

Fellow Aviators and Controllers,

With the flyout of the Shuttle Program at KSC came significant changes in operating hours, airspace, and accessibility to the airspace around the Shuttle Landing Facility (SLF), ICAO Identifier KTTS. This email is intended to bring you up to speed on the current conditions and serve as the initial step in what I hope will become a working channel for communicating any changes to the status or passing other important information to those of you who fly or control aircraft in this area.

**Operating Hours:** The air traffic control tower at the SLF (call sign "NASA Tower" on VHF 128.55) is now only operational from 0800 – 1700L, Monday through Friday and at other times only when significant activity might warrant its operation. Obviously, the airspace around the SLF Runway is Class D airspace when the tower is operational, but it is Class G airspace (uncontrolled) during periods when the tower is closed. For clarification, there is another facility, the Military Radar Unit (MRU), call sign "Cape Control" on VHF 133.8 which is manned by air traffic controllers, but whose function is not control of aircraft. The MRU's hours of operation are significantly greater than those of the Tower, but their function is to monitor the airspace controlled by the Eastern Range, including any activated Restricted Airspace.

**Restricted Airspace:** Restricted Area R-2932, which protects non-participating aircraft from hazardous operations on Cape Canaveral Air Force Station (CCAFS) and much of Kennedy Space Center (KSC) remains active 24 hours per day up to 4999 feet. Additionally, R-2933, which protects the same airspace above 5000 feet will be activated by NOTAM during periods of increased risk due to processing in connection with launch activities or other hazardous operations. However, R-2934, which includes the SLF Runway and extended to the Indian River on the West, is no longer active 24 hours per day and will only be activated by NOTAM when hazardous activities at the SLF or elsewhere on KSC or CCAFS warrant. Therefore, it is now permissible for General Aviation Aircraft to fly down the SLF Runway for a firsthand look at the place where history was and will continue to be made. Beware that R-2932, which is always active, begins about halfway between the SLF runway and State Road 3, the main North-South road running through KSC. If you do not go East of the SLF runway or State Road 3 as you proceed Southbound, you will remain clear of that Restricted Airspace.

**Procedures:** Although we cannot allow landings or touch and goes, traffic permitting, we do allow low approaches to the SLF Runway (Rwy 15/33) at or above 100 feet when the tower is open, unless men or equipment are on the runway, when we will limit you to 500 ft AGL. We would also ask that

you maintain 500 feet when the tower is closed – the view of KSC is better from that altitude anyway. As aircraft approach the Indian River from the West, call “NASA Tower” on VHF 128.55 to request a low approach. If you are arriving during periods when the Tower is closed, use the tower frequency (128.55) as a Common Traffic Advisory Frequency (CTAF) just like you would at any other uncontrolled airfield, and please keep other traffic advised of your direction of traffic and position in the pattern. Since traffic has picked up significantly, especially on weekends when the tower is closed, it is extremely important that you use the CTAF and make the radio calls to ensure safe flight operations.

In summary, things are changing at KSC as we retool to meet the needs of an expanding and varied customer base. This is an excellent time to fly over and see one of the largest runways in the world (15,000' x 300' with 1000' over/under-run at each end) and to see the historic buildings and launch pads from a safe and comfortable distance. We welcome you, and we ask your help to make sure that the access to this airspace continues and most importantly that it is done **Safely**. I will use this forum to periodically update you on changes or to give you advance warning of projected periods when the Restricted Airspace would preclude your access to the area. If you do not wish to receive these notices, please let me know; and I will remove you from the list of addressees. We thank you for your support over the years and look forward to working with you in the future.

Fly Safe,

Tom

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