

## KNUW Class Charlie Airspace

Naval Air Station Whidbey Island (NASWI) is the largest and most complex Class Charlie airspace controlled by the U.S. Navy. Whidbey Approach controls more than 2,200 square miles of airspace in the northern Puget Sound, to include airspace below 9,000 feet MSL and approaches into 7 airports, with an additional 8 non-instrument airports underlying our airspace. Whidbey Approach also provides flight following to VFR traffic as workload permits.

The Whidbey Class Charlie mandatory participation area extends from surface to 4,000' MSL within 5 miles of KNUW, and the outer shelf extends from 5 miles to 10 miles from KNUW, 1,300 MSL to 4,000 MSL, excluding a sector from 345 to 050 covering most of Skagit Island and the Twin Bridges, from 2,000 MSL to 4,000 MSL. Aircraft operating within the confines of the mandatory participation area require two-way radio communication with Whidbey Approach and an operable Mode C transponder unless explicitly authorized by ATC.

Whidbey Approach provides IFR approach services for the following airports

Delaurentis (OKH) Skagit Regional (BVS)  
 Friday Harbor (FHR) Jefferson Co. (0S9)  
 Orcas Island (ORS) Port Angeles CGAS (NOW)  
 William R. Fairchild (CLM)

**Alert Area 680** covers a 3 NM radius overlying KNRA from surface to 3,000 MSL

*Caution is required when operating near A-680. Pilots are requested to avoid the area if military aircraft are observed operating at KNRA.*

## NUW Class Charlie Airspace and Alert Area 680



Naval Outlying Field (OLF) Coupeville (KNRA) is a restricted airfield 10 NM south of KNUW designated for carrier-based aircraft to conduct simulated aircraft carrier landing operations (Field Carrier Landing Practice, FCLP). FCLPs are conducted during day and night conditions year round. Aircraft may transit between KNUW/KNRA up to 2,500 feet MSL.

**Aircraft conducting FCLPs may not utilize transponders and will not appear on TCAS or ADS-B. Maintain a vigilant lookout for other aircraft.**

**Whidbey Approach does not broadcast notifications or issue NOTAMs for FCLP operations at KNRA or KNUW.**

## Military Training Routes (MTR)

Numerous MTRs exist in the Pacific Northwest for various aircraft types and training requirements. Scheduling authorities for local area routes are NAS Whidbey Island Range Schedules, or Joint Base Lewis-McChord.

IFR Routes (IR) and VFR Routes (VR) are charted on VFR Sectional Charts as grey lines. IR routes only are shown on IFR LOW charts as brown lines. All charted routes include the route number and direction of flight, with many routes being bi-directional. High speeds are authorized within the confines of the route. Route altitudes vary and routes widths are up to 5 NM either side of charted centerline. Many Electronic Flight Bags (EFB) only depict route centerlines and do not show width.

Pilots are highly encouraged to check with the nearest Flight Service Station to obtain the status of nearby MTRs before operating near charted MTRs.

- Avoid flying parallel to active MTRs.
- Cross MTRs perpendicular to minimize the time spent within the MTR.

The following routes are scheduled by NAS Whidbey Island. The following routes are 4 NM wide on either side from centerline

Route	Altitude	Route	Altitude
IR-341	500A-7,000M	VR-1350	200A-1,500A
IR-342	500A-13,000M	VR-1351	200A-1,500A
IR-343	500A-11,000M	VR-1352	200A-1,500A
IR-344	200A-7,000M	VR-1353	200A-1,500A
IR-346	200A-7,000M	VR-1354	200A-1,500A
IR-348	500A-13,000M	VR-1355	200A-1,500A
Altitudes given in feet: A-AGL, M-MSL			

See Pamphlet 2 for more MTR information

## NASWI-Based Aircraft

### EA-18G "GROWLER" (F/A-18 variant)



Airspeed- Supersonic Capable **NO TCAS**  
Typically operate as flights of 2+ aircraft  
May operate at 400+ knots on MTRs

### P-8A "POSEIDON" (B737 variant)



Airspeed- 490 knots maximum **TCAS-II**  
Category C-D approach speeds (121-165 knots)  
C-40A (737-700) has similar performance profile  
P-3s operate at slightly slower speeds **TCAS-I**

### MH-60S "KNIGHTHAWK" (H-60 variant)



Airspeed- 180 knots maximum **NO TCAS**  
Typically operates below 5,000' AGL

## Helpful Contact Information

### NAS Whidbey Island ATC Frequencies\*

Approach East- 120.7 MHz / 270.8 MHz  
Approach West- 118.2 MHz / 285.65 MHz  
KNUW Tower- 127.9 MHz / 340.2 MHz  
KNUW ATIS- 134.15 MHz / 281.5 MHz  
**\* REFER TO CURRENT FAA PUBLICATIONS**

Clearance Delivery Telephone- 360-257-3310,  
Frequency- 124.15 MHz (**KNOW, KCLM only**)

BASE OPS/ODO Telephone- 360-257-2681

### NOTICE

**Military aircraft may not utilize their transponder during some flight operations. Do not rely on technology alone (TCAS, ADS-B/TIS-B) for traffic avoidance! Always maintain a vigilant lookout to SEE and AVOID other traffic, especially when operating near Alert Areas, Military Operations Areas, and Military Training Routes.**

### Mid-Air Collision Quick Facts

- Nearly all mid-air collisions occur in VMC during daylight hours, most within 5 miles of an airport, on weekends (FAASTeam)
- Enroute collisions occur below 8,000 feet MSL and within 25 miles of an airport (FAASTeam)
- See FAA AC 90-48E for more information

It takes a minimum of 12.5 seconds for a pilot to identify, react, and avoid a mid-air collision. This equates to 1.25 NM at a closure rate of 360 knots!

## NAVAL AIR STATION WHIDBEY ISLAND



## MID-AIR COLLISION AVOIDANCE GUIDE

## KNUW/KNRA OPERATIONS

