

60th Air Mobility Wing Travis AFB



U.S. AIR FORCE

Travis ATC Procedures

7 January 2013

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Team Travis...America's First Choice!



Overview



- Travis Mission
- Travis Airspace
- Flight Following
- ATC Perspective



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Travis Mission



■ Travis Air Force Base

- Provides global transport for all US military operations
- Largest (most diverse) flying wing in the Air Force

■ 60th Air Mobility Wing

- Assigned C-5, C-17, and KC-10 aircraft
- All aircraft are HEAVY type



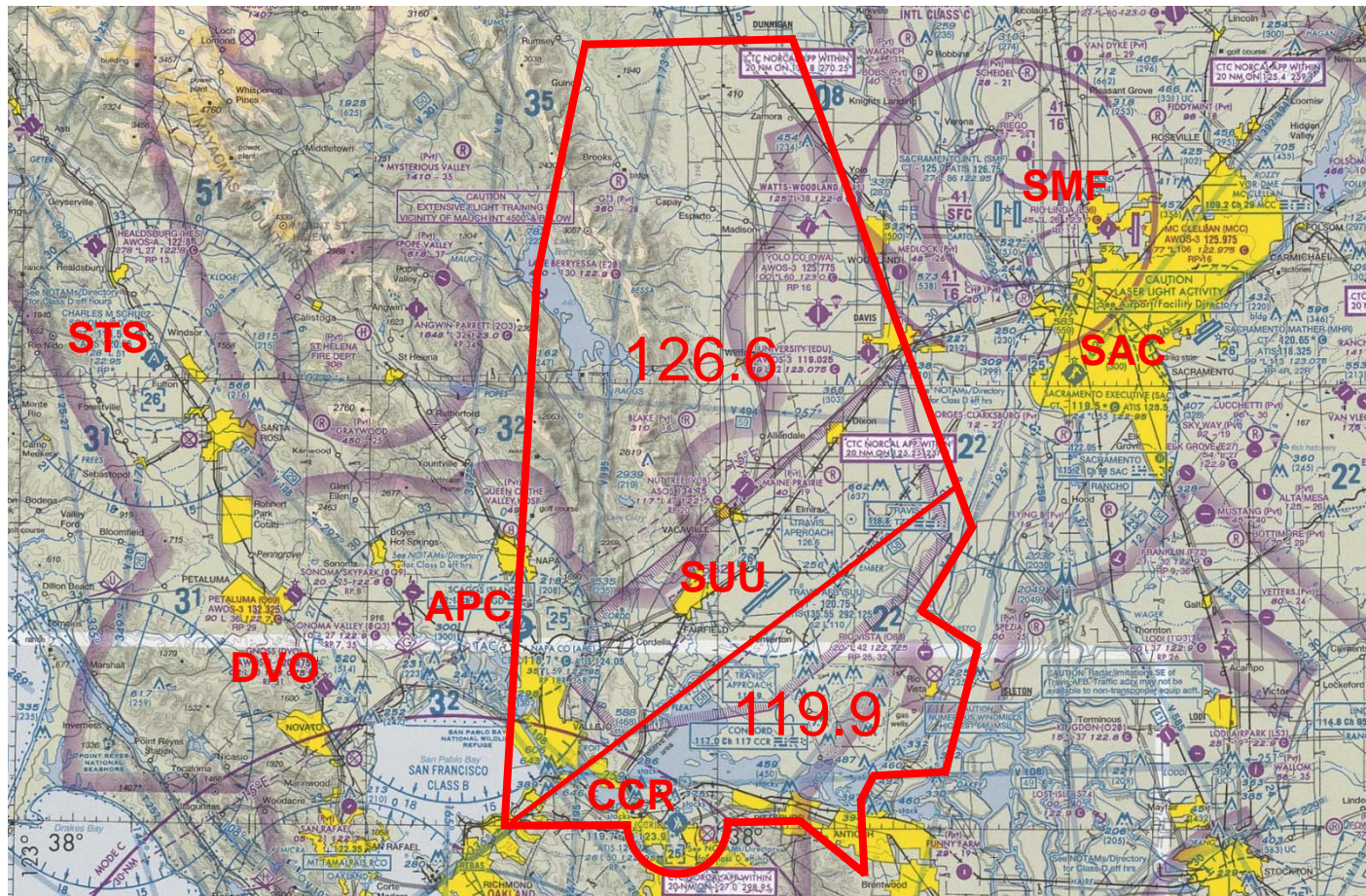
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Travis Airspace



- Travis Approach Class E - Surface to 10,000 ft MSL



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Travis Airspace



■ Travis Class D

- Surface to 2,600 ft MSL within 4.3 nm of Travis AFB
- Remain outside Class D unless approved by Travis Tower



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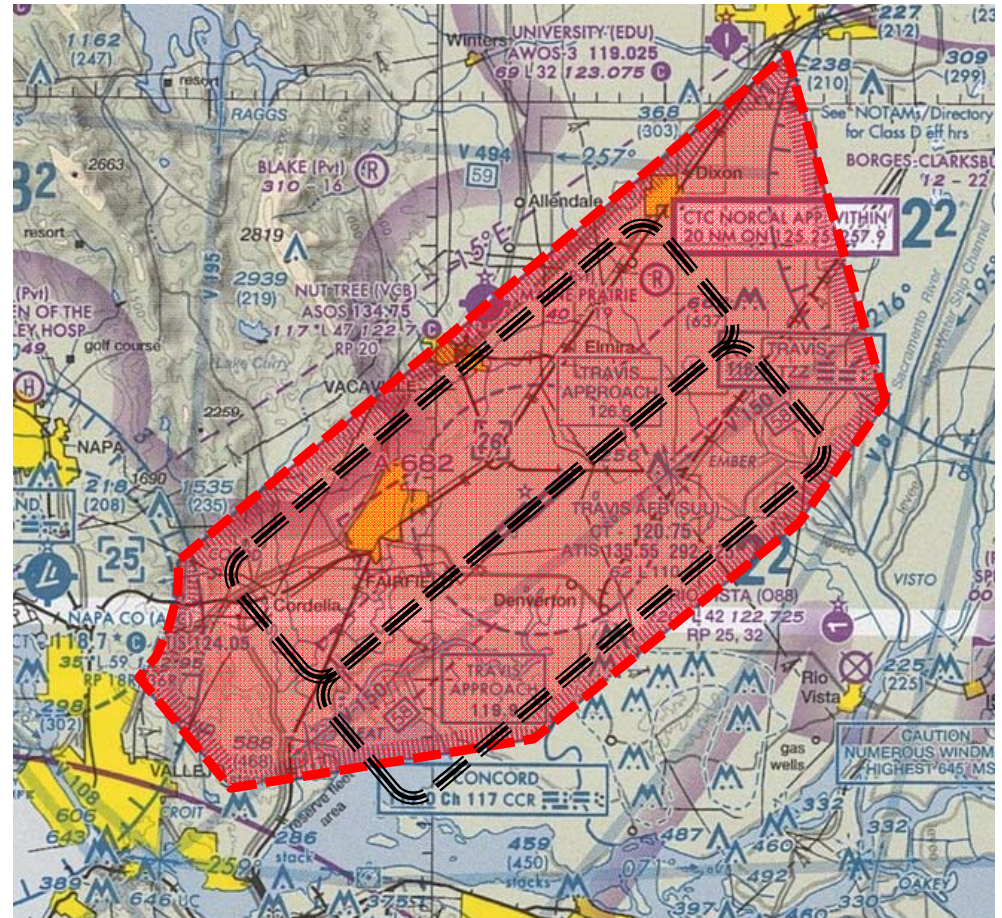


Travis Airspace



■ Alert Area A-682

- Surface to 6,000 ft MSL
- High volume of pilot training activities
- Transponder use encouraged
- Contact Travis Approach for advisories



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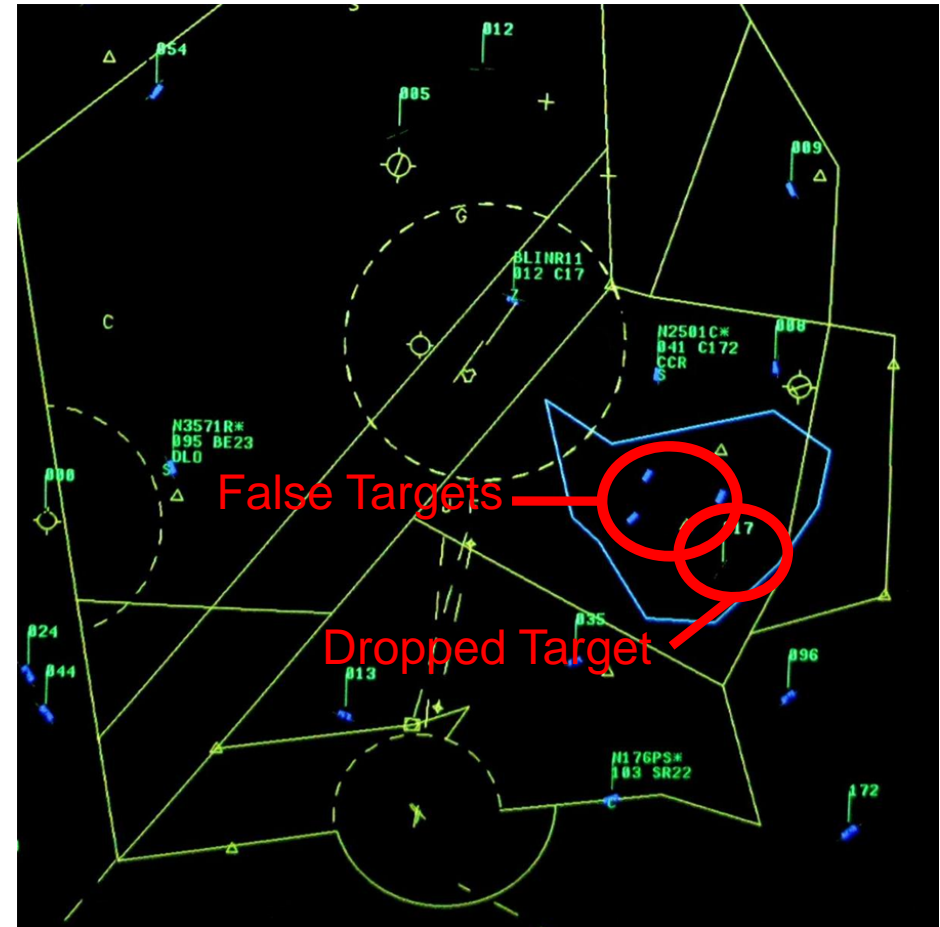


Travis Airspace



■ Wind Resource Area

- Radar limitations over areas saturated with wind turbines
- Radar problems over wind turbines
- Transponder use highly encouraged



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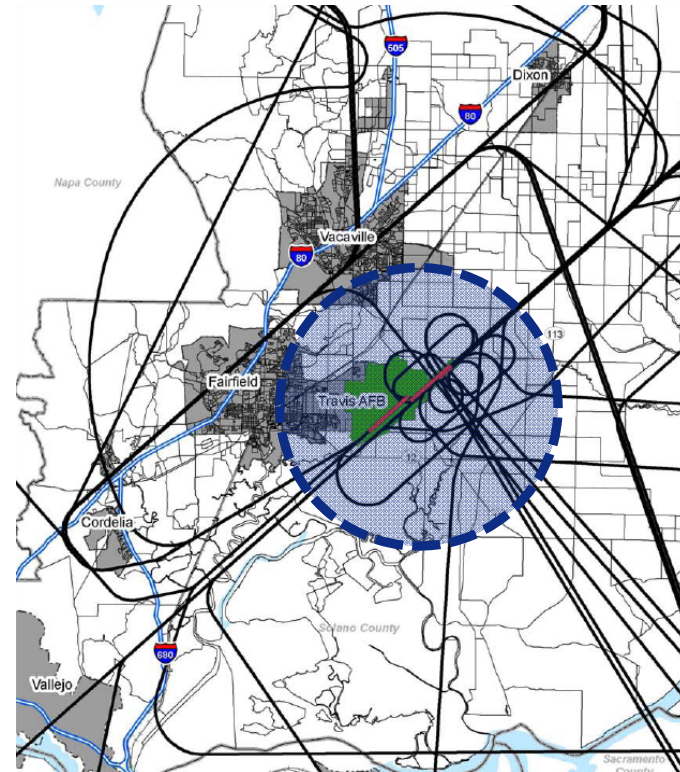
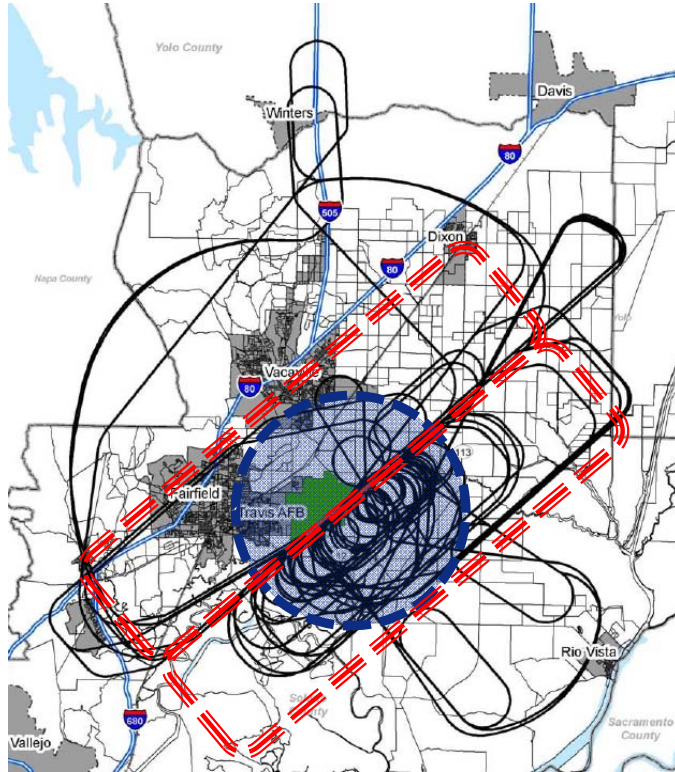


Travis Airspace



■ Travis Flying Operations

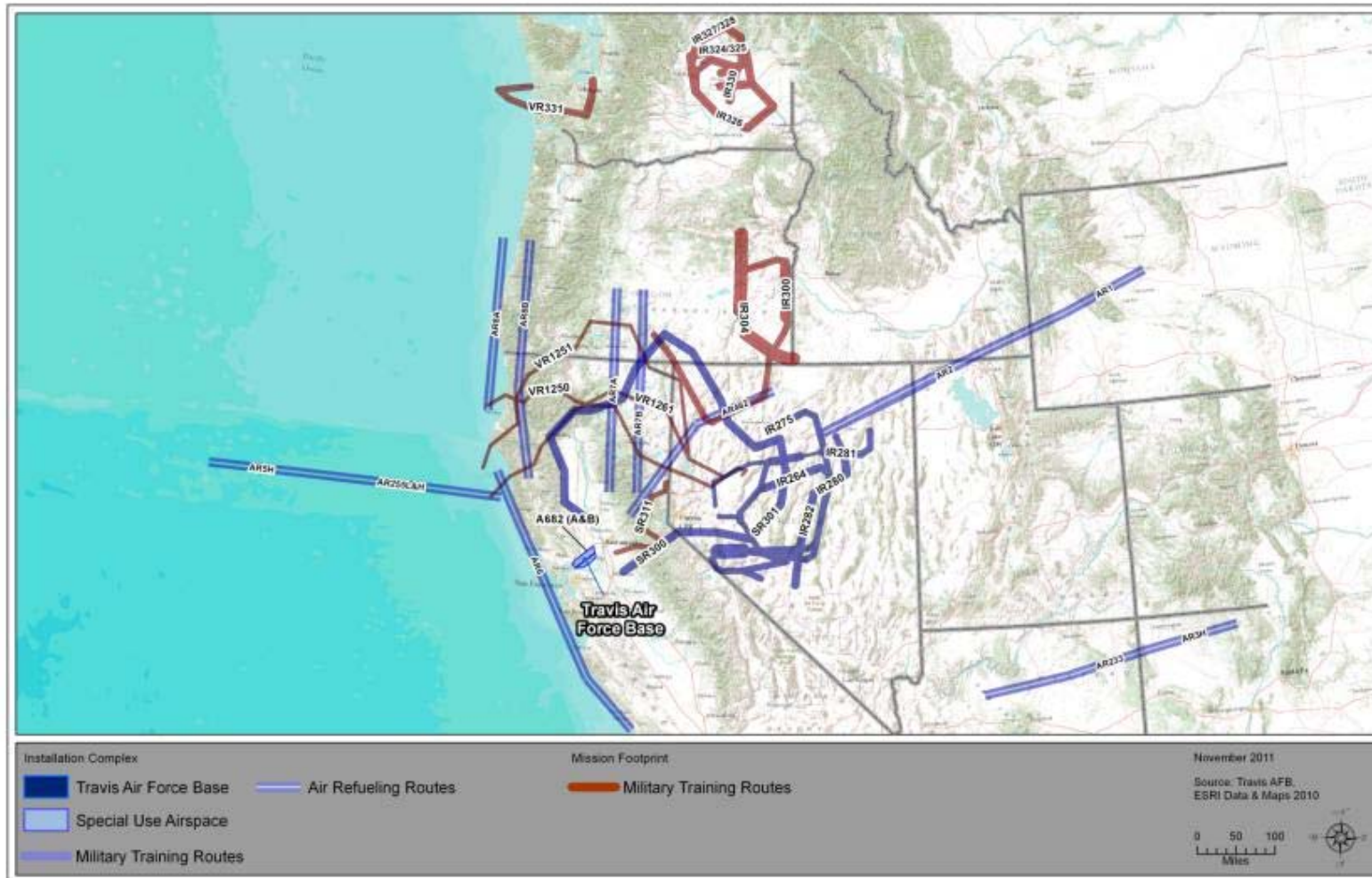
- Heavy flying activity within 15 nm of Travis AFB



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Travis AFB Installation Complex and Mission Footprint



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Travis Airspace



-
- Air Traffic Control in Class E Airspace
 - Separation services *required for all* IFR aircraft
 - Advisory services provided to *participating* VFR aircraft
 - VFR Flight Following
 - Available for pilots not already on a flight plan
 - Following specific procedures enables better ATC handling

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Flight Following



■ VFR Call-Up Techniques

- Listen to frequency before you transmit
- Provide clear and concise information
- Ensure proper transponder operation



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Flight Following



■ Radar Flight Plan Requirements

- 1) Call Sign
- 2) Destination
- 3) Type Aircraft



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Flight Following



■ Initial Contact Transmissions

- Pilot: *“Travis Approach, Piper 8739E, request flight following”*
 - ◆ Important to speak steady and clearly
 - ◆ Low aircraft may be in areas of poor radio coverage
 - ◆ Controller will enter your call sign into computer (“N8739E”)
- ATC: *“Piper 8739E, Travis Approach”*
 - ◆ Ensure call sign is correct before providing more information

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Flight Following



■ Flight Planning Transmissions

- Pilot: *“Approach, Piper 39E. Destination, Alpha-Uniform-November. Type aircraft, PA 28”*
 - ◆ Provide three letter ID for destination airport
 - ◆ Provide make, not nickname (“PA 28” not “Cherokee”)
- ATC actions
 - ◆ Controller enters destination and type aircraft into computer
 - ◆ Computer prints flight progress strip used to track aircraft

N8739E	4265	SUJ	SUU AUN				
PA28	P1920		55	R	VFR		
888	VFR		✓				1922

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Flight Following



■ Flight Planning Transmissions

- ATC: *"Piper 39E, squawk 4-2-6-5 and ident"*
 - ◆ Associates flight strip with actual aircraft
 - ◆ Controller discovers aircraft location using ident feature
- Pilot requests
 - ◆ Make requests after controller reports you "radar contact"

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ATC Perspective



- VFR Aircraft



- VFR Aircraft with transponder



- VFR Aircraft with flight following



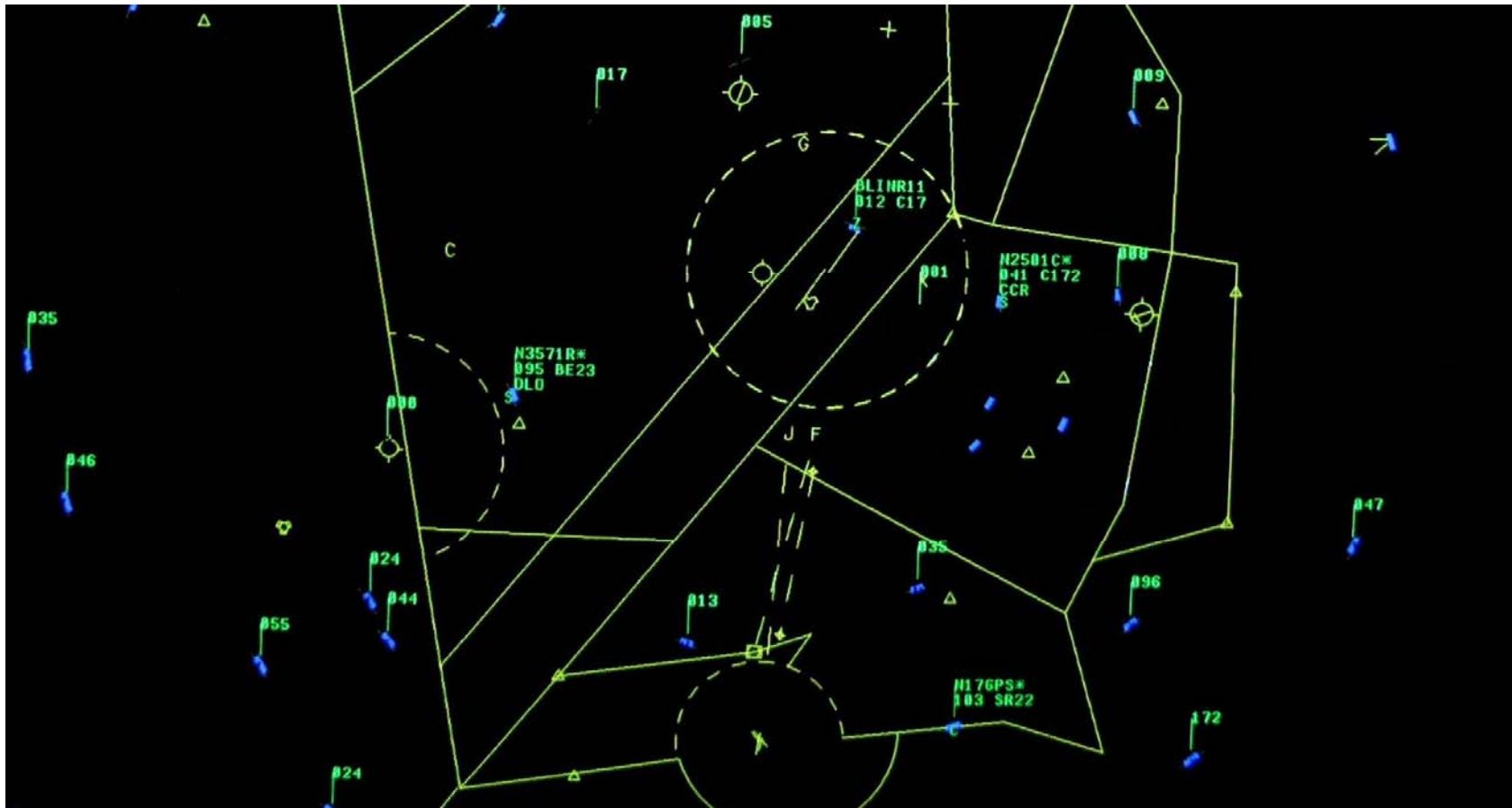
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ATC Perspective



■ View From the Radar Scope



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Summary



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Summary



Questions?

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