



# **NAVAL AIR STATION WHIDBEY ISLAND**

## **AIR TRAFFIC CONTROL FACILITY**

Operating within or near  
the Whidbey (NUW)  
Class Charlie Airspace

# **CLASS “C” & AIRSPACE BRIEFS**

- **IMPROVE AIRSPACE KNOWLEDGE**
- **ASK QUESTIONS/EXPRESS CONCERNS**
- **CURRENT/FUTURE EVENTS OR HOTSPOTS**
- **OVERALL IMPROVEMENT TO SAFETY AND PILOT/CONTROLLER S.A.**
- **FEEDBACK (TAKE-AWAYS/GIVE-AWAYS)**

# NAS Whidbey Island



---

\*\*\*\*\*

AIR TRAFFIC CONTROL

“WHIDBEY APPROACH”

---

\*\*\*\*\*

# Statistics

- ◆ **Only Naval Air Traffic Control Facility with Class C Airspace**
- ◆ **Approach services provided twenty-four hours a day, seven days a week**
- ◆ **Encompasses 2,200 square miles**
- ◆ **200,000 operations annually**
- ◆ **Seven airports with IFR approaches**
- ◆ **Fifteen additional satellite airports**
- ◆ **Bordered by Canadian International Airspace as well as Seattle Center and Seattle Approach**
- ◆ **Approximately 80 military and 9 civilian air traffic control specialists**

# Trends

- OCT-MAR

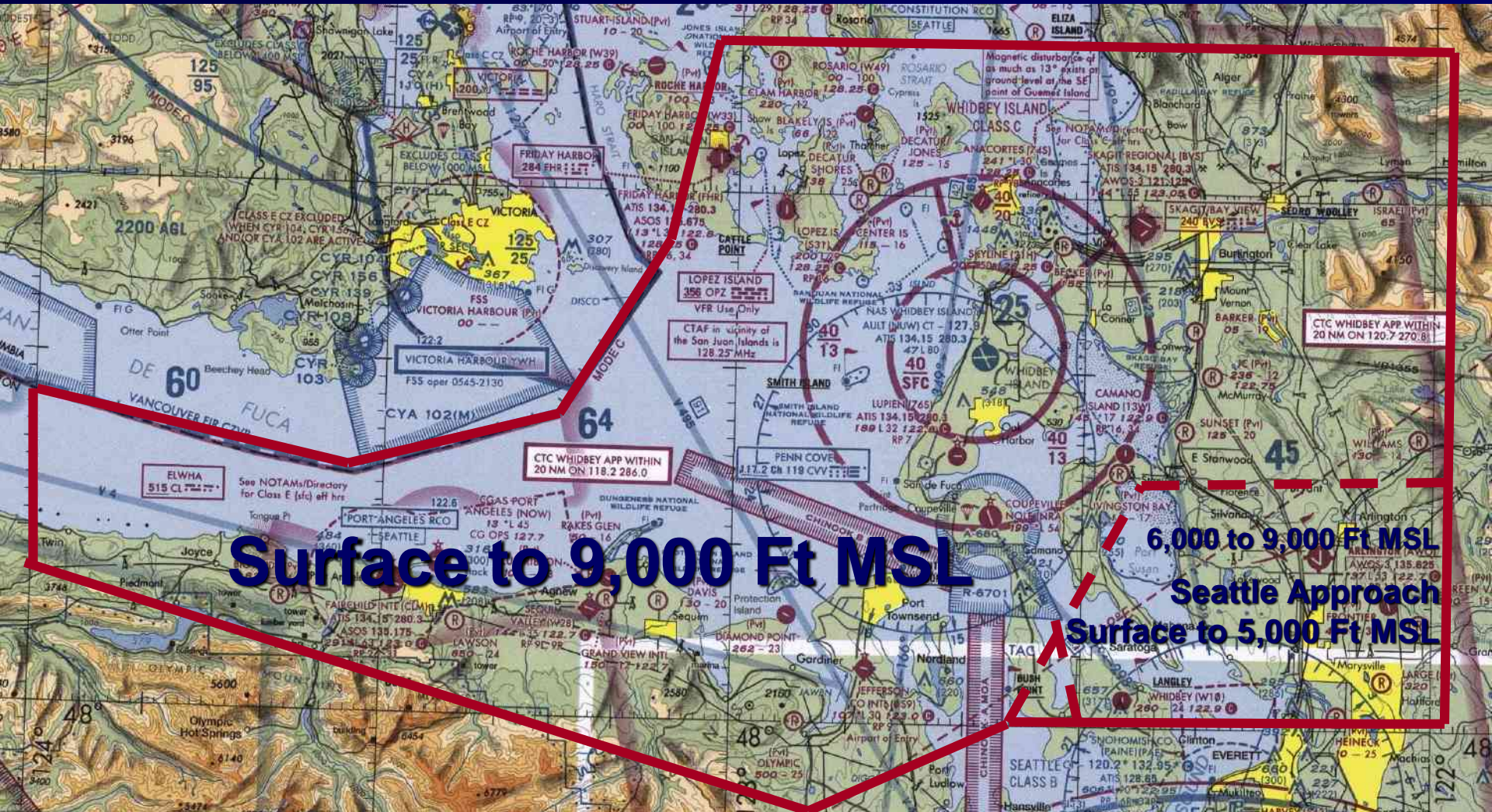
- Less VFR traffic, increased IFR traffic (poor WX, fog, daylight savings)
- Squadrons start/secure from FCLP / CCA earlier ( less A-680 activity but higher altitude entry/exit from/to NUW).
- Increased small craft advisories and high wind warnings.

- APR-SEP

- Increased VFR Traffic, especially General Aviation.
- NUW/NRA FCLP/CCA well after midnight (A-680 busy, often very direct and low entry/exit from/to NUW).



# NUW Airspace



**Surface to 9,000 Ft MSL**

**6,000 to 9,000 Ft MSL**

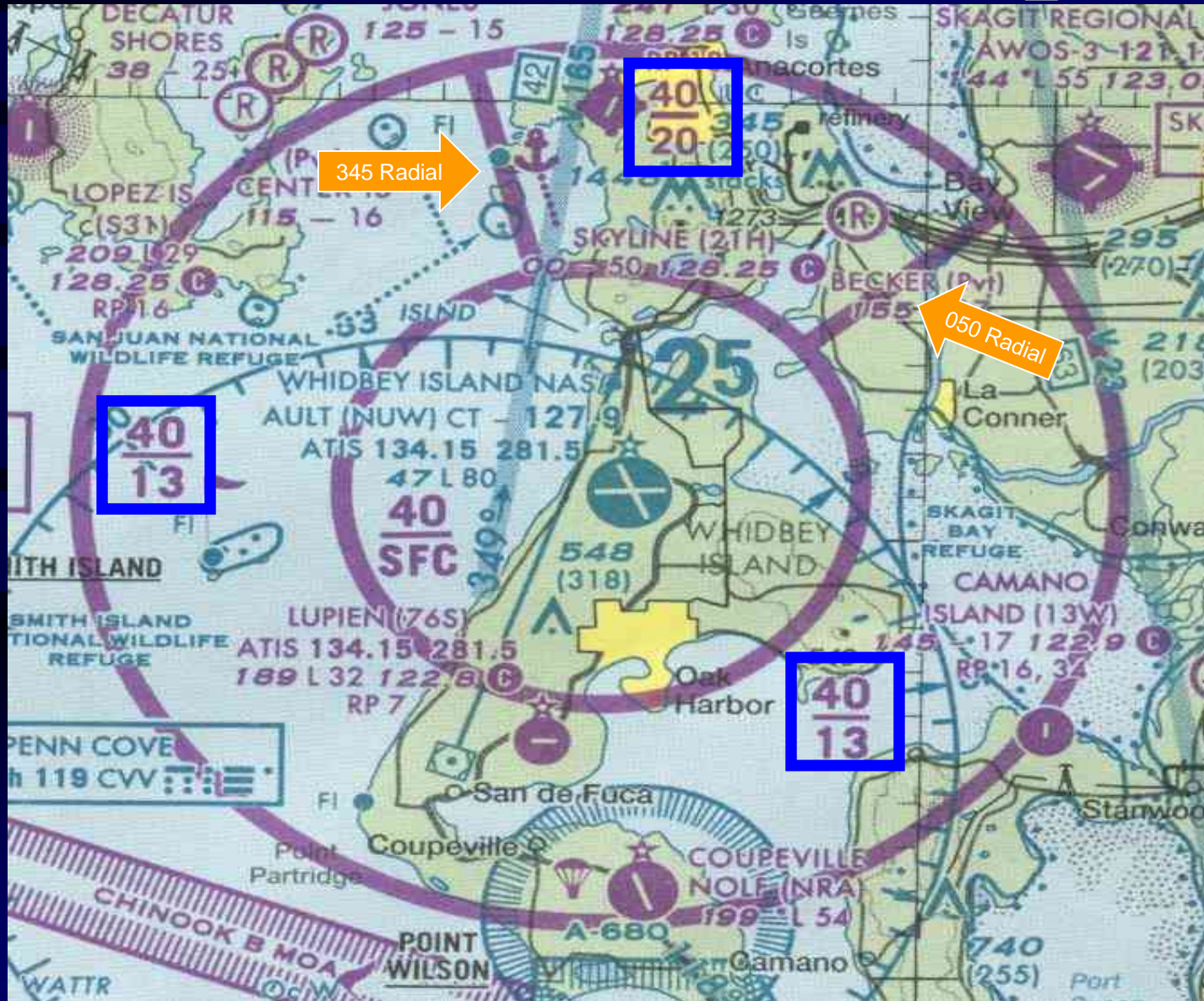
**Seattle Approach**  
**Surface to 5,000 Ft MSL**







# NUW Class C Airspace





# Class C Services

## ◆ FAAO 7110.65 7-8-1. APPLICATION

Apply Class C service procedures within the designated Class C airspace and the associated outer area (20nm).

## ◆ FAAO 7110.65 7-8-2. CLASS C SERVICES

a. Class C services include the following:

1. Sequencing of all aircraft to the primary airport.
2. Standard IFR services to IFR aircraft.
3. Separation, traffic advisories, and safety alerts between IFR and VFR aircraft.
4. Mandatory traffic advisories and safety alerts between VFR aircraft.

b. Provide Class C services to all aircraft operating within Class C airspace.

c. Provide Class C services to all participating aircraft in the outer area.

d. Aircraft should not normally be held. However, if holding is necessary, inform the pilot of the expected length of delay.

# "Checking In"

- ◆ Please be as brief and "to the point" as possible. (callsign, type A/C, destination)

*"Whidbey Approach, Skyhawk 738AW departing Jefferson county VFR to Friday Harbor."*

*"Skyhawk 738AW, Whidbey Approach, squawk 0440, Whidbey Altimeter two niner-niner two."*

- ◆ Our controllers are monitoring multiple frequencies. Be patient and we will get to you in short order.

- ◆ Due to high traffic congestion through the Straits and around Friday Harbor Airport, please listen carefully to your radio for traffic calls.





# R-6701/Chinook MOA's



# R-6701/Chinook MOA's

## ◆ Admiralty Bay Mining Range (R-6701).

Located off the southwest coast of Whidbey Island, south of OLF Coupeville at Admiralty Bay.

## ◆ Chinook Alpha Military Operating Area | Chinook B Military Operating Area

Located West of R-6701

Located South of R-6701

Both areas are currently not used; however, if the need arises, these areas will be activated by NOTAM. (14 CFR 73)

# ATIS: 134.15



# OLF Coupeville

## ALERT AREA 680

- ◆ Airspace that may contain a high-volume of pilot training activities
- ◆ Pilots of participating aircraft as well as pilots transiting the area are equally responsible for collision avoidance
  - ◆ Field Carrier Landing Practice
  - ◆ Helicopter auto rotations
- ◆ This alert area is defined as a 3 nm radius of OLF Coupeville from the surface up to and including 3,000 feet MSL.

**ATIS: 134.15**



# Instrument Approaches

## ◆ Friday Harbor (FHR)

◆ NDB RWY 34

◆ RNAV (GPS) RWY 34

## ◆ Bayview - Skagit Regional (BVS)

◆ RNAV (GPS) RWY 11

◆ RNAV (GPS) RWY 29

◆ NDB RWY 11

## ◆ Port Angeles (William R Fairchild) (CLM)

◆ ILS RWY 8

◆ RNAV (GPS) RWY 8

◆ RNAV (GPS) RWY 26

◆ WATTR Departure

## AJ Eisenburg (OKH)

RNAV (GPS) RWY 7

## Orcus/East Sound (ORS)

RNAV (GPS) RWY 34

RNAV (GPS) A

RNAV (GPS) 16 (BLI\*)

## Jefferson County (0S9)

RNAV (GPS) A











# William R. Fairchild INTL (CLM) (Port Angeles)

## WILLIAM R. FAIRCHILD

>ILS OR LOC RWY 8

>RNAV RWY 8

>RNAV RWY 26

(WATTR Dep)

COAST GUARD PA

>COPTER NDB

>RNAV RWY 26

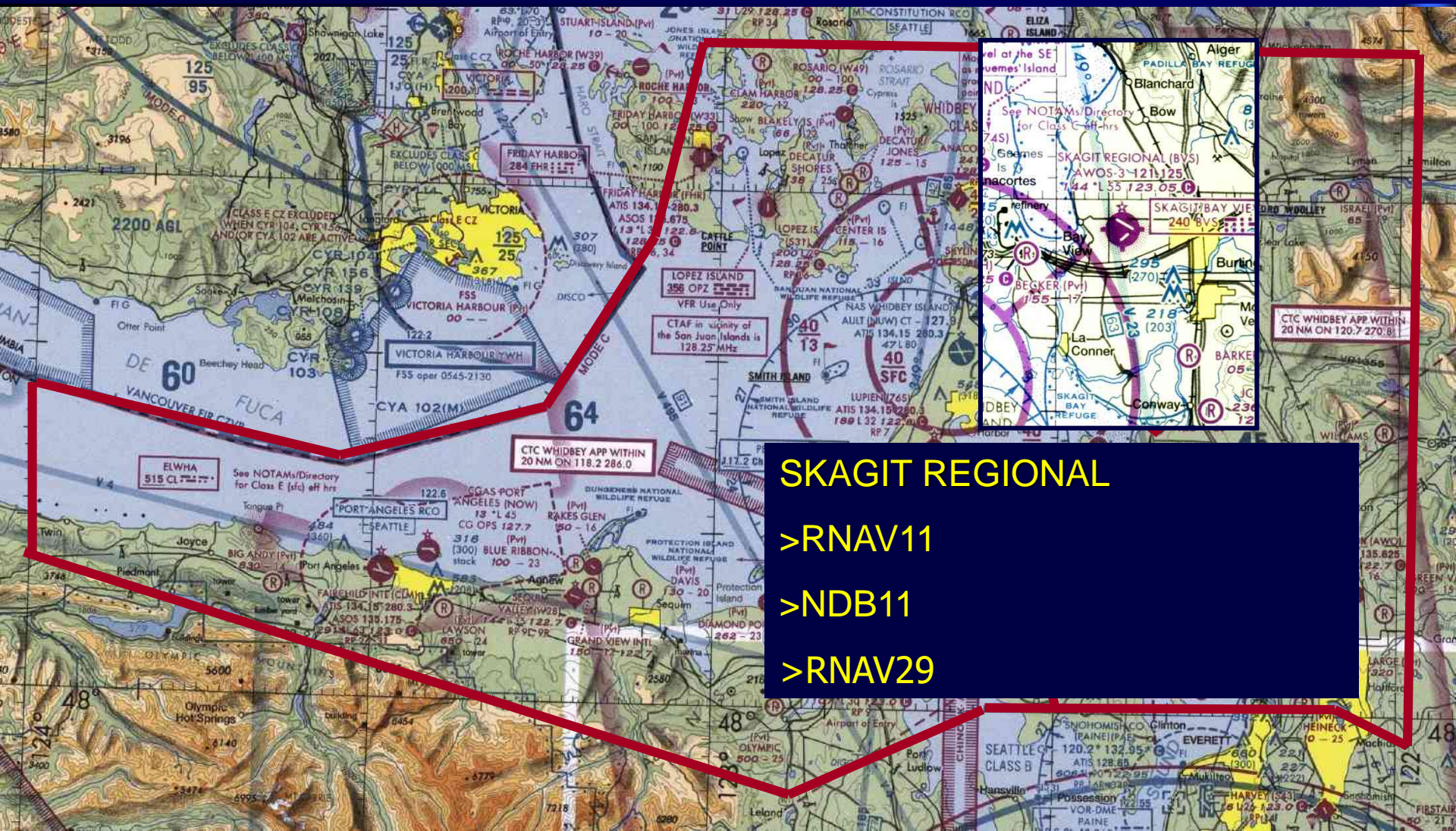








# Burlington/Skagit Regional (BVS)



**SKAGIT REGIONAL**

- >RNAV11
- >NDB11
- >RNAV29



# Things you're told and why

## ◆ "Transition West of Smith Island..." when en route to FHR/SJI area.

-NUW is Departing RY25 and your altitude and course will place you in close proximity to departure climb. *Tower 'Auto' Releases.*

-Weather reports show maintaining VFR at your present altitude won't be likely, and descent would again cause conflict with the departures from RY25

## ◆ "Cross the Whidbey Class Charlie airspace at or above 2,500".

-All military departures are initially climbed to 2,000 feet. Crossing over the top at 2,500 feet ensures Class C separation requirements.

# Things you're told and why

## ◆ "Cross the Whidbey Class Charlie airspace at or above 3,500."

Instrument and radar approach patterns are flown at 3,000 feet. General aviation traffic above the pattern ensures proper separation and helps reduce traffic calls.

## ◆ "Remain outside the Whidbey Class Charlie airspace and stand-by."

Typically controllers are communicating on at least 3 frequencies as well as performing inter/intrafacility coordination (push button landlines). Always monitor the appropriate sector frequency and if the controller does not get back to you, reattempt contact after a few minutes.

## ◆ Why do I get asked what side of the island I'm planning to transition up when coming from the south?

-We know weather/comfort levels of 'hugging' shore come into play. We take your request and NUW departure RY, PIREPS, 'HOT' areas, etc. into account to come up with the best transition route possible for both.

# VFR REPORTING POINTS

## BUSH POINT

- **YOU SAY "HELLO", I SAY "GOODBYE"**
- **USE CAUTION AIR TRAFFIC CONGESTION POINT**





# VFR REPORTING POINTS

## OTHER POINTS

- **CATTLE POINT**
- **PT. WILSON (PT, NOT LIGHTHOUSE)**
- **LANGLEY (CITY, NOT THE AIRPORT)**
- **SMITH ISLAND (86S)**
- **AIRPORTS**
- **ELIZA ISLAND**

# Contact Information

- ◆ **ACCS Jeff Barkley – Training Branch Chief**  
**(M-F, 0730-1600) 360-257-2132**
- ◆ **AC1 Ryan Leonard - Radar Branch Chief**  
**(M-F, 0730-1600) 360-257-2132**
- ◆ **Facility Watch Supervisor**  
**( 24 hrs/day.)...360-257-2887**
- ◆ **NAS Whidbey Island Operations Duty Officer**  
**( 24 hrs/day.)... 360-257-2681**