

CHAPTER 9

WHIDBEY ISLAND NAVY FLYING CLUB (WINFC)

9.1 GENERAL. This chapter establishes guidelines for WINFC operations at Ault Field and within associated airspace. Other applicable chapters of this manual are also binding, and compliance by club members is mandatory.

9.2 OPERATING PRIORITY. WINFC operations are permitted at Ault Field on a not-to-interfere basis.

9.3 WINFC LOCAL FLYING AREA. The WINFC local flying area includes the area within a 50 nautical mile radius of NAS Whidbey Island and the area within a 30 NM radius of Seattle-Tacoma VORTAC. Airspace over Canada, with the exception of the approach corridor for Bellingham Airport, is not included in this area.

9.4 WEATHER BRIEFS. A weather brief shall be obtained prior to all flights.

9.5 VFR FLIGHT PLAN REQUIREMENTS

a. Local flights are considered VFR round-robin flights of no more than eight hours total duration that remain within the WINFC local flying area. Local flights shall be filed and approved at the WINFC Clubhouse, per OPNAVINST 1710.2E, except local flights to Gray AAF or McChord AFB require filing with NAS Whidbey Island Flight Planning.

b. Cross-country flights are considered flights of more than eight hours total duration or any flight out of the WINFC local flying area.

c. Cross-country flights shall be filed with NAS Whidbey Island Flight Planning. FAA Form 7233-1 will be used and the flight plan shall be submitted a minimum of **45 minutes prior to ETD.**

d. NAS Whidbey Island ATC will activate/close cross-country flight plans on departure/arrival at NAS Whidbey Island. Pilots must open and close their own flight plans at points other than military fields. A flight plan must be activated for return to NAS Whidbey Island.

9.6 IFR FLIGHT PLAN REQUIREMENTS

a. IFR flights shall be filed with NAS Whidbey Island Flight Planning. FAA Form 7233-1 will be used and the flight plan shall be submitted a minimum of **45 minutes prior to ETD.**

b. NAS Whidbey Island ATC will activate and close IFR flight plans on departure/arrival at NAS Whidbey Island. Pilots must open and close their own flight plans at points other than military fields. A flight plan must be activated for return to NAS Whidbey Island.

9.7 RUNWAY USE

a. WINFC shall use those portions of the runways as depicted in Illustration (10). When short field arresting gears are derigged, the additional portion of the runway may be used.

b. When the short field gears are rigged, the following procedures apply:

(1) Runway 7/25 Departures:

(a) Runway 25. Clearance from the Control Tower to: "taxi to Runway 25" or "taxi to Runway 25 Long" shall be understood as clearance to the hold short markings on the angle taxiway and Runway 25. This does not authorize the aircraft to "enter" or "cross" Runway 7/25 at any point. The measured distance from the intersection to the runway end is approximately 2,425 feet. This information will not be provided unless specifically requested by the pilot.

(b) Runway 7. Clearance from the Control Tower to "taxi to Runway 7" or "taxi to Runway 7 short," shall be understood as clearance to the hold short markings on the approach end of Runway 7. This does not authorize the aircraft to "enter" or "cross" Runway 7/25 at any point. The measured distance from the approach end of Runway 7 to the arresting gear is approximately 2,425 feet. This information will not be provided unless specifically requested by the pilot.

(c) A pilot of an aircraft unable to depart in the area depicted shall advise Ground Control and request taxi instructions to the area between the arresting gear.

(2) Runway 7/25 Arrivals:

(a) Clearance from the Control Tower for landing on Runway 7 Short or Runway 25 Long will be understood as clearance to land in the area depicted in Illustration (10). Aircraft landing Runway 7 Short shall not proceed past the arresting gear located approximately 2,425 feet from the approach end of Runway 7.

(b) Aircraft unable to land in the area depicted shall specifically request landing clearance between the arresting gears.

(3) Runway 14/32. All operations will normally be conducted between the arresting gears.

9.8 TAXIWAY BRAVO OPERATIONS. Traffic permitting, VFR departures/arrivals may be conducted on Taxiway Bravo between sunrise and sunset by those WINFC aircraft authorized to operate on surfaces 3000' or less. Sunrise and sunset data can be obtained from Naval Aviation Forecast Component Detachment Whidbey Island. Usable surface of Taxiway Bravo is 3000'. It will be referred to as "Bravo North" (heading 010°) or "Bravo South" (heading 190°) dependent on traffic flow.

9.9 VFR PROCEDURES

9.9.1 Local Flight Departures

a. Prior to leaving the WINFC flight line, contact Ground Control for taxi clearance to the WINFC run-up area in the vicinity of the approach end of Runway 7, and provide the following information:

- (1) "North (or South) departure"
- (2) "Local flight to (destination)"
- (3) Total time en route (including delays)
- (4) "Request flight following" (WINFC operating procedures require all pilots to request flight following for South Departure; at pilot's discretion for North Departure)
- (5) "Solo student pilot" (if applicable)

b. Ground Control will issue a transponder code for all departures whether flight following is requested or not. Departures will activate transponders using altitude readout (Mode C) prior to takeoff, and maintain transmission of that code until authorized to change to a VFR frequency/code.

9.9.2 Departure Procedures

a. Runway Bravo North or Runway 7: Contact the Control Tower for takeoff clearance when ready for takeoff.

b. All other runways: Contact Ground Control for clearance to taxi to the required runway. Contact the Control Tower at the hold short for takeoff clearance.

c. Aircraft will maintain runway heading after takeoff until cleared to turn (if required). Clearance for takeoff with a "North" or "South" departure by the Control Tower is

considered clearance to make the required turn at the pilot's discretion. If instructions to "Start your turn now. . ." are received from the Control Tower immediately after takeoff, pilots shall execute a maximum (10°) angle of bank turn until a safe altitude is obtained.

d. Takeoff clearances from Runway 7 that require remaining west of Runway 14/32 centerline are not authorized for WINFC aircraft. Pilots shall inform the Control Tower that they are unable to comply with such a clearance.

e. After takeoff, maintain 800 feet MSL until north of "Cornet Bay" (3.5DME) or south of "Sunset Beach" (3.5DME) or **as directed by the Control Tower.**

f. Aircraft requesting flight following to the north and all south departures will be switched to Departure Control by the Control Tower after takeoff.

g. Aircraft on north departures not requesting flight following shall report "clear north" to the Control Tower when abeam Cornet Bay.

h. The final responsibility for flight safety rests with the pilot. The Control Tower shall be informed immediately if instructions are beyond the capability of the pilot or aircraft.

9.9.3 Cross Country Flight Departures

a. Contact Ground Control when ready for taxi. Provide the following information:

(1) "North (or South) departure"

(2) "VFR cross-country to (destination)."

(3) "Request flight following" (WINFC operating procedures require all pilots to request flight following for south departure; at pilot's discretion for north departure)

(4) "Solo student pilot" (if applicable)

b. All remaining procedures are as for local flight departures contained in paragraph 9.9.1 above.

9.9.4 Arrivals

a. All arriving aircraft will monitor ATIS on 134.15 MHz prior to contacting the Control Tower or Approach Control.

b. Contact the Control Tower on 127.9 MHz at least 5 miles prior to entering Class C surface area airspace. Initial

contact should include a cardinal direction from the field (north, south, east, or west) and an estimated distance. Advise if a solo student. A transponder code and specific entry directions will be issued by the Control Tower after initial contact.

c. Arrivals from the south or west shall contact Approach Control on 118.2 MHz for flight following. North or east arrivals may request flight following from Approach Control on 120.7 MHz. Approach Control will switch arrivals to the Control Tower prior to entering NAS Whidbey Island's Class C surface area but only after the pilot reports the field in sight.

d. Aircraft will proceed to the entry, or holding point, as directed by the Control Tower. Normal procedures will be to report the north or south entry point. The entry points are "Cornet Bay" to the north and "Sunset Beach" to the south. Holding points are "Monkey Hill" to the north and the "Golf Course" to the south. These points are identified on Illustration (11).

NOTE

Aircraft returning from the north may be directed to overfly the field and report Sunset Beach as determined by traffic conditions.

e. Aircraft will proceed from the entry or holding point to the landing runway as directed by the Control Tower. Standard VFR straight in, down-wind or base entries can be expected.

f. The final responsibility for flight safety rests with the pilot. The Control Tower must be informed immediately if instructions are beyond the capability of the pilot or aircraft.

9.9.5 VFR HOLDING PATTERNS (Refer to Illustration (11))

9.9.5.1 North Holding

a. Cornet Bay: Day and night, hold north and east of Benure Island at 1200 feet MSL. Descend to 800 feet MSL when cleared inbound for landing.

b. Monkey Hill: Hold north and east of the intersection of Monkey Hill Road and Troxell Road at 800 feet MSL day and 1,000 feet MSL night.

9.9.5.2 South Holding

a. Sunset Beach: Hold over water, west and south of Sunset Beach (at west end of Crosby Road) at 800 feet MSL day and 1,000 feet MSL night.

b. The Golf Course: Hold over the golf course south of Rocky Point at 800 feet MSL day and 1,000 feet MSL night.

9.10 IFR PROCEDURES

9.10.1 Departures

a. Request IFR clearance from Clearance Delivery prior to leaving the WINFC flight line.

b. Contact Ground Control for clearance to the WINFC run-up area. Advise that the flight is IFR, a flight plan is on file with NAS Whidbey Island Operations, and you have your clearance.

c. After engine run-up is complete, contact the Control Tower when ready for takeoff if Runway 7 is to be used (no IFR takeoffs from Bravo), or Ground Control for "further taxi" to another runway.

d. Initial routing will be issued for **noise abatement** as follows:

- (1) Runway 14 - fly heading 128
- (2) Runway 7 - fly heading 067
- (3) Runway 25 - fly runway heading
- (4) Runway 32 - fly runway heading

e. Change to Departure Control when directed by the Control Tower.

f. **CVV-1 Departure**. Take off Runway 25: Climbing left turn to 500 feet MSL on heading 249 degrees, then climbing left turn to intercept the CVV-R338 to CVV VOR/DME. Cross CVV VOR/DME at or above 2000 feet MSL. Thence via assigned transition or fly heading 158 degrees and expect radar vectors to join assigned route.

(1) DIGGN TRANSITION: Via CVV R-166 to DIGGN, cross DIGGN at or above 7000 feet MSL.

(2) PAINE TRANSITION: Via CVV R-118 to PAE VOR/DME. Cross PAE at or above 3000 Feet MSL.

9.10.2 Arrivals. On initial contact with Whidbey Approach, advise type approach requested; i.e., PAR, ASR, visual, etc. Proceed as directed by Approach Control. Vectors for a visual approach require a ceiling of 2,300 feet and visibility of three miles at the airport.

9.11 LOST COMMUNICATIONS PROCEDURES

9.11.1 VFR

a. Prior to contact with Control Tower: Proceed to the closest usable airport. Contact ATCF Watch Supervisor at (360) 257-2887/3385 to coordinate no-radio entry at NAS Whidbey Island.

b. After contact with Control Tower: Set transponder to 7600. Proceed to Monkey Hill or the Golf Course holding fix, as appropriate, and hold until receiving instructions via light gun signals from the Control Tower.

c. If instructions are not received within five minutes of entering holding, proceed per paragraph 9.11.1a.

9.11.2 IFR. Prior to commencing any radar approach, the approach controller will request your intentions in the event of lost communications. If communications are lost prior to contact with Approach Control, proceed per FAR Part 91 lost communication procedures.

9.11.3 Lost Communications on Departure for Civil Aircraft.

All runways: If vectors are not received from Whidbey Approach by 10 DME of the NUW TACAN, climb to 3000 feet MSL and proceed direct the CVV VOR/DME to join assigned route.

9.12 CLOSED AIRPORT OPERATIONS

a. When authorized by the NAS Whidbey Island Operations Officer, WINFC may conduct flight operations during published periods of airfield closure. Flight operations shall be conducted with the following limitations:

(1) WINFC aircraft only.

(2) Operations conducted between sunrise and sunset.

(3) Operations conducted in VFR conditions only (ceiling 1,000 feet/visibility three miles).

b. SVFR or IFR not authorized.

9.12.1 Pilot Procedures

a. Prior to engine start, notify the NAS Whidbey Island ODO of ETD and ETA of aircraft, and obtain airport information normally obtained in the ATIS broadcast.

b. Prior to engine start, file VFR flight plan with Seattle FSS. Flight Plans shall be activated by radio after departure, and closed by radio or telephone (1-800-WX-BRIEF) after landing.

c. Obtain accurate weather forecast to ensure airfield will be VFR upon return.

9.12.2 Departure Procedures

a. After performing run up at the Runway 7 hold short, contact Approach Control on 120.7 for traffic advisories and IFF squawk.

b. Prior to further taxi, switch to Control Tower frequency 127.9 and announce intentions.

c. Prior to takeoff, announce takeoff intentions (runway and direction of flight).

d. After departure, as appropriate, contact Approach Control (120.7 North/118.2 South) for traffic advisories.

9.12.3 Arrival Procedures

a. If arrival will be early, or more than 10 minutes after prior coordinated ETA, contact the ODO on 127.8 and advise of new ETA.

b. Prior to 10 DME from NUW, contact Approach Control (120.7 North/118.2 South) for traffic advisories and airport information.

c. At Cornet Bay or Sunset Beach, report the field in sight. When instructed by Approach Control, switch to 127.9 and announce position and landing intentions.

d. Make further advisory transmissions per FAA recommendations for uncontrolled airports.

9.12.4 Course Rules. With the exception of the above, all traffic patterns, altitudes, entry/exit points and procedures specified in this manual shall be adhered to by WINFC aircraft.

9.13 WINFC LOCAL TRAINING AREAS. The following areas have been established for WINFC:

a. North Training Area (NTA). The area between 10 and 25 NM from NUW east of the NUW 310 radial and north of Highway 20, not over Canada.

b. East Training Area (ETA). The area between 10 and 25 NM from NUW south of Highway 20 and north of the NUW 130 radial.

c. South Training Area (STA). The area between 10 and 25 NM from NUW west of the NUW 130 radial and south of a line extending through Smith Island to the ELWHA radio beacon (NUW230042).

d. West Training Area (WTA). The area between 10 and 20 NM north of a line extending through Smith Island to the ELWHA radio beacon (NUW230042) and west of the NUW 310 radial, not over Canada.

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