

TRAINING UNIT BRIEFING BINDER
9 AUGUST 2019

Purpose

To provide a general overview of information contained in several signed airfield documents in an effort to streamline briefing and questions on aviation operations on Fort Knox. Information will be updated to coincide with updates to Fort Knox aviation regulations, manuals, and plans. Should questions and/or conflicts arise on priority of guidance; signed regulations will take precedence and the briefing binder will be revised.

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Chapter 1 – Regulations and Procedures

1-1. Responsible Agency

The responsible agency for the operations of Godman AAF is Directorate of Plans, Training, Mobilization, and Security (DPTMS) – Airfield Division, Fort Knox, KY.

1-2. Fort Knox Aviation Regulations

<https://www.knox.army.mil/Garrison/dhr/asd/regs.aspx>

1-3. Weather Link

<https://owsjet15.us.af.mil/portal/public/Guest/>

Select the tab labeled "WX Brief" center top of page. Click "create mission" and follow the steps. This site requires CAC access.

Pilots needing assistance can call for a briefing using DSN 576-9755 or Commercial 618-256-9755.

1-4. Frequencies

	VHF	UHF	FM
Tower	133.35	233.7	
Ground	121.9	239.3	
Guard	121.5	243.0	
Operations	126.2	234.4	
Weather (Metro)	139.65		
SDF	132.07/123.67	327.0	
229th/159th Internal		280.8	
Range Control	136.075		38.90/41.80
VOR/DATIS	109.6		
ILS	108.95		
R3704 Air to Air		237.5	

1-5. Runways

Godman has two runways available. Runway 18/36 is the primary runway and has pilot controlled lighting. Runway 15/33 is the secondary runway and does not have pilot controlled lighting or approach lighting.

- a. Width.
 - RWY 15/33 - 75ft.
 - RWY 18/36 - 150ft.

b. Length.

	<u>Total Surface</u>	<u>Landing Surface</u>
RWY 15/33	5053ft.	4853ft.
RWY 18/36	5585ft.	5185ft.

c. Weight Restrictions.

RWY 15/33 – PCN 66

RWY 18/36 – PCN 89

1-6. Taxiways

Rotary-wing aircraft that are on a VFR flight plan are authorized to arrive/depart from all taxiways in the movement area.

a. Width.

Taxiway A -	75ft.
Taxiway B -	50ft.
Taxiway C -	50ft.
Taxiway C, west of RWY 18	75ft.
Taxiway D -	50ft.
Taxiway F -	75ft.

b. Weight Restrictions. All “large” and “heavy” aircraft shall use Taxiway A, B, C west of RWY 18, and F west of RWY 18.

Note: If an aircraft mistakenly turns onto an area not intended for their use, keep the aircraft moving and expeditiously route them back to an adequate surface.

c. Midfield Area. Located east of the midfield section of RWY 18/36.

d. Other Landing Areas. Helicopters operating VFR at Godman AAF may use any of the lettered sods, except C Sod and D Sod, due to the proximity to aircraft for departure and arrival, when approved by Godman Tower. Aircraft will not over fly equipment, vehicles, or parked/taxiing aircraft.

1-7. Services Available

Fuel Services. Fuel services are provided through contractor. Fuel services are available Monday through Saturday from 0700-2300L (excluding federal holidays). Tower will coordinate aircraft fuel requests through Airfield Operations. When Airfield Operations close, Tower will coordinate fuel requests for transient and fixed wing aircraft. Fuel will be contacted through the LMR radio as “Unit 2”. Aircraft must be shut down and be ready to receive fuel no later than 2245L, unless coordinated otherwise.

1-8. Traffic Patterns.

The standard traffic pattern is west of the airfield for runways 18/36 and 15/33. East traffic will be limited and must avoid flight within R3704 by remaining west of Ireland Army Health Clinic.

Fixed-Wing and Overhead Pattern	2300ft. MSL
Rotary-Wing Pattern	1500ft. MSL

1-9. VFR Training Areas.

a. North. North training area is primarily used for rotary wing terrain flight and UAS training and includes part of Brown Route. This training area is located across the northern portion of R3704.

b. South. South training area is primarily used for rotary wing terrain flight and UAS training and includes part of Brown Route. This training area is located across the southern portion of R3704.

c. Central. Central training area is primarily used for rotary wing terrain flight and as an inbound/outbound area for UAS flights that originate at Godman AAF. This training area includes part of Brown Route.

d. West. West training area is primarily used for rotary wing terrain flight and includes Green Route. This training area is located to the west and north of Godman AAF.

e. Rotary-wing Maintenance Test Flight Area (TFA). This TFA is divided into north and south, with the line dividing the area running approximately due west from Godman AAF.

1-10. Adjacent Airports/Heliports

a. Elizabethtown Airport (Addington Field, EKX). 14SM South of Godman AAF.

b. Louisville International Airport (Standiford Field, SDF). 22SM Northeast of Godman AAF.

c. Bowman Field (LOU). 25SM Northeast of Godman AAF.

Chapter 2 – Airfield Security

2-1. Vehicle Access Gates.

Vehicle entry is limited to Monday- Friday, 0700-1500, when Airfield Operations is present. Afterhours access will must be coordinated with Airfield Manager prior to access requirement.

2-2. Pedestrian Access Gates.

Pedestrian Traffic will enter during the vehicle hours. Afterhours access will must be coordinated with Airfield Manager prior to access requirement.

2-3. Key Control.

Airfield Operations provides key control for the airfield gates, along with building 5220.

Chapter 3 – Flight Planning

3-1. Flight Plans

a. Types. Aircraft may file IFR, VFR, and SVFR flight plans.

b. Requirements. All stationed aircraft must file a flight plan through Airfield Operations during hours of operation. Transient aircraft are exempt from filing with Airfield Operations during stop over flights.

c. Local Filing. All stationed aircraft must file a flight plan. Tenant rotary wing aircraft file local flight plans with unit Flight Operations. All IFR and VFR Cross-Country flight plans will be filed with Airfield Operations, when open or Flight Service Station. Maintenance Test Flights with a valid flight plan on file, may file over the radio.

d. In-Flight Filing. In-flight filing is not authorized. Airfield Operations may assist aircraft by in-flight filing on a case-by-case basis.

3-2. Aircraft Call Signs

a. Call signs will be per military service regulations and DoD FLIPs. Unit/tactical call signs will not be used when filing flight plans at Godman Airfield unless that call sign meets the criteria outlined in the General Planning Guide, Chapter 4, Item (2)(d).

b. When there are two aircraft with the same or similar call sign, Godman Tower will inform aircrews of identical or similar call signs operating in Godman airspace.

Chapter 4 – Aircraft Parking Areas

4-1. Parking Areas.

Airfield Operations is responsible for the airfield parking plan IAW the Godman Airfield Operations Manual. See parking map located under the plexi glass at the GC position for aircraft parking areas according to wing tip clearances.

a. Red Ramp (a.k.a South Ramp) – This area has five concrete pads with tie downs and electrical grounding points. It is located on the southern section of Red Ramp. The area runs from south to north along Bldg. 5222 Hangar and the fuel farm area. All

aircraft will park facing to the west. Most pads in this area are not in sight from the Tower. The concrete portion of the Red Ramp, near the sod is weight tested for heavy aircraft. This portion of the ramp is called the C130 Ramp.

Note: Wing Tip Clearance Restrictions. A wing walker is required if a large or heavy aircraft park on C-130 ramp and H-60s are present on Red Ramp.

b. Transient Parking – This area has three asphalt parking spaces marked with a yellow “t” and they have tie-downs and electrical grounding points. It is located west of the Airfield Operations Hangar. All aircraft will park facing to the west.

c. VIP Ramp – This area has three asphalt parking spaces with tie-downs and electrical grounding points. It is located to the north of the Airfield Operations Hangar. VIP Spot 1 is located farthest west and is abeam the concrete sidewalk. VIP Spot 2 and VIP Spot 3 fall in order to the east of VIP Spot 1 on the yellow taxi line. All VIP aircraft will park facing to the west.

Note: Exceptions regarding VIP helicopter operations are approved by Airfield Operations or Management.

d. Blue Ramp – This area has 12 concrete parking pads with tie-downs and electrical grounding points. It is located north of Murphy Hangar and Thunderbolt Hangar. The parking pads are marked with a “B” and number indicating the parking number of Blue 1, 2, 3, etc. This parking area is reserved for aircraft for tenant ARAC units. Parking spot B1 is reserved for tenant BE20 parking.

e. Yellow Ramp – This area has 15 concrete parking pads with tie-downs and electrical grounding points. It is located north of Blue Ramp and east of Taxiway D. The parking pads are marked with a “Y” and number indicating the parking number of Yellow 1, 2, 3, etc. This parking area is reserved for aircraft for tenant ARAC rotary wing units.

f. Green Ramp – This area has 6 concrete parking pads with tie-downs and electrical grounding points. It is located north of Yellow Ramp and east of Taxiway D. This parking area is normally for transient rotary wing aircraft use.

g. Keyholes – This area has 15 concrete parking pads with tie-downs and electrical grounding points. It is located north of the Tower between Midfield Area and Taxiway D. This parking area can be used for fixed wing aircraft.

Note: Skid aircraft will park on concrete pads, unless prior coordination has been completed with Airfield Operations.

h. Heavy Parking – “Large” and “Heavy” aircraft shall park on the western-most edge of Red Ramp between Taxiway A and Taxiway B. Refuel operations may be conducted in this parking area. This portion of the ramp is called the C130 Ramp. Other authorized parking areas include: Taxiway A, Taxiway B, Taxiway C (west of RWY 18), and

Taxiway F (west of RWY 18). Taxiway F (west of RWY 18) will be used as a last resort. The use of taxiways for parking will be coordinated through Airfield Operations.

4-2. Taxi Restrictions.

a. Rotary-wing aircraft. Rotary-wing aircraft are restricted to ground-taxi operations on all ramps. Skid aircraft are the only aircraft authorized to hover-taxi in these areas. Requests by other rotary-wing aircraft will be authorized on a case-by-case basis based on airport surface conditions and proximity to other aircraft/pedestrians. Rotary-wing taxi operations on VIP Ramp shall be limited, but are not prohibited.

b. Fixed-wing aircraft. Fixed-wing aircraft smaller than C37 (G5) are authorized to use Midfield Area, Taxiway A, Taxiway B, Taxiway C, Taxiway D, and Taxiway F. Fixed-wing aircraft larger than C37 (G5) are able to use Taxiway A, Taxiway B, Taxiway C (west of RWY 18) ONLY and Taxiway F (west of RWY 18) ONLY.

Chapter 5 – Flight Line Driving Information

5-1. Training Program and Certification.

Flight Line Drivers training can be obtained through the Airfield Safety Officer.

5-2. Communication Procedures.

All personnel operating a movement area will be in direct contact with the Tower.

Chapter 6 – Movement & Non-Movement Areas

6-1. Movement Areas and Procedures.

a. Movement areas are those in which communication with the Air Traffic Control Tower is required. All areas beyond the yellow painted double line on the tarmac and parking aprons are considered airfield movement areas to include all sod areas on the airfield. The primary aircraft movement areas consist of two (2) runways, five (5) taxiways, as well as the Red and VIP parking ramps.

b. Runway 18/36, the main instrumented runway, has an overall length of 5585 feet, of which all 5585 feet are usable. Runway 15/33 has a total usable length of 5253 feet.

c. Taxiway Alpha meets Runway 18/36 approximately 785 feet from the approach end of Runway 36 and is orientated on a heading of approximately 230 degrees. Taxiway Alpha is 392 feet long, 75 feet wide, and is used for movement of aircraft that will be parking on the main or extended ramps, transient fixed wing area, and red ramp.

d. Taxiway Bravo meets Runway 18/36 approximately 1569 feet from the approach end of Runway 36 and is orientated on a heading of approximately 270 degrees. Taxiway

Bravo is 294 feet long, 50 feet wide, and is used for movement of aircraft that will be parking on the main or extended ramp and transient fixed wing area.

e. Taxiway Charlie meets Runway 18/36 approximately 2417 feet from the approach end of Runway 36 and is oriented on a heading of approximately 320 degrees. Taxiway Charlie is 817 feet long, 50 feet wide, and is used for movement of aircraft that will be parking on the main and extended ramps and transient fixed wing area.

f. Taxiway Charlie extends beyond Runway 18/36 (Charlie West) and meets Runway 15/33 approximately 2877 feet from the approach end of Runway 15/33. Charlie West is 1438 feet long, 75 feet wide, and used to transition aircraft from Runway 15/33 to the main or extended ramp and transient fixed wind area.

g. Taxiway Delta meets Runway 18/36 approximately 5099 feet from the approach end of Runway 36 and is oriented on a heading of approximately 330 degrees. Taxiway Delta is 3070 feet long, 50 wide, and extends from the main parking ramp and intersects Taxiway Foxtrot at approximately 1500 feet from the main parking areas. Delta Taxiway is used primarily for movement of aircraft that will be parking on Blue, Yellow, and Green parking ramps.

h. Taxiway Foxtrot has a total usable length of 1900 feet and extends through Runway 18/36 and abuts up to Runway 15/33.

6-2. Non-Movement Areas and Procedures.

a. Non-movement areas are those areas in which communication with the Air Traffic Control Tower is not required. Non-movement areas include taxiways, aprons, and other areas NOT under control of the ATCT.

b. The Keyhole, Blue, Yellow, and Green Ramps, as well as portions of Taxiway D are designated as non-movement areas and are not under the control of Godman ATC. However, vehicle operators will contact Godman ATC/Airfield Operations prior to entering Delta taxiway beyond Green Ramp.

c. The airfield perimeter road, closed portions of runways 05 and 09, closed taxiways west of Runway 15/33 are non-movement areas and have no requirement to contact ATC Tower or Airfield Operations.

Chapter 7 – Hangar Use/Maintenance/Area Clean up

Use of offices and maintenance bays will be coordinated with the Airfield Operations Officer. Areas will be inspected prior to use and at the end of the training/missions support to ensure facilities are the same standard as when initially occupied.

Chapter 8 – Aircraft Refueling/Defueling

a. Aircraft engines will not be started when refuel operations are in progress on adjacent parking areas.

b. Aircraft will not be fueled when lightning is reported within 5 NMs of the airfield. Airfield Operations will inform fuel handlers when lightning is reported within 5 NMs and when it has moved beyond 5 NMs from Godman Airfield. Range Control will notify aviation units in the training complex of lightning observations.

c. Personnel will not be aboard an aircraft during fueling operations, unless the aircraft is a type which requires fuel quantity gauges to be monitored or it is standard procedure for other services (i.e., Navy, Air Force, Marine, or Allied Services).

d. Speed limit for all vehicles is 5 miles per hour (MPH) in the vicinity of aircraft. Extreme caution should be exercised whenever operating a vehicle in the vicinity of aircraft.

8-1. Refueling Operations.

a. Aircraft not equipped with CCR receptacles will be required to shut down for open port refueling.

b. The provisions of FM 10-67-1 will govern the setup of dispensing equipment, pad spacing requirements, grounding points, grounding procedures, lighting requirements, and fire-fighting equipment requirements. Aircrews will use procedures for the individual aircraft type flown (see aircraft checklist).

Aircraft crewmembers involved in refuel operations will wear helmets with visors down (except during NVD operations).

c. Smoking is prohibited within 50 feet of aircraft and fuel dispensing equipment.

d. Personnel are prohibited from carrying ignition sources (lighter, matches, etc.,) within 50 feet of an aircraft being refueled.

e. The PC is responsible for ensuring passengers are properly briefed and escorted to a marshaling area before refueling begins.

f. Refuel personnel will ensure a serviceable fire extinguisher is available at each fuel point before commencing operations.

g. Sufficient water or a water source will be available to wash spilled fuel from personnel or to wet fuel-soaked clothing.

8-2. Defueling Operations.

- a. Defuel procedures will be per FM 10-67-1, Chapter 9.
- b. Defuel operations will be conducted at Godman Airfield, if possible. If an aircraft must be defueled at a field location, all precautions will be taken to ensure safety and environmental protection guidelines are met.
- c. Before defueling an aircraft at Godman Airfield, the fire department will be notified.
- d. Disposition of fuel removed from an aircraft during defuel operations will be as follows:
 - (1) Non-contaminated fuel will be sampled and taken from the aircraft into a fuel service tank or truck.
 - (2) Contaminated fuel will be removed from the aircraft and stored in appropriate fuel storage containers for proper disposal. The contaminated fuel will be protected and accountability maintained until turned in.

8-3. FARP Operations.

- a. Before beginning fueling/forward area refuel point (FARP) operations on Godman Airfield, the unit Aviation Safety Officer must notify Airfield Operations that the fuel site has been inspected and all requirements for safe operation have been met.
- b. Fuel handlers will use a closed circuit refueling (CCR) nozzle for rapid refuel operations. Aircraft not equipped with CCR receptacles will be required to shut down for open port refueling.
- c. The provisions of FM 10-67-1 will govern the setup of dispensing equipment, pad spacing requirements, grounding points, grounding procedures, lighting requirements, and fire-fighting equipment requirements. Aircrews will use procedures for the individual aircraft type flown (see aircraft checklist).
- d. Military personnel operating fueling points will wear eye protection (goggles), hearing protection (earplugs or aural protectors), gloves, leather boots, and long-sleeved uniforms with sleeves rolled down. Cotton coveralls authorized in common table of allowances (CTA 50-900) for petroleum, oils, and lubricants handlers may be worn; if unavailable, ACUs with sleeves down are authorized.
- e. In the event of fire in the refuel area, the following procedures apply:
 - (1) Refuel fire location. The PC will shut down and exit the aircraft. Crewmembers will assist, as necessary.
 - (2) Aircraft at other refuel points. Cease refuel operations immediately. A crewmember outside the aircraft will disconnect all grounding cables and close the fuel cap. The PC will determine if a safe departure can be made; fly or taxi the aircraft to a safe location. If aircraft cannot be moved safely, shut the aircraft down and exit the aircraft. Crewmembers will assist, as appropriate.

f. The FARP operations are permitted after coordination with the Airfield Operations Officer for location and site layout. The unit conducting FARP operations will complete a composite risk assessment before beginning fuel operations.

g. During FARP operations, all crewmembers will comply with paragraph 3-11f (3) of this regulation.

h. Anti-collision lights will be off during refuel and position lights will be on steady bright. The unfiltered landing light may be on during refuel operations.

i. Aircraft doors and windows will be positioned IAW the operator's manual, unit directive, or service guidelines.

Chapter 9 – Hazardous Waste

There is a hazardous waste satellite accumulation point on the east wall for building 5220 near the southeast corner of the hangar. Units are responsible for management and disposal of all hazardous waste generated during maintenance operations. Two hazardous waste/fire proof lockers are available for use after coordination with Airfield Operations Officer or Airfield Safety Officer. The 2011 Fort Knox Environmental Handbook is available on the Fort Knox Homepage. The handbook provides guidelines, procedures, emergency information, forms, and is very comprehensive. Link to Environmental Management Division below:

<http://www.knox.army.mil/Garrison/dpw/emd/>

Chapter 10 – Wildlife Aircraft Strike Hazard Plan

10-1. Purpose.

The Godman AAF Wildlife Aircraft Strike Hazard (WASH) Plan describes procedures and examples for Godman Army Airfield Wildlife Hazard Management Plan. The intent of the plan is to help minimize the risk of a strike to both fixed and rotary wing aircraft posed by populations of hazardous wildlife on and around the airfield.

10-2. Wildlife Strike Reporting.

Aircrew Procedures. The pilot should inform ATC of any wildlife strike and, if airborne, land to assess the damage. If the strike occurs on the ground, the pilot should stop the aircraft to assess the damage. Even if no wildlife remains are found on the aircraft, known or suspected strikes should be reported to Airfield Operations.

APPENDIX A – Charts, Diagrams, and Maps

Section I: Charts

A-1. Airfield Obstructions

A-2. VFR Reporting Points

Section II: Diagrams

A-3. Airfield Diagram

A-4. Airspace Diagram

A-5. Intersection Departures Distance Remaining Diagram

Section III: Maps

A-6. Airfield Crash Grid MAP

A-7. VFR Reporting Points/ACP/NOE (Nap of the Earth) Route Map

A-8. Rotary Wing Test Flight Area Map

Section I – Charts

A-1. Airfield Obstructions

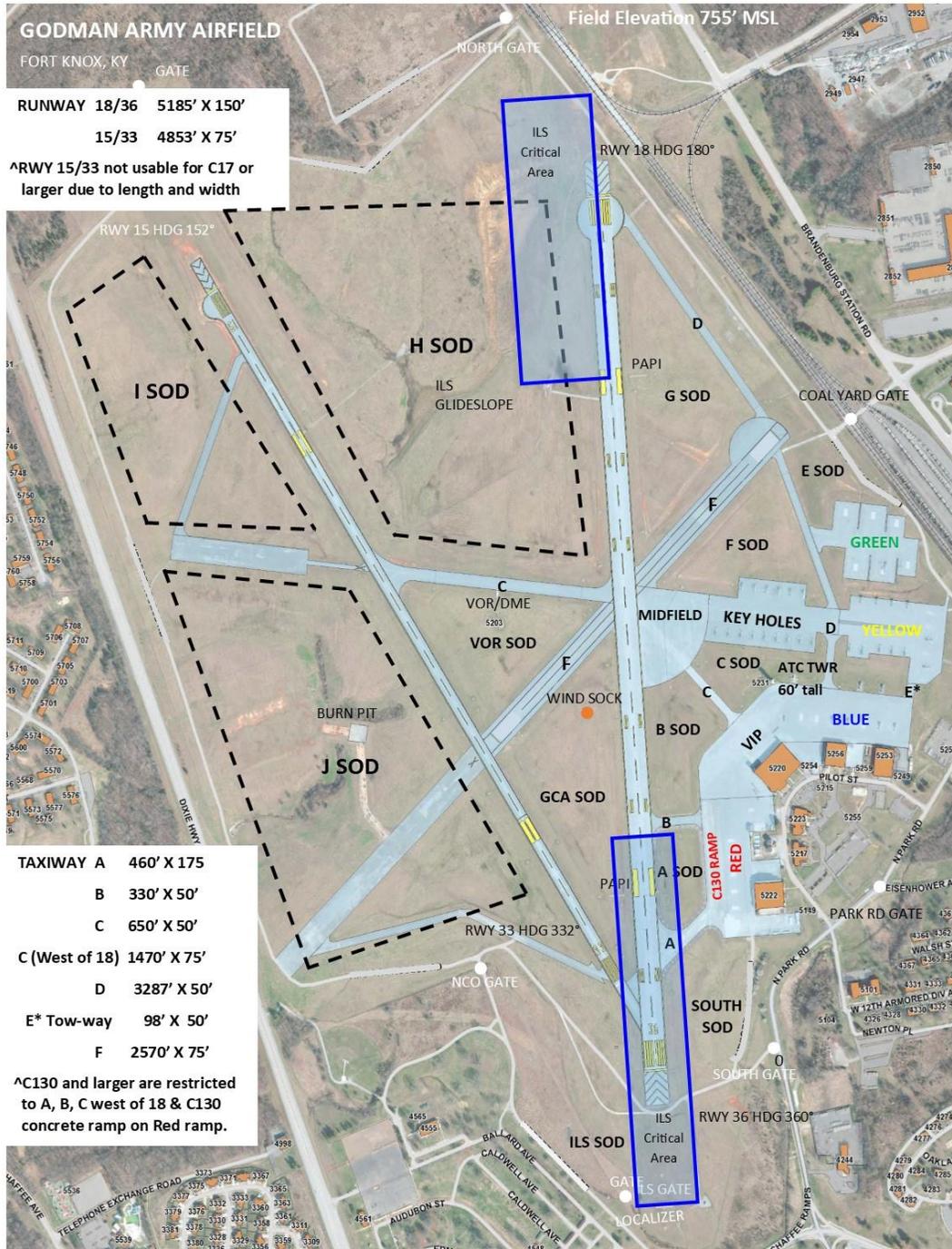
OBSTRUCTION	BLDG #	DISTANCE	HEIGHT	BEARING
Godman Tower	5225	0.0 SM	850ft. MSL	
Water Tower 1	2797	1.4 SM	870ft. MSL	NE
Water Tower 2	2911	0.9 SM	860ft. MSL	ENE
Hospital		1.5 SM	860ft. MSL	E
Water Tower 3	7100	2.3 SM	820ft. MSL	E
MP Station Antenna		1.5 SM	870ft. MSL	SE
Water Tower 4 &5	1191/1190	1.2 SM	850ft. MSL	SE
Water Tower 6	7561	2.1 SM	820ft. MSL	ESE
Snow Mountain		1.9 SM	902ft. MSL	W
Snow Mountain Antenna		1.9 SM	1052ft. MSL	W
Water Tower 7	4773	1.4 SM	890ft. MSL	SSW
Water Tower 8	5899	1.3 SM	890ft. MSL	W

A-2. VFR Reporting Points

REPORTING POINT	ACP	DIRECTION/ BEARING	DISTANCE
Whiskey (Flaherty)	1	SW	7 SM
Otter Creek Airstrip	2	SW	3 SM
Brave Rifles/Wilson Rd	3	NE	2 SM
Compressor	4	NW	3 SM
Wilderness	5	NW	5 SM
West Point Airstrip	6	N	5 SM
West Point	7	N	6 SM
Road in Valley	8	NE	9 SM
MOUT Site/Zussman	9	NE	10 SM
Shepherdsville	10	ENE	14 SM
Beech Grove Rd Int	11	ENE	13 SM
Lebanon Junction	12	E	15 SM
I-65 & 313 Loop	13	SE	11 SM
Hwy 434 & 251 Int	14	SSE	19 SM
Radcliff	15	S	8 SM
Douglas Lake	16	SE	8 SM
Saunders Lake	17	SE	4 SM
Easy Gap (West Egress/Ingress)	18	E	4 SM
Easy Gap (East Ingress/Egress)	19	E	7 SM
Ohio River		N	6 SM
Wilcox		NE	11 SM
Yano Range		ESE	11 SM
Cedar Creek		ESE	9 SM
Vine Grove Airstrip		S	5 SM
Brandenburg		NW	11 SM
Muldraugh		NW	2 SM

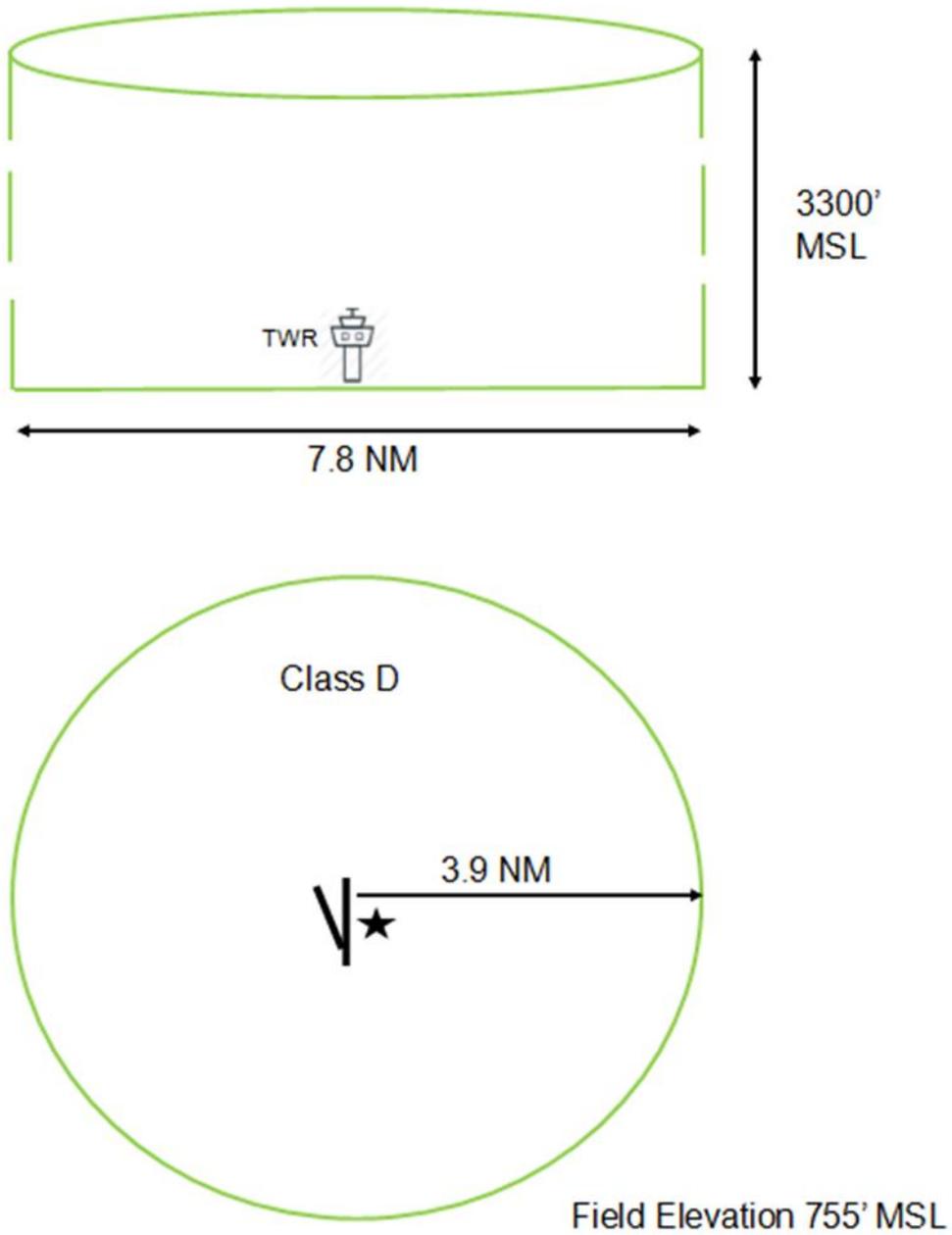
Section II – Diagrams

A-3. Airfield Diagram



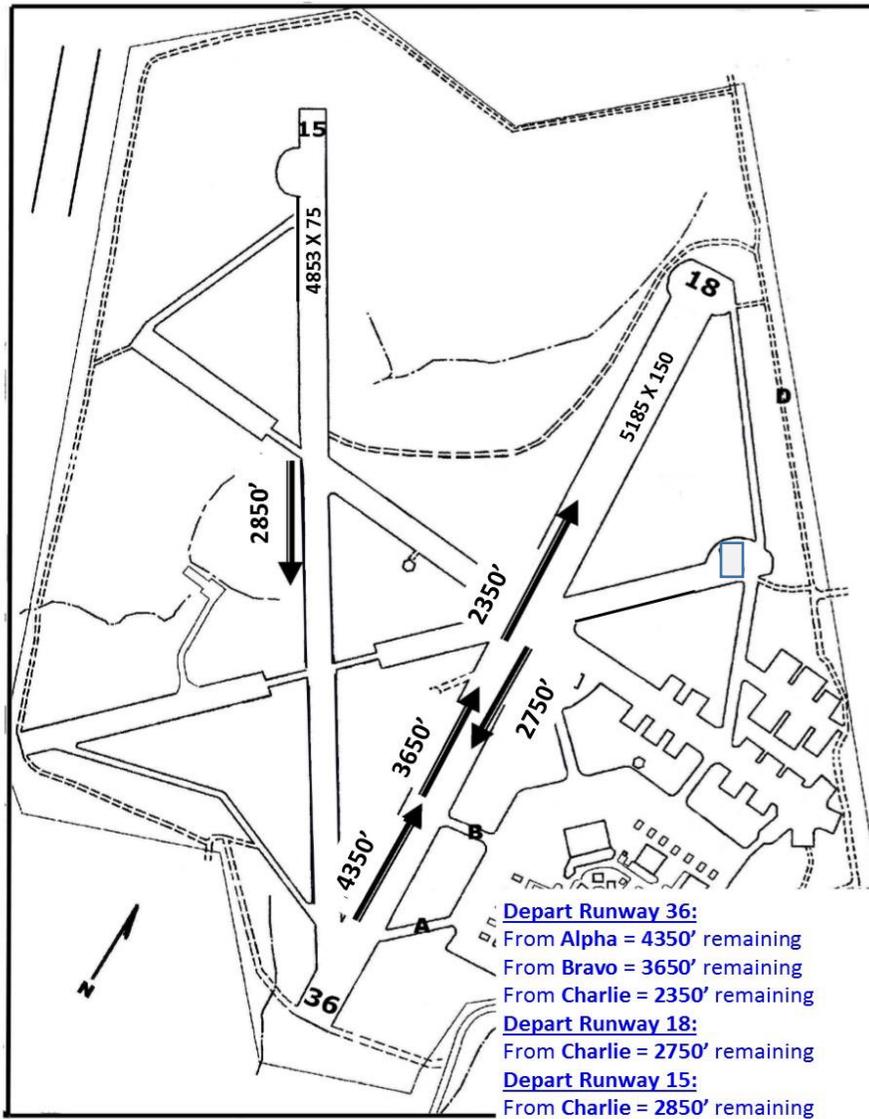
A-4. Airspace Diagram

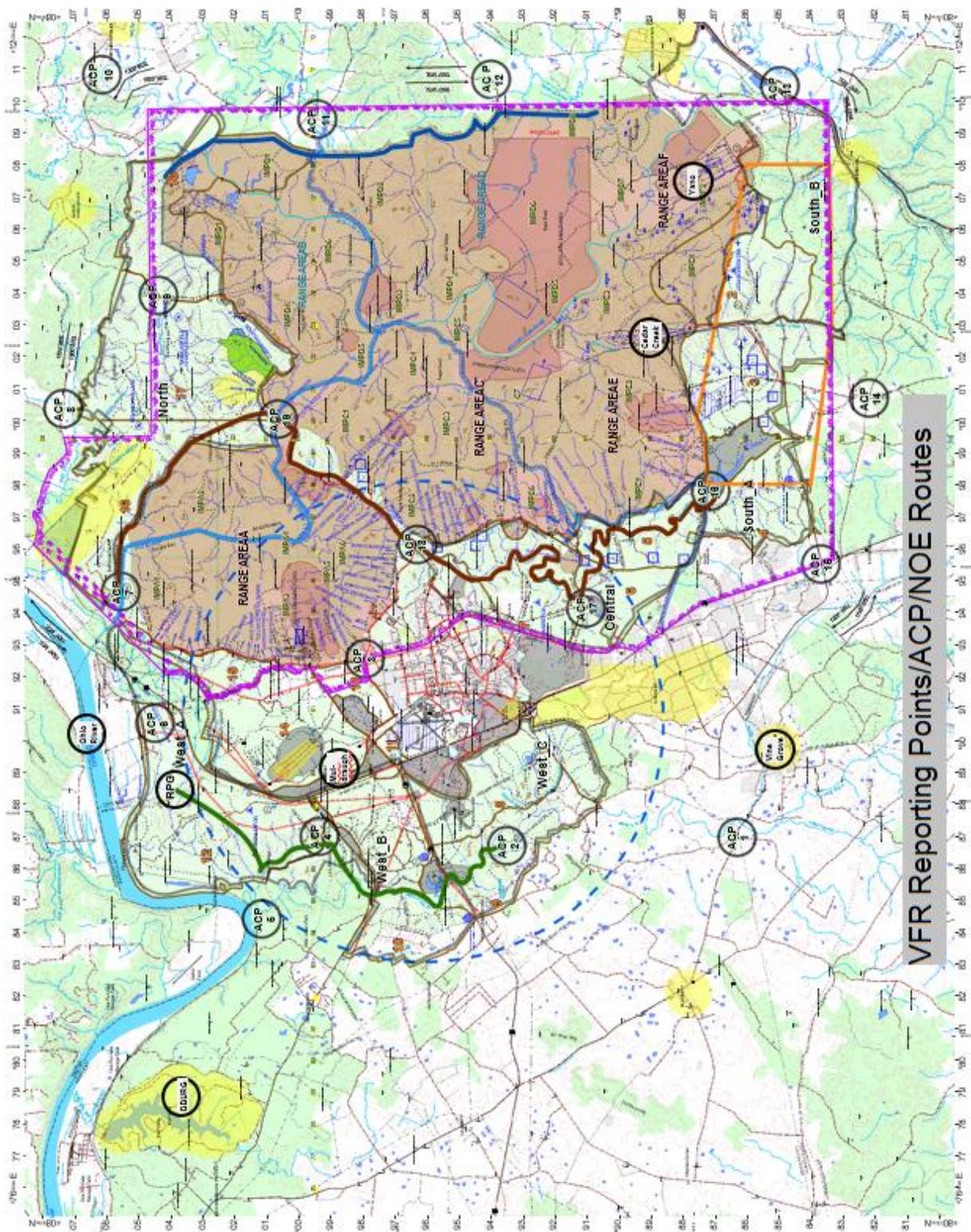
GODMAN (KFTK) AIRSPACE DIAGRAM



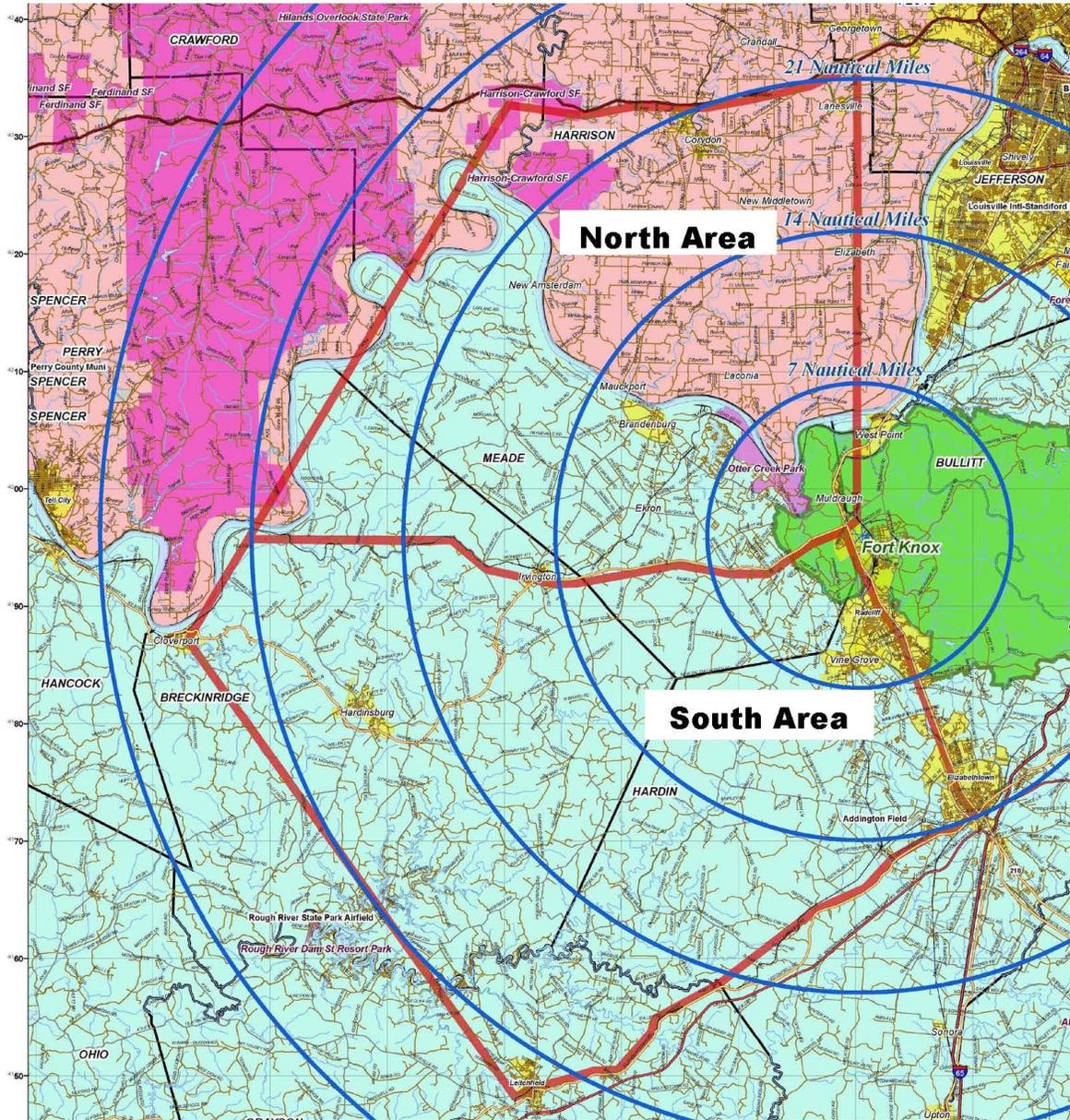
A-5. Intersection Departures/Distance Remaining Diagram

INTERSECTION DEPARTURES DISTANCES REMAINING





A-8. Rotary Wing Test Flight Area



ROTARY WING TEST FLIGHT AREA