N45°17.00' W85°05.00'
05 AGL B 40 MSL to	E	PLN 158/24	N45°17.00' W84°24.00'
05 AGL B 40 MSL to Alternate exit	F	PLN 182/46	N44°52.00' W84°35.00'
05 AGL B 15 AGL to	G	PLN 174/48	N44°51.00' W84°26.00'
05 AGL B 15 AGL to	H	MBS 342/32	N44°02.00' W84°21.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Avoid all watercraft, structures, vehicles, and persons by 500' on Terrain Following segments.
- (2) The techniques for applying MARSAs during all operations on route segments are by scheduling and the See and Avoid concept. This route is the reverse of VR-664 and crosses or is common with portions of VR-1624, VR-1625 and VR-1645.
- (3) Clearance to fly the route does not constitute clearance into R-4201. Clearance to enter must be given by the RCO on 266.6 or 261.2. If not scheduled for R-4201, exit at Alternate Exit D.
- (4) Alternate Entry: C, D, and F.
- (5) Alternate Exit: C, D, and F.
- (6) Minimum altitude for entire route is 1000' AGL from 1 March-15 August.

- (7) Minimum altitude over the Pigeon River Country State Forest Noise Sensitive Area is 2000' MSL. NSA begins 5 NM prior to E and ends 12 NM prior to F and covers entire route width.

FSS Within 100 NM Radius:

GRB, LAN

VR-664

ORIGINATING ACTIVITY: Alpena CRTC/Airspace Scheduling Office, 5884 A. Street, Alpena, MI 49707, C989-354-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	MBS 342/32	N44°02.00' W84°21.00'
05 AGL B 15 AGL to	B	PLN 174/48	N44°51.00' W84°26.00'
05 AGL B 15 AGL to	C	PLN 182/46	N44°52.00' W84°35.00'
05 AGL B 40 MSL to Alternate entry and exit	D	PLN 158/24	N45°17.00' W84°24.00'
05 AGL B 40 MSL to Alternate exit	E	PLN 226/27	N45°17.00' W85°05.00'
05 AGL B 30 MSL to Alternate exit	F	TVC 360/20	N45°00.00' W85°34.00'
05 AGL B 15 AGL to	G	TVC 283/15	N44°43.00' W85°54.00'
05 AGL B 15 AGL to	H	TVC 214/21	N44°22.00' W85°49.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Avoid all watercraft, structures, vehicles, and persons by 500' on Terrain Following segments.
- (2) The techniques for applying MARSA during all operations on route segments are by scheduling and the See and Avoid concept. This route is the reverse of VR-634 and crosses or is common with portions of VR-1624, VR-1625 and VR-1645.
- (3) Clearance to fly the route does not constitute clearance into R-4201. Clearance to enter must be given by the RCO on 266.6 or 261.2. If not scheduled for R-4201, exit at Alternate Exit D.
- (4) Alternate Entry: B, C, and D.
- (5) Alternate Exit: B, C, D, E and F.
- (6) Minimum altitude for entire route is 1000' AGL from 1 March-15 August.
- (7) Minimum altitude over the Pigeon River Country State Forest Noise Sensitive Area is 3000' MSL. NSA begins 16 NM prior to D and ends 4 NM after D and covers entire route width.

FSS Within 100 NM Radius:

GRB, LAN

VR-704

ORIGINATING ACTIVITY: Bollen Range, 193 SOW, DET 1, 26139 Ammo Road, Annville, PA 17003-5180 C717-861-1136 DSN 423-1136 Toll Free 800-717-2662 FAX DSN 423-1136 FAX C717-861-1139.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800 to 2200 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	HAR 221/18	N40°02.68' W77°16.25'
05 AGL B 60 MSL to	B	PSB 193/30	N40°25.00' W78°01.62'
05 AGL B 60 MSL to	C	PSB 249/24	N40°42.55' W78°26.62'
05 AGL B 50 MSL to	D		N40°54.00' W79°13.00'
05 AGL B 50 MSL to	E		N41°11.00' W79°15.00'
01 AGL B 50 MSL to	F		N41°26.50' W79°03.50'
01 AGL B 50 MSL to	G	JHW 155/45	N41°33.06' W78°35.52'
01 AGL B 50 MSL to	H	ETG 339/18	N41°28.32' W78°20.90'
01 AGL B 110 MSL to	I	ETG 086/11	N41°15.55' W77°54.41'
01 AGL B 100 MSL to	J	PSB 075/19	N41°02.97' W77°36.80'
10 AGL B 100 MSL to	K	RAV 305/29	N40°44.92' W77°10.82'
10 AGL B 50 MSL to	L	RAV 295/16	N40°37.05' W76°56.35'
10 AGL B 40 MSL to Alternate Exit:	M	RAV VORTAC	N40°33.20' W76°35.96'
10 AGL B 50 MSL to	L1	RAV 295/16	N40°37.05' W76°56.35'
10 AGL B 40 MSL to	N	RAV 240/9	N40°27.29' W76°44.86'

TERRAIN FOLLOWING OPERATIONS: Authorized from E to J.

ROUTE WIDTH - 3 NM either side of centerline from A to H; 10 NM either side of centerline from H to L; centerline of Victor Airway-170 and 4 NM right of centerline from L to M or L1 to N.

Special Operating Procedures:

- (1) Route must be scheduled 2 hours in advance with 193SOW, DET 1, Bollen Range. Also check for route supplemental information posted on 193 SOW, DET 1 BOLLEN RANGE COP. Units desiring to schedule for Saturday or Sunday must place request no later than 1500 hours (Local) on Fri.
- (2) Alternate Entry: B, C, D, E, F, G, H, I, J, K and L.

VR ROUTES

- (3) Alternate Exit: D, H, I, K and M. Exit toward northeast except Point D exit west.
- (4) Low Level Ground Attack Tactics (GAT), Road Reconnaissance E to J.
- (5) Aircraft not scheduled to operate in R-5802 will proceed from L to M.
- (6) Aircraft scheduled to operate in R-5802 will proceed from L1 to N and call 'Balky' on 233.45 (P)/239.15 (S) or VHF 140.275 (P), 134.1 (S), 139.85 (T) prior to entering R-5802 for clearance onto range.
- (7) There is no leg from M to N.
- (8) CAUTION: VR-1757 crosses VR-704 26 NM west of Point A and at Point C.
- (9) CAUTION: Low flying helicopters from Point B to K. Helicopters service strip mines and quarries below 1000' AGL within route airspace. Avoid strip mines and quarries at low altitudes due to temporary obstructions such as cranes.
- (10) CAUTION: Mount Union Airport 33 NM NW of Point A (N40-20-00 W77-53-00), Student training and traffic in pattern to 2000' MSL. Parachute jumps within a 2 NM radius of airport, surface to 7500' MSL. Airport elevation is 560' MSL. Contact flight service for information on parachute jumps at Mount Union Airport.
- (11) CAUTION: Avoid Shirley Airport (Pvt) (N41-14-00 W79-08-30).
- (12) CAUTION: Hang Gliders, weather permitting: Route segment I-J Hyner Mountain (N41-20-00 W77-32-00), L1-N Berry Mountain (N40-32-00 W76-47-00). Between Susquehanna River and R-5802A/B, Kiowa MOA surface to 5000' AGL, Blue Ridge Hang Gliding Club will notify bomb range of operations in this area.
- (13) CAUTION: Penns Cave Airport, 10 NM south of Point J (N40-53-00 W77-35-00). Student training in traffic pattern and local area. Traffic pattern altitude to 2700' MSL over the ridgeline south of the airport. Cross a 3 NM radius of Penns Cave Airport no lower than 3200' MSL.
- (14) CAUTION: Bendigo Airport 3 NM NE of Ravine VORTAC, Point M on Aerobatic Training Area that is defined as a 1 NM radius of Bendigo Airport, from 1500' AGL to, but not including 5000' MSL.
- (15) CAUTION: Noise Sensitive Areas-Avoid by 3 NM or cross no lower than 1500' AGL.
 - (a) Kings Gap Environmental Education and Training Center (N40-05-35 W77-16-10);
 - (b) Pine Grove Furnace State Park (N40-02-00 W77-18-00);
 - (c) Town of Mt. Union (Congressional) (N40-23-00 W77-53-00);
 - (d) Private home (N40-32-00 W76-49-30) no 3 NM restriction. All flight members stay left of (quarry) inbound to Fort Indiantown Gap Range;
 - (e) Town of Rebersburg (Congressional) (N40-56-40 W77-26-50);
 - (f) Private home (N40-38-00 W78-18-50);
 - (g) Private farm, very sensitive (N40-35-52 W78-13-00);
 - (h) Enders-Fisherville Elementary School (N40-30-30 W76-50-00), avoid direct overflight, low flying sensitive;
 - (i) Private home (N40-33-42 W76-57-57) 200 yards southeast of Lunt Airport.;
 - (j) Town of Beavertown (N40-45-30 W77-10-20), Weaving Mill- uses sonar equipment that is sensitive to aircraft overflight.
- (16) Note: A 1500' AGL minimum restriction will be placed on the route when the flight evaluation for this route is not current.
- (17) Note: Request for local FSS on OPR any special instructions pertaining to annual (Gypsy Moth Spraying Activities) and (Forest Fire Fighting Operations).
- (18) Bird migration hazard along route 15 Sep-15 Jan and 15 Feb-15 Apr annually.
- (19) Army National Guard Tactical Helicopters operating surface to 3000' AGL. Helicopter VFR training area: (N40-32-40 W76-48-10 to N40-33-00 W76-30-00 to N40-31-10 W76-31-30 to N40-28-00 W76-30-30 to N40-44-30 W76-34-00 to N40-18-08 W76-45-05 to N40-17-00 W76-51-00 to N40-17-50 W76-55-00 to N40-21-30 W76-53-30 to N40-23-10 W76-48-30 to beginning).
- (20) The following is a list of uncharted known airfields that may effect VR-704 use or entry to, or exit from VR-704: Airfields should be avoided by 3 NM or overflown no lower than 1500' AGL, except as noted in caution 10, 11, 12, 13, and 14 above: Feltenberger (N40-32-40 W77-58-00), Ride Soaring (N40-53-00 W77-54-00), Centerville (N41-01-00 W77-21-00), Schadel (N40-45-00 W76-41-00), Aerobatics Boxes: Kampel (N40-02-00 W76-59-00) 1500' AGL to 4000' MSL/3500 feet square, 0.7 NM of Kampel Airport.
- (21) Unpublished Route Obstructions: The following obstructions are within 100' or less of the base altitude for the listed route segments. Listed heights are approximate and may be greater. Previously charted obstructions are not listed. Ranger Towers which are charted are approximately 60'-75'. Use CAUTION when using Alternate Entry/Exit Points. Uncharted obstructions may exist in these areas outside of route airspace:
 - (a) Towers (5), (N40-49-00 W78-57-00) 100' Points C-D;
 - (b) Tower, (N41-11-30 W79-11-30) 100' Points E-F;
 - (c) Ranger Tower, (N41-19-20 W79-12-50) 60' Points E-F;
 - (d) Tower, (N41-14-54 W79-13-00) 100' Points E-F;
 - (e) Ranger tower, (N41-24-30 W78-59-10) 60' Points E-F;
 - (f) Tower, (N41-19-00 W79-08-00) 60' Points E-F;
 - (g) Tower, (N41-20-40 W79-07-00) 60' Points E-F;
 - (h) Tower, (N41-17-00 W79-11-20) 60' Points E-F;
 - (i) Tower, (N41-16-00 W79-11-40) 60' Points E-F;
 - (j) Tower, (N41-28-30 W78-54-00) 60' Points F-G;
 - (k) Tower, (N41-34-20 W78-43-20) 100' Points F-G;
 - (l) Tower, (N41-36-02 W78-35-13) unk AGL-2600' MSL Points F-G;
 - (m) Tower, (N41-03-00 W78-35-13) 150' Point G;
 - (n) Tower, (N41-34-00 W78-35-52) 75' Point G;
 - (o) Ranger Tower 26, (N41-34-20 W78-28-10) 60' Points G-H;
 - (p) Keating VORTAC, (N41-12-54 W78-08-35) 50' Points H-I;
 - (q) Ranger Tower 33, (N41-13-15 W78-07-10) 60' Points H-I;
 - (r) Tower, (N41-13-10 W78-11-40) 60' Points H-I;
 - (s) Power lines, (N41-16-00 W78-09-15) 460' Points H-I;
 - (t) Antenna, (N41-20-55 W78-07-09) 60' Points H-I;
 - (u) Towers (2), (N41-23-50 W77-51-10) 100' Points H-I;
 - (v) Ranger Tower 39 and 4 towers, (N41-23-50 W77-51-10) 60' Points H-I;
 - (w) Ranger Tower 29, (N41-20-10 W78-22-00) 60' Points H-I;
 - (x) Tower, (N41-25-00 W77-53-00) 60' Points H-I;
 - (y) Ranger Tower, (N41-28-00 W78-07-00) 60' Points H-I;
 - (z) Antenna tower, (N41-28-52 W78-15-32) 182' Points H-I;
 - (za) Antenna tower, (N41-29-15 W78-15-12) 188' Points H-I;
 - (zb) Towers (2), (N41-29-30 W78-15-00) 80' Points H-I;
 - (zc) Tower, (N41-30-00 W78-13-30) 60' Points H-I;
 - (zd) Tower, (N41-22-00 W78-06-50) 100' Points H-I;
 - (ze) Power lines (N41-21-30 W77-43-00 to N41-13-00 W78-12-30) Points H-I. DANGER: Power lines cross valleys 60' AGL to 450' AGL and are difficult to see

depending on conditions, terrain features, foliage color, aircraft speed and other features. Expect to see wires at 1/4 mile or less. Three aircraft have struck wires in this line. Terrain following is not authorized within 2 NM of these powerlines.

- (zf) Towers (2), (N41-28-52 W78-15-33) 182' Points I-J;
 (zg) Tower, (N41-07-00 W77-43-36) 100' Points I-J;
 (zh) Tower, (N41-06-14 W77-42-14) 100' Points I-J;
 (zi) Towers (3), (N41-06-18 W77-42-24) 80' Points I-J;
 (zj) Tower, (N41-06-42 W77-45-42) 100' Points I-J;
 (zk) Ranger Tower, (N41-10-05 W77-53-20) 60' Points I-J;
 (zl) Tower, (N41-10-30 W77-50-30) 100' Points I-J;
 (zm) Tower, (N41-12-40 W78-05-20) 100' Points I-J;
 (zn) Tower, (N41-14-00 W77-45-00) 60' Points I-J;
 (zo) Ranger Tower 42, (N41-14-15 W77-45-10) 60' Points I-J.
- (22) Aircrews scheduled to operate VR-704 should become familiar with Pennsylvania State Parks within the MTR corridor along route of flight and avoid by 2000' AGL.

FSS Within 100 NM Radius:

AOO, BUF, CLE, DCA, EKN, IPT, MIV

VR-705

ORIGINATING ACTIVITY: Bollen Range, 193 SOW, DET. 1, 26139 Ammo Road, Annville, PA 17003-5180 C717-861-1136 DSN 423-1136 Toll Free 800-717-2662 FAX DSN 423-1139 FAX C717-861-1139.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800 to 2200 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	HAR 221/18	N40°03.00' W77°16.00'
05 AGL B 60 MSL to	B	PSB 193/30	N40°25.00' W78°01.50'
05 AGL B 60 MSL to	C	PSB 249/24	N40°42.50' W78°26.50'
01 AGL B 60 MSL to	D	ETG 262/23	N41°05.60' W78°38.00'
01 AGL B 60 MSL to	E	ETG 086/11	N41°15.50' W77°54.30'
01 AGL B 100 MSL to	F	PSB 075/19	N41°03.00' W77°36.30'
10 AGL B 100 MSL to	G	RAV 305/29	N40°45.00' W77°10.50'
10 AGL B 50 MSL to	H	RAV 295/16	N40°37.00' W76°56.50'
10 AGL B 40 MSL to	I	RAV VORTAC	N40°33.20' W76°35.96'
Alternate Exit:			
10 AGL B 50 MSL to	H1	RAV 295/16	N40°37.00' W76°56.50'
10 AGL B 40 MSL to	J	RAV 240/9	N40°27.50' W76°44.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from C to F.

ROUTE WIDTH - 3 NM either side of centerline from A to E; 10 NM either side of centerline from E to H; centerline of Victor Airway-170 and 4 NM right of centerline from H to I or H1 to J.

Special Operating Procedures:

- Route must be scheduled 2 hours in advance with 193SOW, DET 1, Bollen Range. Also check for route supplemental information posted on 193 SOW, DET 1 BOLLEN RANGE COP. Units desiring to schedule for Saturday or Sunday must place request no later than 1500 hours (Local) on Fri.
- Alternate Entry: C, D, E, F, G and H.
- Alternate Exit: D, E, G and I. Exit toward northeast except Point D, exit west.
- Low level Ground Attack Tactics (GAT), Road Reconnaissance C to F.
- Aircraft not scheduled to operate in R-5802 will proceed from H to I.
- Aircraft scheduled to operate in R-5802 will proceed H1 to J and call 'Balky' on 233.45 (P)/239.15 (S) or VHF 140.275 (P), 134.1 (S), 139.85 (T) prior to entering R-5802 for clearance onto range.
- There is no leg from I to J.
- CAUTION: VR-1757 crosses VR-705 26NM west of Point A and at Point C.
- CAUTION: Low flying helicopters from Point B to G. Helicopters service strip mines and quarries below 1000' AGL within Route Airspace. Avoid strip mines and quarries at low altitudes due to temporary obstructions such as cranes.
- CAUTION: Mount Union Airport 33 NM NW of Point A (N40-20-00 W77-53-00), Student training and traffic in pattern to 2000' MSL. Parachute jumps within a 2 NM radius of airport, surface to 7500' MSL. Airport elevation is 560' MSL. Contact flight service for information on parachute jumps at Mount Union Airport.
- CAUTION: Hang Gliders weather permitting: Route Segment E-F Hyner Mountain (N41-20-00 W77-32-00); Route Segment H1-J Berry Mountain (N40-32-00 W76-47-00). Between Susquehanna River and R-5802A/B, Kiowa MOA surface to 5000' AGL, Blue Ridge Hang Gliding Club will notify bomb range of operations in this area.
- CAUTION: Penns Cave Airport 10 NM south of Point F (N40-53-00 W77-35-00). Student training in traffic pattern and local area. Traffic pattern altitude to 2700' MSL over the ridgeline south of the airport. Cross a 3 NM radius of Penns Cave Airport no lower than 3200' MSL.
- CAUTION: Bendigo Airport 3 NM NE of Ravine VORTAC, Point I, and an Aerobatics Training Area that is defined as a 1 NM radius of Bendigo Airport, from 1500' AGL to, but not including 5000' MSL.
- CAUTION: Noise Sensitive Areas. Avoid by 3 NM or cross no lower than 1500' AGL:
 - Kings Gap Environmental Education and Training Center (N40-05-35 W77-10-10).
 - Pine Grove Furnace State Park (N40-02-00 W77-18-00).
 - Town of Mt. Union (Congressional) (40-23-00 W77-53-00).
 - Private home (N40-32-00 W76-49-30), no 3 NM restriction. All flight members stay left of Quarry inbound to Fort Indiantown Gap Range.
 - Town of Rebersburg (Congressional) (N40-56-40 W77-26-50).
 - Private home (N40-38-00 W78-15-50).
 - Private farm, very sensitive (N40-35-52 W78-13-00).

VR ROUTES

- (h) Enders-Fisherville Elementary School (N40-30-30 W76-50-00). Avoid direct overflight, low flying sensitive.
 - (i) Private home (N40-33-42 W76-57-57) 200 yards southwest of Lunt Airport.
 - (j) Moshannon Valley School District Complex (Congressional) (N40-48-40 W78-24-00) 2 NM right of route boundary, avoid by 1 NM minimum.
 - (k) Town of Beavertown (N40-45-30 W77-10-20) Weaving Mill, uses sonar equipment that is sensitive to aircraft overflight.
- (15) Note: A 1500' AGL minimum restriction will be placed on the route when the flight evaluation for this route is not current.
- (16) Note: Request from local FSS on OPR any special instructions pertaining to annual Gypsy Moth Spraying Activities and Forest Fire Fighting Operations.
- (17) Bird migration hazard along route 15 Sep-15 Jan and 15 Feb-15 Apr annually.
- (18) Army National Guard Tactical Helicopters operating Surface to 3000' AGL. Helicopter VFR training area: (N40-32-40 W76-48-10 to N40-33-00 W76-30-00 to N40-31-10 W76-31-30 to N40-28-00 W76-30-30 to N40-44-30 W76-34-00 to N40-18-08 W76-45-05 to N40-17-00 W76-51-00 to N40-17-50 W76-55-00 to N40-21-30 W76-53-30 to N40-23-10 W76-48-30 to starting point).
- (19) The following is a list of uncharted known airfields that may effect VR-705 use or entry, or exit from VR-705. Airfields should be avoided by 3 NM or overflown no lower than 1500' AGL, except as noted in caution 10, 11, 12, and 13 above: Feltenberger (N40-32-40 W77-58-00), Ridge soaring (N40-53-00 W77-54-00), Centerville (N41-01-00 W77-21-00), Schadel (N40-45-00 W76-41-00), Aerobatics Boxes: Kampel (N40-02-00 W76-59-00) 1500' AGL to 4000' MSL/3500 feet square, 0.7 NM of Kampel Airport.
- (20) Unpublished Route Obstructions: The following obstructions are within 100' or less of the base altitude for the listed route segments. Listed heights are approximate and may be greater. Previously charted obstructions are not listed. Ranger Towers which are charted are approximately 60'-75'. Use caution when using Alternate Entry and Exit Points. Uncharted obstructions may exist in these areas outside of route airspace:
- (a) Radome, (N41-03-00 W78-34-20) 100' Points C-D;
 - (b) Towers(6), (N41-04-30 W78-33-30) 100' Points C-D;
 - (b) Tower; (N40-45-30 W78-31-00) 100' Points C-D;
 - (c) Microwave tower, (N41-10-07 W78-21-25) 80' Points D-E;
 - (d) Keating VORTAC, (N41-12-54 W78-08-35) 50' Points D-E;
 - (e) Ranger Tower 33, (N41-13-15 W78-07-10) 60' Points D-E;
 - (f) Tower, (N41-13-10 W78-11-40) 60' Points D-E;
 - (g) Power lines, (N41-16-00 W78-09-15) 460' Points D-E;
 - (h) Microwave tower, (41-40-35 W78-33-01) 125' Points D-E;
 - (i) Antenna, (N41-20-55 W78-07-09) 60' Points D-E;
 - (j) Ranger Tower, (N41-28-00 W78-07-00) 60' Points D-E;
 - (k) Towers (2), (N41-29-30 W78-15-00) 80' Points D-E;
 - (l) Tower, (N41-30-00 W78-13-30) 60' Points D-E;
 - (m) Tower, (N41-22-00 W78-06-50) 100' Points D-E;
 - (n) POWER LINES from, (N41-21-30 W77-43-00 to N41-13-00 W78-12-30) Points D-E. Danger: Power lines cross valleys 60' AGL to 450' AGL and are difficult to see depending on light conditions, terrain features, foliage color, aircraft speed and other features. Expect to see wires at 1/4 mile or less. Three aircraft have struck wires in this line. Terrain following is not authorized within 2 NM of these powerlines.
 - (o) Tower, (N41-07-00 W77-43-36) 100' Points E-F;

- (p) Tower, (N41-06-14 W77-42-14) 100' Points E-F;
- (q) Towers (3), (N41-06-18 W77-42-24) 80' Points E-F;
- (r) Tower, (N41-06-42 W77-45-42) 100' Points E-F;
- (s) Tower, (N41-14-00 W77-45-00) 60' Points E-F;
- (t) Ranger Tower, (N41-10-05 W77-53-20) 60' Points E-F;
- (u) Tower, (N41-10-30 W77-50-30) 100' Points E-F;
- (v) Tower, (N41-12-40 W78-05-20) 100' Points E-F;
- (w) Tower, (N41-14-00 W77-45-00) 60' Points E-F;
- (x) Ranger Tower 42, (N41-14-15 W77-45-10) 60' Points E-F.

- (21) Aircrews scheduled to operate VR-705 should become familiar with Pennsylvania State Parks within the MTR corridor along route of flight and avoid by 2000' AGL.

FSS Within 100 NM Radius:

AOO, BUF, CLE, DCA, EKN, IPT, MIV

VR-707

ORIGINATING ACTIVITY: Bollen Range, 193 SOW, DET. 1, 26139 Ammo Road, Annville, PA 17003-5180 C717-861-1136 DSN 423-1136 Toll Free 800-717-2662 FAX DSN 423-1136 FAX C717-861-1139.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800 to 2200 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ETX 337/53	N41°20.00' W76°18.00'
05 AGL B 50 MSL to	B	ULW 215/13	N41°54.00' W77°08.00'
05 AGL B 50 MSL to	C	JHW 108/50	N42°01.00' W78°01.00'
05 AGL B 50 MSL to	D	JHW 138/14	N42°02.00' W78°53.00'
01 AGL B 50 MSL to	E	JHW 162/20	N41°53.00' W78°56.00'
01 AGL B 50 MSL to	F	JHW 155/45	N41°33.50' W78°35.40'
01 AGL B 50 MSL to	G	ETG 339/18	N41°28.00' W78°20.50'
01 AGL B 110 MSL to	H	ETG 086/11	N41°15.50' W77°54.30'
01 AGL B 100 MSL to	I	PSB 075/19	N41°03.00' W77°36.30'
10 AGL B 100 MSL to	J	RAV 305/29	N40°45.00' W77°10.50'
10 AGL B 50 MSL to	K	RAV 295/16	N40°37.00' W76°56.50'
10 AGL B 40 MSL to	L	RAV VORTAC	N40°33.20' W76°35.96'
Alternate Exit:			
10 AGL B 50 MSL to	K1	RAV 295/16	N40°37.00' W76°56.50'
10 AGL B 40 MSL to	M	RAV 240/9	N40°27.50' W76°44.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from Points D to I.

ROUTE WIDTH - 3 NM either side of centerline from A to G; 10 NM either side of centerline from G to K; centerline of Victor Airway-170 and 4 NM right of centerline from K to L or K1 to M.

Special Operating Procedures:

- (1) Route must be scheduled 2 hours in advance with 193SOW, DET 1, Bollen Range. Also check for route supplemental information posted on 193 SOW, DET 1 BOLLEN RANGE COP. Units desiring to schedule for Saturday or Sunday must place request no later than 1500 hours (Local) on Fri.
- (2) Alternate Entry: B, C, D, E, F, G, H, I, J and K.
- (3) Low level, Ground Attack Tactics (GAT), road reconnaissance F to I.
- (4) Alternate Exit: H-J and M exit toward northeast.
- (5) Aircraft not scheduled to operate in R-5802 will proceed from K1 to L.
- (6) Aircraft scheduled to operate in R-5802 will proceed from K to M and call 'Balky' on 233.45 (P)/239.15 (S) or VHF 140.275 (P)/134.1 (S)/139.85(T) prior to entering R-5802 for clearance onto the range.
- (7) There is no leg from L to M.
- (8) CAUTION: SR-823 crosses route at Point C and 10 miles east of Point D.
- (9) CAUTION: Low flying helicopters from Point F to J. Helicopters service strip mines and quarries below 1000' AGL within route airspace. Avoid strip mines and quarries at low altitudes due to temporary obstructions such as cranes.
- (10) CAUTION: Hang Gliders weather permitting: Route Segment H-I Hyner Mountain (N41-20-00 W77-32-00); K1-M Berry Mountain (N40-32-00 W76-47-00); Between Susquehanna River and R-5802A/B, Kiowa MOA surface to 5000' AGL-Blue Ridge Hang Gliding Club will notify bomb range of operations in this area.
- (11) CAUTION: Penns Cave Airport 10 NM south of Point I (N40-53-00 W77-35-00) student training in traffic pattern and local area. Traffic patterns to 2700' MSL over the ridge line south of the airport. Cross a 3 NM radius of Penns Cave Airport no lower than 3200' MSL.
- (12) CAUTION: Bendigo Airport 3 NM northeast of Ravine VORTAC (Point L) and an Aerobatic Training Area that is defined as a 1 NM radius of Bendigo Airport from 1500' AGL to but not including 5000' MSL.
- (13) CAUTION: NOISE SENSITIVE AREAS-Avoid by 3 NM or cross no lower than 1500' AGL.
 - (a) Town of Middlebury Center, (N41-51-00 W77-16-30) Congressional;
 - (b) Fox Fire Farms, (N41-55-50 W77-17-30) Route Segments A to B and B to C closed 1 March through 30 May annually due to new born Silver Fox pups;
 - (c) Private home, (N40-32-00 W76-49-30) No 3 NM restriction. All flight members stay left (east) of (Quarry) inbound to Fort Indiantown Gap range;
 - (d) Town of Rebersburg (Congressional), (N40-56-40 W77-26-50);
 - (e) Enders-Fisherville Elementary School, (N40-30-30 W76-50-00) avoid direct overflight, low flying sensitive;
 - (f) Private home, (N40-33-42 W76-57-57) 200 yards southeast of Lunt Airport;
 - (g) Town of Beavertown, (N40-45-30 W77-10-20) Weaving Mill-uses sonar equipment that is sensitive to aircraft overflight.
- (14) NOTE: A 1500' AGL minimum restriction will be placed on the route when the flight evaluation for this route is not current.
- (15) Request from local FSS on OPR any special instructions pertaining to annual (Gypsy Moth Spraying Activities) and (Forest Fire Fighting Operations).
- (16) Bird migration hazard along route 15 Sep-15 Jan, 15 Feb-15 May annually.
- (17) Army National Guard tactical helicopters operating surface to 3000' AGL. Helicopter VFR training Area: (40-32-40 W76-48-10 to N40-33-00 W76-30-00 to N40-31-10 W76-31-30 to N40-28-00 W76-30-30 to N40-44-30 W76-34-00 to N40-18-08 W76-45-05 to N40-17-00 W76-51-00 to N40-17-50 W76-55-00 to N40-21-30 W76-53-30 to N40-23-10 W76-48-30 to starting point).
- (18) The following is a list of uncharted known airfields that may effect VR-707 use or entry to, or exit from, VR-707. Airfields should be avoided by 3 NM or overflown no lower than 1500' AGL, except as noted in caution 11 above: Ceres (N 42-00-30 W78-15-30), Ridge Soaring (N40-53-00 W77-54-00), Centerville (N41-01-00 W77-21-00), Schadel (N40-45-00 W76-41-00), Aerobatic Boxes: Bendigo (N40-33-30 W76-33-00) (Surface to 5000' MSL, 1 NM radius of airfield): Kampel (N40-02-00 W76-59-00) 1500' AGL to 4000' MSL/3500' feet square, 0.7 NM of Kampel Airport.
- (19) Unpublished Route Obstructions: The following obstructions are within 100' or less of the base altitude for the listed route segments. Listed heights are approximate and may be greater. Previously charted obstructions are not listed. Ranger Towers which are charted are approximately 60'-75'. Use caution when using Alternate Entry and Exit Points. Uncharted obstructions may exist in these areas outside of route airspace:
 - (a) Tower, (N41-36-02 W78-35-13) Unk AGL-2600' MSL Points E-F;
 - (b) Tower, (N41-43-05 W78-41-30) 370' Points E-F;
 - (c) Ranger Tower 14, (N41-50-00 W78-58-30) 60' Points E-F;
 - (d) Tower, (N41-03-00 W78-35-13) 150' Point F;
 - (e) Antenna, (N41-34-36 W78-36-48) 75' Point F;
 - (f) Ranger Tower 26, (N41-34-20 W78-28-10) 60' Points F-G;
 - (g) Keating VORTAC, (N41-12-54 W78-08-35) 50' Points G-H;
 - (h) Ranger Tower 33, (N41-13-15 W78-07-10) 60' Points G-H;
 - (i) Tower, (N41-13-10 W78-11-40) 60' Points G-H;
 - (j) Power lines, (N41-16-00 W78-09-15) 460' Points G-H;
 - (k) Antenna, (N41-20-00 W78-07-09) 60' Points G-H;
 - (l) Towers (2), (N41-23-50 W77-51-10) 100' Points G-H;
 - (m) Ranger tower 39 and 4 Antennas, (N41-23-50 W77-51-10) 60' Points G-H;
 - (n) Ranger Tower 29, (N41-20-10 W78-22-00) 60' Points G-H;
 - (o) Tower, (N41-25-00 W77-53-00) 60' Points G-H;
 - (p) Ranger Tower, (N41-28-00 W78-07-00) 60' Points G-H;
 - (q) Antenna tower, (N41-28-52 W78-15-32) 182' Points G-H;
 - (r) Antenna tower, (N41-29-25 W78-15-20) 188' Points G-H;
 - (s) Towers (2), (N41-29-30 W78-15-00) 80' Points G-H;
 - (t) Tower, (N41-30-00 W78-13-30) 60' Points G-H;
 - (u) Tower, (N41-22-00 W78-06-50) 100' Points G-H;
 - (v) Power lines from (N41-21-30 W77-43-00 to N41-13-00 W78-12-30) Points G-H. DANGER: Power lines cross valleys 60' AGL to 450' AGL and are difficult to see depending on light conditions, terrain features, foliage color, aircraft speed and other features. Expect to see wires at 1/4 mile or less. Three aircraft have struck wires in this line. Terrain following is not authorized within 2 NM of these power lines.
 - (w) Antenna, (N41-18-00 W77-51-28) 100' Point H;

VR ROUTES

- (x) Towers (2), (N41-28-52 W78-15-33) 182' Points H-I;
(y) Tower, (N41-07-00 W77-43-36) 100' Points H-I;
(z) Tower, (N41-06-14 W77-42-00) 100' Points H-I;
(za) Towers (3), (N41-06-18 W77-42-24) 80' Points H-I;
(zb) Tower, (N41-06-42 W77-45-42) 100' Points H-I;
(zc) Ranger Tower, (N41-10-05 W77-53-20) 60' Points H-I;
(zd) Tower, (N41-10-30 W77-50-30) 100' Points H-I;
(ze) Tower, (N41-12-40 W78-05-20) 100' Points H-I;
(zf) Tower, (N41-14-00 W77-45-00) 60' Points H-I;
(zg) Ranger Tower 42, (N41-14-15 W77-45-10) 60' Points H-I.
(20) Aircrews scheduled to operate VR-707 should become familiar with Pennsylvania State Parks within the MTR corridor along route of flight and avoid by 2000' AGL.

FSS Within 100 NM Radius:

AOO, BDR, BUF, CLE, DCA, IPT, ISP, MIV

VR-708

ORIGINATING ACTIVITY: 175 FG (ANG), Baltimore, MD
21220-2899 DSN 243-6375.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	EMI 320/30	N39°49.30' W77°27.30'
01 AGL B 45 MSL to	B	JST 156/20	N40°01.50' W78°37.00'
01 AGL B 45 MSL to	C	JST 173/34	N39°45.50' W78°39.70'
01 AGL B 55 MSL to	D	THS 237/34	N39°34.00' W78°31.00'
01 AGL B 55 MSL to	E	ESL 087/32	N39°18.50' W78°18.40'
01 AGL B 55 MSL to	F	THS 202/18	N39°39.00' W78°03.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline from A to C; 5 NM either side of centerline from C to D; 7 NM either side of centerline from D to E; 3 NM either side of centerline from E to F.

Special Operating Procedures:

- (1) Route is restricted to A-10 and OA-37 aircraft due to turn radius and noise restriction.
- (2) Maintain 500' AGL until passing THS VORTAC.
- (3) Avoid: Cumberland Valley Airport 14 NM west of A; Timber Ridge Airport at E.
- (4) Forestry service aircraft operations in vicinity of route.
- (5) Tie-in FSS: Leesburg.

FSS Within 100 NM Radius:

AOO, DCA, EKN, IPT, MIV

VR-725

ORIGINATING ACTIVITY: DET1, 174ATKW, P.O. BOX 320, ANTWERP, NY 13608 DSN 772-2835/5990, C315-772-2835/5990.

SCHEDULING ACTIVITY: EADS/DOS 224 AIR DEF SQDN, EASTERN AIR DEFENSE SECTOR, 366 Otis St, Rome, NY 13441, DSN 587-6747, C315-334-6747. PRIMARY METHOD OF SCHEDULING IS VIA CSE.

HOURS OF OPERATION: 0800 Local-Sunset daily,

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 50 MSL	A	CAM 321/32	N43°19.00' W73°56.00'
01 AGL B 70 MSL to	B	BTW 229/52	N43°41.00' W73°51.00'
01 AGL B 70 MSL to	C	BTW 235/51	N43°44.50' W73°56.10'
01 AGL B 70 MSL to	D	BTW 251/52	N43°54.40' W74°10.40'
01 AGL B 60 MSL to	E	BTW 261/55	N44°01.00' W74°20.00'
01 AGL B 60 MSL to	F	MSS 194/37	N44°18.00' W74°43.00'
01 AGL B 60 MSL to	G	ART 078/46	N44°15.30' W75°05.80'
01 AGL B 30 MSL to	H	ART 073/29	N44°11.00' W75°29.10'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to H (VMC CONDITIONS ONLY).

ROUTE WIDTH - 6 NM left and 3 NM right of centerline from A to B; 3 NM left and 5 NM right of centerline from B to C; 2 NM left and 5 NM right of centerline from C to D; 3 NM either side of centerline from D to E; 5 NM left and 3 NM right of centerline from E to F; 5 NM either side of centerline from F to H.

Special Operating Procedures:

- (1) Aircraft not scheduled into R-5201 exit at G (Do not enter R-5201 without clearance).
- (2) Contact Wheeler Sack approach on 226.3 (MOA common) prior to F.
- (3) VR-1801 crosses the route between A and B at 300' AGL to 1500' AGL.
- (4) VR-1800 joins and mirrors the route at F at 500' AGL to 1500' AGL.
- (5) Alternate Entry: B, D, and F.
- (6) Alternate Exit: D, E, F, and G.
- (7) Avoid Adirondack Park High Peaks Wilderness Area N44° 11.2 W74°29.7 by 500' AGL or 2 NM (1000 AGL May through October).
- (8) Avoid Adirondack Park Hudson Gorge Primitive Area N43° 47.7 W74°05.7 by 1500' AGL or 2 NM from March through October.
- (9) Avoid uncontrolled airports by 1500 AGL or 3 NM whenever possible.
- (10) Noise Sensitive Areas (Avoid by 1500' AGL or 1 NM): Villages of North Creek N43° 41.2' W73° 58.1', Pottersville N43°43.7' W73°49.3', Minerva N43°47.2' W73° 59.0', Childwold N44°17.3' W74° 40.0', Sevey N44°17.8'

W74°43.0', Star Lake/Oswegatchie N44°10.0' W75°04.0' by 1500' AGL or 1.5 NM; Lake Bonaparte N44°09.0' W75°23.0' by 1500' AGL or 1NM; Horse Ranch/Girls Scout Camp N44°12.6' W75°14.25' by 1500 AGL or .5 NM. Hudson Gorge N43°47.7' W74°05.7' by 1500' AGL or 2 NM.

(11) IR-801 no longer active UFN.

(12) VR-724 CLOSED PERMANENTLY.

FSS Within 100 NM Radius:

BDR, BGR, BTW

VR-840

ORIGINATING ACTIVITY: Eastern Air Defense (EADS)
DSN 587-6247/6313.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800 local-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ENE 003/38	N44°02.00' W70°49.00'
01 AGL B 50 MSL to	B	ENE 014/59	N44°24.00' W70°41.00'
05 AGL B 60 MSL to	C	BGR 287/87	N44°47.00' W70°54.00'
01 AGL B 70 MSL to	D	BGR 295/83	N44°58.00' W70°49.00'
01 AGL B 80 MSL to	E	AUG 351/60	N45°13.00' W70°26.00'
01 AGL B 90 MSL to	F	MLT 299/44	N45°42.00' W69°33.00'
01 AGL B 100 MSL to	G	MLT 286/31	N45°33.00' W69°15.00'
01 AGL B 110 MSL to	H	BGR 348/31	N45°17.00' W69°15.00'
01 AGL B 120 MSL to	I	BGR 326/38	N45°13.50' W69°35.80'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route with the exceptions noted in Special Operating Procedures.

ROUTE WIDTH - 4 NM either side of centerline from A to C; 3 NM either side of centerline from C to F; 4 NM either side of centerline from F to H; 5 NM either side of centerline from H to I.

Special Operating Procedures:

- (1) Users who wish to schedule these routes must call during normal duty hours (0800-1600, Mon-Fri).
- (2) Users should receive current Operations Briefing when calling to schedule this route. If scheduler does not offer this briefing, ASK FOR IT.
- (3) Airspeed 250 KIAS to max subsonic.
- (4) Alternate Entry: Points B, C, D, E and F.
- (5) There is a high level of low altitude sightseeing and seaplane activity on all lakes for the route.
- (6) Contact Portland Approach (381.2) until past Point C.
- (7) Call Bangor Radio (255.4) with entry and exit times.
- (8) Squawk appropriate codes.

(9) Route includes 5 NM radius around Point I.

(10) Maintain a minimum of 1000' AGL within 5 NM of Point A (Mt. Pleasant).

(11) Maintain 1000' AGL and a 2 NM radius from Hutchinson Pond which is located approximately halfway between Points A and B (N44-15.8 W070-43.2).

(12) Maintain a minimum of 1500' AGL at Point B until past Androscoggin River, Col. Dyke Airport.

(13) CAUTION: Heavy hang glider activity on the west edge of route corridor from Point B to C. Activity is seasonal and heaviest from Mar-Nov.

(14) CAUTION: Numerous light aircraft in the vicinity of Col. Dyke Airport west of Point B, Bald Mountain at N44-57 W70-47 and Rangeley Airport, NE of Point D.

(15) Minimum altitude from Point B to C is 500' AGL. THIS AREA IS EXTREMELY NOISE SENSITIVE.

(16) Stay left of centerline from Point A to 10 miles beyond Point D - EXTREMELY NOISE SENSITIVE.

(17) Maintain minimum of 1500' AGL and 3 NM radius from Bald Mountain, SE of Point D at N44-57 W70-47.

(18) Avoid Rangeley Airport, NE of Point D, by minimum of 1500' AGL/3 NM radius.

(19) Maintain 1000' AGL within 3 NM of Point E (Stratton, Eustis, ME).

(20) Unpainted, unlighted tower on mountain top at N44-32.0 W70-45.0.

(21) Alternate Exit: Point C.

(22) Avoid high powered radar site (N45-09.0 W69-51.0) by 5 NM and 5500' MSL.

(23) IP to target, avoid town of Manson (N45-13.0 W65-28.0) in all cases by 1000' AGL or above. Stay south of centerline IP to target.

FSS Within 100 NM Radius:

BGR, BTW

VR-841

ORIGINATING ACTIVITY: Eastern Air Defense (EADS)
DSN 587-6247/6313.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800 local-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ENE 003/38	N44°02.00' W70°49.00'
01 AGL B 50 MSL to	B	ENE 014/59	N44°24.00' W70°41.00'
05 AGL B 60 MSL to	C	BGR 287/87	N44°47.00' W70°54.00'
01 AGL B 70 MSL to	D	BGR 295/83	N44°58.00' W70°49.00'
01 AGL B 80 MSL to	E	AUG 351/60	N45°13.00' W70°26.00'
01 AGL B 90 MSL to	F	AUG 006/56	N45°14.50' W70°03.80'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route exceptions noted in Special Operating Procedures.

VR ROUTES

ROUTE WIDTH - 4 NM either side of centerline from A to C;
3 NM either side of centerline from C to E; 5 NM either side of
centerline from E to F.

Special Operating Procedures:

- (1) Users who wish to schedule these routes must call during normal duty hours (0800-1600, Mon-Fri).
- (2) Users should receive current Operations Briefing when calling to schedule this route. If scheduler does not offer this briefing, ASK FOR IT.
- (3) Airspeed 250 KIAS to max subsonic.
- (4) Alternate Entry: Points B, C and D.
- (5) There is a high level of low altitude sightseeing and seaplane activity on all lakes for the route.
- (6) Contact Portland Approach (381.2) until past Point C.
- (7) Call Bangor Radio (255.4) with entry and exit times.
- (8) Squawk appropriate codes.
- (9) Route includes 5 NM radius around Point F.
- (10) Maintain a minimum of 1000' AGL within 5 NM of Point A (Mt. Pleasant).
- (11) Maintain a minimum of 1000' AGL and a 2 NM radius from Hutchinson Pond which is located approximately halfway between Points A and B (N44-15.8 W070-43.2).
- (12) Maintain a minimum of 1500' AGL at Point B until past Androscoggin River, Col. Dyke Airport.
- (13) CAUTION: Heavy hang glider activity on the west edge of route corridor from Point B to C. Activity is seasonal and heaviest from Mar-Nov.
- (14) CAUTION: Numerous light aircraft in the vicinity of Col. Dyke Airport west of Point B, Bald Mountain at N44-57 W70-47 and Rangeley Airport, NE of Point D.
- (15) Minimum altitude from Point B to C is 500' AGL. THIS AREA IS EXTREMELY NOISE SENSITIVE.
- (16) Stay left of centerline from Point B to 10 miles beyond Point D - EXTREMELY NOISE SENSITIVE.
- (17) Maintain minimum of 1500' AGL and 3 NM radius from Bald Mountain, SE of Point D at N44-57 W70-47.
- (18) Avoid Rangeley Airport, NE of Point D, by minimum of 1500' AGL/3 NM radius.
- (19) Maintain 1000' AGL within 3 NM of Point E (Stratton, Eustis, ME).
- (20) Unpainted, unlighted tower on mountain top at N44-32.0 W70-45.0.
- (21) Avoid high powered radar site at N45-09.0 W69-51.0 by 5 NM/5500' MSL.
- (22) Alternate Exit: Point E.

FSS Within 100 NM Radius:

BGR, BTW

VR-842

ORIGINATING ACTIVITY: Eastern Air Defense (EADS)
DSN 587-6247/6313.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800 local-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ENE 003/38	N44°02.00' W70°49.00'
01 AGL B 50 MSL to	B	ENE 014/59	N44°24.00' W70°41.00'
05 AGL B 60 MSL to	C	BGR 287/87	N44°47.00' W70°54.00'
01 AGL B 70 MSL to	D	AUG 348/45	N44°58.00' W70°20.00'
01 AGL B 80 MSL to	E	AUG 004/45	N45°03.00' W70°03.60'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route with exceptions noted in Special Operating
Procedures.

ROUTE WIDTH - 4 NM either side of centerline from A to E.

Special Operating Procedures:

- (1) Users who wish to schedule these routes must call during normal duty hours (0800-1600, Mon-Fri).
- (2) Users should receive current Operations Briefing when calling to schedule this route. If scheduler does not offer this briefing, ASK FOR IT.
- (3) Airspeed 250 KIAS to max subsonic.
- (4) Alternate Entry Points: B and C.
- (5) There is a high level of low altitude sightseeing and seaplane activity on all lakes for the route.
- (6) Contact Portland Approach (381.2) until past Point C.
- (7) Call Bangor Radio (255.4) with entry and exit times.
- (8) Squawk appropriate codes.
- (9) Route includes 4 NM radius around Point E.
- (10) Maintain a minimum of 1000' AGL within 5 NM of Point A (Mount Pleasant).
- (11) Maintain 1000' AGL and a 2 NM radius from Hutchinson Pond which is located approximately halfway between point A and B (N44-15.8 W070-43.2).
- (12) Maintain a minimum of 1500' AGL at Point B until past Androscoggin River, Col Dyke Airport.
- (13) CAUTION: Heavy hang glider activity on the west edge of route corridor from Point B to C. Activity is seasonal and heaviest from Mar-Nov.
- (14) CAUTION: Numerous light aircraft in the vicinity of Col Dyke Airport west of Point B.
- (15) Minimum altitude from Point B to C is 500' AGL. THIS AREA IS EXTREMELY NOISE SENSITIVE.
- (16) Stay left of centerline from Point B to 10 miles beyond Point D - EXTREMELY NOISE SENSITIVE.
- (17) Unpainted, unlighted tower on mountain top at N44-32.0 W70-45.0.
- (18) Avoid high powered radar site at N45-09.0 W69-51.0 by 5 NM and 5500' MSL.

FSS Within 100 NM Radius:

BGR, BTW

VR-931

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway
St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922,
C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SQA 220/38	N60°45.88' W156°43.17'
01 AGL B 72 MSL to	B	SQA 157/39	N60°27.63' W155°31.82'
01 AGL B 72 MSL to	C	AKN 360/80	N59°59.85' W156°01.07'
01 AGL B 72 MSL to	D	AKN 039/54	N59°13.77' W155°19.55'
01 AGL B 72 MSL to	E	AKN 051/88	N59°16.82' W154°07.30'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - Segment D-E: 5 NM north and 1 NM south of centerline. All others, 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through NAKNEK Military Operations Area (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry.
- (3) Approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
- (4) Primary Entry: Point A.
- (5) Primary Exit: Point E.
- (6) All route points are collocated with IR-901, IR-911, and VR-932.
- (7) Use CAUTION for IR-903, IR-913, VR-933 and VR-934 crossing at Point A.
- (8) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments C to E.
- (9) Remain clear of lodge located on the Mulchatna River (N60 24.00 W155 54.00) southwest of Point B, by 1500' AGL or 1 NM from 1 May to 30 Sep.
- (10) Remain above 2,000'AGL starting from 23 NM past Point C (2 NM north of the Lake Iliamna shoreline) until Point D from 1 Jun to 15 Sep.
- (11) Remain clear of the Moraine Creek drainage area immediately south of point D by 3 NM, from 1 May to 30 Sep. This area is used for bear viewing and fishing from Kukaklek Lake to Spectacle Lake 10nm east, and resides within Katmai National Park and Preserve. Additionally, remain clear of this area for bear hunting in odd years from 1 to 21 Oct and during even years from 10 to 25 May.
- (12) ATC contact: Route Entry: Anchorage Center (379.9/128.5), Primary Exit: Anchorage Center (354.0/124.8).
- (13) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.

(14) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

ENA, ILI, MCG, HOM, DLG

VR-932

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	AKN 051/88	N59°16.82' W154°07.30'
01 AGL B 72 MSL to	B	AKN 039/54	N59°13.77' W155°19.55'
01 AGL B 72 MSL to	C	AKN 360/80	N59°59.85' W156°01.07'
01 AGL B 72 MSL to	D	SQA 157/39	N60°27.63' W155°31.82'
01 AGL B 72 MSL to	E	SQA 220/38	N60°45.88' W156°43.17'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - Segment A-B: 5 NM north and 1 NM south of centerline. Remainder of route: 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through NAKNEK Military Operations Area (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry.
- (3) Approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
- (4) Primary Entry: Point A.
- (5) Primary Exit: Point E.
- (6) All route points are collocated with IR-901, IR-911, and VR-931.
- (7) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments A to C.
- (8) Use CAUTION for IR-903, IR-913, VR-933 and VR-934 crossing at Point E.
- (9) Remain clear of the Moraine Creek drainage area immediately south of point B by 3 NM, from 1 May to 30 Sep. This area is used for bear viewing and fishing from Kukaklek Lake to Spectacle Lake 10nm east, and resides

VR ROUTES

within Katmai National Park and Preserve. Additionally, remain clear of this area for bear hunting in odd years from 1 to 21 Oct and during even years from 10 to 25 May.

- (10) Remain above 2,000'AGL starting from Point B until 28 NM past Point B (2NM north of the Lake Iliamna shoreline) from 1 Jun to 15 Sep.
- (11) Remain clear of lodge located on the Mulchatna River (N60 24.00 W155 54.00) southwest of Point D, by 1500' AGL or 1 NM from 1 May to 30 Sep.
- (12) ATC contact: Route Entry: Anchorage Center (354.0/124.8), Primary Exit: Anchorage Center (379.9/128.5).
- (13) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (14) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

ENA, ILI, MCG, HOM, DLG

VR-933

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SQA 035/61	N61°42.08' W153°55.17'
01 AGL B 142 MSL to	B	SQA 044/40	N61°24.62' W154°24.62'
01 AGL B 142 MSL to	C	SQA 318/7	N61°12.43' W155°43.97'
01 AGL B 91 MSL to	D	SQA 220/38	N60°45.88' W156°43.17'
01 AGL B 65 MSL to	E	SQA 213/82	N60°13.67' W157°46.65'
01 AGL B 65 MSL to	F	AKN 323/76	N59°54.00' W157°38.00'
01 AGL B 65 MSL to	G	AKN 311/70	N59°42.00' W158°00.00'
01 AGL B 100 MSL to	H	AKN 310/60	N59°32.23' W157°51.17'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through STONY and NAKNEK Military Operations Areas (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.

- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry.
- (3) Approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
- (4) Primary Entry: Point A. Alternate Entry: Point D.
- (5) Primary Exit: Point H. Alternate Exit: Point D.
- (6) All route points are collocated with IR-903, IR-913, and VR-934.
- (7) Use CAUTION for IR-905, IR-915, VR-1905 and VR-1915 crossing at Point A.
- (8) Use CAUTION for IR-901, IR-911, VR-931 and VR-932 crossing at Point D.
- (9) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments C through D.
- (10) Use CAUTION for rapidly rising terrain from segment A to B in revelation mountain range.
- (11) On segment A to B remain clear of Lake Clark National Park approximately 12 NM Southeast of route corridor.
- (12) ATC contact: Route Primary Entry: Anchorage Center (273.45/123.9), Primary Exit: (282.35/132.75), Alternate Entry/Exit Pt D (379.9/128.5).
- (13) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (14) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

ENA, ILI, MCG, HOM, DLG

VR-934

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	AKN 310/60	N59°32.23' W157°51.17'
01 AGL B 100 MSL to	B	AKN 311/70	N59°42.00' W158°00.00'
01 AGL B 65 MSL to	C	AKN 323/76	N59°54.00' W157°38.00'
01 AGL B 65 MSL to	D	SQA 213/82	N60°13.67' W157°46.65'
01 AGL B 65 MSL to	E	SQA 220/38	N60°45.88' W156°43.17'
01 AGL B 91 MSL to	F	SQA 318/7	N61°12.43' W155°43.97'

01 AGL B 142 MSL to G SQA 044/40 N61°24.62'
W154°24.62'
01 AGL B 142 MSL to H SQA 035/61 N61°42.08'
W153°55.17'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through STONY and NAKNEK Military Operations Areas (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry.
- (3) Approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
- (4) Primary Entry: Point A. Alternate Entry: Point E.
- (5) Primary Exit: Point H. Alternate Exit: Point E.
- (6) All route points are collocated with IR-903, IR-913, and VR-933.
- (7) Use CAUTION for IR-905, IR-915, VR-1905 and VR-1915 crossing at Point H.
- (8) Use CAUTION for IR-901, IR-911, VR-931 and VR-932 crossing at Point E.
- (9) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments E to F.
- (10) Use CAUTION for rapidly rising terrain from segment G to H in revelation mountain range.
- (11) On segment G to H remain clear of Lake Clark National Park approximately 12 NM Southeast of route corridor.
- (12) ATC contact: Route Primary Entry: Anchorage Center (282.35/132.75), Primary Exit: (273.45/123.9). Alternate Entry/Exit Pt E (379.9/128.5).
- (13) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (14) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

ENA, ILI, MCG, HOM, DLG

VR-935

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 95 MSL	A	BIG 033/70	N64°38.00' W143°27.00'
01 AGL B 95 MSL to	B	BIG 041/112	N64°46.00' W141°47.00'
01 AGL B 95 MSL to	C	BIG 050/112	N64°29.22' W141°35.65'
01 AGL B 95 AGL to	D	BIG 055/70	N64°13.00' W143°05.00'
01 AGL B 95 MSL to	E	BIG 076/39	N63°54.00' W144°16.00'
01 AGL B 88 MSL to	F	BIG 037/18	N64°09.00' W145°08.00'
01 AGL B 74 MSL to	G	BIG 335/28	N64°28.00' W145°45.00'
01 AGL B 74 MSL to	H	BIG 313/48	N64°44.00' W146°28.00'
01 AGL B 74 MSL to Alternate Exit D1 to EA	I	EIL 072/13	N64°39.00' W146°36.00'
01 AGL B 95 MSL to	D1	BIG 055/70	N64°13.00' W143°05.00'
01 AGL B 106 MSL to	EA	BIG 048/54	N64°17.53' W143°45.37'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - Segment E-F: 5 NM north and 0.5 NM south of centerline; All others, 5 NM either side of centerline

Special Operating Procedures:

- (1) Route transitions through YUKON 1, YUKON 3, BUFFALO and BIRCH Military Operations Areas (MOAs) and under DELTA 4 MOA during major flying exercises. Route transitions through R-2205 on segments G to I. Contact Scheduling Activity (SA) for deconfliction prior to use.
- (2) Prior scheduling with SA of R-2205 is required if entering this restricted airspace. This step is required to ensure restricted area (RA) will be cold, unless you will be performing hazardous activities which require an active RA (ie. dropping bombs). Primary exit Point I will only be scheduled when Eielson Range Control (ERC) is open or if you are working directly with the Army within R-2205; if not, utilize alternate exit points.
- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least 5 minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the special use airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When ERC is open, you are required to contact them prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call in the blind then proceed on route through the MOA (but not into active/hot RA) and continue periodic reattempts.
- (5) ERC is not a 24 hr facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area prior to entry.

VR ROUTES

- (6) When ERC closed (generally nights/weekends): confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS scheduling has not specifically scheduled the RA for you, stay clear of RA - Do not enter hot RA. If cold, RA becomes class G/E airspace. A recorded message on 125.3 indicates ERC is closed.
- (7) When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on are-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.
- (8) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (9) Primary Entry: Point A. Alternate Entry Points B, D, EA, E and F.
- (10) Primary Exit: Point I. Alternate Exit Points EA, E, F and G.
- (11) All route entry points are collocated with VR-936. Points A to D/EA are collocated with IR-917 and IR-918.
- (12) Use CAUTION for multiple MTR intersections on segments D to E, and G to I, and low altitude RNAV routes near Point G.
- (13) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. Helicopters frequently use 150'-500' cables strung below for carrying cargo.
- (14) Use CAUTION for uncharted airstrip at Healy Lake (N63-59.50 W144-42.50) on segments E to F.
- (15) Use CAUTION for Pogo Mine and Pogo Mine Airstrip north of segments F to G. Avoid mine center point (N64-27.12 W144-54.19) in Goodpaster River Valley by 3 NM and 1000' AGL (15 May - 15 Jul). Airstrip has high density rotary and fixed wing activity.
- (16) Remain clear of the native village of Healy Lake (N63-59.00 W144-45.00) by 3 NM radius or 6000' MSL on segments E to F.
- (17) Remain clear of Salcha River Area on segment G to H. Maintain at/above 5000' MSL for fighter aircraft (1-20 Sep). Maintain at/above 1000' AGL for all other aircraft (continuous).
- (18) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 Jun. Up to four 6 NM wide circles will be avoided by 2000' AGL. See local OGV FCIF for details and locations.
- (19) Contact Agencies: Route Entry : Anchorage Center (322.5/135.3); Route exit: Fairbanks Approach (381.4/126.5).
- (20) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (21) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar - 30 Sep, other times contact FAI FSS) See Alaska Supplement.

VR-936

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 74 MSL	A	EIL 072/13	N64°39.00' W146°36.00'
01 AGL B 74 MSL to	B	BIG 313/48	N64°44.00' W146°28.00'
01 AGL B 74 MSL to	C	BIG 335/28	N64°28.00' W145°45.00'
01 AGL B 74 MSL to	D	BIG 037/18	N64°09.00' W145°08.00'
01 AGL B 88 MSL to	E	BIG 076/39	N63°54.00' W144°16.00'
01 AGL B 95 MSL to	F	BIG 055/70	N64°13.00' W143°05.00'
01 AGL B 95 MSL to	G	BIG 050/112	N64°29.22' W141°35.65'
01 AGL B 95 MSL to	H	BIG 041/112	N64°46.00' W141°47.00'
01 AGL B 95 MSL to Alternate Exit Track: F1 to GA	I	BIG 033/70	N64°38.00' W143°27.00'
01 AGL B 95 MSL to	F1	BIG 055/70	N64°13.00' W143°05.00'
01 AGL B 106 MSL to	GA	BIG 048/54	N64°17.53' W143°45.37'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - Segment D-E: 5 NM north and 0.5 NM south of centerline; All others, 5 NM either side of centerline

Special Operating Procedures:

- (1) Route transitions through R-2205 on segments A to C. Route transitions under DELTA 4 MOA during Major Flying Exercises and through YUKON 1, YUKON 3, BIRCH and BUFFALO Military Operations Areas (MOAs). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Prior scheduling with SA of R-2205 is required if entering this restricted airspace. This step is required to ensure Restricted Area (RA) will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Primary entry point A will only be scheduled when Eielson Range Control (ERC) is open or if you are working directly with the Army within R-2205; if not, utilize alternate entry points.
- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When ERC is open, you are required to contact them prior to entering active RAs and/or MOAs. Radio contact with

ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.

- (5) ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- (6) When ERC is closed (generally nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA for you, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace. A recorded message on 125.3 MHz indicates ERC is closed.
- (7) When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.
- (8) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (9) Primary Entry: Point A. Alternate Entry: Points C, D, E, and GA.
- (10) Primary Exit: Point I. Alternate Exit: Points D, E, F, GA, and H.
- (11) All route points are collocated with VR-935. Points GA/F1 to I are collocated with IR-917 and IR-918.
- (12) Use CAUTION for multiple MTR intersections on segments A to C, and E to F, and low altitude RNAV routes near point C.
- (13) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. Helicopters frequently use 150'-500' cables strung below for carrying cargo.
- (14) Use CAUTION for Pogo Mine and Pogo Mine Airstrip north of segments C to D. Avoid mine center point (N64 27.12 W144 54.19) in Goodpaster River valley by 3NM and 1000' AGL (15 May-15 Jul). Airstrip has high density rotary and fixed wing activity.
- (15) Use CAUTION for uncharted airstrip at Healy Lake (N63 59.50 W144 42.50) on segments D to E.
- (16) Remain clear of Salcha River Area on segment B to C. Maintain at/above 5000' MSL for fighter aircraft (1-20 Sep). Maintain at/above 1000' AGL for all other aircraft (continuous).
- (17) Remain clear of the Native village of Healy Lake (N 63 59.00 W144 45.00) by 3 NM radius or 6000' MSL on segments D to E.
- (18) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 June. Up to four 6NM wide circles, updated every three days, will be avoided by 2,000' AGL. See local OGV FCIF for details and locations.
- (19) Contact agencies: Route Entry: Fairbanks Approach (381.4/126.5); Route exit: Anchorage Center (322.5/135.3).
- (20) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (21) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar - 30 Sep, other times contact FAI FSS) See Alaska Supplement.

VR-937

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TKA 072/89	N62°13.77' W146°55.48'
01 AGL B 110 MSL to	B	TKA 049/78	N62°45.57' W147°29.82'
01 AGL B 111 MSL to	C	TKA 047/107	N62°58.37' W146°31.83'
01 AGL B 135 MSL to	D	TKA 035/108	N63°18.82' W146°51.22'
01 AGL B 147 MSL to	E	TKA 022/96	N63°29.87' W147°46.60'
01 AGL B 147 MSL to	F	BIG 233/51	N63°47.07' W147°33.32'
01 AGL B 147 MSL to	G	BIG 239/34	N63°55.12' W146°58.65'
01 AGL B 129 MSL to	H	BIG 255/39	N64°05.00' W147°10.00'
01 AGL B 80 MSL to Alternate entry track AC to C1	I	FAI 132/35	N64°17.12' W147°24.97'
as assigned to	AC	BIG 144/69	N62°53.23' W145°09.07'
01 AGL B 110 MSL to Thence along pub- lished route	C1	TKA 047/107	N62°58.37' W146°31.83'
Alternate exit track G1 to HA			
01 AGL B 147 MSL to	G1	BIG 239/34	N63°55.12' W146°58.65'
01 AGL B 129 MSL to	HA	BIG 234/22	N63°55.13' W146°31.40'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through FOX 3, FOX 1, and EIELSON Military Operations Areas (MOAs). Primary exit point I borders R-2211 and alternate exit point HA, is within R-2202. Operations are restricted in and around active Restricted Areas (RAs) and MOAs.
- (2) Prior scheduling with Scheduling Activity (SA) of R-2211 or R-2202 is required if entering this restricted airspace. This step is required to ensure RA will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Alternate exit HA will only be

VR ROUTES

scheduled when Eielson Range Control is open or if you are working directly with the Army within R-2202. If the MOAs are scheduled by other users, the SA will require you to contact the scheduled users to coordinate altitude separation.

- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When Eielson Range Control (ERC) is open, you are required to contact ERC prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
- (5) ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- (6) When ERC is closed (generally nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA for YOU, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace - no clearance required. Eielson MOA and R-2211 are cold/inactive when ERC is closed. A recorded message on 125.3 MHz indicates ERC is closed.
- (7) R2202 is subdivided. R2202A can be hot while R2202B and C are cold. If R2202B and C are cold, alternate exit G1 to HA may be flown, but stay clear of any hot sub-sections.
- (8) This MTR must be flown in contact with ERC as stated above. When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
- (9) Pass post MTR intentions thru ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (10) Primary Entry: Point A. Alternate Entry: Points B, C, D, E, and AC.
- (11) Primary Exit: Point I. Alternate Exit: Points AC, E, F, G, H, and HA.
- (12) All route points collocated with VR-938, IR-919 and IR-921. Route has shared points with multiple MTRs at points G, H, and I.
- (13) Use CAUTION for multiple Airways, including low altitude RNAV routes, on alternate entry segment AC to C1.
- (14) Use CAUTION near point G. Route corridor overlaps with R-2202. If not cleared into R-2202, remain clear.
- (15) Use CAUTION for uncharted Newman Creek Airstrip (N63 58.60 W147 15.60) west of segment G to H. Avoid by 1 NM below 1,500' AGL.
- (16) Minimum altitude on segments A to E, including alternate entry route AC to C1, is 1000' AGL from 15 Mar - 30 Sep to comply with the Bald and Golden Eagle Protection Act.
- (17) Alternate Entry leg AC to C1 has 5,000' MSL minimum altitude 15 May to 30 Sept due to Gulkana National Wild and Scenic River area. Restriction begins 5 NM west of AC and ends 5 NM east of C1.

- (18) Remain clear of caribou hunting area by 1,000' AGL from 1 Aug - 30 Sep. Area is bounded by 5 NM either side of the line from (N62 51.00, W147 09.00) to (N62 59.00, W145 54.00) on segments B to C and AC to C1. Additionally, avoid the Delta caribou herd calving area below 2,000' AGL 15 May - 15 Jun from the halfway point between points D and E until point E.
- (19) Remain clear of Maclaren Lodge and Airstrip east of segment C to D on the Denali Highway (N63 07.00 W146 32.00) by 2 NM and 1,500' AGL.
- (20) Remain above 5,000' AGL over sheep lambing area on segments E thru G from 15 May - 15 Jun and 15 Nov - 15 Dec. Area bounded by (N64 00.00 W148 00.00) to (N63 34.00 W148 00.00) to (N63 34.00 W146 24.00) to (N63 40.00 W146 58.00) to (N63 55.00 W147 15.00) to (N63 58.45 W147 13.20) to (N64 00.00 W147 15.00) to point of beginning.
- (21) During September maintain at least 1,000' AGL on Segments within Eielson MOA and R-2202. This is a Mid-Air Collision Avoidance safety issue due to high density General Aviation flight operations during the fall hunting season.
- (22) Contact Agencies - Primary Route Entry: Anchorage Center (119.5/317.5), Primary Route Exit: Fairbanks Approach (126.5/381.4), AC Entry: Anchorage Center (119.5/317.5), HA Exit: Anchorage Center (135.3/322.5).
- (23) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (24) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

ENA, FAI, ORT, PAQ, TKA

VR-938

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local
Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FAI 132/35	N64°17.12' W147°24.97'
01 AGL B 80 MSL to	B	BIG 255/39	N64°05.00' W147°10.00'
01 AGL B 129 MSL to	C	BIG 239/34	N63°55.12' W146°58.65'
01 AGL B 147 MSL to	D	BIG 233/51	N63°47.07' W147°33.32'
01 AGL B 147 MSL to	E	TKA 022/96	N63°29.87' W147°46.60'
01 AGL B 147 MSL to	F	TKA 035/108	N63°18.82' W146°51.22'

01 AGL B 135 MSL to	G	TKA 047/107	N62°58.37' W146°31.83'
01 AGL B 111 MSL to	H	TKA 049/78	N62°45.57' W147°29.82'
01 AGL B 110 MSL to	I	TKA 072/89	N62°13.77' W146°55.48'
Alternate entry track AC to C1			
as assigned to	AC	BIG 234/22	N63°55.13' W146°31.40'
01 AGL B 129 MSL to	C1	BIG 239/34	N63°55.12' W146°58.65'
Thence along pub- lished route			
Alternate exit track G1 to HA	Al-		
01 AGL B 135 MSL to	G1	TKA 047/107	N62°58.37' W146°31.83'
01 AGL B 110 MSL to	HA	BIG 144/69	N62°53.23' W145°09.07'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through EIELSON, FOX 1 and FOX 3 Military Operations Areas (MOAs). Primary entry point A borders R-2211 and alternate entry point AC is within R-2202. Operations are restricted in and around active Restricted Areas (RAs) and MOAs.
- (2) Prior scheduling with Scheduling Activity (SA) of R-2211 or R-2202 is required if entering this restricted airspace. This step is required to ensure RA will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Alternate entry AC will only be scheduled when Eielson Range Control is open or if you are working directly with the Army within R-2202. If the MOAs are scheduled by other users, the SA will require you to contact the scheduled users to coordinate altitude separation.
- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When Eielson Range Control (ERC) is open, you are required to contact ERC prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
- (5) ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- (6) When ERC is closed (generally nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA for YOU, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace - no clearance

- required. Eielson MOA and R-2211 are cold/inactive when ERC is closed. A recorded message on 125.3 MHz indicates ERC is closed.
- (7) R2202 is subdivided. R2202A can be hot while R2202B and C are cold. If R2202B and C are cold, alternate entry AC to C1 may be flown, but stay clear of any hot sub-sections.
 - (8) This MTR must be flown in contact with ERC as stated above. When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
 - (9) Pass post MTR intentions thru ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
 - (10) Primary Entry: Point A. Alternate Entry: Points B, C, D, E, and AC.
 - (11) Primary Exit: Point I. Alternate Exit: Points E, F, G, H, and HA.
 - (12) All route points collocated with VR-937, IR-919 and IR-921. Route has shared points with multiple MTRs at points A, B, and C.
 - (13) Use CAUTION for multiple Airways, including low altitude RNAV routes, on alternate exit segment G1 to HA.
 - (14) Use CAUTION near point C. Route corridor overlaps with R-2202. If not cleared into R-2202, remain clear.
 - (15) Use CAUTION for uncharted Newman Creek Airstrip (N63 58.60 W147 15.60) west of segments B to C. Avoid by 1 NM below 1,500' AGL.
 - (16) During September maintain at least 1,000' AGL on Segments within Eielson MOA and R-2202. This is a Mid-Air Collision Avoidance safety issue due to high density General Aviation flight operations during the fall hunting season.
 - (17) Remain above 5,000' AGL over sheep lambing area on segments C thru E from 15 May - 15 Jun and 15 Nov - 15 Dec. Area bounded by (N64 00.00 W148 00.00) to (N63 34.00 W148 00.00) to (N63 34.00 W146 24.00) to (N63 40.00 W146 58.00) to (N63 55.00 W147 15.00) to (N63 58.45 W147 13.20) to (N64 00.00 W147 15.00) to point of beginning.
 - (18) Minimum altitude on segments E to I, including alternate exit route G1 to HA, is 1000' AGL from 15 Mar to 30 Sep to comply with the Bald and Golden Eagle Protection Act.
 - (19) Remain clear of Maclaren Lodge and Airstrip east of segment F to G on the Denali Highway (N63 07.00 W146 32.00) by 2 NM and 1,500' AGL.
 - (20) Remain clear of caribou hunting area by 1,000' AGL from 1 Aug - 30 Sep. Area is bounded by 5 NM either side of the line from (N62 51.00, W147 09.00) to (N62 59.00, W145 54.00) on segments G to H and G1 to HA. Additionally, avoid the Delta caribou herd calving area below 2,000' AGL 15 May - 15 Jun from point E to the halfway point between E and F.
 - (21) Alternate Exit leg G1 to HA has 5,000' MSL minimum altitude 15 May to 30 Sept due to Gulkana National Wild and Scenic River area. Restriction begins 5 NM east of G1 and ends 5 NM west of HA.
 - (22) Contact Agencies - Primary Route Entry: Fairbanks Approach (126.5/381.4), Primary Route Exit: Anchorage Center (119.5/317.5), AC Entry: Anchorage Center (135.3/322.5), HA Exit: Anchorage Center (119.5/317.5).
 - (23) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.

VR ROUTES

(24) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT, ENA, PAQ, TKA

VR-940

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BIG 144/69	N62°53.23' W145°09.07'
01 AGL B 143 MSL to	B	BIG 135/46	N63°17.35' W145°05.05'
01 AGL B 143 MSL to	C	BIG 097/59	N63°29.65' W143°48.32'
01 AGL B 143 MSL to	D	BIG 079/68	N63°44.28' W143°13.18'
01 AGL B 97 MSL to	E	BIG 055/70	N64°13.00' W143°05.00'
01 AGL B 135 MSL to	F	BIG 095/29	N63°46.30' W144°45.00'
01 AGL B 140 MSL to	G	BIG 137/26	N63°35.92' W145°22.82'
01 AGL B 154 MSL to	H	BIG 154/24	N63°36.23' W145°40.07'
01 AGL B 162 MSL to	I	BIG 210/28	N63°43.23' W146°34.24'
01 AGL B 154 MSL to Alternate exit track I1-JA	J	BIG 239/34	N63°55.12' W146°58.65'
01 AGL B 162 MSL to	I1	BIG 210/28	N63°43.23' W146°34.23'
01 AGL B 162 MSL to	JA	BIG 223/21	N63°51.55' W146°27.10'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of the route on Segments A-H, 5 NM south of route and 1 NM north of route on Segments H-J. 5 NM either side of alternate exit I1-JA if R-2202 is utilized.

Special Operating Procedures:

(1) Route transitions through PAXON, BUFFALO, YUKON 3, FOX 2, FOX 1, and EIELSON Military Operations Areas (MOAs) and through DELTA 4 MOA during Major Flying Exercises. Route transitions immediately south of R-2202 on segments H to J. Alternate exit I1 enters R-2202. Contact Scheduling Activity (SA) for MOA de-confliction prior to use.

- (2) Prior scheduling SA of R-2202 is required if entering restricted airspace. This step is required to ensure RA will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Alternate exit JA will only be scheduled when Eielson Range Control is open or if you are working directly with the Army within R-2202.
- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When Eielson Range Control (ERC) is open, you are required to contact ERC prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
- (5) ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- (6) When ERC is closed (nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA for YOU, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace - no clearance required. A recorded message on 125.3 MHz indicates ERC is closed.
- (7) R2202 is subdivided. R2202A can be hot while R2202B and C are cold. If R2202B and C are cold, alternate exit JA may be flown, but stay clear of any hot sub-sections.
- (8) This MTR must be flown in contact with ERC as stated above. When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.
- (9) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (10) Primary entry: Point A. Alternate entry: Point B, E and G.
- (11) Primary Exit: Point J. Alternate exit: Point JA (within R-2202), E and G.
- (12) All route points are collocated with VR-941, IR-922 and IR-923.
- (13) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments A to H.
- (14) Use CAUTION for IR-919, IR-921, VR-937 and VR-938 alt entry/exit crossings at Point A, J and JA; as well as IR-917, IR-918, VR-935 and VR-936 overlapping segments E to F; and IR-909, IR-939, VR-1909, and VR-1939 at Point F.
- (15) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. Helicopters frequently use 150'-500' cables strung below for carrying cargo.
- (16) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 June. Up to four 6NM wide circles will be avoided by 2,000' AGL. AGL. See local OGV FCIF for details and locations.
- (17) Minimum altitude on segments A to C is 1,000' AGL from 15 Mar to 30 Sep to comply with the Bald and Golden Eagle Protection Act.

- (18) Remain clear of sheep lambing area under entire segment B to C by 1,000' AGL from 1 May to 30 June. Area bounded by (N63 21.00, W145 05.00) to (N63 33.00, W144 05.00) to (N63 22.00, W144 05.00) to (N63 10.00, W145 05.00) to point of beginning.
- (19) Maintain 1,500' AGL minimum when within 10 NM of Point C for annual moose hunting season (approximately 1 to 20 Sep).
- (20) Remain clear of numerous cabins and fishing camps in the vicinity of Point C on the Alaska Highway.
- (21) Numerous noise sensitive areas near Alaska and Richardson Hwy VFR corridors within BUFFALO MOA on segment F to G, remain at/above 4,000' MSL, reference local PFPs draw files and IFR Enroute Low Altitude Chart L3 for exact dimensions.
- (22) Remain clear of the Native village of Healy Lake (N63 59.00, W144 45.00), 10 NM west of Point F, by 3 NM radius or 6,000 MSL continuously.
- (23) Remain clear of Lake George (N63 47.00, W144 32.00) on segment F to G by 2 NM and 1,500 AGL continuously.
- (24) Remain clear of Gulkana and Delta National Wild and Scenic River areas by 5,000' MSL from 15 May to 30 Sep. The restriction runs from point H to the mid-point of FOX 2 MOA.
- (25) Remain clear of Donnelly Creek State Recreation Site (N63 39.40, W145 53.00) on segment H to I by 1 NM radius and 2000' AGL from 15 May to 30 Sep.
- (26) Remain clear of Black Rapids Airport (N63 32.10, W145 51.65), 5NM southwest of Point H, by 3 NM radius and 1500' AGL continuously.
- (27) ATC contact: Anchorage Center primary and alternate entry: (317.5/119.5); primary and alternate exit: (322.5/135.3).
- (28) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (29) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar - 30 Sep, other times contact FAI FSS), PAQ, TKA. See Alaska Supplement.

VR-941

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local
Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BIG 239/34	N63°55.12' W146°58.65'
01 AGL B 154 MSL to	B	BIG 210/28	N63°43.23' W146°34.24'

01 AGL B 162 MSL to	C	BIG 154/24	N63°36.23' W145°40.07'
01 AGL B 154 MSL to	D	BIG 137/26	N63°35.92' W145°22.82'
01 AGL B 140 MSL to	E	BIG 095/29	N63°46.30' W144°45.00'
01 AGL B 135 MSL to	F	BIG 055/70	N64°13.00' W143°05.00'
01 AGL B 97 MSL to	G	BIG 079/68	N63°44.28' W143°13.18'
01 AGL B 143 MSL to	H	BIG 097/59	N63°29.65' W143°48.32'
01 AGL B 143 MSL to	I	BIG 135/46	N63°17.35' W145°05.05'
01 AGL B 143 MSL to	J	BIG 144/69	N62°53.23' W145°09.07'
Alternate entry track AB-B1			
as assigned to	AB	BIG 223/21	N63°51.55' W146°27.10'
01 AGL B 162 MSL to	B1	BIG 210/28	N63°43.23' W146°34.23'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM south of route and 1 NM north of route on segments A-C. 5 NM either side on route segments C-J. 5 NM either side of alternate entry AB-B1 if R-2202 is utilized.

Special Operating Procedures:

- Route transitions through EIELSON, FOX 1, FOX 2, BUFFALO, PAXON and YUKON 3 Military Operations Areas (MOAs) and through DELTA 4 MOA during Major Flying Exercises. Route transitions immediately south of R-2202 on segments A to C. Alternate entry AB to B1 enters R-2202. Contact Scheduling Activity (SA) for MOA de-confliction prior to use.
- Prior scheduling with SA of R-2202 is required if entering restricted airspace. This step is required to ensure RA will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Alternate entry AB will only be scheduled when Eielson Range Control is open or if you are working directly with the Army within R-2202.
- Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- ATC clearance into MTR is not clearance to enter active RA. When Eielson Range Control (ERC) is open, you are required to contact ERC prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
- ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- When ERC is closed (nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA

VR ROUTES

- for YOU, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace - no clearance required. A recorded message on 125.3 MHz indicates ERC is closed.
- (7) R2202 is subdivided. R2202A can be hot while R2202B and C are cold. If R2202B and C are cold, alternate entry AB to B1 may be flown, but stay clear of any hot sub-sections.
- (8) This MTR must be flown in contact with ERC as stated above. When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.
- (9) Pass post MTR intentions thru ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (10) Primary entry: Point A. Alternate entry: Point AB (within R-2202), D and F.
- (11) Primary exit: Point J. Alternate exit: D, F and I.
- (12) All route points are collocated with VR-940, IR -922 and IR-923.
- (13) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments C to J.
- (14) Use CAUTION for IR-919, IR-921, VR-937, and VR-938 crossing at points A, AB and J; as well as IR-909, IR-939, VR-1909, and VR-1939 at Point E; and IR-917, IR-918, VR-935 and VR-936 overlapping segments E to F.
- (15) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. Helicopters frequently use 150'-500' cables strung below for carrying cargo.
- (16) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 June. Up to four 6NM wide circles will be avoided by 2,000' AGL. See local OGV FCIF for details and locations.
- (17) Remain clear of Donnelly Creek State Recreation Site (N63 39.40, W145 53.00) on segment B to C by 1 NM radius and 2000' AGL from 15 May to 30 Sep.
- (18) Remain clear of Black Rapids Airport (N63 32.10, W145 51.65), 5NM southwest of Point C, by 3 NM radius and 1500' AGL continuously.
- (19) Remain clear of Gulkana and Delta National Wild and Scenic River areas by 5,000' MSL from 15 May to 30 Sep. The restriction runs from the mid-point of FOX 2 MOA to point C.
- (20) Numerous noise sensitive areas near Alaska and Richardson Hwy VFR corridors within BUFFALO MOA on segment D to E, remain at/above 4000 MSL, reference local PFPS draw files and IFR Enroute Low Altitude Chart L3 for exact dimensions.
- (21) Remain clear of Lake George (N63 47.00, W144 32.00) on segment D to E by 2 NM and 1,500 AGL continuously.
- (22) Remain clear of the Native village of Healy Lake (N63 59.00, W144 45.00), 10 NM west of Point E, by 3 NM radius or 6,000 MSL continuously.
- (23) Maintain 1,500' AGL minimum when within 10 NM of Point H for annual moose hunting season (approximately 1 to 20 Sep).
- (24) Remain clear of numerous cabins and fishing camps in the vicinity of Point H on the Alaska Highway.
- (25) Remain clear of sheep lambing area under entire segment H to I by 1,000' AGL from 1 May to 30 June. Area bounded by (N63 21.00, W145 05.00) to (N63 33.00, W144 05.00) to (N63 22.00, W144 05.00) to (N63 10.00, W145 05.00) to point of beginning.

- (26) Minimum altitude on segments C to 2 NM past D and 23 NM prior to I to J is 1000' AGL from 15 Mar to 30 Sep to comply with the Bald and Golden Eagle Protection Act. Additionally, minimum altitude on segments B to E and H to 17 NM prior to J is 10,000' MSL from 15 May to 15 Jun to avoid sheep lambing areas.
- (27) ATC contact: Anchorage Center primary and alternate entry: (322.5/135.3), primary and alternate exit: (317.5/119.5).
- (28) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (29) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar - 30 Sep, other times contact FAI FSS), PAQ, TKA. See Alaska Supplement.

VR-954

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BIG 041/112	N64°46.00' W141°47.00'
01 AGL B 170 MSL to	B	BIG 034/116	N65°00.00' W141°54.00'
01 AGL B 170 MSL to	C	FYU 106/106	N65°30.00' W141°51.00'
01 AGL B 90 MSL to	D	FYU 104/101	N65°36.00' W141°56.00'
01 AGL B 90 MSL to	E	FYU 100/73	N65°57.00' W142°42.00'
01 AGL B 90 MSL to	F	FYU 107/64	N65°55.00' W143°12.00'
01 AGL B 90 MSL to	G	FYU 126/74	N65°33.00' W143°38.00'
01 AGL B 110 MSL to	H	FYU 134/81	N65°22.00' W143°52.00'
01 AGL B 110 MSL to	I	BIG 010/66	N64°55.00' W144°20.00'
01 AGL B 110 MSL to	J	BIG 009/63	N64°53.00' W144°25.00'
01 AGL B 110 MSL to	K	BIG 004/39	N64°35.00' W145°02.00'
01 AGL B 110 MSL to	L	BIG 352/33	N64°32.00' W145°23.00'
01 AGL B 110 MSL to	M	EIL 059/14	N64°42.00' W146°34.00'

01 AGL B 110 MSL to	N	EIL 033/13	N64°47.00' W146°42.00'
01 AGL B 110 MSL to	O	EIL 017/17	N64°53.00' W146°42.00'
01 AGL B 110 MSL to	P	FYU 176/80	N65°18.00' W146°09.00'
01 AGL B 110 MSL to Alternate RACETRACK in R-2205:	Q	FYU 173/79	N65°18.00' W146°00.00'
01 AGL B 110 MSL to	N	EIL 033/13	N64°47.00' W146°42.00'
01 AGL B 170 MSL to	AO	FYU 175/102	N64°56.00' W146°20.00'
01 AGL B 170 MSL to	AP	BIG 355/48	N64°46.00' W145°08.00'
01 AGL B 170 MSL to	L1	BIG 352/33	N64°32.00' W145°23.00'
01 AGL B 110 MSL to	M1	EIL 059/14	N64°42.00' W146°34.00'
01 AGL B 110 MSL to	N1	EIL 033/13	N64°47.00' W146°42.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through YUKON 3 HIGH/3A LOW, YUKON 4, YUKON 2, and YUKON 1 Military Operations Areas (MOA). Route transitions through RESTRICTED AREA 2205 on multiple segments. Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Prior scheduling with SA of R-2205 is required if entering this restricted airspace. This step is required to ensure Restricted Area (RA) will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Primary route segments L through N will only be scheduled when Eielson Range Control (ERC) is open or if you are working directly with the Army within R-2205; if not, utilize alternate entry/exit points.
- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When ERC is open, you are required to contact them prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
- (5) ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- (6) When ERC is closed (generally nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled

the RA for you, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace. A recorded message on 125.3 MHz indicates ERC is closed.

- (7) When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.
- (8) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (9) Primary entry: Point A. Alternate entry: Points D, F, J, K and L. Alternate R-2205 Racetrack entry at Point N1. In the event an aircrew would like to fly the racetrack, advise ATC of intent to do so, including number of circuits, prior to entering the route.
- (10) Primary exit: Point Q. Alternate exit: Points F, J, K, N, O and P. Alternate R-2205 Racetrack Exit: Points N1, AO, AP, L1 and M1.
- (11) All route points (excluding R-2205 Racetrack pattern) are collocated with IR-952, IR-953, and VR-955.
- (12) Use CAUTION for multiple Airways, including low altitude RNAV routes, on terminal segments of the route from L to Q, including multiple crossing points on the alternate R-2205 Racetrack pattern. Additionally, multiple MTR crossings at point A and points L to N within R-2205.
- (13) Use CAUTION for Pogo Mine and Pogo Mine Airstrip adjacent to route at Points K and L. Avoid mine center point (N64 27.12 W144 54.19) in Goodpaster River valley by 3NM and 1000' AGL (15 May-15 Jul). Airstrip has high density air activity with helicopters (150'-500' cable long-lines) and fixed wing activity.
- (14) Use CAUTION: After weapons release in R-2205, start an immediate turn away from Eielson AFB to preclude flying into Fairbanks Approach Control's Airspace.
- (15) Use CAUTION: Ft. Wainwright AAF Class E airspace less than 1 NM outside the route, Segment M to O. Eielson AFB Class D and E airspace 2 NM outside the route, Segment N to O.
- (16) Routine/daily training sorties: remain at/above 2000' AGL and 2NM either side of Yukon, Charley, and Kandik River centerlines to avoid Peregrine Falcon Corridor (15 Apr- 15 Sep). Segments B to D and F to H.
- (17) Major Flying Exercise (Red Flag, Northern Edge, etc.) sorties: remain at/above 2000' AGL and 2NM either side of Yukon river and at/above 5000' MSL and 2NM either side of Charley and Kandik River centerlines to avoid Peregrine Falcon Corridor (15 Apr- 15 Sep). Segments B to D and F to H.
- (18) Remain clear of Salcha River Area 3, on segments K to M, by 2NM either side of Salcha River in the vicinity of Salcha Split VFR waypoint. 1-20 Sep, maintain at/above 5000' MSL for fighter aircraft and at/above 1000' AGL for all other aircraft.
- (19) Remain clear of Salcha River Area 2 on segment L to M. Maintain at/above 5000' MSL for fighter aircraft (1-20 Sep). Maintain at/above 1000' AGL for all other aircraft (continuous).
- (20) Remain clear of Chena River State Recreation Site at/above 1,500' AGL, (1 May-30 Sep), segments M to P.
- (21) Remain clear of Pleasant Valley Subdivision west of segment N to O at 6,000' MSL. Flight above 6000' MSL is restricted to non-maneuvering, non-afterburning, navigational flight only.
- (22) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 June. Up to four 6NM wide circles, updated every three days, will be avoided by 2,000' AGL. See local OGV FCIF for details and locations.

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- (23) ATC contact: Anchorage Center. Primary entry/exit at points A, D and F: (284.7/135.0); backup (225.4/132.7). Primary entry/exit at points J through Q including racetrack: (319.2/120.9); backup (285.4/133.1).
- (24) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (25) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar - 30 Sep, other times contact FAI FSS) See Alaska Supplement.

VR-955

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FYU 173/79	N65°18.00' W146°00.00'
01 AGL B 110 MSL to	B	FYU 176/80	N65°18.00' W146°09.00'
01 AGL B 110 MSL to	C	EIL 017/17	N64°53.00' W146°42.00'
01 AGL B 110 MSL to	D	EIL 033/13	N64°47.00' W146°42.00'
01 AGL B 110 MSL to	E	EIL 059/14	N64°42.00' W146°34.00'
01 AGL B 110 MSL to	F	BIG 352/33	N64°32.00' W145°23.00'
01 AGL B 110 MSL to	G	BIG 004/39	N64°35.00' W145°02.00'
01 AGL B 110 MSL to	H	BIG 009/63	N64°53.00' W144°25.00'
01 AGL B 110 MSL to	I	BIG 010/66	N64°55.00' W144°20.00'
01 AGL B 110 MSL to	J	FYU 134/81	N65°22.00' W143°52.00'
01 AGL B 110 MSL to	K	FYU 126/74	N65°33.00' W143°38.00'
01 AGL B 90 MSL to	L	FYU 107/64	N65°55.00' W143°12.00'
01 AGL B 90 MSL to	M	FYU 100/73	N65°57.00' W142°42.00'
01 AGL B 90 MSL to	N	FYU 104/101	N65°36.00' W141°56.00'
01 AGL B 90 MSL to	O	FYU 106/106	N65°30.00' W141°51.00'

01 AGL B 170 MSL to	P	BIG 034/116	N65°00.00' W141°54.00'
01 AGL B 170 MSL to	Q	BIG 041/112	N64°46.00' W141°47.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- Route transitions through YUKON 2, YUKON 1, YUKON 4, and YUKON 3 HIGH/3A LOW Military Operations Areas (MOA). Route transitions through RESTRICTED AREA 2205 on multiple segments. Contact Scheduling Activity (SA) for de-confliction prior to use.
- Prior scheduling with SA of R-2205 is required if entering this restricted airspace. This step is required to ensure Restricted Area (RA) will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Primary route segments D through F will only be scheduled when Eielson Range Control (ERC) is open or if you are working directly with the Army within R-2205; if not, utilize alternate entry/exit points.
- Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- ATC clearance into MTR is not clearance to enter active RA. When ERC is open, you are required to contact them prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
- ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- When ERC is closed (generally nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA for you, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace. A recorded message on 125.3 MHz indicates ERC is closed.
- When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.
- Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- Primary entry: Point A. Alternate entry: Points C, E, F, H and L.
- Primary exit: Point Q. Alternate exit: Points E, F, H, L, and N.
- All route points (excluding R-2205 Racetrack pattern) are collocated with IR-952, IR-953, and VR-954.
- Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments E to F. Additionally, multiple MTR crossings between points D to F within R-2205 and point Q.

- (13) Use CAUTION for Pogo Mine and Pogo Mine Airstrip adjacent to route at Points F and G. Avoid mine center point (N64 27.12 W144 54.19) in Goodpaster River valley by 3NM and 1000' AGL (15 May-15 Jul). Airstrip has high density air activity with helicopters (150'-500' cable long-lines) and fixed wing activity.
- (14) Use CAUTION: After weapons release in R-2205, start an immediate turn away from Eielson AFB to preclude flying into Fairbanks Approach Control's Airspace.
- (15) Use CAUTION: Ft. Wainwright AAF Class E airspace less than 1 NM outside the route, Segment C to E. Eielson AFB Class D and E airspace 2 NM outside the route, Segment D to E.
- (16) Remain clear of Chena River State Recreation Site at/above 1,500'AGL, (1 May-30 Sep), segments B to E.
- (17) Remain clear of Pleasant Valley Subdivision west of segments C to D at 6,000' MSL. Flight above 6000' MSL is restricted to non-maneuvering, non-afterburning, navigational flight only.
- (18) Remain clear of Salcha River Area 2 on segment E to F. Maintain at/above 5000' MSL for fighter aircraft (1-20 Sep). Maintain at/above 1000'AGL for all other aircraft (continuous).
- (19) Remain clear of Salcha River Area 3, on segments E to G, by 2NM either side of Salcha River in the vicinity of Salcha Split VFR waypoint. 1-20 Sep, maintain at/above 5000' MSL for fighter aircraft and at/above 1000'AGL for all other aircraft.
- (20) Routine/daily training sorties: remain at/above 2000' AGL and 2NM either side of Yukon, Charley, and Kandik River centerlines to avoid Peregrine Falcon Corridor (15 Apr- 15 Sep). Segments J to L and N to P.
- (21) Major Flying Exercise (Red Flag, Northern Edge, etc.) sorties: remain at/above 2000' AGL and 2NM either side of Yukon river and at/above 5000' MSL and 2NM either side of Charley and Kandik River centerlines to avoid Peregrine Falcon Corridor (15 Apr- 15 Sep). Segments J to L and N to P.
- (22) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 June. Up to four 6NM wide circles, updated every three days, will be avoided by 2,000' AGL. See local OGV FCIF for details and locations.
- (23) ATC contact: Anchorage Center. Primary entry/exit at points A through H: (319.2/120.9); backup (285.4/133.1). Primary entry/exit at points L through Q: (284.7/135.0); backup (225.4/132.7).
- (24) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (25) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar - 30 Sep, other times contact FAI FSS) See Alaska Supplement.

VR-1001

ORIGINATING ACTIVITY: FACS FACJAX, P.O. Box 40, NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	AMG 097/25	N31°29.00' W82°01.00'
02 AGL B 15 AGL to	B	AYS 277/15	N31°18.00' W82°51.00'
02 AGL B 15 AGL to	C	AYS 294/29	N31°28.00' W83°04.00'
02 AGL B 15 AGL to	D	AMG 301/28	N31°47.00' W82°59.00'
02 AGL B 15 AGL to	E	VNA 225/31	N31°51.00' W83°56.00'
02 AGL B 15 AGL to	F	PZD 254/14	N31°35.00' W84°33.00'
02 AGL B 15 AGL to	G	PZD 203/29	N31°12.00' W84°30.00'
02 AGL B 15 AGL to	H	SZW 007/20	N30°53.00' W84°19.00'
02 AGL B 15 AGL to	I	GEF 216/10	N30°25.00' W83°54.00'
02 AGL B 15 AGL to	J	GEF 108/33	N30°22.00' W83°11.00'
02 AGL B 15 AGL to	K	TAY 091/23	N30°31.00' W82°06.00'
NOTE: FOLLOWING SEGMENTS USE LIMITED TO DESIGNATED SPECIAL EXERCISES ONLY.			
02 AGL B 15 AGL to	K1	TAY 091/23	N30°31.00' W82°06.00'
02 AGL B 15 AGL to	L	SSI 255/16	N30°58.00' W81°44.00'
02 AGL B 08 MSL to	M	SSI 318/21	N31°17.50' W81°44.00'

ROUTE WIDTH - 2 NM either side of centerline from A to H; 5 NM either side of centerline from H to J; 2 NM either side of centerline from J to M.

Special Operating Procedures:

- (1) Alternate Entry: Points B, C, D and J.
- (2) Alternate Exit: Point J.
- (3) Cross Point B, (Pearson, GA.) at 1000' AGL; maintain 1000' AGL until 5 NM past Pearson; noise sensitive area.
- (4) Between Points D-E, do not overfly the town of Arabi, GA. at N31-50.0 W83-45.0; noise sensitive area.
- (5) Between Points E-F, do not overfly the towns of Warwick, GA. at N31-51.0 W83-54.0 and Leesburg, GA. at N31-44.0 W84-10.0; noise sensitive areas. avoid overflight of horse ranch at N31-39.0 W84-17.0.
- (6) 5 NM past Point E, uncharted 500' MSL tower at N31-48.5 W84-02.0.
- (7) Between Points F-G, minimum altitude 500' AGL from May 1-Oct 31 annually, intensive agricultural spraying being conducted. Remain well clear of Morgan, GA at N31-32.0 W84-36.0; noise sensitive area.
- (8) 1 NM West of Point H, uncharted 1250' MSL tower at N30-53.0 W84-20.5.
- (9) Between Point H-I, from N30-40.0 W84-09.0 to N30-30.0 W83-58.0, minimum altitude 500' AGL. Remain on or left of centerline, noise sensitive areas.

VR ROUTES

- (10) Between Points I-J, do not overfly the town of Lamont, FL at N30-23.0 W83-49.0; noise sensitive area.
- (11) Between Points J-K, avoid overflight of chicken farm at N30-24.0 W82-58.0 and horse ranch at N30-22.3 W83-03.3; noise sensitive areas.
- (12) 2 NM West of Point K, uncharted 400' MSL tower.
- (13) Point K, do not overfly the town of St. George, GA. at N30-31.5 W82-02.0; noise sensitive area.

FSS Within 100 NM Radius:

ANB, GNV, MCN, PIE

VR-1002

ORIGINATING ACTIVITY: FACS FACJAX, NAS

Jacksonville, FL 32212 DSN 942-2004/2005,
C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	AYS 131/33	N30°54.50' W82°04.50'
02 AGL B 15 AGL to	B	TAY 091/23	N30°31.00' W82°06.00'
02 AGL B 15 AGL to	C	TAY 146/20	N30°14.00' W82°19.00'
02 AGL B 15 AGL to	D	TAY 165/23	N30°08.00' W82°25.00'
02 AGL B 15 AGL to	E	CTY 012/24	N30°00.00' W82°58.00'
02 AGL B 15 AGL to	F	CTY 176/22	N29°14.00' W83°00.10'
02 AGL B 15 AGL to	G	CTY 290/29	N29°45.00' W83°35.00'
02 AGL B 15 AGL to	H	SZW 169/30	N30°03.50' W84°17.00'
15 AGL to	I	GEF 216/10	N30°25.00' W83°54.00'
02 AGL B 15 AGL to	J	GEF 108/33	N30°22.00' W83°11.00'
02 AGL B 15 AGL to	K	AYS 226/25	N30°59.00' W82°54.00'
02 AGL B 15 AGL to	L	AYS 282/35	N31°23.00' W83°13.00'
02 AGL B 15 AGL to	M	AMG 301/28	N31°47.00' W82°59.00'
02 AGL B 15 AGL to	N	AMG 320/15	N31°44.00' W82°42.00'
02 AGL B 15 AGL to	O	AMG 049/29	N31°51.00' W82°05.00'
02 AGL B 15 AGL to	P	AMG 065/38	N31°48.00' W81°50.00'

ROUTE WIDTH - 2 NM either side of centerline from A to F;
5 NM either side of centerline from F to K; 2 NM either side of
centerline from K to P.

Special Operating Procedures:

- (1) Alternate Entry: Points C, G, J and K.
- (2) Alternate Exit: Points H, K and O.
- (3) Point B, do not overfly the town of St. George, GA. at N30-31.5 W82-02.0: Noise Sensitive Area.
- (4) Between Points B-C, do not overfly Cuyler Field at N30-22.0 W82-13.5.
- (5) Between Points D-E, do not overfly the town of Columbia, FL at N30-04.1 W82-41.5: Noise Sensitive Area.
- (6) Point E, maintain centerline or north of centerline until past Point E. Do not cut the corner. This will avoid overflight of Flint's Flying Ranch and the town of Branford.
- (7) Between Points E-F, remain west of the Suwannee River until South of N29-30.0. Do not use River as flight path. Do not overfly the town of Old Town, FL at N29-36.0 W82-59.0: Noise Sensitive Area. Minimum altitude 1000' AGL. Intensive Helo logging operations being conducted in the vicinity. Helos operating daily with 400' cable between Old Town and logging area at N29-27.0 W83-01.0.
- (8) Point F, do not overfly Cedar Key, Noise Sensitive Area.
- (9) Start climb so as to cross Point H at 1500' AGL, maintain 1500' AGL until Point I-National Wildlife Refuge.
- (10) Between Points I-J, do not overfly the town of Lamont, FL at N32-23.0 W83-49.0; Noise Sensitive Area.
- (11) Segments J-M traverse Moody Two MOA. Aircraft are required to contact Valdosta Approach Control on 285.6 prior to passing J.
- (12) Between Points J-K, do not overfly the towns of Jennings, FL at N30-36.0 W83-05.5 and Statenville, GA at N30-42.5 W83-01.5; Noise Sensitive Areas.
- (13) Between Points J-K, use caution. Uncharted airfield located at N30-31.0 W83-03.5.
- (14) Route terminates in R-3007. Units not scheduled at Townsend Target exit at Point O.
- (15) Exercise extreme caution U.S. Fish and Wildlife Heliport located at N30-44.5 W82-07.1. Probable VFR helicopter traffic between segments A and B.

FSS Within 100 NM Radius:

GNV, MCN, PIE

VR-1003

ORIGINATING ACTIVITY: FACS FACJAX, NAS

Jacksonville, FL 32212 DSN 942-2004/2005,
C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	SAV 173/19	N31°50.00' W81°07.00'
02 AGL B 15 AGL to	B	SSI 352/33	N31°35.00' W81°35.00'
02 AGL B 15 AGL to	C	SSI 333/29	N31°28.00' W81°44.00'
02 AGL B 15 AGL to	D	AYS 103/22	N31°11.00' W82°08.00'
02 AGL B 15 AGL to	E	AYS 131/33	N30°54.50' W82°04.50'

02 AGL B 15 AGL to	F	TAY 091/23	N30°31.00' W82°06.00'
02 AGL B 15 AGL to	G	TAY 165/23	N30°08.00' W82°25.00'
02 AGL B 15 AGL to	H	CTY 012/24	N30°00.00' W82°58.00'
02 AGL B 15 AGL to	I	CTY 176/22	N29°14.00' W83°00.10'
02 AGL B 15 AGL to	J	CTY 290/29	N29°45.00' W83°35.00'
02 AGL B 15 AGL to	K	GEF 108/33	N30°22.00' W83°11.00'
02 AGL B 15 AGL to	L	AYS 226/25	N30°59.00' W82°54.00'
02 AGL B 15 AGL to	M	AYS 282/35	N31°23.00' W83°13.00'
02 AGL B 15 AGL to	N	AMG 320/15	N31°44.00' W82°42.00'
02 AGL B 15 AGL to	O	AMG 049/29	N31°51.00' W82°05.00'
02 AGL B 15 AGL to	P	AMG 079/15	N31°35.00' W82°13.00'
02 AGL B 15 AGL to	Q	AYS 103/22	N31°11.00' W82°08.00'
02 AGL B 15 AGL to	R	AYS 131/33	N30°54.50' W82°04.50'

ROUTE WIDTH - 5 NM either side of centerline from A to C; 2 NM either side of centerline from C to I; 5 NM either side of centerline from I to J; 2 NM either side of centerline from J to K; 5 NM either side of centerline from K to L; 2 NM either side of centerline from L to R.

Special Operating Procedures:

- (1) Alternate Entry: Points B, C, D, E, F, G, J, K and L.
- (2) Alternate Exit: Points B, J, K, L and O.
- (3) Vicinity of Point A, do not overfly Wassaw National Wildlife Refuge.
- (4) Segments A-B use conjunction with Townsend Target, units not scheduled on Townsend Target enter at C.
- (5) Between Points A-B, use caution. Aircraft departing Townsend Airport have low visibility due to tree line.
- (6) Between Points C-D, uncharted airport at N31 12.8 W82-06.8.
- (7) Point F, do not overfly town of St. George, GA. at N30-31.5 W82-02.0; Noise Sensitive Area.
- (8) Between Points F-G, do not overfly Cuyler Field at N30-22.0 W82-13.5.
- (9) Between Points G-H, do not overfly the town of Columbia, FL at N30-04.2 W82-41.8.
- (10) Point H, maintain centerline or north of centerline until past Point H. Do not cut the corner. This will avoid overflight of Flint's Flying Ranch and town of Branford.
- (11) Between Points H-I, remain west of the Suwannee River until south of N29-30.0, do not use river as flight path. Do not overfly the town of Old Town, FL at N29-36.0 W82-59.0; Noise Sensitive Area. Minimum altitude 1000' AGL. Intensive Helicopter logging operations being conducted in the vicinity. Helicopters operating daily with 400' cable between Old Town, FL and logging area at N29-27.0 W83-01.0.
- (12) Point I, do not overfly Cedar Key; Noise Sensitive Area, Wildlife Refuge.

- (13) Between Points J-K, avoid the town of Dowling Park at N30-14.5 W83-14.5 by remaining west of the Suwannee River until north of N30-15.0.
- (14) Between Points K-L, use caution, uncharted airfield at N30-31.0 W83-03.5. Do not overfly the towns of Jennings, FL at N30-36.0 W83-05.5 and Stateville, GA. at N30-42.5 W83-01.5; Noise Sensitive Areas.
- (15) Segments K-N traverse Moody Two MOA. Aircraft are required to contact Valdosta Approach Control on 285.6 prior to passing K.
- (16) Exercise extreme caution U.S. Fish and Wildlife Heliport located at N30-44.5 W82-07.1. Probable VFR helicopter traffic between segments E and F.

FSS Within 100 NM Radius:

GNV, MCN, PIE

VR-1004

ORIGINATING ACTIVITY: FACS FACJAX, P.O. Box 40, NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SSI 255/16	N30°58.00' W81°44.00'
02 AGL B 15 AGL to	B	AYS 183/10	N31°06.00' W82°34.00'
02 AGL B 15 AGL to	C	AYS 282/35	N31°23.00' W83°13.00'
02 AGL B 15 AGL to	D	AMG 301/28	N31°47.00' W82°59.00'
02 AGL B 15 AGL to	E	VNA 088/27	N32°13.00' W82°58.00'
05 AGL B 15 AGL to	F		N32°54.00' W83°17.00'
02 AGL B 15 AGL to	G		N33°19.00' W83°51.00'
02 AGL B 15 AGL to	H		N33°27.00' W83°39.00'
02 AGL B 15 AGL to	I	AHN 167/38	N33°20.00' W83°09.00'
02 AGL B 15 AGL to	J	IRQ 213/46	N33°02.00' W82°36.00'
02 AGL B 15 AGL to	K	VNA 073/44	N32°25.00' W82°40.00'
02 AGL B 15 AGL to	L	AMG 320/28	N31°54.00' W82°52.00'
02 AGL B 15 AGL to	M	AMG 318/15	N31°43.00' W82°42.00'
02 AGL B 15 AGL to	N	AMG 049/29	N31°51.00' W82°05.00'
NOTE: FOLLOWING SEGMENTS USE LIMITED TO DESIGNATED SPECIAL EXERCISES ONLY.			

VR ROUTES

02 AGL B 15 AGL to	O	SAV 244/38	N31°48.00' W81°50.00'
02 AGL B 15 AGL to	J1	IRQ 213/46	N33°02.00' W82°36.00'
02 AGL B 15 AGL to	KA	DBN 072/38	N32°49.00' W82°07.98'
02 AGL B 15 AGL to	LA	SAV 279/30	N32°10.02' W81°47.48'

ROUTE WIDTH - 5 NM either side of centerline from A to N; 2 NM either side of centerline from N to O; 2 NM either side of centerline from KA to LA.

Special Operating Procedures:

- (1) Alternate Entry: Points D, F, I, J and K.
- (2) Alternate Exit: Points J, I, M and N.
- (3) Between Points B-C, avoid Pearson, GA at N31-18.0 W82-51.0 by 1 NM; Noise Sensitive Area.
- (4) Segments B-D traverse Moody Two MOA. Aircraft are required to contact Valdosta Approach Control on 285.6 prior to passing B.
- (5) Between Points E-F, do not overfly the towns of Dexter at N32-26.0 W83-03.5 and Montrose, GA at N32-34.0 W83-09.0; Noise Sensitive Areas.
- (6) Fly E of cntrln btn pt F-G due to hvy helicopter act in the vcnty of Piedmont natl wildlife refuge.
- (7) Aerobatic flt act btn pt G-H in the vcnty of Monticello sky ranch. N33-19.5 W83-43.3 1500'-3500'.
- (8) Between Points H-I, do not overfly farm at N33-25.0 W83-16.0; Noise Sensitive Area.
- (9) Alternate exit Point J authorized with scheduled use of Bulldog A MOA.
- (10) Route terminates in R-3007, units not scheduled to Townsend Target, exit at N.

FSS Within 100 NM Radius:

ANB, AND, GNV, MCN

VR-1005

ORIGINATING ACTIVITY: FACSFACJAX, P.O. Box 40, NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	EUF 166/20	N31°37.00' W85°03.00'
05 AGL B 15 AGL to	B	PZD 246/17	N31°32.00' W84°35.00'
02 AGL B 15 AGL to	C	SZW 007/20	N30°53.00' W84°19.00'
02 AGL B 15 AGL to	D	GEF 216/10	N30°25.00' W83°54.00'
02 AGL B 15 AGL to	E	CTY 258/41	N29°26.00' W83°49.00'
02 AGL B 15 AGL to	F	CTY 201/19	N29°18.00' W83°10.00'

02 AGL B 15 AGL to	G	CTY 136/17	N29°24.00' W82°49.00'
05 AGL B 15 AGL to	H	GNV 219/16	N29°28.00' W82°27.00'
10 AGL B 15 AGL to	I	OCF 023/17	N29°26.00' W82°06.30'
02 AGL B 15 AGL to	J	OMN 251/34	N29°07.00' W81°43.00'

ROUTE WIDTH - 5 NM either side of centerline from A to B; 2 NM either side of centerline from B to C; 5 NM either side of centerline from C to H; 2 NM either side of centerline from H to J.

Special Operating Procedures:

- (1) Alternate Entry: Points D, E, and F.
- (2) Alternate Exit: Points H and I.
- (3) Between Points A-B multiple uncharted towers to 600' MSL. Remain well clear of Morgan, GA at N31-32.0 W84-36.0; Noise Sensitive Area.
- (4) Between Points B-C, uncharted 400' MSL tower at N31-13.0 W84-27.0.
- (5) Between Points C-D, uncharted 800' MSL tower at N30-42.0 W84-14.0.
- (6) Between Points C-D, from N30-40.0 W84-09.0 to N30-30.0 W83-58.0; minimum altitude 500' AGL. Remain on or left of centerline, Noise Sensitive Areas.
- (7) Between Points D-E do not overfly town of Lamont, FL at N30-23.0 W83-49.0; Noise Sensitive Area. Do not overfly mining area at N30-10.5 W83-55.0.
- (8) Between Points F-G remain well south of Noise Sensitive Area centered at N29-22.0 W82-53.0.
- (9) Between Points G-H minimum altitude is 500' AGL; Noise Sensitive Area. Remain well south of centerline, but do not overfly the towns of Otter Creek and Williston, FL. Avoid horse ranch at N29-26.5 W82-38.0 and houses at N29-25.5 W82-54.5; Noise Sensitive Areas.
- (10) 4 NM west of Point G uncharted 600' MSL tower at N29-25.5 W82-53.0.
- (11) Between Points H-I minimum altitude is 1000' AGL; Noise Sensitive Area.
- (12) Between Points I-J do not overfly the towns of Citra, FL at N29-25.0 W82-07.0 and Fort McCoy, FL at N29-21.5 W81-58.0; Noise Sensitive Areas. Do not descend below 500' AGL until south of N29-21.0.
- (13) 4 NM northwest of Point J uncharted 380' MSL tower N29-10.0 W81-45.0.
- (14) Route terminates at R-2910, check Pinecastle Target schedule prior to use.

FSS Within 100 NM Radius:

ANB, GNV, MCN, PIE

VR-1006

ORIGINATING ACTIVITY: FACSFACJAX, NAS Jacksonville, FL 32212 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TAY 119/39	N30°13.00' W81°53.00'
02 AGL B 15 AGL to	B	CTY 012/24	N30°00.00' W82°58.00'
02 AGL B 15 AGL to	C	CTY 176/22	N29°14.00' W83°00.50'
02 AGL B 15 AGL to	D	CTY 216/43	N29°00.00' W83°30.00'
02 AGL B 15 AGL to	E	RSW 300/50	N26°55.00' W82°36.00'
10 AGL B 15 AGL to	F	RSW 296/28	N26°43.00' W82°15.00'
10 AGL B 15 AGL to	G	LBV 082/10	N26°51.00' W81°12.00'
05 AGL B 15 AGL to	H	PHK 336/21	N27°06.00' W80°51.00'
05 AGL B 15 AGL to	I	PHK 350/24	N27°11.00' W80°46.00'
05 AGL B 15 AGL to	J	TRV 293/15	N27°45.00' W80°46.00'
10 AGL B 15 AGL to	K	ORL 171/29	N28°04.00' W81°15.00'
10 AGL B 15 AGL to	L	ORL 246/33	N28°19.00' W81°54.00'
10 AGL B 15 AGL to	M	OCF 181/35	N28°36.00' W82°14.00'
10 AGL B 15 AGL to	N	OCF 245/23	N29°01.00' W82°37.00'
10 AGL B 15 AGL to	O	CTY 167/23	N29°14.00' W82°56.00'
10 AGL B 15 AGL to	P	CTY 284/20	N29°40.00' W83°25.00'
10 AGL B 15 AGL to	Q	CTY 029/13	N29°48.00' W82°56.00'
10 AGL B 15 AGL to	R	GNV 334/17	N29°56.00' W82°26.00'
05 AGL B 15 AGL to	S	GNV 060/10	N29°47.00' W82°07.00'
05 AGL B 15 AGL to	T	GNV 086/24	N29°45.00' W81°49.00'

ROUTE WIDTH - 2 NM either side of centerline from A to F;
1 NM either side of centerline from F to G; 2 NM either side of centerline from G to L; 1 NM either side of centerline from L to N; 2 NM either side of centerline from N to T.

Special Operating Procedures:

- (1) Point A is useable for units departing from Cecil only.
- (2) Alternate Entry: Points B, E, F, G, K and O.
- (3) Alternate Exit: Points J, N, Q, R and S.
- (4) Between Points A-B, do not overfly the town of Columbia, FL at N30-04.0 W82-41.5; Noise Sensitive Area.
- (5) Point B, maintain centerline or north of centerline until past Point B. Do not cut the corner. This will avoid overflight of Flint's Flying Ranch and the town of Branford.
- (6) Between Points B-C, remain west of the Suwannee River until south of N29-30.0. Do not use River as flight path. Do not overfly the town of Old Town, FL at N29-36.0 W82-59.0; Noise Sensitive Area. Minimum, altitude 1000' AGL.

- Intensive Helicopter logging operations daily with 400' cable between Old Town and logging area at N29-27.0 W83-01.0.
- (7) Point C, do not overfly Cedar Key or Cedar Key National Wildlife Refuge.
 - (8) Between Points F-G, minimum altitude 1000' AGL north of Fort Meyers; Sensitive Area.
 - (9) Between Points H-J, minimum altitude 500' AGL.
 - (10) Caution: IR-46 crosses the route between Points K-L and runs parallel in the opposite direction crossing the route again between points L-N, contact 347 Rescue Det 1/ROA MacDill AFB DSN 968-4642, C813-828-4642 to deconflict. Minimum between Points K-S 1000' AGL.
 - (11) Between Points K-L, avoid overflight of Poinciana housing area at N28-08.5 W81-26.5. Do not overfly Deer Creek Resort at N28-13.0 W81-40.0; Noise Sensitive Area.
 - (12) Between Points M-N, there is an uncharted unlit 300' tower at N28-52.1 W82-26.3.
 - (13) Near Point N, do not overfly the towns of Inglis at N29-02.0 W82-40.5 or Yankeetown at N29-02.0 W82-43.0, Point N and housing area 1.5 NM SE of dam.
 - (14) SS-SR remain right of centerline, SR-SS remain left of centerline. Avoid overflight of housing area at N29-53.0 W82-36.0 south of O'Leno State park; Noise Sensitive Area.
 - (15) Area near Point S, Waldo, FL is A Noise Sensitive Area. The school located 1 block west of Hwy 301 and 2 blocks north of Hwy 24 is especially critical. Avoid Waldo by 1 NM.
 - (16) Point S, Santa Fe Lake area, Noise Sensitive Area. Minimum altitude 500' AGL.
 - (17) Route terminates at R-2938, check Stevens Lake Target schedule prior to use. Ensure target is activated prior to entry by Contacting JAX APP on 379.9, 319.9 or 120.75.

FSS Within 100 NM Radius:

GNV, MIA, PIE

VR-1007

ORIGINATING ACTIVITY: FACS/FACJAX, P.O. Box 40, NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TAY 119/39	N30°13.00' W81°53.00'
10 AGL B 15 AGL to	B	OMN 345/25	N29°42.00' W81°14.00'
02 AGL B 10 AGL to	C	OMN 105/31	N29°10.00' W80°32.00'
02 AGL B 10 AGL to	D	ORL 050/40	N28°58.50' W80°45.00'
05 AGL B 15 AGL to	E	ORL 057/19	N28°43.00' W81°02.00'
05 AGL B 15 AGL to	F	ORL 092/17	N28°32.00' W81°01.00'
02 AGL B 15 AGL to	G	ORL 172/28	N28°05.00' W81°16.00'

VR ROUTES

ROUTE WIDTH - 2 NM either side of centerline from A to E; 5 NM either side of centerline from E to F; 2 NM either side of centerline from F to G.

Special Operating Procedures:

- (1) Alternate Entry: Points B and C.
- (2) Alternate Exit: Points C and E.
- (3) Point A is useable for units departing Cecil only.
- (4) Between Points A-B, expedite reaching 1500' AGL, Noise Sensitive Areas junction of St. Johns River and Black Creek.
- (5) South of Point B, do not overfly Marineland at N29-40.0 W81-12.4; Noise Sensitive Area.
- (6) Between Points D-F, minimum altitude 500' AGL for flights of two aircraft, 1000' AGL for flights of more than two aircraft; Noise Sensitive Area.
- (7) Point F, do not overfly Christmas, FL; Noise Sensitive Area.
- (8) Between Points F-G, uncharted 300' MSL tower at N28-22.5 W81-03.0. Avoid overflight of housing area at N28-15.0 W81-10.5; Noise Sensitive Area.

FSS Within 100 NM Radius:

GNV, PIE

VR-1008

ORIGINATING ACTIVITY: FACSFCJAX, P.O. Box 40, NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TAY 146/20	N30°14.00' W82°19.00'
05 AGL B 15 AGL to	B	GNV 060/10	N29°47.00' W82°07.00'
05 AGL B 15 AGL to	C	GNV 143/11	N29°33.00' W82°08.00'
05 AGL B 15 AGL to	D	OCF 039/15	N29°22.00' W82°03.00'
02 AGL B 15 AGL to	E	OMN 257/35	N29°10.00' W81°46.00'

ROUTE WIDTH - 2 NM either side of centerline for entire route.

Special Operating Procedures:

- (1) Alternate Entry: Point B.
- (2) Alternate Exit: Points B and D.
- (3) Flights of more than 2 aircraft must be coordinated with FACSFCJAX.
- (4) Between Points A-B, do not overfly Raifoad. Prison at N30-04.0 W82-11.5 or town of Hampton, FL at N29-52.0 W82-08.0.
- (5) Between Points A-D, minimum altitude 500' AGL.
- (6) Area near Point B, Waldo, FL is a Noise Sensitive Area. The school located 1 block west of Hwy 301 and 2 blocks north of Hwy 24 is especially critical. Avoid Waldo by 1 NM.

- (7) Point B, Santa Fe Lake area; Noise Sensitive Area. Minimum altitude 500' AGL.
- (8) Between Points B-C maintain centerline and use caution, numerous private airports.
- (9) Between Points C-E, do not overfly the towns of Citra at N29-25.0 W82-07.0 and Fort McCoy at N29-21.5 W81-58.0; Noise Sensitive Areas.
- (10) Route terminates at R-2910, check Pinecastle Target schedule prior to use.

FSS Within 100 NM Radius:

GNV, PIE

VR-1009

ORIGINATING ACTIVITY: FACSFCJAX, P.O. Box 40, NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CRG 130/33	N30°00.00' W81°00.00'
02 AGL B 15 AGL to	B	OMN 345/25	N29°42.00' W81°14.00'
02 AGL B 15 AGL to	C	OMN 288/19	N29°24.00' W81°27.00'
02 AGL B 15 AGL to	D	OMN 265/14	N29°17.00' W81°23.00'
02 AGL B 15 AGL to	E	OMN 239/24	N29°06.00' W81°30.00'
02 AGL B 15 AGL to	F	OCF 098/26	N29°07.00' W81°44.00'

ROUTE WIDTH - 5 NM either side of centerline from A to C; 3 NM either side of centerline from C to F.

Special Operating Procedures:

- (1) Alternate Entry: Point B.
- (2) Alternate Exit: Point E.
- (3) Vicinity of Point A, extensive military helicopter training.
- (4) Between Points B-D, minimum altitude is 300' AGL.
- (5) Point B, do not overfly town of Summer Haven, Noise Sensitive Area.
- (6) Do not overfly Marineland at N29-40.0 W81-13.0 south of Point B; Noise Sensitive Area.
- (7) Remain East of centerline at Point C.
- (8) Between Points C-D, civilian helicopter training area.
- (9) Between Points C-D, avoid overflight of horse ranch at N29-19.0 W81-22.0.
- (10) Between Points D-E, do not overfly the town of Barberville, FL at N29-11.0 W81-26.0; Noise Sensitive Area.
- (11) Avoid overflight of Lake Woodruff National Wildlife Refuge near Point E.
- (12) Route terminates at R-2910, check Pinecastle Target schedule prior to use.

FSS Within 100 NM Radius:

GNV, PIE

VR-1010

ORIGINATING ACTIVITY: FACSFACJAX, P.O. Box 40,
NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005,
C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	GNV 060/10	N29°47.00' W82°07.00'
05 AGL B 15 AGL to	B	GNV 115/24	N29°33.00' W81°51.00'
02 AGL B 15 AGL to	C	GNV 119/29	N29°29.00' W81°46.00'

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Exit: Point B.
- (2) Vicinity of Point A, Santa Fe Lake area, Noise Sensitive Area, minimum altitude 500' AGL until past Point B.
- (3) Points A-B, remain well clear of Interlachen, FL at N29-37.0 W81-53.0 and houses located west of town; Noise Sensitive Areas. Maintain centerline and observe caution, numerous private airports in vicinity.
- (4) Route terminates at R-2906, check Rodman Target schedule prior to use. Remain on centerline or west of centerline when entering R-2906.

FSS Within 100 NM Radius:

GNV, PIE

VR-1013

ORIGINATING ACTIVITY: FACSFACJAX, P.O. Box 40,
NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005,
C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CHS 074/51	N33°11.50' W79°05.00'
05 AGL B 15 AGL to	B	CHS 083/35	N33°01.00' W79°21.20'
02 AGL B 15 AGL to	C	CHS 133/21	N32°40.70' W79°42.80'
02 AGL B 15 AGL to	D	CHS 180/24	N32°30.00' W80°00.00'

ROUTE WIDTH - 2 NM either side of centerline A to D.

Special Operating Procedures:

- (1) Use restricted to mining flights only.
- (2) CAUTION: VR-1041 crosses between A to B and B to C.
- (3) Direct pilot to controller communications required with either Charleston Approach Control 319.8/120.7 or secondary FACSFACJAX 267.5/120.95 oute entry to exit.
- (4) Do not overfly Bull Island N32-55.0 W79-34.5.

FSS Within 100 NM Radius:

None

VR-1014

ORIGINATING ACTIVITY: 14 OSS/OSOP, Columbus AFB,
MS 39710-5000 DSN 742-2764, C662-434-2764.

SCHEDULING ACTIVITY: 37/41 FTS, Columbus, MS
39710-5000 DSN 742-7666/7669, C662-434-7666/7669.

HOURS OF OPERATION: Sunrise-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CBM 122/19	N33°28.50' W88°07.00'
05 AGL B 15 AGL to	B	CBM 113/37	N33°24.00' W87°45.50'
05 AGL B 15 AGL to	C	VUZ 237/29	N33°25.00' W87°23.50'
05 AGL B 15 AGL to	D	VUZ 220/19	N33°26.00' W87°09.00'
05 AGL B 15 AGL to	E	VUZ 341/14	N33°53.50' W86°59.00'
05 AGL B 15 AGL to	F	VUZ 330/29	N34°05.50' W87°10.50'
05 AGL B 15 AGL to	G	OTB 078/69	N34°23.00' W87°25.00'
05 AGL B 15 AGL to	H	OTB 073/39	N34°22.00' W88°02.00'
05 AGL B 15 AGL to	I	CBM 008/33	N34°11.50' W88°21.00'
05 AGL B 15 AGL to	J	CBM 349/23	N34°01.50' W88°31.50'

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Point A aircraft will Contact Tuscaloosa Tower (126.3/256.7) with position report.
- (2) Point C aircraft will Contact Birmingham Approach (127.675/338.2) with position report.
- (3) Aircraft will fly at or below 1000' AGL in the following situations: From Points E to F, G to H, and I to J, unless the crew has verified that IR-066, IR-067, VR-1050 and VR-1051 are not being utilized where they cross VR-1014.
- (4) Aircrews should watch for glider operations out of M40: Monroe County Airport, MS (N33-52.4 W88-29.4). Glider operations usually take place N of M40 from SFC-8000'.
- (5) Alternate Entry/Exit Pts: B, E and F.

VR ROUTES

- (6) Aircrews calling to schedule VR-1014 will ensure they have checked all applicable Bird Hazard products (examples: <http://www.usahas.com/> and <http://usahas.com/bam/>) and are applying appropriate ORM (Operational Risk Management) guidance in accordance with their respective instructions/regulations to reduce the risk of Bird Strikes.
- (7) For route briefing, email VR1014@columbus.af.mil.
- (8) To schedule for weekend use, contact scheduling activity prior to 2200Z on Friday.
- (9) CROSSING ROUTES:
 - (a) IR-066 between E and F, G and H, I and J (50 FTS DSN 742-7734/35, C662-434-7734/35).
 - (b) IR-067 between E and F, G and H (48 FTS, CBM, DSN 742-7840, C662-434-7840).
 - (c) VR-1050 near B, between E and F, G and H, I and J (48 FTS, CBM, DSN 742-7840, C662-434-7840).
 - (d) VR-1051 between E and F, G and H (48 FTS, CBM, DSN 742-7840, C662-434-7840).
- (10) Exercise caution between Points A and B for civilian aircraft departing/arriving N of Reform, AL Airport.
- (11) CAUTION: Uncharted airfield: N33 59.22 W087 04.60 grass strip 4000' runway.

FSS Within 100 NM Radius:

ANB, BNA, GWO, MKL.

VR-1017

ORIGINATING ACTIVITY: 14 OSS, Columbus AFB, Columbus, MS 39710 DSN 742-2764, C662-434-2764.

SCHEDULING ACTIVITY: 48 FTS, Columbus AFB, Columbus, MS 39710 DSN 742-7840/7847, C662-434-7840/7847.

HOURS OF OPERATION: Sunrise-Sunset Mon-Fri, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MGM 093/38	N32°09.00' W85°35.00'
05 AGL B 15 AGL to	B	EUF 168/4	N31°53.00' W85°07.00'
05 AGL B 15 AGL to	C	MAI 053/11	N30°54.00' W84°57.00'
05 AGL B 15 AGL to	D	MAI 128/15	N30°38.00' W84°54.00'
05 AGL B 15 AGL to	E	SZW 271/31	N30°35.00' W84°58.00'
05 AGL B 15 AGL to	F	MAI 230/17	N30°36.00' W85°23.00'
05 AGL B 15 AGL to	G	MAI 248/38	N30°33.00' W85°48.00'
05 AGL B 15 AGL to	H	DWG 058/18	N30°38.00' W86°14.00'

ROUTE WIDTH - 5 NM either side of centerline from A to C; 4 NM W and 5 NM E of centerline from C to D; 5 NM either side of centerline from D to E; 4 NM N and 3 NM S of centerline from E to G; 5 NM either side of centerline from G to H.

Special Operating Procedures:

- (1) Noise sensitive A to B: Maintain 1000' AGL minimum until 13 NM past A; Avoid N31-42.5 W85-08.0, N31-51.0 W85-09.5 (Schools/Eufaula).
- (2) Hazards B-C: High density helicopter traffic this leg. Remain E of Chattahoochee River to the maximum extent possible. Noise sensitive B to C: Maintain 1000' AGL minimum from 10 NM N of C to C. Avoid N31-17.0 W85-03.0 by 1500' AGL or 4 NM (horse farm). Avoid with no overflight N31-13.4 W85-06.7 (Farley Nuclear Plant).
- (3) Hazards D-E: Avoid N30-35.5 W85-04.2 by 1500' AGL or 3 NM (Airport/Altha F1).
- (4) Hazards E-F: Avoid N30-36.1 W85-05.5, N30-36.1 W85-08.4 (crop dusting airstrips).
- (5) Hazards F-G: Tower N30-36.6 W85-27.1 (499' AGL).
- (6) Alternate Entry: Points B and D.
- (7) Alternate Exit: Point D.
- (8) Flight beyond D is not authorized unless scheduled into R-2914.
- (9) Prior to flight call 325 Tyndall OPS DSN 523-4244 with estimate for E.
- (10) Contact Eglin Mission Control on 262.3 prior to G for clearance into R-2914A.
- (11) NOTE: Concentrated bird activity along the Chattahoochee River. Crop dusting activity is intense during summer and early fall.
- (12) CAUTION: This route crosses, overlaps or runs parallel with IR-015 and VR-1065.
- (13) Scheduling activity hours of operation: 0700-1730 central time, occasional weekends. To schedule use, on Sat, Sun, Mon or Tue AM, coordinate prior to 1600 central time the previous Fri.

FSS Within 100 NM Radius:

ANB, GNV, MCN

VR-1020

ORIGINATING ACTIVITY: Training Air Wing Six, Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL 32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1200-0400Z++ weekdays, occasional weekends

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJI 043/25	N31°00.00' W88°00.00'
10 AGL B 15 AGL to	B	MVC 299/10	N31°33.00' W87°31.00'
10 AGL B 15 AGL to	C	MVC 352/37	N32°05.00' W87°24.00'
10 AGL B 15 AGL to	D	CEW 352/34	N31°24.00' W86°44.00'
15 AGL to	E	CEW 016/17	N31°06.00' W86°34.00'

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Minimum altitude 1000' AGL except from Point D to E which is 1500' AGL.
- (3) CONFLICTS: (Deconflict with the appropriate Scheduling Activity)
 - (a) Crosses VR-1021, VR-1030 and VR-1082 between Points B-C and C-D.
 - (b) Crosses VR-1085, between Points A-B, B-C, C-D, and at Point D.
 - (c) Same direction as VR-1083 from Points B-E.
 - (d) Same direction as VR-1084 from Points D-E.
 - (e) Crosses IR-057 and IR-059 between Points D-E.
 - (f) Opposite direction to IR-030 between Points D-E; crosses IR-030 between Points A-B, B-C, and C-D.
 - (g) Same direction as IR-031 from Points D-E; crosses IR-031 between Points A-B, B-C, and C-D.
- (4) Aircraft are required to transmit in the blind on 280.1 their intention to transit Camden Ridge MOA after Point B.
- (5) Alternate Entry: Point B.
- (6) Maximum airspeed 420 KTAS Mon-Fri
- (7) Noise Sensitive Areas: The following areas should be avoided by 1500' AGL or 3 NM:
 - (a) Catherine (town) N32-11.0 W87-28.0.
 - (b) House N32-08.0 W87-25.0.
 - (c) Paper Mill N31-58.0 W87-29.0.
 - (d) Thomasville (Town) N31-55.0 W87-44.0.
 - (e) Choctaw National Wildlife Refuge Area-Centered at N31-48.0 W88-11.0, located along the Tombigbee River.
 - (f) Coffeetown (Town) N31-45.4 W88-05.1.
 - (g) Saltpa (Town) N31-38.0 W88-02.0.
- (8) CAUTION: Between Point B and C, N31-35.0 W87-29.4, chimney 375' AGL/444' MSL.
- (9) CAUTION: Between Point C and D, N31-44.5 W87-02.1, antenna tower 248' AGL/788' MSL.

FSS Within 100 NM Radius:

ANB, GNV

VR-1021

ORIGINATING ACTIVITY: Training Air Wing Six,
Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL
32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1200-0400Z++ weekdays,
occasional weekends

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 AGL to and remain at 15 AGL until 7 NM NW of Pt A	A	SJI 169/22	N30°22.00' W88°19.00'
05 AGL B 15 AGL to	B	SJI 262/12	N30°43.00' W88°36.00'
05 AGL B 15 AGL to	C	MVC 247/35	N31°16.00' W88°00.00'

05 AGL B 15 AGL to	D	MVC 275/35	N31°33.00' W88°02.00'
05 AGL B 15 AGL to	E	MVC 022/14	N31°40.00' W87°14.00'
05 AGL B 15 AGL to	F	MVC 058/30	N31°42.00' W86°50.00'
05 AGL B 15 AGL to	G	MVC 043/36	N31°52.00' W86°50.00'
05 AGL B 15 AGL to	H	MGM 288/16	N32°19.00' W86°37.00'
05 AGL B 15 AGL to	I	MGM 320/33	N32°40.00' W86°43.00'
05 AGL B 15 AGL to	J	LDK 166/23	N32°53.00' W87°27.00'
05 AGL B 15 AGL to	K	LDK 205/32	N32°47.00' W87°50.00'
05 AGL B 15 AGL to	L	MEI 064/34	N32°35.00' W88°11.00'
05 AGL B 15 AGL to	M	MEI 097/41	N32°14.00' W88°01.00'
05 AGL B 15 AGL to	N	MEI 116/28	N32°08.00' W88°20.00'
05 AGL B 15 AGL to	O	MEI 146/43	N31°45.00' W88°24.00'
05 AGL B 15 AGL to	P	MEI 132/51	N31°45.00' W88°07.00'
05 AGL B 15 AGL to	Q	SJI 359/29	N31°12.55' W88°19.20'
05 AGL B 15 AGL to	R	SJI 030/31	N31°08.98' W88°00.84'

ROUTE WIDTH - 1 NM either side of centerline from A to B; 5 NM either side of centerline from B to G; 2 NM either side of centerline from G to I; 5 NM either side of centerline from I to M; 3 NM left and 5 NM right of centerline from M to N; 5 NM either side of centerline from N to R.

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Minimum altitude on route is 500' AGL.
- (3) CAUTION: High density low altitude VFR traffic over water prior to Point A.
- (4) Aircraft are required to transmit in the blind on 280.1 MHz their intention to transit Camden Ridge MOA after Point C and at Point O.
- (5) Alternate Entry: Points B, E, G, and K.
- (6) Alternate Exit: Points C, D, E, F, K, O, and Q.
- (7) Maximum airspeed 420 KTAS Mon-Fri.
- (8) CAUTION: Avoid direct overflight of industrial plants at Point C; offset to East.
- (9) Aircraft are required to transmit in the blind on 252.9 MHz their intention to transit Birmingham 2 MOA after Point I.
- (10) CAUTION: Between Points G and H, N32-08-31 W86-44-31, antenna tower 1799' AGL/ 2049' MSL.
- (11) Noise Sensitive Areas: The following areas should be avoided by 1500' AGL or 3 NM:
 - (a) Catherine (Town) N32-11.0 W87-28.0.
 - (b) House N32-08.0 W87-25.0.
 - (c) Paper Mill N31-58.0 W87-29.0.
 - (d) Thomasville (Town) N31-55.0 W87-44.0.

VR ROUTES

- (e) Choctaw National Wildlife Refuge Area - centered at N31-48.0 W88-11.0, located along the Tombigee River.
- (f) Coffeeville (Town) N31-45.4 W88-05.1.
- (g) Salipta (Town) N31-38.0 W88-02.0.
- (12) CAUTION: Between Point D and E, N31-34-28N 87-53-09W, antenna tower 520' AGL/920' MSL.
- (13) CAUTION: Between Point L and M, N32-33-42N 88-11-31W, antenna tower 320' AGL/401' MSL.
- (14) CAUTION: Between Point N and O, N31-52-35 W88-19-14, antenna tower 362' AGL/492' MSL.
- (15) CAUTION: Between Point P and Q, N31-27-58 W88-15-20, antenna tower 220' AGL/401' MSL.
- (16) CAUTION: Between Point D and E, N31-38-08 W87-50-16, antenna tower 218' AGL/528' MSL.
- (17) CAUTION: Between Point B and C, N31-04.4 W88-14.4, antenna tower 415' AGL/695' MSL.
- (18) CAUTION: Between Point P and Q, N31-27-57 W88-16-50, antenna tower 305' AGL/492' MSL.
- (19) CAUTION: Between Point B and C, Point Q to R, N31-08-32 W88-13-08, antenna tower 302' AGL/625' MSL.
- (20) CAUTION: Between Point B and C, N31-04-25 W88-14-22, antenna tower 415' AGL/ 695' MSL.
- (21) CAUTION: Between Point D and E, N31-34-28 W87-53-09, antenna tower 500' AGL/ 900' MSL.
- (22) CAUTION: C-130 Drop Zone near Point H at N32-22.63 W86-36.82, 600'-1200' AGL. Call Maxwell AFB for zone status. DSN 493-7325.
- (23) CAUTION: VR-1021 Points E-N are concurrent legs shared with VR-1030 Points C-L. Aircraft will call on 255.4 one minute prior to each Point. Pilots will make every effort to contact NAS Meridian Scheduling Office to deconflict their route.
- (24) CAUTION: Between Points I-J, N32-47.0 W86-53.9, uncharted antenna tower 420' AGL/973' MSL.
- (25) CONFLICTS: (Deconflict with appropriate Scheduling Activity)
 - (a) Crosses VR-060, just East of Points D and at Q.
 - (b) Crosses VR-1020, between Points B-C and C-D.
 - (c) Parallels VR-1022 same direction approaching Point B. Crosses between Points B-C and at F and P.
 - (d) Same starting Point A with VR-1023, parallels same direction from Points A-B.
 - (e) Same direction as VR-1024 from Points A-B, crosses at Q.
 - (f) Crosses VR-1082 between Points D-E and E-F.
 - (g) Crosses VR-1083 between Points B-C, C-D, D-E, E-F, and Q-R.
 - (h) Crosses VR-1085 between Points D-E and E-F.
 - (i) Crosses IR-030/IR-031 between Points D-E and E-F.
 - (j) Crosses IR-037 between Points B-C.
 - (k) Same starting Point A with IR-040, crosses between Points B-C and at Q.
- (26) CAUTION: Possible conflict of VFR traffic exists in and around the area of Cedar Creek Airport (N30-48.1 W88-32.8) located approximately 5NM northeast of Point B.
- (27) Aircraft are required to contact Trent Lott Tower (KPQL) on 118.575 MHZ prior to Point A.
- (28) Aircraft are required to transmit an advisory call on 255.4 MHZ 2 minutes prior to Cirtonelle.
- (29) CAUTION: East of Point G, N31-51.6 W86-49.4, antenna tower 250' AGL/750 MSL.
- (30) CAUTION: Between Points N and O, N32-01.5 W88-23.5, antenna tower 300' AGL/430' MSL.
- (31) Between Points I and J, avoid town of Oakmulgee, AL, at N32.48.0 W870=-02.5 by 1000' AGL or 1 NM.

FSS Within 100 NM Radius:

ANB, GWO, HUA, OZR

VR-1022

ORIGINATING ACTIVITY: Training Air Wing Six, Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL 32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1200-0400Z++ weekdays, occasional weekends

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 AGL to	A	GPT 113/22	N30°15.00' W88°41.00'
15 AGL to	B	SJI 230/13	N30°36.00' W88°34.00'
05 AGL B 15 AGL to	C	SJI 288/24	N30°53.00' W88°47.00'
05 AGL B 15 AGL to	D	SJI 343/43	N31°25.71' W88°32.01'
05 AGL B 15 AGL to	E	MVC 290/43	N31°44.95' W88°07.22'
05 AGL B 15 AGL to	F	MVC 001/22	N31°50.00' W87°19.00'
05 AGL B 15 AGL to	G	MVC 058/30	N31°42.00' W86°50.00'
Alternate Exit: (See SOP 8)			
10 AGL B 15 AGL to	EA	MVC 355/22	N31°49.50' W87°21.50'

ROUTE WIDTH - 2 NM either side of centerline from A to B;
5 NM either side of centerline from B to G.

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Daylight only, minimum altitude on route is 500' AGL.
- (3) CAUTION: High density VFR traffic over water prior to Point A until Point B.
- (4) Aircraft are required to transmit in the blind on 280.1 MHz their intention to transit Camden Ridge MOA after Point D.
- (5) Alternate Entry: Point C.
- (6) Alternate Exit: Points E and F.
- (7) Maximum airspeed 420 KTAS Mon-Fri.
- (8) Alternate Exit EA, (coincident with alternate entry DA, VR-1082) to be used only for transition to VR-1082.
- (9) Noise Sensitive Areas: The following areas should be avoided by 1500' AGL or 3 NM:
 - (a) Catherine (Town) N32-11.0 W87-28.0.
 - (b) House N32-08.0 W87-25.0.
 - (c) Paper Mill N31-58.0 W87-29.0.
 - (d) Thomasville (Town) N31-55.0 W87-44.0.
 - (e) Choctaw National Wildlife Refuge Area centered at N31-48.0 W88-11.0, located along the Tombigee River.
 - (f) Coffeeville (Town) N31-45.4 W88-05.1.
 - (g) Salipta (Town) N31-38.0 W88-02.0

- (10) CAUTION: Between Point D and E, N31-38.2 W88-18.8, antenna tower 360' AGL/ 489' MSL.
- (11) CONFLICTS: (Deconflict with the appropriate Scheduling Activity)
- Crosses VR-060, between Points C-D and E-F.
 - Same direction as VR-179 between Points A-C. Crosses between C-D.
 - Crosses VR-1020, between Points E-F and F-G.
 - Parallels VR-1021 same direction after Point B. Crosses at Points E and G.
 - Crosses VR-1023 at Point B.
 - Crosses VR-1024, between Points B-C and C-D.
 - Crosses VR-1030, between Points E-F and at Point G.
 - Crosses VR-1083, between Points C-D and E-F and F-G.
 - Crosses VR-1196 at Point C.
 - Crosses IR-037/IR-040 between Points C-D.
- (12) Aircraft are required to contact Trent Lott Tower (KPQL) on 118.575 MHZ prior to Point A.
- (13) Aircraft are required to transmit in the blind on 228.85 MHZ their intention to transit Desoto MOA prior to Point C.
- (14) Aircraft are required to transmit an advisory call on 255.4 MHZ 1 minute prior to Point D.

FSS Within 100 NM Radius:

ANB, GNV, GWO

VR-1023

ORIGINATING ACTIVITY: Training Air Wing Six,
Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL
32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1200-0400Z++ weekdays,
occasional weekends

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJI 169/22	N30°22.00'
Maintain 15 AGL until			W88°19.00'
7 NM NW of A			
05 AGL B 15 AGL to	B	SJI 230/13	N30°36.00'
			W88°34.00'
05 AGL B 15 AGL to	C	GPT 354/28	N30°52.00'
Climb to cross 5 NM			W89°07.00'
SE of D at 10 AGL			
10 AGL to	D	LBY 185/13	N31°12.00'
Maintain 10 AGL until			W89°23.00'
5 NM WSW of D then			
05 AGL B 15 AGL to	E	MCB 138/17	N31°05.00'
			W90°03.00'
05 AGL B 15 AGL to	F	MCB 208/21	N31°00.00'
			W90°28.00'
05 AGL B 15 AGL to	G	LSU 056/36	N30°46.00'
			W90°41.00'
05 AGL B 15 AGL to	H	LSU 084/22	N30°29.00'
			W90°52.00'
05 AGL B 15 AGL to	I	MCB 203/45	N30°38.00'
			W90°38.00'
05 AGL B 15 AGL to	J	MCB 167/23	N30°56.00'
			W90°11.00'

05 AGL B 15 AGL to	K	PCU 345/25	N30°58.00'
			W89°49.00'
05 AGL B 15 AGL to	L	PCU 040/13	N30°43.00'
			W89°33.00'
05 AGL B 15 AGL to	M	GPT 360/17	N30°41.00'
			W89°04.00'
05 AGL B 15 AGL to	N	GPT 067/21	N30°32.00'
			W88°42.00'

ROUTE WIDTH - 1 NM either side of centerline from A to B;
2 NM either side of centerline from B to C; 5 NM either side of
centerline from C to N.

Special Operating Procedures:

- Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- Minimum altitude on route is 500' AGL.
- CAUTION: High density VFR traffic from Point A to D.
- Alternate Entry: Point C, G, and H.
- Alternate Exit: Point G, H, and M.
- Maximum airspeed 420 KTAS Mon-Fri.
- NOTE: Aircraft are required to transmit in the blind on 297.1 MHz their intention to transit Desoto MOA prior to Point C.
- CAUTION: Between Point L and M, N30-42-45 W89-07-11, antenna tower 420' AGL/670' MSL.
- CAUTION: Between Point L and M, N30-42-13 W89-05-27, antenna tower 1176' AGL/1366' MSL.
- CAUTION: At Point D N31-16-08 W89-21-38 antenna tower 379' AGL/749' MSL.
- CAUTION: Between Point K and L, N30-41-19 W89-36-04, antenna tower 440' AGL/631' MSL.
- Cross 5 NM radius centered around N30-47.17 W090-26.32 at 1500' AGL.
- Avoid house located at N30-44.0 W90-24.0 by 1000' AGL or 2 NM.
- CAUTION: Between Points B-C, N30-36-21.7 W88-38-51.08, uncharted antenna tower 755' AGL/865' MSL.
- CONFLICTS: (Deconflict with the appropriate Scheduling Activity)
 - Crosses VR-179 at Point B.
 - Same direction as VR-1021 from Point A-B.
 - Crosses VR-1022 at Point B
 - Same direction as VR-1024 from Points A-E.
 - Crosses VR-1196 between Points C-D, F-G, I-J, and J-K.
 - Crosses IR-037 between Points D-E, K-L and at Point N.

FSS Within 100 NM Radius:

DRI, GNV, GWO

VR-1024

ORIGINATING ACTIVITY: Training Air Wing Six,
Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL
32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1200-0400Z++ weekdays,
occasional weekends

VR ROUTES

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to Maintain 15 AGL until 7 NM NW of A	A	SJI 169/22	N30°22.00' W88°19.00'
05 AGL B 15 AGL to	B	SJI 262/12	N30°43.00' W88°36.00'
05 AGL B 15 AGL to Climb to cross and maintain 5 NM SE of D at 10 AGL	C	SJI 277/40	N30°52.00' W89°07.00'
10 AGL to descend to	D	LBY 185/13	N31°12.00' W89°23.00'
05 AGL B 15 AGL to	E	MCB 138/17	N31°05.00' W90°03.00'
05 AGL B 15 AGL to	F	MCB 076/20	N31°22.00' W89°53.00'
05 AGL B 15 AGL to	G	LBY 316/25	N31°45.00' W89°39.00'
05 AGL B 15 AGL to	H	MEI 225/32	N32°02.00' W89°17.00'
05 AGL B 15 AGL to	I	MEI 165/25	N31°58.00' W88°43.00'
05 AGL B 15 AGL to	J	MEI 167/42	N31°41.00' W88°41.00'
05 AGL B 15 AGL to	K	SJI 334/43	N31°23.77' W88°39.56'
05 AGL B 15 AGL to	L	SJI 359/29	N31°12.55' W88°19.20'
05 AGL B 15 AGL to	M	BFM 018/14	N30°50.00' W87°57.00'

ROUTE WIDTH - 1 NM either side of centerline from A to B;
2 NM either side of centerline from B to C; 5 NM either side of
centerline from C to M.

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Minimum altitude on route is 500' AGL.
- (3) CAUTION: High density VFR traffic from Point A to D.
- (4) Alternate Entry: Points C, F, G, H, and I.
- (5) Alternate Exit: Point G and J.
- (6) Maximum airspeed 420 KTAS Mon-Fri.
- (7) CAUTION: Between Point L and M, N31-08-32 W88-13-08, antenna tower 302' AGL/ 625' MSL.
- (8) CAUTION: Between Point L and M, N31-00-47 W88-06-30, antenna tower 180' AGL/ 455' MSL.
- (9) CAUTION: Between Point L and M, N31-04-25 W88-14-22, antenna tower 415' AGL/ 695' MSL.
- (10) NOTE: Aircraft are required to transmit in the blind on 228.85 MHz their intention to transit Desota MOA prior to Point C.
- (11) CAUTION: Between Point E and F, N31-13-02 W89-59-50, antenna tower 320' AGL/ 705' MSL.
- (12) CAUTION: At Point D, N31-16-02 W89-21-38, antenna tower 379' AGL/ 749' MSL.
- (13) CAUTION: East of Point J, N31-41-12.7 W88-37-08.1, uncharted antenna tower 340' AGL/652' MSL.
- (14) CAUTION: Between Points L-M, N30-53-29.84 W88-07-14, uncharted tower 340' AGL/588' MSL.

- (15) CONFLICTS: (Deconflict with the appropriate Scheduling Activity)
 - (a) Crosses VR-060 at Point L.
 - (b) Crosses VR-179 between Points B-C, K-L and L-M.
 - (c) Same direction as VR-1021 from Points A-B. Crosses between Points L-M.
 - (d) Crosses VR-1022 between Points C-D and K-L.
 - (e) Same direction as VR-1023 from Points A-E.
 - (f) Crosses VR-1033 between Points H-I and I-J.
 - (g) Same Direction as VR-1072 from Points H-I.
 - (h) Crosses VR-1083 between Points L-M.
 - (i) Crosses VR-1196 between Points C-D.
 - (j) Crosses IR-037 between Points D-E.
- (16) Aircraft are required to contact Trent Lott Tower (KPQL) on 118.575 MHz prior to Point A.
- (17) Aircraft are required to transmit an advisory call on 255.4 MHz 2 minutes prior to Cirtonelle.
- (18) CAUTION: Between Points F and G, N31-37.9 W089-43.9, antenna tower 320' AGL/680' MSL.
- (19) Overfly Mount Olive and Purvis NSAS at 1000' AGL minimum.
- (20) CAUTION: High density helicopter traffic between Point H and Point I.

FSS Within 100 NM Radius:

DRI, GNV, GWO

VR-1030

ORIGINATING ACTIVITY: COMTRAWING ONE, NAS
MERIDIAN, MS 39309-0136 DSN 637-2487, C601-679-2487.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0600Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MEI 097/41	N32°14.00' W88°01.00'
05 AGL B 15 AGL to	B	MEI 107/72	N31°56.00' W87°30.00'
05 AGL B 15 AGL to	C	MEI 113/91	N31°40.00' W87°14.00'
05 AGL B 15 AGL to	D	MGM 217/41	N31°42.00' W86°50.00'
05 AGL B 15 AGL to	E	MGM 228/34	N31°52.00' W86°50.00'
05 AGL B 15 AGL to	F	MGM 288/16	N32°19.00' W86°37.00'
05 AGL B 15 AGL to	G	MGM 320/33	N32°40.00' W86°43.00'
05 AGL B 15 AGL to	H	LDK 166/23	N32°53.00' W87°27.00'
05 AGL B 15 AGL to	I	LDK 205/32	N32°47.00' W87°50.00'
05 AGL B 15 AGL to Maintain 10 AGL	J	LDK 216/52	N32°35.00' W88°11.00'

at or below 10 AGL	K	MEI 097/41	N32°14.00' W88°01.00'
05 AGL B 15 AGL to	L	MEI 116/28	N32°08.00' W88°20.00'

ROUTE WIDTH - 5 NM either side of centerline from A to E;
10 NM left and 2 NM right of centerline from E to G; 5 NM either
side of centerline from G to L.

Special Operating Procedures:

- (1) Aircraft are required to transmit in the blind on 267.9 MHz their intention to transit Camden Ridge MOA prior to Point A. Maximum altitude between Point J and K is 1000' AGL.
- (2) Alternate Entry: Point C.
- (3) Alternate Exit: Points J and K.
- (4) Numerous VR/IR/SR route crossing traffic Points A-D.
- (5) Numerous VR/IR/SR routes using coincident checkpoints A-D.
- (6) Make mandatory voice report on 255.4, 1 min prior to Point B on VR-1030.
- (7) VR-1030 Points C-L are concurrent legs shared with VR-1021 Points E-N. Pilots make every effort to contact FACSAC Pensacola Scheduling Office to deconflict their route.
- (8) Make mandatory voice report on 255.4, 1 min prior to Point C on VR-1030.
- (9) Numerous SR Route crossings between Points F-H.
- (10) VR-1031 Points I-J run concurrent with VR-1030 Points G-H.
- (11) Make mandatory voice report on 255.4, 1 min prior to Point G on VR-1030.
- (12) VR-1033 crosses between Points K-L.

FSS Within 100 NM Radius:

ANB, GWO

VR-1031

ORIGINATING ACTIVITY: COMTRAWING ONE, NAS
MERIDIAN, MS 39309-0136 DSN 637-2487, C601-679-2487.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0600Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MEI 027/32	N32°50.00' W88°28.00'
05 AGL B 15 AGL to	B	LDK 259/46	N33°09.00' W88°27.00'
05 AGL B 15 AGL to Maintain 10 AGL	C	LDK 266/37	N33°15.00' W88°16.00'
at or below 10 AGL	D	LDK 195/13	N33°03.00' W87°37.00'
10 AGL B 15 AGL to	E	VUZ 168/43	N32°58.00' W86°45.00'
10 AGL B 15 AGL to	F	VUZ 121/31	N33°23.00' W86°23.00'
05 AGL B 15 AGL to	G	VUZ 119/58	N33°10.00' W85°55.00'
05 AGL B 15 AGL to	H	MGM 004/40	N32°53.00' W86°13.00'

05 AGL B 15 AGL to	I	MGM 320/33	N32°40.00' W86°43.00'
05 AGL B 15 AGL to	J	LDK 166/23	N32°53.00' W87°27.00'
05 AGL B 15 AGL to	K	LDK 195/32	N32°45.00' W87°44.00'
05 AGL B 15 AGL to	L	MGM 263/70	N32°08.00' W87°41.00'
05 AGL B 15 AGL to	M	MEI 123/34	N32°02.00' W88°17.00'

ROUTE WIDTH - 2 NM left and 5 NM right of centerline
from A to B; 5 NM either side of centerline from B to C; 2 NM
either side of centerline from C to D; 5 NM either side of
centerline from D to E; 2 NM either side of centerline from E to F;
5 NM either side of centerline from F to M.

Special Operating Procedures:

- (1) Maximum altitude between Points C and D is 1000' AGL.
- (2) Aircraft are required to transmit in the blind on 267.9 their intention to transit the Camden Ridge MOA prior to Point L.
- (3) Alternate Entry: Points C, E and F.
- (4) Alternate Exit: Point J and K.
- (5) VR-1054 crosses between Points E-F.
- (6) SR-069 crosses between Points F-G.
- (7) SR-071 and SR-072 cross multiple times between Points G-J.
- (8) VR-1054 crosses between Points H-I.
- (9) VR-1055 crosses between points H-J.
- (10) VR-1021 Points I-J and VR-1030 Points G-H are shared legs with VR-1031 Points I-J.
- (11) Make mandatory voice report on 255.4, 1 min prior to Point I on VR-1031.
- (12) VR-1033 and VR-1030 crosses between Points L-M.
- (13) For route briefing, email VR1031@columbus.af.mil.

FSS Within 100 NM Radius:

ANB, DRI, GWO, MCN, MKL

VR-1032

ORIGINATING ACTIVITY: COMTRAWING ONE, NAS
MERIDIAN, MS 39309 DSN 637-2487, C601-679-2487.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0600Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	MHZ 309/34	N32°47.00' W90°38.00'
05 AGL B 15 AGL to	B	MHZ 280/55	N32°34.00' W91°10.00'
05 AGL B 15 AGL to	C	MLU 081/27	N32°34.00' W91°30.00'
05 AGL B 15 AGL to	D	MLU 033/27	N32°53.00' W91°43.00'
05 AGL B 15 AGL to	E	MLU 340/29	N32°59.00' W92°12.00'
05 AGL B 15 AGL to	F	ELD 107/21	N33°07.00' W92°22.00'

VR ROUTES

05 AGL B 15 AGL to	G	ELD 075/20	N33°18.00' W92°21.00'
05 AGL B 15 AGL to	H	ELD 076/41	N33°20.00' W91°56.00'
05 AGL B 15 AGL to	I	ELD 097/88	N32°53.00' W91°03.00'
05 AGL B 15 AGL to	J	MHZ 309/34	N32°47.00' W90°38.00'

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) 2130' MSL tower located at N33-04-41 W92-13-41.
- (2) CAUTION: Route conflicts with IR-070 at multiple points. To deconflict contact 48 FTS, Columbus AFB, DSN 742-7840, C662-434-7840.

FSS Within 100 NM Radius:

DRI, GWO

VR-1033

ORIGINATING ACTIVITY: COMTRAWING ONE, NAS MERIDIAN, Meridian, MS 39309 DSN 637-2487, C601-679-2487.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0600Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MEI 356/9	N32°32.00' W88°48.00'
05 AGL B 15 AGL to	B	MEI 308/37	N32°48.00' W89°21.00'
05 AGL B 15 AGL to	C	MEI 326/56	N33°12.00' W89°21.00'
05 AGL B 15 AGL to	D	MEI 315/75	N33°20.00' W89°45.00'
05 AGL B 15 AGL to	E	MHZ 057/29	N32°42.00' W89°38.00'
05 AGL B 15 AGL to	F	MHZ 112/19	N32°19.00' W89°45.00'
05 AGL B 15 AGL to	G	MEI 230/27	N32°07.50' W89°14.00'
05 AGL B 15 AGL to	H	MEI 191/28	N31°56.00' W88°57.00'
05 AGL B 15 AGL to	I	MVC 341/29	N31°56.00' W87°30.00'
05 AGL B 15 AGL to	J	MVC 341/42	N32°08.00' W87°34.00'
05 AGL B 15 AGL to	K	MEI 106/41	N32°08.00' W88°03.00'
05 AGL B 15 AGL to	L	MEI 105/16	N32°17.00' W88°30.00'

ROUTE WIDTH - 5 NM either side of centerline from A to D; 8 NM right and 5 NM left of centerline from D to F; and 5 NM either side of centerline from F to K.

Special Operating Procedures:

- (1) 1549' MSL tower located at N32-34-17 W88-53-12.
- (2) Aircraft are required to transmit in the blind on 267.9 MHz their intention to transit the Camden Ridge MOA prior to Point G.
- (3) Alternate Entry: Points F and G.
- (4) Alternate Exit: Point G.
- (5) SR-137 crosses between Points B-C.
- (6) SR-137 crosses between Points D-E.
- (7) VR-1072 and VR-1024 crosses between Points G-H.
- (8) VR-1021 and VR-1024 crosses between Points H-I.
- (9) Multiple VR routes use Point I as turn point.
- (10) Make mandatory voice report on 255.4, 1 min prior to Point I on VR-1033.
- (11) VR-060 crosses between Points I-J.
- (12) VR-1030 and VR-1031 cross multiple times between Points I-L.
- (13) CAUTION: Route conflicts with VR-1072 between Points G and H. To deconflict contact 48 FTS, Columbus AFB, DSN 742-7840, C662-434-7840.

FSS Within 100 NM Radius:

ANB, DRI, GWO, MKL

VR-1039

ORIGINATING ACTIVITY: FACS FACJAX, P.O. Box 40, NAS Jacksonville, FL 32212-0040 DSN 942-2004/2005, C904-542-2004/2005.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OMN 270/34	N29°18.00' W81°46.00'
01 AGL B 08 AGL to	B	OMN 257/35	N29°10.00' W81°46.00'

ROUTE WIDTH - 2 NM either side of centerline from A to B.

Special Operating Procedures:

- (1) Use restricted to close air support (CAS) training flights only for units scheduled on both R-2907A/B and R-2910.
- (2) Do not overfly central tower located near Point B.
- (3) Entry into A may be offset 2 NM to the north.
- (4) 256' AGL tower located 4 NM west of A.

FSS Within 100 NM Radius:

GNV, PIE

VR-1040

ORIGINATING ACTIVITY: CO MCAS CHERRY POINT, ATTN DIROPS/RMD, Cherry Point, NC 28533 DSN 582-4040/4041, C252-466-4040/4041.

SCHEDULING ACTIVITY: Range Management Department, Mission Coordination/Future Operations, MCAS

Cherry Point, NC 28533 DSN 582-4040/4041,
C252-466-4040/4041.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ILM 229/37	N33°54.00' W78°22.00'
05 AGL B 15 AGL to	B	ILM 291/20	N34°26.10' W78°16.00'
05 AGL B 15 AGL to	C	FLO 072/37	N34°27.00' W78°58.00'
02 AGL B 15 AGL to	D	FLO 191/29	N33°45.00' W79°44.00'
02 AGL B 15 AGL to	E	CHS 022/39	N33°31.00' W79°49.00'
02 AGL B 15 AGL to	F	CHS 015/27	N33°20.00' W79°57.00'
05 AGL B 15 AGL to	G	CHS 318/23	N33°09.00' W80°22.00'
05 AGL B 15 AGL to	H	CHS 218/40	N32°20.00' W80°28.00'
05 AGL B 15 AGL to	I	SAV 143/20	N31°54.00' W80°56.00'
02 AGL B 15 AGL to	J	SSI 030/31	N31°31.00' W81°11.00'
02 AGL B 15 AGL to	K	CRG 106/24	N30°15.00' W81°04.00'
02 AGL B 15 AGL to	L	OMN 345/25	N29°42.00' W81°14.00'
02 AGL B 15 AGL to	M	OMN 288/19	N29°24.00' W81°27.00'
05 AGL B 15 AGL to	N	OMN 283/22	N29°23.00' W81°31.00'

ROUTE WIDTH - 2 NM either side of centerline from A to D;
3 NM left and 1 NM right of centerline from D to E; 3 NM either
side of centerline from E to H; 4 NM left and 1 NM right of
centerline from H to I; 3 NM either side of centerline from I to N.

Special Operating Procedures:

- (1) This route is scheduled through the Mission Coordination/Future Operations Office (MC/FO) between the hours of 0700 and 1600 Mon-Fri. A minimum of two hours prior to use is required if scheduling for same day operations. If scheduling the route on an observed federal holiday or weekend, schedule with MC/FO two working days prior.
- (2) CAUTION: Intensive civil aircraft near Hilton Head Airport.
- (3) CAUTION: Intensive low altitude helicopter operations between Point J to L in W-158E and W-158F.
- (4) Alternate Entry: Points B, G, H and I.
- (5) Alternate Exit: Points H, L and M.
- (6) 2049' MSL tower located at N34-07-51 W78-11-16.
- (7) 1049' AGL antenna tower located at N33-05-06 W80-22-14 less than 1 NM off centerline between Points G and H.
- (8) Do not overfly within 1 NM of Harbor, Hunting or Fripp Islands (near Point H) below 1500' AGL.
- (9) 1250' AGL antenna located N32-25-07 W80-28-24 1 NM right of centerline approaching Point H.

- (10) Noise Sensitive Areas: Vicinity of N31-54 W80-56 and N31-32 W81-11. Remain 1 NM east of centerline from Point H to 10 NM south of J. Do not overfly Wassaw and Blackbeard National Wildlife Refuge located west of Point I and J.
- (11) Penetration of FACSAC JAX OPAREA requires approval from Point H to Point L. DSN 942-2259, C904-542-2259.
- (12) Noise Sensitive Area: Vicinity of N31-59 W80-51. Remain 1 NM East of Tybee Island/Savannah Beach area.
- (13) Minimum altitude 1000' AGL from N32-46.0 W80-25.0 to N32-32.0 W80-27.0 between Points G and H. Ace Basin National Wildlife Refuge and Bear Island Wildlife Management Area are in vicinity of N32-40.0 W80-25.0.
- (14) Point A intersects with VR-1043 Point D at ILM 229/37 N33-54.00 W78-22.00.
- (15) CAUTION: Numerous large towers along the route.
- (16) CAUTION: Ensure respective mission planning systems and aeronautical charts are updated with the most current vertical obstructions data, which can be downloaded from the NGA WEBDVOF (Digital Vertical Obstruction File) predefined queries site at <https://DVOF.GEOINTEL.NGA.MIL/DVOFPRE-NUM.CFM>. For assistance with the NGA website, contact C314-676-5439/DSN846-5439 or C636-321-5207/DSN369-5207.

FSS Within 100 NM Radius:

AND, GNV, MCN, PIE, RDU, SJU

VR-1041

ORIGINATING ACTIVITY: CO MCAS CHERRY POINT,
ATTN DIROPS/RMD, Cherry Point, NC 28533 DSN
582-4040/4041, C252-466-4040/4041.

SCHEDULING ACTIVITY: Range Management
Department, Mission Coordination/Future Operations, MCAS
Cherry Point, NC 28533 DSN 582-4040/4041,
C252-466-4040/4041.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to (See Special Operating Proce- dures)	A	CHS 215/35	N32°23.00' W80°23.00'
	B	CHS 159/16	N32°39.00' W79°54.00'
02 AGL B 15 AGL to	C	CHS 085/36	N33°00.00' W79°20.00'
02 AGL B 15 AGL to	D	CHS 077/43	N33°07.00' W79°14.00'
02 AGL B 15 AGL to	E	CHS 060/36	N33°14.00' W79°27.00'
05 AGL B 15 AGL to	F	CHS 015/27	N33°20.00' W79°57.00'
05 AGL B 15 AGL to	G	CHS 318/23	N33°09.00' W80°22.00'
05 AGL B 15 AGL to	H	CHS 234/27	N32°36.00' W80°26.00'

VR ROUTES

05 AGL B 15 AGL to	I	CHS 215/35	N32°23.00' W80°23.00'
05 AGL B 10 AGL to	J	SAV 143/20	N31°54.00' W80°56.00'
02 AGL B 15 AGL to	K	SSI 030/31	N31°31.00' W81°11.00'
02 AGL B 15 AGL to	L	CRG 106/24	N30°15.00' W81°04.00'
02 AGL B 15 AGL to	M	OMN 345/25	N29°42.00' W81°14.00'
02 AGL B 15 AGL to	N	OMN 288/19	N29°24.00' W81°27.00'
05 AGL B 15 AGL to	O	OMN 283/22	N29°23.00' W81°31.00'

ROUTE WIDTH - 3 NM either side of centerline from A to H; 3 NM right and 1 NM left of centerline from H to I; 1 NM right and 4 NM left of centerline from I to J; 3 NM either side of centerline from J to O.

Special Operating Procedures:

- (1) This route is scheduled through the Mission Coordination/Future Operations Office (MC/FO) between the hours of 0700 and 1600 Mon-Fri. A minimum of two hours prior to use is required if scheduling for same day operations. If scheduling the route on an observed federal holiday or weekend, schedule with MC/FO two working days prior.
- (2) 1500' AGL until 3 NM past Point A and then maintain 200' AGL to 1500' AGL. Do not fly closer than 1 NM from the coast at Point B below 1500' AGL.
- (3) Do not fly within 1 NM of Harbor, Hunting or Fripp Islands (near Points A and I) below 1500' AGL.
- (4) CAUTION: Intensive banner towing and parasailing operations in vicinity of Folly Beach, Sullivan's Island, and Isle of Palms, SC (Point A to Point C) from Memorial Day through Labor Day.
- (5) CAUTION: Intensive civil aircraft near Hilton Head Airport.
- (6) CAUTION: Intensive low altitude helicopter operations between Points J and L in W-158E and W-158F.
- (7) Alternate Entry: Points D, G, H and I.
- (8) Alternate Exit: Points E, F, H, I, L and M.
- (9) Penetration of FACSAC JAX requires approval from Point I to M. DSN 942-2259, C904-542-2259.
- (10) 1049' AGL tower located at N33-05-06 W80-22-14, less than 1 NM off centerline between Points G and H.
- (11) Noise Sensitive Areas: Vicinity of N31-54 W80-56 and N31-32 W81-11. Remain 1 NM east of centerline from Point I to 10 NM south of K. Do not overfly Wassaw and Blackbeard National Wildlife Refuges located west of Point I and J.
- (12) Noise Sensitive Areas: Vicinity of N31-59 W80-51. Remain 1 NM East of Tybee Island/Savannah Beach area.
- (13) Minimum altitude 1000' AGL from N32-46.0 W80-25.0 to N32-32.0 W80-25.0 between Points G and I. Ace Basin National Wildlife Refuge and Bear Island Wildlife Management Area are in vicinity of N32-40.0 W80-25.0.
- (14) CAUTION: Numerous large towers along the route.
- (15) CAUTION: Ensure respective mission planning systems and aeronautical charts are updated with the most current vertical obstruction data, which can be downloaded from the NGA WEBDVOF (Digital Vertical Obstruction File) predefined queries site at <https://DVOF.GEOINTEL.NGA.MIL/DVOFPRE-NUM.CFM>.

For assistance with the NGA WEBDVOF website, contact C314-676-5439, DSN846-5439 or C636-321-5207/DSN369-5207.

FSS Within 100 NM Radius:

AND, GNV, MCN, PIE

VR-1043

ORIGINATING ACTIVITY: CO MCAS CHERRY POINT, ATTN DIROPS/RMD, Cherry Point, NC 28533 DSN 582-4040/4041, C252-466-4040/4041.

SCHEDULING ACTIVITY: Range Management Department, Mission Coordination/Future Operations, MCAS Cherry Point, NC 28533 DSN 582-4040/4041, C252-466-4040/4041.

HOURS OF OPERATION: 0700-2300 Local Daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to (See Special Operating Proce- dures)	A	NKT 266/10	N34°52.00' W77°04.00'
	B	NKT 220/28	N34°30.00' W77°10.00'
02 AGL B 15 AGL to	C	ILM 193/33	N33°48.30' W77°56.60'
05 AGL B 15 AGL to	D	ILM 229/37	N33°54.00' W78°22.00'
05 AGL B 15 AGL to	E	ILM 291/20	N34°26.10' W78°16.00'
05 AGL B 15 AGL to	F	FLO 072/37	N34°27.00' W78°58.00'
02 AGL B 15 AGL to	G	FLO 026/20	N34°32.00' W79°30.00'
02 AGL B 15 AGL to	H	FLO 316/31	N34°35.00' W80°07.00'
02 AGL B 15 AGL to	I	FLO 293/32	N34°25.00' W80°16.00'
02 AGL B 15 AGL to	J	FLO 236/21	N34°01.00' W80°00.00'
02 AGL B 15 AGL to	K	FLO 121/23	N34°03.00' W79°15.00'
02 AGL B 15 AGL to	L	ILM 249/43	N34°01.00' W78°38.00'
02 AGL B 15 AGL to (See Special Operat- ing Procedures)	M	ILM 192/16	N34°05.00' W77°54.00'
as assigned to	N	NKT 147/25	N34°35.00' W76°32.00'
05 AGL B 15 AGL to	N1	NKT 125/20	N34°45.50' W76°31.00'

ROUTE WIDTH - 2 NM either side of centerline from A to I; 1 NM either side of centerline from I to K; 2 NM either side of centeline from K to N1.

Special Operating Procedures:

- (1) This route is scheduled through the Mission Coordination/Future Operations (MC/FO) Office between the hours of 0700 and 1600 Mon-Fri. A minimum of two hours prior to use is required if scheduling for same day operations. If scheduling the route on an observed federal holiday or weekend, schedule with MC/FO two working days prior.
- (2) Minimum altitude 1000' AGL from Point A until 15 NM past A.
- (3) Penetration of W-122H (Point B to C, Point M to N) requires approval from FACSAC VACAPES, Oceana, Va.
- (4) Alternate Entry: Points D, E and K.
- (5) Alternate Exit: Points C, M and N.
- (6) 2049' MSL tower located at N34-07-51 W78-11-16.
- (7) Minimum altitude 1000' AGL from K until 10 NM past K.
- (8) Minimum altitude 1500' AGL from 20 NM prior to M until 5 NM past M. (Noise Sensitive Area).
- (9) Minimum altitude N to N1 750' AGL (Noise Sensitive Area N34-47-00 W76-34-00).
- (10) Note: 1 June to 1 Sept: Minimum altitude 1500' AGL/5 NM prior to N until N1, Sat-Sun (Noise Sensitive Area).
- (11) Point N terminates in R-5306A. Aircraft requesting R-5306A access shall Contact Range Control, call sign 'Big Rock', on 244.8/139.3 with call sign, number and type aircraft, mission number, and altitude requested. (NOTE: Approval to enter R-5306A does not constitute clearance into BT-11 and BT-9 targets. Big Rock schedules all same day requests for R-5306A, BT-11, and BT-9).
- (12) Avoid towns and populated areas by 1 NM or overfly 1000' AGL. Avoid airports by 3 NM or overfly 1500' AGL.
- (13) Between Point F and G, VR-087 crosses left to right 5 NM prior to Point G.
- (14) If not scheduled into R-5306A, exit Point N.
- (15) Tie-in FSS: RDU 255.4 MHz.
- (16) CAUTION: Numerous large towers along the route.
- (17) CAUTION: Ensure respective mission planning systems and aeronautical charts are updated with the most current vertical obstruction data, which can be downloaded from the NGA WEBDVOF (Digital Vertical Obstruction File) predefined queries site at <https://DVOF.GEOINTEL.NGA.MIL/DVOFPRE-NUM.CFM>. For assistance with the NGA WEBDVOF website, contact C314-676-5439, DSN846-5439 or C636-321-5207/DSN369-5207.

FSS Within 100 NM Radius:

AND, RDU

VR-1046

ORIGINATING ACTIVITY: CO MCAS CHERRY POINT, ATTN DIROPS/RMD, Cherry Point, NC 28533 DSN 582-4040/4041, C252-466-4040/4041.

SCHEDULING ACTIVITY: Range Management Department, Mission Coordination/Future Operations, MCAS Cherry Point, NC 28533 DSN 582-4040/4041, C252-466-4040/4041.

HOURS OF OPERATION: 0600-1800 Local Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	NKT 250/17	N34°46.00' W77°10.00'
15 AGL to (See Special Operating Proce- dures)	B	NKT 276/19	N34°53.00' W77°15.00'
as assigned to	C	GSB 138/22	N35°06.00' W77°38.00'
02 AGL B 15 AGL to	D	GSB 211/19	N35°03.00' W78°07.00'
02 AGL B 15 AGL to	E	GSB 278/31	N35°20.00' W78°36.00'
15 AGL to	F	RDU 156/15	N35°40.00' W78°37.00'
15 AGL to	G	RDU 078/18	N35°59.00' W78°26.00'
02 AGL B 15 AGL to	H	RDU 077/31	N36°04.00' W78°12.00'
02 AGL B 15 AGL to	I	TYI 001/9	N36°08.00' W77°43.00'
05 AGL B 15 AGL to	J	TYI 098/32	N35°57.00' W77°03.00'
05 AGL B 15 AGL to	K	NKT 010/41	N35°35.00' W76°52.00'
05 AGL B 15 AGL to	L	NKT 012/24	N35°18.00' W76°51.00'
05 AGL B 15 AGL to	L1	NKT 027/21	N35°14.00' W76°44.50'

ROUTE WIDTH - 1 NM either side of centerline.

Special Operating Procedures:

- (1) This route is scheduled through Mission Coordination/Future Operations Office (MC/FO) between the hours of 0700 and 1600 Mon-Fri. A minimum of two hours prior to use is required if scheduling for same day operations. If scheduling the route on an observed federal holiday or weekend, schedule with MC/FO two working days prior.
- (2) Maintain altitude 1500' AGL until 6 NM past B, then 10 AGL B 15 AGL to C due to extensive helicopter activity.
- (3) Alternate Entry: Points C, E, H and L.
- (4) Alternate Exit: Points E, K and L.
- (5) Aircraft entering at Point E, avoid overflight of Dunn, NC.
- (6) Alternate at Point L, authorized for transition from VR-084.
- (7) Points E, F and G noise sensitive.
- (8) Minimum altitude 10 AGL B 15 AGL 5 NM prior to K until 5 NM past Point K.
- (9) Minimum altitude 05 AGL B 15 AGL from Point L to Point L1.
- (10) Point N terminates in R-5306A. Aircraft requesting R-5306A access shall Contact Range Control, call sign 'Big Rock', on 244.8/139.3 with call sign, number and type aircraft, mission number, and altitude requested. (NOTE: Approval to enter R-5306A does not constitute clearance into BT-11 and BT-9 targets. Big Rock schedules all same day requests for R-5306A, BT-11, and BT-9).
- (11) Avoid towns and populated areas by 1 NM or overfly 1000' AGL. Avoid airports by 3 NM or overfly 1500' AGL.
- (12) If not scheduled into R-5306A, exit Point L.
- (13) Tie-in FSS: RDU 255.4 MHz.

VR ROUTES

- (14) CAUTION: Numerous large towers along the route.
- (15) CAUTION: Ensure respective mission planning systems and aeronautical charts are updated with the most current vertical obstruction data, which can be downloaded from the NGA WEBDVOF (Digital Vertical Obstruction File) predefined queries site at <https://DVOF.GEOINTEL.NGA.MIL/DVOFPRE-NUM.CFM>. For assistance with NGA WEBDVOF website, contact C314-676-5439/DSN 846-5439 or C636-321-5207/DSN 369-5207.

FSS Within 100 NM Radius:

RDU

VR-1050

ORIGINATING ACTIVITY: 14 OSS/OSOP, Columbus AFB, MS 39710-5000 DSN 742-2764, C662-434-2764.

SCHEDULING ACTIVITY: 48 FTS, Columbus, MS 39710-5000 DSN 742-7840, C662-434-7840.

HOURS OF OPERATION: 0700-2300 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	VUZ 001/16	N33°56.00' W86°53.00'
15 AGL to	B	CBM 052/47	N34°07.00' W87°42.00'
01 AGL B 15 AGL to	C	OTB 031/56	N34°59.00' W88°09.00'
01 AGL B 15 AGL to	D	BNA 221/65	N35°17.00' W87°31.00'
01 AGL B 15 AGL to	E	MKL 138/24	N35°19.00' W88°35.00'
01 AGL B 15 AGL to	F	MKL 170/29	N35°08.00' W88°48.00'
01 AGL B 15 AGL to	G	OTB 346/16	N34°29.00' W88°51.00'
01 AGL B 15 AGL to	H	OTB 052/17	N34°23.00' W88°31.00'
01 AGL B 15 AGL to	I	CBM 019/16	N33°54.00' W88°20.00'
01 AGL B 15 AGL to	J	CBM 110/34	N33°27.00' W87°48.00'
01 AGL B 15 AGL to	K	VUZ 260/15	N33°38.00' W87°12.00'

TERRAIN FOLLOWING OPERATIONS: Authorized IAW Command Directives within entire route structure.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Aircraft will report Points B to Anniston (ANB) Flight Service on 255.4 (alternate 122.55) and H to Greenwood (GWO) Flight Station on 255.4 (alternate 122.55).
- (2) Alternate Entry: Points B, C, D, E, F, G, H and J.
- (3) Alternate Exit: Points C, D, E, F, G, H, I and J.

- (4) Army National Guard units conduct tactical helicopter operations from surface to 3000' AGL from N34-45.0 W88-50.0 to N34-20.0 W88-30.0.
- (5) Tie-in FSS: Anniston (ANB).
- (6) Numerous power lines/antennae below 200' AGL may be charted.
- (7) For route brief, please email 14OSS.OSOP.VR1050@us.af.mil.
- (8) Aircrews calling to schedule VR-1050 will ensure they have checked all applicable Bird Hazard products (examples: <http://www.usahas.com/> and <http://usahas.com/bam/>) and are applying appropriate ORM (Operational Risk Management) guidance in accordance with their respective instructions/regulations to reduce the risk of Bird Strikes.
- (9) CROSSING ROUTES:
 - (a) IR-066 common route from Point A to F, crosses between F and G, common route between Point H-I (50 FTS, DSN 742-7738, C662-434-7738);
 - (b) IR-067 common route from Point A to D, and from E to F (48 FTS, DSN 742-7840, C662-434-7840);
 - (c) VR-1014 crosses between Points A and B and between Points B and C and between Points H and I (37/41 FTS, DSN 742-7666, C662-434-7666);
 - (d) VR-1051 common route from Point A to D, Point E to F (48 FTS, DSN 742-7840, C662-434-7840);
- (10) Route Deconfliction:
 - (a) IR-067, VR-1050, VR-1051: Deconflicted by Scheduler using time (if unable to enter within + or - 4 minutes, re-coordinate a new entry time).
 - (b) VR-1014: Aircraft flying VR-1050 between Points A and B, until half way between the Points B and C and between Points H and I will fly at 1500' AGL unless crew has verified that VR-1014 is not being utilized.
- (11) Uncharted towers N35 20.42 W087 48.46 320' AGL, N34 00.35 W088 22.24 200' AGL, N33 39.65 W088 02.11 200' AGL, N33 28.95 W087 45.35 200' AGL.

FSS Within 100 NM Radius:

ANB, BNA, GWO, JBR, MKL.

VR-1051

ORIGINATING ACTIVITY: 14 OSS/OSOP, Columbus AFB, MS 39710-5000 DSN 742-2764, C662-434-2764.

SCHEDULING ACTIVITY: 48 FTS, Columbus AFB, MS 39710, DSN 742-7847, C662-434-7847.

HOURS OF OPERATION: Dawn-Dusk Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	VUZ 001/16	N33°56.00' W86°53.00'
15 AGL to	B	CBM 052/47	N34°07.00' W87°42.00'
01 AGL B 15 AGL to	C	OTB 031/56	N34°59.00' W88°09.00'
01 AGL B 15 AGL to	D	BNA 224/77	N35°11.00' W87°44.00'
01 AGL B 15 AGL to	E	BNA 237/30	N35°51.00' W87°11.00'

01 AGL B 15 AGL to	F	BNA 303/25	N36°21.00' W87°08.00'
10 AGL B 15 AGL to	G	CKV 236/49	N36°09.00' W88°15.00'
01 AGL B 15 AGL to	H	BNA 270/96	N36°04.00' W88°40.00'
01 AGL B 15 AGL to	I	MKL 138/24	N35°19.00' W88°35.00'
01 AGL B 15 AGL to	J	MKL 170/29	N35°08.00' W88°48.00'
01 AGL B 15 AGL to	K	MEM 099/44	N34°53.00' W89°06.00'
01 AGL B 15 AGL to	L	SQS 066/28	N33°38.00' W89°45.00'

TERRAIN FOLLOWING OPERATIONS: Authorized IAW Command Directives within entire route structure.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Aircraft will report Point B to Flight Service on 255.4 (Alternate 122.55).
- (2) Alternate Entry: Points B, C, D, F, G, H, I, J and K.
- (3) Alternate Exit: Points C, D, F, G, H, I, J and K.
- (4) Army helicopter training area (Ft. Campbell) lies between Point F and G.
- (5) Army National Guard units conduct tactical helicopter operations from surface to 3000' AGL from N34-45.0 W88-50.0 to N34-20.0 W88-30.0.
- (6) Tie-in FSS: Anniston (ANB).
- (7) Aircraft avoid overflight of Camp McCain, MS maintain 1500' within 2 NM of N33°42 W89°43.(Contains laser weaponry range, helicopter operations and a controlled firing range).
- (8) To schedule for weekend use, Contact Scheduling Activity prior to 2200Z on Friday.
- (9) Numerous power lines/antennae below 200' AGL may be uncharted.
- (10) For route brief, please email 14OSS.OSOP.VR1051@us.af.mil.
- (11) Aircrews calling to schedule VR-1051 will ensure they have checked all applicable Bird Hazard products (examples: <http://www.usahas.com/> and <http://usahas.com/bam/>) and are applying appropriate ORM (Operational Risk Management) guidance in accordance with their respective instructions/regulations to reduce the risk of Bird Strikes.
- (12) CROSSING ROUTES:
 - (a) IR-066 common route from Point A to D, crosses between Points D and E, common route from Points I to K (48 FTS, DSN 742-7840, C662-434-7840);
 - (b) IR-067 common route A to D, crosses between D and E, common route from 15 NM prior to G to K (48 FTS, DSN 742-7840, C662-434-7840);
 - (c) IR-068 near Point L (48 FTS, DSN 742-7840, C662-434-7840);
 - (d) IR-077/078 starts/ends near Point I and already has altitude separation;
 - (e) IR-091 crosses between Point K and L, near Point L (50 FTS, DSN 742-7734, C662-434-7734);
 - (f) VR-1014 crosses between Points A and B and between Points B and C (37/41 FTS, DSN 742-7666, C662-434-7666);

- (g) VR-1050 common route from Point A to D, Point I to J (48 FTS, DSN 742-7840, C662-434-7840);
- (h) SR-221 common route (reciprocal hdg) near Point F (314 OSS/OSTX, DSN 762-7504, C901-291-7504).
- (13) Route Deconfliction:
 - (a) IR-067, VR-1050, VR-1051: deconflicted by scheduler using time (if unable to enter within + or - 4 minutes, recoordinate a new entry time).
 - (b) VR-1014: aircraft flying VR-1051 between Points A to B and until half way between Points B to C will fly at or above 1500' AGL unless the crew has verified that VR-1014 is not being utilized.
 - (c) IR-068 has the same scheduler and will be able to let you know if the route is scheduled to be flown. IR-068 is normally only flown on Tuesdays and Thursdays, and only a factor if flying K to L.
 - (d) Contact the scheduling activities for SR-221 and IR-091 to verify if they are being utilized. IR-091 is normally flown on Mondays, Wednesdays and Fridays and only a factor if flying K to L.
- (14) Avoid flight through an aerobatic practice area (when active) located immediately S of the Whifferdill Airport at Point F. The area is a one square mile box centered on N36-18.5 W087-08.5 from 500 AGL to 4500 MSL. The Whifferdill Airport has agreed to inform the Scheduling Activity for VR-1051 when the practice area will be active and this information will be made available to aircrews when scheduling the route. The aerobatic pilots monitor 123.45 should radio contact become necessary.
- (15) Uncharted Towers: N36 02.53 W087 08.81 200' AGL, N35 24.45 W087 34.6 200' AGL, N35 30.65 W088 36.11 200' AGL
- (16) Uncharted Airfields: N35 26.72 W087 30.44 2500' runway (paved), N36 10.04 W088 12.30 2500' runway (grass), N35 45.5 W088 37.40 4000' runway (grass), N34 45.3 W089 10.30 2000' runway (grass).

FSS Within 100 NM Radius:

ANB, BNA, GWO, MKL, JBR, LOU.

VR-1052

ORIGINATING ACTIVITY: Training Air Wing Six, Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL 32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1200-0500Z++

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	RMG 357/24	N34°34.00' W85°08.00'
02 AGL B 15 AGL to	B	HRS TACAN	N34°56.58' W83°54.94'
02 AGL B 15 AGL to	C	HRS 338/20	N35°15.00' W84°04.00'
02 AGL B 15 AGL to	D	HCH 130/11	N35°40.00' W84°48.00'
02 AGL B 15 AGL to	E		N35°28.00' W85°44.00'

VR ROUTES

02 AGL B 15 AGL to	F	RMG 295/28	N34°22.00' W85°37.00'
02 AGL B 15 AGL to	G	RMG 260/23	N34°06.00' W85°34.00'
02 AGL B 15 AGL to	H	GAD 118/39	N33°39.00' W85°25.00'
02 AGL B 15 AGL to	I	MGM 030/46	N32°52.00' W85°49.00'
10 AGL B 15 AGL to	J	MGM 039/25	N32°32.00' W85°59.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Maintain 1000' AGL minimum over Lake Martin.
- (3) Maintain 1000' AGL minimum within 3 NM radius of Pikeville, TN.
- (4) Maintain 1500' AGL minimum within 3 NM of Zack Airport (N34-36-30 W84-58-48).
- (5) Do not overfly Murphy, NC (N35-05.0 W84-02.0), avoid by 3 NM.
- (6) Do not overfly Mentone, AL (N34-05-30 W85-35-30), avoid by 3 NM.
- (7) Alternate Entry: Points B, C, D, E, F, G, H and I.
- (8) Alternate Exit: Points C, D, E, F, G, H and I.
- (9) Tie-in FSS: Birmingham (BHM).
- (10) Avoid the following noise sensitive area: N33-54.5 W85-33.4 by 5 NM.
- (11) Avoid: tower 200'AGL/890'MSL at N35-03.3 W85-38.2.
- (12) For deconfliction with VR-1056, 2 hours will be required between opposite direction flights.
- (13) CONFLICTS: (Deconflict with the appropriate Scheduling Activity)
 - (a) Crosses VR-058 between Points B-C, D-E and at E. Parallels same direction from Points E-F.
 - (b) Crosses VR-092 between Points B-C, D-E and at E. Parallels opposite direction from Points E-F.
 - (c) Crosses VR-1054 between Points H-I and at J.
 - (d) Crosses VR-1055 between Points A-B and I-J. Parallels same direction from Points G-H.

FSS Within 100 NM Radius:

ANB, AND, BNA, MCN

VR-1054

ORIGINATING ACTIVITY: Training Air Wing Six, Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL 32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1300-0500Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	VUZ 148/31	N33°13.00' W86°35.00'
01 AGL B 15 AGL to	B	GAD 175/84	N32°35.00' W86°00.00'
10 AGL B 15 AGL to	C	GAD 171/98	N32°21.00' W85°51.00'
01 AGL B 15 AGL to	D	EUF 291/20	N32°05.00' W85°30.00'
01 AGL B 15 AGL to	E	EUF 041/12	N32°06.00' W84°58.00'
01 AGL B 15 AGL to	F	EUF 060/22	N32°07.50' W84°45.00'
01 AGL B 15 AGL to	G	CSG 118/36	N32°19.40' W84°24.20'
01 AGL B 15 AGL to	H	CSG 092/31	N32°35.00' W84°24.20'
01 AGL B 15 AGL to	I	LGC 094/36	N33°00.00' W84°30.00'
10 AGL B 15 AGL to	J	LGC 037/10	N33°11.00' W85°05.00'
01 AGL B 15 AGL to (Alternate Exit from Pt E for entry into Moody 3 MOA)	K	GAD 167/32	N33°27.00' W85°58.00'
01 AGL B 15 AGL to	E	EUF 041/12	N32°06.00' W84°58.00'
10 AGL B 15 AGL to	EA	EUF 147/20	N31°40.00' W84°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized IAW Command Directives within published altitude blocks.

ROUTE WIDTH - 5 NM either side of centerline from A to K; 5 NM either side of centerline from E to EA.

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Tie-in FSS: Birmingham (BHM).
- (3) Alternate Entry: Points: B, C, D, E, F, G, H and I.
- (4) Alternate Exit: Points C, D, E, F, G, H, I, J and EA.
- (5) Avoid cities and towns by 1000' vertical and 2000' horizontal.
- (6) Avoid areas of forest fires.
- (7) Do not over fly dish antenna (N32-56.0 W84-33.0). Avoid by 1 NM.
- (8) Flight to Point EA is not authorized unless scheduled into Moody 3 MOA. Moody MOA is scheduled through 23 WG, DSN 460-3531.
- (9) Upon exit at Point EA, climb VFR to 10,500' and contact Jacksonville Center on 353.5 or 359.0 for clearance into Moody 3 MOA. If unable to climb VFR TO 10,500', maintain VFR and contact Cairns Approach Control on 234.4.
- (10) CAUTION: East of Point H, N32-34-37.20 W84-19-25.70, uncharted antenna tower 330' AGL/935' MSL.
- (11) CAUTION: Between Points I-J, N33-01-41 W84-39-55, uncharted antenna tower 1550' AGL/2360' MSL.
- (12) CONFLICTS: (Deconflict with the appropriate Scheduling Activity)
 - (a) Same direction as VR-1017 between points C-D.

- (b) Crosses VR-1031 between Points A-B.
- (c) Crosses VR-1052 between Points B-C and J-K.
- (d) Crosses VR-1055 between Points A-B and J-K.
- (e) Crosses VR-1056 between Points B-C and J-K.
- (f) Same direction as IR-017 between Points C-D.
- (g) Crosses IR-057 between Points C-D. Parallels same direction from D-E.
- (h) Crosses IR-059 between Points C-D. Parallels opposite direction from D-E.

FSS Within 100 NM Radius:

ANB, AND, MCN

VR-1055

ORIGINATING ACTIVITY: Training Air Wing Six,
Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL
32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1300-0500Z++ 7 days a week

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	HRS 337/34	N35°28.13' W84°11.12'
01 AGL B 15 AGL to	B	HRS 337/15	N35°10.00' W84°02.00'
01 AGL B 15 AGL to	C	RMG 044/37	N34°36.00' W84°35.00'
01 AGL B 15 AGL to	D	RMG 320/33	N34°35.00' W85°32.00'
01 AGL B 15 AGL to	E	RMG 241/17	N34°02.00' W85°25.00'
01 AGL B 15 AGL to	F	LGC 237/6	N33°00.00' W85°18.00'
01 AGL B 15 AGL to	G		N32°41.00' W85°55.00'
01 AGL B 15 AGL to	H	OKW 159/30	N32°46.00' W87°02.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Exit route at point G if not cleared into Birmingham Two MOA.
- (3) Do not overfly Murphy, NC (N35-05.0 W84-02.0). Avoid by 3 NM.
- (4) Do not overfly Mentone, AL (N34-05-30 W85-35-30). Avoid by 3 NM.
- (5) Alternate Entry: Points B, C, D, E, F and G.
- (6) Alternate Exit: Points C, D, E, F and G.
- (7) Tie-in FSS: Birmingham (BHM).
- (8) Avoid the following noise sensitive area: (N33-54.5 W85-33.4) by 5 NM.

- (9) Avoid: Tower 290' AGL (1190' AMSL) at N35-44.5 W84-20.7.
Avoid: Tower 310' AGL (1175' AMSL) at N32-59-35.56 W85-2343.34.

(10) **CONFLICTS:** (Deconflict with the appropriate Scheduling Activity)

- (a) Crosses VR-058 between Points B-C.
- (b) Crosses VR-092 between Points B-C.
- (c) Crosses VR-1021 at Point H.
- (d) Crosses VR-1030 at Point H.
- (e) Crosses VR-1031 between Points G-H and at H.
- (f) Opposite direction to VR-1052 between Points A-B. Crosses between B-C, C-D and at G. Parallels same direction from D-F.

- (g) Crosses VR1056 between Points A to D same direction, parallels opposite direction D to F, and crosses at Point G.

(11) Avoid the town of Mentone, AL, at N34-34.7 W085-35.4 by 3 NM.

(12) Maintain 1500' AGL minimum within 3 NM of Zack Airport (N34-36-30 W084-58-48).

FSS Within 100 NM Radius:

ANB, AND, BNA, MCN

VR-1056

ORIGINATING ACTIVITY: Training Air Wing Six,
Pensacola, FL 32508-5509 DSN 459-2875, C850-452-2875.

SCHEDULING ACTIVITY: NAS Pensacola, Pensacola, FL
32508-5217 DSN 459-2735, C850-452-2735.

HOURS OF OPERATION: 1200-0500Z++

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MGM 039/25	N32°32.00' W85°59.00'
10 AGL B 15 AGL to	B	MGM 030/46	N32°52.00' W85°49.00'
02 AGL B 15 AGL to	C	GAD 118/39	N33°39.00' W85°25.00'
02 AGL B 15 AGL to	D	RMG 260/23	N34°06.00' W85°34.00'
02 AGL B 15 AGL to	E	RMG 295/28	N34°22.00' W85°37.00'
02 AGL B 15 AGL to	F		N35°28.00' W85°44.00'
02 AGL B 15 AGL to	G	HCH 130/11	N35°40.00' W84°48.00'
02 AGL B 15 AGL to	H	HRS 338/20	N35°15.00' W84°04.00'
02 AGL B 15 AGL to	I	HRS TACAN	N34°56.58' W83°54.94'
02 AGL B 15 AGL to	J	RMG 357/24	N34°34.00' W85°08.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 5 NM either side of centerline.

VR ROUTES

Special Operating Procedures:

- (1) Scheduling Activity operating hours: Mon-Fri, 0600-1600 Central Time. To schedule use on Sat, Sun, or prior to 0830L on Mon, call prior to 1600 on previous Fri.
- (2) Maintain 1000' AGL minimum over Lake Martin.
- (3) Maintain 1000' AGL minimum within 3 NM of Pikesville, TN.
- (4) Maintain 1500' AGL minimum within 3 NM of Zack Airport (N34-36-30 W84-58-48).
- (5) Do not overfly Murphy, NC (N35-05.0 W84-02.0). Avoid by 3 NM.
- (6) Do not overfly Mentone, AL (N34-34-15 W85-34-30). Avoid by 3 NM.
- (7) Alternate Entry: Points B, C, D, E, F, G, H and I.
- (8) Alternate Exit: Points C, D, E, F, G, H and I.
- (9) Tie-in FSS: Birmingham (BHM).
- (10) Avoid the following noise sensitive area: N33-54.5 W85-33.4 by 5 NM.
- (11) For deconfliction with VR-1052, 2 hours will be required between opposite direction flights.
- (12) Avoid: Tower 200'AGL/890'MSL at N35-03.3 W85-38.2.
- (13) CONFLICTS: (Deconflict with the appropriate Scheduling Activity)
 - (a) Parallels VR-058 opposite direction between Points E-F. Crosses between F-G and H-I.
 - (b) Parallels VR-092 same direction between Points E-F. Crosses between F-G and H-I.
 - (c) Opposite direction to VR-1052 for the entire route.
 - (d) Crosses VR-1054 at Point A and between B-C.
 - (e) Crosses VR-1055 between Points A-B and I-J. Parallels opposite direction between C-F. Same direction between H-I.
- (14) Avoid the town of Mentone, AL, at N34-34.7 W085-35.4 by 3 NM.

FSS Within 100 NM Radius:

ANB, AND, BNA, MCN

VR-1059

ORIGINATING ACTIVITY: 20 OSS/OSOA, Shaw AFB, SC 29152 DSN 965-1121/1122, C803-895-1121/1122, Fax DSN 965-4804.

SCHEDULING ACTIVITY: 20 OSS/OSOS, Shaw AFB, SC 29152 Duty hrs DSN 965-1118/1119, C803-895-1118/1119.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CAE 292/37	N34°04.00' W81°44.98'
01 AGL B 15 AGL to	B	AHN 126/32	N33°38.00' W82°49.00'
01 AGL B 15 AGL to	C	DBN 029/31	N33°02.02' W82°34.98'
01 AGL B 15 AGL to	D	DBN 055/38	N32°58.22' W82°14.98'
01 AGL B 15 AGL to	E	DBN 063/43	N32°56.52' W82°05.98'
01 AGL B 15 AGL to	F	VAN 221/53	N32°45.00' W81°02.98'

01 AGL B 15 AGL to	G	VAN 214/49	N32°45.50' W80°54.50'
01 AGL B 15 AGL to	H	VAN 190/40	N32°48.00' W80°30.00'
01 AGL B 15 AGL to	I	VAN 160/15	N33°15.00' W80°19.00'
01 AGL B 15 AGL to	J	VAN 093/33	N33°30.00' W79°47.00'
01 AGL B 15 AGL to	K	FLO 119/11	N34°09.00' W79°27.00'
01 AGL B 15 AGL to	D	DBN 055/38	N32°58.22' W82°14.98'
Alternate Exit/Entry: D			
01 AGL B 15 AGL to	D1	DBN 047/46	N33°08.02' W82°12.48'
01 AGL B 15 AGL to	D2	DBN 041/50	N33°14.52' W82°15.08'
01 AGL B 15 AGL to	D3	DBN 038/51	N33°16.52' W82°16.18'
01 AGL B 15 AGL to	D4	DBN 034/52	N33°18.82' W82°19.78'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 10 NM either side of centerline from A to B; 10 NM right and 6 NM left of centerline from B to C; 10 NM right and 9 NM left of centerline from C to E; 10 NM either side of centerline from E to F; 5 NM either side of centerline from F to K; For R-3004 ingress from D to D4, 3 NM left of centerline, 4 NM right of centerline.

Special Operating Procedures:

- (1) Alternate Entry: C, D, E, F, I, J and D2. D2 authorized for re-entry to R-3004 only.
- (2) Alternate Exit: C, D, E, F, G, H, I and J.
- (3) Make a call IN THE BLIND on 287.1 passing Point J to advise aircraft working Gamecock C. Use CAUTION exiting Point J for aircraft in Gamecock C 100' AGL and above.
- (4) Congressional Noise Sensitive Area, Washington, GA. N33-44-00 W82-44-30. Minimum altitude is 1500' AGL.
- (5) Wildlife sanctuary at N32-42-00 W80-44-00. Avoid by 1500'/5 NM.
- (6) Use of D-D4 authorized only when scheduled to operate in Bulldog D MOA and R-3004.
- (7) VR-088 crosses right to left Point A to B (deconflict DSN 722-2129).
- (8) CAUTION: Bird activity (landfills) at
 - (a) 33-09N 82-45.7W;
 - (b) 33-04.84N 82-25.12W;
 - (c) 33-07.67N 80-21.56W;
 - (d) 33-10.09N 80-22.55W
- (9) CAUTION: VR-1059 transits Bulldog MOA. When booking VR-1059, aircrews should include delay time in Bulldog A MOA as applicable.
- (10) CAUTION: IR-018 crosses left to right from Point E to F (deconflict DSN 942-2004).
- (11) CAUTION: VR-1040/1041 opposite direction from Point H to I (deconflict DSN 582-4040).
- (12) Avoid Stork Rookery protection area at N32-45.8 W80-28.7 by 1500'AGL/1 NM.

- (13) Avoid: Tower 1495' AGL (1900' MSL) at N33-16.0 W82-17.2 and Noise Sensitive Area (pond and farm) at N33-17.7 W82-16.8. Avoid by 1500' AGL (2000' MSL) 2 NM.
- (14) CAUTION: Towers:
- (a) N32-57.33 W81-59.06 300' AGL;
 - (b) N33-03.23 W82-32.16 250' AGL;
 - (c) N33-24.92 W79-56.59 200' AGL;
 - (d) N33-24.05 W79-56.59 200' AGL;
 - (e) N33-44.28 W82-43.10 250' AGL (850' MSL);
 - (f) N33-44.08 W82-44.22 250' AGL (900' MSL);
 - (g) N33-44.10 W82-44.19 275' AGL (900' MSL);
 - (h) N32-56.59 W82-24.03 300' AGL (600' MSL);
 - (i) N32-57.02 W82-23.50 200' AGL (500' MSL);
 - (j) N32-52.52 W82-23.48 200' AGL (500' MSL);
 - (k) N32-57.56 W82-07.40 225' AGL (475' MSL);
 - (l) N33-06.43 W82-17.42 250' AGL (650' MSL);
 - (m) N33-37.45 W82-28.48 200' AGL (600' MSL);
 - (n) N33-56.57 W81-48.22 200' AGL (690' MSL);
 - (o) N33-56.13 W81-42.30 200' AGL (750' MSL);
 - (p) N34-04.14 W81-38.12 200' AGL (600' MSL);
 - (q) N34-10.40 W81-54.01 200' AGL (700' MSL);
 - (r) N33-59.17 W82-15.56 200' AGL (700' MSL);
 - (s) N33-17.22 W80-43 300' AGL;
 - (t) N32-56 W81-04 300' AGL;
 - (u) N33-23.16 W80-58 300' AGL;
 - (v) N34.05.90 W81.53.50 300' AGL.
- (15) CAUTION: Radar globe at N32-39.44 W81-02.64 approx 200' AGL.
- (16) Avoid: Louisville and Louisville Airport by 1500'/3 NM.
- (17) CAUTION: VR-87 crosses right to left at Point K (deconflict DSN 722-2129).
- (18) Avoid: Tower 375' AGL (450' MSL) at N33-26.0 W80-01.6.
- (19) CAUTION: Power line 300' AGL crosses N to S between E and F, N33-02.5 W81-44.0 to N32-45.0 W81-38.5.
- (20) Avoid: Noise Sensitive Area, stork farm and Lake at N32-52.0 W82-02.5, avoid by 1500'/1 NM.
- (21) AVOID: N32-41.0 W81-08.1 500' AGL/1 NM, 14 towers with cable in between.
- (22) AVOID: Seven Noise Sensitive Areas:
- (a) N33-58.0 W81-38.0, avoid by 1000' AGL/2 NM;
 - (b) Givhans, SC N33-00.8 W80-20.2, avoid by 1000' AGL/1.5 NM;
 - (c) Lake City, SC N33-52.2 W79-45.5, avoid by 1000' AGL/5 NM;
 - (d) Lakewood Plantation, SC N33-42.4 W79-34.4, avoid by 1500' AGL/1 NM;
 - (e) Residential area N34-01.0 W81-43.5, avoid by 1500' AGL/1 NM;
 - (f) Farm N32-51.1 W81-40.5, avoid by 1500' AGL/1 NM;
 - (g) Horse Farm, 33-03.54N 82-09.58W, avoid by 1500'/1 NM.
- (23) CAUTION: Grass airstrips:
- (a) N34-02 W81-53.9;
 - (b) N34-07.17 W81-58.76;
 - (c) N32-49.5 W81-21.5;
 - (d) N32-50.7 W81-38.3;
 - (e) N32-58.9 W82-07.08;
 - (f) N32-58.9 W82-07.08;
 - (g) N34-08.07 W83-25.
- (24) AVOID: Permanently manned fire tower, N32-50.7 W81-18.2 by at least 500'.

- (25) CAUTION: When transiting through BULLDOG A MOA airspace make call IN THE BLIND prior to Point C on UHF frequency 343.75.
- (26) AVOID: Three Noise Sensitive Areas:
- (a) Vidette GA, N33-02.1 W82-14.9, avoid by 1000' AGL/1 NM;
 - (b) Structure being used as a target at N33-00.5 W82-41.5, avoid by 1000' AGL/1 NM;
 - (c) Dairy farm, N32-49.9 W81-52.5, avoid by 1500' AGL/1 NM.
- (27) Make entry time plus or minus 5 minutes or reschedule. Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (28) CAUTION: Radio controlled flying field:
- (a) N34-19.20 W83-29.58.

FSS Within 100 NM Radius:

AND, MCN, RDU

VR-1061

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, Oceana NAS, Virginia Beach, VA 23460 DSN 433-9141, C 757-433-9141.

SCHEDULING ACTIVITY: FACSFAC VACAPES, Oceana NAS, Virginia Beach, VA 23460 DSN 433-1228, C757-433-1228. Scheduling Hours 0600-1900L (EST)

HOURS OF OPERATION: Continuous**ROUTE DESCRIPTION:**

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LVL 200/3	N36°46.00' W77°55.00'
05 AGL B 15 AGL to	B	SBV 055/20	N36°53.00' W78°42.00'
05 AGL B 15 AGL to	C	SBV 350/13	N36°53.00' W79°05.00'
05 AGL B 15 AGL to	D	SBV 322/6	N36°45.00' W79°06.00'
05 AGL B 15 AGL to	E	SDZ 024/56	N36°05.00' W79°11.00'
10 AGL B 15 AGL to	F	SDZ 026/26	N35°37.00' W79°23.00'
05 AGL B 15 AGL to	G	SDZ 026/11	N35°23.00' W79°30.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.**Special Operating Procedures:**

- (1) Route reservation and brief required.
- (2) Alternate Entry: B, C, D, E, F.
- (3) Alternate Exit: B, C, D, E, F.
- (4) Users must make their scheduled entry time plus or minus 5 min or reschedule.

VR ROUTES

- (5) Avoid towns and populated areas by 1NM or overfly 1000'AGL; avoid airports by 3NM or overfly 1500'AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle or structure.
- (6) IMPORTANT INFORMATION Points A to B:
- (a) CROSSING: IR-715 left to right at A;
 - (b) CROSSING: VR-083 parallel entire leg;
 - (c) CROSSING: VR-1722 left to right 27NM prior to B;
 - (d) CROSSING: VR-042 right to left 27NM prior to B;
 - (e) CROSSING: VR-096 left to right 29NM prior to B;
 - (f) CROSSING: VR-1759 right to left 19NM prior to B;
 - (g) CROSSING: IR-715 right to left 6NM prior to B;
 - (h) CROSSING: VR-042 left to right to B.
- (7) IMPORTANT INFORMATION Points B to C:
- (a) CROSSING: VR-042/VR083 parallel entire leg;
 - (b) CROSSING: VR-1722 right to left at C.
- (8) IMPORTANT INFORMATION Points C to D:
- (a) CROSSING: VR-042/VR-083 left to right at C;
 - (b) CROSSING: VR-1722 parallel entire leg.
- (9) IMPORTANT INFORMATION Points D to E:
- (a) TOWER: 240'AGL(898'MSL) at N36-17.2 W79-07.0;
 - (b) CROSSING: IR-715 left to right 36NM prior to E;
 - (c) CROSSING: VR-1722 parallel until 34NM prior to E;
 - (d) CROSSING: VR-043 right to left 34NM prior to E;
 - (e) CROSSING: VR-719 right to left 28NM prior to E;
 - (f) CROSSING: IR-062 left to right 22NM prior to E;
 - (g) CROSSING: IR-081 right to left 22NM prior to E;
 - (h) CROSSING: VR-086 parallel from 15NM prior to E.
- (10) IMPORTANT INFORMATION Points E to F:
- (a) CAUTION: Landfill (potential bird hazard) at N35-55.7 W79-17.5;
 - (b) CROSSING: VR-086 parallel entire leg.
- (11) IMPORTANT INFORMATION Points F to G:
- (a) CAUTION: Uncharted airfield at N35-20.4 W79-26.2;
 - (b) CROSSING: IR-718 left to right 6NM prior to G.
- (12) CONFLICTING ROUTE CONTACT INFORMATION
(Deconfliction is the responsibility of the mission commander):
- (a) IR-081 Deconflict with Pensacola NAS, DSN 922-2735;
 - (b) VR-042, VR-043, VR-083 and VR-096. Deconflict with 4 OSS/OSOS, Seymour Johnson AFB, DSN 722-2129/2124, C919-722-2129/2124.

FSS Within 100 NM Radius:

NTU, RDU

VR-1066

ORIGINATING ACTIVITY: 23 OSS/OSO, Moody AFB, GA 31699-1899 DSN 460-7831.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 0700-0000 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 MSL to	A	VAD 088/15	N30°59.00' W82°54.00'
01 AGL B 15 MSL to	B	VAD 004/25	N31°23.00' W83°11.00'

01 AGL B 15 MSL to	C	AMG 302/29	N31°47.50' W82°59.00'
01 AGL B 15 MSL to	D	AMG 344/33	N32°03.50' W82°41.00'
01 AGL B 15 MSL to	E	AMG 063/22	N31°42.00' W82°08.00'
01 AGL B 15 MSL to	F	AMG 107/38	N31°21.00' W81°48.00'
01 AGL B 15 MSL to	G	AMG 148/38	N31°00.00' W82°07.00'
15 AGL to	H	VAD 119/17	N30°50.02' W82°54.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 7 NM right and 6 NM left of centerline from B to C; 5 NM either side of centerline from C to D; 3 NM right and 9 NM left of centerline from D to E; 9 NM right and 2 NM left of centerline from E to F; 3 NM right and 8 NM left of centerline from F to G; 3 NM right and 10 NM left of centerline from G to H.

Special Operating Procedures:

- (1) Tie-in FSS: Macon (MCN).
- (2) Alternate Exit Point: E and G.
- (3) Alternate Entry Point: B and F.
- (4) Point G to Highway 441, maintain altitude of 1500' AGL.
- (5) Contact Valdosta Approach Control on frequency 285.6 prior to MOA entry on VR-1066.
- (6) Avoid overflight of Hatch Power Plant located at (N31-56.3 W82-20.6) by 1500' or 3NM.
- (7) CAUTION: VR-1002/1003 parallel this route from Point A to B. Contact FACSAC Jacksonville DSN 942-2004/2005 to deconflict.
- (8) CAUTION: IR-016 runs opposite direction between Point A and B. 23 OSOS will deconflict VR-1066 point A from IR-016 Point A by 30 minutes.
- (9) CAUTION: Point B, VR-1003 crosses this route from SW to NE and VR-1002/1004 parallels this route from Point B to C.
- (10) CAUTION: VR-1001 and VR-1002 cross this route at Point C.
- (11) CAUTION: VR-1004 crosses this route between Point C and D.
- (12) CAUTION: VR-1002/1003 and VR-1004 cross this route 10 NM prior to Point E, with VR-1003 crossing again at Point E.
- (13) IR-023 crosses this route from north to south just past Point E, and from NE to SW at Point G.
- (14) Route entry/exit times must be made plus/minus 5 minutes or route must be rescheduled.
- (15) VR-94 (Shaw AFB, DSN 965-1118/1119) crosses right to left between Points B and C.
- (16) VR-1001 (FACSACJAX, DSN 942-2004/2005) originates S of centerline in corridor between Points E and F.
- (17) VR-1003 (FACSACJAX, DSN 942-2004/2005) crosses left to right just prior to Point F.

FSS Within 100 NM Radius:

GNV, MCN

VR-1070

ORIGINATING ACTIVITY: 187 FW, 5187 Selma Highway, Montgomery, AL 36108-4824 DSN 358-9255 C334-394-7255.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2000 local, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MGM 150/12	N32°03.00' W86°13.00'
05 AGL B 15 AGL to	B	MVC 078/33	N31°32.00' W86°43.00'
15 AGL to	C	CEW 059/19	N30°58.50' W86°21.00'
15 AGL to	D	DWG 055/18	N30°39.00' W86°14.00'

TERRAIN FOLLOWING OPERATIONS: Authorized A to B.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 2 NM left and 5 NM right of centerline from B to D.

Special Operating Procedures:

- (1) This route will not be flown unless scheduled into R-2914.
- (2) Hazards A-B: Lighted tower N31-58.5 W86-09.5 (1925' AGL), avoid by 3 NM. Tower N31-56.3 W86-19.3 (190' AGL est.), Tower N31-52.3 W86-22.3 (150' AGL est.), Power line construction from N31-52.0 W86-31.0 to N31-38.0 W86-43.0. Low flying helicopter traffic from A to B left to centerline. Noise sensitive A-B: House N31-45.0 W86-30.0, avoid by 1000' AGL by 1 NM.
- (3) Hazards B-C: Low flying helicopter traffic below 1500' AGL.
- (4) Alternate Entry: B or C.
- (5) Alternate Exit: C.
- (6) Contact Montgomery FSS on 255.4 prior to entry.
- (7) Contact Elgin Range Control on 262.3 prior to C for clearance into R-2914.
- (8) CAUTION: This route crosses, overlaps or runs parallel with VR-1082, VR-1083, VR-1084 and VR-1085.
- (9) Tie-in FSS: Montgomery (MGM).
- (10) Scheduling activity hours of operation 0700-1730 central time Tue-Fri, occasional weekends. To schedule use on Sat, Sun or Mon phone prior to 1600 central time the previous Friday.
- (11) Review route survey at <https://intelshare.intelink.gov/sites/angsafety1/187FW/lists/tools/attachments/37/VR-1070%20combined.pdf>.

FSS Within 100 NM Radius:

ANB, MCN

VR-1072

ORIGINATING ACTIVITY: 14 OSS/OSOP, Columbus AFB, MS 39710, DSN 742-2764, C662-767-2764.

SCHEDULING ACTIVITY: 48 FTS, Columbus AFB, MS 39710 DSN 742-7840, C662-434-7840.

HOURS OF OPERATION: Dawn-Dusk Mon-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MHZ 185/23	N32°03.00' W90°08.00'
15 AGL to	B	MHZ 210/28	N32°01.00' W90°22.00'
05 AGL B 15 AGL to	C	MHZ 225/62	N31°41.00' W90°56.00'
05 AGL B 15 AGL to	D	MHZ 223/95	N31°15.00' W91°20.00'
05 AGL B 15 AGL to	E	MHZ 213/97	N31°03.00' W91°06.00'
05 AGL B 15 AGL to	F	MHZ 174/50	N31°36.00' W89°59.00'
05 AGL B 15 AGL to	G	MHZ 130/38	N32°02.00' W89°31.00'
05 AGL B 15 AGL to	H	MEI 165/25	N31°58.00' W88°43.00'

TERRAIN FOLLOWING OPERATIONS: Authorized IAW Command directives within entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) To schedule for weekend use, Contact Scheduling Activity prior to 2200Z on Friday.
- (2) Numerous power lines/antennae below 200' (AGL) may be uncharted.
- (3) Alternate Entry: E.
- (4) For route brief, please email 14OSS.OSOP.VR1072@us.af.mil.
- (5) Alternate Exit Pt: E, F, and G.
- (6) CROSSING ROUTES:
Deconflict with: VR-1033 and VR-1024. Plan to exit no later than Point G unless the crew has verified that VR-1033 and VR-1024 are not being utilized.
(a) VR-1033 between Point G and H (COMDRAWING ONE NAS Meridian, DSN 637-2487, C601-679-2487).
(b) VR-1024 between Point G and H (FACSFACNPA, NAS Pensacola, DSN 922-2735, C850-452-2735).
- (7) Aircrews calling to schedule VR-1072 will ensure they have checked all applicable Bird Hazard products (examples: <http://www.usahas.com/> and <http://usahas.com/bam/>) and are applying appropriate ORM (Operational Risk Management) guidance in accordance with their respective instructions/regulations to reduce the risk of Bird Strikes.
- (8) Uncharted tower: N32 01.65 W089 16.88 400' AGL.
- (9) Uncharted airfields: N31 16.50 W090 29.70 grass strip 2500' runway, N31 10.25 W090 49.06 grass strip 1500' runway, N32 01.95 W089 27.44 grass strip 1000' runway.

FSS Within 100 NM Radius:

DRI, GWO.

VR-1076

ORIGINATING ACTIVITY: 156 AW (PRANG) Muniz ANGB, 200 Jose A. (Tony) Santana Ave., Carolina, Puerto Rico 00979-1502 DSN 740-9629, C787-253-7629.

SCHEDULING ACTIVITY: Same as Originating Activity

VR ROUTES

HOURS OF OPERATION: 1100-0000Z++ (DAILY)

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJU 226/31	N18°01.30' W66°17.70'
05 AGL B 15 AGL to	B	SJU 233/34	N18°01.00' W66°23.50'
05 AGL B 15 AGL to	C	SJU 234/46	N17°53.00' W66°32.00'
01 AGL B 15 AGL to	D	BQN 200/36	N17°54.50' W67°13.00'
05 AGL B 15 AGL to	E	BQN 201/23	N18°07.20' W67°11.30'
05 AGL B 15 AGL to	F	BQN 130/31	N18°14.40' W66°38.30'
05 AGL B 15 AGL to	G	SJU 286/33	N18°29.50' W66°33.80'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 2 NM either side of centerline from A to C; 5 NM left and 2 NM right of centerline from C to E; 2 NM either side of centerline from E to G.

Special Operating Procedures:

- (1) Two way route (opposite direction designator is VR-1080).
- (2) Alternate Entry Points: C, D and E.
- (3) Alternate Exit Points: D and F.
- (4) Endangered bird species area 1.5 NM radius of N17-57.0 W67-06.0 and N17-58.0 W67-00.0. Do not overfly below 1000' AGL.
- (5) Flights not scheduled to use R-7103 must enter at C.
- (6) CAUTION: Certified light aircraft student training area in vicinity of G.
- (7) From Point E to Lago Guaya N18-12.0 W66-50.0 minimum altitude is 1500' AGL for noise abatement. The towns of Cabo Rojo, Maricao and the winding road east from Maricao to 10 NM arc are extreme noise sensitive areas.
- (8) CAUTION: Avoid R-7105 (centered N17-58.8 W67-04.9 3 NM radius, surface to 15,000' MSL) which is a tethered unlighted balloon located approximately 10 NM NE of Point D.
- (9) Obtain advance coordination briefing on DSN 740-9629/9645 or C787-253-7629/7645.

FSS Within 100 NM Radius:

SJU

VR-1077

ORIGINATING ACTIVITY: 156 AW (PRANG) Muniz ANGB, 200 Jose A. (Tony) Santana Ave., Carolina, Puerto Rico 00979-1502 DSN 740-9629, C787-253-7629.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0000Z++ (DAILY)

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJU 086/41	N18°37.00' W65°18.00'
01 AGL B 15 AGL to	B	NRR 083/45	N18°28.00' W64°53.50'
10 AGL B 15 AGL to	C	NRR 082/79	N18°40.00' W64°20.00'
01 AGL B 15 AGL to	D	NRR 089/79	N18°30.00' W64°17.50'
05 AGL B 15 AGL to	E	NRR 133/73	N17°35.00' W64°34.00'
01 AGL B 15 AGL to	F	NRR 157/51	N17°32.00' W65°09.00'
01 AGL B 15 AGL to	G	NRR 146/28	N17°54.00' W65°17.50'
01 AGL B 15 AGL to	H	NRR 117/22	N18°08.30' W65°16.80'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 2 NM either side of centerline from A to H.

Special Operating Procedures:

- (1) Alternate Entry: B and C.
- (2) Alternate Exit: F and G.
- (3) Do not overfly Great Tobago or Anegada Islands.
- (4) Flights not scheduled to use R-7104 must exit at G or F.
- (5) All aircraft so equipped report Point B to Beef Island Tower (VHF 118.4) and monitor this frequency until 20 NM past Point D.
- (6) Obtain advance coordination briefing on DSN 740-9629/9645 or C787-253-7629/7645.

FSS Within 100 NM Radius:

SJU

VR-1078

ORIGINATING ACTIVITY: 156 AW (PRANG) Muniz ANGB, 200 Jose A. (Tony) Santana Ave., Carolina, Puerto Rico 00979-1502 DSN 740-9629, C787-253-7629.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0000Z++ (DAILY)

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJU 086/41	N18°37.00' W65°18.00'
01 AGL B 15 AGL to	B	NRR 083/45	N18°28.00' W64°53.50'
01 AGL B 15 AGL to	C	NRR 082/79	N18°40.00' W64°20.00'
01 AGL B 15 AGL to	D	NRR 089/79	N18°30.00' W64°17.50'
10 AGL B 15 AGL to	E	NRR 133/73	N17°35.00' W64°34.00'

01 AGL B 15 AGL to	F	NRR 157/51	N17°32.00' W65°09.00'
01 AGL B 15 AGL to	G	NRR 146/28	N17°54.00' W65°17.50'
05 AGL B 15 AGL to	H	NRR 255/41	N17°56.00' W66°17.00'
05 AGL B 15 AGL to	I	SJU 226/31	N18°01.30' W66°17.70'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 2 NM either side of centerline from A to I.

Special Operating Procedures:

- (1) Alternate Entry Points: B, C, E and G.
- (2) Alternate Exit Points: G and H.
- (3) Do not overfly Great Tobago or Anegada Islands.
- (4) Do not overfly town of Salinas (N17-59.0 W66-19.0 below 1000' AGL).
- (5) Flights not scheduled to use R-7103 must exit at H or G.
- (6) All aircraft so equipped report Point B to Beef Island tower (VHF 118.4) and monitor this frequency until 20 NM past Point D.
- (7) Obtain advance coordination briefing on DSN 740-9629/9645 or C787-253-7629/7645.

FSS Within 100 NM Radius:
SJU

VR-1079

ORIGINATING ACTIVITY: 156 AW (PRANG) Muniz ANGB, 200 Jose A. (Tony) Santana Ave., Carolina, Puerto Rico 00979-1502 DSN 740-9629, C787-253-7629.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0000Z++(DAILY)

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJU 288/24	N18°29.50' W66°24.00'
10 AGL B 15 AGL to	B	SJU 272/39	N18°20.40' W66°40.00'
01 AGL B 15 AGL to	C	BQN 262/22	N18°23.00' W67°29.00'
01 AGL B 15 AGL to	D	BQN 257/59	N18°06.00' W68°03.80'
01 AGL B 15 AGL to	E	BQN 200/36	N17°54.50' W67°13.00'
01 AGL B 15 AGL to	F	SJU 234/46	N17°53.00' W66°32.00'
01 AGL B 15 AGL to	G	SJU 223/37	N17°55.50' W66°19.40'
10 AGL B 15 AGL to	H	SJU 226/31	N18°01.30' W66°17.70'

TERRAIN FOLLOWING OPERATIONS: Authorized from Point B to H.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry Point: E.
- (2) Alternate Exit Point: G.
- (3) CAUTION: Certified light aircraft student pilot training area in vicinity of Point A.
- (4) Point B to C minimum altitude over land 500' AGL, start descent to 100' AGL after overflying the coast.
- (5) Do not overfly ARECIBO Radar Telescope 5 NM past B (N18-21.0 W66-45.0).
- (6) Point C to D, avoid Mona Island by 1 NM.
- (7) CAUTION: Avoid R-7105 (centered N17-58.8 W67-04.9, 3 NM radius, surface to 15,000' MSL) which is tethered, unlighted balloon located approximately 10 NM NE of Point E.
- (8) Point G to H, cross coastline at minimum of 1000' AGL. Contact Santiago Range Control on 260.9 prior to departing Point G. Flights not scheduled to use R-7103 must exit at point G.
- (9) Obtain advance coordination briefing on DSN 740-9629/9645 or C787-253-7629/7645.

FSS Within 100 NM Radius:
SJU

VR-1080

ORIGINATING ACTIVITY: 156 AW (PRANG) Muniz ANGB, 200 Jose A. (Tony) Santana Ave., Carolina, Puerto Rico 00979-1502 DSN 740-9629, C787-253-7629.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0000Z++ (DAILY)

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJU 286/33	N18°29.50' W66°33.80'
05 AGL B 15 AGL to	B	BQN 130/31	N18°14.40' W66°38.30'
05 AGL B 15 AGL to	C	BQN 201/23	N18°07.20' W67°11.30'
05 AGL B 15 AGL to	D	BQN 200/36	N17°54.50' W67°13.00'
01 AGL B 15 AGL to	E	SJU 234/46	N17°53.00' W66°32.00'
05 AGL B 15 AGL to	F	SJU 233/34	N18°01.00' W66°23.50'
05 AGL B 15 AGL to	G	SJU 226/31	N18°01.30' W66°17.70'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 2 NM either side of centerline from A to C; 2 NM left and 5 NM right of centerline from C to E; 2 NM either side of centerline from E to G.

Special Operating Procedures:

- (1) Two way route (opposite direction designator is VR-1076).

VR ROUTES

- (2) Alternate Entry Points: C and D.
- (3) Alternate Exit Points: D and E.
- (4) CAUTION: Certified light aircraft student training area in vicinity of A.
- (5) From Lago Guaya (N18-12.0 W66-50.0) to Point C minimum altitude is 1500' AGL for noise abatement. The towns of Cabo Rojo, Maricao and the winding road East from Maricao to 15 NM are extreme noise sensitive areas.
- (6) CAUTION: Avoid R-7105 (centered N17-58.8 W67-04.9, 3 NM radius, surface to 15,000' MSL) which is a tethered, unlighted balloon located approximately 10 NM NE of Point D.
- (7) Endangered bird species area 1.5 NM radius of N17-57.0 W67-06.0 and N17-58.0 W67-00.0. Do not overfly below 1500' AGL.
- (8) Point E to F, cross coastline at minimum of 1000' AGL. Contact Santiago Range Control on 260.9 prior to departing Point E. Flights not scheduled to use R-7103 must exit at E.
- (9) Obtain advance coordination briefing on DSN 740-9629/9645 or C787-253-7629/7645.

FSS Within 100 NM Radius:

SJU

VR-1081

ORIGINATING ACTIVITY: 156 AW (PRANG) Muniz ANGB, 200 Jose A. (Tony) Santana Ave., Carolina, Puerto Rico 00979-1502 DSN 740-9629, C787-253-7629.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1100-0000Z++ (DAILY)

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJU 286/33	N18°29.50' W66°33.80'
05 AGL B 15 AGL to	B	SJU 263/39	N18°14.30' W66°38.30'
05 AGL B 15 AGL to	C	BQN 201/23	N18°07.20' W67°11.30'
05 AGL B 15 AGL to	D	BQN 200/36	N17°54.50' W67°13.00'
01 AGL B 15 AGL to	E	SJU 234/46	N17°53.00' W66°32.00'
01 AGL B 15 AGL to	F	NRR 183/22	N17°52.00' W65°35.20'
01 AGL B 15 AGL to	G	NRR 117/21	N18°08.30' W65°17.70'

TERRAIN FOLLOWING OPERATIONS: Authorized from Point F to G.

ROUTE WIDTH - 2 NM either side of centerline from A to C; 2 NM left and 5 NM right of centerline from C to E; 3 NM either side of centerline from E to G.

Special Operating Procedures:

- (1) Two-way route from A to E (opposite direction designator is VR-1076).
- (2) Alternate Entry: C and D.

- (3) Alternate Exit: D, E and F.
- (4) CAUTION: Certified light aircraft student training area in vicinity of Point A.
- (5) Endangered bird species area 1.5 NM radius of N17-57.0 W67-06.0 and N17-58.0 W67-00.0. Do not overfly below 1500' AGL.
- (6) CAUTION: Avoid R-7105 (centered N17-58.8 W67-04.9, 3 NM radius, surface to 15,000' MSL) which is a tethered, unlighted balloon located approximately 10 NM NE of Point D.
- (7) Obtain advance coordination briefing on DSN 740-9629/9645 or C787-253-7629/7645.

FSS Within 100 NM Radius:

SJU

VR-1082

ORIGINATING ACTIVITY: 96 OSS/OSO, 505 North Barrancas Ave, Suite 213, Eglin AFB, FL 32542-6818 DSN 872-8330, C850-882-8330.

SCHEDULING ACTIVITY: 96 OSS/OSOS (JTTOCC), 505 North Barrancas Ave, Suite 201, Eglin AFB, FL 32542-6818 DSN 872-5800, C850-882-5800.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CEW 013/12	N31°01.00' W86°37.00'
01 AGL B 15 AGL to	B	MVC 131/21	N31°13.00' W87°04.00'
01 AGL B 15 AGL to	C	MVC 214/12	N31°18.00' W87°30.00'
05 AGL B 15 AGL to	D	MVC 341/29	N31°56.00' W87°30.00'
05 AGL B 15 AGL to	E	CEW 339/42	N31°30.00' W86°56.00'
15 AGL to	F	CEW 030/18	N31°05.00' W86°29.00'
15 AGL to	G	CEW 061/19	N30°58.00' W86°21.00'
15 AGL to	H	DWG 055/18	N30°39.00' W86°14.00'
10 AGL B 15 AGL to Alternate entry (See SOP 13)	DA	MVC 355/22	N31°49.50' W87°21.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to E.

ROUTE WIDTH - 2 NM left and 5 NM right of centerline from A to B; 2 NM either side of centerline from B to D; 5 NM left and 2 NM right of centerline from D to E; 2 NM either side of centerline from E to H.

Special Operating Procedures:

- (1) All users must receive the current VR-1082 briefing when scheduling the route.

- (2) Recommend maintaining at or above 3000' MSL until within 5 nautical miles of Point A. Cross Point A at and maintain 1500' AGL until established on the route. High volume of pattern traffic at Bob Sikes Airport and noise sensitive area IVO Point A.
- (3) CAUTION: Open air shooting range 7 NM SW of Point A at N30-58.4 W086-44.6.
- (4) CAUTION: High volume of rotary and fixed wing training in A-292, SFC-17.5K feet MSL. Potential small UAS activity throughout the route.
- (5) CAUTION: Crosses several MTRs. Same direction as VR-1085 and VR-1084 from Point A. VR-1083, VR-1020, and IR-030/031 cross between Points C and D. IR-030/031 cross C and D. VR-1020, VR-1083, VR-1084, and VR-1085 same direction from/near Point E.
- (6) CAUTION: Sod airfield IVO N31-11.84 W087-02.78.
- (7) CAUTION: Sod airfield IVO N31-34.1 W087-33.7.
- (8) CAUTION: Potential bird hazard IVO landfill at N31-15.4 W087-11.2.
- (9) Noise sensitive area. Avoid horse farm at N31-00.8 W086-36.5 by 2 NM or 1500' AGL.
- (10) Noise sensitive area. Avoid Brewton AL N31-07.0 W087-03.0 by 4 NM.
- (11) Avoid Camden airport by 3NM and 1500' AGL.
- (12) Avoid factory (N31-58.2 W087-28.5) IVO Point D. Remain S of East/West Road between factory and Camden Airport.
- (13) Alternate entry Point DA (coincident with VR-1022 alternate exit Point EA) to be used only for transition from VR-1022.
- (14) Alternate exit: Points D, F, and G.
- (15) User must have R2914A scheduled to fly beyond Point G. Contact Eglin Mission on 284.65 prior to Point F for clearance into the Eglin MOA/R2914A.
- (16) CAUTION: Multiple uncharted onstacles below the FAA's 200' AGL threshold for charting. Uncharted obstacles of note:
 - (a) Tower, 641' (320') at N31-12.6 W086-52.3.

FSS Within 100 NM Radius:

ANB

VR-1083

ORIGINATING ACTIVITY: USAFAWC-79 Test and Evaluation Group/CD, Eglin AFB, FL 32542 DSN 872-2024, C904-882-2024.

SCHEDULING ACTIVITY: 85 Test and Evaluation Squadron/DOOS, Eglin AFB, FL 32542 DSN 872-2622, C904-882-2622. Alternate DSN 872-2413, 55 TES OPS desk. Route must be scheduled. between the hours 1330-2200Z weekdays.

HOURS OF OPERATION: Normally 1200-2300Z++ Mon-Fri, route usage is allowable OT

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SJI 305/24	N30°58.99' W88°42.95'
01 AGL B 15 AGL to	B	MVC 299/10	N31°33.00' W87°31.00'
05 AGL B 15 AGL to	C	MVC 352/37	N32°05.00' W87°24.00'

05 AGL B 15 AGL to	D	MVC 072/27	N31°34.00' W86°51.00'
15 AGL to	E	CEW 030/19	N31°05.50' W86°28.50'
15 AGL to	F	CEW 061/19	N30°58.00' W86°21.00'
15 AGL to	G	DWG 055/18	N30°39.00' W86°14.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to D.

ROUTE WIDTH - 5 NM either side of centerline from A to G.

Special Operating Procedures:

- (1) CAUTION: VR-1083 crosses several other training routes. Heavy A-37 low altitude tactical training entry Point to the Alabama state line. Maintain 1500' AGL from D to R-2914 to avoid Fort Rucker helicopter training areas.
- (2) Contact Eglin Mission Control on 262.3 prior to F for clearance into Eglin MOA/R-2914.
- (3) Alternate Entry: C.
- (4) Alternate Exit: C, E and F.
- (5) Sod airfield near N31-34.2 W87-34.0.
- (6) Do not overfly factory at N31-58.2 W87-28.5.
- (7) Avoid house (N32-08.0 W87-25.0) by 1500' AGL or 3 NM.
- (8) Avoid Martin Airport (N32-09.2 W87-27.3) by 1500' AGL or 3 NM.
- (9) Noise Sensitive Area: Avoid horse farm at N31-00.8 W86-36.5 by 1500' AGL or 2 NM.
- (10) VR-179, VR-1024, VR-1021, VR-1085, IR-030, IR-031, IR-037 and IR-040 cross between Points A and B.
- (11) VR-1020 same direction between Points B and C.
- (12) VR-1022, VR-1082 and VR-1033 cross between Points B and C.
- (13) VR-1020, VR-1082, VR-1084, VR-1085 and IR-031 same direction near Point F.
- (14) Uncharted obstructions:
 - (a) Tower 200' (150) at N31-15.5 W88-01.2;
 - (b) Tower 350' (150) at N31-39.5 W87-03.6;
 - (c) Tower 300' (100) at N31-02.4 W88-43.1;
 - (d) Tower 300' (150) at N31-16.5 W88-00.7;
 - (e) Tower 550' (300) at N30-52.0 W86-31.0;
 - (f) Tower 497' (295) at N31-17.5 W88-04.5;
 - (g) Tower 485' (295) at N31-18.3 W88-02.5;
 - (h) Tower 400' (150) at N31-31.9 W87-47.3;
 - (i) Tower 450' (200) at N31-28.2 W87-50.2;
 - (j) Tower 600' (150) at N31-42.8 W87-02.6;
 - (k) Tower 350' (200) at N31-28.2 W87-45.0;
 - (l) Tower 450' (150) at N31-55.8 W87-15.5;
 - (m) Tower 400' (200) at N31-14.0 W88-00.0;
 - (n) Fire tower 500' (100) at N31-12.9 W88-06.8;
 - (o) Tower 450' (200) at N31-10.5 W88-27.4;
 - (p) Tower 450' (150) at N31-56.0 W87-16.3;
 - (q) Tower 350' (150) at N31-32.6 W86-58.8;
 - (r) Tower 500' (150) at N31-14.5 W88-06.6.

FSS Within 100 NM Radius:

ANB, DRI

VR ROUTES

VR-1084

ORIGINATING ACTIVITY: USAFAWC-79 Test and Evaluation Group/CD, Eglin AFB, FL 32542 DSN 872-2024, C904-882-2024.

SCHEDULING ACTIVITY: 85 Test and Evaluation Squadron/DOOS, Eglin AFB, FL 32542 DSN 872-2622, C904-882-2622. Alternate DSN 872-2413, 55 TES OPS desk. Route must be scheduled. between the hours 1330-2200Z weekdays.

HOURS OF OPERATION: Normally 1200-2300Z++ Mon-Fri, route usage is allowable OT

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CEW 013/12	N31°01.00' W86°37.00'
01 AGL B 15 AGL to	B	MVC 131/21	N31°13.00' W87°04.00'
01 AGL B 15 AGL to	C	CEW 357/34	N31°24.00' W86°41.00'
15 AGL to	D	CEW 019/18	N31°06.00' W86°33.00'
15 AGL to	E	CEW 059/18	N30°58.00' W86°22.00'
15 AGL to	F	DWG 058/18	N30°38.00' W86°14.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to C.

ROUTE WIDTH - 2 NM left and 5 NM right of centerline from A to B; 5 NM either side of centerline from B to F.

Special Operating Procedures:

- (1) Maintain 1500' AGL from Point C to R-2914 to avoid Fort Rucker helicopter training areas.
- (2) Contact Elgin Mission Control on 262.3 prior to Point E for clearance into R-2914.
- (3) CAUTION: Heavy Navy air training from Point A to C.
- (4) Alternate Exit: E.
- (5) Avoid Brewton, AL (N31-07.0 W87-03.0) by 4 NM, noise sensitive area.
- (6) CAUTION: VR-1084 crosses several other training routes.
- (7) IR-030 opposite direction Point C to D. IR-030/031 activated by NOTAM.
- (8) NOISE SENSITIVE AREA: Avoid horse farm at N31-00.8 W86-36.5 by 2 NM or 1500' AGL.
- (9) VR-1082 and VR-1085 same direction from A.
- (10) VR-1020, VR-1082, VR-1085 and IR-031 cross from left to right prior to C.
- (11) Uncharted obstructions:
 - (a) Tower 1500' (1300) at N30-57.0 W86-44.5;
 - (b) Tower 400' (150) at N31-11.6 W86-50.9;
 - (c) Tower 641' (320) at N31-12.6 W86-52.3;
 - (d) Tower 550' (300) at N30-52.0 W86-31.0.

FSS Within 100 NM Radius:

ANB

VR-1085

ORIGINATING ACTIVITY: 96 OSS/OSO, 505 North Barrancas Ave, Suite 213, Eglin AFB, FL 32542-6818 DSN 872-8330, C850-882-8330.

SCHEDULING ACTIVITY: 96 OSS/OSOS (JTTOCC), 505 North Barrancas Ave, Suite 201, Eglin AFB, FL 32542-6818 DSN 872-5800, C850-882-5800.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CEW 013/12	N31°01.00' W86°37.00'
01 AGL B 15 AGL to	B	MVC 131/21	N31°13.00' W87°04.00'
01 AGL B 15 AGL to	C	MVC 217/22	N31°11.00' W87°38.00'
01 AGL B 15 AGL to	D	MVC 296/19	N31°37.00' W87°40.00'
05 AGL B 15 AGL to	E	MVC 022/31	N31°56.00' W87°05.00'
05 AGL B 15 AGL to	F	MVC 091/32	N31°25.00' W86°44.00'
15 AGL to	G	CEW 019/18	N31°06.00' W86°33.00'
15 AGL to	H	CEW 059/18	N30°58.00' W86°22.00'
15 AGL to Alternate Exit Track from Pt F	I	DWG 058/18	N30°38.00' W86°14.00'
05 AGL B 15 AGL to	F	MVC 091/32	N31°25.00' W86°44.00'
15 AGL to	F1	CEW 338/11	N31°00.00' W86°45.00'
02 AGL B 10 AGL to	F2	CEW 198/10	N30°40.00' W86°45.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to F and F to F2.

ROUTE WIDTH - 2 NM left and 5 NM right of centerline from A to B; 5 NM either side of centerline from B to I; 3 NM either side of centerline from F to F1 and F2.

Special Operating Procedures:

- (1) All users must receive the current VR-1085 briefing when scheduling the route.
- (2) Recommend maintaining at or above 3000' MSL until within 5 NM of Point A. Cross Point A at and maintain 1500' AGL until established on the route. High volume of pattern traffic at Bob Sikes Airport and noise sensitive area IVO Point A.
- (3) Maintain 1500' AGL and offset 2 NM W of centerline between Points F1 and F2 until 6 NM S of Point F1. Open air shooting range 1.6 NM SSE of Point F1, 7 NM SW of Point A at N30-58.4 W086-44.6.
- (4) CAUTION: High volume of rotary and fixed wing training in A-292, SFC-17.5K' MSL. Potential small UAS activity throughout the route.

- (5) CAUTION: Crosses several MTRs. Same direction as VR-1082 and VR-1084 from Point A. Same direction as IR-031 from Point B. VR-1020, VR-1021, VR-1022 and VR-1083 cross between Point C and D.
- (6) CAUTION: Sod airfield IVO N31-11.84 W087-02.78.
- (7) CAUTION: Sod airfield IVO N31-34.1 W087-33.7.
- (8) CAUTION: Potential bird hazard IVO landfill located at N31-15.4 W087-11.2.
- (9) Noise Sensitive Area. Avoid horse farm at N31-00.8 W86-36.5 by 2NM and 1500' AGL.
- (10) Noise Sensitive Area. Avoid Brewton AL. N31-07.0 W087-03.0 by 4NM.
- (11) Avoid Prison at N31-08.0 W087-27.5 by 1000' AGL or 1NM.
- (12) Avoid Grove Hill airport by 3NM or 1500' AGL.
- (13) Alternate Entry: Point F.
- (14) Alternate Exit: Points E, F, G, H and F2.
- (15) User must have R2914A scheduled to fly route beyond Point H. If scheduled, contact Eglin Mission on 284.65 prior to Point G for clearance into the Eglin MOA/R2914A.
- (16) User must have R2915A scheduled to fly alternate exit track F to F2. If scheduled, contact Eglin Mission on 284.65 prior to Point F1 for clearance into the Eglin MOA/R2915A.
- (17) CAUTION: Multiple uncharted obstacles below the FAA's 200' AGL threshold for charting. Uncharted obstacles of note:
 - (a) Tower 641' (320') at N31-12.5 W86-52.3;
 - (b) Tower 500' (200') at N31-10.1 W87-27.7;
 - (c) Tower 350' (200') at N31-28.2 W87-45.0;

FSS Within 100 NM Radius:

ANB, DRI

VR-1087

ORIGINATING ACTIVITY: 347 Rescue Wing, Detachment 1/RO, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-2902/4642, C813-828-2902/4642.

SCHEDULING ACTIVITY: 347 Rescue Wing, Detachment 1/ROA, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-4642, C813-828-4642.

HOURS OF OPERATION: Normally 0900-2400Z++ daily, available OT

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	RSW 146/28	N26°09.00' W81°28.00'
05 AGL B 15 AGL to	B	RSW 117/25	N26°21.00' W81°21.00'
05 AGL B 15 AGL to	C	PHK 236/7	N26°43.00' W80°48.00'
10 AGL B 15 AGL to	D	PHK 329/20	N27°04.00' W80°53.00'
10 AGL B 15 AGL to Coordinate with Avon Park Range Control on 292.2 MHz prior to entering R-2901.	E	PHK 331/38	N27°20.00' W81°02.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from C to E.

ROUTE WIDTH - 5 NM either side of centerline from A to C; 1 NM either side of centerline from C to D; 5 NM either side of centerline from D to E.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Avoid Immokalee, Clewiston, Palm Beach County, Glades, Okeechobee Airports and uncharted airstrip/housing area at 27-20N 81-02W by 3 NM below 1500' AGL.
- (3) All requests for use of this route must be approved by 347 WG, Det 1 Scheduling Activity a minimum of one day in advance during normal duty hours. Same day changes or cancellations shall be coordinated through the Scheduling Activity. Contact 347 WG, Det 1/RO during normal duty hours for hazard briefing prior to flight planning.
- (4) Route clearance is valid only plus or minus 30 minutes from scheduled time.
- (5) This route authorized only for aircraft scheduled to enter R-2901.
- (6) Obstruction/hazard/noise sensitive briefing shall be obtained at time of scheduling.
- (7) Avoid overflight of Hendry Correctional Complex at N26-19 W81-16 by 1 NM or 1500' AGL.
- (8) CAUTION; Uncharted grass airstrips located at N26-20 W81-19.2; N26-20.9 W81-26.5.
- (9) CAUTION; Uncharted 200' MSL tower located at N26-17.3 W81-20.2; 150' MSL Microwave tower located at N26-18.4 W81-16.8; 250' MSL tower located N26-27.5 W81-04.5; 315' MSL Microwave tower located at N26-37.7 W80-55.2; 300' MSL tower located at N26-38.6 W80-55.2; 250' MSL water tower located at N27-04.8 W81-04.2; 300' MSL tower located at N27-07.0 W81-05.0.
- (10) Avoid Fishing Resort/Trailer Park at intersection of Route 70 and the Kissimmee River, 7 NM west of Okeechobee.

FSS Within 100 NM Radius:

MIA, PIE

VR-1088

ORIGINATING ACTIVITY: 347 Rescue Wing, Detachment 1/RO, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-2902/4642, C813-828-2902/4642.

SCHEDULING ACTIVITY: 347 Rescue Wing, Detachment 1/ROA, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-4642, C813-828-4642.

HOURS OF OPERATION: Normally 0900-2400Z++ daily, available OT

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	RSW 146/28	N26°09.00' W81°28.00'
05 AGL B 15 AGL to	B	RSW 112/17	N26°26.00' W81°29.00'
05 AGL B 15 AGL to	C	LBV 118/6	N26°47.00' W81°18.00'

VR ROUTES

05 AGL B 15 AGL to D PHK 319/20 N27°02.00'
W80°56.00'

05 AGL B 15 AGL to E PHK 327/37 N27°18.50'
Coordinate with Avon W81°04.00'
Park Range Control on
292.2 MHz prior to
entering R-2901.

TERRAIN FOLLOWING OPERATIONS: Authorized
from C to E.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Avoid Immokalee, Labelle, Hendry Isles and Graham-Moore Haven Airports and uncharted airport/housing area at N27-20.0 W81-02.0 by 3 NM below 1500' AGL.
- (3) All requests for use of this route must be approved by 347 WG, Det 1/ROA Scheduling Activity a minimum of one day in advance during normal duty hours. Same day changes or cancellations shall be coordinated through the Scheduling Activity.
- (4) Route clearance is valid only plus or minus 30 minutes from scheduled time.
- (5) This route authorized only for aircraft scheduled to enter R-2901.
- (6) Obstruction/Hazard/Noise Sensitive Briefing shall be obtained at time of scheduling.
- (7) Avoid overflight of horse ranch at N26-52.0 W81-14.0 by 2 NM or 1500' AGL.
- (8) CAUTION: Uncharted grass airstrips located at N26-20.9 W81-26.5 and N26-49.0 W81-21.5.
- (9) CAUTION: Uncharted 300' MSL tower located at N27-07.0 W81-05.0; 250' MSL water tower located at N27-04.8 W81-04.2; 250' MSL tower located at 26-59.0N 81-07.8W; 225' MSL tower located at N26-45.5 W81-23.7; 200' MSL oil rig located at N26-32.1 W81-27.3; 200' MSL tower located at N26-25.9 W81-26.9.

FSS Within 100 NM Radius:

MIA, PIE

VR-1089

ORIGINATING ACTIVITY: 347 Rescue Wing, Detachment 1/RO, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-2902/4642, C813-828-2902/4642.

SCHEDULING ACTIVITY: 347 Rescue Wing, Detachment 1/ROA, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-4642, C813-828-4642.

HOURS OF OPERATION: Normally 0900-2400Z++ daily, available OT

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PHK 236/7	N26°43.00' W80°48.00'
10 AGL B 15 AGL to	B	PHK 351/24	N27°11.00' W80°46.00'

05 AGL B 15 AGL to	C	TRV 297/16	N27°46.00' W80°46.00'
05 AGL B 15 AGL to	D	TRV 313/48	N28°09.00' W81°13.00'
05 AGL B 15 AGL to	E	TRV 304/49	N28°03.00' W81°19.00'
05 AGL B 15 AGL to	F	ORL 178/32	N28°00.00' W81°19.00'

Coordinate with Avon
Park Range Control on
292.2 MHz prior to
entering R-2901.

TERRAIN FOLLOWING OPERATIONS: Authorized
from C to F.

ROUTE WIDTH - 1 NM either side of centerline from A to B;
5 NM either side of centerline from B to F.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Avoid Okeechobee and River Ranch Resort Airports by 3 NM below 1500' AGL.
- (3) All requests for use of this route must be approved by 347 WG, Det 1 Scheduling Activity a minimum of one day in advance during normal duty hours. Same day changes or cancellations shall be coordinated through the Scheduling Activity. Contact 347 WG, Det 1/RO during normal duty hours for hazard briefing prior to flight planning.
- (4) Route clearance is valid only plus or minus 30 minutes from scheduled time.
- (5) Florida turnpike - avoid flight within 1/2 NM either side except when crossing perpendicular to road bed.
- (6) This route is authorized only for aircraft scheduled to enter R-2901.
- (7) CAUTION: Uncharted grass airstrip located at N27-41.0 W80-48.5.
- (8) CAUTION: Uncharted 250' MSL tower located at N27-36.0 W80-52.2; 300' MSL microwave tower located at N27-52.0 W80-52.8; 200' MSL grain elevator located at N27-45.3 W80-47.8; 300' MSL grain elevator located at N27-48.1 W80-47.8; 250' MSL microwave tower located at N27-42.6 W80-54.3.
- (9) CAUTION: 516' MSL tower depicted at N27-14.3 W80-45.2 is actually located at N27-14.0 W80-40.5. Drive-in movie theater depicted at N27-14.5 W80-40.5 is actually located at N27-14.3 W80-45.2.

FSS Within 100 NM Radius:

GNV, MIA, PIE

VR-1097

ORIGINATING ACTIVITY: 347 WG, Detachment 1/RO, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-2902/4642, C813-828-2902/4642.

SCHEDULING ACTIVITY: 347 WG, Detachment 1/ROA, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-4642, C813-828-4642.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PIE 338/20	N28°12.00' W82°51.00'
05 AGL B 15 AGL to	B	CTY 190/37	N28°59.00' W83°09.00'
05 AGL B 15 AGL to Exit at 15 AGL unless flying VR-1005 at F.	C	CTY 201/19	N29°18.00' W83°10.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B;
5 NM left and 3 NM right of centerline from B to C.

Special Operating Procedures:

- (1) All requests for use of this route must be approved by 347 WG, Det 1 Scheduling Activity a minimum of one day in advance during normal duty hours. Same day changes or cancellations shall be coordinated through the Scheduling Activity.
- (2) Contact 347 WG, Det 1/ROA during normal duty hours for hazard briefing prior to flight planning.
- (3) To fly VR-1005, coordinate with appropriate agencies according to FLIP.
- (4) If Approval to fly VR-1005 is not approved, climb 5 NM prior to C to 1500' AGL to exit the route.
- (5) Entry time requirements: VR-1097 entry is schedule de-conflicted with IR-046 which shares common entry Point. Entry outside the scheduled entry time plus or minus 3 minutes is not authorized and will require rescheduling. Airspeeds between 360-540 knots ground speed must be maintained for 3 minutes after passing A.
- (6) Avoid watercraft in accordance with regulations.
- (7) 15 Oct to 15 Mar/migratory birds: During heavy migration bird season, flight not authorized from 1 hour before sunset to 1 hour after sunrise.

FSS Within 100 NM Radius:

GNV, PIE

VR-1098

ORIGINATING ACTIVITY: 347th Rescue WG, Detachment 1/RO, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-2902/4642, C813-828-2902/4642.

SCHEDULING ACTIVITY: 347th Rescue WG, Detachment 1/ROA, 8707 North Golf Course St., MacDill AFB, FL 33621-5205 DSN 968-4642, C813-828-4642.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MCF 164/23	N27°30.00' W82°22.00'
05 AGL B 15 AGL to	B	LBV 314/46	N27°21.72' W81°59.98'
05 AGL B 15 AGL to	C	LBV 319/37	N27°18.02' W81°49.98'

05 AGL B 15 AGL to	D	LBV 327/26	N27°11.52' W81°38.98'
05 AGL B 15 AGL to	E	PHK 325/28	N27°10.02' W80°59.28'
05 AGL B 15 AGL to	F	TRV 240/17	N27°30.02' W80°44.98'
05 AGL B 15 AGL to	G	TRV 300/25	N27°50.52' W80°54.98'
05 AGL B 15 AGL to	H	ORL 169/29	N28°04.02' W81°13.98'
05 AGL B 15 AGL to	I	ORL 181/32	N28°00.02' W81°20.98'
05 AGL B 15 AGL to	J	ORL 181/46	N27°46.02' W81°20.98'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 8 NM left and 3 NM right of centerline from A to B; 5 NM either side of centerline from B to C; 6 NM either side of centerline from C to D; 4 NM either side of centerline from D to E; at E width left reduces to border the Marian 2 MOA; 3 NM either side of centerline from E to H; 6 NM left and 4 NM right of centerline from H to J.

Special Operating Procedures:

- (1) All requests for use of this route must be approved by 347th Rescue WG, Det 1/ROA Scheduling Activity a minimum of one day in advance during normal duty hours. Same day changes or cancellations shall be coordinated through the Scheduling Activity.
- (2) Contact 347th Rescue WG, Det 1/RO, Originating Activity during normal duty hours for hazard briefing prior to flying route.
- (3) This route is only used for flights entering R-2901 with a scheduled range period. There are no alternate exit points.
- (4) Entry/Exit times: For deconfliction with IR/VR routes going to R-2901, enter Point A NET 25 minutes prior to the scheduling Range Start Time (RST) and no later than 30 minutes prior to the Range End Time (RET). Flight must exit the route NET the RST and no later than 10 minutes prior to RET. Airspeeds between 420-540 knots ground speed must be maintained. Entry/exit outside the time windows is not authorized and will require rescheduling.
- (5) See and Avoid: VR-1098 crosses IR-034, IR-050, IR-055, VR-1087 and VR-1088 within 3 NM of Point E. VR-1098 coincides with: IR-049 from Point A to E; with IR-050 and IR-051 from Point A to D; and IR-051, IR-056, VR-1006 and VR-1089 from Point H to J. MARSA is accomplished by See and Avoid.
- (6) CAUTION: Be alert for light aircraft in vicinity of all major highways along this route. Note, route parallels Florida Turnpike from Point G to I.
- (7) 15 Oct-15 Mar/Migratory birds: During heavy migratory bird season, flight not authorized from 1 hour before sunset to 1 hour after sunrise.
- (8) Possible bird hazard area located approximately N27-20.6 W80-41.4. Avoid this area by 3 NM or above 2000' AGL.
- (9) Alternate Entry: B (A is only authorized on departure from MacDill AFB, FL)
- (10) Use Caution: Entry Point A is within 2 NM of Class B and C Airspace.
- (11) Use Caution: Alternate Entry Point B is within 20 NM of Class B and C Airspace.

VR ROUTES

FSS Within 100 NM Radius:

GNV, MIA, PIE

VR-1102

ORIGINATING ACTIVITY: 188FW AR ANG, 4850 Leigh Ave., Fort Smith, AR 72903-6096 DSN 778-5502, C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FSM 072/63	N35°35.00' W93°01.00'
01 AGL B 15 AGL to	B	FSM 086/45	N35°21.00' W93°21.00'
01 AGL B 15 AGL to	C	FSM 102/44	N35°09.00' W93°26.00'
01 AGL B 15 AGL to	D	PGO 063/34	N34°54.00' W93°58.00'
01 AGL B 15 AGL to	E	FSM 131/15	N35°12.00' W94°04.00'

Alternate Entry:

as assigned to AA FSM 055/59 N35°51.00'
then at 01 AGL B 15 W93°12.00'
AGL to Pt B.

TERRAIN FOLLOWING OPERATIONS: Only obstacles 200' AGL and higher were surveyed for this MTR, and the minimum schedulable altitude for training is 500' AGL.

ROUTE WIDTH - 5 NM either side of centerline from A to 35-27N 93-10W, then 3 NM left and 5 NM right of centerline to B; 5 NM left and 8 NM right of centerline from B to C; 5 NM either side of centerline from C to D; 5 NM left and 3 NM right of centerline from D to E. Alternate Entry; 3 NM either side of centerline from AA to B.

Special Operating Procedures:

- (1) Alternate Entry: AA.
- (2) Alternate Exit: D.
- (3) Participating aircraft separation on IR-117, 120, 121, 164, VR-189, 1102, 1103, 1104, 1113, and 1130 as well as in the Hog MOA and is MARSA through see and avoid as well as restrictive scheduling. All legs of the route that enter the Hog MOA (F-H) are prohibited while the Hog MOA (also scheduled by the 188 WG) is activated--If Hog MOA is active, exit at point E or adjust route times.
- (4) Report Hog MOA entry/exit and applicable MTR points in the blind on the Hog MOA tactical frequency 307.375.
- (5) CAUTION; Numerous SR routes frequented by flights of multiple C-130s between (points A-C) and multiple converging MTRs and IP to DZ routes (Points C-E) even when the Hog MOA is active.
- (6) Units requesting use of VR-1102 will furnish scheduler with entry time, time at D, and exit time.
- (7) Point D is a compulsory reporting point; contact Razorback Approach on 343.75 or 120.9 (This may require climbing to top of block.) Clearance to enter R-2402 must be received on 339.7. Flights exiting the MTR requesting activation of the Hog MOA complex must report the MTR exit point to

Memphis Center on 269.0 or 126.1 and receive clearance out of the route and into the MOA prior to exiting the route. Otherwise, contact Razorback Approach on 343.75 or 120.9 prior to exiting the route.

- (8) Avoid flight within 1500' AGL/3 NM all charted airports when practicable.
- (9) Uncharted obstructions:
 - (a) Tower (N35 08.47 W094 03.59) estimated altitude 300' AGL.
 - (b) Tower (N35 22.77 W093 17.32) estimated altitude 230' AGL.
 - (c) Tower (N35 28.63 W093 12.48) estimated altitude 250' AGL.
 - (d) Tower (N35 23.42 W093 21.50) estimated altitude 300' AGL.
 - (e) Tower (N35 18.83 W093 29.76) estimated altitude 210' AGL.
- (10) CAUTION: Be alert for soaring birds and hang gliders in vicinity of Magazine Mountain (N35 10 W093 39) and Mt Nebo (N35 13 W093 15).
- (11) Make entry/exit times plus or minus ten minutes or reschedule.
- (12) Avoid direct overflight of Nuclear Facility (N35 19 W093 14).

VR-1103

ORIGINATING ACTIVITY: 188FW-AR ANG, 4850 Leigh Ave., Fort Smith, AR 72903-6096 DSN 778-5502, C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TXK 072/50	N33°40.00' W93°05.00'
01 AGL B 15 AGL to	B	TXK 037/43	N34°02.00' W93°28.00'
01 AGL B 15 AGL to	C	TXK 006/49	N34°19.00' W93°51.00'
01 AGL B 15 AGL to	D	PGO 082/48	N34°44.00' W93°38.00'
01 AGL B 15 AGL to	E	PGO 063/34	N34°54.00' W93°58.00'
01 AGL B 15 AGL to	F	FSM 131/15	N35°12.00' W94°04.00'

TERRAIN FOLLOWING OPERATIONS: Only obstacles 200' and higher were surveyed for the MTR, and the minimum schedulable altitude for training is 500' AGL.

ROUTE WIDTH - 2 NM either side of centerline from A to B; 2 NM widening to 6 NM left and 3 NM right of centerline from B to C; 8 NM either side of centerline from C to E; 5 NM left and 3 NM right of centerline from E to F.

Special Operating Procedures:

- (1) Alternate Entry: C.
- (2) Alternate Exit: E.

- (3) Participating aircraft separation on IR-117, 120, 121, 164, VR-189, 1102, 1103, 1104, 1113, and 1130 as well as in the Hog MOA and is MARSA through see and avoid as well as restrictive scheduling. All legs of the route that enter the Hog MOA (F-H) are prohibited while the Hog MOA (also scheduled by the 188 WG) is activate--If the Hog MOA is active, exit at point E or adjust route times.
- (4) Report Hog MOA entry/exit and applicable MTR points in the blind on the Hog MOA tactical frequency 307.375.
- (5) CAUTION; Multiple converging MTRs (Points B-F) and IP to DZ routes (Points D-F) even when the Hog MOA is not active.
- (6) Clearance to enter R-2402 must be received on 339.7. Flights exiting the MTR requesting activation of the Hog MOA complex must report the exit point to Memphis Center 269.0 or 126.1 and receive clearance out of the route and into the MOA prior to exiting the route. Otherwise, contact Razorback Approach on 343.75 or 120.9 prior to exiting the route.
- (7) Avoid flight within 1500' AGL/3 NM all charted airports when practicable.
- (8) CAUTION; Mining activity at (N34 14.15 W093 38.10) and (N34 13.15 W093 38.10).
- (9) Uncharted Obstructions:
 - (a) Tower (N34 05.56 W093 44.38) estimated altitude 250' AGL.
 - (b) Tower (N35 08.47 W094 03.59) estimated altitude 300' AGL.
- (10) Make entry time plus or minus 10 minutes or reschedule.

FSS Within 100 NM Radius:

DRI, MLC

VR-1104

ORIGINATING ACTIVITY: 188th Wing-AR ANG, 4850 Leigh Ave., Fort Smith, AR 72903 DSN 778-5502, C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PGO 188/29	N34°12.00' W94°44.00'
01 AGL B 15 AGL to	B	PGO 116/43	N34°19.00' W93°51.00'
01 AGL B 15 AGL to	C	PGO 082/48	N34°44.00' W93°38.00'
01 AGL B 15 AGL to	D	PGO 063/34	N34°54.00' W93°58.00'
01 AGL B 15 AGL to	E	FSM 131/15	N35°12.00' W94°04.00'

TERRAIN FOLLOWING OPERATIONS: Only obstacles 200' AGL and higher were surveyed for this MTR, and the minimum schedulable altitude for training is 500' AGL.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 8 NM either side of centerline from B to D; 5 NM left and 3 NM right of centerline from D to E.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Alternate Exit: D.
- (3) Participating Aircraft Separation on IR-117, 120, 121, 164, VR-189, 1102, 1103, 1104, 1113, and 1130 as well as in the Hog MOA and is MARSA through see and avoid as well as restrictive scheduling. All legs of the route that enter the Hog MOA (F-H) are prohibited while the Hog MOA (Also scheduled by the 188 WG) is activated. If Hog MOA is active, exit at point E or adjust route times.
- (4) Report Hog MOA entry/exit and applicable MTR points in-the-blind on the Hog MOA tactical frequency 307.375.
- (5) CAUTION; Multiple converging MTRs (Points B-E) and IP to DZ routes (Points D-E) even when the Hog MOA is not active.
- (6) Clearance to enter R-2402 must be received on 339.7. Flights exiting the MTR requesting activation of the Hog MOA complex must report the MTR exit point to Memphis Center on 269.0 or 126.1 and receive clearance out of the route and into the MOA prior to exiting the route. Otherwise, contact Razorback Approach on 343.75 or 120.9 prior to exiting the route.
- (7) Avoid flight within 1500' AGL or 3 NM all charted airports when practicable.
- (8) CAUTION; Point B, crossing MTR (IR-721/VR-1103).
- (9) Uncharted Obstructions:
 - (a) Tower (N35 08.47 W094 03.59) estimated altitude 300' AGL.
 - (b) Tower (N34 14.93 W094 29.39) estimated altitude 220' AGL.
 - (c) Tower (N34 09.84 W094 35.80) estimated altitude 250' AGL.
- (10) Make entry time plus or minus five minutes or reschedule.

FSS Within 100 NM Radius:

MLC

VR-1105

ORIGINATING ACTIVITY: 149 FTR GP (TX-ANG), Kelly AFB, TX 78241 DSN 945-5934, C210-925-5934.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800-1830 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A		N29°05.00' W98°41.00'
SFC B 15 AGL to	B	COT 040/19	N28°40.00' W98°51.00'
SFC B 15 AGL to	C	COT 074/20	N28°30.00' W98°45.00'
SFC B 15 AGL to	D	THX 282/22	N28°38.00' W98°33.00'
SFC B 15 AGL to	E	THX 213/19	N28°16.00' W98°23.00'
SFC B 15 AGL to	F	COT 113/24	N28°15.00' W98°44.00'

ROUTE WIDTH - 3 NM either side of centerline from A to E; 5 NM either side of centerline from E to F.

VR ROUTES

Special Operating Procedures:

- (1) Minimum altitude from A to C 500' AGL; from C to D 100' AGL.
- (2) Request for route utilization shall be coordinated minimum of 1 plus 30 prior to entry time.
- (3) MARSAs will apply between aircraft using this route and other routes which enter, cross, coincide and terminate under VMC within the route structure.
- (4) Speed routes will be flown at 300-520 knots.
- (5) Type aircraft: Only jet aircraft assigned to the 149 TFG and/or originating out of Kelly AFB, TX to include aircraft coordinated with the 149 TFC for exercise type operations.
- (6) Alternate Entry Points: D and E.
- (7) Alternate Exit Points: D and E.

FSS Within 100 NM Radius:

SJT

VR-1106

ORIGINATING ACTIVITY: 149 FTR GP (TX-ANG), Kelly AFB, TX 78241 DSN 969-5934.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0800-1830 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	COT 113/24	N28°15.00' W98°44.00'
SFC B 15 AGL to	B	THX 213/19	N28°16.00' W98°23.00'
SFC B 15 AGL to	C	THX 282/22	N28°38.00' W98°33.00'
SFC B 15 AGL to	D	COT 074/20	N28°30.00' W98°45.00'
SFC B 15 AGL to	E	COT 040/19	N28°40.00' W98°51.00'
SFC B 15 AGL to	F		N29°05.00' W98°41.00'

ROUTE WIDTH - 5 NM either side of centerline from A to C;
3 NM either side of centerline from C to F.

Special Operating Procedures:

- (1) Minimum altitude from A to D 100' AGL; from D to F 500' AGL.
- (2) Request for route utilization shall be coordinated minimum of 1 plus 30 prior to entry time. Only aircraft assigned to 149 TFG and/or originated out of Kelly AFB, TX to include exercise type operation will use this route.
- (3) MARSAs (See and Avoid) applies between aircraft using this route and other routes crossing or conflicting with this route structure.
- (4) Speed will be 300-520 knots.

FSS Within 100 NM Radius:

SJT

VR-1107

ORIGINATING ACTIVITY: 150 SOW OG/CC, 2251 Air Guard Rd. SE, Kirtland AFB, NM 87117-5875 C505-846-8335/6 DSN 846-7322

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-2200 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 15 AGL to	A	CNX 291/12	N34°29.00' W105°53.00'
01 AGL B 15 AGL to	B	CNX 074/46	N34°24.50' W104°45.50'
01 AGL B 15 AGL to	C	CVS 242/28	N34°13.00' W103°50.50'
01 AGL B 15 AGL to	D	TCC 195/33	N34°41.50' W103°54.00'
01 AGL B 15 AGL to	E	TCC 239/23	N35°03.50' W104°02.50'
01 AGL B 15 AGL to	F	ABQ 074/48	N35°05.00' W105°51.00'

TERRAIN FOLLOWING OPERATIONS: VFR terrain following authorized entire route IAW Command Directives within published altitude blocks.

ROUTE WIDTH - 15 NM left and 30 NM right of centerline from A to B; 25 NM left and 30 NM right of centerline from B to C; 10 NM either side of centerline from C to E; 26 NM either side of centerline from E to F.

Special Operating Procedures:

- (1) Avoid Ft. Sumner Airport (Segment B-C N34-29-15 W104-12-50) by 3 NM.
- (2) Avoid Double V Ranch private airport (Segment A-B N34-05-30 W104-19-55) by 2 NM.
- (3) Avoid the following by 1 NM: Santa Rosa Lake (N35-02-30 W104-41-00), (Lake Sumner Dam N34-36-25 W104-23-15, (Holcroft Ranch N34-43-06 W104-39-18), (Turkey Ranch N34-17-00 W105-59-45), and (House N34-20-00 W104-23-45).
- (4) Avoid Mine N34-35-30 W105-35-00 by .5 NM or 1000' AGL.
- (5) Avoid the following Houses by .5 NM: (N34-02-45 W104-04-50), (N34-17-00 W104-17-55), (N33-59-00 W104-29-00), (N34-17-40 W104-26-00), (N34-21-00 W104-21-50), (N34-13-40 W103-52-30), (N34-14-00 W103-59-00), (N34-03-00 W104-39-00), (N34-12-45 W104-46-20), (N34-04-20 W104-02-50).
- (6) Avoid ranch (N34-20-31 W104-23-12) by 2 NM and 1500' AGL.

FSS Within 100 NM Radius:

ABQ (7) AVOID CULTER RANCH (N35-15.18, W105-27.47) BY 1500' AGL AND 3 NM

VR-1110

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MQP 198/4	N32°40.02' W98°02.00'
01 AGL B 15 AGL to	B	MQP 167/45	N31°58.82' W97°56.52'
01 AGL B 15 AGL to	C	AGJ 017/24	N31°33.82' W97°58.02'
10 AGL B 15 AGL to	D	AGJ 050/21	N31°23.02' W97°48.92'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B and C.
- (2) Alternate Exit: B and C.
- (3) At B contact Gray Approach for clearance into Hood MOA on 244.0.
- (4) Do not proceed beyond C if no clearance into Hood MOA.
- (5) At Point C contact Shoal Creek Range Control for clearance into R-6302 on 238.8.
- (6) Do not proceed beyond D if not cleared onto Shoal Creek Range.
- (7) Exit at Point C if not scheduled for Shoal Creek or Hood MOA CAS missions.
- (8) 1000' AGL minimum from C to R-6302 for Noise Sensitive Areas.
- (9) Units requesting VR-1110 shall furnish 301 OG/SUA with planned entry/exit points, times and planned times for deconfliction.
- (10) Avoid Gattsville and North Ft Hood.
- (11) Avoid the following areas by 1000' or 1 NM radius: N31-25.2 W97-42.2, and N31-22.7 W97-54.7.
- (12) Minimum separation between scheduled entry times is 10 minutes. VR routes are strictly See and Avoid and users are encouraged to maintain a continuous visual lookout.
- (13) Units requesting VR 1110 shall furnish 301 OG/SUA with planned entry/exit points, times and planned speeds. Accurate times are critical in the deconfliction process.
- (14) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (15) Route Conflicts:
 - (a) VR1110 between Points A to B conflicts with VR158 between Points C to D to E. To deconflict, call the schedulers at the 90 FTS, Sheppard AFB, DSN 736-2675/4995, C940-676-2675/4995.
 - (b) VR1110 conflicts with SR261 Points B and C. To deconflict, call Dyess AFB, DSN 461-2792.

FSS Within 100 NM Radius:

CXO, FTW, SJT

VR-1113

ORIGINATING ACTIVITY: 188th Wing- AR ANG, 4850 Leigh Ave., Fort Smith, AR 72903-6096 DSN 778-5502 C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TIK 142/15	N35°13.00' W97°13.00'
05 AGL B 15 AGL to	B	PGO 276/90	N34°55.00' W96°25.00'
SFC B 15 AGL to	C	PGO 244/56	N34°20.00' W95°39.00'
SFC B 15 AGL to	D	PGO 288/3	N34°42.00' W94°40.00'
SFC B 15 AGL to	E	PGO 022/10	N34°50.00' W94°31.00'
10 AGL B 15 AGL to	F	FSM 167/19	N35°04.00' W94°14.00'
10 AGL B 15 AGL to	G	FSM 141/14	N35°11.00' W94°07.00'

TERRAIN FOLLOWING OPERATIONS: Only obstacles 200' AGL and higher were surveyed for this MTR, and the minimum schedulable altitude for training is 500' AGL for Points A-E.

ROUTE WIDTH - 3 NM either side of centerline from A to D; 2 NM either side of centerline from D to E; 2 NM left and 10 NM right of centerline from E to F; 2 NM either side of centerline from F to G.

Special Operating Procedures:

- (1) Alternate Entry: B, C and F.
- (2) Alternate Exit: D and F.
- (3) Participating aircraft separation on IR-117, 120, 121, 164, VR-189, 1102, 1103, 1104, 1113, and 1130 as well as in the Hog MOA and is MARSAs through see and avoid as well as restricted scheduling. All legs of the route that enter the Hog MOA (F-H) are prohibited while the Hog MOA (also scheduled by the 188 WG) is activated-if Hog MOA is active, user must exit at Point E or adjust route times.
- (4) Report Hog MOA entry/exit and applicable MTR points in the blind on the Hog MOA tactical frequency 307.375.
- (5) CAUTION; points E-G, multiple converging MTRs and IP to DZ routes even when the Hog MOA is not active.
- (6) Point A route entrance restricted to aircraft departing Tinker AFB.
- (7) Point D is a compulsory reporting point; contact Razorback Approach on 343.75 or 120.9 (This may require climbing to the top of the block). Clearance to enter R-2402 must be received on 339.7. Flights exiting the MTR requesting activation of the Hog MOA complex must report the MTR exit point to Memphis Center on 269.0 or 126.1 and receive clearance out of the route and into the MOA prior to exiting the route. Otherwise, contact Razorback Approach on 343.75 or 120.9 prior to exiting the route.

VR ROUTES

- (8) Avoid flight within 1500' AGL/3 NM all charted airports, and the towns of Hartford (N35 01.40 W94 22.60) and Mansfield (N35 03.50 W94 14.85).
- (9) Uncharted obstructions:
- (a) Tower (N35 08.47 W094 03.59) estimated altitude 300' AGL.
 - (b) Tower (N35 01.33 W094 22.18) estimated altitude 200' AGL.
 - (c) Tower (N35 01.50 W094 22.35) estimated altitude 200' AGL.
- (10) Make entry time plus or minus 10 minutes or reschedule.

VR-1116

ORIGINATING ACTIVITY: OC-ALC/10 FLTS, 4805 West Dr, Tinker AFB, OK 73145-3300 DSN 336-7719/7710, C405-736-7719/7710.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours only

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 AGL to	A	BGS 012/67	N33°25.50' W100°58.00'
02 AGL B 15 AGL to	B	BGS 011/33	N32°54.00' W101°14.10'
02 AGL B 15 AGL to	C	BGS 013/28	N32°48.50' W101°15.50'
02 AGL B 15 AGL to	D	BGS 029/21	N32°39.00' W101°13.00'
02 AGL B 15 AGL to	E	BGS 039/19	N32°35.00' W101°12.00'
04 AGL B 15 AGL to	F	BGS 148/39	N31°46.50' W101°12.50'
02 AGL B 15 AGL to	G	BGS 154/44	N31°40.50' W101°16.00'
07 AGL B 15 AGL to	H	FST 072/48	N31°02.50' W102°02.50'

TERRAIN FOLLOWING OPERATIONS: The area from N35-05.5 W101-08.5 to Point B is designated the TA system calibration maneuver area. Enroute delay in the maneuver area will not exceed 30 minutes without notification to FSS. Pilots will plan all turns in the maneuver area as right turns to remain within route corridor.

ROUTE WIDTH - 3 NM left and 4 NM right of centerline from A to B; 4 NM either side of centerline from B to E; 3 NM left and 4 NM right of centerline from E to H.

Special Operating Procedures:

- (1) Route is for the sole use of OC-ALC test aircraft.
- (2) Alternate Exit: F.

FSS Within 100 NM Radius:

MLC, SJT

VR-1120

ORIGINATING ACTIVITY: 149 FW (TX ANG), 107 Hensley Street, Kelly AFB, TX 78241-5544 DSN 945-5934, C210-925-5934.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CWK 168/32	N29°51.00' W97°28.00'
10 AGL B 15 AGL to	B	THX 036/52	N29°08.00' W97°28.00'
01 AGL B 15 AGL to	C	THX 227/33	N28°11.00' W98°40.00'

TERRAIN FOLLOWING OPERATIONS: Authorized between B and C.

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Alternate Exit: B.
- (3) Tie-in FSS: Austin (AUS).
- (4) Avoid Kennedy Airport by 3 NM and 1500' AGL.
- (5) Approval to fly route does not include clearance into R-6312.
- (6) Sensitive areas: Cureo, TX (N29-05 W97-18) by 3 NM, 1500' AGL; Helena, TX (N28-57 W97-54) by 1 NM, 1500' AGL; Ranch (N28-28 W98-27) by 1 NM, 1500' AGL.

FSS Within 100 NM Radius:

CXO, SJT

VR-1121

ORIGINATING ACTIVITY: 149 FW (TX ANG), 107 Hensley Street, Kelly AFB, TX 78241-5544 DSN 945-5934, C210-925-5934.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	THX 227/33	N28°11.00' W98°40.00'
01 AGL B 15 AGL to	B	THX 036/52	N29°08.00' W97°28.00'
10 AGL B 15 AGL to	C	CWK 168/32	N29°51.00' W97°28.00'

TERRAIN FOLLOWING OPERATIONS: Authorized between A and B.

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Alternate Exit: B.
- (3) Tie-in FSS: San Angelo (SJT).
- (4) Avoid Kennedy Airport by 3 NM and 1500' AGL.
- (5) Approval to fly route does not include clearance into R-6312.
- (6) Sensitive areas: Cuero, TX (N29-05 W97-18) by 3 NM 1500' AGL. Helena TX (N28-57 W97-42) by 1 NM, 1500' AGL. Ranch (N28-28 W98-27) by 1 NM 1500' AGL. Ostrich farm (N28-35.6 W97-59.5) avoid by 3 NM.

FSS Within 100 NM Radius:

CXO, SJT

VR-1122

ORIGINATING ACTIVITY: 149 FW (TX ANG), 107 Hensley Street, Kelly AFB, TX 78241-5544 DSN 945-5934, C210-925-5934.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SAT 023/26	N30°01.00' W98°12.00'
01 AGL B 15 AGL to	B	CSI 083/19	N29°55.00' W98°51.00'
01 AGL B 15 AGL to	C	CSI 201/13	N29°44.00' W99°20.00'
01 AGL B 15 AGL to	D	CSI 212/39	N29°25.00' W99°42.00'
01 AGL B 15 AGL to	E	CSI 201/53	N29°09.00' W99°42.00'
01 AGL B 15 AGL to	F	COT 225/18	N28°17.00' W99°24.00'
01 AGL B 15 AGL to	G	COT 123/25	N28°11.00' W98°46.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Closed to all aircraft Except 149 FW aircraft.
- (2) Alternate Entry: B, C and D.
- (3) Alternate Exit: D, E, and F.
- (4) Tie-in FSS: San Angelo (SJT).
- (5) Avoid Uvalde, Cotulla, Kerrville Airports by 3 NM and 1500' AGL.
- (6) Approval to fly route does not include clearance into R-6312.
- (7) Sensitive areas: Ranch (N29-51 W99-09), radio station (N29-49 W99-05), quarry (N29-17 W99-39W), ranch (N29-43 W99-09), Bandera, TX (N29-44 W99-04), Blanco, TX (N30-06 W98-26). Avoid by 1 NM and 1500' AGL. Twin Oaks ranch (N29-19.5 W99-41.0), avoid by 2 NM and do not overfly. Use

caution not to overfly enroute to any alternate entry or exit point. Ranch (N29-34.9 W99-17.2) Avoid by 1 NM and 1500' AGL.

- (8) Remain north of centerline from Point A to B.
- (9) CAUTION: Intensive T-3 student pilot training above 1500' AGL from C to F. Remain below 1500' AGL. Honda Military Supervisor frequency-121.95.

FSS Within 100 NM Radius:

CXO, SJT

VR-1123

ORIGINATING ACTIVITY: 149 FW (TX ANG), 107 Hensley Street, Kelly AFB, TX 78241-5544 DSN 945-5934, C210-925-5934.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	COT 123/25	N28°11.00' W98°46.00'
01 AGL B 15 AGL to	B	COT 225/18	N28°17.00' W99°24.00'
01 AGL B 15 AGL to	C	CSI 201/53	N29°09.00' W99°42.00'
01 AGL B 15 AGL to	D	CSI 212/39	N29°25.00' W99°42.00'
01 AGL B 15 AGL to	E	CSI 201/13	N29°44.00' W99°20.00'
01 AGL B 15 AGL to	F	CSI 083/19	N29°55.00' W98°51.00'
01 AGL B 15 AGL to	G	SAT 023/26	N30°01.00' W98°12.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Closed to all aircraft Except 149 FW aircraft.
- (2) Alternate Entry: B, C and D.
- (3) Alternate Exit: D, E and F.
- (4) Tie-in FSS: San Angelo (SJT).
- (5) Avoid Uvalde, Cotulla, Kerrville airports by 3 NM and 1500' AGL.
- (6) Approval to fly route does not include clearance into R-6312.
- (7) Sensitive Areas: Ranch (N29-51 W99-09), radio station (N29-49 W99-05), quarry (N29-17 W99-39), ranch (N29-43 W99-09), Bandera, Texas (N29-44 W99-04), Blanco, Texas (N30-06 W98-26). Avoid by 1 NM and 1500' AGL. Twin Oaks ranch (N29-19.5 W99-41.0), avoid by 2 NM and do not overfly. Use caution not to overfly enroute to any alternate entry or exit point.
- (8) Remain N of centerline from F to G.
- (9) CAUTION: Intensive T-3 student pilot training above 1500' AGL from B to E. Remain below 1500' AGL. Honda Military Supervisor frequency-121.95.

VR ROUTES

FSS Within 100 NM Radius:

CXO, SJT

VR-1124

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local daily, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ACT 237/23	N31°30.00' W97°41.00'
05 AGL B 15 AGL to	B	ACT 313/27	N32°01.00' W97°35.70'
05 AGL B 15 AGL to	C	MQP 115/29	N32°27.00' W97°31.50'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to C.

Special Operating Procedures:

- (1) Contact Gray Approach 5 minutes prior to leaving Shoal Creek with intentions to enter VR-1124 and provide with Entry/Exit times.
- (2) Avoid North Ft Hood and Gattesville.
- (3) Minimum separation between scheduled entry times is 10 minutes. VR routes are strictly See and Avoid and users are encouraged to maintain a continuous visual lookout.
- (4) Units requesting VR 1124 shall furnish 301 OG/SUA with planned entry/exit points, times and planned speeds. Accurate times are critical in the deconfliction process.
- (5) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (6) Route Conflicts:
 - (a) VR1124 conflicts with SR-261 Points A to B. To deconflict, call Dyess AFB, DSN 461-2792.
 - (b) P49 has been established and extends from the surface to 5000' MSL within a 3 NM radius of N31-34-57 W097-32-37. Flight within this area is prohibited.

FSS Within 100 NM Radius:

CXO, FTW, SJT

VR-1128

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local daily, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TIK 142/15	N35°13.00' W97°13.00'
15 AGL to	B	TIK 148/33	N34°56.00' W97°06.00'
05 AGL B 15 AGL to	C	TIK 150/51	N34°39.00' W96°58.00'
05 AGL B 15 AGL to	D	TIK 154/53	N34°36.00' W97°02.00'
05 AGL B 15 AGL to	E	IRW 164/43	N34°39.00' W97°28.00'
05 AGL B 15 AGL to	F	IRW 196/43	N34°42.00' W97°57.00'
05 AGL B 15 AGL to	G	IRW 236/29	N35°08.00' W98°08.00'
05 AGL B 15 AGL to	H	IRW 281/35	N35°32.00' W98°17.00'
05 AGL B 15 AGL to	I	IRW 278/40	N35°32.00' W98°24.00'
05 AGL B 15 AGL to	J	HBR 026/31	N35°17.00' W98°42.00'
05 AGL B 15 AGL to	K	HBR 086/10	N34°51.00' W98°52.00'
10 AGL B 15 AGL to	L	HBR 135/17	N34°38.00' W98°52.00'

TERRAIN FOLLOWING OPERATIONS: Authorized between B and K.

ROUTE WIDTH - 2 NM either side of centerline from A to E; 3 NM either side of centerline from E to L.

Special Operating Procedures:

- (1) Alternate Entry track to E only for 465 TFS aircraft when proceeding from TIK.
- (2) Route designated for 420 knots.
- (3) All bank turns-a minimum planned 45 degrees.
- (4) Alternate Entry: E, F, and H.
- (5) Alternate Exit: J and K.
- (6) Noise Sensitive Areas avoid overflight unless at 6000' MSL or above and or by 2 NM (N34-50.8 W98-49.2).
- (7) Avoid by 1500' or 3 NM all charted airfields.
- (8) Do not overfly Refinery at Wyneewood, OK (N34-38.0 W097-01.0).
- (9) Avoid Noise Sensitive Area southwest Hilton, OK by 3 NM or 1500' (N35-27.0 W98-17.0).
- (10) Avoid the town of Bridgeport, OK by 3 NM or 1500' (N35-33.0 W98-23.0).
- (11) Obstructions:
 - (a) 330' AGL tower at (N34-37-23 W98-52-03).
- (12) Minimum separation between scheduled entry times is 10 minutes. VR routes are strictly See and Avoid and users are encouraged to maintain a continuous visual lookout.
- (13) Units requesting VR 1128 shall furnish 301 OG/SUA with planned entry/exit points, times and planned speeds. Accurate times are critical in the deconfliction process.
- (14) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (15) Route Conflicts:

- (a) VR1128 conflicts with IR117 at the entry point. To deconflict, contact the 188 FW, Fort Smith, DSN 962-8185/8271 to coordinate entry time.
- (b) VR1128 conflicts with VR1139 and VR1140 along many points on the routes. To deconflict, call the 90 FTS, Sheppard AFB, DSN 736-2675/4995.
- (16) Route Segment K to L closed except to aircraft scheduled in R-5601. Aircraft not scheduled into R-5601 must exit by Point K and remain clear of R-5601F.

FSS Within 100 NM Radius:

FTW, ICT, MLC

VR-1130

ORIGINATING ACTIVITY: 188th Wing- AR ANG, 4850 Leigh Ave., Fort Smith, AR 72903-6096 DSN 778-5502, C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	RZC 277/34	N36°21.00' W94°49.00'
10 AGL B 15 AGL to	B	RZC 238/36	N35°58.00' W94°46.00'
10 AGL B 15 AGL to	C	FSM 256/34	N35°19.00' W94°57.00'
10 AGL B 15 AGL to	D	FSM 234/22	N35°12.50' W94°39.50'
10 AGL B 15 AGL to	E	FSM 171/19	N35°04.00' W94°15.50'
05 AGL B 15 AGL to	F	FSM 146/14	N35°11.00' W94°08.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from Point B to F. Only obstacles 200' AGL and higher were surveyed for this MTR.

ROUTE WIDTH - 4 NM left and 3 NM right of centerline from A to C; 3 NM either side of centerline from C to D; 2 NM either side of centerline from D to E; 4 NM left and 5 NM right at E tapering to 5 NM either side of centerline at F.

Special Operating Procedures:

- Alternate Entry: B.
- Alternate Exit: E.
- Participating aircraft separation on IR-117, 120, 121, 164, VR-189, 1102, 1103, 1104, 1113, and 1130 as well as in the Hog MOA and is MARSA through see and avoid as well as restrictive scheduling. All legs of the route that enter the Hog MOA (F-H) are prohibited while the Hog MOA (also scheduled by the 188 WG) is activated-If the Hog MOA is active, exit at Point E or adjust route times.
- Report Hog MOA entry/exit and applicable MTR points in the blind on the Hog MOA tactical frequency 307.375.
- CAUTION; Point E-F, Multiple converging MTRs and IP to DZ routes even when the Hog MOA is not active.

- Clearance to enter R-2402 must be received on 339.7. Flights exiting the MTR requesting activation of the Hog MOA complex must report the MTR exit point to Memphis Center on 269.0 or 126.1 and receive clearance out of the route and into the MOA prior to exiting the route. Otherwise, contact Razorback Approach on 343.75 or 120.9 prior to exiting the route.
- Avoid flight within 1500' AGL/3 NM all charted airports when practicable.
- Avoid flight within 1500' AGL/3NM of the towns of Hartford (N35 01.40 W094 22.60) and Mansfield (N35 03.50 W094 14.85).
- Uncharted Obstructions:
 - Tower (N36 17.63 W094 46.87) estimated altitude 275' AGL.
 - Tower (N36 14.14 W094 49.44) estimated altitude 200' AGL.
 - Tower (N35 48.36 W094 52.55) estimated altitude 200' AGL.
 - Tower (N35 41.90 W094 54.45) estimated altitude 200' AGL.
 - Tower (N35 30.35 W094 57.63) estimated altitude 250' AGL.
 - Tower (N35 22.50 W094 59.80) estimated altitude 200' AGL.
 - Tower (N35 08.47 W094 03.59) estimated altitude 300' AGL.
 - Tower (N35 01.33 W094 22.18) estimated altitude 200' AGL.
 - Tower (N35 01.50 W094 22.35) estimated altitude 200' AGL.
- Make Entry time plus or minus 10 minutes or reschedule.

VR-1137

ORIGINATING ACTIVITY: 301 OG/SUA, NAS JRB, Fort Worth, TX 76127 DSN 739-6903/04/05, C817-782-6903/04/05.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0700-2200 local daily, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TIK 142/15	N35°13.00' W97°13.00'
05 AGL B 15 AGL to	B	TIK 106/41	N35°10.00' W96°37.00'
05 AGL B 15 AGL to	C	TIK 110/45	N35°06.00' W96°34.00'
05 AGL B 15 AGL to	D	TIK 155/54	N34°35.00' W97°03.00'
05 AGL B 15 AGL to	E	IRW 187/45	N34°38.00' W97°50.00'
05 AGL B 15 AGL to	F	IRW 241/41	N35°06.00' W98°23.00'
05 AGL B 15 AGL to	G	IRW 243/45	N35°06.00' W98°28.00'

VR ROUTES

05 AGL B 15 AGL to	H	HBR 086/10	N34°51.00' W98°52.00'
10 AGL B 15 AGL to	I	HBR 135/17	N34°38.00' W98°52.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Route designed to 420 knots.
- (2) All bank turns-a minimum planned 45 degree.
- (3) Alternate Entry: D.
- (4) Alternate Exit: F and H.
- (5) Noise Sensitive Areas avoid overflight by 2 NM (N34 58.1 W98 41.3); Noise Sensitive Area avoid overflight unless at 6000' MSL or above and or by 2 NM (N34 50.8 W98 49.2).
- (6) Avoid by 1500' or 3 NM all charted airfields.
- (7) Avoid Turkey Ranch at N35-00.0 W97-01.0 by 1500' and 3 NM.
- (8) Do not overfly refinery at Wyneewood, OK (N34-38.0 W97-01.0).
- (9) Do not overfly the town of Ft. Cobb, OK (N35-06.0 W98-27.0).
- (10) Minimum separation between scheduled entry times is 10 minutes. VR routes are strictly See and Avoid and users are encouraged to maintain a continuous visual lookout.
- (11) Units requesting VR 1137 shall furnish 301 OG/SUA with planned entry/exit points, times and planned speeds. Accurate times are critical in the deconfliction process.
- (12) Aircraft unable to meet their assigned entry time within the window two minutes early to five minutes late must not enter the route.
- (13) Route Conflicts:
 - (a) VR1137 conflicts with IR117 and VR1113 at the Entry Point. Additionally both routes cross VR1137 between Points C-D. To deconflict, contact the 188 FW, Fort Smith, DSN 962-8185/8271
 - (b) VR1137 conflicts with VR1139 and VR1140 along many points on the routes. To deconflict, call the 90 FTS, Sheppard AFB, DSN 736-2675/4995.
- (14) Route Segment H to I closed except to aircraft aircraft scheduled into R-5601. Aircraft not scheduled into R-5601 must exit by Point H and remain clear of R-5601F.

FSS Within 100 NM Radius:

FTW, ICT, MLC

VR-1139

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX 76311 DSN 736-2675/4995, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	SHP 158/27	N33°33.00' W98°20.00'
02 AGL B 15 AGL to	B	SPS 118/53	N33°26.00' W97°46.00'
02 AGL B 15 AGL to	C	ADM 205/28	N33°49.00' W97°27.00'
02 AGL B 15 AGL to	D	ADM 310/13	N34°22.00' W97°21.00'
02 AGL B 15 AGL to	E	IRW 196/43	N34°42.00' W97°57.00'
02 AGL B 15 AGL to	F	IRW 236/29	N35°08.00' W98°08.50'
02 AGL B 15 AGL to	G	IFI 221/25	N35°32.00' W98°24.00'
02 AGL B 15 AGL to	H	HBR 023/23	N35°11.00' W98°49.00'

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Position report will be made to Fort Worth FSS at Chickasha, northbound at Point F.
- (2) Route conflicts with several VR/SR routes as follows: Crosses SR-272 and SR-278 at route entry. A to B overlaps VR-1146 opposite direction and VR-1145. Point B shared with VR-104, VR-1140, VR-1145, and VR-1146 and crosses/overlaps SR-228. Approaching B to C overlaps SR-272. B to H overlaps VR-104. D to E crosses SR-271, VR-1145, VR-1146, and SR-296. E to H overlaps VR-1137 and SR-279 opposite direction. Prior to H, SR-271 crosses/exits E to F overlaps VR-1128, crosses SR-279, SR-294 twice, SR-295, and SR-296. See and avoid will be used for separation.
- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL. Contour flying is authorized on entire route.
- (5) Alternate Entry: B, C, D, E, F and G.
- (6) Alternate Exit: B, C, D, E, F and G.
- (7) VR-1139 is reverse course of VR-1140. VR-1139 will not be flown when VR-1140 is in use. Additionally, due to local deconfliction, route will normally be flown on Tuesday and Thursday. Call scheduling office for conflicts with other routes.
- (8) Prior deconfliction required with VR-1128, VR-1137 and VR-104 (NAS JRB, Fort Worth, DSN 739-6903/04/05, C817-782-6903/04/05).
- (9) When practicable, avoid flight within 1500' AGL or 3 NM of the following airports: Bowie, Nocona, Healdton, Duncan, Chickasha, Anadarko, Weatherford, Ardmore Downtown, Cordell and Carnegie.
- (10) Pilots must Contact 80 FTW T-38 duty officer for current brief on Noise Sensitive Areas and high density traffic areas.
- (11) Noise Sensitive Areas, avoid by 1000' AGL or 2 NM: EMPI Ranch at N34-32.5 W97-48.7; ML NSA at N33-40.8 W97-43.4.
- (12) Use caution for T-6 aircraft operating at 500' AGL at the following locations: on SR-271, SR-272, SR-278, and SR-279. The following deconfliction plan is mandatory: aircraft on VR-1139 (Tue and Thu) will call APPROACHING POOLEVILLE (10 NM prior to point D) and aircraft on SR-271 (everyday) will call APPROACHING POOLEVILLE 10 miles southwest of the town. Aircraft on SR-271 will remain

north and east of a line from Rush Springs to the 3-fingered lake at N34-37.0 W97-40.0 until route abort on Tuesdays and Thursdays and aircraft on VR-1139 will remain south and west of this line (between E and 10 NM prior to E). Due to conflict with SR-272 and SR-278, aircraft on VR-1139 will enter the route at Point B and will call ENTERING VR-1139 AT POINT B, aircraft on SR-272 will call ABEAM BRIDGEPORT. Aircraft on VR-1139 will call APPROACHING HINTON about 20 miles prior to the town (Point F). Aircraft on Reverse SR-279 (Tues, Thu, Sat) will call APPROACHING HINTON about 10 miles prior to the town. In all cases if a conflict exists aircraft on SR-271, SR-272 and reverse SR-279 will climb accordingly (1500' AGL minimum) and all aircraft on SRs and VR routes will make a position report on 255.4.

(13) Route is designated MARSA.

FSS Within 100 NM Radius:

FTW, ICT, MLC

VR-1140

ORIGINATING ACTIVITY: 80th OSS/OSOA, Sheppard AFB, 1911 J Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX 76311 DSN 736-2675/4995, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	HBR 023/23	N35°11.00' W98°49.00'
02 AGL B 15 AGL to	B	IFI 221/25	N35°32.00' W98°24.00'
02 AGL B 15 AGL to	C	IRW 236/29	N35°08.00' W98°08.50'
02 AGL B 15 AGL to	D	IRW 196/43	N34°42.00' W97°57.00'
02 AGL B 15 AGL to	E	ADM 310/13	N34°22.00' W97°21.00'
02 AGL B 15 AGL to	F	ADM 205/28	N33°49.00' W97°27.00'
02 AGL B 15 AGL to	G	SPS 118/53	N33°26.00' W97°46.00'
02 AGL B 15 AGL to	H	SHP 158/27	N33°33.00' W98°20.00'

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Position report will be made to Fort Worth FSS at Chickasha, southbound at Point C.
- (2) Route conflicts with several VR/SR routes as follows: A to D overlaps SR-279. A to G overlaps VR-104 opposite direction. A to D overlaps VR-1128 opposite direction. C to D crosses SR-294, SR-295 and SR-296 and overlaps portions of SR-279 opposite direction. At D crosses VR-1137 and VR-1128. D to E crosses exit point of SR-271 then SR-296, VR-1145 and VR-1146. G to H overlaps VR-1145 opposite direction and VR-1146 and crosses SR-272 and SR-278 just prior to route exit. See and avoid will be used for separation.

- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL, contour flying is authorized on entire route.
- (5) Alternate Entry: B, C, D, E, F and G.
- (6) Alternate Exit: B, C, D, E, F and G.
- (7) VR-1140 is reverse course of VR-1139. VR-1140 will not be scheduled/flown when VR-1139 is in use. Additionally, due to high volume of traffic and local deconfliction, VR-1140 will not be flown without prior authorization and coordination with scheduling office.
- (8) Prior deconfliction required for VR-1128, VR-1137 and VR-104 (NAS JRB, Fort Worth, DSN 739-6903/04/05, C817-782-6903/04/05).
- (9) When practicable, avoid flight within 1500' AGL or 3 NM of the following airports: Bowie, Nocona, Healdton, Duncan, Chickasha, Anadarko, Weatherford, Ardmore Downtown, Cordell and Carnegie.
- (10) Pilots must Contact 80 FTW T-38 duty officer for current brief on noise sensitive areas and high density traffic areas.
- (11) Noise Sensitive Areas, avoid by 1000' AGL or 2 NM: EMPI Ranch at N34-32.5 W97-48.7; ML NSA at N33-40.8 W97-43.4.
- (12) Use caution for T-6 aircraft operating at 500' AGL at the following locations: on SR-271, SR-272, SR-278, and SR-279.
- (13) Route is designated MARSA.

FSS Within 100 NM Radius:

FTW, ICT, MLC

VR-1141

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX 76311 DSN 736-2675/4995/8090, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	BFV 292/15	N35°21.00' W99°28.70'
02 AGL B 15 AGL to	B	PNH 070/53	N35°25.00' W100°39.00'
Position report to Fort Worth FSS at Pt B			
02 AGL B 15 AGL to	C	PNH 108/58	N34°48.50' W100°38.20'
02 AGL B 15 AGL to	D	PNH 126/77	N34°20.00' W100°35.00'
02 AGL B 15 AGL to	E	SPS 266/99	N34°09.10' W100°34.30'
02 AGL B 15 AGL to	F	SPS 261/84	N33°59.50' W100°16.90'
02 AGL B 15 AGL to	G	SPS 260/65	N33°58.50' W99°54.10'
02 AGL B 15 AGL to	H	SPS 237/20	N33°51.50' W98°57.80'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

VR ROUTES

ROUTE WIDTH - 10 NM either side of centerline from A to C; 10 NM at C tapering to 7 NM at D; 7 NM either side of centerline from D to E; 7 NM either side of centerline at E widening to 8 NM either side of centerline at F; 8 NM either side of centerline at F widening to 10 NM either side of centerline at G; 10 NM either side of centerline from G to H.

Special Operating Procedures:

- (1) Position report will be made to Fort worth FSS at McAllen, southbound at Point B.
- (2) Route conflicts with several IR/VR/SR routes as follows: A to B crosses SR-205, VR-198, and VR-199 and overlaps SR-216 opposite direction. Just prior and just after B route crosses IR-193, VR-106, VR-190, VR-191. Around B crosses IR-172, IR-173, IR-182, IR-183. Just prior to B to Point C, route overlaps VR-199 and VR-198 opposite direction. Just prior to C to just past F route overlaps IR-155 opposite direction. D to F overlaps IR-154 opposite direction. F to G crosses VR-1143 and VR-1144. G to H overlaps/crosses VR-1143, VR-1144, VR-190, VR-191, SR-278, VR-159, IR-103, and IR-105. See and avoid will be used for separation.
- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL. Contour flying authorized entire route.
- (5) Alternate Entry: B, C, D, E, F and G.
- (6) Alternate Exit: B, C, D, E, F and G.
- (7) VR-1141 is reverse course of VR-1142. VR-1141 will not be flown when VR-1142 is in use. Additionally, due to local deconfliction, route will normally be flown on Tuesday and Thursday. Call Scheduling office for conflicts with other routes.
- (8) Prior deconfliction required with IR-155 (97 OSS/DOA, DSN 866-6098, C580-481-6098).
- (9) Prior deconfliction required with IR-105 and IR-103 (NAS JRB, Fort Worth, DSN 739-6903/04/05, C817-782-6903/04/05).
- (10) When practicable, avoid flight within 1500' AGL or 3 NM of the following airports: Sayre, Haddock, Shamrock, Mclean/Gray Co, Clarendon, Memphis, Foard Co, Wheelen Muni and Richard's.
- (11) Pilots must Contact 80 FTW T-38 duty officer for current brief on Noise Sensitive Areas and high density traffic areas.
- (12) Noise Sensitive Area, avoid by 1000' AGL or 2 NM: Waggoner Estate Ranch house at N33-56.5 W99-16.6.
- (13) Use caution when operating between G and H for T-6 aircraft operating on SR-278 at 500' AGL. Aircraft on VR-1141 (Tue and Thu) will call ABEAM FOARD (10 NM past Point G), aircraft on SR-278 on normal flow (Tue, Thu, Sat) will call APPROACHING FOARD and if a conflict exists will climb accordingly (1500' AGL minimum) and both aircraft will make a position report on 255.4.
- (14) Route is designated MARSA.
- (15) Use Caution for route entry at Point A due to possible traffic conflict with RNAV approach in Elk City Rgnl Business.

FSS Within 100 NM Radius:

FTW

VR-1142

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX 76311 DSN 736-2675/4995, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	SPS 237/20	N33°51.50' W98°57.80'
02 AGL B 15 AGL to	B	SPS 260/65	N33°58.50' W99°54.10'
02 AGL B 15 AGL to	C	SPS 261/84	N33°59.50' W100°16.90'
02 AGL B 15 AGL to	D	SPS 266/99	N34°09.10' W100°34.30'
02 AGL B 15 AGL to	E	PNH 126/77	N34°20.00' W100°35.00'
02 AGL B 15 AGL to	F	PNH 108/58	N34°48.50' W100°38.20'
02 AGL B 15 AGL to	G	PNH 070/53	N35°25.00' W100°39.00'
Position report to Fort Worth FSS at Pt G			
02 AGL B 15 AGL to	H	BFV 292/15	N35°21.00' W99°28.70'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 10 NM either side of centerline from A to B; 10 NM tapering to 8 NM either side of centerline from B to C; 8 NM either side of centerline at C tapering to 7 NM either side of centerline at D; 7 NM either side of centerline from D to E; 7 NM either side of centerline at E widening to 10 NM at F; 10 NM either side of centerline from F to H.

Special Operating Procedures:

- (1) Position report will be made to Fort worth FSS at McAllen, Eastbound at Point G.
- (2) Route conflicts with several IR/VR/SR routes as follows: A to B crosses/overlaps VR-1138, VR-1143, VR-1144, VR-190, VR-191, SR-278, VR-159, IR-103 and IR-105. B to C crosses VR-1143 and VR-1144. C to E overlaps IR-154. C to F overlaps IR-155. E to F crosses IR-155. Just after F, route crosses SR-216. F to past G overlaps IR-193, VR-106, VR-190, VR-191, VR-198 and VR-199. Around G crosses IR-172, IR-173, IR-182 and IR-183. G to H crosses VR-198 and VR-199 and overlaps SR-216. Route exit overlaps SR-205 opposite direction. See and avoid will be used for separation.
- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL. Contour flying authorized entire route.
- (5) Alternate Entry: B, C, D, E, F and G.
- (6) Alternate Exit: B, C, D, E, F and G.
- (7) VR-1142 is the reverse course of VR-1141. VR-1142 will not be flown when VR-1141 is in use. Additionally, due to local deconfliction, route will normally be flown on Monday, Wednesday, and Friday. Call scheduling office for conflicts with other routes.
- (8) Prior deconfliction required with IR-155 (97 OSS/DOA, DSN 866-6098, C580-481-6098).
- (9) Prior deconfliction required with IR-105 and IR-103 (NAS JRB, Fort Worth, DSN 739-6903/04/05, C817-782-6903/04/05).

- (10) When practicable, avoid flight within 1500' AGL or 3 NM at the following airports: Sayre; Haddock; Shamrock; Mclean/Gray Co; Clarendon; Memphis; Foard Co; Wheeler Muni and Richards.
- (11) Pilots must Contact 80 FTW T-38 duty officer for current brief on Noise Sensitive Areas and high density traffic areas.
- (12) Noise Sensitive Area, avoid by 1000' AGL or 2 NM: Waggoner Estate Ranch house at N33-56.5 W99-16.6.
- (13) Use caution when operating between A and B for T-6 aircraft operation on Reverse SR-278 at 500' AGL. Aircraft on VR-1142 (Mon, Wed, Fri) will call ENTERING VR-1142 AT SANTA ROSA LAKE (Point A), aircraft on reverse SR-278 (Mon, Wed, Fri, Sun) will call APPROACHING SANTA ROSA LAKE and if a conflict exists will climb accordingly (1500' AGL minimum) and both aircraft will make a position report on 255.4.
- (14) Route is designated MARSA.

FSS Within 100 NM Radius:

FTW

VR-1143

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX 76311 DSN 736-2675/4995/8090, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	SPS 169/36	N33°23.50' W98°35.00'
02 AGL B 15 AGL to	B	MQP 252/46	N32°36.00' W98°54.00'
02 AGL B 15 AGL to	C	TQA 346/49	N33°03.00' W99°53.00'
02 AGL B 15 AGL to	D	SPS 246/99	N33°35.00' W100°31.00'
02 AGL B 15 AGL to	E	SPS 268/70	N34°09.00' W99°58.50'
02 AGL B 15 AGL to	F	SPS 238/20	N33°52.00' W98°57.50'

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Position reports will be made to Fort worth FSS at BreckenRidge, westbound at Point B and at Stamford, westbound at Point C.
- (2) Route conflicts with several IR/VR/SR routes as follows: Entry point crosses SR-278. A to B partially overlaps VR-158 and SR-270 opposite direction and crosses VR-118. B to C partially overlaps VR-159 opposite direction and crosses VR-236. C to D partially overlaps VR-159 opposite direction and crosses SR-236 opposite direction. Around D overlaps IR-154. D to E crosses VR-1141, VR-1142. E is shared with VR-191 and VR-190 and crosses VR-162. E to F completely overlaps VR-159 opposite direction and partially overlaps/crosses VR-190, IR-105, VR-144, IR-103, and

VR-1142 opposite direction. E to F crosses/partially overlaps VR-191, SR-278, VR-1141, VR-184. See and avoid will be used for separation.

- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL. Contour flying authorized entire route.
- (5) Alternate Entry: B, C, D and E.
- (6) Alternate Exit: B, C, D and E.
- (7) VR-1143 is the reverse course of VR-1144. VR-1143 will not be flown when VR-1144 is in use. Additionally, due to local deconfliction, route will normally be flown on Tuesday and Thursday. Call scheduling office for conflicts with other routes.
- (8) When practicable, avoid flight within 1500' AGL or 3 NM of the following airports: Foard Co; Quanah; Richards; Haskell Muni; Arledge; Albany; Stephens Co; Graham; Olney; Eastland and Lockett.
- (9) Pilots must Contact 80 FTW T-38 duty officer for current brief on Noise Sensitive Areas and high density traffic areas.
- (10) Noise sensitive areas, avoid by 1000'AGL or 2NM: Waggoner Ranch at (N33-56.5 W99-16.6).
- (11) Use caution when operating between E and F for T-6 aircraft operating on SR-278 at 500'AGL. Aircraft on VR-1143 (Tue and Thu) will call 'ABEAM FOARD' (10 NM past Point E), aircraft on SR-278 on normal flow (Tue, Thu, Sat) will call 'APPROACHING FOARD' and if a conflict exists will climb accordingly (1500' AGL minimum) and both aircraft will make a position report on 255.4.
- (12) Route is designated MARSA.
- (13) Route crosses into Dyess LATN. Be vigilant for C-130 aircraft training throughout the area.

FSS Within 100 NM Radius:

FTW, SJT

VR-1144

ORIGINATING ACTIVITY: 80 OSS/OSOA, 1911 J. Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-1950, C940-676-1950.

SCHEDULING ACTIVITY: 89/459 FTS, Sheppard AFB, TX 76311 DSN 736-2240, C940-676-2240.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	SPS 238/20	N33°52.00' W98°57.50'
02 AGL B 15 AGL to	B	SPS 268/70	N34°09.00' W99°58.50'
02 AGL B 15 AGL to	C	SPS 246/99	N33°35.00' W100°31.00'
02 AGL B 15 AGL to	D	TQA 346/49	N33°03.00' W99°53.00'
02 AGL B 15 AGL to	E	MQP 252/46	N32°36.00' W98°54.00'
02 AGL B 15 AGL to	F	SPS 169/36	N33°23.50' W98°35.00'

ROUTE WIDTH - 10 NM either side of centerline.

VR ROUTES

Special Operating Procedures:

- (1) Position report made to Fort worth FSS at Paducah, southbound at Point B, and at Stamford, southeast bound at Point D.
- (2) Route conflicts with several IR/VR/SR routes as follows: A to B overlaps VR-159. A to B crosses/partially overlaps SR-278, VR-184, VR-191, and VR-1141 opposite direction and crosses/partially overlaps IR-103, IR-105, VR-1142, VR-184, VR-190, and VR-144. B to C crosses VR-1141 and VR-1142. Around C overlaps IR-154 opposite direction. C to D crosses SR-236. C to E partially overlaps VR-159. D to E crosses/partially overlaps SR-236. E to F crosses/partially overlaps VR-118, SR-270, VR-158, and VR-1138. See and avoid will be used for separation.
- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL. Contour flying authorized entire route.
- (5) Alternate Entry: B, C, D and E.
- (6) Alternate Exit: B, C, D and E.
- (7) VR-1144 is the reverse course of VR-1143. VR-1144 will not be flown when VR-1143 is in use. Additionally, due to high volume of traffic and local deconfliction, VR-1144 will not be flown without prior authorization and coordination with scheduling office.
- (8) When practicable, avoid flight within 1500' AGL or 3 NM of the following airports: Foard Co; Quanah; Richards; Haskell Muni; Arledge; Albany; Stephens Co; Graham; Olney; Eastland and Lockett.
- (9) Pilots must contact 80 FTW T-38 duty officer for current brief on Noise Sensitive Areas and high density traffic areas.
- (10) Noise sensitive areas, avoid by 1000' AGL or 2NM: Waggoner Ranch at (N33-56.5 W99-16.6).
- (11) Use caution when operating between E and F for T-6 aircraft operating on SR-278 at 500' AGL.
- (12) Route is designated MARSA.
- (13) Route crosses into the Dyess LATN. Be vigilant for C-130 aircraft training throughout the area.

FSS Within 100 NM Radius:

FTW, SJT

VR-1145

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX 76311 DSN 736-2675/4995/8090, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	SHP 145/25	N33°37.00' W98°14.00'
02 AGL B 15 AGL to	B	SPS 118/53	N33°26.00' W97°46.00'
02 AGL B 15 AGL to	C	BYP 288/38	N33°48.00' W96°56.00'
02 AGL B 15 AGL to	D	BYP 307/33	N33°55.00' W96°43.00'
02 AGL B 15 AGL to	E	BYP 348/30	N34°02.50' W96°18.00'

02 AGL B 15 AGL to	F	ADM 046/37	N34°35.00' W96°35.00'
02 AGL B 15 AGL to	G	ADM 006/21	N34°33.00' W97°05.00'
02 AGL B 15 AGL to	H	ADM 273/28	N34°17.00' W97°44.00'
02 AGL B 15 AGL to	I	SHP 095/23	N33°55.00' W98°01.50'

ROUTE WIDTH - 10 NM either side of centerline from A to C; 10 NM left and 5 NM right of centerline from C to D; 10 NM either side of centerline from D to I.

Special Operating Procedures:

- (1) Position report will be made to Fort Worth FSS at Ada, westbound at Point F.
- (2) Route conflicts with several IR/VR/SR routes as follows: Entry crosses SR-272. A to B partially overlaps VR-1140, IR-103, and SR-228 opposite direction, and crosses/overlaps VR-1139. B is shared with VR-104, VR-1140, VR-1141, and crosses SR-272. B to C crosses/partially overlaps VR-1140 opposite direction and SR-272, SR-228, VR-1141. F to I overlaps SR-271 opposite direction. Approaching G thru H crosses/partially overlaps VR-1137, VR-1128, SR-296, VR-104, VR-1140, and VR-1139. See and avoid will be used for separation.
- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL. Contour flying authorized on entire route.
- (5) Alternate Entry: B, C, D, E, F, G and H.
- (6) Alternate Exit: B, C, D, E, F, G and H.
- (7) VR-1145 is reverse course of VR-1146. VR-1145 will not be flown when VR-1146 is in use. Additionally, due to high volume of traffic and local deconfliction VR-1145 will not be flown without prior authorization and coordination with scheduling office.
- (8) When practicable, avoid flight within 1500' AGL or 3 NM of the following airports: Bowie, Gainesville, Lake Texoma, Durant, Sulphur, Healdton, Crazy Horse Muni, and Pauls Valley.
- (9) Pilots must contact 80 FTW T-38 duty officer for current brief on Noise Sensitive Areas and high density traffic areas.
- (10) Use caution for T-6 aircraft operating at 500' AGL at the following locations: when operating at route entry, between B and C and from F to H opposite direction.
- (11) Route is designated MARSA.

FSS Within 100 NM Radius:

FTW, MLC

VR-1146

ORIGINATING ACTIVITY: 80th OSS/OSOA, 1911 J. Ave. STE 3, Sheppard AFB, TX 76311 DSN 736-0576, C940-676-0576.

SCHEDULING ACTIVITY: 90/469 FTS, Sheppard AFB, TX 76311 DSN 736-2675/4995/8090, C940-676-2675/4995/8090.

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	SHP 095/23	N33°55.00' W98°01.50'
02 AGL B 15 AGL to	B	ADM 273/28	N34°17.00' W97°44.00'
02 AGL B 15 AGL to	C	ADM 006/21	N34°33.00' W97°05.00'
02 AGL B 15 AGL to	D	ADM 046/37	N34°35.00' W96°35.00'
02 AGL B 15 AGL to	E	BYP 348/30	N34°02.50' W96°18.00'
02 AGL B 15 AGL to	F	BYP 307/33	N33°55.00' W96°43.00'
02 AGL B 15 AGL to	G	BYP 288/38	N33°48.00' W96°56.00'
02 AGL B 15 AGL to	H	SPS 118/53	N33°26.00' W97°46.00'
02 AGL B 15 AGL to	I	SHP 145/25	N33°37.00' W98°14.00'

ROUTE WIDTH - 10 NM either side of centerline from A to F; 10 NM right and 5 NM left of centerline from F to G; 10 NM either side of centerline from G to I.

Special Operating Procedures:

- (1) Position report will be made to Fort Worth FSS at Ada, eastbound at Point D.
- (2) Route conflicts with several VR/SR routes as follows:
Approaching B through D overlaps SR-271. Approaching B to C crosses/overlaps SR-296 opposite direction and crosses/overlaps VR-104, VR-1139 and VR-1140.
Approaching C to just past C crosses/overlaps VR-1128 and VR-1137 opposite direction. G to H crosses/overlaps SR-228, SR-272, and VR-1141 opposite direction and VR-1140. H is shared with VR-104, VR-1140, and VR-1141. H to J overlaps VR-1139 opposite direction and VR-1140, SR-228, and IR-103. Route exit crosses SR-272 again. See and avoid will be used for separation.
- (3) Route will be flown at a maximum of 540 knots.
- (4) Route flight checked to 500' AGL. Contour flying authorized on entire route.
- (5) Alternate Entry: B, C, D, E, F, G and H.
- (6) Alternate Exit: B, C, D, E, F, G and H.
- (7) VR-1146 is reverse course of VR-1145. VR-1146 will not be flown when VR-1145 is in use. Additionally, VR-1146 can be flown every day. Call scheduling office for conflicts with other routes.
- (8) When practicable, avoid flight within 1500' AGL or 3 NM of the following airports: Bowie, Gainesville, Lake Texoma, Durant, Sulphur, Healdton, Crazy Horse Muni, and Pauls Valley.
- (9) Pilots must contact 80 FTW T-38 duty officer for current brief on Noise Sensitive Areas and high density traffic areas.
- (10) Use caution for T-6 aircraft operating on SR-271 at 500' AGL at the following locations: from approaching B to D, between G and H, and at route exit. Aircraft on VR-1146 (Mon through Fri) will call ENTERING VR-1146 AT POINT ALPHA and ABEAM WAURIKA 10 NM after route entry, aircraft on SR-271 will call APPROACHING POOLEVILLE 10 miles southwest of the town. If a conflict exists, aircraft on SR-271 will climb accordingly (1500' AGL minimum) and both aircraft will make a position report on 255.4.

Additionally, due to a conflict with SR-272, reverse SR-272, SR-278, and reverse SR-278, aircraft on VR-1146 will abort the route 20 NM prior to Point H.

(11) Route is designated MARSA.

FSS Within 100 NM Radius:

FTW, MLC

VR-1175

ORIGINATING ACTIVITY: OC-ALC/10 Flight Test Sqdn, 4805 West Dr, Tinker AFB, OK 73145-3300 DSN 336-7719/7710, C405-736-7719/7710.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	DHT 355/32	N36°37.00' W102°28.00'
02 AGL B 15 AGL to	B	CIM 031/14	N36°39.80' W104°40.10'
02 AGL B 15 AGL to	C	CIM 311/26	N36°50.60' W105°11.70'
02 AGL B 15 AGL to	D	ALS 152/25	N36°56.30' W105°40.90'
02 AGL B 15 AGL to	E	ALS 198/28	N36°56.60' W106°07.00'
02 AGL B 15 AGL to	F	SAF 329/36	N36°06.40' W106°17.10'
02 AGL B 15 AGL to	G	SAF 298/44	N36°01.20' W106°44.70'
02 AGL B 15 AGL to	H	ABQ 344/49	N35°51.50' W106°52.10'
02 AGL B 15 AGL to	I	RSK 157/58	N35°47.00' W107°55.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Maintain on or right (north) of centerline from Point C to N36-54 W105-26 (12 miles east of Ute Peak).
- (2) Maintain on or left (south) of centerline from Point D (Ute Peak) to west side of Rio Grande River.
- (3) Maintain within 2 NM of centerline from 4 NM prior until 4 NM after Point G (Mining Mountain).
- (4) Primary Entry: A, Alternate Entry: D.
- (5) Primary Exit: I, Alternate Exit: B, D and F.
- (6) Route is for the sole use of 10 FLTS flight test aircraft.

FSS Within 100 NM Radius:

ABQ

VR ROUTES

VR-1176

ORIGINATING ACTIVITY: OC-ALC/10 Flight Test Sqdn, 4805 West Dr, Tinker AFB, OK 73145-3300 DSN 336-7719/7710, C405-736-7719/7710.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	RSK 157/58	N35°47.00' W107°55.00'
02 AGL B 15 AGL to	B	ABQ 344/49	N35°51.50' W106°52.10'
02 AGL B 15 AGL to	C	SAF 298/44	N36°01.20' W106°44.70'
02 AGL B 15 AGL to	D	SAF 329/36	N36°06.40' W106°17.10'
02 AGL B 15 AGL to	E	ALS 198/28	N36°56.60' W106°07.00'
02 AGL B 15 AGL to	F	ALS 152/25	N36°56.30' W105°40.90'
02 AGL B 15 AGL to	G	CIM 311/26	N36°50.60' W105°11.70'
02 AGL B 15 AGL to	H	CIM 031/14	N36°39.80' W104°40.10'
02 AGL B 15 AGL to	I	DHT 355/32	N36°37.00' W102°28.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Maintain within 2 NM of centerline from 4 NM prior until 4 NM after Point C (Mining Mountain).
- (2) Maintain on or right (south) of centerline from west side of Rio Grande River to Point F (Ute Peak).
- (3) Maintain on or left (north) of centerline from N36-54 W105-26 (12 miles east of Ute Peak) to Point G.
- (4) Primary Entry: A, Alternate Entry: F.
- (5) Primary Exit: I, Alternate Exit: F and H.
- (6) Route is for the sole use of 10 FLTS flight test aircraft.

FSS Within 100 NM Radius:

ABQ

VR-1182

ORIGINATING ACTIVITY: 188th Wing-AR ANG, 4850 Leigh Ave., Fort Smith, AR 72903-6096 DSN 778-5502, C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FSM 013/18	N35°40.00' W94°09.00'
10 AGL B 15 AGL to	B	ARG 269/73	N36°10.00' W92°27.00'
SFC B 15 AGL to	C	ARG 249/46	N35°53.00' W91°52.00'
SFC B 15 AGL to	D	ARG 205/20	N35°49.00' W91°09.00'
SFC B 15 AGL to	E	ARG 176/33	N35°34.00' W90°57.00'
SFC B 15 AGL to	F	ARG 155/37	N35°32.00' W90°41.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) This route is closed until further notice. Route has not been surveyed or reviewed and is considered inactive. Contact the originating activity for more information.
- (2) Alternate Exit: B.
- (3) See and Avoid/restrictive scheduling applies between VR-1182 and IR-120 and VR-1102.
- (4) Use caution between Points A and B and Points B and C due to IR-174 crossing SFC B 30.
- (5) Avoid flight within 1500' AGL or 3 NM all charted airports when practicable.
- (6) Uncharted Obstructions: Unknown.
- (7) Large power line crossing river N35-54.9 W91-56.4 (100' AGL).
- (8) CAUTION: Large birds soaring in vicinity of river cliffs.
- (9) Make entry time plus or minus five minutes or reschedule.
- (10) CAUTION: Possible military traffic entering VR-1102 half way between points A and B.
- (11) CAUTION: Multiple IR routes crossing 26 NM West of Pt B and 8 NM East of Pt B.
- (12) CAUTION: Numerous SR routes crossing Pt A-E. Flights of multiple C-130's common in the vicinity of Pt B.
- (13) Height of towers charted at N35 53.22 W91 43.37 are of questionable accuracy, possibly 100' higher than charted (estimated altitude 1678 MSL 838 AGL).
- (14) Noise Sensitive Area (N36 00.206 W093 18.808) avoid by 1 NM.

FSS Within 100 NM Radius:

GWO, MKL, MLC

VR-1195

ORIGINATING ACTIVITY: 150 SOW OG/CC, 2251 Air Guard Rd. SE, Kirtland AFB, NM 87117-5875 C505-846-8335/6 DSN 846-7322

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-2200 local daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ABQ 074/48	N35°05.00' W105°51.00'
01 AGL B 15 AGL to	B	TCC 239/23	N35°03.50' W104°02.50'
01 AGL B 15 AGL to	C	TCC 195/33	N34°41.50' W103°54.00'
01 AGL B 15 AGL to	D	CVS 242/28	N34°13.00' W103°50.50'
01 AGL B 15 AGL to	E	CNX 074/46	N34°24.50' W104°45.50'
01 AGL B 15 AGL to	F	CNX 291/12	N34°29.00' W105°53.00'

TERRAIN FOLLOWING OPERATIONS: VFR terrain following authorized entire route IAW Command Directives within the published altitude blocks.

ROUTE WIDTH - 26 NM either side of centerline A to B; 10 NM either side of centerline B to D; 25 NM right and 30 NM left of centerline D to E; 15 NM right and 30 NM left of centerline E to F.

Special Operating Procedures:

- (1) Avoid Ft. Sumner Airport (segment D-E N34-29-45 W104-12-50), and Santa Rosa Airport (segment A-B, N34-56-15 W104-38-50) by 3 NM.
- (2) Avoid Double V Ranch private airport (segment D-E, N34-05-30 W104-19-55) by 2 NM.
- (3) Avoid the following by 1 NM: (Conchas Lake N34-22-20 W104-12-26), (Santa Rosa Lake N35-02-30 W104-41-00), (Lake Sumner Dam N34-36-25 W104-23-15), (Holcroft Ranch N34-43-06 W104-39-18).
- (4) Avoid mine N34-35-30 W105-35-00 by .5 NM or 1000' AGL.
- (5) Avoid the following houses by .5 NM: (N35-14-00 W104-34-00), (N34-59-00 W105-13-00), (N34-54-00 W103-50-00), (N34-21-00 W104-21-50).
- (6) Avoid the following towns by .5 NM; Rowe (N35-29-40 W105-40-30), San Jose (N35-23-50 W105-28-30), Bernal (N35-23-35 W105-19-00).
- (7) Alternate Exit Points: D and E.
- (8) Avoid ranch (N34-20.52 W104-23.2) by 2 NM and 1500' AGL.

FSS Within 100 NM Radius:

ABQ (9) AVOID CULTER RANCH (N35-15.18, W105-27.47) BY 1500' AGL AND 3 NM

VR-1196

ORIGINATING ACTIVITY: ANG CRTC-Gulfport/OSA, 4715 Hewes Ave, Gulfport, MS 39507-4324 DSN 363-6027, C228-214-6027.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	AEX 098/18	N31°12.00' W92°09.00'
05 AGL B 15 AGL to	B	LSU 330/39	N31°05.00' W91°36.00'
05 AGL B 15 AGL to	C	LSU 051/39	N30°50.00' W90°40.00'
05 AGL B 15 AGL to	D	PCU 355/26	N30°59.90' W89°44.00'
05 AGL B 15 AGL to	E	GPT 026/32	N30°53.00' W88°47.00'
05 AGL B 15 AGL to	F	LBY 120/32	N31°07.00' W88°50.00'
15 AGL to	G	LBY 133/26	N31°06.00' W89°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 3 NM either side of centerline for entire route.

Special Operating Procedures:

- (1) Units deployed to Gulfport CRTC have priority for VR-1196 utilization, followed by 172nd aircraft.
- (2) Alternate Entry: C, E and F.
- (3) Alternate Exit: E and F.
- (4) Unpublished obstructions:
 - (a) Tower at N31-00 W91-23, estimated 200' AGL;
 - (b) Tower at N31-00 W89-51, estimated 250' AGL;
 - (c) Tower at N30-56.34 W90-04.87, estimated 200' AGL;
 - (d) Tower at N30-55.25 W90-12.50, estimated 250' AGL.
- (5) Restrictions: Do not proceed beyond F when R-4401 is active without radio clearance from Shelby Range 297.1 or Shelby Radio 233.2.
- (6) Terrain following operations will be conducted only in VMC. VFR minimum altitudes are: 500' AGL from A to F; 1500' AGL from F to G.
- (7) Tie-in FSS: Lake Charles (LCH).
- (8) Noise Sensitive Areas:
 - (a) Point B N31-03.5 W89-35.3 Dam-avoid by 2 NM/1500' AGL;
 - (b) B-C N30-57.79 W90-58.12 Preserve-avoid by 2 NM/1500' AGL;
 - (c) (D-E) N30-55.3 W89-24.3 Ostrich/Farm-avoid by 3 NM/1500' AGL.
- (9) Uncharted Obstructions/Hazards: Uncharted obstructions/hazards are those found through route surveys and other means and do not include data found in the CHUM: Points C-D (N30-51.1 W90-40.0) Tower 1254' MSL/1025' AGL.
- (10) The following are crossing MTR's. Consult the FLIP or sectional maps for actual location and the Scheduling Unit for the route for deconfliction. Additionally, See and Avoid. VR-1023 crosses Point C to Point D. IR-037 crosses Point C to Point D. VR-1023 and VR-1024 crosses Point D to Point E. VR-1083 crosses at Point E. VR-060 crosses at Point F.

FSS Within 100 NM Radius:

DRI

VR ROUTES

VR-1205

ORIGINATING ACTIVITY: COMMANDER 412 TW, 412 OSS/OSOA, 100 East Sparks Road, Edwards AFB, CA 93523-2515 DSN 527-2515, C661-277-2515.

SCHEDULING ACTIVITY: COMMANDER 412 TW, 412 OSS/OSOS, 235 S. Flight Line Road, Edwards AFB, CA 93523-6460 DSN 527-4110, C661-277-4110.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OAL 222/10	N37°55.00' W117°57.00'
02 AGL B 15 AGL to	B	BTY 244/46	N36°40.00' W117°41.00'
02 AGL B 15 AGL to	C	NID 012/38	N36°15.00' W117°21.00'
02 AGL B 15 AGL to	D	NID 033/34	N36°04.00' W117°11.00'
02 AGL B 15 AGL to	E	NID 071/30	N35°44.00' W117°05.00'
02 AGL B 15 AGL to	F	EDW 053/35	N35°14.00' W117°05.00'
02 AGL B 15 AGL to	G	EDW 085/23	N34°56.00' W117°16.00'
02 AGL B 15 AGL to	H	DAG 247/34	N34°53.00' W117°16.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: C.
- (2) Alternate Exit: D and G.
- (3) Route conflicts: Between points A and B, VR-1255/VR-1262/VR-1264/IR-425/VR-208. At point C IR-200/IR-425. Unpublished R-2508 CCF 'Sidewinder' low level crosses and goes same direction from Saline MOA entry to point C. Between points F and G, route Crosses 412 TW terrain following routes (Black Mountain, Saltdale, Desert Butte, and Harpers).
- (4) Monitor 315.9 (R-2508 low level frequency) entering Saline MOA
 - (a) Broadcast in the blind crossing the Northern boundary of the Saline MOA the following: Sidewinder Traffic, (Call Sign, Number and Type of aircraft), Entering Saline MOA on VR-1205.
 - (b) Broadcast in the blind 20 nm prior to point C the following: Sidewinder Traffic, (Call Sign, Number and Type of aircraft), Approaching JEDI transition from the North on VR-1205.
- (5) Crossing 36 degrees North attempt contact with either China Control 301.0 or Echo Control 381.9 for entry into R-2524. If No contact, do not enter even if you have scheduled R-2524.
- (6) If able, monitor 343.7 (Sport) prior to entering R-2515.
- (7) Users must schedule into complex MOA's/Restricted Areas when these areas are active:

- (a) R-2508 MOA's-Contact CCF at DSN 527-2508.
 - (b) R-2524-Contact NAWC Echo Range scheduling at DSN 437-6800. For real time requests, Contact China Control at DSN 487-6908/6909.
 - (c) R-2515-Contact AFFTC scheduling at DSN 527-4110.
- (8) Uncharted hazards: UAS runway in R-2524 at N35-30.2 W117-7.

VR-1206

ORIGINATING ACTIVITY: COMMANDER 412 TW, 412 OSS/OSOA, 100 East Sparks Road, Edwards AFB, CA 93523-6460 DSN 527-2515, C661-277-2515.

SCHEDULING ACTIVITY: COMMANDER 412 TW, 412 OSS/OSOS, 235 S. Flight Line Road, Edwards AFB, CA 93523-6460 DSN 527-4110, C661-277-4110.

HOURS OF OPERATION: SUNRISE TO SUNSET

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LHS 309/7	N34°47.00' W118°40.00'
02 AGL B 15 AGL to	B	PMD 035/20	N34°51.00' W117°45.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Avoid Rosamond Airport by 3 miles.
- (2) Avoid General Fox Airport Class D Airspace.
- (3) Do not enter Edwards Class D airspace without ATC (Edwards Tower) approval.
- (4) Aircrews transiting R-2508 complex airspace are required to see FLIP, Area Planning, AP/1, California, Flt Haz, R-2508.
- (5) Special Coordination Procedures-Route conflicts with IR-200, IR-211, IR-425, VR-1257, and VR-1265. See and Avoid for all conflicts.
- (6) Point A within 3 NM of two Victor Airways lowest MEA 9000' MSL.
- (7) CAUTION: Bird attractant areas located at N34-46.94 W118-09.92, N34-50.38 W118-08.71 and N34-47.30 W118-07.20 sewage disposal ponds.
- (8) CAUTION: Rosemond, Buckhorn and Rogers Lake Beds attract large flocks of birds when flooded during winter months.
- (9) Uncharted obstructions:
 - (a) Tower 100' at N34-52.16 W117-45.43
- (10) Route Conflicts: VR-1206/1265/1257 and IR-200/211 are coincidental then exit north. IR-425 has same ground track as IR-200 but is in the opposite direction.
- (11) Numerous solar arrays on West half of the route.

FSS Within 100 NM Radius:

HHR, RAL, SAN

VR-1214

ORIGINATING ACTIVITY: COMMANDER, 412 TW, 412 OSS/OSO, 100 East Sparks Road, Edwards AFB, CA 93523 DSN 527-2515, C661-277-2515.

SCHEDULING ACTIVITY: COMMANDER 412 TW, 412 OSS/OSOS, 235 S. Flight Line Road, Edwards AFB, CA 93523 DSN 527-4110, C661-277-4110.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	DAG 199/37	N34°27.00' W117°00.00'
15 AGL to	B	DAG 198/31	N34°32.00' W116°55.00'
05 AGL B 15 AGL to	C	DAG 160/7	N34°51.00' W116°34.00'
01 AGL B 15 AGL to	D	DAG 026/32	N35°22.00' W116°09.00'
01 AGL B 15 AGL to	E	DAG 008/56	N35°49.00' W116°08.00'
01 AGL B 10 AGL to	F	BTY 129/48	N36°08.00' W116°11.00'
01 AGL B 10 AGL to	G	BTY 111/30	N36°30.00' W116°15.00'
01 AGL B 10 AGL to	H	BTY 135/11	N36°38.00' W116°38.00'
01 AGL B 15 AGL to	I	BTY 288/9	N36°53.00' W116°54.00'
01 AGL B 15 AGL to	J	BTY 304/43	N37°21.00' W117°19.00'
01 AGL B 15 AGL to	K	BTY 322/40	N37°25.00' W117°04.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to I (excluding restricted airspace); 5 NM left and 15 NM right of centerline from I to K (excluding restricted airspace).

Special Operating Procedures:

- (1) Route terminates at the R-4807 boundary. Schedule R-4807 through Nevada Test and Training Range Scheduling Office (DSN 348-4710, C702-653-4710). Contact Nellis Control prior to range entry 338.7.
- (2) Between I and K, right side of route is coincident with the R-4807 boundary, exit authorized anywhere between the points if meeting authorized range time.
- (3) Avoid flight within 1500' vertical or 3 NM horizontal of these airports. Particular vigilance must be given to the following airports: N34-27.4 W117-01.7; N34-33.7 W117-04.7; N34-51.2 W116-47.2; N34-57.8 W116-40.4; N35-17.1 W116-05.0; N35-58.1 W116-16.2; N36-51.7 W116-47.2.
- (4) Cross I-40 in vicinity of Point C and I-15 between C and D at or above 500' AGL.
- (5) Aircrews transiting the Silver MOA between Points C and E shall contact 57th Wing Scheduling at (DSN 682-2040) to deconflict from other air activities.

- (6) Aircrews will broadcast in the blind on 285.6/128.15 when crossing the southern boundary of the Silver MOA (SUNDANCE, call sign, number and type aircraft, crossing).
- (7) Aircrews transiting R-2508 are required to see FLIP, Area Planning, AP/1, California. Contact Central Coordinating Facility (CCF) (DSN 527-2508) for entry.
- (8) Alternate Exit: Points G and I. Caution exiting Point G for traffic arrival/departure to Desert Rock Airport. Exit to west between I and J to enter Saline work area.
- (9) Alternate Entry: Points B, C, E and G.
- (10) Noise Sensitive Areas: Point A Lucerne Valley and Newberry Springs between B and C. Fly as far east of Troy Lake as possible. Avoid town of Tecopa, N35-51.0 W116-13.0 between Points E and F by 1 NM horizontally or 1500' vertically. Approaching Point H remain East of the centerline until 3 NM North of Point H.
- (11) Maintain 1500' AGL until 5 NM past Point B on leg B to C.
- (12) Avoid horse ranch and buildings between E and F located at N35-53.0 W116-09.0 by 1 NM laterally or 1500' vertically. Avoid Ash Meadows National Wildlife Refuge at N36-23-00 W116-17-00 by 2 NM or 1500' vertically, avoid Desert Rock Airport N36-37.0 W116-02.0 by not less than 7 NM to the southwest.
- (13) Points A to B: Check NOTAMS for model rocket firings Lucerne Dry Lake, 5 SM radius from the KVCV VOR 090R022NM N34-30-04 W116-57-32 surface to 11,000 MSL.
- (14) Route Conflicts: Route VR-1215 concurrent until Point D, VR-1265 coincidental until C, VR-1252 conflicts I to K; VR-1218 overlaps B to C, IR-212/213/217 route width overlaps from South; VR-1265 Point C diverges; VR-1217/1218 C to D cross East-West; approach N35-06 to N35-27; North of VR-222 cross South to North.
- (15) Obstructions:
 - (a) Four unlit towers (100') at N35-04 W116-23.
 - (b) 200' tower with guide wires at N35-23.14 W116-06.82, just north of Point D;
 - (c) 200' tower with guide wires at N35-27.53 W116-07.60, tower (200') N35-08.31 W116-13.62.
 - (d) 200' tower at N36-12.35 W116-07.77, between points F and G.
 - (e) Rigel solar project: Pole height 100'-120' AGL between points H-I.
- (16) Numerous Victor Airways 5NM of Point A, MEA 9000' MSL. Lowest MEA B and C 7500' MSL, between Point C and D 10,100' MSL, between K and K 11,000' MSL.
- (17) CAUTION:
 - (a) High density helicopter traffic transiting R-2502A in the vicinity of D. Remain 3NM East of center at Point D.
 - (b) Turkey Vulture migration route in vicinity of Mojave River Basin between points C and D.
 - (c) Remain on or east of centerline 10NM prior to Point G until 7NM beyond Point G to avoid Ash Meadows.

VR-1215

ORIGINATING ACTIVITY: COMMANDER, 412 TW, 412 OSS/OSO, 100 East Sparks Rd, Edwards AFB, CA 93523 DSN 527-2515, C661-277-2515.

SCHEDULING ACTIVITY: COMMANDER, 412 TW 412 OSS/OSOS, 235 South Flightline Rd, Edwards AFB, CA 93523 DSN 527-4110, C661-277-4110.

HOURS OF OPERATION: Sunrise-Sunset daily

VR ROUTES

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	DAG 199/37	N34°27.00' W117°00.00'
15 AGL to	B	DAG 198/31	N34°32.00' W116°55.00'
05 AGL B 15 AGL to	C	DAG 160/7	N34°51.00' W116°34.00'
01 AGL B 15 AGL to	D	DAG 026/32	N35°22.00' W116°09.00'
01 AGL B 15 AGL to	E	DAG 005/43	N35°38.00' W116°17.00'
01 AGL B 15 AGL to	F	DAG 339/46	N35°44.00' W116°41.00'
01 AGL B 15 AGL to	G	DAG 325/48	N35°43.00' W116°55.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 5 NM either side of centerline (excluding restricted airspace).

Special Operating Procedures:

- (1) Route terminates at the R-2524 boundary. Clearance to fly the route does not constitute clearance into restricted area.
- (2) Avoid R-2502 (include Leach Lake Tactical Range) unless you are scheduled.
- (3) Alternate Exit: Exit authorized at Point E and beyond. Contact High Desert TRACON (Joshua Approach) for clearance into MOA/Ranges.
- (4) Aircrews transiting R-2508 complex are required to see FLIP, Area Planning; AP/1, California flt haz, R-2508. Alternate Exit: Exit anywhere beyond Point D.
- (5) Aircrews transiting the Silver MOA between Points C and E shall contact 57th Wing Scheduling at (DSN 682-2040).
- (6) Broadcast in the blind on 285.6/128.15 when crossing the southern boundary of the Silver MOA the following: SUNDANCE, (call sign, number and type aircraft), crossing Silver MOA boundary.
- (7) Crossing 35 30 North contact China Control (301.0) or Echo Control (381.9) for entry into R-2524 if no contact Do Not Enter even if you have scheduled airspace.
- (8) Cross I-40 in vicinity of Point C and I-15 between C and D at or above 500' AGL.
- (9) Noise Sensitive Areas: Point A Lucerne Valley and Newberry Springs between B and C. Flying as far east of the western border of Troy Lake as possible.
- (10) Maintain 1500'AGL until 5 NM past Point B on leg B to C.
- (11) Alternate Entry: B, C and E.
- (12) Monitor 315.9 (R-2508 low level frequency) passing Point D.
- (13) Points A to B: Check NOTAMS for Model Rocket Firings Lucerne Dry Lake, 5SM radius of KVCV VOR 090R022NM (N34-30-04 W116-57-32) surface to 11,000' MSL (approximately 8,150' AGL) Sunrise/Sunset with windows to 19,000' MSL (approximately 16,150' AGL), Between Sunset/Sunrise limited surface to 11,000' MSL.
- (14) Numerous Victor Airways within 5 NM of Point A lowest MEA 9000'MSL. Numerous Victor Airways above entire route lowest MEA between Point B and C 7500'MSL, and between C and D 10000'MSL.
- (15) Uncharted Obstructions:
 - (a) Between Points C and D, a grouping of four 100' unlit microwave towers (N35-04 W116-23);

- (b) Between Points D and E, a 150' tower at N35-27.16 W116-09.20;
 - (c) 200' tower with guide wires at N35-23.14, W116-06.82, just north of Point D;
 - (d) 200' tower with guide wires at N35-27.53, W116-07.60;
 - (e) 200' tower with guide wires at N35-26.02, W116-07.68, just north of Point D;
 - (f) 200' tower with guide wires at N35-27.18, W116-09.40, just north of Point D, tower (200') N35-08.31 W116-13.62.
- (16) Route conflicts: VR-1265 is coincidental until C; VR-1214 is coincidental until Point D then diverges North; B to C VR-1218 route width overlaps from the east, IR-212/213/217 route width overlaps from the south and turns eastward; Point C VR-1265 diverges east; C to D VR-1217 and VR-1218 cross east to west; approaching N35-06 to N35-27 see SOP notes 5 and 6 for Silver MOA procedures; At Point E IR-212 merges from southeast and is coincidental until Point G.
- (17) CAUTION:
- (a) High density helicopter traffic transiting R-2502A in the vicinity of Point D. Remain 3NM East of centerline at Point D to avoid R-2502A.
 - (b) Turkey Vulture migration route in vicinity of Mojave River Basin between points C and D.

FSS Within 100 NM Radius:

HHR, RAL, RNO, SAN

VR-1217

ORIGINATING ACTIVITY: COMMANDER 412 TW, 412 OSS/OSO, 100 East Sparks Road, Edwards AFB, CA 93523 DSN 527-2515, C661-277-2515.

SCHEDULING ACTIVITY: COMMANDER 412 TW, 412 OSS/OSOS, 235 S. Flight Line Road, Edwards AFB, CA 93523 DSN 527-4110, C661-277-4110.

HOURS OF OPERATION: Sunrise-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	DAG 209/53	N34°19.00' W117°19.00'
15 AGL to	B	DAG 187/38	N34°22.00' W116°52.00'
05 AGL B 15 AGL to	C	DAG 123/13	N34°48.00' W116°24.00'
01 AGL B 15 AGL to	D	DAG 083/20	N34°55.00' W116°11.00'
01 AGL B 15 AGL to	E	DAG 282/9	N35°02.00' W116°45.00'
01 AGL B 15 AGL to	F	DAG 272/22	N35°04.00' W117°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 2 NM either side of centerline from A to B; 5 NM either side of centerline from B to F.

Special Operating Procedures:

- (1) Maintain 1500'AGL until past Point B on leg B to C.

- (2) Aircrews must be aware of airports within or near route corridor limits. Avoid flight within 1500' vertical or 3 NM horizontal of these airports when practical. Particular vigilance must be given to the following airports: N34-22.6 W117-18.7; N34-15.8 W116-51.3; N34-25.1 W116-37.1; N34-57.7 W116-40.3.
- (3) Cross I-40 in vicinity of C and I-15 between D and E at or above 500' AGL.
- (4) Avoid R-2501 between B and C.
- (5) Exit anywhere beyond E.
- (6) Alternate Entry: B.
- (7) Aircrews transiting R-2508 complex airspace are required to see FLIP, Area Planning, AP/1, California Flt Haz, R-2508. Schedule R-2508 MOA/Ranges/Restricted Areas through the R-2508 Central Coordinating Facility (CCF) DSN 527-2508.
- (8) Avoid Harvard Recreation Area by 1000' AGL and 2 NM, N34-58.0 W116-40.0.
- (9) Ultralight activity within 10 NM Rabbit Dry Lake (N34-27.0 W117-00.0) up to 10000' MSL; most active on weekends and holidays.
- (10) Crossing the Barstow MOA eastern boundary, contact either SPORT (343.7/132.75) or JOSHUA (335.6/133.65).
- (11) Use caution in the Barstow MOA for helicopters at or below 3,000' AGL crossing Coyote Drylake between Barstow and the National Training Center at Ft. Irwin.
- (12) Obstructions: 300' powerlines south side of route (N34-59.3 W116-39.8; N34-59.3 W116-44.5; N35-01.9 W116-48.6; N35-02.7 W116-53.4; N35-03.3 W116-55.6; N34-58.9 W117-02.1) between Points D-F.
- (13) Numerous Victor Airways within 5NM of Point A lowest MEA 9000' MSL. Numerous Victor Airways above entire route with MEA's of Point A-D MEA 9000' MSL, Point D-E 7500' MSL.
- (14) Route Conflicts: At Point A VR-1265 merges from northwest and diverges to the northeast. VR-1257 is coincidental from Point A-B and then exits east. Point A-D VR-1214/1215 route width overlaps. Points A-F VR-1218 route width overlaps entire route. Point C-D VR-1265 merges from the west then transitions northeast of Point D. Point B-D IR-212/213/217 merges from the south, overlap and diverge northeast of Point D. Point D-E VR-1214/1215/1265 cross south to north. Point E to F VR-1218 route width overlaps.
- (15) Aircrews transiting the Silver MOA located between Points D and E shall contact the 57th FFW/DOOS, Nellis AFB, NV (DSN) 682-2040 for De-Confliction. Aircrews will pass Points D and E crossing times and any revisions or updates.
- (16) Aircrews crossing the Eastern boundary of the Silver MOA will broadcast in the blind on UHF 281.45 or VHF 126.2 the following: Desert Radio (call sign, number and type aircraft) crossing Silver MOA boundary.
- (17) Points A to B: Check NOTAMs for model rocket firings Lucerne Dry Lake, 5SM radius from the KVCV VOR 090R022NM (N34-30-04 W116-57-32) surface to 11,000' MSL (Aprx 8,150' AGL) Sunrise/Sunset with windows to 19,000' MSL (Aprx 16,150' AGL). Between Sunset/Sunrise altitude is limited surface to 11,000' MSL.
- (18) Turkey vulture migration route in vicinity of Mojave River Basin between points D and E.

FSS Within 100 NM Radius:

HHR, RAL, RNO, SAN

VR-1218

ORIGINATING ACTIVITY: COMMANDER, 412 TW 412 OSS/OSO, 100 East Sparks Road, Edwards AFB, CA 93523, DSN 527-2515, C661-277-2515.

SCHEDULING ACTIVITY: COMMANDER, 412 TW 412 OSS/OSOS, 235 S. Flight Line Road, Edwards AFB, CA 93523, DSN 527-4110, C661-277-4110.

HOURS OF OPERATION: Sunrise-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	DAG 209/53	N34°19.00' W117°19.00'
15 AGL to	B	DAG 186/38	N34°22.00' W116°51.50'
02 AGL B 15 AGL to	C	DAG 190/21	N34°38.50' W116°45.50'
02 AGL B 15 AGL to	D	DAG 099/22	N34°49.00' W116°10.50'
02 AGL B 15 AGL to	E	GFS 199/27	N34°45.00' W115°29.00'
02 AGL B 15 AGL to	F	GFS 280/22	N35°17.00' W115°35.00'
02 AGL B 15 AGL to	G	DAG 056/15	N35°02.50' W116°18.00'
02 AGL B 15 AGL to	H	DAG 279/19	N35°05.50' W116°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized 10 NM after B, for remainder of route.

ROUTE WIDTH - 2 NM either side of centerline from A to B. 5 NM either side of centerline from B to H except for R-2501N airspace on leg C to D and R-2502E on leg G to H.

Special Operating Procedures:

- (1) Alternate entry point: B
- (2) Maintain 1500' AGL until past Point B on leg B to C.
- (3) Cross I-40 between C and D and D to F and I-15 between G and H at or above 500' AGL.
- (4) Avoid R-2501 between C and D.
- (5) Aircrews transiting R-2508 complex airspace are required to see FLIP, Area Planning, AP/1, California Flt Haz R-2508. Schedule R-2508 complex MOAs/Ranges/Restricted Areas through the Central Coordinating Facility (CCF) DSN 527-2508.
- (6) Aircrews transiting the Silver MOA located between Points F and G shall contact 57th Wing Scheduler, Nellis AFB, NV (DSN 682-2040) for authorization to transit. Aircrews will pass the entry point, Point F and Point G crossing times and any revisions or updates.
- (7) Aircrews will broadcast in the blind on 285.6 UHF or 128.15 VHF when crossing the eastern boundary of the Silver MOA the following: SUNDANCE (call sign, number and type aircraft) crossing Silver MOA boundary.
- (8) Do not overfly Clipper Mountain 1 NM east of Point E.
- (9) Crossing the Barstow MOA eastern boundary, contact either SPORT (343.7/132.75) or JOSHUA (335.6/133.65).

VR ROUTES

- (10) Use caution in the Barstow MOA for helicopters at or below 3000' AGL crossing Coyote Drylake between Barstow and the National Training Center at Ft. Irwin.
- (11) Aircrews must be aware of airports within or near route corridor limits. Avoid flight within 1500' vertical or 3NM horizontal of these airports when practical. Particular vigilance must be given to the following airports: N34-22.6 W117-18.7 (2CN8 Lake Arrowhead); N34-15.8 W116-51.3; (L35 Big Bear City); N34-43.7 W116-09.2 (5CA4 Ludlow); N34-57.7 W116-40.3 (CN23 Harvard).
- (12) Noise sensitive area over the community of Lucerne Valley, 6.15NM NW of Point B. Uncharted obstructions: Single unlit 50' tower at N34-40.6 W116-48.6; noise sensitive area 6.64 NM ESE of HEC VORTAC; Point D to Point E: Single unlit 100' tower at N34-43.8 W116-04.4; Point E to F: noise sensitive area 17NM north of Point E just left of centerline centered in the town of Kelso; single unlit 100' white silo tower at N35-00.8 W115-38.8.
- (13) Numerous Victor Airways within 5NM of Point A lowest MEA 8000' MSL from Point A to F.
- (14) Route Conflicts: At Point A VR-1265 merges from northwest and overlaps until Point D, then merges between Point F-G. VR-1214/1215 route width overlaps from Point A-D diverges to the northeast to cross route S-N between Point G-H. VR-1257 is coincidental from Point A-B and then exits east. VR-1217 route overlaps Point A-D and Point G-H. Point C-D IR's-212/213/217 merge from the south, overlap and diverge northeast of Point D and merge between Point F-G from S-N. Point D-F IR-252 crosses S-N. Point F VR-222 crosses S-NW. CAUTION: At Point E VR-289 is opposite direction from NE-S.
- (15) Points A to B: Check NOTAMs for model rocket firings Lucerne Dry Lake, 5SM radius from the KVCV VOR 090R022NM (N34-30-04 W116-57-32) surface to 11,000' MSL (aprx 8,150' AGL) Sunrise/Sunset with windows to limited surface to 11,000' MSL.
- (16) Flight over the Mojave National Preserve is allowed per the 1994 California Desert Protection Act.

VR-1250

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FOT 310/23	N41°00.00' W124°30.00'
02 AGL B 15 AGL to	B	FOT 351/33	N41°12.50' W124°06.50'
02 AGL B 15 AGL to	C	FOT 028/38	N41°06.00' W123°38.00'
02 AGL B 15 AGL to	D	FJS 232/31	N41°17.00' W123°27.00'
02 AGL B 15 AGL to	E	FJS 149/5	N41°22.00' W122°47.00'
02 AGL B 15 AGL to	F	FJS 109/26	N41°11.00' W122°21.00'

02 AGL B 15 AGL to	G	FJS 100/38	N41°08.00' W122°04.00'
02 AGL B 15 AGL to	H	FJS 087/66	N41°08.00' W121°24.00'
02 AGL B 15 AGL to	I	FMG 295/66	N40°15.00' W120°45.00'
02 AGL B 15 AGL to	J	FMG 303/44	N40°05.00' W120°17.00'
02 AGL B 15 AGL to	K	FMG 012/22	N39°51.00' W119°26.00'
02 AGL B 15 AGL to	L	HZN 346/11	N39°42.00' W118°59.00'
02 AGL B 15 AGL to	M	LLC 096/11	N40°03.50' W118°22.00'
02 AGL B 15 AGL to	N	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	O	LLC 110/19	N39°56.00' W118°14.50'

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry Points: E and H.
- (2) Alternate Exit Points: J, L, M, and N.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Reserving this route does not reserve the Carson MOA or R-4813 between L and O. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for authorization.
- (5) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (6) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (7) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (8) Ensure coast-in at Big Lagoon only. Avoid overflight of Trinidad at B.
- (9) Caution: Extensive helo logging operations staging from Hoopa airport 3 NM south of C.
- (10) Avoid Marble Mountain, Trinity Alps, and Russian Wilderness Areas between C and E by 3 NM.
- (11) Maintain 1500' AGL over Castle Crags Wilderness Area at F.
- (12) Fly the southern boundary between F and G to avoid the town of Dunsmuir.
- (13) Fly the extreme northern boundary between G and H to avoid the town of Dana and houses vicinity Big Lake.
- (14) Be alert for C-5/C-141 aircraft flying at 1000' AGL on a crossing route between G and H.
- (15) Between I and J maintain 1000' AGL and pass north of lake at N40-11 W120-36. Be alert for Helo logging traffic.
- (16) Pass North of Doyle at N40-01-30 W120-06-20 between J and K.
- (17) Caution: Beware of glider operations between J and K near Pyramid Lake.

FSS Within 100 NM Radius:

ACV, MCC, RNO, RIU

VR-1251

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FOT 175/52	N39°50.00' W124°30.00'
02 AGL B 15 AGL to	B	FOT 175/26	N40°15.00' W124°22.00'
02 AGL B 15 AGL to	C	FOT 066/22	N40°42.00' W123°45.00'
02 AGL B 15 AGL to	D	CEC 136/43	N41°08.00' W123°51.00'
02 AGL B 15 AGL to	E	CEC 089/31	N41°37.00' W123°35.00'
10 AGL B 15 AGL to	F	FJS 326/30	N41°56.00' W122°59.00'
02 AGL B 15 AGL to	G	OED 114/27	N42°10.00' W122°28.00'
02 AGL B 15 AGL to	H	OED 051/37	N42°41.00' W122°08.00'
02 AGL B 15 AGL to	I	LMT 025/40	N42°39.00' W121°07.00'
02 AGL B 15 AGL to	J	LMT 090/53	N41°53.00' W120°36.00'
02 AGL B 15 AGL to	K	LKV 129/58	N41°40.00' W119°49.00'
02 AGL B 15 AGL to	L	LLC 261/45	N40°12.50' W119°32.50'
02 AGL B 15 AGL to	M	LLC 178/15	N39°53.00' W118°39.50'
02 AGL B 15 AGL to	N	LLC 096/11	N40°03.50' W118°22.00'
02 AGL B 15 AGL to	O	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	P	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: D and H.
- (2) Alternate Exit: D, H, L, M, N and O.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Reserving this route does not authorize access to the Carson MOA or R-4813 between M and P. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for authorization.
- (5) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS

Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.

- (6) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (7) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (8) Between B and C fly south of centerline to avoid the town of Petrolia at N40-19-30 W124-17-15.
- (9) Between E and F fly south of centerline and maintain 1500' AGL until 20 NM past E to avoid a Bald Eagle Nesting Area southwest of Happy Camp.
- (10) Caution: 310' tower 3 NM south of G at N42-07-25 W122-28-38.
- (11) Maintain 1500' AGL from 25 NM south until 5 NM east of H over the Sky Lakes Wilderness Area.
- (12) Approaching I remain north of centerline and avoid private airport at N42-39-07 W121-19-40.
- (13) Between J and K fly south of route centerline to avoid house on west bank of Goose Lake at N41-52 W120-29 and avoid houses on the east side of Upper Lake.
- (14) Caution: power lines paralleling route to east between K and L.

FSS Within 100 NM Radius:

ACV, MCC, RNO, RIU

VR-1252

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BTY 308/30	N37°12.00' W117°07.00'
02 AGL B 15 AGL to	B	OAL 111/16	N37°50.00' W117°30.00'
02 AGL B 15 AGL to	C	OAL 339/19	N38°19.00' W117°48.00'
02 AGL B 15 AGL to	D	MVA 040/19	N38°44.00' W117°42.00'
02 AGL B 15 AGL to	E	MVA 009/49	N39°18.00' W117°34.00'
02 AGL B 15 AGL to	F	LLC 113/51	N39°35.00' W117°43.00'
02 AGL B 15 AGL to	G	LLC 108/34	N39°48.00' W117°58.00'
02 AGL B 15 AGL to	H	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

VR ROUTES

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Alternate Exit: E, F and G.
- (3) Tie-in FSS: Rancho Murieta (RIU). For route scheduling after hours call 800-752-7860.
- (4) Reserving this route does not authorize access to NAS Fallon Range MOA's or restricted areas 4816 N/S or 4813. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for airspace entry authorization.
- (5) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSAs while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (6) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (7) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (8) Caution: avoid the Fallon Range VFR corridor and extensive civilian VFR traffic surrounding US Hwy 50 approaching E, between 2000' AGL and 10,500' MSL.
- (9) Avoid overflight of Hudson Airport at N39-33 W117-45 approaching F.

FSS Within 100 NM Radius:

RNO

VR-1253

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MMM 256/28	N36°47.00' W114°51.00'
02 AGL B 15 AGL to	B	ILC 264/42	N38°22.00' W115°16.00'
02 AGL B 15 AGL to	C	ILC 276/43	N38°31.00' W115°14.00'
02 AGL B 15 AGL to	D	ILC 307/56	N39°00.00' W115°07.00'
02 AGL B 15 AGL to	E	BAM 108/87	N39°48.00' W115°19.00'
02 AGL B 15 AGL to	F	BAM 137/30	N40°08.00' W116°36.00'
02 AGL B 15 AGL to	G	MVA 028/71	N39°24.00' W116°57.00'

02 AGL B 15 AGL to	H	TPH 046/31	N38°16.00' W116°27.00'
02 AGL B 15 AGL to	I	TPH 075/48	N38°00.00' W116°01.00'
02 AGL B 15 AGL to	J	TPH 083/61	N37°51.00' W115°46.00'
15 AGL to	K	MMM 293/83	N37°37.60' W115°38.00'
02 AGL B 15 AGL to	L	MMM 283/64	N37°17.00' W115°27.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, E, F, G and I.
- (2) Alternate Exits: C, E, G and I.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Reserving this route does not reserve NAS Fallon Range airspace. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for airspace entry authorization.
- (5) Reserving this route does not reserve Nellis AFB Range airspace or the Desert or Reveille MOA's. Contact the 99th Range Management Office, Nellis AFB, DSN 348-4710, C702-652-4710 for range scheduling. Schedule as far in advance as possible.
- (6) Contact Nellis Control on 343.0 (P), 392.15 (S) for clearance into Nellis AFB airspace.
- (7) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSAs while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (8) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (9) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (10) Approaching G, be on the lookout for civilian traffic between 2000' AGL and 10,500' MSL along the Fallon Range VFR corridor over US Hwy 50.
- (11) Caution: opposite flow traffic on the VR-208 at G.

FSS Within 100 NM Radius:

CDC, RNO

VR-1254

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	FJS 061/69	N41°38.00' W121°18.00'
02 AGL B 15 AGL to	B	LMT 090/53	N41°53.00' W120°36.00'
02 AGL B 15 AGL to	C	LKV 129/58	N41°40.00' W119°50.00'
02 AGL B 15 AGL to	D	LLC 293/90	N41°04.00' W120°07.00'
02 AGL B 15 AGL to	E	LLC 261/45	N40°12.50' W119°32.50'
02 AGL B 15 AGL to	F	LLC 178/15	N39°53.00' W118°39.50'
02 AGL B 15 AGL to	G	LLC 096/11	N40°03.50' W118°22.00'
02 AGL B 15 AGL to	H	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	I	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from B to I.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Exit: F.
- (2) Tie-in FSS: Rancho Murieta (RIU).
- (3) Reserving this route does not reserve the Carson MOA or R-4813 between F and I. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for airspace entry authorization.
- (4) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (5) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (6) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (7) Avoid Eagleville airport, 15 NM north of D.
- (8) Between B and C fly south of route centerline to avoid house on west bank of Goose Lake at N41-52 W120-29 and avoid houses on the east side of Upper Lake.

FSS Within 100 NM Radius:

ACV, MCC, RNO, RIU

VR-1255

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BTY 226/69	N36°15.00' W118°00.00'
02 AGL B 15 AGL to	B	BTY 297/55	N37°25.00' W117°35.00'
02 AGL B 15 AGL to	C	OAL 280/38	N38°17.00' W118°29.00'
02 AGL B 15 AGL to	D	MVA 270/21	N38°40.00' W118°27.00'
02 AGL B 15 AGL to	E	MVA 272/40	N38°47.00' W118°50.00'
02 AGL B 15 AGL to	F	HZN 260/9	N39°32.00' W119°11.00'
02 AGL B 15 AGL to	G	HZN 346/11	N39°42.00' W118°59.00'
02 AGL B 15 AGL to	H	LLC 096/11	N40°03.50' W118°22.00'
02 AGL B 15 AGL to	I	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	J	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B and C.
- (2) Alternate Exit: E, G, H and I.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Aircraft entering at A or transiting R-2508 airspace are required to see FLIP-Area Planning-AP/1-California-FLT HAZ-R-2508. Contact R-2508 Central Coordinating Facility at C661-277-2508, DSN 527-2508 for entry approval prior to flight.
- (5) Reserving this route does not reserve the Ranch, Churchill or Carson MOA's or R-4813. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for authorization.
- (6) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (7) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (8) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (9) After R-2508 entry and check-in with Joshua Approach, approaching A, check-in on R-2508 low altitude common frequency, 315.9 with callsign, number and type aircraft, and intentions. Monitor 315.9 until exiting R-2508 complex.
- (10) Caution: high migratory bird activity between A and B during daylight hours.

VR ROUTES

- (11) Caution: approaching A be alert for 420' antenna at N36-11-33 W118-00-24, and 196' antenna at N36-12-32 W118-00-07.
- (12) Avoid overflight of Olanca at A.
- (13) Caution: opposite flow traffic on VR-1205 between A and C.
- (14) Caution: intensive hang glider activity in the vicinity of Dolomite and northeast shore of Owens Lake between A and B.
- (15) Caution: power lines paralleling route between E and F.
- (16) Between Points E and F, avoid the town of Schurz by 5 NM laterally.
- (17) Caution: 330' tower between E and F at N39-08-30 W119-08-00.
- (18) Between E and F, fly west of centerline to avoid the Ranch and Churchill MOA's unless prior entry has been scheduled. However, avoid the town and airport of Yerington to the west by 1500' or 3 NM.
- (19) Caution: 80' tower on ridge, on route centerline between E and F at N39-14-20 W119-02-30.
- (20) Maintain 1500' AGL from 3 NM south of Lahontan Reservoir until 5 NM southwest of G.
- (21) Caution: VFR traffic crossing route above 8000' MSL along main highways west of HZN VORTAC.
- (22) At E, avoid the extremely noise sensitive areas of Silver Springs and Fernley west of centerline, and Hazen to the east.
- (23) Caution: 150' microwave tower located between G and H at N39-46 W118-50.

FSS Within 100 NM Radius:

HHR, MCC, RAL, RNO, RIU

VR-1256

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri) C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PRB 218/21	N35°28.00' W120°58.00'
15 AGL to	B	PRB 195/9	N35°33.00' W120°43.00'
02 AGL B 15 AGL to	C	AVE 185/17	N35°23.00' W120°06.00'
02 AGL B 15 AGL to	D	AVE 144/19	N35°21.00' W119°51.00'
02 AGL B 15 AGL to	E	FLW 351/6	N35°12.00' W119°51.00'
02 AGL B 15 AGL to	F	FLW 088/23	N35°00.00' W119°25.00'

TERRAIN FOLLOWING OPERATIONS: 5NM beyond B through F.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Tie-in FSS: Rancho Murieta (RIU).
- (2) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (3) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (4) Cross Point A at 1500' AGL.
- (5) Avoid Hunter MOA complex and the Oak Country Airport north of centerline between A and B.
- (6) Avoid the town of Cayucos south of centerline between A and B by 3 NM.
- (7) Cross B at 1500' AGL.
- (8) Avoid town of Atascadero southeast of B by 3 NM.
- (9) California Valley between C and E is an Extreme Noise Sensitive Area. Fly north of centerline from 5 NM west of C to D to avoid a schoolhouse and the town of Simmler.
- (10) Caution: at D and east of centerline between D and E, intensive hang glider activity during daylight hours from surface to 10,000' MSL along Temblor Mountain Range.

FSS Within 100 NM Radius:

HHR, NTD, OAK, RAL, VBG

VR-1257

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, Rm 121, NAS Lemoore, CA 93246-5022 DSN 949-1034, C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BSR 141/10	N36°02.00' W121°34.00'
02 AGL B 15 AGL to	B	BSR 082/19	N36°08.00' W121°15.00'
15 AGL to	C	BSR 074/29	N36°11.00' W121°03.00'
02 AGL B 15 AGL to	D	BSR 072/44	N36°12.00' W120°44.00'
02 AGL B 15 AGL to	E	FLW 002/13	N35°18.00' W119°47.00'
02 AGL B 15 AGL to	F	FLW 088/23	N35°00.00' W119°25.00'
02 AGL B 15 AGL to	G	GMN 038/5	N34°51.00' W118°47.00'
10 AGL B 15 AGL to	H	LHS 356/7	N34°48.00' W118°33.00'
10 AGL B 15 AGL to	I	LHS 107/11	N34°35.00' W118°23.00'
10 AGL B 15 AGL to	J	PMD 150/9	N34°29.00' W118°01.00'
10 AGL B 15 AGL to	K	EDW 141/45	N34°19.00' W117°19.00'
10 AGL B 15 AGL to	L	HEC 194/26	N34°25.00' W116°43.00'
02 AGL B 15 AGL to	M	TNP 251/39	N34°04.00' W116°33.05'

15 AGL to	N	TNP 217/24	N33°52.00' W116°08.55'
02 AGL B 15 AGL to	O	TRM 073/18	N33°39.00' W115°48.00'
10 AGL B 15 AGL to	P	JLI 350/11	N33°19.00' W116°34.00'
02 AGL B 15 AGL to	Q	JLI 143/5	N33°04.00' W116°33.00'
02 AGL B 15 AGL to	R	JLI 084/29	N33°04.00' W116°01.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from B to R.

ROUTE WIDTH - 2 NM either side of centerline from A to M; 2 NM left and 1 NM right of centerline from M to O; 2 NM either side of centerline from O to R.

Special Operating Procedures:

- (1) Weather minimums 3000' ceiling and 5 miles visibility.
- (2) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of Sunset and Sunrise.
- (3) Tie-in FSS: Fresno (FAT).
- (4) Alternate Entry: E, F, H, K and P.
- (5) Alternate Exit: E, H, K, O and Q.
- (6) Pilots exiting route at Point R must obtain target times in R-2510 prior to flying route.
- (7) Avoid the Monastery in Lucia near Point A.
- (8) CAUTION: High density Army Helicopter OPS in and around R-2513 between Points A and B. Cross Points A and B at 1500' AGL.
- (9) Maintain centerline between Points B and C.
- (10) Avoid King City enroute to Point C by 3 NM.
- (11) Avoid airfield and buildings 1 NM southeast of Parkfield between Points D and E.
- (12) Cross I-5 between Points F and G at 1500' AGL. CAUTION: Unscheduled blasting at G (N34-51 W118-46) by National Cement Co.(debris up to 2000' AGL).
- (13) Cross Hwy 14 between Points I and J at 1500' AGL.
- (14) Avoid Aqua Dulce Airport between Points I and J by 3 NM.
- (15) Avoid Crystal Airport area west of Point J.
- (16) Cross I-15 between Points J and K at 1500' AGL.
- (17) Maintain route centerline between Points J and K to avoid glider activity near Crystal Airport and the Table Mountain Observatory 4 miles west of Wrightwood.
- (18) When exiting at Point K, beware of aircraft descending from FL 240 to 8000' outbound on the Palmdale 104 radial.
- (19) Avoid Morongo Valley at Point M.
- (20) Cross Point O at 1500' AGL.
- (21) CAUTION: Beware extensive glider operations between Points O and Q.
- (22) Between Points O and P remain on or left of centerline and cross Hwy between Points O and P at 1500' AGL.
- (23) Remain completely east of Hot Springs Mountain Ridge Line (near Point P) to avoid extremely heavy glider traffic from Warner Springs Ranch Airport.
- (24) Between Points Q and R avoid Carroll Airport and Aqua Caliente Springs Airport.
- (25) CAUTION:
 - (a) 110' tower 2 NM east of Point A on route centerline;
 - (b) 114' tower 5 NM southeast of Point E on route centerline;
 - (c) 120' tower at Point G;

- (d) 199' tower at Point K (N34-24-01 W117-20-36);
- (e) 199' tower 1.5 NM northeast of Point M (N34-03-54 W116-32-42);
- (f) 140' tower 4.5 NM East of Point O.

FSS Within 100 NM Radius:

HHR, NTD, NZY, OAK, RAL, RIU, SAN, VBG

VR-1259

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TPH 074/32	N38°01.00' W116°22.00'
02 AGL B 15 AGL to	B	TPH 083/61	N37°51.00' W115°46.00'
02 AGL B 15 AGL to	C	ILC 214/41	N37°49.00' W115°03.00'
02 AGL B 15 AGL to	D	ILC 220/11	N38°09.00' W114°35.00'
02 AGL B 15 AGL to	E	BQU 101/76	N40°10.00' W114°18.00'
02 AGL B 15 AGL to	F	BQU 076/45	N40°43.00' W114°46.00'
02 AGL B 15 AGL to	G	BQU 128/13	N40°35.00' W115°36.00'
02 AGL B 15 AGL to	H	BAM 099/32	N40°22.00' W116°16.00'
02 AGL B 15 AGL to	I	LLC 073/24	N40°08.00' W118°04.00'
02 AGL B 15 AGL to	J	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	K	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to I; 2 NM either side of centerline from I to K.

Special Operating Procedures:

- (1) Alternate Entry: F.
- (2) Alternate Exit: F, I and J.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (5) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (6) Reserving this route does not reserve Nellis AFB Range airspace or the Desert or Reveille MOA's. Contact the 99th Range Management Office, Nellis AFB, DSN 348-4710,

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C702-652-4710 for range scheduling. Schedule as far in advance as possible. Contact Nellis Control on 343.0 (P), 392.15 (S) for clearance into Nellis AFB airspace.

- (7) Reserving this route does not reserve Gandy MOA. Contact the 388th RANS at DSN 777-4401, C801-777-4401 for airspace entry authorization prior to flight. Contact Clover Control on 301.7 or 134.1 prior to Gandy entry. If unable, maintain MARSAs, and broadcast route number, crossing time, and altitude in the blind.
- (8) Caution: numerous crossing routes between A and C, and F and I.
- (9) Reserving this route does not reserve NAS Fallon Range airspace. Contact NAS Fallon Range Department, DSN 890-2416/2418, C775-426-2416/2418 for airspace entry prior to flight. Contact Desert Control on 126.6 or 322.35 prior to Range entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSAs while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (10) Between H and I, avoid ranch at N40-18-30 W116-35-00 by 1500' or 3 NM.

FSS Within 100 NM Radius:

CDC, RNO

VR-1260

ORIGINATING ACTIVITY:

Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY:

Same as Originating Activity

HOURS OF OPERATION:

Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TPH 075/28	N38°01.00' W116°27.00'
02 AGL B 15 AGL to	B	TPH 072/61	N38°03.00' W115°45.00'
02 AGL B 15 AGL to	C	TPH 059/84	N38°22.00' W115°19.00'
02 AGL B 15 AGL to	D	BAM 125/126	N39°00.00' W115°07.00'
02 AGL B 15 AGL to	E	BAM 108/87	N39°48.00' W115°19.00'
02 AGL B 15 AGL to	F	BAM 139/33	N40°05.00' W116°35.00'
02 AGL B 15 AGL to	G	BAM 187/31	N40°05.00' W117°09.00'
02 AGL B 15 AGL to	H	LLC 075/22	N40°07.00' W118°06.00'
02 AGL B 15 AGL to	I	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	J	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: E.
- (2) Alternate Exit: E and H.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (5) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (6) Reserving this route does not reserve Nellis AFB Range airspace or the Reveille MOA. Contact the 99th Range Management Office, Nellis AFB, DSN 348-4710, C702-652-4710 for range scheduling. Schedule as far in advance as possible. Contact Nellis Control on 343.0 (P), 392.15 (S) for clearance into Nellis AFB airspace.
- (7) Reserving this route does not reserve NAS Fallon Range airspace. Contact NAS Fallon Range Department, DSN 890-2416/2418, C775-426-2416/2418 for airspace entry authorization prior to flight. Contact Desert Control on 126.6 or 322.35 prior to Range entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSAs while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.

FSS Within 100 NM Radius:

CDC, RNO

VR-1261

ORIGINATING ACTIVITY:

Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY:

Same as Originating Activity

HOURS OF OPERATION:

Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ENI 273/48	N39°19.00' W124°15.00'
02 AGL B 15 AGL to	B	ENI 311/48	N39°43.00' W123°50.00'
02 AGL B 15 AGL to	C	RBL 243/49	N39°58.00' W123°17.00'
02 AGL B 15 AGL to	D	RBL 270/43	N40°19.00' W123°08.00'
02 AGL B 15 AGL to	E	FJS 124/32	N41°01.00' W122°23.00'
02 AGL B 15 AGL to	F	FJS 071/60	N41°26.00' W121°28.00'
02 AGL B 15 AGL to	G	FMG 331/94	N41°04.00' W120°07.00'

02 AGL B 15 AGL to	H	LLC 261/45	N40°12.50' W119°32.50'
02 AGL B 15 AGL to	I	LLC 178/15	N39°53.00' W118°39.50'
02 AGL B 15 AGL to	J	LLC 096/11	N40°03.50' W118°22.00'
02 AGL B 15 AGL to	K	LLC 092/21	N40°01.00' W118°09.00'
02 AGL B 15 AGL to	L	LLC 110/19	N39°56.00' W118°14.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from B to L.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: E.
- (2) Alternate Exit: E and H.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Reserving this route does not reserve the Carson MOA or R-4813 between H and J. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for authorization.
- (5) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (6) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (7) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (8) Between C and D, cross the Yolla Bolly Middle Eel Wilderness Area (N40-04 W123-14) at 1500' AGL.
- (9) Between D and E, cross the Chanchelulla Wilderness Area (N40-26 W123-00) at 1500' AGL.
- (10) Between D and E, avoid the noise sensitive town of Lewiston (N40-42 W122-48).

FSS Within 100 NM Radius:

ACV, MCC, OAK, RNO, RIU

VR-1262

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BSR 151/32	N35°40.00' W121°30.00'

02 AGL B 15 AGL to	B	PRB 219/21	N35°28.00' W120°59.00'
15 AGL to	C	AVE 196/19	N35°23.00' W120°11.00'
02 AGL B 15 AGL to	D	EHF 211/21	N35°14.00' W119°24.00'
10 AGL B 15 AGL to	E	GMN 323/15	N35°02.00' W118°58.00'
02 AGL B 15 AGL to	F	GMN 079/13	N34°47.00' W118°36.00'
02 AGL B 15 AGL to	G	EDW 253/31	N34°56.00' W118°21.00'
02 AGL B 15 AGL to	H	GMN 040/32	N35°06.00' W118°19.00'
02 AGL B 15 AGL to	I	EDW 313/23	N35°18.00' W118°00.00'
02 AGL B 15 AGL to	J	NID 295/15	N35°51.00' W117°56.00'
02 AGL B 15 AGL to	K	BTY 226/69	N36°15.00' W118°00.00'
02 AGL B 15 AGL to	L	BTY 235/49	N36°32.00' W117°43.00'
02 AGL B 15 AGL to	M	BTY 282/50	N37°11.00' W117°40.00'
02 AGL B 15 AGL to	N	OAL 176/32	N37°29.00' W117°55.00'

TERRAIN FOLLOWING OPERATIONS: C through N.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, F, H, I and K.
- (2) Alternate Exit: F, J and K.
- (3) Tie-in FSS: Rancho Murieta (RIU).
- (4) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (5) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (6) Ensure Hunter Low MOA scheduling deconfliction when scheduling this route with COMSTRKFIGHTWINGPAC.
- (7) Scheduling this route does not authorize entry into the R-2508 complex. Contact the R-2508 Central Coordinating Facility at DSN 527-2508 or C661-277-2508 for entry authorization and area familiarization briefing. Aircrews transiting the R-2508 complex are required to review FLIP-Area Planning-AP/1-California-Flight Hazards-R-2508, prior to flight. Segregation of air carrier operations in the Inyokern Corridor inside the Isabella MOA may result in denial of MOA airspace to MTR users. Contact Joshua Approach Control prior to entry into the Isabella MOA for entry approval.
- (8) Between A and B, fly west of centerline to avoid the California Sea Otter Refuge and the town of Cambria by 3 NM.
- (9) Cross B at 1500' AGL. Maintain 1500' AGL to C - Extremely Noise Sensitive Area. Fly north of centerline from B to 10 NM east of B to avoid the town of Cayucos, then cross over and stay south of centerline until east of Hwy 101 to avoid the town of Atascadero.
- (10) Avoid the Machesna Wilderness and Beartrap Canyon condor study areas south of C by 3 NM.

VR ROUTES

- (11) From 5 NM to 20 NM east of C, fly south of centerline to avoid the Extremely Noise Sensitive Area of California Valley, the town of Simmler, and a schoolhouse.
- (12) Caution: 20 NM east of C, intensive hang glider activity during daylight hours from surface to 10,000 MSL along Temblor Mountain Range.
- (13) Caution: 269' tower north of D located at N35-17-00 W119-25-30.
- (14) At D, fly north of centerline to avoid the towns of Taft and Ford City.
- (15) Caution: numerous towers located between D and I:
 - (a) 218' tower south of D-E centerline at N35-05-30 W119-15-00.
 - (b) 299' tower north of D-E centerline at N35-08 W119-06.
 - (c) 304' tower north of D-E centerline at N35-04-00 W118-59-30.
 - (d) 246' tower north of E-F centerline at N35-02 W118-55.
 - (e) 577' tower east of G at N34-55-11 W118-19-01.
 - (f) 235' windmills east of G-H centerline at N35-04 W118-19.
 - (g) 292' tower southeast of H-I centerline at N35-07-30 W118-12-30.
- (16) Caution: numerous airports located between D and I:
 - (a) Taft at N35-08-30 W119-26-00.
 - (b) Tejon Ag at N34-59-30 W118-55-00.
 - (c) Quail Lake at N34-46-30 W118-44-00.
 - (d) Skyotee at N34-50 W118-25.
 - (e) Lloyd at N34-55 W118-19.
 - (f) Mountain Valley at N35-06-30 W118-26-00.
 - (g) Tehachapi at N35-08-30 W118-26-00.
 - (h) Mojave at N35-04-00 W118-09-00 (avoid by 3000' AGL or 5 NM).
 - (i) California City at N35-09-30 W118-01-00 (intensive parachuting activity surrounding California City, surface to 15,000').
- (17) After R-2508 entry and check-in with Joshua Approach, check-in on R-2508 low altitude common frequency, 315.9 with callsign, number and type aircraft, and intentions. Monitor 315.9 until exiting R-2508 Complex.
- (18) Caution: high migratory bird activity between G and L during daylight hours.
- (19) Caution: high density, low altitude civil and military air traffic between G and I.
- (20) Avoid unauthorized entry into Inyokern VFR corridor between I and J.
- (21) Avoid unauthorized entry into R-2505 between I and K.
- (22) Caution: approaching K be alert for 420' antenna at N36-11-33 W118-00-24, and 196' antenna at N36-12-32 W118-00-07.
- (23) Avoid overflight of Olancho at K.

FSS Within 100 NM Radius:

HHR, NTD, NZY, OAK, RAL, SAN, VBG

VR-1264

ORIGINATING ACTIVITY: Commander, Strike Fighter Wing, U.S. Pacific Fleet, 001 K Street, NAS Lemoore, CA 93246-5022 DSN 949-1034 (1530-2400Z Mon-Fri), C559-998-1034.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Daylight hours, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OAL 176/32	N37°29.00' W117°55.00'
02 AGL B 15 AGL to	B	OAL 207/21	N37°45.00' W118°05.00'
02 AGL B 15 AGL to	C	OAL 336/19	N38°19.00' W117°49.00'
02 AGL B 15 AGL to	D	MVA 040/19	N38°44.00' W117°42.00'
02 AGL B 15 AGL to	E	MVA 009/49	N39°18.00' W117°34.00'
02 AGL B 15 AGL to	F	LLC 113/51	N39°35.00' W117°43.00'
02 AGL B 15 AGL to	G	LLC 108/34	N39°48.00' W117°58.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 6 NM either side of centerline.

Special Operating Procedures:

- (1) Tie-in FSS: Rancho Murieta (RIU).
- (2) Avoid all towns and airports along route by 1500' AGL or 3 NM.
- (3) Aircraft flying this route at night may be operating without flashing collision avoidance lights. Exercise extreme caution between the hours of sunset and sunrise.
- (4) Reserving this route does authorize access into the Fallon Range Complex, R-4816, or R-4813. Contact NAS Fallon Range Department at DSN 890-2416/2418 or C775-426-2416/2418 prior to flight for range entry authorization.
- (5) Between A and B, fly east of centerline to avoid the noise sensitive valley of Fish Lake, and the private airports of Dyer (N37-37 W118-00) and Circle L (N37-43-30 W118-04-30).
- (6) Between B and C, avoid the airport of Coaldale (N38-01-30 W117-53-00).
- (7) Caution: between B and 20 NM north of C, watch for aircraft on multiple crossing low levels, and merging traffic from the right at C on VR-1252 route.
- (8) Aircraft scheduled for NAS Fallon airspace shall attempt contact with Desert Control on 126.6 or 322.35 prior to entry at D. If unable to contact Desert prior to penetrating NAS Fallon airspace, maintain route, continue periodic calls and MARSA while in MOA's until contact is established. Entry into Restricted Areas is not authorized without prior contact. Notify Desert of intentions to maneuver off route once established in MOA/Restricted Areas.
- (9) Caution: avoid the Fallon Range VFR corridor and extensive civilian VFR traffic surrounding US Hwy 50 approaching E, between 2000' AGL and 10,500' MSL.

FSS Within 100 NM Radius:

RIU, RNO

VR-1265

ORIGINATING ACTIVITY: G-3, 3D MAW, MCAS Miramar, San Diego, CA 92145 DSN 267-5157, C858-577-5157.
Non-working hours DSN 267-9517/9518, C858-577-9517/9518.

SCHEDULING ACTIVITY: Flight Planning, MCAS Miramar, San Diego, CA 92145 DSN 267-4981/1532.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	RZS 049/23	N34°41.00' W119°21.00'
02 AGL B 15 AGL to	B	GMN 121/4	N34°45.00' W118°48.00'
10 AGL B 15 AGL to	C	GMN 079/13	N34°47.00' W118°36.00'
10 AGL B 15 AGL to	D	PMD 245/16	N34°35.00' W118°23.00'
10 AGL B 15 AGL to	E	PMD 150/9	N34°29.00' W118°01.00'
10 AGL B 15 AGL to	F	PMD 102/42	N34°19.00' W117°19.00'
02 AGL B 15 AGL to 15 AGL until 10 NM past G then	G	DAG 199/37	N34°27.00' W117°00.00'
02 AGL B 15 AGL to	H	DAG 160/7	N34°51.00' W116°34.00'
02 AGL B 15 AGL to	I	GFS 238/52	N34°52.00' W116°11.00'
02 AGL B 15 AGL to	J	GFS 310/25	N35°28.00' W115°28.00'
02 AGL B 15 AGL to	K	EED 288/20	N34°57.00' W114°49.00'
02 AGL B 15 AGL to	L	TNP 042/4	N34°09.00' W115°42.00'
02 AGL B 15 AGL to	M	TNP 109/26	N33°52.00' W115°20.00'
02 AGL B 15 AGL to	N	BLH 167/17	N33°19.00' W114°46.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Weather minimums 3000' and 5 miles.
- (2) Avoid Conover Airport between A and B, Aqua Duke Airport between D and E, Hesperia Air Lodge at F, Hart Mine Airport between J and K, and Desert Center Airport between M and N by 2000' or 3 NM.
- (3) Fly on or north of centerline between E and F to avoid Table Mountain Observatory at N34-23.0 W117-39.0, and glider activity near Crystal Airport.
- (4) Cross I-15 between E and F at 1500' AGL.
- (5) Comply with R-2501 restrictions when exiting at H or L.
- (6) Contact Los Angeles Center on 285.6 for IFR clearance when exiting R-2501.

- (7) Contact Yuma Approach Control on 314.0 or 374.8 for IFR clearance when exiting at Point N.
- (8) Alternate Entry: H and L.
- (9) Alternate Exit: H and L.
- (10) Avoid Newberry Springs N34-49.5 W116-38.3 by 1 NM (Noise Sensitive Area).
- (11) Special Coordination Instructions-Route conflicts with IR-211 between Points A and C, VR-1262 at Point C, VR-1257 between Points C and F, VR-232 at Point C, IR-200 between Points C and D, IR-425 between Points C and D, VR-1217 at Point F and between H and I, VR-1218 at Point F and between Point I and J, VR-1214 between G and H, IR-218 between M and N, VR-1206 at Point C, IR-212 between H and I, IR-213 between H and J, IR-217 between H and N, IR-216 between L and M, IR-214 at Point M, VR-1225 between I and L, VR-296 between K and L, IR-252 between K, I/M and N, IR-250 between K and L, VR-289 between K and M, IR-248 between L and M, VR-1267 between M and N, and VR-1268 between M and N.
- (12) Separation Criteria-scheduling coordinated by user for IR conflicts and See and Avoid for VR conflicts.
- (13) CAUTION: Tower located at N35-29-27 W115-33-27 between Points I and J 4.5 NM northwest of Point J.

FSS Within 100 NM Radius:

HHR, PRC, RAL, RNO, SAN

VR-1266

ORIGINATING ACTIVITY: Commanding Officer, Yuma MCAS, Box 99160 Yuma, AZ 85369-9160 DSN 269-2326/2077, C928-269-2326/2077.

SCHEDULING ACTIVITY: Same as Originating Activity. Available 0700-2230L/1400-0530Z daily. Closed holidays.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BZA 331/12	N32°58.00' W114°40.00'
02 AGL B 15 AGL to	B	BLH 233/22	N33°27.00' W115°10.00'
02 AGL B 15 AGL to	C	BLH 253/30	N33°34.00' W115°21.00'
02 AGL B 15 AGL to	D	TRM 084/29	N33°34.00' W115°35.00'
02 AGL B 15 AGL to	E	TRM 097/23	N33°30.00' W115°44.00'
02 AGL B 15 AGL to	F	JLI 350/11	N33°19.00' W116°34.00'
02 AGL B 15 AGL to	G	JLI 129/10	N33°00.00' W116°28.00'
02 AGL B 15 AGL to	H	JLI 085/32	N33°03.00' W115°58.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to C; 2 NM either side of centerline from C to F; 1 NM right and 2 NM

VR ROUTES

left of centerline from F to G; 2 NM either side of centerline from G to H.

Special Operating Procedures:

- (1) Alternate Entry: B.
- (2) Alternate Exit: E and F.
- (3) Comply with R-2507/2510 restrictions/scheduling.
- (4) Remain clear of Imperial National Wildlife Refuge below 3000' AGL between A and B.
- (5) Remain below 7000' MSL between E and F and between F and G.
- (6) CAUTION Point E is within R-2507W. Prior to route commencement contact Yuma Range Control 276.0 for authorization to transit Point E.
- (7) Contact Yuma Range Control on 276.0 prior to entering and exiting R-2507 and R-2510.
- (8) Extensive hang glider activity in the Warner Springs, Mount Laguna to San Felipe Valley and Hot Springs Area. Aggressive lookout doctrine required between Points F and G. Turn prior to (east of) Point F and remain east of centerline between Points F and G. Do not over-fly Warner Springs Airfield.
- (9) Do not overfly Aqua Caliente Springs Airport (N32-58 W116-18) below 3000' AGL.
- (10) Tie-in FSS requires confirmation of route usage a minimum of 2 hours prior to scheduled entry time.
- (11) High volume of rotary wing and FW traffic SFC-1000' AGL between A and C throughout the entire year.
- (12) Towers and powerlines from 120' to 300' AGL from the north end of the Salton Sea to Niland to Brawley within 2 NM of Hwy 111.
- (13) Avoid private airstrip located at N33-28 W115-53.
- (14) CAUTION uncharted 100' tower in vicinity of N33 30.18 W115 16.29.

FSS Within 100 NM Radius:

HHR, RAL, RNO, SAN

VR-1267A

ORIGINATING ACTIVITY: Commanding Officer, Yuma MCAS, Box 99160 Yuma, AZ 85369-9160 DSN 269-2326/2077, C928-269-2326/2077.

SCHEDULING ACTIVITY: Same as Originating Activity. Available 0700-2230L/1400-0530Z daily. Closed holidays.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
02 AGL B 15 AGL to	A	BLH 091/21	N33°30.00' W114°21.00'
02 AGL B 15 AGL to	B	BLH 068/54	N33°43.00' W113°42.00'
02 AGL B 15 AGL to	C	BLH 090/59	N33°21.00' W113°37.00'
02 AGL B 15 AGL to	D	GBN 269/40	N33°06.00' W113°27.00'
02 AGL B 15 AGL to	E	BZA 077/42	N32°45.00' W113°46.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 2 NM either side of centerline from A to E.

Special Operating Procedures:

- (1) Alternate Exit: C and D.
- (2) Alternate Exit Point C is an alternate exit point only when used in conjunction with entry into R-2308 A/B. Remain at or below 1500' AGL until established in R-2308 A/B.
- (3) Alternate exit D, exit at or above 1000' AGL to avoid Noise Sensitive Area and crop dusting activities to the south.
- (4) Exit Point E will be used only in conjunction with entry into R-2301.
- (5) Comply with R-2301 restrictions/scheduling.
- (6) Contact Yuma Range Control on 276.0 while within the confines of R-2301 for IFR return clearance.
- (7) CAUTION: Numerous crop dusting activities in vicinity of farmlands between D and E. Remain at or above 1000' AGL between D and E.
- (8) Tie-in FSS requires confirmation of route usage a minimum of 2 hours prior to scheduled entry time.
- (9) Tower located at N32-43-36 W113-44-47 near Point E up to 315' AGL.

FSS Within 100 NM Radius:

PRC, SAN

VR-1267

ORIGINATING ACTIVITY: Commanding Officer, Yuma MCAS, Box 99160 Yuma, AZ 85369-9160 DSN 269-2326/2077, C928-269-2326/2077.

SCHEDULING ACTIVITY: Same as Originating Activity. Available 0700-2230L/1400-0530Z daily. Closed holidays.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BZA 331/12	N32°58.00' W114°40.00'
02 AGL B 15 AGL to	B	BLH 233/22	N33°27.00' W115°10.00'
02 AGL B 15 AGL to	C	BLH 290/20	N33°47.00' W115°06.00'
02 AGL B 15 AGL to	D	PKE 114/13	N33°58.00' W114°29.00'
02 AGL B 15 AGL to	E	PKE 076/46	N34°05.00' W113°46.00'
02 AGL B 15 AGL to	F	BLH 068/54	N33°43.00' W113°42.00'
02 AGL B 15 AGL to	G	BLH 090/59	N33°21.00' W113°37.00'
02 AGL B 15 AGL to	H	GBN 269/40	N33°06.00' W113°27.00'
02 AGL B 15 AGL to	I	BZA 077/42	N32°45.00' W113°46.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to D; 4 NM either side of centerline from D to E; 2 NM either side of centerline from E to I.

Special Operating Procedures:

- (1) Remain clear of Imperial National Wildlife Refuge below 3000' AGL between A and B.
- (2) Alternate Exits: C, G, and H.
- (3) Comply with R-2301 restrictions/scheduling.
- (4) Contact Yuma Range Control on 276.0 while within the confines of R-2301 for IFR return clearance.
- (5) Tie-in FSS requires confirmation of route usage a minimum of 2 hours prior to scheduled entry time.
- (6) High volume of rotary wing and FW traffic SFC-1000' AGL between A and C throughout the entire year.
- (7) Avoid the town of Hope (N33-43.3 W113-42.0) by 1 NM or 1500' minimum AGL.
- (8) Alternate Exit Point: G is an alternate exit point only when used in conjunction with entry into R-2308 A/B. Remain at or below 1500' AGL until established in R-2308 A/B.
- (9) Alternate Exit Point: H, exit at or above 1000' AGL to avoid Noise Sensitive Areas and crop dusting activities to the south.
- (10) Exit Point I will be used only in conjunction with entry into R-2301.
- (11) CAUTION: Numerous crop dusting activities in vicinity of farmlands between H and I. Remain at or above 1000' AGL between H and I.
- (12) Tower located at N32-43-36 W113-44-47 near Point I up to 315' AGL.

FSS Within 100 NM Radius:

PRC, RAL, RNO, SAN

VR-1268

ORIGINATING ACTIVITY: Commanding Officer, Yuma MCAS, Box 99160 Yuma, AZ 85369-9160 DSN 269-2326/2077, C928-269-2326/2077.

SCHEDULING ACTIVITY: Same as Originating Activity. Available 0700-2230L/1400-0530Z daily. Closed holidays.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BZA 331/12	N32°58.00' W114°40.00'
02 AGL B 15 AGL to	B	BLH 233/22	N33°27.00' W115°10.00'
02 AGL B 15 AGL to	C	BLH 290/20	N33°47.00' W115°06.00'
02 AGL B 15 AGL to	D	PKE 114/13	N33°58.00' W114°29.00'
02 AGL B 15 AGL to	E	PKE 076/46	N34°05.00' W113°46.00'
02 AGL B 15 AGL to	F	DRK 221/40	N34°19.00' W113°08.00'
02 AGL B 15 AGL to	G	DRK 251/25	N34°40.00' W112°59.00'

02 AGL B 15 AGL to	H	DRK 282/34	N34°57.00' W113°06.50'
02 AGL B 15 AGL to	I	EED 075/31	N34°46.00' W113°51.00'
02 AGL B 15 AGL to	J	EED 081/28	N34°43.00' W113°55.00'
02 AGL B 15 AGL to	K	PKE 076/46	N34°05.00' W113°46.00'
02 AGL B 15 AGL to	L	BLH 068/54	N33°43.00' W113°42.00'
02 AGL B 15 AGL to	M	GBN 269/40	N33°06.00' W113°27.00'
02 AGL B 15 AGL to	N	BZA 077/42	N32°45.00' W113°46.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to D; 4 NM either side of centerline from D to E; 1 NM left and 4 NM right of centerline from E to H; 1 NM either side of centerline from H to I; 2 NM either side of centerline from I to N.

Special Operating Procedures:

- (1) Alternate Exit: L, M and N.
- (2) Exit L is an Alternate Exit only when used in conjunction with entry into restricted areas R-2308 A/B. Remain at or below 1500' AGL until established within R-2308 A/B.
- (3) Alternate Exit M, exit at or above 1000' AGL to avoid Noise Sensitive Area and crop dusting activities to the south.
- (4) Exit Point N will be used only in conjunction with entry into R-2301.
- (5) Comply with R-2301 restrictions/scheduling.
- (6) Contact Yuma Range Control on 276.0 while within the confines of R-2301 for IFR return clearance.
- (7) CAUTION: Numerous crop dusting activities in vicinity of farm lands between M and N. Remain at or above 1000' AGL between M and N.
- (8) Tie-in FSS requires confirmation of route usage a minimum of 2 hours prior to scheduled entry time.
- (9) High volume of rotary and fixed wing traffic SFC-1000' AGL between A and C.
- (10) Critical Bald Eagle breeding and nesting areas in the vicinity of Alamo Lake (N34-16.0 W113-34.0), below the Baghdad 1 MOA and to the north towards Mohan Peak (Point H) mid-Dec through mid-June. Recommended 1500' AGL when crossing Aquarius Mountains between H and I.
- (11) Tower located at N32-43-36 W113-44-47 near Point N up to 315' AGL.

FSS Within 100 NM Radius:

PRC, RAL, RNO, SAN

VR-1300

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631. Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

VR ROUTES

HOURS OF OPERATION: Continuous or by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BOI 102/35	N43°16.50' W115°30.00'
01 AGL B 15 AGL to	B	BOI 094/78	N43°04.00' W114°32.00'
01 AGL B 15 AGL to	C	BOI 085/86	N43°14.00' W114°16.50'
01 AGL B 15 AGL to	D	PIH 257/26	N42°54.00' W113°14.50'
01 AGL B 15 AGL to	E	PIH 224/28	N42°38.50' W113°12.00'
01 AGL B 15 AGL to	F	PIH 203/42	N42°19.80' W113°15.70'
01 AGL B 15 AGL to	G	BYI 120/37	N42°07.00' W113°18.50'
01 AGL B 15 AGL to	H	BYI 153/32	N42°03.00' W113°45.00'
01 AGL B 15 AGL to	HH	BYI 182/43	N41°54.50' W114°12.00'
01 AGL B 15 AGL to	I	BOI 150/130	N41°26.00' W115°34.00'
01 AGL B 15 AGL to	J	BOI 163/117	N41°36.50' W116°12.00'
01 AGL B 15 AGL to	K	BOI 185/109	N41°52.00' W117°06.00'
01 AGL B 15 AGL to Alternate Exit: Y	L	BOI 206/59	N42°50.00' W117°06.00'
01 AGL B 15 AGL to	I1	BOI 150/130	N41°26.00' W115°33.50'
01 AGL B 15 AGL to	X	BOI 149/119	N41°37.00' W115°33.50'
01 AGL B 15 AGL to	Y	BOI 146/97	N42°00.00' W115°33.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 5 NM left and 6 NM right of centerline from B to C; 7 NM either side of centerline from C to D; 4 NM either side of centerline from D to G; 8 NM left and 5 NM right of centerline from G to H; 8 NM either side of centerline from H to K; 5 NM either side of centerline from K to L; 4 NM either side of centerline from X to Y.

Special Operating Procedures:

- (1) Route crossing at several Points, be especially vigilant for crossing traffic.
- (2) Due to bird strike potential, minimum altitude from 5 NM prior to and 5 NM past Point E is 1000' AGL.
- (3) Avoid the following Noise Sensitive Areas by 1500' AGL or 3 NM:
 - (a) City of Rocks (N42-05-00 W113-43-00);
 - (b) Marys River area (N41-39-00 W115-06-00, N41-33-00 W115-20-00, N41-23-00 W115-14-00, N41-28-00 W114-59-00);
 - (c) Mountain City (N41-50-30 W115-57-30);
 - (d) Ranch (N41-43-50 W115-58-50);
 - (e) Ward Ranch/uncharted airport (N42-03-00 W113-29-07);
 - (f) Shoshone Ice Caves (N43-10-00 W114-20-30);

- (g) Richfield area (N43-07-00 W114-11-30);
 - (h) Henry area (N41-42-10 W114-49-00).
- (4) Avoid all airports by overflight of 1500' AGL vertically or 3 NM laterally: Uncharted airports (N41-55-30 W114-07-00), (N41-26-00 W115-47-00), (N41-39-00 W114-49-50) (N43-08-46 W115-32-24).
 - (5) Uncharted obstructions:
 - (a) Tower 190' AGL (N43-17-30 W113-11-50);
 - (b) Tower 100' AGL (N42-35-24 W113-11-50);
 - (c) Tower 75' AGL (N42-30-00 W113-10-00) on top of hill;
 - (d) Tower 200' AGL (N43-09-45 W114-19-50);
 - (e) Tower 250' AGL (N43-18-49 W115-18-36);
 - (f) Tower 70' AGL (N42-02-58 W113-22-46).
 - (6) All turn points are considered Alternate Entry/Exit points.

FSS Within 100 NM Radius:
BOI

VR-1301

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631. Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 15 AGL to	A	BOI 324/48	N44°19.00' W116°33.00'
01 AGL B 15 AGL to	B	BKE 116/21	N44°35.00' W117°28.00'
01 AGL B 15 AGL to	C	BKE 177/43	N44°09.00' W118°06.00'
01 AGL B 15 AGL to	D	IMB 117/46	N44°05.00' W118°59.00'
01 AGL B 15 AGL to	E	IMB 166/78	N43°21.00' W119°53.00'
01 AGL B 15 AGL to	F	REO 264/50	N42°46.00' W118°58.00'
01 AGL B 15 AGL to	G	REO VOR-DME	N42°35.43' W117°52.09'
01 AGL B 15 AGL to	H	REO 076/39	N42°32.00' W117°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route crossing at several points, be especially vigilant for crossing traffic.
- (2) Noise Sensitive Areas: Overfly at 1500' or avoid by 3 NM.
 - (a) Buildings (N44-08.0 W118-59.0).
 - (b) Ranch (N42-37-08 W118-29-58)
 - (c) Ranch (N42-45-22 W118-58-19)

- (3) Avoid all airports by overflight by 1500' AGL or 3 NM. Uncharted airports: (N42-45.0 W118-28.0) and (N43-53.10 W119-11-70).
- (4) Uncharted obstructions: None above 100' AGL.
- (5) Ultralight activity: (N44-10.0 W118-14.0).
- (6) All turn points are entry and exit points.
- (7) Exit at Point H does not constitute clearance into Owyhee MOA.
- (8) Route bisects JUNIPER LOW MOA, monitor 271.15 between points D and F for deconfliction. 173FW and 124FW scheduling personnel will verbally deconflict active airspace prior to scheduling approval.

FSS Within 100 NM Radius:

BOI, MMV, RNO

VR-1302

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain

Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631 Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BKE 133/29	N44°25.00' W117°30.07'
01 AGL B 15 AGL to	B	BOI 258/105	N43°41.00' W118°36.07'
01 AGL B 15 AGL to	C	REO 338/29	N43°04.00' W117°54.07'
01 AGL B 15 AGL to	D	REO 125/30	N42°11.00' W117°28.07'
01 AGL B 15 AGL to	E	REO 098/43	N42°15.60' W117°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route crossing at several points, be especially vigilant for crossing traffic.
- (2) Noise Sensitive Areas: Overfly at 1500' AGL or avoid by 3 NM. Buildings (N42-46.0 W117-53.0).
- (3) Avoid all airports by overflight by 1500' AGL or 3 NM. Uncharted airports: (N44-08.0 W117-52.0), (N43-57.3 W118-08.0), (N43-45.3 W118-28.0), (N43-34.3 W118-33.0), (N42-47.0 W117-51.0).
- (4) Uncharted obstructions: 310' AGL antenna structure (N42-47-43.9 W117-44-56.9).
- (5) Ultralight activity: (N44-10.0 W118-14.0).
- (6) All turn points are entry and exit points.
- (7) Exit Point E does not constitute clearance into Owyhee North MOA.

- (8) Mine (N43-52.1 W118-14.5): Overfly at 1000' AGL and avoid by 3NM.

FSS Within 100 NM Radius:

BOI, MMV, RNO

VR-1303

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain

Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631. Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

HOURS OF OPERATION: Continuous or by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BOI 206/59	N42°50.00' W117°06.00'
01 AGL B 15 AGL to	B	BOI 185/109	N41°52.00' W117°06.00'
01 AGL B 15 AGL to	C	BOI 163/117	N41°36.50' W116°12.00'
01 AGL B 15 AGL to	D	BOI 150/130	N41°26.00' W115°33.50'
01 AGL B 15 AGL to	E	BYI 182/43	N41°54.50' W114°12.00'
01 AGL B 15 AGL to	F	BYI 153/32	N42°03.00' W113°45.00'
01 AGL B 15 AGL to	G	BYI 120/37	N42°07.00' W113°18.50'
01 AGL B 15 AGL to	H	PIH 203/42	N42°19.80' W113°15.70'
01 AGL B 15 AGL to	I	PIH 224/28	N42°38.50' W113°12.00'
01 AGL B 15 AGL to	J	PIH 257/26	N42°54.00' W113°14.50'
01 AGL B 15 AGL to	K	BOI 085/86	N43°14.00' W114°16.50'
01 AGL B 15 AGL to	L	BOI 094/78	N43°04.00' W114°32.00'
01 AGL B 15 AGL to Alternate Exit: Y	M	BOI 102/35	N43°16.50' W115°30.00'
01 AGL B 15 AGL to	D1	BOI 150/130	N41°26.00' W115°33.50'
01 AGL B 15 AGL to	X	BOI 149/119	N41°37.00' W115°33.50'
01 AGL B 15 AGL to	Y	BOI 146/97	N42°00.00' W115°33.50'

TERRAIN FOLLOWING OPERATIONS: Authorized the entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 8 NM either side of centerline from B to F; 5 NM left and 8 NM right of centerline from F to G; 4 NM either side of centerline from G to J; 7 NM either side of centerline from J to K; 6 NM left and 5 NM right of centerline from K to L; 5 NM either side of centerline from L to M; 4 NM either side of centerline from X to Y.

VR ROUTES

Special Operating Procedures:

- (1) Route crossing at several points, be especially vigilant for crossing traffic.
- (2) Due to bird strike potential, minimum altitude between 5 NM prior to and 5 NM past Point I is 1000' AGL.
- (3) Avoid the following Noise Sensitive Areas by 1500' AGL or 3 NM:
 - (a) City of Rocks (N42-05-00 W113-43-00);
 - (b) Marys River area (N41-39-00 W115-06-00, N41-33-00 W115-20-00, N41-23-00 W115-14-00, N41-28-00 W114-59-00);
 - (c) Mountain City (N41-50-30 W115-57-30);
 - (d) Ranch (N41-43-50 W115-58-50);
 - (e) Ward Ranch/uncharted airport (N42-03-00 W113-29-07);
 - (f) Shoshone Ice Caves (N43-10-00 W114-20-30);
 - (g) Richfield area (N43-07-00 W114-11-30);
 - (h) Henry area (N41-42-10 W114-49-00).
- (4) Avoid all airports by overflight of 1500' AGL vertically or 3 NM laterally: Uncharted airports (N41-55-30 W114-07-00, N41-26-00 W115-47-00, N41-39-00 W114-49-50, N43-08-46 W115-32-24).
- (5) Uncharted obstructions:
 - (a) Tower 190' AGL (N43-17-30 W113-11-50);
 - (b) Tower 100' AGL (N42-35-24 W113-11-50);
 - (c) Tower 75' AGL (N42-30-00 W113-10-00) on top of hill;
 - (d) Tower 200' AGL (N43-09-45 W114-19-50);
 - (e) Tower 250' AGL (N43-18-49 W115-18-36);
 - (f) Tower 70' AGL (N42-02-58 W113-22-46).
- (6) All turn points are considered Alternate Entry/Exit points.

FSS Within 100 NM Radius:

BOI

VR-1304

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631. Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

HOURS OF OPERATION: Continuous or by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 130 MSL to	A	BOI 070/46	N43°35.50' W115°08.30'
01 AGL B 15 AGL to	B	BOI 057/98	N43°59.20' W114°00.50'
01 AGL B 15 AGL to	C	PIH 300/65	N43°39.00' W113°40.50'
01 AGL B 15 AGL to	D	PIH 298/55	N43°31.00' W113°32.50'
01 AGL B 15 AGL to	E	PIH 295/40	N43°18.50' W113°19.50'
01 AGL B 15 AGL to	F	PIH 257/26	N42°54.00' W113°14.50'
01 AGL B 15 AGL to	G	PIH 224/28	N42°38.50' W113°12.00'

01 AGL B 15 AGL to	H	PIH 203/42	N42°19.80' W113°15.70'
01 AGL B 15 AGL to	I	BYI 120/37	N42°07.00' W113°18.50'
01 AGL B 15 AGL to	J	BYI 153/32	N42°03.00' W113°45.00'
01 AGL B 15 AGL to	JJ	BYI 182/43	N41°54.50' W114°12.00'
01 AGL B 15 AGL to	K	BOI 150/130	N41°26.00' W115°33.50'
01 AGL B 15 AGL to	L	BOI 163/117	N41°36.50' W116°12.00'
01 AGL B 15 AGL to	M	BOI 185/109	N41°52.00' W117°06.00'
01 AGL B 15 AGL to	N	BOI 196/75	N42°30.00' W117°06.00'
01 AGL B 15 AGL to Alternate Exit: Y	O	BOI 206/59	N42°50.00' W117°06.00'
01 AGL B 15 AGL to	K1	BOI 150/130	N41°26.00' W115°33.50'
01 AGL B 15 AGL to	X	BOI 149/119	N41°37.00' W115°33.50'
01 AGL B 15 AGL to	Y	BOI 146/97	N42°00.00' W115°33.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 8 NM either side of centerline from A to F; 4 NM either side of centerline from F to I; 5 NM right and 8 NM left of centerline from I to J; 8 NM either side of centerline from J to M; 5 NM either side of centerline from M to O; 4 NM either side of centerline from X to Y; Alternate Exit; Y, 8 NM either side of centerline from K1 to X.

Special Operating Procedures:

- (1) Route crossing at several Points, be especially vigilant for crossing traffic.
- (2) Due to bird strike potential, minimum altitude from 5 NM prior to and 5 NM past Point G is 1000' AGL.
- (3) Noise Sensitive Areas: 1500' AGL minimum altitude from 5 NM prior to and 5 NM past Galena Highway (located between Points A and B).
- (4) Avoid the following Noise Sensitive Areas by 1500' AGL or 3 NM:
 - (a) City of Rocks (N42-05-00N W113-43-00).
 - (b) Marys River area: (N41-39-00N W115-06-00, N41-33-00N W115-20-00, N41-23-00N W115-14-00, N41-28-00 W114-59-00).
 - (c) Mountain City (N41-50-30 W115-57-30).
 - (d) Ranch (N41-43-50 W115-58-50).
 - (e) Ward Ranch/uncharted airport (N42-03-00 W113-29-07).
 - (f) Craters of the Moon National Monument (N43-27-45 W113-33-00).
 - (g) Henry area (N41-42-10 W114-49-00).
- (5) Helicopter ski operations in the Boulder and Pioneer Mountains (east of W114-30-00) are conducted in daylight hours from 1 Dec to 30 Apr. Maintain 1500' AGL minimum altitude between Points A and B during this time frame.
- (6) Avoid all airports by overflight of 1500' AGL vertically or 3 NM laterally. Uncharted airports (N41-55-30 W114-07-00), (N41-26-00 W115-47-00), (N41-39-00 W114-49-50).
- (7) Uncharted obstructions:

- (a) Tower 190' AGL (N43-17-30 W113-11-30);
 (b) Tower 100' AGL (N42-35-14 W113-11-30);
 (c) Tower 75' AGL (N42-30-00 W113-10-00);
 (d) Tower 70' AGL (N42-02-58 W113-22-46).
 (8) All turn points are considered alternate entry/exit points.
 (9) Avoid Big Wood River (N43-19-36 W114-19-13), noise sensitive area. Overfly at or above 3000' AGL or avoid 5 NM.

FSS Within 100 NM Radius:

BOI, MMV, RNO

VR-1305

ORIGINATING ACTIVITY: 124 WG, Gowen Field, Boise, ID 83705 DSN 422-5348, C208-422-5348.

SCHEDULING ACTIVITY: 366 OSS/OSOS, Mountain Home AFB, ID 83648, DSN 728-4607/2172, C208-828-4607/2172/4631. Scheduling request 0730-1630L, Mon-Fri. Must be scheduled minimum 2 hours prior to entry.

HOURS OF OPERATION: Continuous or by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BOI 206/59	N42°50.00' W117°06.00'
01 AGL B 15 AGL to	B	BOI 196/75	N42°30.00' W117°06.00'
01 AGL B 15 AGL to	C	BOI 185/109	N41°52.00' W117°06.00'
01 AGL B 15 AGL to	D	BOI 163/117	N41°36.50' W116°12.00'
01 AGL B 15 AGL to	E	BOI 150/130	N41°26.00' W115°33.50'
01 AGL B 15 AGL to	F	BYI 182/43	N41°54.50' W114°12.00'
01 AGL B 15 AGL to	G	BYI 153/32	N42°03.00' W113°45.00'
01 AGL B 15 AGL to	H	BYI 120/37	N42°07.00' W113°18.50'
01 AGL B 15 AGL to	I	PIH 203/42	N42°19.80' W113°15.70'
01 AGL B 15 AGL to	J	PIH 224/28	N42°38.50' W113°12.00'
01 AGL B 15 AGL to	K	PIH 257/26	N42°54.00' W113°14.50'
01 AGL B 15 AGL to	L	PIH 295/40	N43°18.50' W113°19.50'
01 AGL B 15 AGL to	M	PIH 298/55	N43°31.00' W113°32.50'
01 AGL B 15 AGL to	N	PIH 300/65	N43°39.00' W113°40.50'
01 AGL B 15 AGL to	O	BOI 057/98	N43°59.20' W114°00.50'
01 AGL B 15 AGL to Alternate Exit: Y	P	BOI 070/46	N43°35.50' W115°08.30'
01 AGL B 15 AGL to	E1	BOI 150/130	N41°26.00' W115°33.50'

01 AGL B 15 AGL to	X	BOI 149/119	N41°37.00' W115°33.50'
01 AGL B 15 AGL to	Y	BOI 146/97	N42°00.00' W115°33.50'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to C; 8 NM either side of centerline from C to G; 5 NM left and 8 NM right of centerline from G to H; 4 NM either side of centerline from H to K; 8 NM either side of centerline from K to P; 4 NM either side of centerline from X to Y.

Special Operating Procedures:

- Route crossing at several points, be especially vigilant for crossing traffic.
- Due to bird strike potential, minimum altitude from 5 NM prior to 5 NM past Point G is 1000' AGL.
- Noise Sensitive Areas: 1500' AGL minimum altitude from 5 NM prior to 5 NM past Galena Highway (located between Points O and P).
- Avoid the following Noise Sensitive Areas by 1500' AGL or 3 NM:
 - City of Rocks (N42-05-00 W113-43-00).
 - Marys River area (N41-39-00 W115-06-00, N41-33-00 W115-20-00, N41-23-00 W115-14-00, N41-28-00 W114-59-00).
 - Mountain City (N41-50-30 W115-57-30).
 - Ranch (N41-43-50 W115-58-50).
 - Ward Ranch/uncharted airport (N42-03-00 W113-29-07).
 - Craters of the Moon National Monument (N43-27-45 W113-33-00).
 - Henry area (N41-42-10 W114-49-00).
- Helicopter ski operations in the Boulder and Pioneer Mountains (east of W114-30-00) are conducted in daylight hours from 1 Dec to 30 Apr. Maintain 1500' AGL minimum altitude between Points O and P during this time frame.
- Avoid all airports by overflight of 1500' AGL vertically or 3 NM laterally: Uncharted airports (N41-55-30 W114-07-00), (N41-26-00 W115-47-00), (N41-39-00 W114-49-50).
- Uncharted obstructions:
 - Tower 190' AGL (N43-17-30 W113-11-50).
 - Tower 100' AGL (N42-35-24 W113-11-50).
 - Tower 75' AGL (N42-30-00 W113-10-00).
 - Tower 70' AGL (N42-08-58 W113-22-46).
- All turn points are considered Alternate Entry/Exit Points.
- Avoid Big Wood River (N43-19-36 W114-19-13), noise sensitive area. Overfly at or above 3000' AGL or avoid 5 NM.

FSS Within 100 NM Radius:

BOI

VR-1350

ORIGINATING ACTIVITY: Commanding Officer (N32), NAS Whidbey Island, 3730 N. Charles Porter Ave, Oak Harbor, WA 98278-5000 DSN 820-2877, C360-257-2877.

SCHEDULING ACTIVITY: Same as Originating Activity. Scheduling hours 0700-1600 local, Mon-Fri only. Same day

VR ROUTES

scheduling may be accomplished during scheduling hours with 2.5 hrs prior notice.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	NUW 061/24	N48°25.80' W122°04.90'
02 AGL B 15 AGL to	B	NUW 074/66	N48°18.10' W121°01.50'
02 AGL B 15 AGL to	C	EPH 283/48	N47°49.00' W120°24.00'
15 AGL to	Q	EPH 294/33	N47°46.20' W120°00.00'
02 AGL B 15 AGL to	D	EPH 321/21	N47°43.00' W119°35.20'
10 AGL B 15 AGL to	E	EPH 231/28	N47°14.10' W120°04.00'
02 AGL B 15 AGL to	F	YKM 043/30	N46°47.00' W119°48.00'
02 AGL B 15 AGL to	G	YKM 085/26	N46°26.80' W119°50.10'
02 AGL B 15 AGL to	H	PDT 303/40	N46°11.00' W119°36.00'
02 AGL B 15 AGL to	I	LTJ 062/46	N45°47.70' W120°01.00'
02 AGL B 15 AGL to	J	PDT 259/31	N45°43.50' W119°41.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Route speed schedules in 60 knot increments. Average route speed may not exceed 540 knots. Indicate desired speed when scheduling. Advise scheduling agency when MARSAs. Route entry times must be within 3 minutes of scheduled time.
- (2) Route not usable Points A to D for other than NAS Whidbey based units.
- (3) Avoid city of Sedro Woolley, WA by 3 NM while transitioning to the route.
- (4) Contact Seattle FSS on 255.4 when entering route.
- (5) Remain on or left of centerline between A and B due to logging activity and head-on traffic on VR-1355.
- (6) Route crosses IR-348 between A and C; IR-327 and IR-328 between C and D; and IR-324 and IR-325 between C and E; IR-341 at D.
- (7) Avoid Silver Fox Farm between C and D, located at N47-47.7 W120-13.5 by 1500' AGL and 2 NM north of centerline.
- (8) CAUTION: Crop dusting activity (seasonal) below 500' AGL between C and J. Fly no lower than 300' AGL from Point F to 5 NM south of Point F during agricultural spray season (1 Apr-31 Aug).
- (9) Alternate Entry: D.
- (10) CAUTION: Head-on traffic with IR-329 between E and I.
- (11) CAUTION: Intensive C-130/C-17 activity inbound to Moses Lake Drop Zone (paradrops) in vicinity of N47-03 W119-40.

- (12) CAUTION: Heavy hanggliding activity Apr-Oct off Chelan Butte in the vicinity of D.
- (13) Remain right of centerline between F and G until south of Columbia River to avoid Saddle Mountain National Wildlife Refuge.
- (14) Alternate Exits: F and I.
- (15) Noise Sensitive Areas: Avoid Prosser, WA in vicinity of N46-12 W119-47.9 between Points G and H by 1500' AGL or 3 NM. Exercise extreme caution to avoid buildings/houses Points G to H by 500' AGL.
- (16) Route crosses VR-1351 between Points A and D: VR-1351 between H and J; and VR-1355 between I and J.
- (17) CAUTION: Crop dusting activity in vicinity of Paterson Airport (N45-59.0 W119-34.0) and 100 Circles Airport (N45-53.1 W119-48.2) between Points H and I.
- (18) CAUTION: Wind Turbines approximately 500' AGL around Point I. Located within MTR airspace South of the centerline, approximately within area coordinates noted: N45-48-46 W120-05-04 to N45-47-12 W119-58-33 to N45-42-56 W120-00-58 to N45-44-27 W120-07-12 to beginning.
- (19) Boardman Complex (R-5701, R-5706, Boardman MOA), shall be scheduled prior to use. Prior to entering, contact Boardman Range Control on 305.8/126.2.
- (20) CAUTION: Crop dusting activity in vicinity of Taggares Farms Airport, (approximately 10 NM west of Boardman Bull at N45-45.1 W119-56.4) within R-5701. Request advisory from Boardman Range Control.
- (21) Upon entering Boardman Complex, avoid city of Arlington by 3000' AGL or 5 NM.

FSS Within 100 NM Radius:

MMV, SEA

VR-1351

ORIGINATING ACTIVITY: Commanding Officer (N32), NAS Whidbey Island, 3730 N. Charles Porter Ave, Oak Harbor, WA 98278-5000 DSN 820-2877, C360-257-2877.

SCHEDULING ACTIVITY: Same as Originating Activity. Scheduling hours 0700-1600 local, Mon-Fri only. Same day scheduling may be accomplished during scheduling hours with 2.5 hrs prior notice.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	NUW 061/24	N48°25.80' W122°04.90'
02 AGL B 15 AGL to	B	NUW 074/66	N48°18.10' W121°01.50'
02 AGL B 15 AGL to	C	EPH 283/48	N47°49.00' W120°24.00'
15 AGL to	Q	EPH 294/33	N47°46.20' W120°00.00'
02 AGL B 15 AGL to	D	EPH 321/21	N47°43.00' W119°35.20'
02 AGL B 15 AGL to	E	EPH 001/31	N47°51.50' W119°08.00'
05 AGL B 15 AGL to	F	GEG 286/42	N47°54.50' W118°32.00'

05 AGL B 15 AGL to	G	GEG 236/33	N47°22.50' W118°24.00'
02 AGL B 15 AGL to	H	GEG 198/29	N47°09.00' W118°00.00'
02 AGL B 15 AGL to	I	PDT 015/61	N46°35.30' W118°13.20'
02 AGL B 15 AGL to	J	PDT 359/15	N45°56.70' W118°51.40'
02 AGL B 15 AGL to	K	PDT 303/40	N46°11.20' W119°36.00'
02 AGL B 15 AGL to	L	LTJ 062/46	N45°47.70' W120°01.00'
02 AGL B 15 AGL to	M	PDT 259/31	N45°43.50' W119°41.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Route speed schedules in 60 Kt increments. Average route speed may not exceed 540 Kt. Indicate desired speed when scheduling. Advise scheduling agency when MARSA. Route entry times must be within 3 minutes of scheduled time.
- (2) Route not usable Points A to D for other than NAS Whidbey based units.
- (3) Avoid city of Sedro Woolley, WA by 3 NM while transitioning to the route.
- (4) Contact Seattle FSS 255.4 when entering route.
- (5) Remain on centerline or left of centerline between Points A and B due to logging activity and conflict with VR-1355.
- (6) Route crosses IR-348 between Points A and C; IR-327 and IR-328 between Points C and G; IR-324 and IR-325 between Points C and H; IR-330 between Points F and G; IR-326 and IR-341 between Points G and J; IR-329 between Points I and J; and VR-1350 between Points A and D, and Points L and M.
- (7) Avoid Silver Fox Farm between Points C and D, located at N47-47.7 W120-13.5 by 1500' AGL and 2 NM north of centerline.
- (8) Alternate Entry: D.
- (9) Route conflicts with IR-341 at Point D.
- (10) CAUTION: Crop dusting activity below 500' AGL between Points D and M. Fly no lower than 300' AGL between Points I and L during agricultural spray season (1 Apr-31 Aug).
- (11) Avoid TPC uncharted Sheffles Airfield located right of centerline at N47-49.0 W118-47.0 by 1500' AGL or 3 NM between Points E and F.
- (12) CAUTION: Forest fire suppression air activity/PBY air tanker water (SCOOP) point at Lake Roosevelt between Points E and F during fire season, normally May-Oct.
- (13) Noise Sensitive Areas: Avoid Ostrich Farm located left of centerline, in vicinity of N47-47.0 W118-24.0, southeast of Point F by 500' AGL or 1 NM.
- (14) Alternate Exits: F and L.
- (15) CAUTION: Heavy hangliding activity Apr-Oct off Chelan Butte in the vicinity of Point D.
- (16) Avoid town of Benge and Clinesmith Airfield (1 NM north of Benge) by 1500' AGL or 3 NM to the east, approximately 14 miles south of Point H.
- (17) CAUTION: Head-on non-deconflicted VR-1354 traffic between Points I and J.

- (18) CAUTION: Wind turbines 500' AGL between points J and K. Located within MTR airspace Northeast of centerline within area coordinates noted: N46-07-15 W119-10-00 to N46-05-13 W119-03-36 to N46-03-41 W119-04-48 to N46-05-51 W119-11-13 to beginning.
- (19) CAUTION: Wind turbines 500' AGL between points I to J. Located within MTR airspace crossing and Northwest and Southeast of the centerline within area coordinates noted: N46-00-44 W118-54-54 to N46-04-02 W118-51-54 to N46-00-06 W118-41-43 to N45-56-16 W118-45-21 to beginning.
- (20) CAUTION: Wind turbines approximately 500' AGL around Point L. Located within MTR airspace South of the centerline, approximately within area coordinates noted: N45-48-46 W120-05-04 to N45-47-12 W119-58-33 to N45-42-56 W120-00-58 to N45-44-27 W120-07-12 to beginning.
- (21) Uncharted airfield in vicinity N45-54.1 W119-56.1 between Points K and L.
- (22) CAUTION: Crop dusting activity in vicinity of Patterson Airport (N45-59.0 W119-34.0) and 100 Circles Airport (N45-53.1 W119-48.2) between Points K and L.
- (23) Boardman Complex (R-5701, R-5706, Boardman MOA) must be scheduled prior to use. Prior to entering, contact Boardman Range Control 305.8/126.2.
- (24) CAUTION: Crop dusting activity in vicinity of Taggares Farms Airport (approximately 10 NM west of Boardman Bull at N45-45.1 W119-56.4 within R-5701. Request advisory from Boardman Range Control.
- (25) Upon entering Boardman Complex, avoid the city of Arlington by 3000' AGL or 5 NM.

FSS Within 100 NM Radius:

MMV, SEA

VR-1352

ORIGINATING ACTIVITY: Commanding Officer (N32), NAS Whidbey Island, 3730 N. Charles Porter Ave, Oak Harbor, WA 98278-5000 DSN 820-2877, C360-257-2877.

SCHEDULING ACTIVITY: Same as Originating Activity. Scheduling hours 0700-1600 local, Mon-Fri only. Same day scheduling may be accomplished during scheduling hours with 2.5 hrs prior notice.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	IMB 004/8	N44°46.20' W119°38.20'
02 AGL B 15 AGL to	B	REO 285/67	N43°12.40' W119°08.30'
02 AGL B 15 AGL to	C	REO 275/21	N42°44.00' W118°18.00'
02 AGL B 15 AGL to	D	REO 153/17	N42°19.00' W117°49.00'
02 AGL B 15 AGL to	E	LLC 012/58	N40°59.00' W117°59.00'

VR ROUTES

02 AGL B 15 AGL to	F	LLC 073/24	N40°08.00' W118°04.00'
02 AGL B 15 AGL to	G	HZN 035/49	N40°01.00' W118°09.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Route speed schedules in 60 Kt increments. Max ground speed not to exceed 540 Kt. Indicate desired speed when scheduling. Advise scheduling agency when MARSA. Route entry times must be within 3 minutes of scheduled time.
- (2) Prior coordination required with NAS Fallon Range Schedules DSN 890-2416/2418, C775-426-2418, for target scheduling.
- (3) If practicable, aircrews requested not to overfly the John Day Fossil Beds National Monument in accordance with FAA Advisory Circular 91-36C.
- (4) From Point A to a point 10 NM south of Dayville, or (where the route crosses the John Day River) the minimum altitude is 1000' AGL. Noise Sensitive Area.
- (5) Avoid the city of Dayville, Oregon in vicinity N44-28.0 W119-32.0 (20 NM south of Point A) by 1500' AGL or 3 NM. Noise Sensitive Area. Avoid flight within 1500' or 3 NM of Land's Inn Airport and Long View Ranch Airport between Points A and B when practicable.
- (6) Route crosses IR-343 at Point A; IR-316 and IR-319 between Points A and B; VR-1301 between Points A and D; IR-304 between Points C and D; IR-300 and IR-303 between Points D and E; SR-300 and SR-301 between Points E and F; VR-1259, VR-1260 and IR-281 at Point F.
- (7) Maintain 1500' AGL between N43-25.0 W119-13.0 and N42-55.0 W118-40.0 to avoid Malheur National Wildlife Refuge between Points A and C.
- (8) CAUTION: Forest fire suppression helicopter activity approximately 19 NM past Point A at Dayview Helibase (N44-27.2 W119-30.7) during fire season, normally May-Oct.
- (9) Alternate Entry Points: C and F.
- (10) Avoid McDermott State Airport near edge of route between D and E by 3 NM.
- (11) CAUTION: Uncharted airports at (N41-35.6 W117-50.0), (N41-31.2 W117-50.4) approximately 36 NM prior to Point E. Crop dusting in this area may be expected in the spring and summer months.
- (12) CAUTION: 150' AGL transmission lines between Points E and F at N40-30.0 W118-00.0.
- (13) Alternate Exit Point: F.
- (14) Pilots exiting at Point G must contact Desert Control on 322.35 prior to entering R-4813.

FSS Within 100 NM Radius:

BOI, MMV, RNO, RIU

VR-1353

ORIGINATING ACTIVITY: Commanding Officer (N32), NAS Whidbey Island, 3730 N. Charles Porter Ave, Oak Harbor, WA 98278-5000 DSN 820-2877, C360-257-2877.

SCHEDULING ACTIVITY: Same as Originating Activity. Scheduling hours 0700-1600 local, Mon-Fri only. Same day

scheduling may be accomplished during scheduling hours with 2.5 hrs prior notice.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	SDO 243/35	N41°19.00' W118°48.00'
10 AGL B 15 AGL to	B	LKV 093/47	N42°12.00' W119°32.00'
10 AGL B 15 AGL to	C	LKV 064/11	N42°31.00' W120°15.00'
05 AGL B 15 AGL to	Q	LKV 321/36	N43°03.80' W120°47.50'
05 AGL B 15 AGL to	Q1	LKV 331/59	N43°28.00' W120°45.00'
05 AGL B 15 AGL to	Q2	IMB 187/62	N43°43.50' W120°21.00'
02 AGL B 15 AGL to	D	PDT 232/72	N45°12.00' W120°30.00'
02 AGL B 15 AGL to	E	PDT 250/38	N45°38.00' W119°50.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from C to E.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Route speed schedules in 60 Kt increments. Average route speed may not exceed 540 Kt. Indicate desired speed when scheduling. Advise scheduling agency when MARSA. Route entry times must be within 3 minutes of scheduled time.
- (2) Contact nearest FSS on 255.4 when entering route.
- (3) Route crosses SR-300 and SR-301 between Points A and C. SR-301 is opposite direction.
- (4) Remain south of centerline between 42-10.0N 42-30.0N in the vicinity of Hart Mountain National Wildlife Refuge, between Points B and C.
- (5) Route crosses IR-342 between Points C and D.
- (6) Alternate Entry: C and D.
- (7) CAUTION: Wind turbines approximately 500' AGL, between Points D and E. Located within MTR airspace crossing and Northwest of the centerline within area coordinates noted: N45-19-11 W120-26-05 to N45-37-52 W119-57-45 to N45-32-46 W119-50-50 to N45-14-04 W120-19-17 to beginning.
- (8) At Point Q, aircraft shall make an alert call (in the blind) on 272.15 to inform aircraft operating in Juniper MOA of their presence. The alert call will consist of call sign, route, speed, and estimated time to Juniper MOA.
- (9) CAUTION: Forest fire suppression helicopter activity left of centerline approximately 8 NM south of Point Q1 at Ft. Rock Helibase (N43-26.1 W120-50.6) and Ft. Rock Airstrip (N43-20.4 W120-50.6) during fire season, normally May-Oct.
- (10) Alternate Exit: D.
- (11) CAUTION: Crop dusting activity (seasonal) below 500' AGL between Points D and E.
- (12) Route crosses IR-342, IR-344 and IR-346 between Points D and E.

FSS Within 100 NM Radius:

MMV, RNO

VR-1354

ORIGINATING ACTIVITY: Commanding Officer (N32), NAS Whidbey Island, 3730 N. Charles Porter Ave, Oak Harbor, WA 98278-5000 DSN 820-2877, C360-257-2877.

SCHEDULING ACTIVITY: Same as Originating Activity. Scheduling hours 0700-1600 local, Mon-Fri only. Same day scheduling may be accomplished during scheduling hours with 2.5 hrs prior notice.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	PDT 262/29	N45°45.00' W119°38.00'
10 AGL B 15 AGL to	B	PDT 289/24	N45°55.00' W119°25.00'
02 AGL B 15 AGL to	C	PDT 359/15	N45°56.70' W118°51.50'
02 AGL B 15 AGL to	D	PDT 011/39	N46°17.20' W118°32.80'
02 AGL B 15 AGL to	E	GEG 184/63	N46°34.00' W118°06.10'
02 AGL B 15 AGL to	F	GEG 143/35	N47°02.00' W117°18.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Route speed schedules in 60 Kt increments. Average route speed may not exceed 540 Kt. Indicate desired speed when scheduling. Advise scheduling agency when MARSA. Route entry times must be within 3 minutes of scheduled time.
- (2) Contact nearest FSS 255.4 when entering route.
- (3) CAUTION: Crop dusting activity in vicinity of Eastern Farms Oregon Airport (approximately 5 NM Northeast of Boardman Bull at N45-46.5 W119-36.4 within R-5701. Request advisory from Boardman Range Control.
- (4) Avoid R-5704 between Points A and B. Remain within the route structure while avoiding the restricted area.
- (5) CAUTION: Crop dusting activity (seasonal) below 500' AGL throughout the entire route. Fly no lower than 300' AGL from Point C and E during agricultural season (1 Apr-31 Aug).
- (6) Alternate Entry: B.
- (7) CAUTION: Head-on traffic with VR-1351 between Points C and D.
- (8) Wind turbines 500' AGL between points C and D. Located within MTR airspace crossing and Northwest and Southeast of the centerline within area coordinates noted: N46-00-44 W118-54-54 to N46-04-02 W118-51-54 to N46-00-06 W118-41-43 to N45-56-16 W118-45-21 to beginning.
- (9) CAUTION: Head-on traffic with IR-326 between Points D and F.
- (10) Route crosses IR-341 between Pt D and F.

(11) Cross Point F at 1500' AGL (5100' MSL).

FSS Within 100 NM Radius:

MMV

VR-1355

ORIGINATING ACTIVITY: Commanding Officer (N32), NAS Whidbey Island, 3730 N. Charles Porter Ave, Oak Harbor, WA 98278-5000 DSN 820-2877, C360-257-2877.

SCHEDULING ACTIVITY: Same as Originating Activity. Scheduling hours 0700-1600 local, Mon-Fri only. Same day scheduling may be accomplished during scheduling hours with 2.5 hrs prior notice.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LTJ 063/45	N45°47.10' W120°02.20'
02 AGL B 15 AGL to	B	LTJ 014/20	N45°59.40' W120°49.50'
02 AGL B 15 AGL to	C	YKM 256/35	N46°38.10' W121°16.90'
02 AGL B 15 AGL to	D	SEA 081/40	N47°19.20' W121°20.50'
02 AGL B 15 AGL to	E	SEA 040/62	N47°57.70' W120°59.40'
02 AGL B 15 AGL to	F	NUW 076/53	N48°17.50' W121°20.40'
02 AGL B 15 AGL to	Q	NUW 073/24	N48°20.70' W122°04.00'
10 AGL B 15 AGL to	G	NUW 071/16	N48°21.50' W122°15.90'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Route speed schedules in 60 Kt increments. Average route speed may not exceed 540 Kt. Indicate desired speed when scheduling. Advise scheduling agency when MARSA. Route entry times must be within 3 minutes of scheduled time.
- (2) Contact Seattle FSS 255.4 when entering route.
- (3) CAUTION: Wind turbines approximately 500' AGL around Point A. Located within MTR airspace south of the centerline, approximately within area coordinates noted: N45-48-46 W120-05-04 to N45-47-12 W119-58-33 to N45-42-56 W120-00-58 to N45-44-27 W120-07-12 to beginning.
- (4) CAUTION: Wind turbines approximately 450' AGL between points A and B. Located within MTR airspace crossing and north and south of the centerline within area coordinates noted: N45-49-10 W120-24-28 to N45-55-50 W120-20-57 to N45-51-14 W120-03-40 to N45-44-42 W120-07-13 to beginning.

VR ROUTES

- (5) CAUTION: Crop dusting activity (seasonal) below 500' AGL between Points A and B. Fly no lower than 300' AGL between Points A and B during agricultural spray season (1 Apr-31 Aug).
- (6) Avoid buildings/houses on centerline by 500' AGL 7 NM prior to Point B.
- (7) Alternate Entry: B.
- (8) Non-Boardman Target Range (R-5701/R-5706) aircraft shall enter at Point B only.
- (9) CAUTION: Forest fire suppression helicopter activity right of centerline approximately 19 NM past Point B at Ft. Simcoe Helibase (N46-20.8 W120-51.1) during fire season, normally May-Oct.
- (10) Avoid ski areas in the vicinity of Stevens Pass and Snoqualmie Pass between Points D and E.
- (11) Alternate Exit: E.
- (12) Route crosses IR-348, VR-1350 and VR-1351 between Points E and Q.
- (13) CAUTION: Hang gliders may be encountered surface to 4000' AGL from F to G.
- (14) Avoid overflight of Stillaguamish River between Points F and G.
- (15) Avoid Lake Cavanaugh by 1 NM laterally or 1500' vertically between Points F and G.
- (16) At Point Q, contact Whidbey Approach on 270.8.

FSS Within 100 NM Radius:

MMV, SEA

VR-1422

ORIGINATING ACTIVITY: HQ UTTR/ROS, 6606 Cedar Lane, Hill AFB, UT 84056-5812, DSN 777-4401, C801-777-4401.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 0700-2400 lcl Mon-Thurs, 0700-1800 lcl Fri, 0800-1700 lcl Sat

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OGD 282/29	N41°26.00' W112°40.00'
01 AGL B 15 AGL to	B	MLD 205/28	N41°51.00' W112°52.00'
01 AGL B 15 AGL to	C	MLD 218/38	N41°50.00' W113°09.00'
02 AGL B 15 AGL to	D	LCU 039/18	N41°32.00' W113°30.00'
01 AGL B 15 AGL to	E	LCU 254/10	N41°22.00' W114°04.00'
01 AGL B 15 AGL to	F	LCU 256/25	N41°23.00' W114°23.00'
05 AGL B 15 AGL to	G	BVL 298/38	N41°08.00' W114°24.00'
01 AGL B 15 AGL to	H	BVL 284/27	N40°55.00' W114°17.00'
01 AGL B 15 AGL to 01 AGL B 15 AGL to R-6404B	I	BVL 313/11	N40°53.00' W113°54.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Contact scheduling agency one day in advance not later than 2000Z++.
- (2) Traffic advisories available-Clover Control 285.65 or 363.5.
- (3) If planning to enter restricted area at termination of route, contact Clover Control for clearance into R-6404B prior to beginning route.
- (4) Without restricted area clearance, exit route at H, climb clear of restricted areas and contact Clover Control.
- (5) Thiokol Corporation static test fires pyrotechnic rocket motors and flares 5 miles either side of VR-1422, from A to B.
- (6) Due to bird strike potential with indigenous waterfowl, recommend contacting Clover Control for current bird migration/nesting advisories.
- (7) Aircrews should be especially vigilant between C and I for aircraft in the Lucian MOA. Aircraft are (See and Avoid) MARSA with other ROUTE/MOA users.
- (8) Alternate Entry Points: D and H.
- (9) Alternate Exit Points: D and H.
- (10) Tie-in FSS: Cedar City, FSS for notification BYI, BQU, IDA, RNO.
- (11) Powerline running north-south perpendicular to MTR (75' tall) between Point B-C (N41-50 W113-09). Microwave tower approximately one mile south of centerline (200' tall) between Point D-E (N41-27 W113-42). Powerline running SE-NW to centerline, then due north on northside of MTR centerline (75' tall) between D-E (N41-24 W113-56). Microwave tower one mile south of MTR centerline (100' tall) between E-F (N41-21 W114-05). Dirt airstrip one mile south of MTR centerline between E-F (N41-22 W114-15). Powerline running NW-SE through MTR centerline between H-I (N40-50 W114-18).

FSS Within 100 NM Radius:

CDC

VR-1423

ORIGINATING ACTIVITY: HQ UTTR/ROS, 6606 Cedar Lane, Hill AFB, UT 84056-5812, DSN 777-4401, C801-777-4401.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 0700-2400 lcl Mon-Thurs, 0700-1800 lcl Fri, 0800-1700 lcl Sat

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OGD 282/29	N41°26.00' W112°40.00'
01 AGL B 15 AGL to	B	MLD 205/28	N41°51.00' W112°52.00'
01 AGL B 15 AGL to	C	MLD 218/38	N41°50.00' W113°09.00'
01 AGL B 15 AGL to	D	LCU 039/18	N41°32.00' W113°30.00'

01 AGL B 15 AGL to E LCU 076/15 N41°21.00'
W113°30.00'

01 AGL B 15 AGL to F LCU 090/30 N41°13.00'
01 AGL B 15 AGL to W113°12.00'
R-4604A

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Contact scheduling agency one day in advance not later than 2000Z++.
- (2) Traffic advisories available-Clover Control 285.65 or 363.5.
- (3) If planning to enter restricted area at termination of route, Contact Clover Control for clearance into R-6404B prior to beginning route.
- (4) Without restricted area clearance, exit route at E, climb clear of restricted areas and Contact Clover Control.
- (5) Thiokol Corporation static test fires pyrotechnic rocket motors and flares 5 miles either side of VR-1422, from A to B.
- (6) Due to bird strike potential with indigenous waterfowl, recommend contacting Clover Control for current migration/nesting advisories.
- (7) Aircrews should be especially vigilant between C and F for aircraft in the Lucian MOA. Aircraft are (See and Avoid) MARSA with other route/MOA users.
- (8) Alternate Entry: D. Primary Entry: A.
- (9) Alternate Exit: D. Primary Exit: F.
- (10) Tie-in FSS: Cedar City, FSS for notification BYI, BQU, IDA, RNO.
- (11) Powerline running north-south perpendicular to MTR (75' tall) between Point B-C (N41-50 W113-09).

FSS Within 100 NM Radius:

CDC

VR-1427

ORIGINATING ACTIVITY: 140th Wing /DOT, Buckley
ANGB, Aurora, CO 80011-9546 DSN 847-9466,
C303-340-9470/9472.

SCHEDULING ACTIVITY: 140th Wing /DOT, Buckley
ANGB, Aurora, CO 80011-9546 DSN 847-9472, C720-847-9472.

HOURS OF OPERATION: 0800-1600 local Tue-Sat, OT by
NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 AGL to or as assigned.	A	GLD 200/27	N39°00.00' W102°00.00'
03 AGL B 15 AGL to	B	GLD 178/41	N38°43.00' W101°51.00'
03 AGL B 15 AGL to	C	LAA 096/34	N38°01.00' W102°00.00'
03 AGL B 15 AGL to	D	LAA 143/23	N37°51.00' W102°29.00'

03 AGL B 15 AGL to	E	TBE 359/21	N37°36.00' W103°31.00'
03 AGL B 15 AGL to	F	TBE 302/30	N37°36.00' W104°03.00'
03 AGL B 15 AGL to	G	PUB 194/23	N37°56.00' W104°37.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 5 NM left and 5 NM right of centerline
from A to G.

Special Operating Procedures:

- (1) Route intersects IR-414/424 at Pt A; route crosses IR-177/500 between C and D; route crosses IR-409, IR-150/500 and IR-177/501 between D and E; route crosses IR-110 between E and F; route coincides with IR-409 from F to G.
- (2) Alternate Entry: B, C, D, E, and F.
- (3) Alternate Exit: B, C, D, E, and F.
- (4) Avoid the following environmentally sensitive locations by 1500' AGL from 1 May through 31 July:
 - (a) N37-32-18 W103-40-36
 - (b) N37-36-54 W103-47-56
 - (c) N37-39-46 W104-15-22
 - (d) N37-58-35 W104-45-09

FSS Within 100 NM Radius:

DEN

VR-1445

ORIGINATING ACTIVITY: HQ UTTR/ROS, 6606 Cedar
Lane, Hill AFB, UT 84056-5812, DSN 777-4401, C801-777-4401.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 0700-2400 lcl Mon-Thurs,
0700-1800 lcl Fri, 0800-1700 lcl Sat

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
SFC B 12 AGL to	A	BVL 086/23	N40°40.30' W113°15.10'
SFC B 12 AGL to	B	BVL 063/26	N40°50.10' W113°12.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Contact scheduling agency one day in advance not later than 1600 local.
- (2) Route connects R-6406 and R-6404.
- (3) VR-1445/1446 will only be used by aircraft scheduled into Utah Test and Training Range (UTTR).

FSS Within 100 NM Radius:

CDC

VR ROUTES

VR-1446

ORIGINATING ACTIVITY: HQ UTTR/ROS, 6606 Cedar Lane, Hill AFB, UT 84056-5812, DSN 777-4401, C801-777-4401.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: 0700-2400 lcl Mon-Thurs, 0700-1800 lcl Fri, 0800-1700 lcl Sat

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
SFC B 12 AGL to	A	BVL 063/26	N40°50.10' W113°12.00'
SFC B 12 AGL to	B	BVL 086/23	N40°40.10' W113°15.10'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 10 NM either side of centerline.

Special Operating Procedures:

- (1) Contact scheduling agency one day in advance not later than 1600 local.
- (2) Route connects R-6404 and R-6406.
- (3) VR-1445/1446 will only be used by aircraft scheduled into Utah Test and Training Range (UTTR).

FSS Within 100 NM Radius:

CDC

VR-1520

ORIGINATING ACTIVITY: 114 FW (ANG), Joe Foss Field, Sioux Falls, SD 57104-0264 DSN 798-7754, C605-988-5754.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Daylight hours, Mon-Sat, OT By NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LNK 265/21	N40°56.90' W97°12.20'
10 AGL B 15 AGL to	B	LNK 288/49	N41°17.00' W97°42.00'
05 AGL B 15 AGL to	C		N41°39.00' W98°15.00'
01 AGL B 15 AGL to	D		N41°40.00' W98°43.00'
01 AGL B 15 AGL to	E	ONL 191/31	N41°59.00' W98°56.00'
01 AGL B 15 AGL to	F	ONL 217/29	N42°08.00' W99°10.00'
01 AGL B 15 AGL to	G	ONL 242/63	N42°08.00' W100°01.00'
01 AGL B 15 AGL to	H	ONL 283/38	N42°43.00' W99°29.00'

01 AGL B 15 AGL to	I	ONL 352/32	N43°00.00' W98°40.00'
01 AGL B 15 AGL to	J	ONL 069/32	N42°34.00' W97°59.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from B to J.

ROUTE WIDTH - 8 NM either side of centerline between A and J.

Special Operating Procedures:

- (1) VR-1520 is opposite direction of VR-1521, IR-508 D to J, IR-507 A to C, common with IR-517 A to C and IR-518 D to J.
- (2) 114 FW will not schedule opposite and conflicting traffic on IR-508/518 and VR-1521 at the same time.
- (3) Route is surveyed to 500' AGL with sections to 100' AGL. These altitudes will not guarantee obstacle clearance throughout the route.
- (4) Migratory birds along rivers and lakes in spring and fall.
- (5) Oneill MOA overlaps the route between Points C and E. If VR-1520 is not used in conjunction with Oneill MOA, the user must deconflict Oneill MOA with the 114 FW when scheduling the route.
- (6) Each point along the route is an Entry and an Exit Point.
- (7) Maintain a minimum of 1500' AGL entire route width from N41-03.0 W97-21.0 to Point B.
- (8) Agricultural spraying (seasonal) in the vicinity of Point C.
- (9) Remain at least 1.5 NM away from either side of a line from N41-58 W98-53 to N41-46 W98-40.
- (10) Avoid the following Noise Sensitive Areas by a minimum of 1500' AGL or 1 NM: Ranch N42-19.5 W99-46.5, Dairy N42-12.0 W99-42.0, Farm N41-48.0 W98-45.0, Farms N42-43.5 W99-35.2, N41-42.0 W98-37.0, N41-42.25 W98-32.1, N41-38.5 W98-34.0, N41-38.0 W98-32.0, N41-40.0 W98-19.0.
- (11) Avoid flight within 1500' AGL or 3 NM of the Adams at Primrose and Rock County Airports.
- (12) Uncharted towers located at (N42-32.1 W99-40.1), (N42-06.0 W98-00.0), (N42-06.0 W98-05.0), (N42-52.0 W98-41.0), and (N41-48.3 W98-58.0).
- (13) Avoid Bald Eagle Nesting Area at Karl Mundt National Wildlife Refuge N43-00.9 W98-31.6 by 1 NM or 1500' AGL.
- (14) Avoid Bird Nesting Areas by 1500' or 1 NM March through October: N42-47.0 W99-22.6, N42-43.3 W99-35.7.

FSS Within 100 NM Radius:

HON, OLU

VR-1521

ORIGINATING ACTIVITY: 114 FW (ANG), Joe Foss Field, Sioux Falls, SD 57104-0264 DSN 798-7754, C605-988-5754.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Daylight hours, Mon-Sat, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	ONL 069/32	N42°34.00' W97°59.00'
01 AGL B 15 AGL to	B	ONL 352/32	N43°00.00' W98°40.00'
01 AGL B 15 AGL to	C	ONL 283/38	N42°43.00' W99°29.00'
01 AGL B 15 AGL to	D	ONL 242/63	N42°08.00' W100°01.00'
01 AGL B 15 AGL to	E	ONL 217/29	N42°08.00' W99°10.00'
01 AGL B 15 AGL to	F	ONL 191/31	N41°59.00' W98°56.00'
01 AGL B 15 AGL to	G		N41°40.00' W98°43.00'
01 AGL B 15 AGL to	H		N41°39.00' W98°15.00'
01 AGL B 15 AGL to	I	LNK 288/49	N41°17.00' W97°42.00'
01 AGL B 15 AGL to	J	LNK 265/21	N40°56.90' W97°12.20'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to I.

ROUTE WIDTH - 8 NM either side of centerline between A and J.

Special Operating Procedures:

- (1) VR-1521 is opposite direction of VR-1520, IR-518 A to G, IR-517 H to J, and common with IR-508 A to G, IR-507 G to J.
- (2) 114 FW will not schedule opposite direction and conflicting traffic on IR-508/518 and VR-1520 at the same time.
- (3) Route is surveyed to 500' AGL with sections to 100' AGL. These altitudes will not guarantee obstacle clearance throughout the route.
- (4) Migratory birds along rivers and lakes in spring and fall.
- (5) Oneill MOA overlaps the route between F and H. If VR-1521 is not used in conjunction with Oneill MOA, the user must deconflict Oneill MOA with the 114 FW when scheduling the route.
- (6) Each point along the route is an entry and an exit point.
- (7) Maintain a minimum of 1500' AGL entire route width from Point I to N41-03.0 W97-21.0.
- (8) Agricultural spraying (seasonal) in the vicinity of Point H.
- (9) Remain at least 1.5 NM away from either side of a line from N41-58 W98-53 to N41-46 W98-40.
- (10) Avoid the following Noise Sensitive Areas by a minimum of 1500' AGL or 1 NM: Ranch N42-19.5 W99-46.5, Dairy N42-12.0 W99-42.0, Farm N41-48.0 W98-45.0, Farms N42-43.5 W99-35.2, N41-42.0 W98-37.0, N41-42.25 W98-32.1, N41-38.5 W98-34.0, N41-38.0 W98-32.0, N41-40.0 W98-19.0.
- (11) Avoid flight within 1500' AGL or 3 NM of the Adams at Primrose and Rock County Airports.
- (12) Uncharted towers located at (N42-32.1 W99-40.1), (N42-06.0 W98-00.0), (N42-06.0 W98-05.0), (N42-52.0 W98-41.0) and (N41-48.3 W98-58.0W).
- (13) Avoid Bald Eagle Nesting Area at Karl Mundt National Wildlife Refuge N43-00.9 W98-31.6 by 1 NM or 1500' AGL.

- (14) Avoid Bird Nesting Areas by 1500' or 1 NM March through October: N42-47.0 W99-22.6, N42-43.3 W99-35.7.

FSS Within 100 NM Radius:

OLU, HON

VR-1525

ORIGINATING ACTIVITY: 509 OSS/OSOA, 770 Arnold Ave., Bldg 38, Whiteman AFB, MO 65305 DSN 975-1779/1754, C660-687-1779/1754. After hrs contact Comd Post C660-687-3778.

SCHEDULING ACTIVITY: 13 BS/Operations Supervisor, 635 5th Street, Bldg 153, Whiteman AFB, MO 65305 DSN 975-2371, C660-687-2371. After hrs contact Comd Post C660-687-3778.

HOURS OF OPERATION: Sunrise-Sunset Sun-Fri

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	BUM 021/32	N38°45.00' W94°10.00'
05 AGL B 15 AGL to	B	BUM 085/31	N38°15.00' W93°50.00'
05 AGL B 15 AGL to	C	SZL 187/51	N37°54.00' W93°45.00'
05 AGL B 15 AGL to	D	SZL 146/52	N37°59.00' W93°00.00'
05 AGL B 15 AGL to	E	MAP 289/30	N37°48.00' W92°21.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to D; 3 NM either side of centerline from D to E.

Special Operating Procedures:

- (1) Primary Entry: A. Alternate Entry: B and C.
- (2) Primary Exit: E. Alternate Exits: C and D
- (3) Avoid flight within 1,500 feet or 3 NM of airports when practicable.

FSS Within 100 NM Radius:

COU, ICT

VR-1546

ORIGINATING ACTIVITY: 188FW AR ANG , 4850 Leigh Ave., Fort Smith, AR 72903-6096 DSN 778-5502, C479-573-5502.

SCHEDULING ACTIVITY: Same as Originating Activity.

HOURS OF OPERATION: Continuous

VR ROUTES

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	RZC 324/29	N36°39.00' W94°26.00'
05 AGL B 15 AGL to	B	RZC 005/38	N36°52.00' W94°00.00'
05 AGL B 15 AGL to	C	DGD 244/31	N36°48.00' W93°28.00'
05 AGL B 10 AGL to	D	DGD 256/6	N37°00.00' W93°00.00'
05 AGL B 15 AGL to	E	DGD 018/18	N37°18.30' W92°45.50'
05 AGL B 15 AGL to	F	MAP 253/39	N37°28.00' W92°35.00'
05 AGL B 15 AGL to	G	MAP 267/29	N37°37.00' W92°24.30'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to B; 2 NM left and 4 NM right of centerline from B to C; 3 NM either side of centerline from C to G.

Special Operating Procedures:

- (1) This route is closed until further notice. Route has not been surveyed or reviewed and is considered inactive. Contact the originating activity for more information.
- (2) Alternate Entry: C.
- (3) Alternate Exit: D and F.
- (4) Aircraft will not proceed beyond Point F unless authorized to operate in the Cannon MOA.
- (5) Avoid flight within 1500' AGL or 3 NM all charted airports when practicable.
- (6) Uncharted Obstructions: Unknown.
- (7) Make entry time plus or minus five minutes or reschedule.
- (8) CAUTION: Monett Airport 2.5 nm North of Pt B.
- (9) Contact Cannon Range on 392.2/139.45 for clearance into the Cannon MOA/Range.

FSS Within 100 NM Radius:

COU, MLC, STL

VR-1616

ORIGINATING ACTIVITY: ANG CRTC, Camp Douglas, WI 54618-5001 DSN 871-1445 C608-427-1445.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise to Sunset Mon-Sat, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MCW 360/53	N43°58.00' W93°12.00'
05 AGL B 15 AGL to	B	FGT 141/25	N44°17.00' W92°52.00'
05 AGL B 15 AGL to	C	ODI 334/37	N44°28.00' W91°50.00'

05 AGL B 15 AGL to	D	ODI 013/30	N44°24.00' W91°18.00'
05 AGL B 15 AGL to	E	ODI 032/31	N44°21.00' W91°04.00'
05 AGL B 15 AGL to	F	VOK 320/34	N44°23.00' W90°46.00'
05 AGL B 15 AGL to	G	VOK 329/27	N44°20.00' W90°35.00'
01 AGL B 15 AGL to Alternate Exit: G	H	VOK 023/19	N44°14.00' W90°05.00'
05 AGL B 15 AGL to	G	VOK 329/27	N44°20.00' W90°35.00'
01 AGL B 15 AGL to	HH	VOK 301/20	N44°07.00' W90°40.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from B to HH.

ROUTE WIDTH - 2 NM left and 4 NM right of centerline from A to B; 4 NM either side of centerline from B to E; 4 NM left and 2 NM right of centerline from E to F; 3 NM either side of centerline from F to H and G to HH.

Special Operating Procedures:

- (1) Route normally will be flown in conjunction with range missions to either R-6901 or R-6904. Clearance to fly VR-1616 does not constitute clearance to enter either R-6901 or R-6904. Clearance to enter R-6904 is required from the Range Control Officer on UHF 358.8/297.75, VHF 132.025, FM 34.2; and to enter R-6901 from Fort McCoy Range Control on UHF 247.4, VHF 123.45/124.6, or FM 41.90.
- (2) B52's and B1's will use Point C as the entry point into VR-1616.
- (3) Alternate Entry: C and E.
- (4) Alternate Exit: D, E, F, and G.
- (5) All aircraft will maintain 1000' AGL from 3 NM west of the Mississippi River to Point C.
- (6) Noise Sensitive Areas: Avoid by 2000' AGL or 1.5 NM unless otherwise indicated:
 - (a) Points E-F; Mink Ranch N44-26.0 W90-54.5, avoid by 2500' AGL or 1.5 NM;
 - (b) Points C-D; Farm N44-28.0 W91-31.0;
 - (c) Points G-H; Saddle Mound Wildlife/Recreational Area N44-21.0 W90-31.5;
 - (d) Points G-H; Necedah National Wildlife Refuge (charted).
- (7) Possible route conflicts:
 - (a) Points C-G; transit Volk Falls MOA;
 - (b) Points F-H; transit Volk West MOA;
 - (c) Endpoint H coincides with VR-1650 endpoint G at Hardwood Range (R-6904).
- (8) Soaring raptors prevalent SFC to 2000' AGL for entire route throughout the year during the mid-day time period.
- (9) Waterfowl feeding flights SFC to 2000' AGL between Points G-H from Oct-Dec during the dawn/dusk time period.
- (10) Waterfowl migratory flights SFC to 5000' AGL between Points A-B from Oct-Nov during the night time period.

FSS Within 100 NM Radius:

FOD, GRB, PNM

VR-1617

ORIGINATING ACTIVITY: 180th TFG/DO (ANG), Toledo Express Airport, Swanton, OH 43558 DSN 580-4084.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-2100 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 15 AGL	A	TOL 211/24	N41°14.00' W84°02.00'
05 AGL B 15 AGL to	B	ROD 303/31	N40°32.00' W84°39.00'
05 AGL B 15 AGL to	C	ROD 274/42	N40°16.00' W84°58.00'
05 AGL B 15 AGL to	D	SHB 068/28	N39°48.00' W85°15.00'
05 AGL B 15 AGL to	E	SHB 137/28	N39°17.00' W85°25.00'
05 AGL B 15 AGL to	F	SHB 199/42	N38°58.00' W86°08.00'
05 AGL B 15 AGL to Enter R-3401 Atterbury Range.	G	SHB 205/26	N39°15.00' W86°04.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from C to G.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: C.
- (2) Alternate Exit: D, E and F.
- (3) All aircraft will maintain 1000' AGL from C to D.
- (4) Avoid overflight of Freetown, IN and surrounding area, below 1000' AGL. Noise sensitive area.

FSS Within 100 NM Radius:

CLE, DAY, HUF, IKK, LAN, LOU

VR-1624

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace Scheduling Office, 5884 A. Sreet, Alpena, MI 49707, C989-354-6386, DSN 741-6386.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
10 AGL B 15 AGL to	A	MBS 108/62	N43°15.35' W82°43.07'
05 AGL B 15 AGL to	B	MBS 060/60	N44°04.00' W82°55.00'

01 AGL B 15 AGL to (Below 05 AGL only over water)	C	MBS 046/41	N44°02.00' W83°26.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	D	MBS 023/43	N44°12.00' W83°44.00'
05 AGL B 15 AGL to	E	APN 194/26	N44°39.00' W83°38.00'
10 AGL B 15 AGL to	F	APN 245/19	N44°55.00' W83°56.00'
05 AGL B 15 AGL to	G	APN 302/23	N45°14.70' W84°02.90'
05 AGL B 15 AGL to	H	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to Alternate Exit:	I	APN 261/45	N44°52.00' W84°34.80'
10 AGL B 15 AGL to	F	APN 245/19	N44°55.00' W83°56.00'
05 AGL B 15 AGL to	F1	APN 280/19	N45°05.80' W83°59.80'
05 AGL B 15 AGL to	F2	APN 274/37	N45°02.70' W84°26.00'
05 AGL B 15 AGL to	F3	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to	F4	APN 261/45	N44°52.00' W84°34.80'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline from A to G; 2 NM either side of centerline from G to H; 3 NM left and 4 NM right of centerline from H to I; 4 NM either side of centerline from F to F1; 2 NM left and 3 NM right of centerline from F1 to F2; 2 NM either side of centerline from F2 to F3; 3 NM left and 4 NM right of centerline from F3 to F4.

Special Operating Procedures:

- (1) Avoid all watercraft, structures, vehicles, and persons by 500' AGL minimum on all route segments; over water portion and Point C- 100' AGL minimum; over land or within 1 NM of land- 500' AGL minimum.
- (2) Point A to B:
 - (a) Minimum altitude: 1000' AGL first 5 NM;
 - (b) Uncharted sod airstrip (N43-34.0 W82-47.0).
- (3) Point D to E:
 - (a) Do not fly over pit mine at water plant (N44-15.84 W83-41.40) Point D by 1 NM due to unannounced mine blasting.
 - (b) Uncharted sod airstrip (N44-16.0 W83-47.0);
 - (c) Avoid Stier Airport (N44-31.0 W83-41.0) by 3 NM;
 - (d) Avoid Glennie (N44-33.0 W83-43.0) by 3 NM;
 - (e) Avoid the following nesting areas by 1 NM and 1000' AGL during listed time frames: (Kirtland's Warbler from 1 May-15 Aug: N44-20.0 W83-38.5, N44-22.0 W83-38.0, N44-34.0 W83-35.0); (Great Blue Heron from 15 Mar-15 Aug: N44-34.6 W83-42.7); (Common Loon from 1 Apr-15 Jul: N44-36.0 W83-36.3); (Bald Eagle from 1 Feb-1 Aug: N44-26.3 W83-38.5, N44-27.5 W83-45.5).
- (4) Point E to F:
 - (a) Uncharted sod airstrips: (N44-48.0 W83-48.0, N44-52 W83-53, N44-54 W83-55);
 - (b) Avoid the following nesting areas by 1 NM and 1000' AGL during listed time frames: (Common Loon from 1

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Apr-15 Jul: N44-40.7 W83-36.3); (Bald Eagle from 1 Feb-1 Aug: N44-46.5 W83-53, N44-53N 83-55).

- (5) Point F to G:
- (a) Avoid overflying any structure below 1000' AGL;
 - (b) Avoid Hillman Airport (N45-05 W83-55) by 3 NM;
 - (c) Avoid Bald Eagle nesting areas by 1NM and 1000' AGL from 1 Feb-1 Aug: (N44-57 W83-52, N45-02 W83-53, N45-09 W83-58.5, N45-15 W83-58).
- (6) Point G to H:
- (a) Uncharted sod airstrip: (N45-16 W84-05);
 - (b) CAUTION: 1349' AGL (2409' MSL) tower (N45-08 W84-09.8);
 - (c) Avoid Clear Lake State Park: (N45-07.5 W84-10.8 by 1 NM);
 - (d) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-07 W84-15);
 - (e) Avoid Johannesburg (N44-59 W84-27.3) by 1 NM.
- (7) Point H to I: Avoid Bald Eagle nesting areas by 1NM and 1000' AGL from 1 Feb-1 Aug: (N44-53.4 W84-34.2).
- (8) Point F to F1:
- (a) Avoid overflying any structure below 1000 AGL;
 - (b) Avoid Hillman Airport: (N45-05 W83-55 by 3 NM);
 - (c) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N44-57 W83-52, N45-02 W83-53, N45-09 W83-58.5).
- (9) Point F1 to F2:
- (a) CAUTION: 1349' AGL (2409' MSL) tower (N45-08.3 W84-09.8);
 - (b) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-04.5 W84-07, N45-07 W84-15W);
 - (c) Avoid Clear Lake State Park: (N45-07.5 W84-10.8) by 1 NM;
 - (d) Avoid Heatherton: (N45-01 W84-22.2) by 1 NM.
- (10) Point F2 to F3: Avoid Johannesburg: (N44-59 W84-27.3) by 1 NM.
- (11) Point F3 to F4: Avoid Bald Eagle nesting area by 1NM and 1000' AGL from 1 Feb-1 Aug: (N44-53.4 W84-34.2).
- (12) Clearance to fly the route does not constitute clearance into R-4201 which must be given by the RCO on 266.6/261.2. Do not proceed beyond Point H (F3) unless cleared into R-4201.
- (13) All Points are Alternate Entry/Exit Points.
- (14) VR-1624 is opposite direction traffic with VR-1644, VR-1627 A to C and VR-1647 alternate route A1 to B2. VR-1624 alternate route is opposite direction traffic with VR-1644 alternate route and VR-1647 alternate route B1 to B3. 127 TFW will not schedule opposite and conflicting traffic at the same time.
- (15) See and Avoid concept applies. Route conflicts with several VR and SR routes. Contact Alpena Scheduler for status of VR routes and SR-781, SR-782. Contact 127 OG at DSN 273-4663, C686-234-4663 for status of SR-701 and SR-702 between Points A-B.

FSS Within 100 NM Radius:

CLE, LAN

VR-1625

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace

Scheduling Office, 5884 A. Sreet, Alpena, MI 49707,
C989-354-6386, DSN 741-6386.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	MBS 108/62	N43°15.35' W82°43.07'
05 AGL B 15 AGL to	B	MBS 060/60	N44°04.00' W82°55.00'
05 AGL B 15 AGL to	C	APN 131/29	N44°49.00' W83°00.00'
at or below 15 AGL (Below 05 AGL only over water) (Alternate Exit D to enter VR-1624 for northern range entry)	D	APN 245/19	N44°55.00' W83°56.00'
05 AGL B 15 AGL to	E	APN 246/43	N44°43.00' W84°25.00'
05 AGL B 15 AGL to	F	APN 255/48	N44°47.00' W84°36.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Point A: Maintain minimum altitude of 1000' AGL first 5 NM.
- (2) Avoid all watercraft, structures, vehicles, and persons by 500' on terrain following segments.
- (3) Points C to D: Maintain minimum altitude 1000' AGL from Landfall to D. Noise Sensitive Area.
- (4) Points E to F: Maintain minimum altitude 1000' AGL within 3 NM of Lovells, N44-48 W84-29.
- (5) Route conflicts with VR-1624, VR-1627, VR-1638, SR-782. Contact Alpena scheduler for status of VR routes and SR-782. Contact 127 OG at DSN 273-4663, C686-234-4663 for status of SR-701 and SR-702 between Points A-B.
- (6) Clearance to fly the route does not constitute clearance into R-4201 which must be given by the RCO on 266.6/261.2. Do not proceed beyond Point H (F3) unless cleared into R-4201.
- (7) Alternate Entry: B, C and D.
- (8) Alternate Exit: B, C, D and E.
- (9) Avoid Michigan Islands Wildlife Refuge between Points C-D at N44-54 W83-19 by 2 NM.

FSS Within 100 NM Radius:

CLE, LAN

VR-1626

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace

Scheduling Office, 5884 A. Sreet, Alpena, MI 49707
C989-354-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	MBS 329/36	N44°02.00' W84°33.00'
05 AGL B 15 AGL to	B	TVC 130/23	N44°26.00' W85°08.00'
05 AGL B 15 AGL to	C	TVC 214/21	N44°22.00' W85°49.00'
05 AGL B 15 AGL to	D		N43°57.00' W86°05.00'
05 AGL B 15 AGL to Contact Chicago ART- CC on assigned fre- quency and climb VFR until receiving IFR clearance.	E		N43°18.00' W85°15.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline from A to B; 1 NM either side of centerline from B to C; 3 NM either side of centerline from C to E.

Special Operating Procedures:

- (1) Alternate Entry: B, C, and D.
- (2) Alternate Exit: B, C, and D.
- (3) Uncharted 200' tower N44-23 W85-15.

FSS Within 100 NM Radius:

GRB, LAN

VR-1627

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace Scheduling Office, 5884 A. Sreet, Alpena, MI 49707, C989-354-6386, DSN 741-6386.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 15 AGL to	A	APN 131/29	N44°49.00' W83°00.00'
SFC B 15 AGL to (Below 05 AGL only over water)	B	APN 041/13	N45°16.00' W83°23.00'
SFC B 15 AGL to (Below 05 AGL only over water)	C	PLN 069/41	N45°56.00' W83°48.00'
SFC B 15 AGL to (Below 05 AGL only over water)	D	PLN 061/34	N45°57.00' W84°00.00'
SFC B 15 AGL to (Below 05 AGL only over water)	E	PLN 097/20	N45°37.40' W84°12.00'
05 AGL B 15 AGL to	F	APN 302/23	N45°14.70' W84°02.90'

05 AGL B 15 AGL to	G	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to Alternate Exit:	H	APN 261/45	N44°52.00' W84°34.80'
SFC B 15 AGL to	E	PLN 097/20	N45°37.40' W84°12.00'
05 AGL B 15 AGL to	E1	APN 280/19	N45°05.80' W83°59.80'
05 AGL B 15 AGL to	E2	APN 274/37	N45°02.70' W84°26.00'
05 AGL B 15 AGL to All points are alternate entry/exit.	E3	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to	E4	APN 261/45	N44°52.00' W84°34.80'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline from A to E; 4 NM left and 3 NM right of centerline from E to F; 2 NM either side of centerline from F to G; 3 NM left and 4 NM right of centerline from G to H; 4 NM left and 3 NM right of centerline from E to E1; 2 NM left and 3 NM right of centerline from E1 to E2; 2 NM either side of centerline from E2 to E3; 3 NM left and 4 NM right of centerline from E3 to E4.

Special Operating Procedures:

- (1) Avoid all watercraft, structures, vehicles, and persons by 500' AGL minimum on all route segments; over water portion and Point C- 100' AGL minimum; over land or within 1 NM of land- 500' AGL minimum.
- (2) Point A to B:
 - (a) Uncharted lighthouse on middle Island (N45-11 W83-19);
 - (b) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-01.5 W83-16).
- (3) Point B to C:
 - (a) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-16.5 W83-26);
 - (b) Approaching Drummond Island, turn over first landfall and go direct to Point D. Do not penetrate land in area of Point C by more than 1 NM. If over land fly 1000' AGL minimum.
- (4) Point C to D: Uncharted lighthouse 100' AGL south entrance of De Tour Channel (N45-57 W83-54).
- (5) Point D to E:
 - (a) Uncharted lighthouse 100' AGL (N45-46 W84-08);
 - (b) Flight is prohibited within 2 NM of the Lake Huron shoreline from St. Vital Point (N45-57 W84-00) west to Huron Point (N45-58 W84-04) below 1500' AGL.
 - (c) Flight within 1 NM of Saddlebag Island (N45-57.2 W84-02.6) is prohibited below 1500' AGL.
- (6) Point E to F:
 - (a) Avoid overflying any structure below 1000' AGL;
 - (b) Avoid Ocqueoc (N45-24.6 W84-05.3) and Millersburg (N45-20.3 W84-03.7) by 1 NM;
 - (c) Uncharted sod airstrip (N45-16 W84-05);
 - (d) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-15 W83-58).
- (7) Point F to G:
 - (a) CAUTION: 1349' AGL (2409' MSL) tower (N45-08.3 W84-09.8);
 - (b) Avoid Clear Lake State Park (N45-07.5 W84-10.8) by 1 NM;

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- (c) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-07 W84-15);
- (d) Avoid Johannesburg (N44-59 W84-27.3) by 1 NM.
- (8) Point G to H: Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb to 1 Aug: (N44-53.4 W84-34.2).
- (9) Point E to E1:
- (a) Avoid overflying any structure below 1000' AGL;
- (b) Avoid Ocqueoc (N45-24.6 W84-05.3) and Millersburg (N45-20.3 W84-03.7) by 1 NM;
- (c) Uncharted sod airstrip (N45-16 W84-05);
- (d) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-15 W83-58, N45-09 W83-58).
- (10) Point E1 to E2:
- (a) CAUTION: 1349' AGL (2409' MSL) tower (N45-08.3 W84-09.8);
- (b) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-04.5 W84-07, N45-07 W84-15);
- (c) Avoid Clear Lake State Parks (N45-07.5 W84-10.8) by 1 NM;
- (d) Avoid Heatherton (N45-01 W84-22.2) by 1 NM.
- (11) Point E2 to E3: Avoid Johannesburg (N44-59 W84-27.3) by 1NM.
- (12) Point E3 to E4: Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N44-53.4 W84-34.2).
- (13) Clearance to fly the route does not constitute clearance into R-4201 which must be given by the RCO on 266.6/261.2. Do not proceed beyond Point G (E3) unless cleared into R-4201.
- (14) All points are Alternate Entry and Exit Points.
- (15) VR-1627 is opposite direction traffic with VR-1647, VR-1644 A to C, and VR-1644 alternate route A1 to B2. VR-1627 alternate route is opposite direction traffic with VR-1647 alternate route and VR-1644 A to B and first 5 NM of B to C. Alpena scheduler will not schedule opposite and conflicting traffic at same time.
- (16) Route transits Pike East MOA between Points A-C.
- (17) (See and Avoid) concept applies. Route conflicts with several VR and SR routes. Ask Alpena scheduler for possible conflicts when booking.

FSS Within 100 NM Radius:

LAN

VR-1628

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace Scheduling Office, 5884 A. Sreet, Alpena, MI 49707, C989-354-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 15 AGL to	A	APN 131/29	N44°49.00' W83°00.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	B	APN 041/13	N45°16.00' W83°23.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	C	PLN 069/41	N45°56.00' W83°48.00'

01 AGL B 15 AGL to (Below 05 AGL only over water)	D	PLN 061/34	N45°57.00' W84°00.00'
05 AGL B 15 AGL to	E	PLN 021/21	N45°58.00' W84°32.00'
05 AGL B 15 AGL to	F	SSM 255/26	N46°16.00' W84°55.00'
01 AGL B 15 AGL to	G	SSM 258/52	N46°10.00' W85°31.00'
05 AGL B 15 AGL to	H	ESC 059/59	N46°13.00' W85°52.00'
01 AGL B 15 AGL to	I	ESC 333/16	N45°58.00' W87°16.00'
01 AGL B 15 AGL to Climb VFR and contact Minneapolis ARTCC for IFR clearance.	J		N46°26.00' W88°20.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- Avoid all watercraft, structures, and persons by 500' AGL minimum on all route segments.
- Point A to B:
 - Uncharted lighthouse on Middle Island (N45-11 W83-19);
 - Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb-1 Aug:(N45-01.5 W83-16.0).
- Point B to C:
 - Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb-1 Aug: (N45-16.5 W83-26.0);
 - Approaching Drummond Island, turn over first landfall and go direct to Point D. Do not penetrate land in area of Point C by more than 1 NM. If over land, fly 1000' AGL minimum.
- Point C to D: Uncharted lighthouse 100' AGL south entrance of De Tour Channel (N45-57 W83-54).
- Point D to E:
 - Flight is prohibited within 2 NM of the Lake Huron shoreline from St. Vital Point (N45-58 W84-00) west to Huron Point (N45-58 W84-04) below 1500' AGL;
 - Flight within 1 NM of Saddlebag Island (N45-57.2 W84-02.6) is prohibited below 1500' AGL;
 - Avoid Lindberg Airport (N46-02.5 W84-25.0) by 3 NM.
- Point E to F: Uncharted 100' AGL tower (N46-13.0 W84-57.0). Avoid Horseshoe Bay Wilderness Area 3 NM west of centerline. Avoid Mackinac Wilderness Area 3 NM west of centerline.
- Point F to G: Uncharted 100' AGL Tower (N46-13.0 W84-57.0).
- Point G to H:
 - Uncharted 200' AGL tower (N46-12.0 W85-51.0);
 - Avoid Germfask (N46-14.8 W85-55.6) by 2 NM and 1000' AGL.
- Point H to I:
 - Uncharted 200' AGL tower (N45-59.0 W87-09.0).
- All Points are Alternate Entry/Exit Points.
- SR-782 starts between Point B to C. IR-609 and IR-610 cross between Point H to I. VR-604 and reciprocal VR-607 cross between Point I to J. VR-1636 and reciprocal VR-1666 share common legs from mid-point H through J.

- (12) Route transits Huron MOA between Point A through C.
 (13) See and Avoid concept applies. Route conflicts with several VR and SR routes.

FSS Within 100 NM Radius:

GRB, LAN

VR-1629

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace
 Scheduling Office, 5884 A. Sreet, Alpena, MI 49707,
 C989-354-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 15 AGL	A	CMX 248/58	N46°46.00' W89°46.00'
SFC B 15 AGL to	B	CMX 233/48	N46°40.00' W89°23.00'
SFC B 15 AGL to	C		N46°35.00' W88°28.00'
SFC B 15 AGL to	D		N46°52.00' W87°44.00'
SFC B 15 AGL to	E		N46°31.00' W86°40.00'
SFC B 15 AGL to	F		N46°37.00' W86°03.00'
SFC B 15 AGL to Contact Minneapolis ARTCC on assigned frequency and climb VFR until receiving IFR clearance.	G	SSM 264/21	N46°21.00' W84°49.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
 entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) This route is reverse of VR-1639.
- (2) Route conflicts with VR-604/607 and IR-601. At conflict points, See and Avoid concept will apply.
- (3) Alternate Entry: B, C, D, E, and F.
- (4) Alternate Exit: B, C, E and F.

FSS Within 100 NM Radius:

GRB

VR-1631

ORIGINATING ACTIVITY: 445 AW, 5439 McCormick Ave,
 Wright-Patterson AFB, OH 45433, DSN 787-3551,
 C937-257-3551.

SCHEDULING ACTIVITY: 445 OSS/OSK, Wright-Patterson
 AFB, OH 45433, DSN 672-2582, C937-522-2582, Alternate-445
 OSS/OSO, DSN 787-7551, C937-257-7551.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	XUB 091/6	N39°32.00' W82°51.00'
03 AGL B 15 AGL to	B	YRK 033/28	N39°03.00' W82°42.00'
03 AGL B 15 AGL to	C	YRK 358/14	N38°53.00' W83°01.00'
03 AGL B 15 AGL to	D	FLM 113/30	N38°29.00' W83°43.00'
03 AGL B 15 AGL to	E	FLM 244/15	N38°31.50' W84°35.20'
03 AGL B 15 AGL to	F	CVG 225/33	N38°36.20' W85°10.00'
03 AGL B 15 AGL to	G	CVG 233/44	N38°32.00' W85°25.00'
03 AGL B 15 AGL to	H	CVG 259/71	N38°42.00' W86°10.00'
03 AGL B 15 AGL to	I	OOM 100/19	N39°06.00' W86°13.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
 entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, C, D, E, F, F, G, H.
- (2) Alternate Exit: B, C, D, E, F, G, H.
- (3) Minimum altitude for F-4 and F-111 aircraft is 500' AGL (unless otherwise stated).
- (4) Watch for helicopters between A and D.
- (5) CAUTION: Numerous other MTR cross or are coincident with VR-1631. See FLIP AP/1B IFR/VFR Planning Charts. (See and Avoid) applies.
- (6) All route reservations and briefings, including weekend flights, must be made during 123 ACS operating hours 0730-1630 local Mon-Fri. 123 ACS will mail user a copy of route descriptions and obstructions when requested.
- (7) Use caution for light aircraft operating in the vicinity of an unmarked private airport at Point H.
- (8) Avoid overflight of Freetown, IN, and surrounding area, below 1000' AGL. Noise sensitive area.

FSS Within 100 NM Radius:

CLE, DAY, EKN, HUF, IKK, LOU

VR-1632

ORIGINATING ACTIVITY: 445 AW, 5439 McCormick Ave,
 Wright-Patterson AFB, OH 45433, DSN 787-3551,
 C937-257-3551.

SCHEDULING ACTIVITY: 445 OSS/OSK, Wright-Patterson
 AFB, OH 45433, DSN 672-2582, C937-522-2582, Alternate-445
 OSS/OSO, DSN 787-7551, C937-257-7551.

VR ROUTES

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	XUB 044/7	N39°37.00' W82°53.00'
03 AGL B 15 AGL to	B		N39°11.00' W82°31.00'
03 AGL B 15 AGL to	C		N38°35.00' W82°12.00'
03 AGL B 15 AGL to	D	HVQ 302/11	N38°26.50' W81°58.92'
03 AGL B 15 AGL to	E	HVQ 238/24	N38°07.00' W82°11.00'
03 AGL B 15 AGL to	F		N38°10.00' W82°37.00'
03 AGL B 15 AGL to	G	FLM 096/30	N38°38.00' W83°41.00'
03 AGL B 15 AGL to	H	YRK 309/27	N38°53.40' W83°27.10'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, C, D, E, F and G.
- (2) Alternate Exit: B, C, D, E, F and G.
- (3) Minimum altitude for F-4 and F-111 aircraft is 500' AGL (unless otherwise stated).
- (4) CAUTION: Numerous other MTR cross or are coincident with VR-1632. See FLIP AP/1B IFR/VFR Wall Planning Chart.
- (5) Scheduling of VR-1632 does not give automatic scheduling of Brush Creek MOA. To fly G-H, Brush Creek must be scheduled.

FSS Within 100 NM Radius:

CLE, DAY, EKN, LOU

VR-1633

ORIGINATING ACTIVITY: 445 AW, 5439 McCormick Ave, Wright-Patterson AFB, OH 45433, DSN 787-3551, C937-257-3551.

SCHEDULING ACTIVITY: 445 OSS/OSK, Wright-Patterson AFB, OH 45433, DSN 672-2582, C937-522-2582. Alternate-445 OSS/OSO, DSN 787-7551, C937-257-7551.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	XUB 044/7	N39°37.06' W82°52.98'
05 AGL B 15 AGL to	B		N39°04.75' W81°45.92'
05 AGL B 15 AGL to	C	HVQ 075/43	N38°34.09' W80°54.05'

05 AGL B 15 AGL to	D	HVQ 121/28	N38°07.75' W81°14.86'
05 AGL B 15 AGL to	E		N37°14.00' W82°20.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Alternate Entry: B, C, D.
- (2) Alternate Exit: B, C, D.
- (3) Be especially vigilant for helicopter operations entire route.
- (4) CAUTION: Numerous other MTR cross or are coincidental with VR-1633. See FLIP AP/1B IFR/VFR Wall Planning Charts. (See and Avoid) applies.
- (5) Note: Route is designated mountainous.

FSS Within 100 NM Radius:

CLE, DAY, EKN

VR-1636

ORIGINATING ACTIVITY: Alpena CRTC/OTM (ANG), 5884 A. Street, Alpena, MI 49707-8125 DSN 741-3509/3226.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 15 AGL to	A	TVC 345/49	N45°27.00' W85°53.00'
01 AGL B 15 AGL to	B	ESC 081/31	N45°48.00' W86°21.00'
05 AGL B 15 AGL to	C	ESC 037/25	N46°03.00' W86°44.00'
05 AGL B 15 AGL to	D	ESC 333/16	N45°58.00' W87°16.00'
01 AGL B 15 AGL to	E		N46°26.00' W88°20.00'
01 AGL B 15 AGL to	F		N46°35.00' W88°28.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Avoid all Watercraft, structures, vehicles and persons by 500' AGL on terrain following segments.
- (2) The techniques for applying MARSAs during all operations on route segments is by scheduling and the See and Avoid concept.
- (3) Users must coordinate with 127 TFW, DSN 273-5055, for those segments crossing VR-1628 and VR-1639.
- (4) Alternate Entry: C, D and E.
- (5) Alternate Exit: C, D and E.

- (6) Minimum altitude between B and F is 1000' AGL from 1 Mar to 30 Jul.

FSS Within 100 NM Radius:

GRB

VR-1638

ORIGINATING ACTIVITY: 180TH FW/OSO, Toledo Express Airport, Swanton, OH 43558 C419-868-4036, DSN 580-4036.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-2100 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 15 AGL	A	TOL 211/24	N41°14.00' W84°02.00'
05 AGL B 15 AGL to	B	ROD 303/31	N40°32.00' W84°39.00'
05 AGL B 15 AGL to	C	ROD 274/42	N40°16.00' W84°58.00'
05 AGL B 15 AGL to	D	SHB 068/28	N39°48.00' W85°15.00'
05 AGL B 15 AGL to	E	SHB 137/28	N39°17.00' W85°25.00'
05 AGL B 15 AGL to	F	CVG 273/33	N39°00.00' W85°25.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from C to F.

ROUTE WIDTH - 2 NM either side of centerline for entire route.

Special Operating Procedures:

- (1) Clearance to fly route does not constitute clearance into R-3403. This clearance must be obtained from scheduling agency.
- (2) Point E is Alternate Exit for aircraft not scheduled into R-3403.
- (3) Alternate Entry: C.
- (4) Alternate Exit: E.
- (5) All aircraft will maintain 1000' AGL from C to D.

FSS Within 100 NM Radius:

CLE, DAY, HUF, IKK, LAN, LOU

VR-1639

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace Scheduling Office, 5884 A. Sreet, Alpena, MI 49707, C989-354-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 15 AGL	A	SSM 264/21	N46°21.00' W84°49.00'
SFC B 15 AGL to	B		N46°37.00' W86°03.00'
SFC B 15 AGL to	C		N46°31.00' W86°40.00'
SFC B 15 AGL to	D		N46°52.00' W87°44.00'
SFC B 15 AGL to	E		N46°35.00' W88°28.00'
SFC B 15 AGL to	F	CMX 233/48	N46°40.00' W89°23.00'
SFC B 15 AGL to	G	CMX 248/58	N46°46.00' W89°46.00'

Contact Minneapolis ARTCC on assigned frequency and climb VFR until receiving IFR clearance.

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) This route is reverse of VR-1629.
- (2) Route conflicts with VR-604/607 and IR-601. At conflicting points, (See and Avoid) concept will apply.
- (3) Alternate Entry: B, D.
- (4) Alternate Exit: D, F.

FSS Within 100 NM Radius:

GRB

VR-1640

ORIGINATING ACTIVITY: Atterbury Range, JFAC-IN-DETI, Building 124, Edinburgh, IN 46124, C812-526-1114, DSN 569-2114.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1300-0300Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	FWA 258/32	N40°52.00' W85°53.00'
05 AGL B 15 AGL to	B	FWA 264/44	N40°54.00' W86°09.00'
05 AGL B 15 AGL to	C	FWA 269/77	N40°57.00' W86°53.00'
05 AGL B 15 AGL to	D	FWA 255/108	N40°30.00' W87°28.00'
05 AGL B 15 AGL to	E	FWA 243/110	N40°07.00' W87°19.00'
05 AGL B 15 AGL to	F	FWA 229/110	N39°45.00' W86°59.00'

VR ROUTES

05 AGL B 15 AGL to	G	FWA 224/119	N39°32.00' W86°58.50'
05 AGL B 15 AGL to	H	FWA 220/130	N39°18.00' W86°58.00'
05 AGL B 15 AGL to	I	FWA 217/136	N39°09.50' W86°57.70'
05 AGL B 15 AGL to	J	FWA 211/142	N38°56.00' W86°45.00'
05 AGL B 15 AGL to	K	FWA 201/129	N38°58.00' W86°12.00'
05 AGL B 15 AGL to	L	FWA 203/114	N39°13.00' W86°08.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM left and 5 NM right of centerline from A to B; 5 NM left and 8 NM right of centerline from B to C; 10 NM left and 8 NM right of centerline from C to D; 10 NM either side of centerline from D to F; 5 NM left and 3 NM right of centerline from F to G; 9 NM left and 3 NM right of centerline from G to H; 9 NM left and 10 NM right of centerline from H to I; 4 NM left and 10 NM right of centerline from I to J; 3 NM left and 10 NM right of centerline from J to K; 7 NM left and 8 NM right of centerline from K to L.

Special Operating Procedures:

- (1) Clearance to fly the route does not constitute clearance into R-3401. This clearance must be obtained from the scheduling agency.
- (2) Route is the reverse of VR-1642 from A to F. Route is concurrent with VR-1641 from F to L. Route is concurrent with VR-615 from J to L. Route is concurrent with VR-619/IR-618 from H to J. Route is concurrent with VR-1631, VR-1679, IR-618, VR-1617 from I to J. Route is the reverse of VR-1667 from J to L. See and Avoid concept applies.
- (3) Avoid overflight of cities, towns, and villages to maximum extent.
- (4) Avoid hard surfaced airports by 3 NM horizontally.
- (5) Avoid lake west of Point F by 2 NM.
- (6) Avoid Vermillion Airport on leg D-E by 6 NM.
- (7) If holding is required for entry into R-3401, this may be accomplished within route segment K to L.
- (8) Point K Alternate Exit for aircraft not scheduled into R-3401.
- (9) Point K Alternate Entry for aircraft scheduled into R-3401.
- (10) Alternate Entry: B, F and K.
- (11) Alternate Exit: D, F, H and K.
- (12) Noise Sensitive Areas: School at N40-56 W86-18 on leg B-C; chicken farm at N40-52 W86-47 on leg B-C; chicken farm at N40-58 W86-46 on leg B-C; town of Wolcott at N40-45 W87-03 on leg C-D; town of West Lebanon at N40-16 W87-23 on leg D-E; town of Covington at N40-08 W87-23 on leg D-E; lake at N39-53 W87-05 on leg E-F; Harden Lake at N39-45 W87-04 on leg E-F; horse farm at N39-38 W86-54 on leg F-G; town on Poland at N39-27 W86-56 on leg G-H; town of Patricksburg at N39-18 W86-56 on leg G-H; day care center at N39-00 W86-45 on leg I-J; Freetown at N38-58 W86-08 on leg K-L.
- (13) CAUTION:
 - (a) 300' AGL tower N40-15 W87-15;
 - (b) 475' AGL tower N40-34.8 W87-16.1;
 - (c) 300' AGL tower N40-56.6 W86-38.5 (12 Mile MOA);
 - (d) 550' AGL tower N40-34.5 W87-19.0.

FSS Within 100 NM Radius:

CLE, DAY, HUF, IKK, LAN, LOU

VR-1641

ORIGINATING ACTIVITY: Atterbury Range, JFAC-IN-DETI, Building 124, Edinburgh, IN 46124, C812-526-1114, DSN 569-2114.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1300-0300Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	OKK 227/21	N40°17.00' W86°24.00'
05 AGL B 15 AGL to	B	TTH 036/20	N39°45.00' W86°59.00'
05 AGL B 15 AGL to	C	TTH 076/13	N39°32.00' W86°58.50'
05 AGL B 15 AGL to	D	TTH 129/17	N39°18.00' W86°58.00'
05 AGL B 15 AGL to	E	OOM 275/16	N39°09.50' W86°57.70'
05 AGL B 15 AGL to	F	OOM 209/14	N38°56.00' W86°45.00'
05 AGL B 15 AGL to	G	OOM 121/22	N38°58.00' W86°12.00'
05 AGL B 15 AGL to	H	OOM 081/23	N39°13.00' W86°08.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 6 NM left and 10 NM right of centerline from A to B; 5 NM left and 3 NM right of centerline from B to C; 9 NM left and 3 NM right of centerline from C to D; 9 NM left and 10 NM right of centerline from D to E; 4 NM left and 10 NM right of centerline from E to F; 3 NM left and 10 NM right of centerline from F to G; 7 NM left and 8 NM right of centerline from G to H.

Special Operating Procedures:

- (1) Clearance to fly the route does not constitute clearance into R-3401. This clearance must be obtained from the scheduling agency.
- (2) Route is concurrent with VR-1642 from A to B. Route is concurrent with VR-1640 from B to H. Route is concurrent with VR-615 from F to H. Route is concurrent with VR-1631, VR-1679, VR-1617, IR-618 from G to H. See and Avoid concept applies.
- (3) Avoid overflight of cities, towns, and villages to maximum extent.
- (4) Avoid lake west of Point B by 2 NM.
- (5) Avoid hard surfaced airports by 3 NM horizontally.
- (6) If holding is required for entry into R-3401, this may be accomplished within route segments G and H.
- (7) Route concurrent with VR-619/IR-618 from Point D to F.
- (8) Point G Alternate Exit for aircraft scheduled into R-3401.
- (9) Point G Alternate Entry for aircraft scheduled into R-3401.
- (10) Alternate Entry: B and G.

- (11) Alternate Exit: B and G.
- (12) Noise Sensitive Areas: Horse farm at N39-38 W86-54 on leg B-C; town of Poland at N39-27 W86-57 on leg C-D; town of Patricksburg at N39-18 W86-57 on leg D-E; day care center at N39-00 W86-45 on leg E-F; town of Freetown at N38-58 W86-08 on leg G-H.
- (13) CAUTION:
- 200' AGL tower N39-35 W87-00;
 - 520' AGL double towers plotted as 420' AGL N39-53 W86-43.

FSS Within 100 NM Radius:

CLE, DAY, HUF, IKK, LOU

VR-1642

ORIGINATING ACTIVITY: Atterbury Range,
JFAC-IN-DETI, Building 124, Edinburgh, IN 46124,
C812-526-1114, DSN 569-2114.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 1300-0100Z++ daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	OKK 227/21	N40°17.00' W86°24.00'
05 AGL B 15 AGL to	B	TTH 036/20	N39°45.00' W86°59.00'
05 AGL B 15 AGL to	C	BVT 202/29	N40°07.00' W87°19.00'
05 AGL B 15 AGL to	D	BVT 259/18	N40°30.00' W87°28.00'
05 AGL B 15 AGL to	E	BVT 019/25	N40°57.00' W86°53.00'
05 AGL B 15 AGL to	F	FWA 264/44	N40°54.00' W86°09.00'
05 AGL B 15 AGL to	G	FWA 258/32	N40°52.00' W85°53.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 6 NM left and 10 NM right of centerline from A to B; 10 NM either side of centerline from B to D; 8 NM left and 10 NM right of centerline from D to E; 8 NM left and 5 NM right of centerline from E to F; 5 NM left and 4 NM right of centerline from F to G.

Special Operating Procedures:

- Clearance to fly the route does not constitute clearance to leave the boundaries of the low level and fly within 12 mile MOA. This clearance must be obtained from the scheduling agency.
- Sorties scheduled into 12 mile MOA will exit at F and contact Grissom Approach.
- Avoid overflight of cities, towns, and villages to the maximum extent.
- Route is the reverse of VR-1640 from Point B to G. Route is concurrent with VR-1641 from Point A to B. See and Avoid concept applies.

- Avoid hard surface airports by 3 NM horizontally.
- Avoid Cecil M. Harden Lake by 2 NM.
- Alternate Entry: B and D.
- Alternate Exit: F.
- Avoid Vermillion Airport on leg C to D by 6 NM.
- Noise Sensitive Areas:
 - Harden Lake at N39-45 W87-04 on leg B-C;
 - Lake at N39-53 W87-05 on leg B-C;
 - Town of Covington at N40-08 W87-23 on leg C-D;
 - Town of West Lebanon at N40-16 W87-23 on leg C-D;
 - Town of Wolcott at N40-45 W87-03 on leg D-E;
 - Chicken farm at N40-52 W86-57 on leg D-E;
 - Chicken farm at N40-58 W86-46 on leg E-F;
 - School at N40-56 W86-18 on leg E-F.
- CAUTION:
 - 300' AGL tower N40-15 W87-15;
 - 475' AGL tower N40-34.8 W87-16.1;
 - 300' AGL tower N40-56.6 W86-38.5 (12 Mile MOA);
 - 550' AGL tower N40-34.5 W87-19.0.

FSS Within 100 NM Radius:

CLE, DAY, HUF, IKK, LAN, LOU

VR-1644

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace
Scheduling Office, 5884 A. Sreet, Alpena, MI 49707,
C989-354-6386, DSN 741-6386.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	APN 261/45	N44°52.00' W84°34.80'
05 AGL B 15 AGL to	B	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to	C	APN 302/23	N45°14.70' W84°02.90'
05 AGL B 15 AGL to	D	APN 245/19	N44°55.00' W83°56.00'
10 AGL B 15 AGL to	E	APN 194/26	N44°39.00' W83°38.00'
05 AGL B 15 AGL to	F	MBS 023/43	N44°12.00' W83°44.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	G	MBS 046/41	N44°02.00' W83°26.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	H	MBS 060/60	N44°04.00' W82°55.00'
05 AGL B 15 AGL to Alternate Entry: D as assigned to	I	MBS 108/62	N43°15.35' W82°43.07'
	A1	APN 261/45	N44°52.00' W84°34.80'
05 AGL B 15 AGL to	B1	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to	B2	APN 274/37	N45°02.70' W84°26.00'

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05 AGL B 15 AGL to C1 APN 280/19 N45°05.80'
W83°59.80'
05 AGL B 15 AGL to D1 APN 245/19 N44°55.00'
W83°56.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM left and 3 NM right of centerline from A to B; 2 NM either side of centerline from B to C; 4 NM either side of centerline from C to I; 4 NM left and 3 NM right of centerline from A1 to B1; 2 NM either side of centerline from B1 to B2; 3 NM left and 2 NM right of centerline from B2 to C1; 4 NM either side of centerline from C1 to D.

Special Operating Procedures:

- (1) Avoid all watercraft, structures, vehicles and persons by 500' AGL minimum on all route segments over water portion and Point G - 100' AGL minimum over land or within 1 NM of land - 500' AGL minimum.
- (2) Point A to B; avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: N44-53.4 W84-34.2.
- (3) Point B to C:
 - (a) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N44-53.4 W84-34.2);
 - (b) SR-781 crosses route; deconflict with Alpena scheduler.
 - (c) Avoid Clear Lake State Park (N45-07.5 W84-10.8) by 1 NM;
 - (d) CAUTION: 1349' AGL (2409' MSL) tower (N45-08.3 W84-09.8);
 - (e) Uncharted sod airstrip (N45-16.0 W84-05.0).
- (4) Point C to D:
 - (a) Avoid overflying any structure below 100' AGL;
 - (b) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-15.0 W83-58.5); (N45-15.0 W83-58.0); (N45-09.0 W83-58.5); (N45-02.0 W83-53.0); (N44-57.0 W83-52.0);
 - (c) Avoid Hillman Airport (N45-05.0 W83-55.0) by 3 NM.
- (5) Point D to E:
 - (a) Uncharted sod airstrips: (N44-54.0 W83-55.0); (N44-52.0 W83-53.0); (N44-48.0 W83-48.0);
 - (b) Avoid the following nesting areas by 1 NM and 1000' AGL during listed time frames: (Common Loon from 1 Apr through 15 Jul: N44-40.7 W83-36.3); (Bald Eagle from 1 Feb through 1 Aug: N44-53.0 W83-55.0; N44-46.3 W83-53.0);
 - (c) SR-782 crosses route, deconflict with Alpena scheduler.
- (6) Point E to F:
 - (a) Avoid Stier Airport (N44-31.0 W83-41.0) by 3 NM;
 - (b) Avoid Glennie (N44-33.0 W83-43.0) by 3 NM;
 - (c) Uncharted sod airstrip (N44-16.0 W83-47.0);
 - (d) Avoid the following nesting areas by 1 NM and 1000' AGL during listed time frames: (Common Loon from 1 Apr through 15 Jul: N44-36.0 W83-36.3); (Great Blue Heron from 15 Mar through 15 Aug: 44-34.6N 83-42.7W); (Bald Eagle from 1 Feb through 15 Aug: N44-27.5 W83-45.5); (Kirtland's Warbler from 1 May through 15 Aug: N44-20.0 W83-38.5; N44-22.0 W83-38.0; N44-34.0 W83-35.0).
 - (e) Do not overfly open pit mine at water plant (N44-15.84 W83-41.40) Point F by 1 NM due to unannounced mine blasting.
- (7) Point H to I:
 - (a) Uncharted sod airstrip (N43-34.0 W82-47.0);

- (b) Minimum altitude 1000' AGL last 5 NM.
- (8) Point A1 to B1: Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: N44-53.4 W84-27.2.
- (9) Point B1 to B2: Avoid Johannesburg (N44-59.0 W84-27.3) by 1 NM.
- (10) Point B2 to C1:
 - (a) Avoid Heatherton (N45-01.0 W84-22.2) by 1 NM;
 - (b) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-07.0 W84-04.5), (N45-04.5 W84-07.0);
 - (c) Avoid Clear Lake State Park (N45-07.5 W84-10.8) by 1 NM;
 - (d) CAUTION: 1349' AGL (2409' MSL) tower (N45-08.3 W84-09.8).
- (11) Point C1 to D1:
 - (a) Avoid overflying any structure below 1000' AGL;
 - (b) Avoid Hillman Airport (N45-05.0 W83-55.0);
 - (c) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-09.0 W83-58.5); (N45-02.0 W83-53.0); (N44-57.0 W83-52.0).
- (12) Clearance to fly route does not constitute clearance into R-4201 which must be given by the RCO on 266.6/261.2. Do not proceed to Point A (A1) unless cleared into R-4201.
- (13) All Points are Alternate Entry and Exit Points.
- (14) VR-1644 is opposite direction traffic with VR-1624, VR-1627 F to H, and VR-1627 alternate route E2 to E4. VR-1644 alternate route is opposite direction traffic with VR-1624 alternate route and VR-1627 alternate route E1 to E4.
- (15) (See and Avoid) concept applies. Route conflicts with several VR and SR routes.

FSS Within 100 NM Radius:

CLE, LAN

VR-1645

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace Scheduling Office, 5884 A. Sreet, Alpena, MI 49707, C989-345-6386, DSN 741-6386.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	APN 255/48	N44°47.00' W84°36.00'
05 AGL B 15 AGL to	B	APN 246/43	N44°43.00' W84°25.00'
05 AGL B 15 AGL to	C	APN 245/19	N44°55.00' W83°56.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	D	APN 131/29	N44°49.00' W83°00.00'
01 AGL B 15 AGL to	E	MBS 060/60	N44°04.00' W82°55.00'
05 AGL B 15 AGL to	F	MBS 108/62	N43°15.35' W82°43.07'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- (1) Avoid all watercraft, structures, vehicles and persons by 500' on terrain following segments.
- (2) This route can be flown in conjunction with range missions in the R-4201 restricted area. Route begins at R-4201 boundary. Clearance to fly the route does not constitute clearance into R-4201. This clearance must be obtained from Range Scheduling, DSN 741-6335. Prior to entering R-4201 obtain inflight clearance/instructions from Range Officer on 266.6. Begin route at alternate entry B unless scheduled for R-4201.
- (3) Route is reverse of VR-1625. In addition, route conflicts with VR-1624, VR-1644, VR-1627, VR-1628. At conflicting Points, See and Avoid concept will apply.
- (4) Route conflicts with SR-701/702 between Point E-F, contact 127 OG at DSN 273-4663 for deconfliction.
- (5) Points A to B: Maintain minimum altitude 1000' AGL 3 NM of Lovells (N44-48 W84-29).
- (6) Points C to D: Maintain minimum altitude of 1000' AGL over land. Noise Sensitive Area. 1 NM after landfall maintain minimum altitude of 100' AGL.
- (7) Points E to F: Maintain minimum altitude of 1000' AGL last 5 miles. Noise Sensitive Area.
- (8) Alternate Entry: B, C, D and E.
- (9) Alternate Exit: B, C, D and E.
- (10) Route conflicts with SR-782 between Point B-D, contact Alpena scheduler for deconfliction.

FSS Within 100 NM Radius:

CLE, LAN

VR-1647

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace Scheduling Office, 5884 A. Sreet, Alpena, MI 49707, C989-345-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	APN 261/45	N44°52.00' W84°34.80'
05 AGL B 15 AGL to	B	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to	C	APN 302/23	N45°14.70' W84°02.90'
05 AGL B 15 AGL to	D	PLN 097/20	N45°37.40' W84°12.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	E	PLN 061/34	N45°57.00' W84°00.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	F	PLN 069/41	N45°56.00' W83°48.00'
01 AGL B 15 AGL to (Below 05 AGL only over water)	G	APN 041/13	N45°16.00' W83°23.00'

01 AGL B 15 AGL to (Below 05 AGL only over water) Alternate Entry Track: D as assigned to	H	APN 131/29	N44°49.00' W83°00.00'
	A1	APN 261/45	N44°52.00' W84°34.80'
05 AGL B 15 AGL to	B1	APN 270/41	N45°00.00' W84°31.40'
05 AGL B 15 AGL to	B2	APN 274/37	N45°02.70' W84°26.00'
05 AGL B 15 AGL to	C1	APN 280/19	N45°05.80' W83°59.80'
05 AGL B 15 AGL to	D1	APN 327/42	N45°37.40' W84°12.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 4 NM left and 3 NM right of centerline from A to B; 2 NM either side of centerline from B to C; 3 NM left and 4 NM right of centerline from C to D; 4 NM either side of centerline from D to H; 4 NM left and 3 NM right of centerline from A1 to B1; 2 NM either side of centerline from B1 to B2; 3 NM left and 2 NM right of centerline from B2 to C1; 3 NM left and 4 NM right of centerline from C1 to D.

Special Operating Procedures:

- (1) Avoid all watercraft, structures, vehicles and persons by 500' AGL minimum on all route segments over water portion - 100' AGL minimum over land or within 1 NM of land - 500' AGL minimum.
- (2) Points A to B:
 - (a) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N44-53.4 W84-34.2).
 - (b) Crossing route SR-781, contact Alpena scheduler to deconflict.
- (3) Points B to C:
 - (a) Avoid Johannesburg (N44-59.0 W84-27.3) by 1 NM;
 - (b) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-07.0 W84-15.0);
 - (c) Avoid Clear Lake State Park (N45-07.5 W84-10.8) by 1 NM;
 - (d) CAUTION: 1349' AGL (2409' MSL) tower (N45-08.3 W84-09.8).
- (4) Point C to D:
 - (a) Avoid overflying any structure below 1000' AGL;
 - (b) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-15.0 W83-58.5);
 - (c) Uncharted sod airstrip (N45-16.0 W84-05.0);
 - (d) Avoid Millersburg (N45-20.3 W84-03.7), and Ocqueoc (N45-24.6 W84-05.3) by 1 NM.
- (5) Points D to E:
 - (a) Uncharted lighthouse 100' AGL (N45-46.0 W84-08.0);
 - (b) Flight within 1 NM of Saddlebag Island (N45-57.2 W84-02.6) is prohibited below 1500' AGL;
 - (c) Flight is prohibited within 2 NM of the Lake Huron shoreline from St. Vital Point (45-57.0N 84-00.0W) west to Huron Point (N45-58.0 W84-04.0) below 1500' AGL.
- (6) Points E to F:
 - (a) Uncharted lighthouse 100' AGL south entrance of De Tour Channel (N45-57.0 W83-54.0);

VR ROUTES

- (b) Approaching Drummond Island, do not penetrate land in area of Point F by more than 1 NM. If over land, fly minimum of 1000' AGL.
- (7) Points F to G: Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-16.5 W83-26.0).
- (8) Point G to H:
- (a) Uncharted lighthouse 100' AGL on Middle Island (N45-11.6 W83-19.5);
- (b) Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-16.5 W83-16.0).
- (9) Points A1 to B1: Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-53.4N 84-34.2W).
- (10) Points B1 to B2: Avoid Johannesburg (N44-59.0 W84-27.3) by 1 NM.
- (11) Points B2 to C1:
- (a) Avoid Heatherton (N45-01.0 W84-22.2) by 1 NM;
- (b) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-07.0 W84-15.0); (N45-04.5 W84-07.0);
- (c) Avoid Clear Lake State Park (N45-07.5 W84-10.8) by 1 NM;
- (d) CAUTION: 1349' AGL (2409' MSL) tower (N45-08.3 W84-09.8).
- (12) Points C1 to D1:
- (a) Avoid overflying any structure below 1000' AGL;
- (b) Avoid Hillman Airport (N45-05.0 W83-55.0) by 3 NM;
- (c) Avoid Bald Eagle nesting areas by 1 NM and 1000' AGL from 1 Feb through 1 Aug: (N45-09.0 W83-58.5); (N45-15.0 W83-58.0);
- (d) Uncharted sod airstrip (N45-16.0 W84-05.0);
- (e) Avoid Millersburg (N45-20.3 W84-03.7) and Ocqueoc (N45-24.6 W84-05.3) by 1 NM.
- (13) Clearance to fly the route does not constitute clearance into R-4201 which must be given by the RCO on 266.6/261.2. Do not proceed to Point A (A1) unless cleared into R-4201.
- (14) All points are alternate Entry/Exit Points.
- (15) VR-1647 is opposite direction traffic with VR-1627, VR-1624 G to H, and VR-1624 alternate route F2 to F4, VR-1647 alternate route is opposite direction traffic with VR-1624 alternate route F1 to F4. 127 TFW will not schedule opposite and conflicting traffic.
- (16) Route transits Pike East MOA between Points F through H.
- (17) See and Avoid concept applies. Route conflicts with several VR and SR routes.

FSS Within 100 NM Radius:

LAN

VR-1648

ORIGINATING ACTIVITY: ALPENA CRTC/Airspace
Scheduling Office, 5884 A. Sreet, Alpena, MI 49707,
C989-345-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
01 AGL B 15 AGL to	A		N46°26.00' W88°20.00'

01 AGL B 15 AGL to	B	ESC 333/16	N45°58.00' W87°16.00'
01 AGL B 15 AGL to	C	ESC 059/59	N46°13.00' W85°52.00'
05 AGL B 15 AGL to	D	SSM 258/52	N46°10.00' W85°31.00'
01 AGL B 15 AGL to	E	SSM 255/26	N46°16.00' W84°55.00'
05 AGL B 15 AGL to	F	PLN 021/21	N45°58.00' W84°32.00'
05 AGL B 15 AGL to	G	PLN 061/34	N45°57.00' W84°00.00'
01 AGL B 15 AGL to (below 05 AGL only over water)	H	PLN 069/41	N45°56.00' W83°48.00'
01 AGL B 15 AGL to (below 05 AGL only over water)	I	APN 041/13	N45°16.00' W83°23.00'
01 AGL B 15 AGL to	J	APN 131/29	N44°49.00' W83°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized
entire route.

ROUTE WIDTH - 4 NM either side of centerline.

Special Operating Procedures:

- Avoid all watercraft, structures, vehicles and persons by 500' AGL minimum on all segments.
- Point B to C: Uncharted 200' AGL tower - N45-59.0 W87-09.0.
- Point C to D:
 - Uncharted 200' AGL tower - N46-12.0 W85-51.0;
 - Avoid Germfask- N46-14.8 W85-55.6 - by 2 NM or 1000' AGL.
- Point D to E: Uncharted 100' AGL tower- N46-13.0 W84-57.0.
- Point E to F:
 - Uncharted 100' AGL tower - N46-13.0 W84-57.0;
 - Uncharted 100' AGL, 1000' MSL, tower on NW side of hill, N46-09.5 W84-46.7.
- Point F to G:
 - Avoid Lindberg Airport- N46-02.5 W84-25.0 - by 3 NM;
 - Flight within 1 NM of Saddlebag Island, N45-57.2 W84-04.6, below 1500' AGL prohibited;
 - Flight is prohibited within 2 NM of the Lake Huron shoreline from Huron Point, N45-58.0 W84-04.0, east to St. Vital Point N45-58.0 W84-00.0, below 1500' AGL.
- Point G to H: Uncharted 100' AGL lighthouse at south entrance of DeTour Channel- N45-57.0 W83-54.0.
- Point H to I:
 - Approaching Drummond Island turn over first landfall and proceed direct to Point I. Do not penetrate land in area of Point H by more than 1 NM. If over land fly 1000' AGL minimum;
 - Avoid Bald Eagle nesting area by 1 NM and 1000' AGL from 1 Feb through 1 Aug: N45-16.5 W83-26.0.
- Point I to J:
 - Uncharted 100' AGL lighthouse on Middle Island - N45-11.8 W83-19.0;
 - Avoid Bald Eagle nest area 1 NM and 1000' AGL 1 Feb through 1 Aug N45-01.5 W83-16.0.
- All points are Alternate Entry and Exit.

- (11) VR-1636 and reciprocal VR-1666 share common legs from A through mid-point B to C. VR-604 and reciprocal VR-607 cross between SR-782 starts between Points I to J.
- (12) Route transits Huron MOA between Points H thru J.
- (13) This route is reciprocal route to VR-1628. This route shares common legs with VR-1647 and opposite legs with VR-1627 for which 127 TFW is scheduling agency. The 127 TFW will not schedule opposite and conflicting traffic at the same time.
- (14) (See and Avoid) concept applies. Route conflicts with several VR, SR and IR routes.

FSS Within 100 NM Radius:

GRB, LAN

VR-1650

ORIGINATING ACTIVITY: ANG CRTC, Camp Douglas, WI 54618-5001 DSN 871-1445 C608-427-1445.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0730 local-Sunset Tue-Sat, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	EAU 123/32	N44°34.70' W90°53.50'
03 AGL B 15 AGL to	B	EAU 100/34	N44°45.30' W90°43.00'
03 AGL B 15 AGL to	C	VOK 353/58	N44°53.67' W90°26.00'
03 AGL B 15 AGL to	D	VOK 007/57	N44°53.50' W90°06.00'
03 AGL B 15 AGL to	E	VOK 020/39	N44°33.67' W89°56.83'
03 AGL B 15 AGL to	F	VOK 015/32	N44°27.00' W90°03.80'
05 AGL B 15 AGL to	G	VOK 023/19	N44°14.00' W90°05.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to G.

ROUTE WIDTH - 2 NM right and 4 NM left of centerline from A to D; 3 NM either side of centerline from D to G.

Special Operating Procedures:

- Route normally will be flown in conjunction with range missions at R-6904 or as an entry into the Volk West MOA. On entering the route, contact Volk Mission Coordinator, callsign Phoenix, UHF 346.525. Clearance to fly VR-1650 does not constitute clearance to enter R-6904. Clearance to enter R-6904 is required from the Range Control Officer on UHF 358.8/297.75, VHF 132.025, FM 34.2. Aircraft not scheduled into R-6904 must exit at F.
- Alternate Entry Point: F.
- Alternate Exit Point: F.
- All aircraft must avoid charted airfields by 1500' AGL or 3 NM.
- Crop dusting operations are conducted up to 1500' AGL over or near Cranberry Bogs.

- Noise sensitive areas, avoid by 2000' AGL or 1.5 NM unless otherwise indicated:
 - Points C-D; Mink ranch N45-09.0 W90-14.0, avoid by 2500' AGL or 1.5 NM;
 - Numerous dairy and veal farms throughout route;
 - Points E-F; George W. Mead Wildlife Area (N44-43.5 W89-53.0 to N44-43.5 W89-49.0 to N44-42.5 W89-49.0 to N44-42.3 W89-46.0 to N44-40.5 W89-46.0 to N44-40.5 W89-49.0 to N44-42.5 W89-53.0 back to starting point).
- Possible route conflicts:
 - Points F-H transit Volk West MOA;
 - Endpoint G coincides with VR-1616, endpoint H at Hardwood Range (R-6904).
- Soaring raptors prevalent SFC to 2000' AGL for entire route from Feb-Nov during the mid-day time period.
- Waterfowl feeding flights SFC to 2000' AGL between points B-D from Apr-May and Aug-Nov during the dawn/dusk time period.
- Caution; High numbers of waterfowl feeding flights SFC to 2000' AGL between points B-C from Sep-Oct during the dawn/dusk time period

FSS Within 100 NM Radius:

GRB, PNM

VR-1666

ORIGINATING ACTIVITY: Alpena CRTC/Airspace Scheduling Office, 5884 A. Street, Alpena, MI 49707, C989-345-6386/6204, DSN 741-6386/6204.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 15 AGL	A		N46°35.00' W88°28.00'
01 AGL B 15 AGL to	B		N46°26.00' W88°20.00'
01 AGL B 15 AGL to	C	ESC 333/16	N45°58.00' W87°16.00'
05 AGL B 15 AGL to	D	ESC 037/25	N46°03.00' W86°44.00'
05 AGL B 15 AGL to	E	ESC 081/31	N45°48.00' W86°21.00'
01 AGL B 15 AGL to	F	TVC 345/49	N45°27.00' W85°53.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- Avoid all watercraft, structures, vehicles and persons by 500' on terrain following segments.
- This route is the reverse of VR-1636. Additionally, route crosses VR-1629 at Point A, and VR-1628 C to D. The concept of See and Avoid applies for conflicting points.

VR ROUTES

- (3) Alternate Entry: B, C and D.
- (4) Alternate Exit: B, C and D.
- (5) Minimum altitude between A to E is 1000' AGL from 1 Mar-30 Jul.

FSS Within 100 NM Radius:

GRB

VR-1667

ORIGINATING ACTIVITY: 180 TFG/DO, Toledo Express Airport, Swanton, OH 43558 DSN 580-4084.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise - 0200Z++

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 15 AGL	A	SHB 205/26	N39°15.00' W86°04.00'
05 AGL B 15 AGL to	B	SHB 199/42	N38°58.00' W86°08.00'
05 AGL B 15 AGL to	C	SHB 137/28	N39°17.00' W85°25.00'
05 AGL B 15 AGL to	D	SHB 068/28	N39°48.00' W85°15.00'
05 AGL B 15 AGL to	E	ROD 274/42	N40°16.00' W84°58.00'
05 AGL B 15 AGL to	F	ROD 303/31	N40°32.00' W84°39.00'
05 AGL B 15 AGL to	G	TOL 211/24	N41°14.00' W84°02.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to E.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Entry Point A is within confines of R-3401. Clearance to fly the route does not constitute clearance into R-3401. Alternate entry Point B will be used by aircraft not scheduled into R-3401.
- (2) All aircraft will maintain 1000' AGL from D to E.
- (3) Alternate Entry: B, C and D.
- (4) Alternate Exit: B, C, D, E and F.
- (5) This route is reverse of VR-1617 and is concurrent with VR-1638 and VR-1668 from Points C to G. The 180 TFG is scheduling agency for these routes. The concept of See and Avoid shall apply for conflicting segments.
- (6) Avoid direct overflight of Freetown, IN below 1000' AGL, Point B. Noise Sensitive Area.

FSS Within 100 NM Radius:

CLE, DAY, HUF, IKK, LAN, LOU

VR-1668

ORIGINATING ACTIVITY: 180TH FW/OSO, Toledo Express Airport, Swanton, OH 43558 C419-868-4036, DSN 580-4036.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-2100 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
at or below 15 AGL	A	CVG 273/33	N39°00.00' W85°25.00'
05 AGL B 15 AGL to	B	SHB 137/28	N39°17.00' W85°25.00'
05 AGL B 15 AGL to	C	SHB 068/28	N39°48.00' W85°15.00'
05 AGL B 15 AGL to	D	ROD 274/42	N40°16.00' W84°58.00'
05 AGL B 15 AGL to	E	ROD 303/31	N40°32.00' W84°39.00'
05 AGL B 15 AGL to	F	TOL 211/24	N41°14.00' W84°02.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to D.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Entry Point A is within confines of R-3403. Clearance to fly the route does not constitute clearance into R-3403. Clearance into R-3403 must be obtained from RCC. Alternate entry Point B will be used by aircraft not scheduled into R-3403.
- (2) All aircraft will maintain 1000' AGL from C to D.
- (3) Alternate Entry: B and C.
- (4) Alternate Exit: B, C, D and E.
- (5) This route is reverse of VR-1638 and segments B to F are opposite direction to VR-1617 and congruent with VR-1667. The 180 TFG is scheduling agency for these routes and will deconflict these routes through scheduling.

FSS Within 100 NM Radius:

CLE, DAY, HUF, IKK, LAN, LOU

VR-1679

ORIGINATING ACTIVITY: JFAC-IN/DET 1, Atterbury ANG Range, Bldg 124, Camp Atterbury, IN 46124 DSN 569-2114, C812-526-1114.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: Sunrise-Sunset Tue-Sun, OT by NOTAM

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TTH 228/25	N39°13.00' W87°40.00'
05 AGL B 15 AGL to	B	BIB 025/10	N39°04.00' W88°23.00'
05 AGL B 15 AGL to	C	BIB 206/21	N38°37.00' W88°42.00'
05 AGL B 15 AGL to	D		N38°26.00' W88°14.00'
05 AGL B 15 AGL to	E		N38°30.00' W87°32.00'
05 AGL B 15 AGL to	F	PXV 032/45	N38°33.00' W87°13.00'
05 AGL B 15 AGL to	G	PXV 078/35	N38°01.00' W87°02.00'
05 AGL B 15 AGL to	H	MYS 351/29	N38°22.00' W86°21.00'
05 AGL B 15 AGL to	I	OOM 130/24	N38°54.00' W86°13.00'
10 AGL B 15 AGL to	J	OOM 077/25	N39°15.00' W86°06.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 5 NM right and 4 NM left of centerline from B to C; 5 NM either side of centerline from C to F; 5 NM left and 8 NM right of centerline from F to G; 3 NM left and 7 NM right of centerline from G to H; 5 NM either side of centerline from H to I; 10 NM left and 4 NM right of centerline from I to J.

Special Operating Procedures:

- (1) Clearance to fly the route does not constitute clearance to enter R-3401.
- (2) Route is MARSA thru See and Avoid with IR-618, VR-619, IR-620 and VR-621.
- (3) Point I Alternate Exit for aircraft scheduled into R-3401.
- (4) Avoid overflight of cities, towns, and villages to extent possible.
- (5) If holding is required for entry into R-3401, accomplish between route segment I and J at holding airspeed.
- (6) Alternate Entry: F, G and I.
- (7) Alternate Exit: E, F and G.
- (8) Uncharted Obstructions:
 - (a) Uncharted Tower (est 350' AGL).
38-34.073N/087-12.758W
 - (b) Uncharted Tower (est 300' AGL).
38-06.678N/086-51.059W
 - (c) Uncharted Tower (est 300' AGL).
38-13.656N/086-36.857W
 - (d) Uncharted Tower (est 384' AGL).
38-19.507N/086-35.956W
 - (e) Uncharted Tower (est 300' AGL).
38-21.780N/086-25.410W
 - (f) Uncharted Tower (est 300' AGL).
38-54.740N/086-20.180W
 - (g) Uncharted Tower (est 300' AGL).
39-00.625N/086-10.309W
 - (h) Uncharted Tower (est 300' AGL).
39-15.244N/086-14.916W

FSS Within 100 NM Radius:

BNA, DAY, HUF, IKK, LOU, STL

VR-1709

ORIGINATING ACTIVITY: 177/FW/DET1, Warren Grove Range, NJ DSN 455-6700, C609-761-6700. E-mail usaf.nj.177-fw.list.wgr-scheduler at mail.mil

SCHEDULING ACTIVITY: EASTERN AIR DEFENSE SECTOR, Rome, NY, DSN 587-6247, C315-334-6247.

HOURS OF OPERATION: Sunrise-2200L

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A		N38°38.00' W76°08.00'
05 AGL B 15 AGL to	B	SBY 060/22	N38°35.00' W75°10.00'
05 AGL B 15 AGL to	C1	SIE 226/23	N38°47.80' W75°05.50'
05 AGL B 15 AGL to	C	SIE 332/8	N39°12.50' W74°54.50'
05 AGL B 15 AGL to	D	ACY 320/12	N39°35.00' W74°46.30'
05 AGL B 15 AGL to	E	CYN 232/16	N39°36.80' W74°40.00'
05 AGL B 15 AGL to	F	CYN 204/10	N39°39.20' W74°29.00'
Alternate Southern Entry Track			
as assigned to	C1	SIE 226/23	N38°47.80' W75°05.50'
05 AGL B 15 AGL to	D1	SIE 134/17	N38°56.00' W74°30.00'
01 AGL B 15 AGL to	E1	CYN 124/22	N39°40.00' W74°00.00'
01 AGL B 15 AGL to	F1	CYN 091/20	N39°52.00' W74°00.00'
13 AGL B 15 AGL to	G1	CYN 060/6	N39°52.90' W74°20.00'
04 AGL B 15 AGL to	H1	CYN 017/5	N39°54.50' W74°25.00'
04 AGL B 15 AGL to	I1	CYN 273/11	N39°47.60' W74°40.50'
04 AGL B 15 AGL to	J1	CYN 224/13	N39°38.30' W74°35.40'
Alternate Northern Entry Track			
as assigned to	A1	COL 129/40	N39°59.90' W73°23.80'
01 AGL B 15 AGL to	B1	COL 131/21	N40°08.00' W73°46.00'
01 AGL B 15 AGL to	F1	CYN 091/20	N39°52.00' W74°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to F.

ROUTE WIDTH - 3 NM either side of centerline from A to C1; 5 NM left and 3 NM right of centerline from C-1 to D; 3 NM

VR ROUTES

either side of centerline from D to E; 9 NM left and 3 NM right of centerline from E to F; 2 NM left and 4 NM right of centerline from C-1 to D-1; 3 NM left and 4 NM right of centerline from D-1 to E-1; 3 NM either side of centerline from E-1 to F-1; 2 NM left and 1 NM right of centerline from F-1 to H-1; 2 NM either side of centerline from H-1 to I-1; 7 NM left and 2 NM right of centerline from I-1 to J-1; 4 NM either side of centerline from A-1 to F-1.

Special Operating Procedures:

- (1) Route must be scheduled 1 hour in advance with Warren Grove Range. Schedulers available during duty hours Tue-Fri.
- (2) Bird hazard exists along route 15 Sep - 1 Dec and 1 Mar - 30 Apr.
- (3) Alternate Entry: B, C, D, E, A-1, B-1, C-1, D-1, E-1, F-1, G-1, H-1 and I-1.
- (4) Alternate Exit: B, C, D, E, A-1, B-1, C-1, D-1, E-1, F-1, G-1, H-1, I-1 and J-1.
- (5) Obtain range clearance prior to departing Point F or Point J-1 on 283.1.
- (6) Avoid towns and populated areas by 1 NM or overfly by 1500' AGL.
- (7) Avoid town of Oxford when maneuvering to enter Point A.
- (8) Avoid Washington TCA near Point A.
- (9) Maintain 1500' AGL from town of Woodland, DE (N38-36 W75-39) until reaching the Delaware Bay.
- (10) Avoid Rehoboth Beach.
- (11) Recommend contact Atlantic City Approach on 363.6 or 385.5 for traffic advisories and Atlantic City Class C avoidance. Class C dimensions are 1300-4100' MSL between C and F.
- (12) Avoid Noise Sensitive Area 1 NM SE of Sweetwater, NJ (N39-37.2 W74-37.5).
- (13) Avoid Chatsworth between H-1 to J-1.
- (14) Avoid Robert J. Miller Airport (N39-56 W74-18) by 1500' AGL or 3 NM.
- (15) If IFR descent is anticipated, do not file to Point B-1 as planned Entry point. If entering at Point B-1, minimum of ATC flight following strongly recommended due to high air traffic volume descending/climbing in vicinity of point.
- (16) Caution of inflight banner towing crossing between F-1 and G-1.
- (17) Avoid nuclear power plant at (N39-48.9 W74-12.3) by 3 NM and 1500' AGL.

FSS Within 100 NM Radius:

AOO, BDR, DCA, MIV, IPT, ISP

VR-1711

ORIGINATING ACTIVITY: 113 WG, JB Andrews, MD
20331 DSN 857-4183/4194, C240-857-4183/4194.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0730 local-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OTT 081/15	N38°47.00' W76°27.00'
05 AGL B 15 AGL to	B	OTT 177/16	N38°27.00' W76°40.00'

05 AGL B 15 AGL to	C	OTT 186/34	N38°08.00' W76°42.00'
05 AGL B 15 AGL to	D	HCM 354/23	N37°49.00' W76°49.00'
05 AGL B 15 AGL to	E	CCV 021/12	N37°33.00' W75°57.00'
05 AGL B 15 AGL to	F	SBY 237/14	N38°11.00' W75°43.00'
05 AGL B 15 AGL to	G	HCM 045/55	N38°10.00' W76°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Those wanting to schedule this route must call during normal duty hours (0730-1530 on Mon and 0630-1530 on Tue-Sat).
- (2) Bird hazard exists along route 15 Sep-1 Dec and 1 Mar-30 Apr.
- (3) Alternate Entry: B, C, D, E and F.
- (4) Alternate Exit: B, C, D, E and F.
- (5) Avoid hospital (N38-33 W76-35) 6 NM NNE of Point B.
- (6) CAUTION: Helicopter traffic in vicinity of PXT TACAN 270 deg-340 deg, 15-20 NM radius, altitude 500'-1500' daily.
- (7) Avoid towns and populated areas by 1 NM or overfly by 1000' AGL; Avoid airports by 3 NM or overfly by 1500' AGL.
- (8) CAUTION: Numerous light aircraft between D and E, 1 Jun-30 Oct.

FSS Within 100 NM Radius:

AOO, DCA, IPT, MIV

VR-1712

ORIGINATING ACTIVITY: 113 WG, JB Andrews, MD
20331 DSN 857-4183/4194, C240-857-4183/4194.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0730 local-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OTT 081/15	N38°47.00' W76°27.00'
05 AGL B 15 AGL to	B	OTT 177/16	N38°27.00' W76°40.00'
05 AGL B 15 AGL to	C	OTT 186/34	N38°08.00' W76°42.00'
05 AGL B 15 AGL to	D	HCM 354/23	N37°49.00' W76°49.00'
05 AGL B 15 AGL to	E	CCV 089/22	N37°25.00' W75°33.00'
05 AGL B 15 AGL to	F	SBY 237/14	N38°11.00' W75°43.00'
05 AGL B 15 AGL to	G	HCM 045/55	N38°10.00' W76°00.00'

TERRAIN FOLLOWING OPERATIONS: Authorized for entire route.

ROUTE WIDTH - 3 NM either side of centerline.

Special Operating Procedures:

- (1) Those wanting to schedule this route must call during normal duty hours (0730-1530 on Mon and 0630-1530 on Tue-Sat).
- (2) Bird hazard exists along route 15 Sep-1 Dec and 1 Mar-30 Apr.
- (3) Alternate Entry: B, C, D, E and F.
- (4) Alternate Exit: B, C, D, E and F.
- (5) Avoid hospital (N38-33 W76-35) 6 NM NNE of Point D.
- (6) CAUTION: Helicopter traffic in vicinity of PXT TACAN 270 deg-340 deg, 15-20 NM radius, altitude 500'-1500' daily.
- (7) Avoid towns and populated areas by 1 NM or overfly by 1000' AGL; Avoid airports and hospitals by 3 NM or overfly by 1500' AGL.
- (8) CAUTION: Numerous light aircraft between D and E, 1 Jun-30 Oct.
- (9) Route passes through restricted area R6604E between points E and F. Aircrew must check NOTAM for restricted area status within 9 hrs of use. Aircrews cannot penetrate R6604E when active.

FSS Within 100 NM Radius:

AOO, DCA, IPT, MIV

VR-1713

ORIGINATING ACTIVITY: 113 WG, JB Andrews, MD 20331 DSN 857-4183/4194, C240-857-4183/4194.

SCHEDULING ACTIVITY: Same as Originating Activity

HOURS OF OPERATION: 0730 local-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	OTT 081/15	N38°47.00' W76°27.00'
05 AGL B 15 AGL to	B	OTT 177/16	N38°27.00' W76°40.00'
05 AGL B 15 AGL to	C	OTT 186/34	N38°08.00' W76°42.00'
05 AGL B 15 AGL to	D	RIC 139/19	N37°18.00' W77°01.00'
05 AGL B 15 AGL to	E	CVI 340/33	N36°51.00' W77°12.00'
05 AGL B 15 AGL to	F	CVI 337/10	N36°31.00' W76°59.00'
01 AGL B 15 AGL to	G	CVI 167/22	N36°02.00' W76°42.00'
01 AGL B 15 AGL to	H	CVI 159/40	N35°48.00' W76°28.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 3 NM either side of centerline from B to F; 7.5 NM either side of centerline from F to G; 3 NM either side of centerline from G to H.

Special Operating Procedures:

- (1) Those wanting to schedule this route must call during normal duty hours (0730-1530 on Mon and 0630-1530 on Tue-Sat).
- (2) Bird hazard exists along route 15 Sep-1 Dec and 1 Mar-30 Apr.
- (3) Alternate Entry: C, D, G.
- (4) Alternate Exit: C, G.
- (5) Avoid hospital (N38-33 W76-35) 6 NM NNE of Point B, by 1500' AGL and 2 NM.
- (6) CAUTION: Helicopter traffic in vicinity of PXT TACAN 270 deg-340 deg, 15-20 NM radius, altitude 500'-1500' daily.
- (7) Avoid towns and populated areas by 1 NM or overfly by 1000' AGL; avoid airports and hospital by 3 NM or overfly by 1500' AGL.
- (8) Avoid 300' AGL Tower located at 37-29N 76-57W. Avoid 500' AGL tower at 37-26N 76-57W.

FSS Within 100 NM Radius:

AOO, DCA, IPT, RDU

VR-1721

ORIGINATING ACTIVITY: 437 OSS/OSO, Joint Base Charleston, SC 29404, DSN 673-5554.

SCHEDULING ACTIVITY: Same as originating activity

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 AGL to	A	ROA 181/17	N37°03.50' W80°03.00'
03 AGL B 15 AGL to	B	ROA 195/27	N36°53.80' W80°11.00'
03 AGL B 15 AGL to	C	GSO 336/42	N36°40.00' W80°22.00'
03 AGL B 15 AGL to	D	GSO 326/34	N36°30.00' W80°24.00'
03 AGL B 15 AGL to	E	GSO 297/35	N36°17.00' W80°38.50'
03 AGL B 15 AGL to	F	GSO 248/34	N35°48.50' W80°36.67'
03 AGL B 15 AGL to	G	GSO 230/26	N35°44.83' W80°22.48'
03 AGL B 15 AGL to	H	GSO 180/41	N35°21.60' W79°56.00'
03 AGL B 15 AGL to	I	SSC 027/43	N34°39.00' W80°11.50'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to I.

ROUTE WIDTH - 5 NM either side of centerline from A to H; 1 NM left and 9 NM right of centerline from H to I.

VR ROUTES

Special Operating Procedures:

- (1) VR-1721 will not be flown unless the aircrew has filed for IR-721 and IFR procedural problems are encountered.
- (2) Monitor Greensboro Approach 327.075 passing Pt B.
- (3) Monitor Charlotte Approach 307.8 passing Pt G and report Pt I level at 3000' MSL.
- (4) Contact Shaw RAPCON 318.1 passing Pt I.
- (5) CAUTION: VR-042 crosses right to left Pt A to Pt B and left to right Pt B to Pt C (Deconflict with 4 OSS/OSOS DSN 722-2129/2124. C919-722-2129/2124. Non-Duty 4 FW/CP DSN 722-1973, C919-722-1973).
- (6) CAUTION: VR-087 crosses from right to left, Pt H to Pt I (Deconflict with 4 FW DSN 722-2129).
- (7) Mission permitting, avoid the following environmentally sensitive areas (woodpecker concentrations) by 500' vertically or 1000' horizontally: N32-25.5 W80-01.2 and N35-25.2 W80-02.2.
- (8) CAUTION: Glider activity in vicinity of Mount Airy Airport, NC (N36-27.5 W80-33.1).
- (9) Avoid: Pee Dee National Wildlife Refuge by 2000' AGL (N35-05 W080-03) and the Sandhill National Wildlife Refuge by 2000' AGL (N34-35 W80-13). Charted boundary exceeds 5 NM radius.
- (10) Noise Sensitive Areas: Avoid each by 1000' AGL and 1 NM
 - (a) N36-03 W80-43W;
 - (b) N36-43 W80-18W;
 - (c) N35-40.0 W80-20.5;
 - (d) N35-47.3 W80-26.0;
 - (e) N35-43.0 W80-25.2;
 - (f) Congressional noise sensitive area (cattle farm) N36-28.8 W80-27.5
- (11) AVOID: Towers
 - (a) 275' AGL (3150' MSL) N36-40.0 W80-23.3;
 - (b) 225' AGL (1000' MSL) N35-23.0 W79-58.6;
 - (c) 225' AGL (810' MSL) N34-59.5 W80-15.9;
 - (d) 300' AGL N35-52.4 W80-33.6;
 - (e) 300' AGL N34-42.2 W80-16.5;
 - (f) 300' AGL N34-59.7 W80-10.6 (just west of a charted tower);
 - (g) 225' AGL N36-42.9 W80-20.1;
 - (h) 200' AGL N36-42.97 W80-19.89;
 - (i) 250' AGL N36-19.38 W80-33.71;
 - (j) 300' AGL N36-16 W80-35;
 - (k) 300' AGL N35-47 W80-21;
 - (l) 200' AGL N35-24.55 W79-57.35;
 - (m) 200' AGL N35-33.4 W80-06;
 - (n) 250' AGL N35-36.49 W80-17.02;
 - (o) 300' AGL N35-14.32 W79-59.69;
 - (p) 350' AGL N36-20.57 W80-37.77;
 - (q) 300' AGL N36-58.32 W80-10.43;
 - (r) 300' AGL N36-20.09 W80-37.20;
 - (s) 300' AGL N35-58.08 W80-38.19;
 - (t) 250' AGL N35-31.18 W80-03.61;
 - (u) 300' AGL N35-22.20 W79-56.70;
 - (v) 300' AGL N36-31.13 W80-30.50 - 100 yards North of charted antenna 340' AGL;
 - (w) 200' AGL N37-07.05 W80-01.04;
 - (x) 300' AGL N36-45.05 W80-19.28;
 - (y) 300' AGL N36-42.78 W80-19.89;
 - (z) 396' AGL N35-19.56 W79-53.10;
 - (aa) 200' AGL N35-33.63 W80-09.36;
 - (ab) 200' AGL N35-18.08 W80-03.83;
 - (ac) 300' AGL N35-42.18 W80-22.48;
 - (ad) 300' AGL N35-48.61 W80-22.63;
 - (ae) 200' AGL N35-19.56 W79-53.10;
 - (af) 200' AGL N38-18.19 W80-37.14.
- (12) Avoid uncharted private grass strips by 1000' AGL and 2 NM:
 - (a) N36-03.51 W80-39.67, possible grass strip 1600' runway;
- (13) Include route entry/exit times in the remarks section of the flight plan. Make entry times plus or minus 5 minutes or reschedule.
- (14) AVOID: Peregrine Falcon nesting area (endangered species): N36-20.4 W80-28.5. Avoid by 1500' above cliff/tree height and 1 NM (15 Feb through 15 Jul).
- (15) Unpublished towers found by route surveys 200' AGL and above are listed in this SOP.
- (16) CAUTION: Bird activity: 4 landfills at N35-25 W79-56; N35-00.38 W80-09.78; N35-45.25 W80-33.62; N35-20.52 W79-58.55.
- (17) AVOID: Class D airspace at Stanly Co Airport (N35-24.9 W80-09.1), sfc to and including 3100' MSL within a 5.8 NM radius with a 3 NM 'key-hole' 1.5 NM either side of centerline for Rwy 22L out to 7.8 NM; contact tower on 291.9/126.275 passing Pt G and Pt H (Twr hrs 0800-2200L Tues-Sat). Pt. Hotel is a new required reporting point.

FSS Within 100 NM Radius:

AND, EKN, RDU

VR-1722

ORIGINATING ACTIVITY: COMSTRK FIGHTWINGLANT, NAS Oceana, Virginia Beach, VA 23460-5200 DSN 433-9141, C757-433-9141.

SCHEDULING ACTIVITY: FACSFAC/VACAPES, NAS Oceana, Virginia Beach, VA 23460 DSN 433-1228, C757-433-1228. Duty hours 0600-1900 local (EST).

HOURS OF OPERATION: Sunrise-Sunset

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	LYH 352/44	N37°58.00' W79°27.00'
05 AGL B 15 AGL to	B	GVE 239/32	N37°41.70' W78°41.50'
05 AGL B 15 AGL to	C	LYH 079/30	N37°23.30' W78°37.50'
05 AGL B 15 AGL to	D	LYH 156/13	N37°04.00' W79°06.40'
05 AGL B 15 AGL to	E	SBV 253/4	N36°38.80' W79°06.00'
05 AGL B 15 AGL to	F	SBV 109/24	N36°34.70' W78°32.40'
05 AGL B 15 AGL to	G	LVL 316/7	N36°53.20' W78°00.80'
05 AGL B 15 AGL to	H	FAK 182/23	N37°08.60' W77°47.70'
05 AGL B 15 AGL to	I	FAK 269/24	N37°28.70' W78°19.50'
05 AGL B 15 AGL to	J	FAK 343/11	N37°41.60' W77°55.00'

05 AGL B 15 AGL to K BRV 209/22 N37°59.20'
W77°31.00'

05 AGL B 15 AGL to L N37°58.40'
W76°52.60'

TERRAIN FOLLOWING OPERATIONS: VFR terrain following is authorized in accordance with Command Directives within published altitude blocks (05 AGL B 15 AGL) along entire route except within 3 NM of F, where 1500' AGL must be maintained.

ROUTE WIDTH - 3 NM either side of centerline from A to E; 2 NM either side of centerline from E to F; 3 NM either side of centerline from F to G; 2 NM either side of centerline from G to H; 3 NM either side of centerline from H to L.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Route users must deconflict Farmville MOA with 1FW, if routes are used between the hours 0930-1430 and 1600-1700 (all times local) Mon-Fri DSN 574-2483/2559.
- (3) Alternate Entry: B and H.
- (4) Alternate Exit: D, G, I and F.
- (5) Conflicting routes: (Deconfliction is the responsibility of the mission commander):
 - (a) VR-096 boundaries overlap between Points A-B opposite direction and crosses between C-D and F-G. Deconflict with 4 OSS/OSOS, Seymour Johnson AFB, DSN 722-2129/2124, C919-722-2129/2124;
 - (b) VR-1061 is coincident from Point D to E and crosses between Points F and G. Deconflict with 4 OSS/OSOS, Seymour Johnson AFB, DSN 722-2129/2124, C919-722-2129/2124;
 - (c) VR-1754 is coincident from Point A to B and crosses between Points J and K;
 - (d) VR-1755 is coincident from Point J to L;
 - (e) VR-1759 crosses between Points F-G, H-I, I-J and J-K;
 - (f) SR-820 crosses between Points J-K and K-L. Deconflict with 166 OSF/OSK, DSN 445-7554 C302-323-3554;
 - (g) SR-821 crosses between Points J-K and K-L. Deconflict with 166 OSF/OSK, DSN 445-7554 C302-302-323-3554;
 - (h) SR-835 is coincident from Point K to L. Deconflict with 166 OSF/OSK, DSN 445-7554 C302-323-3554;
 - (i) SR-867 crosses between Points F-G, H-I and K-L. Deconflict with CO, Ft Pickett DSN 438-8506, C804-292-8506.
- (6) Between Points A-B, avoid Roseland Heliport by 3 NM or 1500' AGL.
- (7) Between Points C-D, avoid town of Pamplin by 3 NM or 1500' AGL.
- (8) Between Points C-D, maintain 1500' AGL within 3 NM of Brockneal Airport (N37-09 W79-01).
- (9) Maintain 1500' AGL within 3 NM of Point F.
- (10) To fly VR between Points G-H, Mission Commander must schedule R-6602 for use. Mission Commander must accomplish final coordination within 24 hours prior to flight penetration of R-6602 with Ft Pickett, VA Range Control: DSN 438-2116/2193.
- (11) CAUTION: Between Points H-I, tower 1053' AGL (1349' MSL) (N37-10 W77-57).

FSS Within 100 NM Radius:

AOO, DCA, EKN, MIV, RDU

VR-1726

ORIGINATING ACTIVITY: 4 OSS/OSOR, Seymour Johnson AFB, NC 27531-5004 DSN 722-2672, C919-722-2672.

SCHEDULING ACTIVITY: 4 OSS/OSOS, Seymour Johnson AFB, NC 27531-5004 DSN 722-2129/2124, C919-722-2129/2124. Non-duty hrs 4 FW/CP DSN 722-1973, C919-722-1973.

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 AGL to	A	PSK 263/23	N37°00.00' W81°11.00'
03 AGL B 15 AGL to	B	PSK VORTAC	N37°05.26' W80°42.77'
03 AGL B 15 AGL to	C	PSK 187/19	N36°46.00' W80°43.00'
03 AGL B 15 AGL to	D	PSK 218/31	N36°39.00' W81°03.00'
01 AGL B 15 AGL to	E	PSK 229/44	N36°33.00' W81°20.00'
01 AGL B 15 AGL to	F	HMV 111/38	N36°15.00' W81°23.00'
01 AGL B 15 AGL to	G	HMV 125/36	N36°08.00' W81°30.00'
03 AGL B 15 AGL to	H	SPA 007/45	N35°47.40' W81°51.00'
03 AGL B 15 AGL to	I	SPA 347/46	N35°47.00' W82°10.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to I.

ROUTE WIDTH - 5 NM either side of centerline from A to B; 10 NM either side of centerline from B to C; 15 NM right and 6 NM left of centerline from C to D; 15 NM either side of centerline from D to E. On centerline to 10 NM right of centerline from E to F; 1 NM left and 10 NM right of centerline from F to G; 5 NM left and 10 NM right of centerline from G to H; 5 NM either side of centerline from H to I.

Special Operating Procedures:

- (1) Users must contact 4 OSS/OSOS (DSN 722-2129/2124) for additional avoidance areas.
- (2) Alternate Entry: B, C, D, and E.
- (3) Alternate Exit: E, G, and H.
- (4) Users must make their scheduled entry time plus or minus 5 minutes or reschedule.
- (5) Avoid towns and populated areas by 1 NM or overfly 1000' AGL; avoid airports by 3 NM or overfly 1500' AGL. Over sparsely populated areas, aircraft may not be operated closer than 500' to any person, vessel, vehicle, or structure.
- (6) A-B:
 - (a) CROSSING: VR-042 same direction A to C;
 - (b) CROSSING: IR-080 left to right entire leg;
 - (c) CROSSING: IR-081 same direction entire leg;
 - (d) CROSSING: IR-608 opposite direction entire leg;
 - (e) CROSSING: IR-723 left to right entire leg;
 - (f) CAUTION: Uncharted Tower 250' AGL at N37 01.40 W080 10.28;

VR ROUTES

- (g) CAUTION: Uncharted Tower 200 AGL at N37 02.05 W080 57.30;
- (h) CAUTION: Uncharted Tower 300' AGL at N36 59.09 W080 49.20;
- (i) CAUTION: Uncharted Tower 200' AGL at N37 03.50 W080 46.80;
- (j) CAUTION: Uncharted Tower 300' AGL at N37 04.76 W080 43.46;
- (k) CAUTION: Uncharted Tower 250' AGL at N37 01.40 W081 10.28.
- (7) B-C:
- (a) CROSSING: VR-042 right to left 16NM prior to C;
- (b) CROSSING: VR-043 left to right at B;
- (c) CROSSING: IR-080 opposite direction B to F;
- (d) CROSSING: IR-081 opposite direction B to H;
- (e) CROSSING: IR-608 same direction B to 15NM prior to F;
- (f) CROSSING: IR-723 merges and same direction until I;
- (g) CAUTION: Uncharted Towers (2x), 250 AGL at N37 01.16 W080 44.70;
- (h) AVOID: FAA Designated UAS Test Site at Virginia Tech at N37 12.01 W080 35.09 by 1200 or 1NM;
- (i) CAUTION: Uncharted Tower 250' AGL at N37 05.70 W080 32.60;
- (j) CAUTION: Uncharted Tower, 250 AGL at N36 58.20 W080 36.40;
- (k) CAUTION: Uncharted Tower, 250 AGL at N36 57.54 W080 37.36;
- (l) CAUTION: Uncharted Tower, 250 AGL at N36 55.97 W080 41.41;
- (m) CAUTION: Quarry at N36 53.04 W080 45.99;
- (n) CAUTION: Uncharted Tower, 250 AGL at N36 52.95 W080 36.58;
- (o) CAUTION: Uncharted Tower, 300 AGL at N36 51.70 W080 35.90;
- (p) CAUTION: Uncharted Tower, 250 AGL at N36 50.03 W080 31.35;
- (q) CAUTION: Uncharted Tower 250' AGL at N36 49.70 W080 34.30;
- (r) CAUTION: Uncharted Tower 207' AGL at N36 48.70 W080 42.30;
- (s) CAUTION: Uncharted Tower, 250 AGL at N36 45.81 W080 39.66;
- (t) CAUTION: Check NOTAMs for model rocket firings; New River Valley Rocketry. Sat/Sun only launches of unmanned Class II rockets in the vicinity of N37 11 51.70 W80 34 42.61, within a 1 NM radius not to exceed 10,000' AGL or 11,800' MSL. Sunrise to sunset. Approximately Pulaski VORTAC (PSK) 050R009.2NM.
- (8) C-D:
- (a) CROSSING: VR-042 same direction at C;
- (b) CROSSING: IR-080 opposite direction B to F;
- (c) CROSSING: IR-081 opposite direction B to H;
- (d) CROSSING: IR-608 same direction B to 15NM prior to F;
- (e) CROSSING: IR-723 same direction until I;
- (f) CAUTION: Uncharted Tower, 200 AGL at N36 40.80 W080 52.90;
- (g) CAUTION: Uncharted Tower, 250 AGL at N36 40.04 W080 56.11;
- (h) CAUTION: Uncharted Tower 250' AGL at N36 42.70 W080 58.70;
- (i) CAUTION: Uncharted Tower, 250 AGL at N36 39.60 W080 57.40;
- (j) CAUTION: Uncharted Tower, 250 AGL at N36 40.16 W080 58.23.
- (9) D-E:
- (a) CROSSING: VR-042 left to right at E;
- (b) CROSSING: VR-093 left to right entire leg;
- (c) CROSSING: IR-080 opposite direction B to F;
- (d) CROSSING: IR-081 opposite direction B to H;
- (e) CROSSING: IR-608 same direction B to 15NM prior to F;
- (f) CROSSING: IR-723 same direction until I;
- (g) CAUTION: Uncharted Tower, 300 AGL at N36 37.75 W081 04.77;
- (h) CAUTION: Uncharted Tower, 250 AGL at N36 31.00 W081 02.20;
- (i) CAUTION: Uncharted Tower, 300 AGL at N36 37.60 W081 07.20;
- (j) CAUTION: Uncharted Tower, 250 AGL at N36 40.10 W081 09.54;
- (k) CAUTION: Uncharted Tower 200' AGL at N36 36.80 W081 08.20;
- (l) CAUTION: Uncharted Tower 200' AGL at N36 29.20 W081 05.80;
- (m) CAUTION: Uncharted Tower 200' AGL at N36 31.80 W081 08.40;
- (n) CAUTION: Uncharted Cell Tower, 250 AGL at N36 33.10 W081 18.80.
- (10) E-F:
- (a) Monitor Atlanta Center on 263.0 at F;
- (b) CAUTION: Rapidly rising terrain. MEA and top of route structure can be as little as 1000';
- (c) CROSSING: IR-022 right to left 6NM prior to F;
- (d) CROSSING: IR-080 opposite direction B to F;
- (e) CROSSING: IR-081 opposite direction B to H;
- (f) CROSSING: IR-608 same direction B to 15NM prior to F;
- (g) CROSSING: IR-723 same direction until I;
- (h) CAUTION: Uncharted Tower 250' AGL at N36 29.35 W081 10.60;
- (i) AVOID: Horse training facility at N36 34.60 W081 22.40 by 1000' AGL or 1 NM;
- (j) CAUTION: Multiple Uncharted Towers 200' AGL at N36 28.00 W081 12.90;
- (k) AVOID: Horse training facility at N36 30.30 W081 17.80 by 1000' AGL or 1 NM;
- (l) CAUTION: Uncharted Tower 200' AGL at N36 32.43 W081 28.35;
- (m) CAUTION: Uncharted Tower, 250 AGL at N36 30.22 W081 22.16;
- (n) CAUTION: Uncharted Tower, 250 AGL at N36 28.00 W081 21.15;
- (o) CAUTION: Uncharted Tower Cluster, 250 AGL at N36 27.91 W081 29.30;
- (p) CAUTION: Uncharted Quarry at N36 26.48 W081 29.28;
- (q) CAUTION: Uncharted Tower, 250 AGL at N36 17.54 W081 19.79.

FSS Within 100 NM Radius:

AND, EKN, RDU

VR-1743

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, Oceana NAS, Virginia Beach, VA 23460 DSN 433-9141, C 757-433-9141.

SCHEDULING ACTIVITY: FACSAC VACAPES, Oceana NAS, Virginia Beach, VA 23460 DSN 433-1228, C757-433-1228. Scheduling Hours 0600-1900L (EST)

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
Cross at 15 AGL to	A	HMV 054/49	N36°58.00' W81°21.00'
01 AGL B 15 AGL to	B	HMV 023/26	N36°51.00' W81°57.00'
01 AGL B 15 AGL to	C	GZG 205/1	N36°49.00' W82°05.00'
01 AGL B 15 AGL to	D	HMV 302/34	N36°42.00' W82°45.00'
01 AGL B 15 AGL to	E	HMV 289/34	N36°35.00' W82°49.00'
03 AGL B 15 AGL to	F	VXV 071/44	N36°11.00' W83°03.00'
03 AGL B 15 AGL to	G	VXV 085/36	N35°59.00' W83°10.00'
03 AGL B 15 AGL to	H	VXV 097/32	N35°52.00' W83°14.00'
03 AGL B 15 AGL to	I	VXV 109/35	N35°44.50' W83°12.00'
03 AGL B 15 AGL to	J	VXV 124/41	N35°33.00' W83°10.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from A to J.

ROUTE WIDTH - 5 NM either side of centerline for entire route.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) VR-1743 will not be scheduled and cannot be flown unless the aircrew has filed for IR-743 and procedural problems are encountered. If refused entry into IR-743, please inform FFVC with date/time and reason entry was refused. Check FLIP AP/1B guidance for specifics on IR-743.
- (3) See Special Operating Procedures for IR-743 for other route information.
- (4) Alternate Entry: C and D.
- (5) Alternate Exit: E and H.

FSS Within 100 NM Radius:

AND, EKN, RDU

VR-1753

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, Oceana NAS, Virginia Beach, VA 23460 DSN 433-9521, C757-433-9521.

SCHEDULING ACTIVITY: FACSAC VACAPES, Oceana NAS, Virginia Beach, VA 23460 DSN 433-1228 C757-433-1228. Scheduling hours 0600-1900 local (EST).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CCV 115/11	N37°18.00' W75°47.00'
10 AGL B 15 AGL to 10 AGL B 15 AGL to 19 NM NE of C then	B	HCM 081/15	N37°31.00' W76°25.00'
05 AGL B 15 AGL to	C	HPW 223/16	N37°07.00' W77°19.00'
05 AGL B 15 AGL to	D	CVI 328/18	N36°36.00' W77°07.00'
05 AGL B 15 AGL to	E	CVI 327/1	N36°23.00' W76°53.00'
05 AGL B 15 AGL to	F	CVI 166/21	N36°03.00' W76°42.00'
05 AGL B 15 AGL to	G	CVI 162/29	N35°56.00' W76°36.00'
05 AGL B 15 AGL to	H	CVI 159/40	N35°48.00' W76°28.00'

TERRAIN FOLLOWING OPERATIONS: Not authorized.

ROUTE WIDTH - 3 NM either side of centerline from A to C; 5 NM either side of centerline from C to F; 2 NM either side of centerline from F to G; 3 NM either side of centerline from G to H.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Alternate Entry: C, D, E. Alternate Exit: G.
- (3) Contact Leesburg FSS prior to entry on 255.4 with entry/exit times.
- (4) If exiting route at Point H, transit R-5314 below 1000' AGL unless scheduled and/or cleared by Navy Dare Range Control Officer on frequency 358.8. Do not enter R-5314 unless scheduled.
- (5) Conflicting routes:
 - (a) VR-1754/VR-1755 are coincident from Point A to B;
 - (b) VR-1713 crosses between Point B and C, and runs parallel from Point D to H.
 - (c) VR-042 crosses at Point D, and between Point E and F.
- (6) Hazards:
 - (a) Extensive civilian fish-spotter aircraft from SFC to 5000' AGL over Chesapeake Bay, between Point A and B, from Apr-Nov.
 - (b) Ultralight activity in the vicinity of Point B.
 - (c) N37-20.8 W76-50.5 - Chart depicted antenna tower is actually 700' AGL.
 - (d) N36-55.2 W77-16.9 - Uncharted 250' AGL antenna tower.
 - (e) N36-41.4 W77-10.0 - Uncharted 500' AGL antenna tower.
 - (f) N36-23.0 W76-53.0 - Two 250' AGL powerline towers cross Chowan River.
 - (g) Exercise caution in the vicinity R-5314. Numerous MTRs terminate in this area. Military aircraft may be holding VFR over Phelps Lake or at the Alligator River bridge awaiting for clearance into the Dare bombing range.
- (7) Do not fly over:
 - (a) N37-25.0 W76-32.0 - Remain 2 NM from hospital.
 - (b) N37-07.8 W77-13.5 - Remain 3 NM north of the town of Disputanta.

VR ROUTES

- (c) N37-03.9 W77-19.9 - Remain 1 NM from historical house.
- (8) Avoid:
- (a) N37-20.0 W76-45.0 - Williamsburg Pottery Factory and vicinity.
- (b) N36-03.0 W76-42.0 - West bank of Chowan River in vicinity of Point F.
- (c) N35-47.5 W76-24.8 - Phelps Lake boat ramp.

FSS Within 100 NM Radius:

DCA, MIV, RDU

VR-1754

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, NAS Oceana, Virginia Beach, VA 23460-5200 DSN 433-9141, C757-433-9141.

SCHEDULING ACTIVITY: FACSFAC/VACAPES, NAS Oceana, Virginia Beach, VA 23460 DSN 433-1228 C757-433-1228. Scheduling hours 0600-1900 local (EST).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
05 AGL B 15 AGL to	A	CCV VORTAC	N37°20.85' W75°59.86'
SFC B 15 AGL to	B	HCM 054/15	N37°37.00' W76°29.00'
SFC B 15 AGL to	C	BRV 230/25	N38°01.00' W77°42.00'
15 AGL to 15 AGL to 3 NM N of D then descend to	D	GVE 330/22	N38°19.00' W78°26.00'
05 AGL B 15 AGL to	E	CSN 275/35	N38°38.00' W78°37.00'
05 AGL B 15 AGL to	E1	LDN 273/22	N38°50.00' W78°41.00'
05 AGL B 15 AGL to 05 AGL B 15 AGL to 16 NM NW of E then	E2	ESL 185/19	N38°55.00' W78°59.00'
SFC B 15 AGL to	F	ESL 057/7	N39°18.20' W78°52.00'
05 AGL B 15 AGL to	G	ESL 261/25	N39°07.00' W79°31.00'
SFC B 15 AGL to	H	EKN 165/47	N38°11.00' W79°44.00'
SFC B 15 AGL to	I	ROA 031/50	N38°05.00' W79°36.00'
SFC B 15 AGL to	J	LYH 352/44	N37°58.00' W79°27.00'
SFC B 15 AGL to	K	GVE 236/31	N37°41.00' W78°39.00'
10 AGL B 15 AGL to	L	GVE 196/22	N37°39.00' W78°14.00'

TERRAIN FOLLOWING OPERATIONS: Authorized 16 NM NW of Point E to J.

ROUTE WIDTH - 3 NM either side of centerline from Point A to L.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Alternate Entry: B, C, D, F and H. Alternate Exit: D, E, E1, E2, F, G, H and J.
- (3) Crossover to join Point G of VR-1756 is authorized from VR-1754 at Point E1 and E2 with approval of Scheduling Activity.
- (4) Contact Leesburg FSS prior to Point A or Elkins FSS prior to Point E2 on 255.4 with entry/exit times.
- (5) Maintain 1500' AGL from Point A until 10 NM past Point B then maintain 1000' AGL to Point C.
- (6) Maintain 1000' AGL from 3 NM north of Point D until 10 NM past Point E.
- (7) Conflicting routes:
 - (a) VR-1713 crosses between Point B and C;
 - (b) VR-1753/VR-1755 run parallel from Point A to B;
 - (c) VR-041 crosses at Point I, and between Point J and K;
 - (d) VR-1756 crosses between Point E1 and F, and crosses at Point I;
 - (e) VR-1722 is coincident from Point J to K, and crosses at Point C;
 - (f) VR-043 begins between Point F and G, and crosses between Point G and H;
 - (g) VR-1755 crosses twice between Point B and D;
 - (h) VR-1759 begins at Point C;
 - (i) VR-1722 crosses at Point C. (Deconflict with Richmond 192FG DSN 864-6411/10.
- (8) Hazards:
 - (a) Evers MOA is active with continuous daytime operations from 1000' AGL to FL 180. Contact 113 OSS/OSA, Joint Base Andrews, MD DSN 857-4183/4194/4171, C240-857-4183/4194/4171 for MOA flight information/deconfliction prior to scheduling;
 - (b) Extensive civilian fish-spotter aircraft from SFC to 5000' AGL over the Chesapeake Bay, between Point A and B, from Apr-Nov;
 - (c) Ultralight activity in the vicinity of Point B;
 - (d) Extensive helicopter operations from Point D and J;
 - (e) Numerous civilian aircraft cross route midway between Point D and E transiting VFR between New Market and Luray Airports;
 - (f) N37-47.6 W77-03.7 - Uncharted 400' AGL antenna tower;
 - (g) N37-49.2 W77-02.9 - Uncharted 400' AGL antenna tower;
 - (h) N37-57.7 W77-30.5 - Uncharted 300' AGL antenna tower.
- (9) Do not fly over:
 - (a) N37-48.2 W77-00.7 - Remain 2 NM from church;
 - (b) N37-50.0 W77-27.0 - Remain 1000' AGL and 2 NM from Kings Dominion;
 - (c) N38-05.0 W77-48.0 - Remain 2 NM from nuclear power plant;
 - (d) N39-19.9 W78-55.1 - Remain 2 NM from elementary school;
 - (e) N37-58.8 W79-30.6 - Remain 2 NM from horse farm;
 - (f) N37-07.0 W79-29.0 - Remain 2 NM from elementary school;
 - (g) N38-26.2 W79-50.1 - Remain 4 NM from National Radio Astronomy Observatory. Avoid UHF communication to maximum extent (not to interfere with safety) within 15 NM of Observatory;
 - (h) Do not fly over: N37-59.0 W77-31.0 - Remain at least 1 NM South of Lake Caroline.

(10) AVOID:

- (a) N37-48.0 W77-06.0 - Uncharted airfield;
- (b) N37-44.0 W78-58.0 - Uncharted airfield.

(11) Due to several windmills under construction between Points F and G, this leg shall be flown between 500' and 1500' AGL until further notice.

(12) CAUTION: Severe bird activity along route. Highest concentrations Dec-Mar.

FSS Within 100 NM Radius:

AOO, DCA, EKN, IPT, MIV, RDU

VR-1755

ORIGINATING ACTIVITY: COMSTRK FIGHTWINGLANT, NAS Oceana, Virginia Beach, VA 23460-5200 DSN 433-9141, C757-433-9141.

SCHEDULING ACTIVITY: FACSAC/VACAPES, NAS Oceana, Virginia Beach, VA 23460 DSN 433-1228 C757-433-1228, Scheduling hours 0600-1900 local (EST).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	CCV 115/11	N37°18.00' W75°47.00'
05 AGL B 15 AGL to	B	HCM 334/18	N37°42.00' W76°55.00'
05 AGL B 15 AGL to	C	BRV 265/17	N38°16.00' W77°42.00'
05 AGL B 15 AGL to	D	GVE 239/10	N37°55.00' W78°19.00'
05 AGL B 15 AGL to	E	GVE 155/22	N37°42.00' W77°55.00'
05 AGL B 15 AGL to	F	BRV 209/23	N37°59.00' W77°31.00'
05 AGL B 15 AGL to	G		N37°58.00' W76°53.00'

ROUTE WIDTH - 3 NM either side of centerline from A to C; 3 NM left and 2 NM right of centerline from C to D; 3 NM either side of centerline from D to G.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Alternate Entry: B. Alternate Exit: D and E.
- (3) Contact Leesburg FSS prior to entry on 255.4 with Entry/Exit times.
- (4) Maintain 1000' AGL from Point A to C.
- (5) Conflicting routes:
 - (a) VR-1753/VR-1754 run parallel from Point A to B.
 - (b) VR-1713 crosses between Point A and B.
 - (c) VR-1754 crosses between Point C and D, and at Point F.
 - (d) VR-1759 crosses between Point D and E. VR-1759 begins at Point F and runs in the opposite direction towards Point E.
 - (e) VR-1722 runs same direction from Point E to G. Deconflict with Richmond 192 FG, DSN 864-6411-6410.
- (6) Hazards:

- (a) Extensive civilian fish-spotter aircraft from SFC to 5000' AGL over Chesapeake Bay, between Point A and B, from Apr-Nov.
- (b) Ultralight activity midway between Point A and B.
- (c) N37-47.6 W77-03.7 - Uncharted 400' AGL antenna tower.
- (d) N37-49.2 W77-02.9 - Uncharted 300' AGL antenna tower.
- (e) N37-57.7 W77-30.5 - Uncharted 300' AGL antenna tower.
- (f) N38-05.0 W77-13.0 - Do not enter R-6601.
- (7) Do not fly over:
 - (a) N37-55.0 W78-19.0 - Remain 1 NM from Lake Monticello at Point D.
 - (b) N37-59.0 W77-31.0 - Remain at least 1 NM South of Lake Caroline.
- (8) Avoid-
 - (a) N37-47.0 W77-49.0 - Uncharted airfield.

FSS Within 100 NM Radius:

AOO, DCA, EKN, MIV, RDU

VR-1756

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, NAS Oceana, Virginia Beach, VA 23460-5200 DSN 433-9141, C757-433-9141.

SCHEDULING ACTIVITY: FACSAC/VACAPES, NAS Oceana, Virginia Beach, VA 23460 DSN 433-1228 C757-433-1228, Scheduling hours 0600-1900 local (EST).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	LYH 048/20	N37°30.00' W78°57.00'
15 AGL to 15 NM NW of Amherst then			
SFC B 15 AGL to	B	LYH 342/46	N37°58.00' W79°37.00'
SFC B 15 AGL to	C	EKN 229/21	N38°39.00' W80°24.00'
SFC B 15 AGL to	D	MGW 214/16	N39°19.00' W80°02.00'
SFC B 15 AGL to	E	MGW 118/11	N39°29.00' W79°38.00'
SFC B 15 AGL to	F	ESL 079/22	N39°20.00' W78°32.00'
SFC B 15 AGL to	G	ESL 185/19	N38°55.00' W78°59.00'
05 AGL B 15 AGL to	H	ROA 031/50	N38°05.00' W79°36.00'
05 AGL B 15 AGL to	I	ROA 031/30	N37°47.00' W79°47.00'
05 AGL B 15 AGL to	J	LYH 258/22	N37°09.00' W79°40.00'

ROUTE WIDTH - 2 NM either side of centerline from A to B; 2 NM left and 1 NM right of centerline from B to I; 1 NM left and 4 NM right of centerline from I to J.

VR ROUTES

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Alternate Entry: C, D, E, G, I and J. Alternate Exit: C, G, I and J.
- (3) Entry to VR-1756 at Point G is authorized from VR-1754 Point E2 with approval of Scheduling Activity.
- (4) Contact Leesburg FSS prior to Point A or Elkins FSS prior to Point E on 255.4 with entry/exit times.
- (5) Conflicting routes:
 - (a) VR-096 crosses between Point A and B, and between Point I and J.
 - (b) VR-041 crosses between Point A and B, and between Point I and J.
 - (c) VR-1756 crosses at Point B.
 - (d) VR-043 crosses between Point B and C.
 - (e) VR-1754 crosses between Point F and G, and at Point H.
- (6) Hazards:
 - (a) Extensive helicopter operations in the vicinity of Point D.
 - (b) N39-18.4 W78-54.5 - Uncharted 300' AGL antenna tower.
 - (c) N38-49.0 W79-06.0 - Chart depicted powerline tower is actually 360' AGL.
 - (d) N37-31.5 W79-41.5 - Springwood Gliderport. Glider activity on Sat, Sun, and Wed from 0900-sunset, SFC to 14,000' MSL. Remain right of centerline in the vicinity of Point I.
 - (e) Extensive Army helicopter operations from Point A to F.
- (7) Do not fly over;
 - (a) N37-31.0 W78-57.0 - Remain 3 NM from papermill.
 - (b) N37-09.0 W79-40.0 - Climb to 1500' AGL at Point J and remain 1 NM from Smith Mountain Lake.
 - (c) N38-26.2 W79-50.1 - Remain 4 NM from National Radio Astronomy Observatory. Avoid UHF communications to maximum extent (not to interfere with safty) within 15 NM of observatory.
- (8) CAUTION: Severe bird activity along route. Highest concentrations Dec-Mar.

FSS Within 100 NM Radius:

AOO, DCA, EKN, IPT, RDU

VR-1757

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, NAS Oceana, Virginia Beach, VA 23460-5200 DSN 433-9141, C757-433-9141.

SCHEDULING ACTIVITY: FACSFAC/VACAPES, NAS Oceana, Virginia Beach, VA 23460 DSN 433-1228 C757-433-1228, Scheduling hours 0600-1900 local (EST).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	HAR 262/29	N40°09.00' W77°40.00'
05 AGL B 15 AGL to	B	HAR 294/32	N40°26.00' W77°45.00'
05 AGL B 15 AGL to	C	PSB 185/14	N40°41.00' W77°58.00'

05 AGL B 15 AGL to	D	PSB 246/14	N40°47.00' W78°15.00'
05 AGL B 15 AGL to	E		N40°41.00' W78°33.00'
05 AGL B 15 AGL to	F		N40°28.00' W78°29.00'
05 AGL B 15 AGL to	G		N40°17.00' W78°33.00'
05 AGL B 15 AGL to	H	THS 288/31	N40°02.00' W78°37.00'
05 AGL B 15 AGL to	I	HGR 297/49	N39°58.00' W78°51.00'
05 AGL B 15 AGL to	J	HGR 284/38	N39°46.00' W78°40.00'
05 AGL B 15 AGL to	K	HGR 273/26	N39°40.00' W78°25.00'
05 AGL B 15 AGL to	L	ESL 081/17	N39°18.00' W78°38.00'

TERRAIN FOLLOWING OPERATIONS: Authorized from B to K.

ROUTE WIDTH - 2 NM either side of centerline.

Special Operating Procedures:

- (1) Route reservation and brief required.
- (2) Contact Altoona FSS prior to entry on 255.4 with Entry/Exit times.
- (3) Conflicting routes:
 - (a) VR-704/VR-705 cross between Point A and B, and between Point E and F.
 - (b) VR-708 crosses at Point H and J, and between Point K and L.
- (4) From 15 Mar-15 May, overfly Point C at 1500' AGL and remain north of centerline.
- (5) Hazards:
 - (a) N40-00.0 W77-44.0 - R-5801/5803 Chambersburg Controlled Firing Area (Live Range) is 10 NM south of Point A.
- (6) Do not fly over:
 - (a) N40-45.0 W77-54.0 - Remain 1000' AGL and 2 NM from Shavers Creek Environmental Center.
- (7) CAUTION: Severe bird activity along route. Highest concentrations Dec-Mar.

FSS Within 100 NM Radius:

AOO, BUF, DCA, EKN, IPT, MIV

VR-1759

ORIGINATING ACTIVITY: COMSTRKFIGHTWINGLANT, NAS Oceana, Virginia Beach, VA 23460-5200 DSN 433-9141, C757-433-9141.

SCHEDULING ACTIVITY: FACSFAC/VACAPES, NAS Oceana, Virginia Beach, VA 23460 DSN 433-1228, C757-433-1228, Scheduling hours 0600-1900 local (EST).

HOURS OF OPERATION: Continuous

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BRV 209/23	N37°59.00' W77°31.00'
05 AGL B 15 AGL to	B	GVE 178/18	N37°43.00' W78°06.00'
20 AGL B 25 AGL to	C	GVE 185/28	N37°32.52' W78°08.73'
10 AGL B 15 AGL to	D	LVL 322/27	N37°08.02' W78°19.00'
05 AGL B 15 AGL to	E	LVL 242/24	N36°35.00' W78°18.00'
05 AGL B 15 AGL to	F	TYI 339/10	N36°08.00' W77°48.00'
05 AGL B 15 AGL to	G	TYI 122/21	N35°49.00' W77°19.00'
05 AGL B 15 AGL to climb to cross H 10 AGL.	H	NKT 010/41	N35°35.00' W76°52.00'

TERRAIN FOLLOWING OPERATIONS: None.**ROUTE WIDTH** - 5 NM either side of centerline.**Special Operating Procedures:**

- (1) Route reservation and brief required.
- (2) Alternate Entry: C. Alternate Exit: E and F.
- (3) Contact Leesburg FSS prior to entry on 255.4 with entry/exit times.
- (4) Remain north of centerline between Point E and F.
- (5) Conflicting Routes:
 - (a) VR-1755 runs in the opposite direction between Point A and B;
 - (b) VR-1722 crosses twice between Point B and C;
 - (c) VR-096/VR-1061 cross between Point C and D;
 - (d) VR-1060/VR-042/VR-043 cross between Point C and D, and between Point D and E;
 - (e) VR-086 crosses between Point D and E, and between Point E and F;
 - (f) VR-1046 crosses at Point E;
 - (g) VR-085 crosses between Point E and F.
- (6) Hazards:
 - (a) Farmville MOA is active from 0800-1700 local, Mon-Fri, from 300' AGL to 5000' MSL. Monitor Washington ARTCC on 317.7, do not check in. Route users must deconflict the Farmville MOA with the 1st FW only if routes are used between the hours of 0800-1700 local, Mon-Fri, DSN 574-2559/2483;
 - (b) Exercise caution in the vicinity of R-5314. Numerous MTR's terminate in this area. Military aircraft may be holding VFR over Phelps Lake or the Alligator River bridge awaiting for clearance into the Dare Bombing Range;
 - (c) N36-23.6 W78-04.7 - Uncharted 500' AGL antenna tower;
 - (d) N35-49.4 W77-19.5 - Uncharted 450' AGL antenna tower;
 - (e) Tower at N37-38.5 W78-07.5 which is 1314' AGL and 1649' MSL on route centerline between Points A and C.
- (7) Avoid:
 - (a) N37-47.2 W77-49.5 - Uncharted airfield;
 - (b) N36-45.5 W78-21.4 - Uncharted airfield.

- (8) Avoid the Bald Eagle's nest located at N37-13.4 W78-18.3 by 1 NM and 1000' AGL between 15 Nov-15 Jul.
- (9) Do not fly over: N37-59.0 W77-31.0 - Remain at least 1 NM South of Lake Caroline.

FSS Within 100 NM Radius:

AOO, DCA, EKN, MIV, RDU

VR-1800**ORIGINATING ACTIVITY:** 174 ATKW, DET 1, PO Box 320, Antwerp, NY 13608 DSN 772-5990.**SCHEDULING ACTIVITY:** EADS/DOS 224 Air Def Sqdn, EASTERN AIR DEFENSE SECTOR, 366 Otis St, Rome, NY 13441, DSN 587-6247, C315-334-6247. Primary method of scheduling is via CSE.**HOURS OF OPERATION:** 0800 local-Sunset daily**ROUTE DESCRIPTION:**

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BTW 072/32	N44°41.00' W72°33.00'
05 AGL B 15 AGL to	B	BTW 012/22	N44°46.00' W73°12.50'
05 AGL B 15 AGL to	C	BTW 338/35	N44°52.00' W73°41.00'
05 AGL B 15 AGL to	D	MSS 145/30	N44°35.00' W74°12.00'
05 AGL B 15 AGL to	E	MSS 185/33	N44°22.00' W74°35.70'
05 AGL B 15 AGL to	F	MSS 194/37	N44°18.00' W74°43.00'
05 AGL B 15 AGL to	G	ART 078/46	N44°15.30' W75°05.80'
05 AGL B 15 AGL to	H	ART 073/29	N44°11.00' W75°29.10'

TERRAIN FOLLOWING OPERATIONS: Authorized from entire route A to H (VMC CONDITIONS ONLY).**ROUTE WIDTH** - 6 NM left and 8 NM right of centerline from A to B; 2 NM left and 8 NM right of centerline from B to C; 5 NM left and 8 NM right of centerline from C to E; 5 NM either side of centerline from E to H.**Special Operating Procedures:**

- (1) Aircraft not scheduled into R-5201 exit at G (Do not enter R-5201 without clearance).
- (2) Contact Wheeler Sack approach on 226.3 (MOA Common) prior to F.
- (3) VR-725 joins and mirrors the route at F at 100'AGL to 6000'MSL.
- (4) IR-801 No longer active UFN. VR-724 CLOSED PERMANENTLY.
- (5) Alternate Entry: B, D, and E.
- (6) Alternate Exit: D, E, and G.
- (7) Avoid Adirondack Parks St. Regis Canoe Area N44°23.8' W75°21.4' by 1000' AGL May through October.
- (8) Avoid uncontrolled airports by 1500' AGL or 3 NM whenever possible.

VR ROUTES

- (9) Use CAUTION between Points A and B. Model rocket club occasionally firing unguided rockets up to 10,120' MSL IVO N44 49.5 W073 09.8. Activity will be reflected in NOTAMs at least 24 hours prior to firing.
- (10) Tie-in FSS: Burlington (BTV).
- (11) Exercise CAUTION in the vicinity of (C). Multiple windmill farms with more additions ongoing. Elevations up to 660 ft MSL.

FSS Within 100 NM Radius:

BGR, BTV

VR-1801

ORIGINATING ACTIVITY: 174ATKW, DET 1, P.O. BOX 320, ANTWERP, NY 13608 DSN 772-5990

SCHEDULING ACTIVITY: EADS/DOS 224 Air Def Sqdn, EASTERN AIR DEFENSE SECTOR, 366 Otis St., Rome, NY 13441, DSN 587-6247, C315-334-6247. Primary method of scheduling is via CSE.

HOURS OF OPERATION: 0800 local-Sunset daily

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MPV 240/29	N43°44.21' W72°54.75'
03 AGL B 15 AGL to	B	CAM 005/44	N43°43.12' W73°30.13'
03 AGL B 15 AGL to	C	CAM 346/42	N43°36.70' W73°47.78'
03 AGL B 15 AGL to	D	CAM 307/45	N43°17.01' W74°17.35'
03 AGL B 15 AGL to	E	UCA 066/29	N43°18.57' W74°37.74'
03 AGL B 15 AGL to	F	UCA 021/30	N43°31.22' W75°03.42'
03 AGL B 15 AGL to	G	ART 122/41	N43°42.90' W75°10.75'
03 AGL B 15 AGL to	H	ART 073/29	N44°11.10' W75°28.63'

TERRAIN FOLLOWING OPERATIONS: Authorized from entire route A to H (VMC CONDITIONS ONLY).

ROUTE WIDTH - 5 NM either side of centerline from A to D; 6 NM left and 5 NM right of centerline from D to E; 8 NM left and 5 NM right of centerline from E to F; 8 NM left and 3 NM right of centerline from F to G, 8 NM left and 5 NM right of centerline from G to H.

Special Operating Procedures:

- (1) Aircraft not scheduled into R-5201 exit at G (Do not enter R-5201 without clearance).
- (2) Contact Wheeler Sack approach on 226.3 (MOA Common) prior to F.
- (3) VR-725 crosses the route between C and D from surface to 5000' MSL.
- (4) IR-801 No longer active UFN. VR-724 CLOSED PERMANENTLY.
- (5) Alternate Entry: B, C, E, and F.

- (6) Alternate Exit: D, E, F, and G.
- (7) Schedule the Lowville MOA if planning to Exit at G.
- (8) Call Griffiss Approach with an advisory at E.
- (9) Avoid uncontrolled airports by 1500 AGL or 3 NM whenever possible.
- (10) Avoid by 500' AGL(1000 AGL May through October) The Adirondack Parks Silver Lake Wilderness Area (North of centerline and up to 4 NM south of centerline between N43°18.6' W74°14.5' and N43°18.2' W74°33.4') West Canada Lake Wilderness Area (East of centerline between N43°21.5' W74°43.8' and N43°25.1' W74°50.7'), and HA-DE-RON-DAH Wilderness Area (East of centerline between N43°38.9' W75°07.5' and N43°42.2' W75°09.7').
- (11) Noise Sensitive Areas (Avoid by 1500' AGL or 1.5 NM): Villages of Brandon N43°48.0' W73°05.0', Subury N43°48.0' W73°12.0', Orwell N43°48.0' W73°18.0', Benson N43°42.0' W73°18.0, Proctor N43°40.0' W73°02.0, Sunrise Lake N43°45.0 W73°16.0', Campsite N43°21.3' W74°16.0' by 2000' AGL or 1.5 NM, Natural Bridge N44°04.1' W75°29.6' by 1500' AGL.75 NM.
- (12) Tie-in FSS: Burlington (BTV).

FSS Within 100 NM Radius:

BDR, BGR, BTV

VR-1900

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TAL 149/56	N64°16.00' W151°44.00'
01 AGL B 15 AGL to	B	BIG 252/100	N64°05.17' W149°31.27'
01 AGL B 15 AGL to	C	BIG 254/74	N64°08.12' W148°31.55'
01 AGL B 15 AGL to	D	BIG 255/39	N64°05.00' W147°10.00'
01 AGL B 15 AGL to Alternate exit track D1-EA	E	BIG 269/48	N64°17.12' W147°24.97'
01 AGL B 15 AGL to	D1	BIG 255/39	N64°05.00' W147°10.00'
01 AGL B 15 AGL to Alternate exit track D2-EB	EA	EIL 088/37	N64°28.00' W145°45.00'
01 AGL B 15 AGL to	D2	BIG 255/39	N64°05.00' W147°10.00'
01 AGL B 15 AGL to	EB	BIG 234/22	N63°55.13' W146°31.40'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through EIELSON Military Operations Areas (MOA). Primary exit enters RESTRICTED AREA R-2211; EA alternate exit transitions RESTRICTED AREA R-2202, DELTA 2 and YUKON 1 MOA; EB alternate exit enters RESTRICTED AREA R-2202. Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Prior scheduling with Scheduling Activity (SA) of R-2211 or R-2202 is required if entering this restricted airspace. This step is required to ensure RA will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Primary exit point E will only be utilized if you also have R-2211 scheduled for use, if not utilize alternate exit point D within Eielson MOA. Alternate exit points EA and EB will only be scheduled when Eielson Range Control is open or if you are working directly with the Army within R-2202. If the MOAs are scheduled by other users, the SA will require you to contact the scheduled users to coordinate altitude separation.
- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When Eielson Range Control (ERC) is open, you are required to contact ERC prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
- (5) ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
- (6) When ERC is closed (generally nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA for you, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace - no clearance required. Eielson MOA and R-2211 are cold/inactive when ERC is closed. A recorded message on 125.3 MHz indicates ERC is closed.
- (7) R2202 is subdivided. R2202A can be hot while R2202B and C are cold. If R2202B and C are cold, alternate exits EA and EB may be flown, but stay clear of any hot sub-sections.
- (8) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (9) Primary Entry: Point A. Alternate Entry: Point B, C and D.
- (10) Primary Exit: Point E. Alternate Exit: Points D, EA, and EB.
- (11) All route points are collocated with IR-916, IR-900 and VR-1916.
- (12) Use CAUTION for multiple Airways, including low altitude RNAV routes near Points A to C and multiple MTR crossings throughout the entire route.
- (13) Use CAUTION for float plane activity at Mucha Lake (N64 13.00 W150 53.00) on segment A to B in the Kantishna River valley.

- (14) Use CAUTION on segment B to C. In IMC conditions, maintain 1,000' AGL minimum to avoid multiple isolated cabins, light-aircraft emergency airstrips, and numerous wind turbines within 3NM of route centerline.
- (15) Use CAUTION for VFR traffic in the vicinity of the Nenana River on Segment B to C for light aircraft transiting to/from Windy Pass and Denali Park.
- (16) Use CAUTION for uncharted Newman Creek Airstrip (N63 58.60 W147 15.60) 6NM southwest of Point D. Avoid by 1 NM below 1,500' AGL.
- (17) Remain clear of hunting cabins in vicinity of Gold King Creek Airstrip (N64 11.47 W147 55.57) 4NM north of segment C to D. Remain clear by 1,500' AGL or 3 NM, continuous.
- (18) Remain clear of two uncharted airstrips: (N64 07.10 W148 00.00) directly on segment C to D crossing Gold King creek; and (N64 06.50 W147 33.20) 0.5NM north of segment C to D crossing Wood River. Remain clear by 1,500' AGL or 3 NM, continuous.
- (19) Remain clear of Shaw Creek Youth Camp and Clear Creek Cabins on Delta River east of alternate exit route segment D1 to EA by 1,500' AGL or 1 NM, continuous.
- (20) Remain clear of Birch Lake State Recreation Site on Delta River west of alternate exit route segment D1 to EA by 2,000' AGL or 1 NM from 15 May-30.
- (21) ATC contact: Route entry/exit A through E: Anchorage Center (319.2/120.9). Alternate exit points EA and EB: Anchorage Center (322.5/135.3).
- (22) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (23) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, MCG, ORT, TKA

VR-1902

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MCG 134/44	N62°17.58' W154°54.47'
01 AGL B 15 AGL to	B	MCG 211/20	N62°44.00' W156°10.00'
01 AGL B 15 AGL to	C	MCG 258/68	N63°04.00' W158°04.00'
01 AGL B 15 AGL to	D	UNK 085/45	N63°45.00' W159°02.00'
01 AGL B 15 AGL to	E	UNK 067/67	N64°02.00' W158°11.00'

VR ROUTES

01 AGL B 15 AGL to	D	UNK 085/45	N63°45.00' W159°02.00'
01 AGL B 15 AGL to	D1	UNK 085/45	N63°45.00' W159°02.00'
01 AGL B 15 AGL to	EA	UNK 194/18	N63°37.33' W161°00.90'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through STONY Military Operations Area (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry.
- (3) Approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
- (4) Primary Entry: Point A.
- (5) Primary Exit: Point E. Alternate Exit: Point EA.
- (6) All route points are collocated with IR-902, IR-1912, and VR-1912.
- (7) Use CAUTION for IR-905, IR-915, VR-1905 and VR-1915 crossing at Point A.
- (8) Use CAUTION for McGrath Airport Class E Airspace, north of segment A to B.
- (9) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments B through D and on alternate exit route D1 to EA.
- (10) During the Iditarod Sled Dog Race (approximately 1-15 March), on odd number years, the minimum altitude on segments B to E is 1500' AGL, and must remain at least 1 NM east of the Yukon River shore on segments C to E.
- (11) Remain clear of Peregrine Falcon Nests on segment D to E. Remain 1 NM E of the Yukon River shore or 2000' AGL, (15 Apr-31 Aug).
- (12) Remain above 1500' AGL on segments C to E during moose hunting season, (27 Aug-30 Sep).
- (13) Segments B to E and alternate exit routing are flown over Innoko National Wildlife Refuge and Wilderness Areas. Remain clear of human activity by at least 1/2 NM. (1 May-30 Sep).
- (14) Avoid direct overflight of hunting camp located on segment C to D on the Iditarod River at (N63 10.90, W158 18.00).
- (15) ATC contact: Route Entry: Anchorage Center (353.8/128.1), Primary Exit: (290.2/127.0), and Alternate Exit (335.5/135.7).
- (16) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (17) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

MCG, TKA

VR-1905

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	TKA 209/49	N61°44.43' W151°23.48'
01 AGL B 15 AGL to Seasonal alternate entry	B	TKA 229/58	N61°55.73' W151°59.55'
01 AGL B 15 AGL to	C	TKA 224/82	N61°39.53' W152°40.88'
01 AGL B 15 AGL to	D	SQA 035/61	N61°42.08' W153°55.17'
01 AGL B 15 AGL to	E	MCG 134/44	N62°17.58' W154°54.47'
01 AGL B 15 AGL to	F	MCG 069/49	N62°58.00' W153°50.00'
01 AGL B 15 AGL to	G	MCG 026/66	N63°42.53' W153°51.83'
01 AGL B 15 AGL to	H	MCG 023/101	N64°10.43' W153°03.03'
01 AGL B 15 AGL to	I	MCG 032/131	N64°16.00' W151°44.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through STONY and GALENA Military Operations Areas (MOAs). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Request ATC clearance at least 5 minutes prior to route entry. Approaching entry/exit points, turn points, and periodically throughout the route, advise civil traffic with position reports on 122.9.
- (3) Primary Entry: Point A. (Seasonal 1 Jun to 15 Aug entry: Point B, enter at an AS ASSIGNED to alternate entry altitude). Alternate Entry: Points B, D or E.
- (4) Primary Exit: Point I. Alternate Exit: Points D or E.
- (5) Route segment A to B will be deactivated from 1 Jun - 15 Aug during the fishing season due to numerous light aircraft near rivers/lakes. During this time, the seasonal primary entry point for VR-1905 will be Point B.
- (6) All route points are collocated with IR-915, IR-905 and VR-1915.
- (7) Point D is collocated with IR-903, IR-913, VR-933 and VR-934.
- (8) Point E is collocated with IR-902, IR-912, VR-1902 and VR-1912.

- (9) Use CAUTION for low VFR traffic especially in the summer between Point McKenzie, Mt Spurr, and approximately 20 NM around Point A.
- (10) Use CAUTION for sling load helicopter ops from the SFC to 3000' AGL between Points B to C from 1 Jun - 1 Oct.
- (11) Use CAUTION for light aircraft operating in the vicinity of an uncharted airstrip (N61 54.63. W 154 22.19) on segments D to E, approximately 18NM past Point D, just left of route centerline.
- (12) Use CAUTION for IR-903/913 and VR-933/934 at point D as well as IR-902/912 and VR-1902/1912 at point E and IR-900-916 and VR-1900/1916 at point I.
- (13) Heavy mining operations with numerous helicopter sling-load and light fixed wing aircraft operating in vicinity. Remain Clear of multiple uncharted airstrips (Whiskey Bravo at N61 57.50, W 152 36.00 and unknown at N61 43.00, W 152 47.00) within the Whistler Mine mandatory communication area located immediately north of Point C and along segment B to C (approximately Jun-Oct). Self-announce position and intentions on 122.9. Whiskey Bravo airstrip personnel may respond with traffic advisories.
- (14) Remain clear of Lake Clark National Park approximately 4 NM south of route corridor on segment C to D.
- (15) During the Iditarod Sled Dog Race (approximately 1-15 March) maintain minimum altitude of 1500' AGL over the South Fork of the Kuskokwim River on segment E to F. Numerous light aircraft support the race.
- (16) ATC contact: Route Entry: Anchorage Center (254.3/125.55), Primary Exit: (319.2/120.9), and Alternate Exit (353.8/128.1).
- (17) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (18) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

ENA, PAQ, ILI, MCG, HOM, TKA, FAI

VR-1909

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BIG 076/39	N63°54.00' W144°16.00'
01 AGL B 15 AGL to	B	BIG 050/52	N64°15.00' W143°50.00'
01 AGL B 15 AGL to	C	BIG 335/28	N64°28.00' W145°45.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through DELTA 4, BUFFALO, and YUKON 1 Military Operations Areas (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (3) When ERC is open, you are required to contact them on UHF primary 229.4, secondary 244.55, or VHF 125.3 prior to entering active MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA and continue periodic reattempts.
- (4) When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.
- (5) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (6) Primary Entry: Point A. Alternate Entry: Point B.
- (7) Primary Exit: Point C. Alternate Exit: Point B.
- (8) All route points are collocated with IR-939, IR-909 and VR-1939.
- (9) Use CAUTION for multiple Airways, including low altitude RNAV routes near Point C and multiple MTR crossings throughout the route.
- (10) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. One known camp is located at N64 17.00 W144 16.00, south of segment B to C, which uses helicopters for re-supply.
- (11) Use CAUTION for Pogo Mine and Pogo Mine Airstrip adjacent to route at Points B and C. Avoid mine center point (N64 27.12 W144 54.19) in Goodpaster River valley by 3NM and 1000' AGL (15 May-15 Jul). Airstrip has high density air activity with helicopters (150'-500' cable long-lines) and fixed wing activity.
- (12) Prior to entry, remain clear of the native village of Healy Lake around N63 59.00 W144 45.00 by 3NM or 6,000' MSL continuously; and Lake George around N63 47.00 W144 32.00 by 2NM and 1,500' AGL continuously.
- (13) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 June. Up to four 6NM wide circles, updated every three days, will be avoided by 2,000' AGL. See local OGV FCIF for details and locations.
- (14) ATC contact: Anchorage Center; Route Entry: (322.5/135.3), Primary Exit: (319.2/120.9).
- (15) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (16) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar - 30 Sep, other times contact FAI FSS) See Alaska Supplement

VR ROUTES

VR-1912

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	UNK 067/67	N64°02.00' W158°11.00'
01 AGL B 15 AGL to	B	UNK 085/45	N63°45.00' W159°02.00'
01 AGL B 15 AGL to	C	MCG 258/68	N63°04.00' W158°04.00'
01 AGL B 15 AGL to	D	MCG 211/20	N62°44.00' W156°10.00'
01 AGL B 15 AGL to Alternate entry track: AA to B1	E	MCG 134/44	N62°17.58' W154°54.47'
as assigned to	AA	UNK 194/18	N63°37.33' W161°00.90'
01 AGL B 15 AGL to thence along remain- der of route	B1	UNK 085/45	N63°45.00' W159°02.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through STONY Military Operations Area (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry.
- (3) Approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. This Alaska-unique area CTAF is commonly 122.9.
- (4) Primary Entry: Point A. Alternate Entry: Point AA.
- (5) Primary Exit: Point E.
- (6) All route points are collocated with IR-902, IR-912 and VR-1902.
- (7) Use CAUTION for multiple Airways, including low altitude RNAV routes, on segments B to D and on alternate entry route from AA to B1.
- (8) Use CAUTION for McGrath Airport Class E Airspace, north of segment D to E.
- (9) Use CAUTION for IR-905, IR-915, VR-1905 and VR-1915 crossing at Point E.
- (10) During the Iditarod Sled Dog Race (approximately 1-15 March), on odd number years, the minimum altitude on segments C to D is 1500' AGL and must remain at least 1 NM east of the Yukon River shore on segments A to C.

- (11) Remain clear of Peregrine Falcon Nests on segment A to B. Remain 1 NM E of the Yukon River shore or 2000' AGL, (15 Apr-31 Aug).
- (12) Remain above 1500' AGL on segments A through C during moose hunting season, (27 Aug-30 Sep).
- (13) Segments A to D and alternate entry routing are flown over Innoko National Wildlife Refuge and Wilderness Area. Remain clear of human activity by at least 1/2 NM. (1May-30 Sep).
- (14) Avoid direct overflight of hunting camp located on segment B to C on the Iditarod River at (N63 10.90, W158 18.00).
- (15) ATC contact: Route Entry: Anchorage Center (290.2/127.0), Alternate Entry: (335.5/135.7), Primary Exit: (353.8/128.1).
- (16) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (17) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

MCG, TKA

VR-1915

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 3 OSS/OSO, 8364 Kuter Ave, JBER, AK 99506 DSN 317-552-0410/2406, C907-552-0410/2406. After duty hours C907-201-3301.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	MCG 032/131	N64°16.00' W151°44.00'
01 AGL B 15 AGL to	B	MCG 023/101	N64°10.43' W153°03.03'
01 AGL B 15 AGL to	C	MCG 026/66	N63°42.53' W153°51.83'
01 AGL B 15 AGL to	D	MCG 069/49	N62°58.00' W153°50.00'
01 AGL B 15 AGL to	E	MCG 134/44	N62°17.58' W154°54.47'
01 AGL B 15 AGL to	F	SQA 035/61	N61°42.08' W153°55.17'
01 AGL B 15 AGL to	G	TKA 224/82	N61°39.53' W152°40.88'
01 AGL B 15 AGL to	H	TKA 229/58	N61°55.73' W151°59.55'
01 AGL B 15 AGL to	I	TKA 209/49	N61°44.43' W151°23.48'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through STONY and GALENA Military Operations Areas (MOAs). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Request ATC clearance at least 5 minutes prior to route entry. Approaching entry/exit points, turn points, and periodically throughout the route, advise civil traffic with position reports on 122.9.
- (3) Primary Entry: Point A. Alternate Entry: Points E or F.
- (4) Primary Exit: Point I. Point I closed 1 Jun to 15 Aug, use seasonal exit point H. Alternate Exit: Points E, F, and H.
- (5) Route segment H to I will be deactivated from 1 Jun - 15 Aug during the fishing season due to numerous light aircraft near rivers/lakes. During this time, the primary exit point for VR-1915 will be Point H.
- (6) All route points are collocated with IR-905, IR-915 and VR-1905.
- (7) Point F is collocated with IR-903, IR-913, VR-933 and VR-934.
- (8) Point E is collocated with IR-902, IR-912, VR-1902 and VR-1912.
- (9) Use CAUTION for IR-903/913 and VR-933/934 at point F as well as IR-902/912 and VR-1902/1912 at point E and IR-900-916 and VR-1900/1916 at point A.
- (10) Use CAUTION for light aircraft operating in the vicinity of an uncharted airstrip (N61 54.63. W 154 22.19) on segments E to F, approximately 28 NM past Point E, just right of route centerline.
- (11) Use CAUTION for sling load helicopter ops from the SFC to 3000' AGL between Points G to H from 1 Jun - 1 Oct.
- (12) Use CAUTION for low VFR traffic especially in the summer between Point McKenzie, Mt Spurr, and approximately 20 NM around Point I.
- (13) During the Iditarod Sled Dog Race (approximately 1-15 March) maintain minimum altitude of 1500' AGL over the South Fork of the Kuskokwim River on segment D to E. Numerous light aircraft support the race.
- (14) Remain clear of Lake Clark National Park approximately 4 NM south of route corridor on segment F to G.
- (15) Heavy mining operations with numerous helicopter sling-load and light fixed wing aircraft operating in vicinity. Remain Clear of multiple uncharted airstrips (Whiskey Bravo at N61 57.50, W 152 36.00 and unknown at N61 43.00, W 152 47.00) within the Whistler Mine mandatory communication area located immediately north of Point G and along segment G to H (approximately Jun-Oct). Self-announce position and intentions on 122.9. Whiskey Bravo airstrip personnel may respond with traffic advisories.
- (16) ATC contact: Route Entry: Anchorage Center (319.2/120.9), Primary Exit: (254.3/125.55), and Alternate Exit (353.8/128.1).
- (17) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (18) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

ENA, PAQ, ILI, MCG, HOM, TKA, FAI

VR-1916

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BIG 269/48	N64°17.12' W147°24.97'
01 AGL B 15 AGL to	B	BIG 255/39	N64°05.00' W147°10.00'
01 AGL B 15 AGL to	C	BIG 254/74	N64°08.12' W148°31.55'
01 AGL B 15 AGL to	D	BIG 252/100	N64°05.17' W149°31.27'
01 AGL B 15 AGL to Alternate entry track: AA-B1	E	TAL 149/56	N64°16.00' W151°44.00'
as assigned to	AA	EIL 088/37	N64°28.00' W145°45.00'
01 AGL B 15 AGL to Thence along remain- der of route Alternate entry track: AB-B2	B1	BIG 255/39	N64°05.00' W147°10.00'
as assigned to	AB	BIG 234/22	N63°55.13' W146°31.40'
01 AGL B 15 AGL to Thence along remain- der of route	B2	BIG 255/39	N64°05.00' W147°10.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Primary route entry is in RESTRICTED AREA R-2211, remainder of route transitions through EIELSON Military Operations Areas (MOA); AA Alternate Entry transitions through RESTRICTED AREA R-2202, YUKON 1 and DELTA 2 MOA; AB Alternate entry is in RESTRICTED AREA R-2202. Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Prior scheduling with Scheduling Activity (SA) of R-2211 or R-2202 is required if entering this restricted airspace. This step is required to ensure RA will be cold, unless you will be performing hazardous activities which require an active RA (i.e. dropping bombs). Primary entry point A will only be utilized if you also have R-2211 scheduled for use, if not utilize alternate entry point B within Eielson MOA. Alternate entry points AA and AB will only be scheduled when Eielson Range Control is open or if you are working directly with the Army within R-2202. If the MOAs are scheduled by other users, the SA will require you to contact the scheduled users to coordinate altitude separation.
- (3) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give alternate and MOA clearance prior to route

VR ROUTES

- entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (4) ATC clearance into MTR is not clearance to enter active RA. When Eielson Range Control (ERC) is open, you are required to contact ERC prior to entering active RAs and/or MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA (but NOT into active/hot RA) and continue periodic reattempts.
 - (5) ERC is not a 24 hr. facility. When ERC is open (generally 0900-1900 M-F, hours shift to cover the fighter flying window) all aircraft will contact ERC on UHF primary 229.4, secondary 244.55, or VHF 125.3 and receive clearance into restricted area PRIOR TO ENTRY.
 - (6) When ERC is closed (generally nights/weekends): Confirm RA status (hot/cold) with ATC controller prior to MTR entry. If hot and 354 OSS Scheduling has not specifically scheduled the RA for you, stay clear of RA - DO NOT ENTER HOT RA. If cold, RA becomes Class G/E airspace - no clearance required. Eielson MOA and R-2211 are cold/inactive when ERC is closed. A recorded message on 125.3 MHz indicates ERC is closed.
 - (7) R2202 is subdivided. R2202A can be hot while R2202B and C are cold. If R2202B and C are cold, alternate entries AA and AB may be flown, but stay clear of any hot sub-sections.
 - (8) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
 - (9) Primary Entry: Point A. Alternate Entry: Points B, AA and AB.
 - (10) Primary Exit: Point E. Alternate Exit: Point B, C and D.
 - (11) All route points are collocated with IR-900, IR-916 and VR-1900.
 - (12) Use CAUTION for multiple Airways, including low altitude RNAV routes near Points C to E and multiple MTR crossings throughout the entire route.
 - (13) Use CAUTION for uncharted Newman Creek Airstrip (N63 58.60 W147 15.60) 6NM southwest of Point B. Avoid by 1 NM below 1,500' AGL.
 - (14) Use CAUTION on segment C to D. In IMC conditions, maintain 1,000' AGL minimum to avoid multiple isolated cabins, light-aircraft emergency airstrips, and numerous wind turbines within 3NM of route centerline.
 - (15) Use CAUTION for VFR traffic in the vicinity of the Nenana River on Segment C to D for light aircraft transiting to/from Windy Pass and Denali Park.
 - (16) Use CAUTION for float plane activity at Mucha Lake (N64 13.00 W150 53.00) on segment D to E in the Kantishna River valley.
 - (17) Remain clear of Birch Lake State Recreation Site on Delta River west of alternate entry route segment AA to B1 by 2,000' AGL or 1 NM from 15 May-30.
 - (18) Remain clear of Shaw Creek Youth Camp and Clear Creek Cabins on Delta River east of alternate entry route segment AA to B1 by 1,500' AGL or 1 NM, continuous.
 - (19) Remain clear of hunting cabins in vicinity of Gold King Creek Airstrip (N64 11.47 W147 55.57) 4NM north of segment B to C. Remain clear by 1,500' AGL or 3 NM, continuous.
 - (20) Remain clear of two uncharted airstrips: (N64 07.10 W148 00.00) directly on segment B to C crossing Gold King creek; and (N64 06.50 W147 33.20) 0.5NM north of segment B to C crossing Wood River. Remain clear by 1,500' AGL or 3 NM, continuous.

- (21) ATC contact: Route entry/exit A through E: Anchorage Center (319.2/120.9). Alternate entry points AA and AB: Anchorage Center (322.5/135.3).
- (22) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (23) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, MCG, ORT, TKA

VR-1939

ORIGINATING ACTIVITY: 354 RANS/RSA, 354 Broadway St, Suite 288, Eielson AFB, AK 99702 DSN 317-377-5921/5922, C907-377-5921/5922.

SCHEDULING ACTIVITY: 354 OSS/OSO, 2835 Flightline Ave, Eielson AFB, AK 99702 DSN 317-377-2725/2684/3125, C907-377-2725/2684/3125.

HOURS OF OPERATION: Normal use 0800-2000 local Mon-Fri, Not available 2200-0700 local

ROUTE DESCRIPTION:

Altitude Data	Pt	Fac/Rad/Dist	Lat/Long
As assigned to	A	BIG 335/28	N64°28.00' W145°45.00'
01 AGL B 15 AGL to	B	BIG 050/52	N64°15.00' W143°50.00'
01 AGL B 15 AGL to	C	BIG 076/39	N63°54.00' W144°16.00'

TERRAIN FOLLOWING OPERATIONS: Authorized entire route.

ROUTE WIDTH - 5 NM either side of centerline.

Special Operating Procedures:

- (1) Route transitions through YUKON 1, BUFFALO, and DELTA 4 Military Operations Areas (MOA). Contact Scheduling Activity (SA) for de-confliction prior to use.
- (2) Early contact with Air Traffic Control (ATC) before route entry will increase mission effectiveness. Request ATC clearance at least five minutes prior to route entry. Expect ATC to give route and MOA clearance prior to route entry/initial descent. ATC may ask if you are a participant in the Special Use Airspace. This means you have coordinated with the SA for the use of MOAs and/or RAs.
- (3) When ERC is open, you are required to contact them on UHF primary 229.4, secondary 244.55, or VHF 125.3 prior to entering active MOAs. Radio contact with ERC may be difficult. If no contact, call IN THE BLIND, then proceed on route through the MOA and continue periodic reattempts.
- (4) When ERC is closed, approaching entry/exit points and periodically throughout the route, advise civil traffic with geographic position reports on area-specific and/or airfield-specific CTAF. The Alaska-unique area CTAF is commonly 122.9.

- (5) Pass post MTR intentions through ERC or to ATC five minutes prior to exit. ATC cannot issue follow-on clearance while you are within an active MOA or RA.
- (6) Primary Entry: Point A. Alternate Entry: Point B.
- (7) Primary Exit: Point C. Alternate Exit: Point B.
- (8) All route points are collocated with IR-909, IR-939 and VR-1909.
- (9) Use CAUTION for multiple Airways, including low altitude RNAV routes near Point A and multiple MTR crossings throughout the route.
- (10) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. One known camp is located at N64 17.00 W144 16.00, south of segment A to B, which uses helicopters for re-supply.
- (11) Use CAUTION for Pogo Mine and Pogo Mine Airstrip adjacent to route at Points B and C. Avoid mine center point (N64 27.12 W144 54.19) in Goodpaster River valley by 3NM and 1000' AGL (15 May-15 Jul). Airstrip has high density air activity with helicopters (150'-500' cable long-lines) and fixed wing activity.
- (12) Upon exit, remain clear of the native village of Healy Lake around N63 59.00 W144 45.00 by 3NM or 6,000' MSL continuously; and Lake George around N63 47.00 W144 32.00 by 2NM and 1,500' AGL continuously.
- (13) Seasonal Fortymile caribou sensitive areas entire route from approximately 1 May-30 June. Up to four 6NM wide circles, updated every three days, will be avoided by 2,000' AGL. See local OGV FCIF for details and locations.
- (14) ATC contact: Anchorage Center; Route Entry: (319.2/120.9) Primary Exit: (322.5/135.3).
- (15) Local weather forecast information can be obtained at DSN 317-552-4903/4397. Weather related planning products and day-of forecasts are available 24/7.
- (16) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. Alaska Bird Avoidance Model data is available at <http://www.usahas.com>.

FSS Within 100 NM Radius:

FAI, ORT (1 Mar-30 Sep, other times contact FAI FSS) see Alaska Supplement.