

SKY WARRIOR, INC., TRIDENT, INC., AMS FLIGHT SCHOOL, AND NAVY FLYING CLUB, PENSACOLA AIR TRAFFIC CONTROL TOWER, and PENSACOLA APPROACH CONTROL

LETTER OF AGREEMENT

EFFECTIVE: SEPTEMBER 1, 2016

SUBJECT: MIDWAY PRACTICE AREA

1. PURPOSE. This agreement between SKY WARRIOR, INC., TRIDENT, INC., AMS FLIGHT SCHOOL, NAVY FLYING CLUB, PENSACOLA AIR TRAFFIC CONTROL TOWER, and PENSACOLA APPROACH CONTROL establishes an area for VFR flight training, known as the “MIDWAY PRACTICE AREA.” It also establishes transition routes to and from Milton (Peter Prince) Airport (2R4), Milton, Florida, and to and from Pensacola International Airport (PNS), Pensacola, Florida.

2. CANCELLATION. This agreement cancels the Skip Transition Letter of Agreement between Pensacola Aviation Center, Sky Warrior Inc., Navy Flying Club, Pensacola Air Traffic Control Tower, and Pensacola Approach Control, dated 7/1/2009.

3. SCOPE. The responsibilities and procedures in this agreement are applicable only between Sky Warrior, Inc., Trident, Inc., AMS Flight School, Navy Flying Club, Pensacola Tower, and Pensacola Approach Control. (Pensacola Tower and Pensacola Approach Control are two, separate and autonomous FAA facilities). The responsibilities and procedures in this agreement are approved for Visual Flight Rules (VFR) operations only, by using ground-based references.

4. GENERAL. The Midway Practice Area provides Participating Aircraft the opportunity to operate in a safe and efficient environment without the delays and frequency congestion that might result from continuous flight following from ATC.

Participating Aircraft will remain on their ATC-assigned beacon code at all times. Cancellation of flight following will not terminate radar service. Traffic advisories will not be provided by Pensacola Approach control to Participating Aircraft while in the Midway Practice Area.

The Midway Practice Area is available on a “self-policing” basis. It enables Participating Aircraft to, in a cooperative manner, provide their own, “see-and-avoid” VFR procedures while in the Midway Practice Area.

The Midway Practice Area is available from sunrise to sunset, and in VMC only. The Midway Practice Area, Milton Transitions, and Garcon Transitions are depicted in Attachments 1 and 2, in conjunction with ground-based references. Use of the Milton and Garcon Transitions are for

ingress to and egress from the Midway Practice Area only, and for no other purpose, such as departure routes to points east, etc.

Assigned local tactical call signs and call sign formats are in Attachment 3.

Deviations from these procedures are authorized only after coordination has been accomplished which clearly defines responsibility.

5. TERMS. The following terms and references apply:

- a. **P31:** Pensacola Approach Control (TRACON).
- b. **PNS ATCT:** Pensacola Air Traffic Control Tower.
- c. **Participating Aircraft:** Sky Warrior Inc., Trident Inc., AMS Flight School, and Navy Flying Club aircraft.
- d. **PNS:** Pensacola International Airport, Pensacola, Florida.
- e. **2R4:** Milton (Peter Prince) Airport, Milton, Florida.
- f. **MPA:** Midway Practice Area.
- g. **NDZ:** Whiting Naval Air Station South.
- h. **NFJ:** Choctaw Navy Outlying Field.
- i. **NKL:** Holley Navy Outlying Field (closed).
- j. **Point Alpha:** Old Bagdad Mill site.
- k. **Point Golf:** The Garcon Point Bridge Toll Booth.
- l. **Point Mike:** The Midway Antennas.
- m. **Point Papa:** The area between the Pickens NDB and Pensacola Airport (PNS).
- n. **Point Sierra:** Snapper Avenue Boat Ramp.
- o. **Garcon Transitions:** The arrival and departure routes between Pensacola International Airport (PNS) and the Midway Antennas (Point Mike).
- p. **Milton Transitions:** The arrival and departure routes between Milton Airport (2R4) and the Midway Antennas (Point Mike), as depicted in Attachment 2.

6. RESPONSIBILITIES.

- a. All signatories must adhere to the procedures herein.
- b. All signatories must ensure that all pilots, instructor pilots, and student pilots are aware of, and comply with the provisions in this agreement.
- c. P31 must, in accordance with FAA Order 7110.65, provide Class C services for departures from 2R4 and PNS to the MPA, and for arrivals to 2R4 and PNS from the MPA.
- d. P31 will provide VHF frequency 126.85 for use by Participating Aircraft in the MPA.
- e. Participating Aircraft must apply “see-and-avoid” VFR procedures while in the MPA.
- f. All signatories must utilize the assigned, local tactical call signs and call sign formats designated in Attachment 3 when operating under the responsibilities and procedures in this agreement. The full call sign will consist of the company-assigned designation (tactical call sign), followed by the last three numbers/letters of the aircraft’s registry.

EXAMPLE-

“Sky Warrior One Two November.”

(1) PNS ATCT must utilize the two-letter call sign designators specified in Attachment 3, when entering flight plans into the FDIO.

EXAMPLE-

SY12N (for “Sky Warrior”).

(2) P31 must utilize the two-letter call sign designators specified in Attachment 3, in the STARS data block of Participating Aircraft, followed by the last three numbers/letters of the aircraft’s registry.

EXAMPLE-

TD462 (for “Trident”).

NOTE-

In accordance with FAAO 7210.3, the local tactical call signs in this agreement, and their accompanying two-letter designators, are authorized within P31 airspace only. For example, if a Participating Aircraft departs the MPA for flight following into Eglin Approach’s airspace, the local tactical call sign must be replaced with the “November” registry.

7. PNS DEPARTURE AND ARRIVAL PROCEDURES

a. PNS Departure Procedures

(1) Participating Aircraft must request the “Garcon Transition” from Clearance Delivery utilizing the assigned local tactical call signs designated in Attachment 3. This indicates a request for the MPA.

(2) Unless circumstances require otherwise, PNS ATCT must enter a flight plan into the FDIO using “NKL” as the destination to identify a Garcon Transition, and issue abbreviated departure instructions for the Garcon Transition.

EXAMPLE-

“Shell Back Two Six One, maintain VFR via the Garcon Transition, squawk 1234”.

(3) Departure frequency is 119.0 unless otherwise advised by PNS ATCT.

(4) P31 must automatically release all “Garcon Transition” departures.

(5) Participating Aircraft must depart the traffic pattern as instructed by PNS ATCT and proceed to Point Golf, and then to Point Mike.

(6) P31 must provide Class C services to the MPA.

(7) Participating Aircraft must maintain VFR, 1000’ MSL until reaching Point Mike, then climb to requested final altitude.

(8) Participating Aircraft must remain on assigned beacon code when instructed by P31 to change to frequency 126.85.

b. PNS Arrival Procedures.

(1) Participating Aircraft must contact P31 on frequency 119.0 with call sign only, and request the “Garcon Transition.” This indicates a request to enter the VFR airport traffic pattern at PNS.

(2) P31 must provide Class C services.

(3) Unless circumstances require other instructions, when Runway 17 and/or Runway 8 are in use at PNS, P31 must issue “Garcon Transition” instructions, and update the scratchpad with “GAR” to indicate to PNS ATCT that the aircraft is on a “Garcon Transition.”

EXAMPLE-

“Trident Five Three Eight, proceed inbound via the Garcon Transition for Runway 17.”

(4) When inbound on the “Garcon Transition,” Participating Aircraft must proceed VFR at 1500 feet MSL from Point Mike to Point Golf to Point Papa for entry into the traffic pattern.

(5) When PNS ATCT is advertising Runway 35 and/or Runway 26, P31 must not issue Garcon Transition instructions. Participating Aircraft must be vectored for the arrival sequence.

EXAMPLE-

“Shell Back Four Eight Papa, unable Garcon Transition, expect vectors for Runway 26.”

(6) PNS ATCT will issue instructions to arriving Participating Aircraft prior to Point Papa for direction of entry into the traffic pattern, altitude restrictions, etc. Upon entering the downwind, Participating Aircraft may descend to pattern altitude.

8. 2R4 DEPARTURE AND ARRIVAL PROCEDURES.

a. 2R4 Departure Procedures.

(1) Participating Aircraft must request the “Milton Transition” on initial contact with P31 on frequency 124.85, and obtain a beacon code. This indicates a request for the MPA.

EXAMPLE-

“Pensacola Approach, Bull Shark One Two Juliet approaching Point Alpha at one thousand, request the Milton Transition.”

(2) Participating Aircraft must transition to the MPA as depicted in Attachment 2, at 1000 feet MSL, and must proceed via:

(a) Depart 2R4 southbound over Point Alpha.

(b) Join Garcon Point Road southbound to Point Golf, and use caution for departures from, and arrivals to PNS.

(c) Depart Point Golf direct to Point Mike.

(d) Proceed direct from Point Mike to the MPA, eastbound over Highway 98.

(e) Remain on assigned beacon code when instructed by P31 to change frequencies.

(3) P31 must provide Class C services to the MPA.

b. 2R4 Arrival Procedures.

(1) 2R4 Participating Aircraft must:

(a) Contact P31 on frequency 119.0 with call sign only, and request the “Milton Transition.” This indicates a request to depart the MPA, and return to 2R4.

EXAMPLE-

“Pensacola Approach, Trident Four One Six, request the Milton Transition.”

(b) Depart Point Mike at 1500 feet MSL, and join the Milton Transition to 2R4, as depicted in Attachment 2, while using caution for departures from, and arrivals to PNS .

9. MIDWAY PRACTICE AREA (MPA) PROCEDURES.

a. Participating Aircraft must:

(1) When instructed, accept a frequency change to MPA advisory frequency 126.85. Acceptance of this frequency change acknowledges cancellation of flight following with P31, but does not cancel radar identification.

(2) Remain on frequency 126.85 while in the MPA, unless requesting to exit the MPA, or unless an emergency or other urgent situation exists.

(3) Remain on the beacon code originally assigned by P31 or by PNS ATCT.

(4) At all times, remain inside the lateral and vertical boundaries of the MPA, as defined in Attachment 1:

(a) Surface to 3000 feet MSL south of Highway 98.

(b) Surface to 1500 feet MSL north of Highway 98 (over NKL) to avoid departures from, and arrivals to NFJ.

(5) Cooperate with other Participating Aircraft in the MPA on a “see-and-avoid” basis.

(6) Remain clear of the NFJ Class D airspace at all times, and maintain awareness of military traffic into, and out of NFJ.

(7) Maintain awareness of non-Participating Aircraft that may approach or transition the MPA, such as NDZ helicopters at 900 feet MSL, etc.

b. P31 must:

(1) Advise Participating Aircraft to change to MPA advisory frequency (126.85). This instruction automatically terminates flight following for Participating Aircraft in the MPA, but does not cancel their radar identification. Therefore, the phraseology, “radar services terminated” will not be used.

EXAMPLE-

“Sky Warrior Six Four Tango, frequency change approved.”

“Bull Shark Two Six Niner, change to advisory frequency, one two six point eight five.”

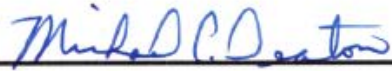
(2) On a workload-permitting basis, transmit “blanket broadcasts” on frequency 126.85 when known or observed, non-Participating Aircraft approach or transition the MPA, or when areas of observed weather approach the MPA, or for emergencies, or for any other reason deemed necessary.

NOTE-

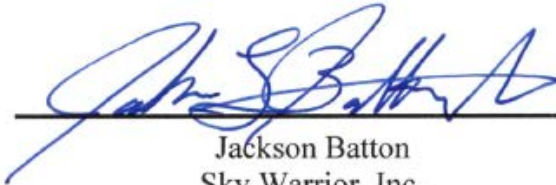
P31 will not monitor frequency 126.85 except for very brief periods(to ensure that the frequency is clear) prior to making “blanket broadcasts” as described above. The purpose of P31 not transmitting and receiving on 126.85, is to relieve both P31 and Participating Aircraft of frequency congestion.



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Pensacola TRACON (P31)



Michael C. Deaton
Air Traffic Manager
Pensacola ATCT (PNS)



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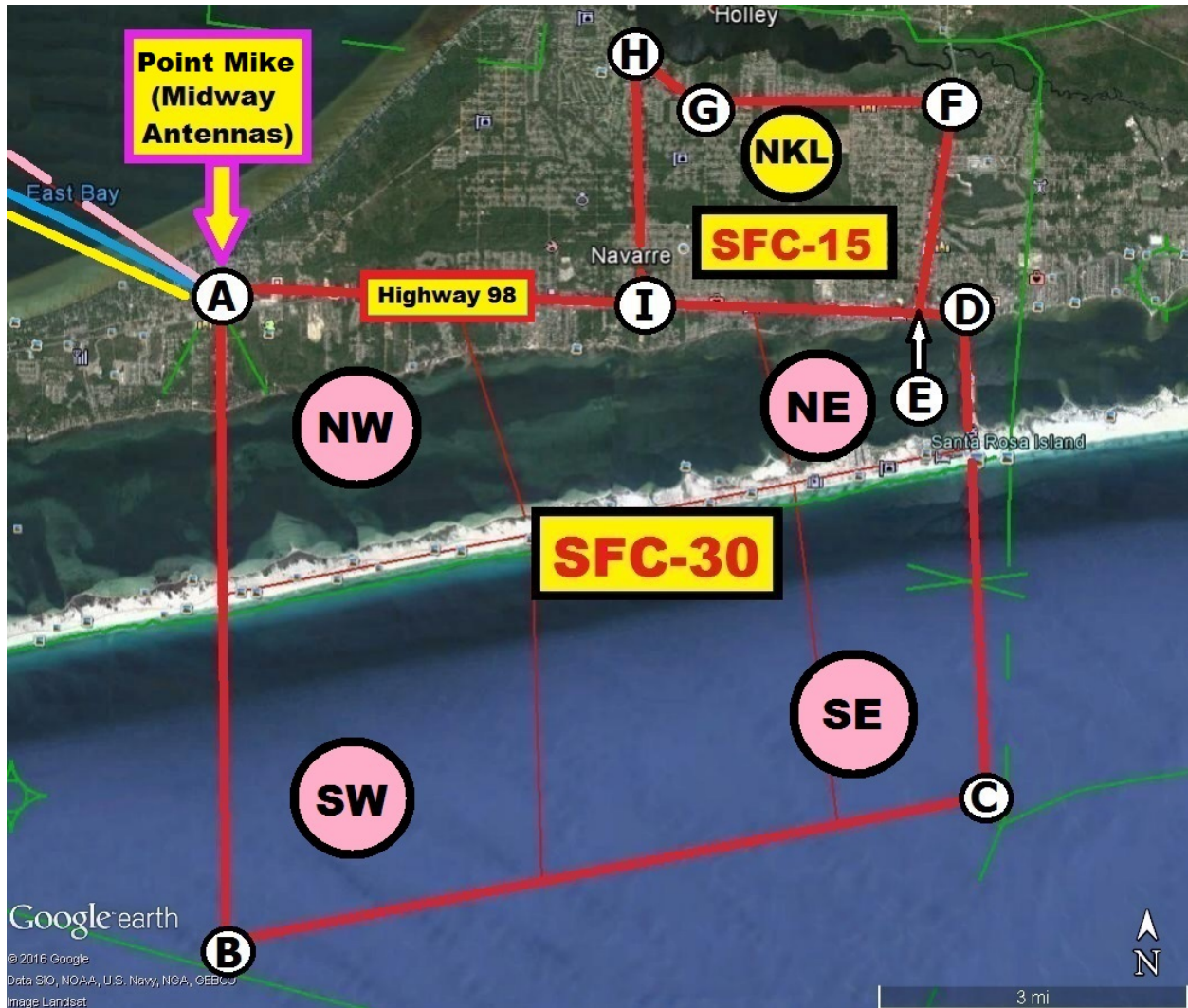


John Stein, CAPT, USN (Ret)
Navy Flying Club



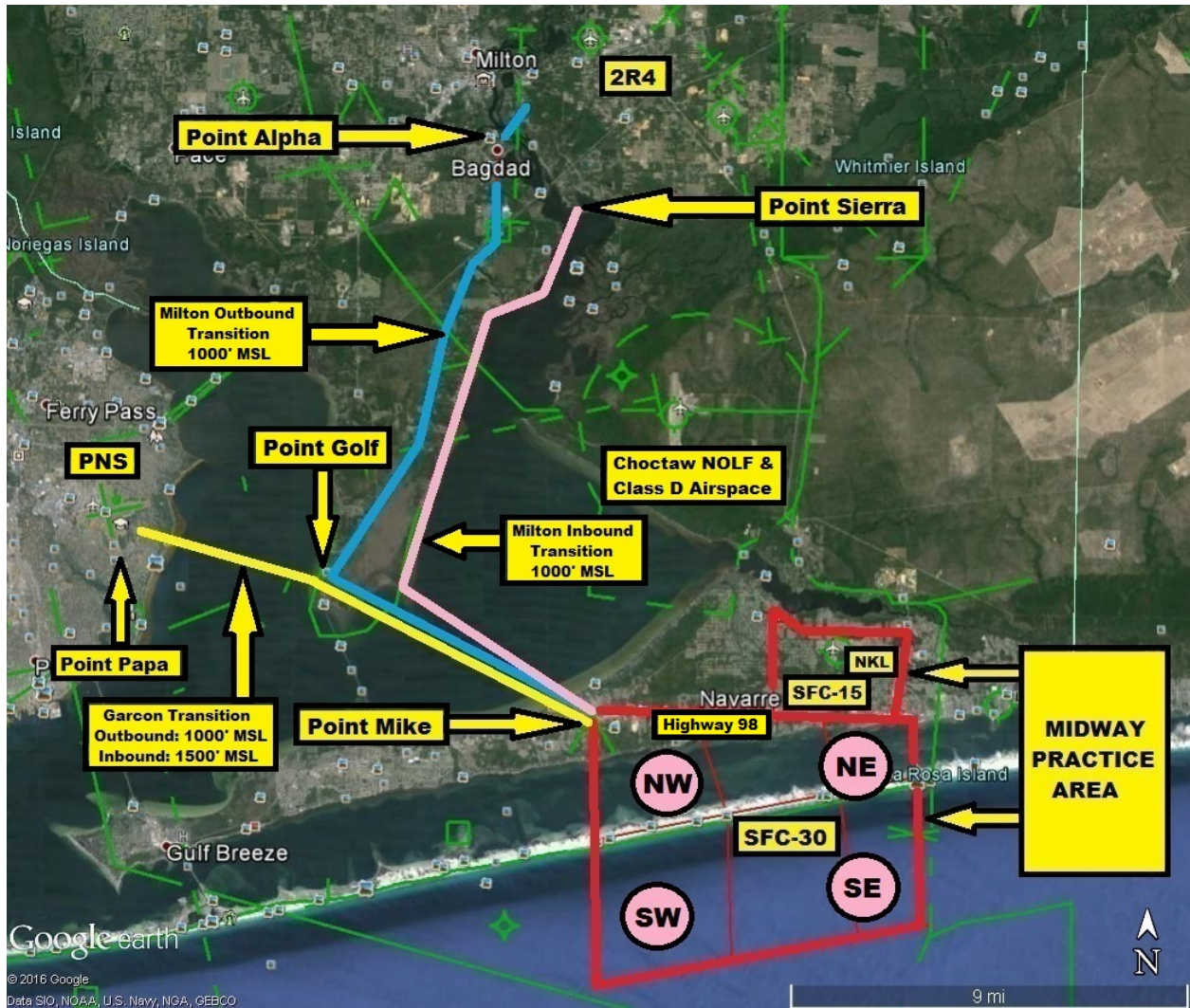
Paxton Corwin
AMS Flight School

**Attachment 1
Midway Practice Area**



A:	30° 24' 18.65" N,	86° 59' 33.16" W
B:	30° 18' 29.57" N,	86° 59' 28.19" W
C:	30° 19' 46.13" N,	86° 51' 38.37" W
D:	30° 24' 04.63" N,	86° 51' 49.11" W
E:	30° 24' 05.50" N,	86° 52' 17.03" W
F:	30° 25' 55.92" N,	86° 51' 57.59" W
G:	30° 25' 58.91" N,	86° 54' 43.78" W
H:	30° 26' 23.69" N,	86° 55' 14.51" W
I:	30° 24' 10.79" N,	86° 55' 10.54" W

**Attachment 2
Midway Practice Area Transition Routes**



Milton Transition Outbound (1000 Feet MSL):	Blue Line
Milton Transition Inbound (1000 Feet MSL):	Pink Line
Garcon Transition Outbound (1000 Feet MSL):	Yellow Line
Garcon Transition Inbound (1500 Feet MSL):	Yellow Line

**Attachment 3
Assigned Call Signs**

Participating Aircraft	Call Sign	P31 Two- and Three-Letter Designators
Sky Warrior, Inc.	Sky Warrior	SY
Trident, Inc.	Trident	TD
AMS Flight School	Bull Shark	BS
Navy Flying Club	Shell Back	SB

NOTE-

Two-letter designators must be followed by the last three numbers/letters of the aircraft's registration.