

IR 928 Special Operating Procedures:

- (1) Early contact with ATC before route entry will increase mission effectiveness.
- (2) Primary route between Yukon 1 and Eielson MOAs, through R2202 and Birch MOA.
- (3) Restricted operations within 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 is required.
- (4) Route designated for MARSAs operations, which are established by coordinated scheduling with the Scheduling Activity (SA). Expect ATC to give route and MOA clearance prior to entry. Ask for clearance at least five minutes prior to route entry. ATC may ask if you are a “participant” in the SUA. This means you have coordinated with the SA for the use of the SUA.
- (5) All route points collocated with IR-929, VR-1928 and VR-1929.
- (6) IR-909, IR-917, IR-918, IR-939, VR-1909, VR-1939, VR-935 and VR-936 cross at Pt A.
- (7) Numerous sensitive areas near Alaska Hwy. See 11 AF Noise/Flight Sensitive Areas List (NFSL) <http://www.elmendorf.af.mil/Units/611osf/AirspaceHome.htm>.
- (8) Remain clear of Birch Lake State Recreation Area (64 19N 146 39W) by 2,000’ AGL or 1 NM, (15 May – 30 Sep). See NFSL item 10.
- (9) Remain clear of Clear Creek cabins (64 13.1N 146 13W) by 1,500’ AGL or 1 NM continuous. See NFSL item 8.
- (10) Use CAUTION for uncharted 50’ tower not listed in CHUM (64 22N 146 11W).
- (11) Remain clear of Shaw Creek Youth Camp (64 16N 146 06W) by 1,500’ AGL or 1 NM continuous. See NFSL item 29.
- (12) Use CAUTION Alaska Highway VFR corridor within confines of Birch MOA. Remain above 3,500’ MSL when within ½ mile north of the highway to the southern bank of the Tanana River, continuous. See Birch MOA description in the Alaska Airspace Handbook. Use CAUTION!
- (13) Use CAUTION for aviation related gold mine activity along entire route. Most traffic is helicopters and small fixed wing aircraft. Helicopters frequently use 150’-500’ cables strung below for carrying cargo.
- (14) Seasonal Caribou calving sensitive area, primarily within Yukon 1 MOA (15 May – 15 July); see local OGV FCIFs for details and locations.
- (15) Route Entry/Exit: MPY2 (319.2/120.9)