

SKY WARRIOR, INC., TRIDENT, INC., AMS FLIGHT SCHOOL, AND NAVY FLYING CLUB, CIVIL AIR PATROL (FL-460) AND (FL-424), PENSACOLA AIR TRAFFIC CONTROL TOWER, and PENSACOLA APPROACH CONTROL

LETTER OF AGREEMENT

EFFECTIVE: SEPTEMBER 1, 2016

SUBJECT: MIDWAY PRACTICE AREA

PURPOSE. This agreement establishes an area for VFR flight training, known as the “MIDWAY PRACTICE AREA.” It also establishes transition routes to and from Milton (Peter Prince) Airport (2R4), Milton, Florida.

GENERAL. The Midway Practice Area provides Participating Aircraft the opportunity to operate in a safe and efficient environment without the delays and frequency congestion that might result from continuous flight following from ATC.

Participating Aircraft will remain on their ATC-assigned beacon code at all times. Cancellation of flight following will not terminate radar service. Traffic advisories will not be provided between Participating Aircraft.

The Midway Practice Area is available on a “self-policing” basis. It enables Participating Aircraft to, in a cooperative manner, provide their own, “see-and-avoid” VFR procedures while in the Midway Practice Area.

The Midway Practice Area is available from sunrise to sunset, and in VMC only. The Midway Practice Area, Milton Transitions, and Garcon Transitions are depicted in Attachments 1 and 2, in conjunction with ground-based references. Use of the Milton and Garcon Transitions are for ingress to and egress from the Midway Practice Area only, and for no other purpose, such as departure routes to points east, etc.

Assigned local tactical call signs and call sign formats are in Attachment 3.

Deviations from these procedures are authorized only after coordination has been accomplished which clearly defines responsibility.

TERMS. The following terms and references apply:

- a. **P31:** Pensacola Approach Control (TRACON).
- b. **PNS ATCT:** Pensacola Air Traffic Control Tower.

c. Participating Aircraft: Sky Warrior Inc., Trident Inc., AMS Flight School, Navy Flying Club aircraft, Civil Air Patrol: (FL-424) Pensacola, Florida, and (FL-460) Milton, Florida.

d. PNS: Pensacola International Airport, Pensacola, Florida.

e. 2R4: Milton (Peter Prince) Airport, Milton, Florida.

f. MPA: Midway Practice Area.

g. NDZ: Whiting Naval Air Station South.

h. NFJ: Choctaw Navy Outlying Field.

i. NKL: Holley Navy Outlying Field (closed).

j. Point Alpha: Old Bagdad Mill site.

k. Point Golf: The Garcon Point Bridge Toll Booth.

l. Point Mike: The Midway Antennas.

m. Point Papa: The area between the Pickens NDB and Pensacola Airport (PNS).

n. Point Sierra: Snapper Avenue Boat Ramp.

o. Garcon Transitions: The arrival and departure routes between Pensacola International Airport (PNS) and the Midway Antennas (Point Mike).

p. Milton Transitions: The arrival and departure routes between Milton Airport (2R4) and the Midway Antennas (Point Mike), as depicted in Attachment 2.

2R4 DEPARTURE AND ARRIVAL PROCEDURES.

a. 2R4 Departure Procedures.

- (1) Participating Aircraft must request the "Milton Transition" on initial contact on frequency 124.85, and obtain a beacon code.

EXAMPLE-

"Pensacola Approach, Trident One Two Juliet approaching Point Alpha at one thousand, request the Milton Transition."

(2) Participating Aircraft must transition to the MPA as depicted in Attachment 2, at 1000 feet MSL, and must proceed via:

(a) Depart 2R4 southbound over Point Alpha.

(b) Join Garcon Point Road southbound to Point Golf, and use caution for departures from, and arrivals to PNS.

(c) Depart Point Golf direct to Point Mike.

(d) Proceed direct from Point Mike to the MPA, eastbound over Highway 98.

(e) Remain on assigned beacon code when instructed to change frequencies.

(3) P31 must provide Class C services to the MPA.

b. 2R4 Arrival Procedures.

(1) 2R4 Participating Aircraft must:

(a) Contact P31 on frequency 119.0 with call sign only, and request the “Milton Transition.” This indicates a request to depart the MPA, and return to 2R4.

EXAMPLE-

“Pensacola Approach, Trident Four One Six, request the Milton Transition.”

(b) Depart Point Mike at 1500 feet MSL, and join the Milton Transition to 2R4, as depicted in Attachment 2, while using caution for departures from, and arrivals to PNS .

9. MIDWAY PRACTICE AREA (MPA) PROCEDURES.

a. Participating Aircraft must:

(1) When instructed, accept a frequency change to MPA advisory frequency 126.85. Acceptance of this frequency change acknowledges cancellation of flight following with P31, but does not cancel radar identification.

(2) Remain on frequency 126.85 while in the MPA, unless requesting to exit the MPA, or unless an emergency or other urgent situation exists.

(3) Remain on the beacon code originally assigned by P31 or by PNS ATCT.

(4) At all times, remain inside the lateral and vertical boundaries of the MPA, as defined in Attachment 1:

(a) Surface to 3000 feet MSL south of Highway 98.

(b) Surface to 1500 feet MSL north of Highway 98 (over NKL) to avoid departures from, and arrivals to NFJ.

(5) Cooperate with other Participating Aircraft in the MPA on a “see-and-avoid” basis.

(6) Remain clear of the NFJ Class D airspace at all times, and maintain awareness of military traffic into, and out of NFJ.

(7) Maintain awareness of non-Participating Aircraft that may approach or transition the MPA, such as NDZ helicopters at 900 feet MSL, etc.

b. P31 must:

(1) Advise Participating Aircraft to change to MPA advisory frequency (126.85). This instruction automatically terminates flight following for Participating Aircraft in the MPA, but does not cancel their radar identification. Therefore, the phraseology, “radar services terminated” will not be used.

EXAMPLE-

“CAP Flight Six Forty, frequency change approved.”

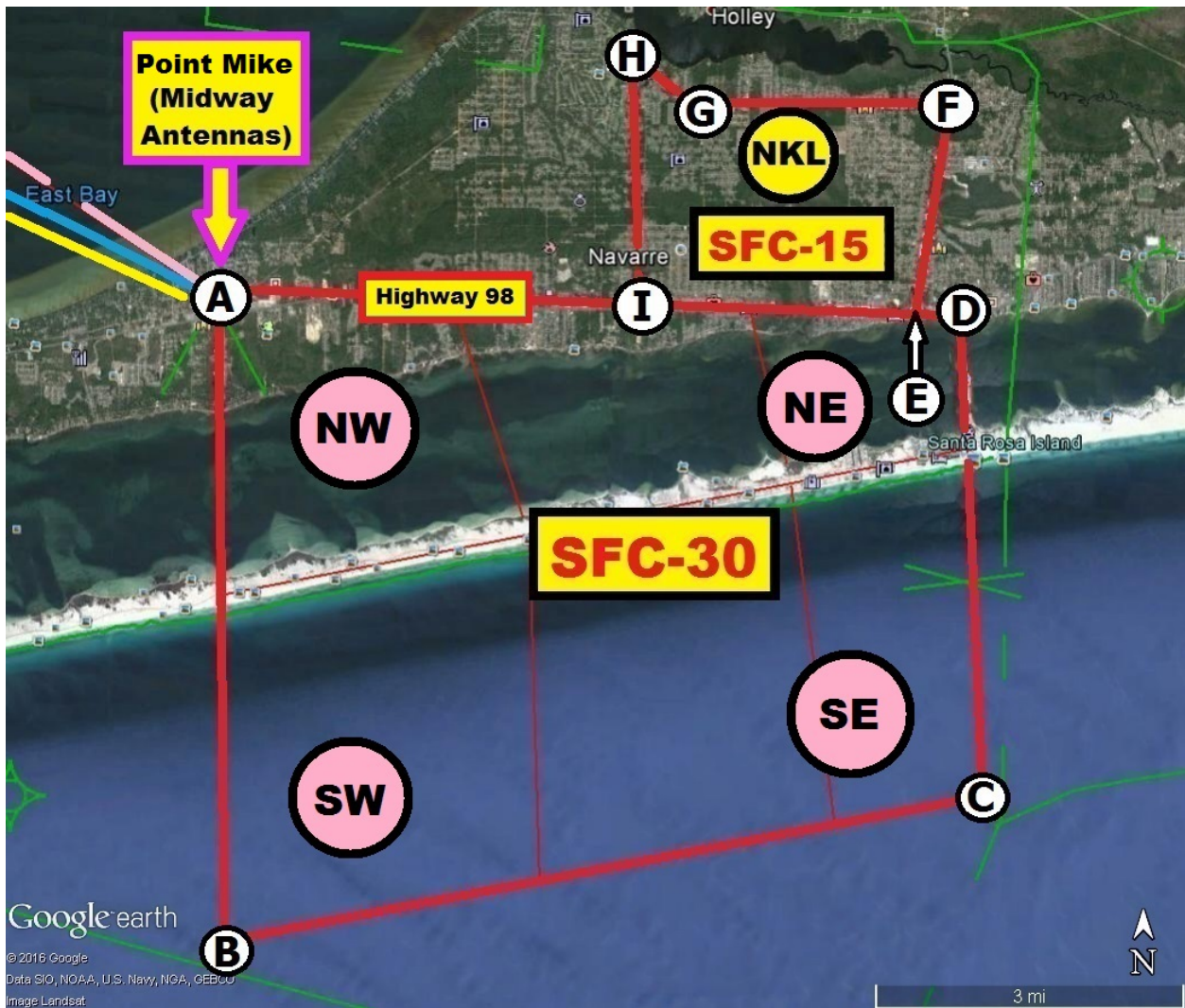
“Shell Back Two Six Niner, change to advisory frequency, one two six point eight.”

(2) On a workload-permitting basis, transmit “blanket broadcasts” on frequency 126.85 when known or observed, non-Participating Aircraft approach or transition the MPA, or when areas of observed weather approach the MPA, or for emergencies, or for any other reason deemed necessary.

NOTE-

P31 will not monitor frequency 126.85 except for very brief periods(to ensure that the frequency is clear) prior to making “blanket broadcasts” as described above. The purpose of P31 not transmitting and receiving on 126.85, is to relieve both P31 and Participating Aircraft of frequency congestion.

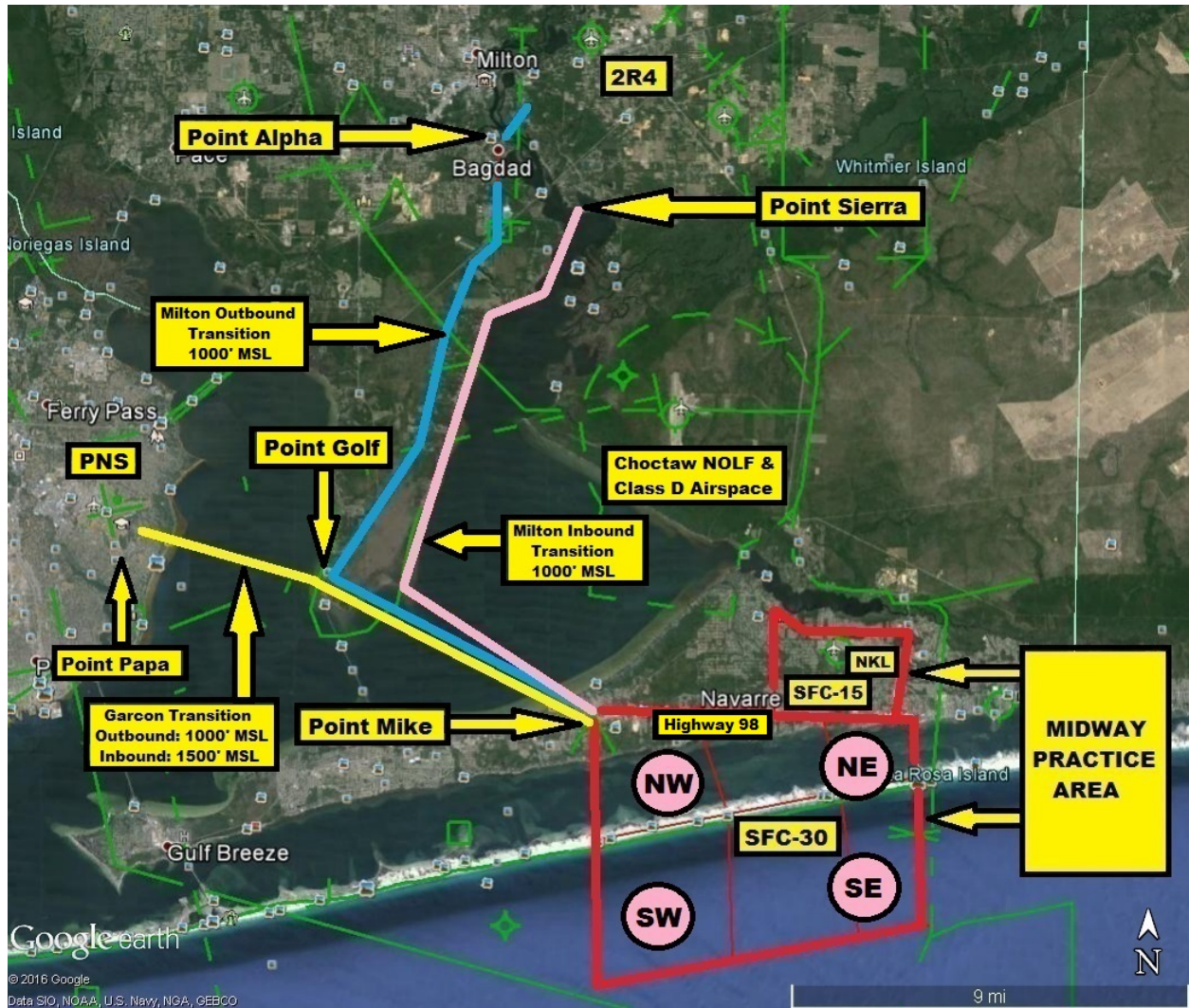
**Attachment 1
 Midway Practice Area**



A:	30° 24' 18.65" N,	86° 59' 33.16" W
B:	30° 18' 29.57" N,	86° 59' 28.19" W
C:	30° 19' 46.13" N,	86° 51' 38.37" W
D:	30° 24' 04.63" N,	86° 51' 49.11" W
E:	30° 24' 05.50" N,	86° 52' 17.03" W
F:	30° 25' 55.92" N,	86° 51' 57.59" W
G:	30° 25' 58.91" N,	86° 54' 43.78" W
H:	30° 26' 23.69" N,	86° 55' 14.51" W
I:	30° 24' 10.79" N,	86° 55' 10.54" W

**Attachment 2
 Midway Practice Area Transition Routes**

MIDWAY PRACTICE AREA LOA
 SEPTEMBER 1, 2016



Milton Transition Outbound (1000 Feet MSL):	Blue Line
Milton Transition Inbound (1000 Feet MSL):	Pink Line
Garcon Transition Outbound (1000 Feet MSL):	Yellow Line
Garcon Transition Inbound (1500 Feet MSL):	Yellow Line

Assigned Call Signs

Participating Aircraft	Call Sign	P31 Two- and Three-Letter Designators
Sky Warrior, Inc.	Sky Warrior	SY
Trident, Inc.	Trident	TD
AMS Flight School	Bull Shark	BS
Navy Flying Club	Shell Back	SB
Civil Air Patrol	CAP Flight	CAP

NOTE-

Two-letter designators must be followed by three numbers/letters. The three-letter designator for the Civil Air Patrol (CAP) must be followed by three numbers.