

**San Andreas State Aviation Procedures. Authored and approved by the Department of  
Federal Aviation of the United States of America.  
Approved by Acting DFA commander Doyle Cumpston.**

**1.1: Communication.**

When flying, the minimum amount of communication expected is the following:

- Transmissions when starting engines
- Transmissions when Taxing (I.e [Callsign] taxing from [X] to [Y])
- Transmissions when landing and taking off.
- Transmissions in the event of an emergency.

There is no one way to transmit actions, but they should be done in an understandable and somewhat formal manner.

Additional Communication and actions are allowed, and encouraged.

**1.2: Callsigns**

When flying, any call sign which is found suitable may be used. This includes, but is not limited to:

- Tail Numbers (Aircraft reg.) [Ex: N-LS4231, N-LC-9923] (may also be “realistic” tail numbers, i.e N0000, or other various, real national tail numbers)
- Callsign based on Airline [Ex: ADIOS956, FLYUS42, HERLER001]
- A word+a few numbers, or a random (or a semi-random) combination of letters and words. [Ex: HAWK98, ALAMO25, CB200, OP422]

**1.3: Flight rules**

**The rules are as following:**

- No disembarking aircraft while in-flight unless cleared due to an emergency.
- No intentional collisions with other aircraft, terrain or structures.
- All runways and taxiways must be called in appropriately.
- Flights must be kept somewhat realistic.
- Fort zancudo is a no-fly zone, except for direct transit through above 1500 feet.
- Bolingbroke Penitentiary is a no-fly zone, except for direct transit through above 1000 feet.
- Minimum Flight height of 500-700ft depending on area.
- Aircraft may not land in any area which is not registered as a DFA landing zone unless the area is private property.
  - This does not apply to emergency landings

1.4: LSIA and KASF Charts.

LSIA:



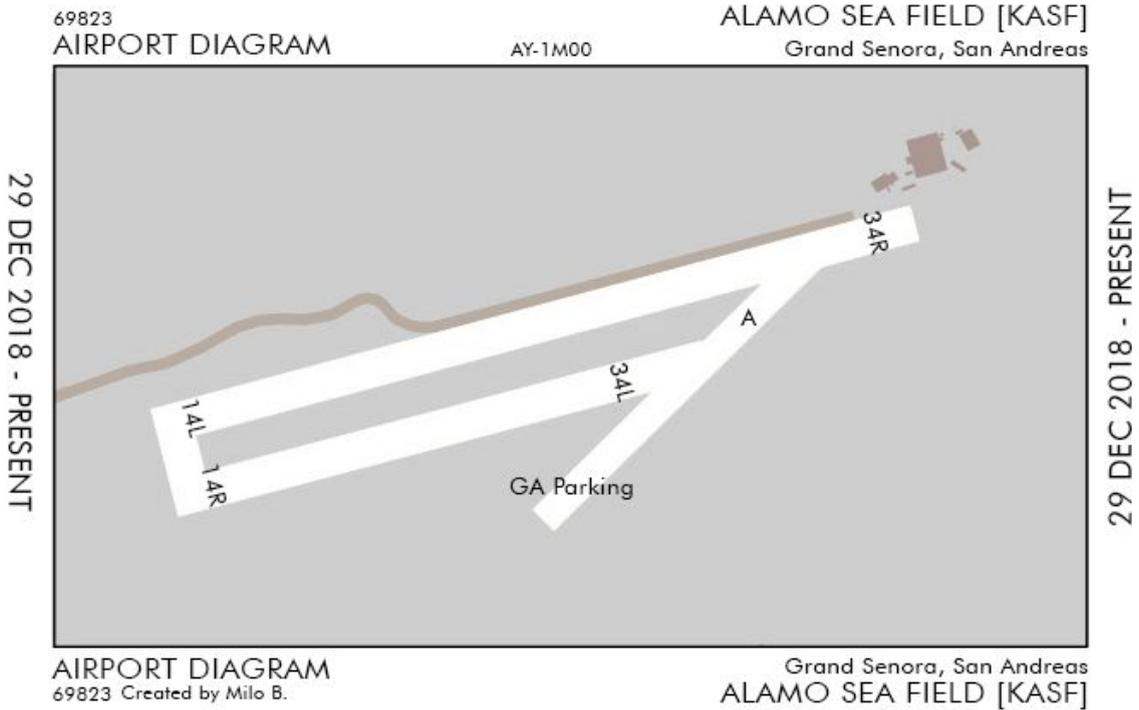
Note: "T" = Terminal.

Note: Airport currently has Ground Operations (private/public), a dedicated police department and a Crash team on standby. Contact via comms if appropriate.

LSIA Simplified:



KASF:



Note: Airfield is not at the current time equipped with ALS [Approach lighting system.] During poor weather conditions, it is advised that traffic be directed to LSIA.

Note: No current security/ground operations are contracted. Airfield is protected and patrolled by local Law Enforcement.

Note: 14R-34L may be used for taxiing when appropriate. backtrack is advised.

Note: airfield is privately owned. May be subject to rules, such as no incoming traffic after sundown, no trespass, etc. Unless otherwise is stated via comms, activity is at this time permitted during all hours of any given day.

Note: airfield is currently dynamic between a unicom frequency, and a control tower.  
Frequency is 122.600.

Grapeseed:

Grapeseed calls are designated:

Main hanger

Runway 1 (say approach, i.e landing runway 1 east)

Helipad 1.

Written by Milo B. for general Usage.