

MTR 900 Special Operating Procedures:

- (1) Early contact with ATC before route entry will increase mission effectiveness.
- (2) Primary route through Eielson MOA and R2202 to the southern border of Birch MOA. Alternate exits place you at either point D within the Eielson MOA, or AE in R2211.
- (3) Restricted operations in and around active Special Use Airspace (SUA). See AFI 13-212, 11 AF Supplement. Coordinated scheduling with the 353 JSO, and radio contact with Eielson Range Control (ERC) on primary 229.4, secondary 246.2, or 125.3 (for SUA deconfliction) is required. If any of the affected SUA is active, you must remain clear until ERC approves entry. Radio contact with ERC may be difficult. If no contact can be made, call “in the blind”, then proceed, and continue periodic attempts. Radio contact with ERC constitutes use of the Special Use Airspace Information Service. This advisory service is provided for military and civilian VFR traffic in the Interior MOA complex. Advisories will be given when known. Though not an ATC facility, ERC provides this service to increase situational awareness and safety. Prior scheduling of R2202 and R2211 are required.
- (4) Contact Blair Lakes Range Control on primary 229.4, secondary 264.7 prior to entering R2211. They may not be open. Eielson Range Control provides area deconfliction.
- (5) Route designated for MARSAs operations, established by coordinated scheduling with the Scheduling Activity (SA). If filing the route past point C and the Eielson MOA is active, expect ATC to give route and MOA clearance prior to route entry. Ask for clearance at least five minutes prior to route entry. ATC may ask you if you are a “participant” in the SUA. This means you have coordinated with the SA for the use of SUA.
- (6) All route points collocated with IR-916, VR-1900 and VR-1916.
- (7) VR-1905, VR-1915, IR-905 and IR-915 cross at Pt A.
- (8) VR-937, VR-938, IR-919 and IR-921 cross at Pt D.
- (9) Primary Entry Pt - A. Alternate Entry Pt - D.
- (10) Primary Exit Pt - E. Alternate Exit Pts – D, AE.
- (11) Remain clear of isolated cabins on segment B to C. Staying south of centerline will help ensure most cabins are avoided. In IMC conditions maintain 1,000' AGL minimum.
- (12) Use CAUTION for VFR traffic entering/exiting the mouth of the Wood River, segment C to D, and in the vicinity of the Nenana River on segment B to C for light aircraft transiting to/from Windy Pass.
- (13) Use CAUTION for uncharted Newman Airstrip (N63 58 41 W147 15 42) on segment C to D. See 11 AF Noise/Flight Sensitive Areas List (NFSL), item 6. Remain clear by 1 NM or 5,000' AGL, 15 May – 15 Jun, 15 Nov – 15 Dec.
<http://www.elmendorf.af.mil/Units/611osf/AirspaceHome.htm>
- (14) Use CAUTION for hunting cabins and uncharted airstrips in vicinity of Gold King Creek (64 11 47N 147 55 57 W) located on segment C to D. See NFSL, item 42. Remain clear by 3 NM or 1,500' AGL, continuous.
- (15) Use CAUTION for uncharted airstrips at 64 07.1N 148 00W, 64 06.5N 147 33.2W and lake with float planes at 64 13N 150 53W (Mucho Lake).
- (16) Use CAUTION upon route exit when within/below the confines of the Birch MOA for traffic in the VFR Corridor along the Alaska Hwy. Remain above 3,500' MSL from

the south side of the Tanana River to ½ NM north of the Alaska Hwy. See Birch MOA description in the Alaska Airspace Handbook at the web page mentioned above.

(17) Route Entry: MPY1 (285.4/133.1), Exit: MPY2 (319.2/120.9)

(18) Weather briefing support agencies should request mission forecast support from Alaska Forecast Unit at DSN 317 552-2719/3043 at least 8 hours prior to mission brief time.

(19) Heavy migratory bird activity on route from 10 Apr to 20 May and 1 Aug to 1 Nov. There is no Bird Avoidance Model data for Alaska.

FSS'S Within 100 NM Radius: FAI, MCG, ORT, TKA