

23 Dec 08

MEMORANDUM FOR ALL CONTROLLERS

FROM: 46 OSS/OSAR (CCTLR)

SUBJECT: CCTLR Policy Letter

1. There has been numerous noise complaints filed against Eglin over the past few months. Some of the noise complaints have been IG and one Congressional. Yes, they are from the same person.
2. Noise abatement procedures are listed in AACI 11-201 3.4. The specific area of concern is listed in 3.4.6. Noise Sensitive Areas.
3. In order to preclude further complaints, a 1NM bubble, (0.5 NM) radius was added to GEO Map 4 to show the area. The altitude was increased from 1500 AGL to 3000 AGL. Avoid this area to the maximum extent possible...don't run/vector IFR traffic through it.
4. Automation is in the process of completing an adaptation request to permanently add the area to our maps. In the mean time "Do Not Remove/Turn the GEO Restriction Off".
5. Local area pilots will be briefed on the noise sensitive are via MACA briefings and Pilot/Controller Liaison meetings as well. All controllers initial the corresponding item in the RIF. Contact me if you have any questions.

//SIGNED//

BERNARD D. SIMS, CMSgt, USAF
Eglin Radar Control Facility, Chief Controller

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this airspace. The areas are known as Eglin Water Test Areas one through six and are shown in *Attachments 10 and 11*.

3.3. Activities in Test Area B-71. When mission profiles on Test Area B-71 extend beyond the borders of R-2915A and intrude into the Eglin Tower traffic patterns, Eglin Tower shall not approve takeoffs on Runway 30 or landings on Runway 12 unless winds, runway condition, or emergencies preclude using Runways 01 and 19.

NOTE: *When Test Area B-71 activity is due to ground mounts, it shall be the pilot's responsibility to avoid Test Area B-71 when it has been reported active.*

3.4. Noise Abatement Procedures. To minimize aircraft noise in the surrounding communities, all pilots operating aircraft from Eglin AFB or on AAC ranges shall use the following procedures consistent with aircraft configuration, MAJCOM directives, aircraft technical orders, flight safety, and mission requirements.

3.4.1. On all afterburner takeoffs, retard throttle out of afterburner as soon as safety permits, but not later than reaching 300 knots indicated airspeed (KIAS). Climb to 3,000 feet at or below 300 KIAS using military thrust or less. **EXCEPTION:** 350 KIAS for F-15. Afterburner takeoffs between 2300L and 0600L shall be limited to Runways 12, 19, or 30.

3.4.2. When departing runway 01, climb runway heading until 3000ft. Departure control should not allow turns over the town of Valparaiso/Niceville until at or above 3000 and North of the towns. Wingmen DO NOT use cut-off procedures to rejoin on the flight leader until above 3000 feet. **EXCEPTION:** If R-2918 is active a left turn of no more than 20 degrees will be issued.

3.4.3. Recoveries from the East will maximize DDune Recoveries to minimize vectors to initial over the towns of Valparaiso and Niceville.

3.4.4. Recoveries from the West will utilize the Whiskey Recovery whenever possible.

3.4.5. Avoid populated areas on all low-level routes and plan departure/landing turns to minimize overflight of populated areas.

3.4.6. Noise Sensitive Areas. All aircraft shall avoid N30:39.678 W086:07.981 by 1 NM and 1,500 feet AGL.

3.4.7. Mandatory minimum altitudes for noise abatement are depicted in *Attachment 12*. Fixed-wing aircraft in all cases except takeoffs and landings shall observe these altitudes. Requests for waivers to these minimum altitudes should be submitted to the 46 OG/CC.

3.5. Areas of Potential Conflict. Outlined in the Mid-Air Collision Avoidance (MACA) Program at http://www.co.okaloosa.fl.us/air_pamphlet.html