

HEAD ON COLLISION DANGER



Procedure Alpha

Use to reduce the risk of a head-on mid-air collision!

Airspace

Over the White-Inyo Mountain Ranges.

Caution: Do not assume all traffic in this airspace is using *Procedure Alpha*.

Watch Out!

1. Set altimeter to pressure reported by Bishop ASOS on **119.025**
2. Only while **cruising** near any of the 6 checkpoints (*see back of card*), use **123.5** to report your:
 - a. **Position** (*relative to a check point*)
 - b. **Altitude** (*above MSL*)
 - c. **Direction of Flight** (*twice/report*)
3. When within **15 miles** of opposing traffic, establish direct radio contact, report **position**, **altitude**, and **direction of flight**, then **negotiate separation**.
4. When passing maintain at least **1,000' of vertical separation**.

Examples

Northbound:



“White Mountain traffic, SKY northbound, 2.6 miles north of Mount Inyo, one six thousand four hundred, northbound.”

Southbound:



“White Mountain traffic, SE southbound, 3 miles west of Waucoba Mountain, one seven thousand six hundred, southbound.”

Warning

Not For Navigation. Use, or don't use, this information at your own risk.



Position Reporting Checkpoints

Boundary Peak,	NV	13,143'
37° 50.77' N 118° 21.00' W		
White Mountain Peak,	CA	14,246'
37° 38.07' N 118° 15.28' W		
Schulman Grove,	CA	10,016'
37° 23.03' N 118° 10.89' W		
Waucoba Mountain,	CA	11,123'
37° 01.33' N 118° 00.38' W		
Mount Inyo	CA	11,107'
36° 44.13' N 117° 59.05' W		
Cerro Gordo Peak	CA	9,280'
36° 33.00' N 117° 48.19' W		

Note: When *Procedure Alpha* is in use and you are not in the airspace, please switch to another frequency or use 123.5 very sparingly.

For the full "Nose to Nose" briefing, ask your FBO or go to the Soaring Safety Foundation website at www.soaringsafety.org/presentation/safety.html to view the PowerPoint file, and the "Speaker Notes." Please send comments to Bob Semans (semans@charter.net) or John Graybill (jog@autodocorp.com).