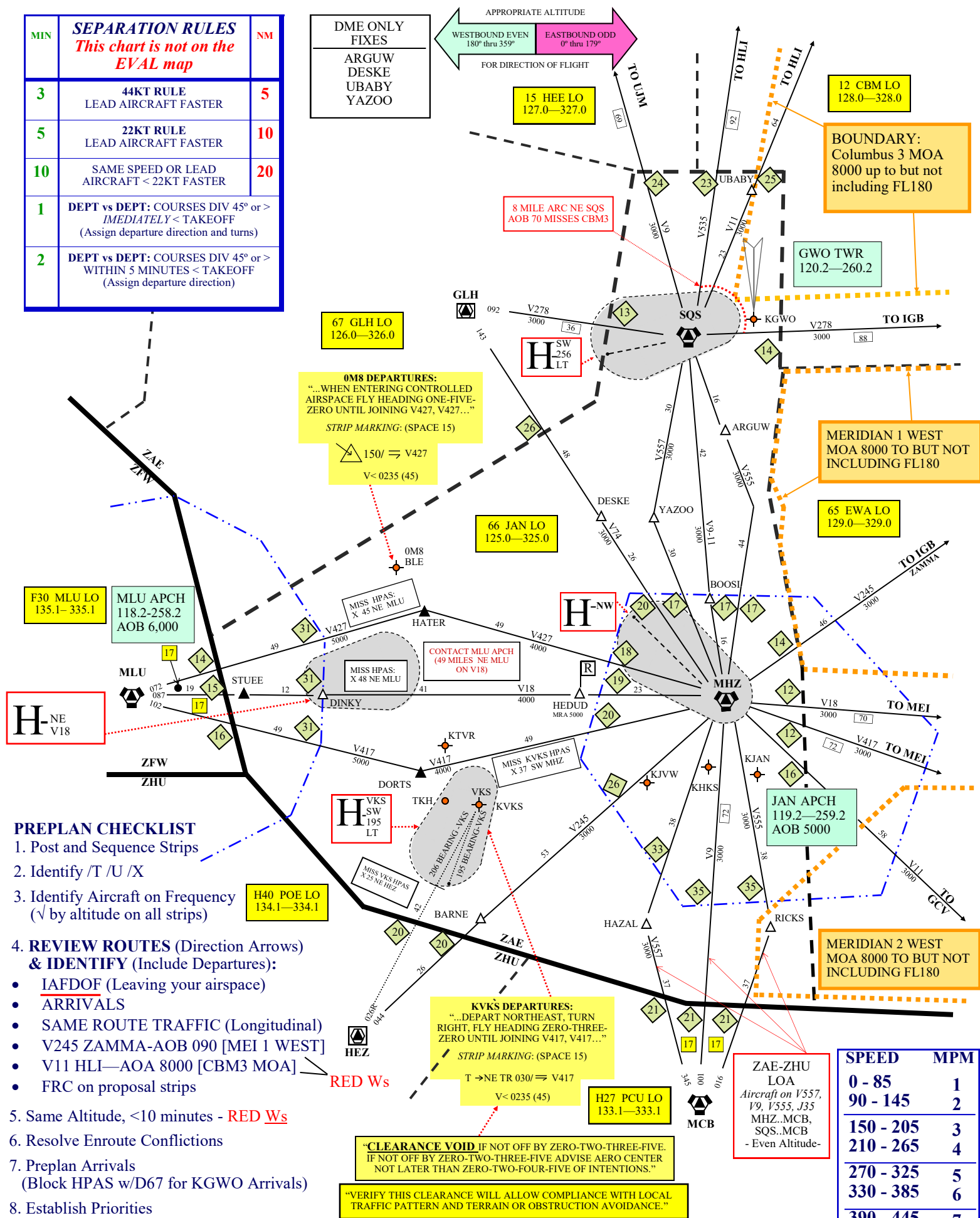


MIN	SEPARATION RULES <i>This chart is not on the EVAL map</i>	NM
3	44KT RULE LEAD AIRCRAFT FASTER	5
5	22KT RULE LEAD AIRCRAFT FASTER	10
10	SAME SPEED OR LEAD AIRCRAFT < 22KT FASTER	20
1	DEPT vs DEPT: COURSES DIV 45° or > <i>IMMEDIATELY</i> < TAKEOFF (Assign departure direction and turns)	
2	DEPT vs DEPT: COURSES DIV 45° or > WITHIN 5 MINUTES < TAKEOFF (Assign departure direction)	

DME ONLY FIXES
ARGUW DESKE UBABY YAZOO



PREPLAN CHECKLIST

1. Post and Sequence Strips
2. Identify /T /U /X
3. Identify Aircraft on Frequency
(√ by altitude on all strips)
4. **REVIEW ROUTES** (Direction Arrows)
& **IDENTIFY** (Include Departures):
 - IAFDOF (Leaving your airspace)
 - ARRIVALS
 - SAME ROUTE TRAFFIC (Longitudinal)
 - V245 ZAMMA-AOB 090 [MEI 1 WEST]
 - V11 HLI—AOA 8000 [CBM3 MOA]
 - FRC on proposal strips
5. Same Altitude, <10 minutes - **RED** Ws
6. Resolve Enroute Conflicts
7. Preplan Arrivals
(Block HPAS w/D67 for KGWO Arrivals)
8. Establish Priorities

JAN/MLU ARRIVALS: Call as JAN/MLU APCH and report the aircraft "lower jurisdiction" 2 minutes past the estimate over the holding fix.

GWO ARRIVALS: Call as GWO TWR and report the aircraft "landed" 7 minutes after SQS estimate/time approach clearance issued, whichever is later

VKS ARRIVALS: Call as FSS and report the aircraft "landed" 5 minutes after VKS estimate/time approach clearance issued, whichever is later

DEPARTURES: Actual departure time is 2 minutes after initials are given for a departure clearance (regardless of P-time) Initial contact after departure is 2 minutes after the departure time (4 minutes after initials given.)

If **VISUAL SEPARATION** is applied at **KGWO**, the departure should depart no sooner than about 1 minute before the arrival is estimated at the airport.

