

AIRSPACE SPECIAL CONDITIONS

In order to accommodate RUT operations within the National Airspace System, there are special conditions with which RUT flights will need to comply to allow both military and civil to utilize the airspace while at the same time remain segregated to assure safe flight operations. Should any of these conditions not be viable to RUT flight operations, a re-evaluation of airspace allocation will be necessary.

FLIGHT PLANS: All aircraft utilizing Hit Site Orbits and/or AR Track SHALL file IFR flight plans with appropriate delay. Use “**Rugby**” callsign, squawk as assigned. Requested altitude shall match the agreed upon/coordinated altitude for each orbit/track. Include in remarks section RUT and Hit Site Orbit (i.e. RUT FOXTROT High).

HIT SITE ORBIT(S):

6 Hit Site Orbits labeled in chronological order (ALPHA thru FOXTROT)

Hit Site Orbits have altitude blocks as depicted in graphical slides. **File IFR flight plans to assigned entry NAVAID, then to designated Hit Site Orbit centroid fix** (i.e. LVL..LVL346015/D1+30..LVL..NKT) Details to follow in subsequent slides.

AIR REFUELING TRACK (ART) :

- 20 NM refueling track East of South Boston (SBV) at the SBV 105/050 to SBV 105/030
- Left hand turns at 6-9K.
- **Must File IFR flight plan to IP at SBV105/050**
- Military assumes responsibility for aircraft separation (MARSA)

ALTRVs for HIT SITE ORBITS

- 3, 10, or 15 NM RADIUS IFR ORBITS CENTERED ON VORTAC radial/DME
- Stationary ALTRVs
 - Hit Site Orbit ALPHA centered on FAK 310 radial /25 DME (Fork Union)
 - Dates: 31 Oct (1800-2400) & 2 NOV (0900-1400)
 - 10 nm radius
 - Altitude: 16K–FL200
 - Lat / Long: N 37 45' 41.0" W 078 15' 39.0"
 - Drop Zone Orbit BRAVO centered on SBV 302 radial/ 21 DME (Chatham)
 - Date: 1 NOVEMBER (1200-1700)
 - 10 nm radius
 - Altitude: SFC-10K
 - Lat / Long: N 36 50' 19.7" W 079 24' 11.5"
 - Hit Site Orbit CHARLIE centered on SBV 302 radial /21 DME (Chatham)
 - Date: 3 NOVEMBER (1800-2400)
 - 10 nm radius
 - Altitude: 6K-11K
 - Lat / Long: N 36 50' 19.7" W 079 24' 11.5" (Same as BRAVO)

ALTRVs for HIT SITE ORBITS (Cont.)

- **Stationary ALTRVs**
 - **Hit Site Orbit DELTA** centered on SBV 084 radial /5 DME **(South Boston)**
 - Date: 4 NOVEMBER (1800-2400)
 - 10 nm radius
 - Altitude: 6K-11K
 - Lat / Long: N 36 41' 51.5" W 078 54' 23.8"
 - **Hit Site Orbit ECHO** centered on GSO 009 radial /37 DME **(Martinsville)**
 - Dates: 6 & 8 NOVEMBER (1800-2400 both days)
 - 10 nm radius
 - Altitudes:
 - ECHO LOW: 6K-10K
 - ECHO HIGH: 17K-FL200
 - Lat / Long: N 36 40' 15.0" W 079 53' 53.8"
 - **Hit Site Orbit FOXTROT** centered on LVL 346 radial /15 DME **(Crewe / Ft Pickett)**
 - Dates: 9 & 11 NOVEMBER (1800-2400 both days)
 - 15 nm radius
 - Altitude:
 - FOXTROT LOW: 6K-12K
 - FOXTROT HIGH: 17K-FL200
 - Lat / Long: N 37 03' 20.0" W 078 01' 10.0"
- **For Hit Site Orbit FOXTROT, must schedule R-6602 and Pickett MOA as req.**
- **Hit site name, center fix will be designated on daily flight schedule**

HIT SITE GEOGRAPHIC ORIENTATION

Cincinnati Sectional (South)

ALPHA: Fork Union
31 Oct & 2 Nov

FOXTROT: Crewe
9 & 11 Nov

CHARLIE: Chatham
3 Nov

ECHO: Martinsville
6 & 8 Nov

DELTA: South Boston
4 Nov

BRAVO: Chatham
1 Nov

Refueling Track



HIT SITE ORBIT ALPHA

REQUESTED DATES: 31 OCT 1800-2400

2 NOV 0900-1400

(Insert and Sniper Shot at Fork Union)

HARRIER/FW

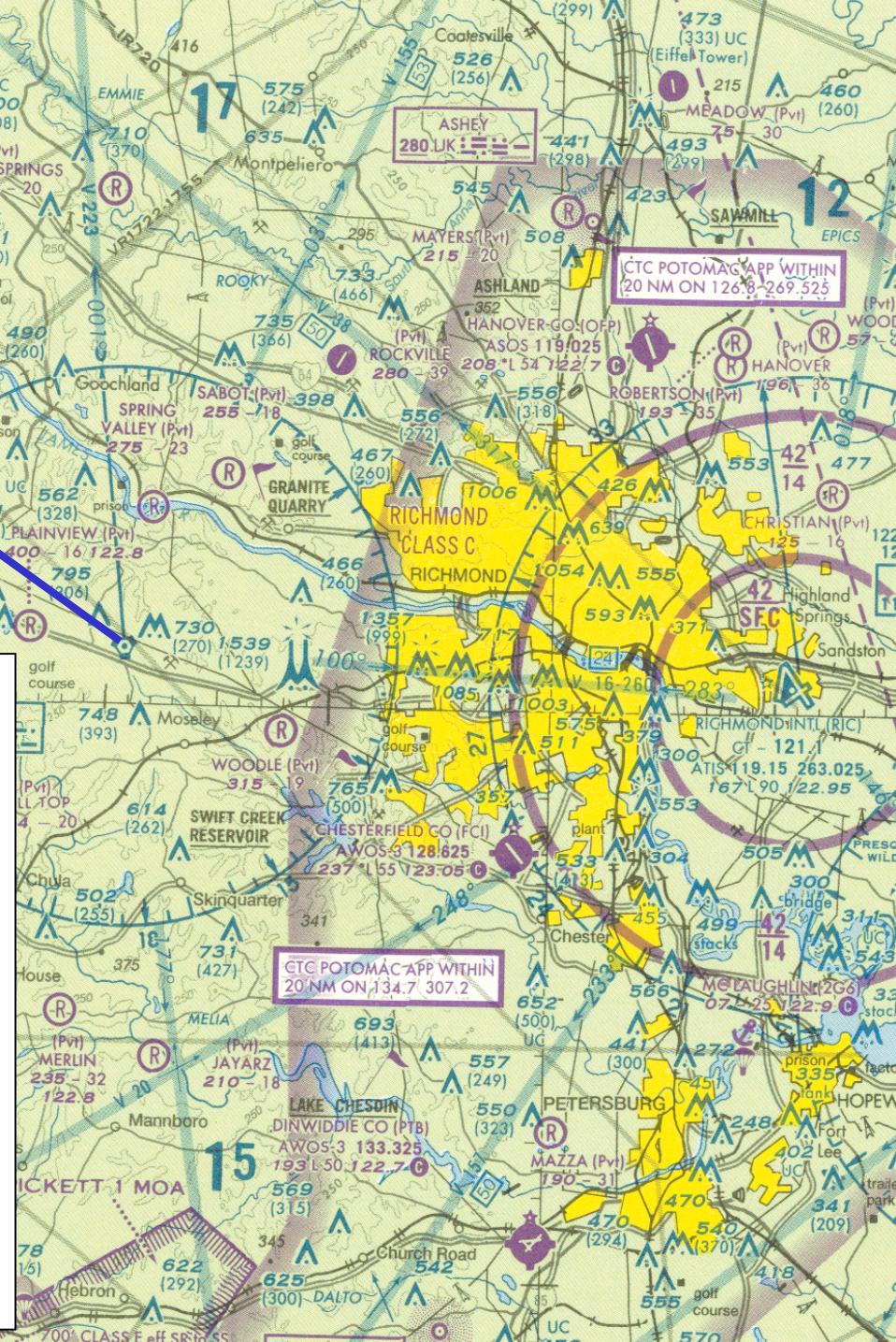
ALTITUDE BLOCK: 16K-FL 200

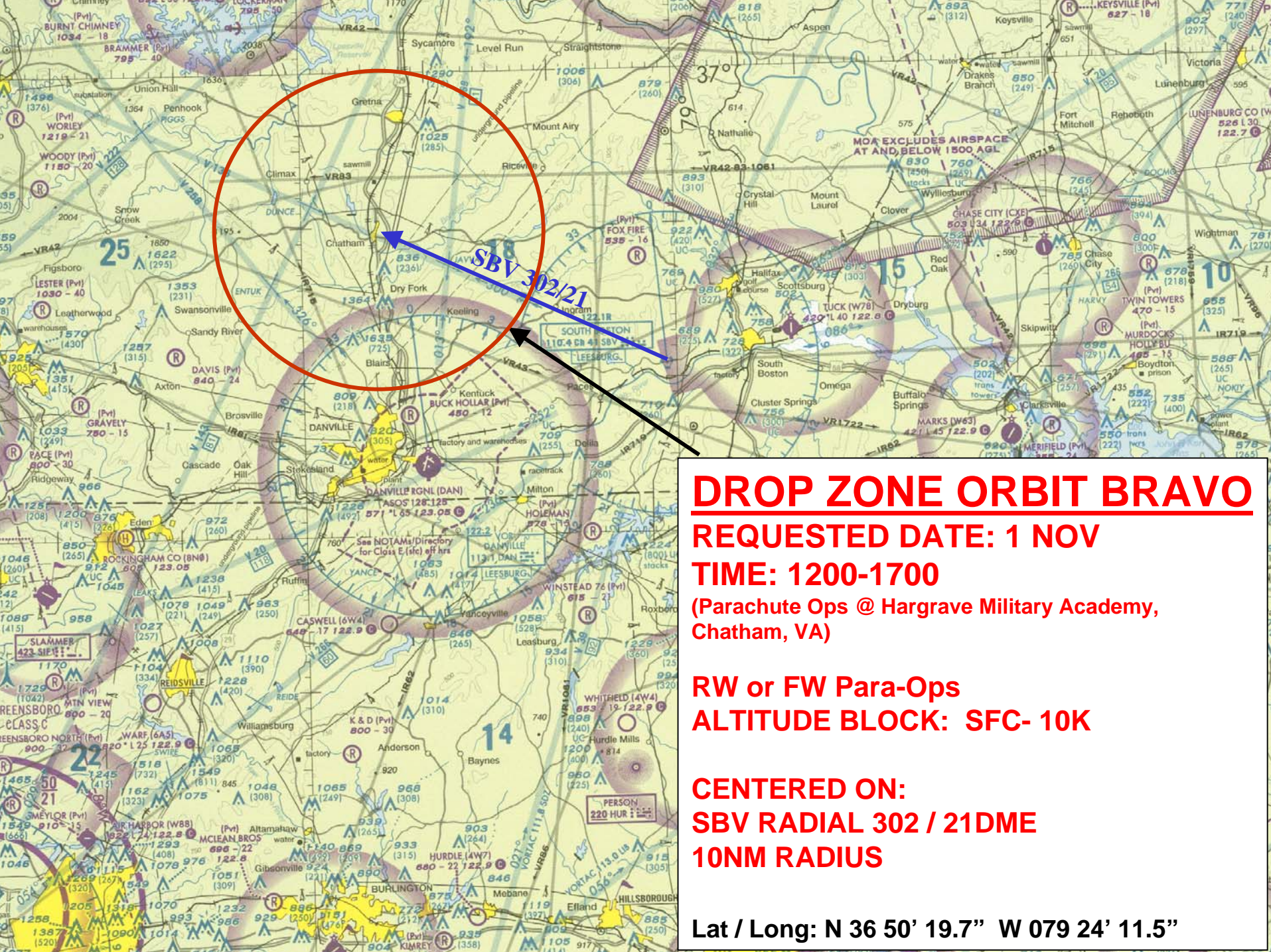
CENTERED ON:

FAK 310 RADIAL/25DME

10NM RADIUS

Lat / Long: N 37 45' 41.0" W 078 15' 39.0"





DROP ZONE ORBIT BRAVO

REQUESTED DATE: 1 NOV

TIME: 1200-1700

**(Parachute Ops @ Hargrave Military Academy,
Chatham, VA)**

RW or FW Para-Ops

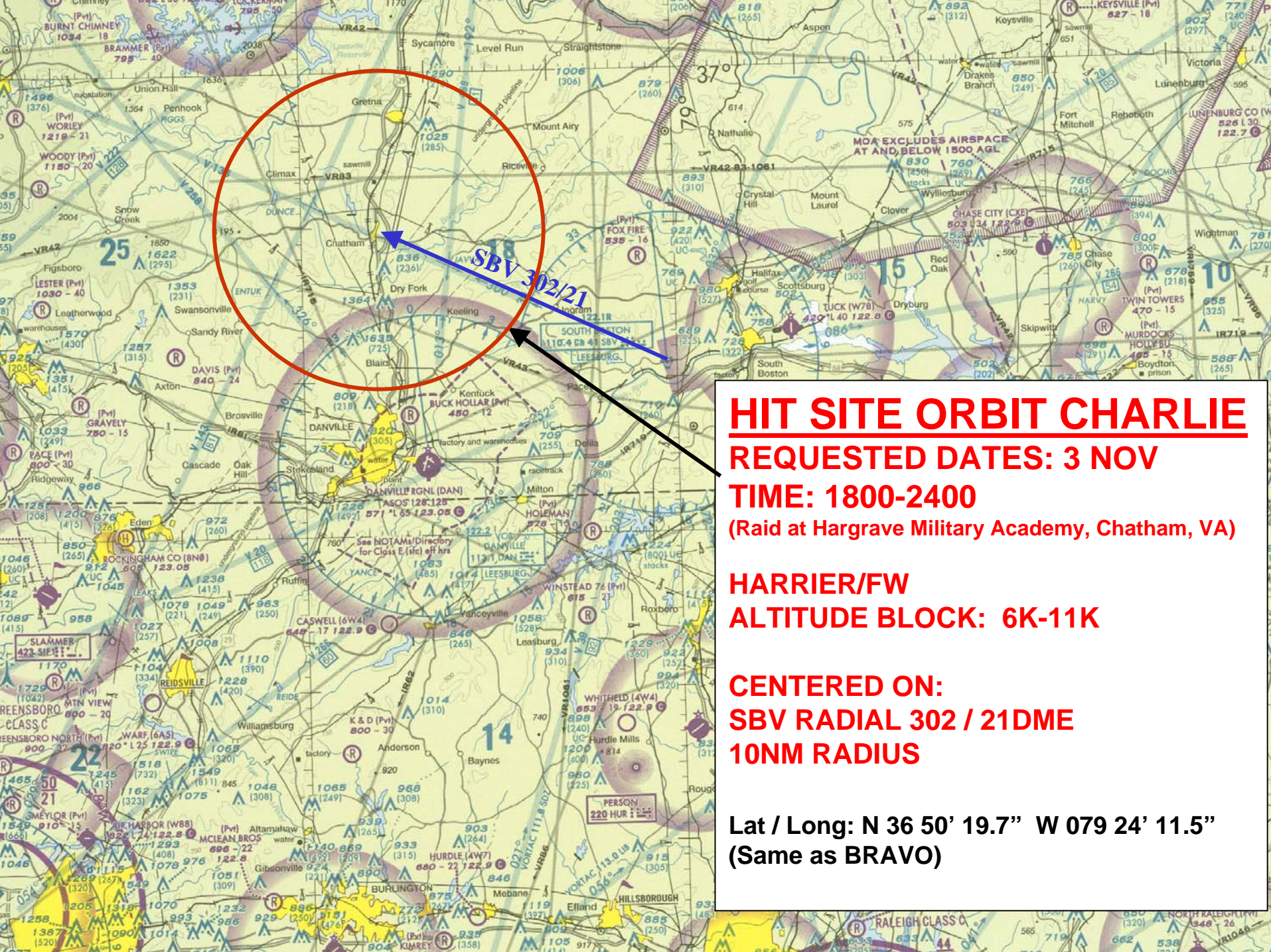
ALTITUDE BLOCK: SFC- 10K

CENTERED ON:

SBV RADIAL 302 / 21DME

10NM RADIUS

Lat / Long: N 36 50' 19.7" W 079 24' 11.5"



HIT SITE ORBIT CHARLIE

REQUESTED DATES: 3 NOV

TIME: 1800-2400

(Raid at Hargrave Military Academy, Chatham, VA)

HARRIER/FW

ALTITUDE BLOCK: 6K-11K

CENTERED ON:

SBV RADIAL 302 / 21DME

10NM RADIUS

Lat / Long: N 36 50' 19.7" W 079 24' 11.5"

(Same as BRAVO)



HIT SITE ORBIT DELTA

REQUESTED DATES: 4 NOV

TIME: 1800-2400

(Immediate Assault vicinity of South Boston)

HARRIER/FW

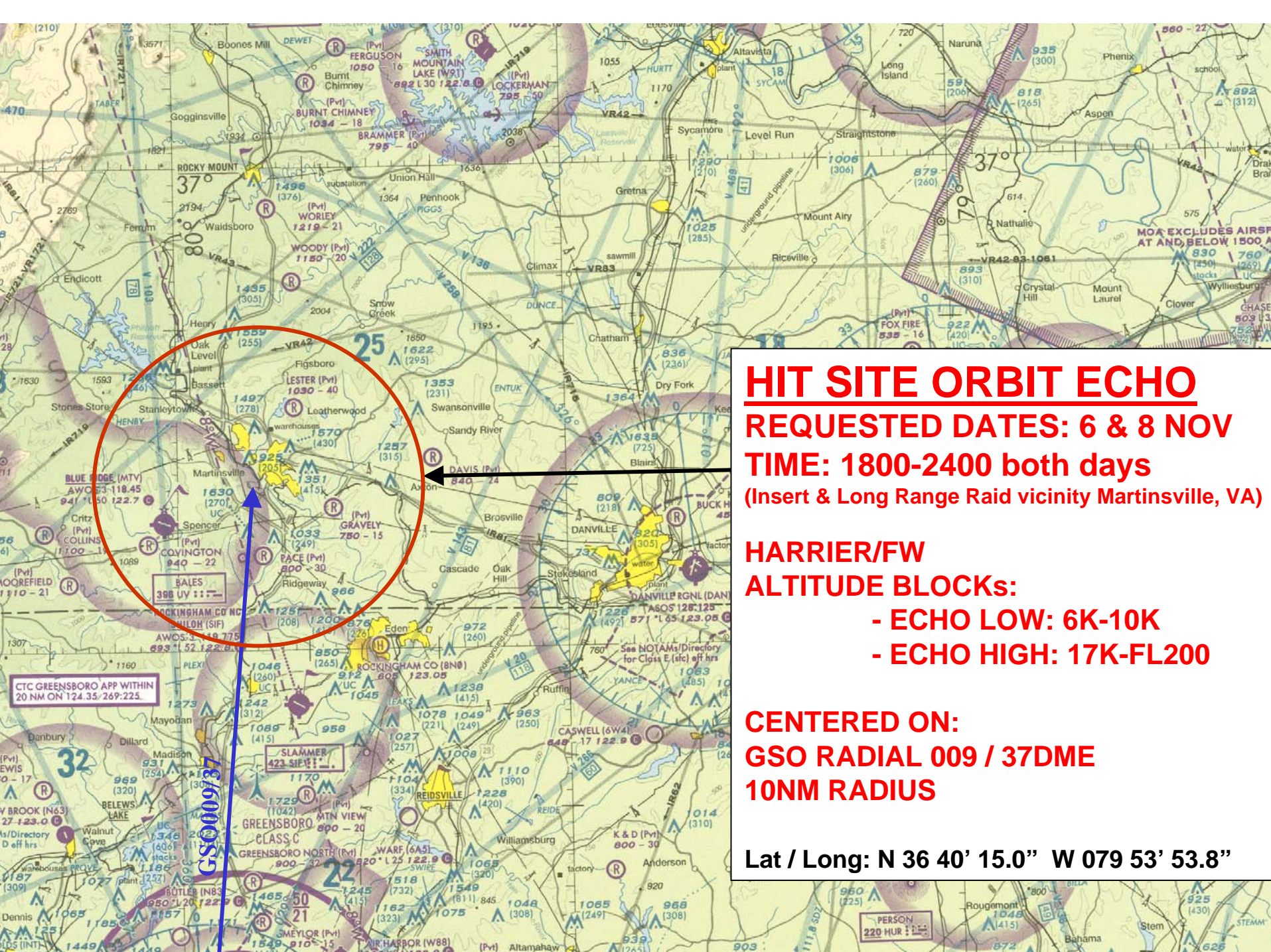
ALTITUDE BLOCK: 6K-11K

CENTERED ON:

SBV RADIAL 084 / 5DME

10NM RADIUS

Lat / Long: N 36 41' 51.5" W 078 54' 23.8"



HIT SITE ORBIT ECHO

REQUESTED DATES: 6 & 8 NOV

TIME: 1800-2400 both days

(Insert & Long Range Raid vicinity Martinsville, VA)

HARRIER/FW

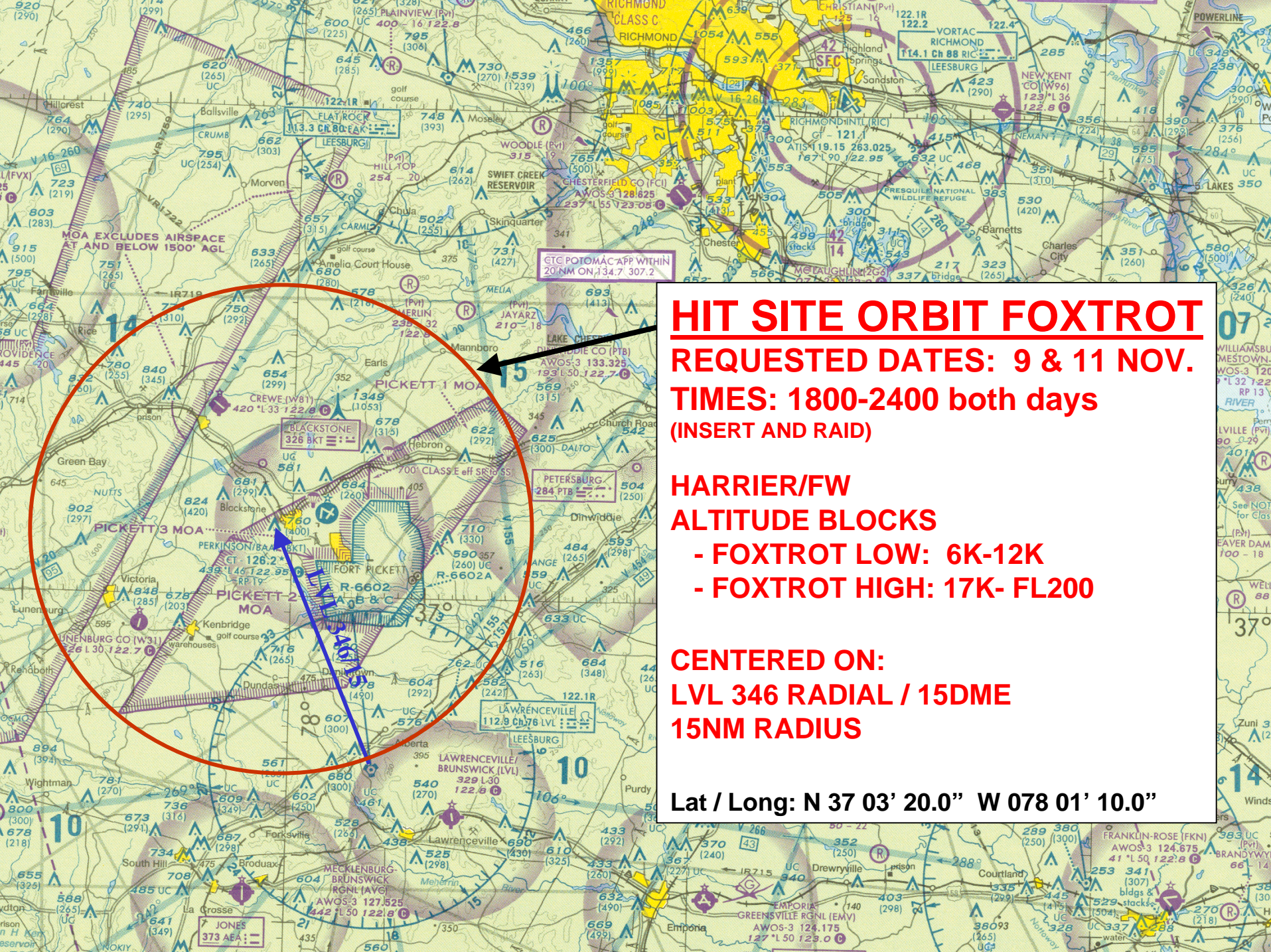
ALTITUDE BLOCKs:

- ECHO LOW: 6K-10K
- ECHO HIGH: 17K-FL200

CENTERED ON:

**GSO RADIAL 009 / 37DME
10NM RADIUS**

Lat / Long: N 36 40' 15.0" W 079 53' 53.8"



HIT SITE ORBIT FOXTROT

REQUESTED DATES: 9 & 11 NOV.
TIMES: 1800-2400 both days
(INSERT AND RAID)

HARRIER/FW
ALTITUDE BLOCKS

- FOXTROT LOW: 6K-12K
- FOXTROT HIGH: 17K- FL200

CENTERED ON:
LVL 346 RADIAL / 15DME
15NM RADIUS

Lat / Long: N 37 03' 20.0" W 078 01' 10.0"

HIT SITE ORBIT ENTRANCE PROCEDURES

- Aircraft will file IFR via appropriate NAVAID to and from Hit Site centroid fix:
 - ALPHA: Depart FAK to centroid fix (FAK 310/ 25)
 - BRAVO, CHARLIE, DELTA & ECHO: Depart DAN to respective centroid fix
 - DAN VOR is at SBV 252 / 17 (N 36 34.13' W 079 20.20')
 - FOXTROT: Depart LVL to centroid Fix (LVL 346/ 15).
- Must File FL220 or below.
- ALTRV Activation/Deactivation:
 - Call to Washington Center 30 minutes prior to first aircraft entry and upon last aircraft RTB
 - ALPHA & FOXTROT activation/deactivation
 - 703-771-3497 (primary) [Field Line Manager, Area 7]
 - 703-771-3473 (secondary)
 - BRAVO thru ECHO activation/deactivation
 - 703-771-3493 (primary) [Field Line Manager, Area 3]
 - 703-771-3473 (secondary)
- **Once cleared into Hit Site Orbit, aircraft must remain within 10 or 15 nm of Hit Site Orbit Centroid. Maintain MARSA in assigned altitude block until cleared to exit for AR or RTB. Must have ATC clearance to depart.**

REFUELING TRACK

- **Random Refueling Track Orbit**
 - 20 NM Refueling Track East of **South Boston (SBV)**
 - SBV105050 (IP) TO SBV105030
 - Left hand turns
 - Altitude: 6K-9K
 - Times: 1700-0100 for all dates except 2 Nov when times are 1000-1500
 - MUST File IFR to IP with delay then MARSA (i.e **NKT..SBV105050..SBV105030/D0+30..LVL..LVL346015/D+1+30..LVL..NKT**)
 - KC-130: advise ATC when Refueling complete,
 - Receiver: advise ATC 2 minutes prior for clearance to depart AR
 - Aircraft returning to a Hit Site Orbit must proceed via previously assigned entry point (except aircraft returning to Hit Site DELTA, which can return direct vice having to enter through DAN)

AR TRACK IP
SBV105050

- SBV105050 (IP) TO SBV105030
- LEFT HAND TURNS
- 6-9K
- MUST FILE IFR TO IP with delay, then MARSA RUT AIRCRAFT
- KC-130: advise ATC when Refueling complete,
- Receiver: advise ATC 2 minutes prior for clearance to depart AR
- If returning to Hit Site, proceed via established entry NAVAID
(However, if returning to DELTA Hit Site, aircraft may proceed direct)

<u>AR Active</u>	
31 Oct:	1700-0100
1 Nov:	1700-0100
2 Nov:	1000-1500
3 Nov:	1700-0100
4 Nov:	1700-0100
6 Nov:	1700-0100
8 Nov:	1700-0100
9 Nov:	1700-0100
11 Nov:	1700-0100

AR Active

31 Oct: 1700-0100
1 Nov: 1700-0100
2 Nov: 1000-1500
3 Nov: 1700-0100
4 Nov: 1700-0100
6 Nov: 1700-0100
8 Nov: 1700-0100
9 Nov: 1700-0100
11 Nov: 1700-0100

- SBV105050 (IP) TO SBV105030
- LEFT HAND TURNS
- 6-9K
- MUST FILE IFR TO IP with delay, then MARSA RUT AIRCRAFT
- KC-130: advise ATC when Refueling complete,
- Receiver: advise ATC 2 minutes prior for clearance to depart AR
- If returning to Hit Site, proceed via established entry NAVAID
(However, if returning to DELTA Hit Site, aircraft may proceed direct)

The following standard conditions shall apply :

A local **NOTAM** will be issued advising the flying public of RUT operations.

All RUT aircraft shall utilize the callsign “**RUGBY**”

Aircraft shall utilize Mode III transponder codes 5020 thru 5043 for VFR flight as depicted in the RUT LOI. IFR aircraft will squawk as assigned.

5020- 5025	CH-53 (20-25)
5026	Surveillance Aircraft (CESSNA)
5027- 5032	AH/UH-1 (27-32)
5033	Spare code
5034- 5043	CH-46 (34-43)

SOTG will utilize “safety of flight” freq as AMC Common for each mission

All RUT aircraft in Hit Site Orbits or AR Track remain on ATC frequency

**ALL AIRCRAFT WILL COMPLY WITH ADDITIONAL PROVISIONS
PROVIDED IN THE RUT LOI as DRAFTED BY SOTG**