

CRIB SHEET

[Enroute Chart](#)

Recommended SID and STAR assignment

Origin/Destination	WPT	DEP 08	ARR 08	DEP 26	ARR 26
NE (IRFD, IZOL)	BEANS	1J 1K <i>for NON-RNAV</i>	1S	1L 1M <i>for NON-RNAV</i>	1T
N (IGRV)	SHREK				
NE (IBTH, IPPH, ITKO)	SPACE				
E (IRFD, ILAR)	ALDER				

Frequencies (Sauthemptona, Sector handoffs)

SAU Delivery	ISAU_DEL	129.800
SAU Ground	ISAU_GND	130.880
SAU Tower	ISAU_TWR	118.205
SAU Approach	ISAU_APP	122.730
SAU Control	ISAU_CTR	127.820

KEFLAVIK Centre	IGRV_CTR	126.750
CHICAGO Centre	IRFD_CTR	124.850
LAZARUS Centre	ILAR_CTR	126.300

*SAU Approach doesn't make sense unless it's used during "staffups".

NOTES:

- 1) 1K and 1M departures can be used by any aircraft. However, 1J and 1L are considered as the standard ones (as they are RNAV SIDs). In case of necessity, ATC has the final authority to utilise 1K and 1M departures.
- 2) Check 10-1P1 Section 3.4 *Departure - Flight level restrictions (Chicago FIR)*
- 3) **ATC has final authority at all times.** Thus flight level restrictions (described in 10-1P2 and on the chart) can be cancelled by authority of ATC. However, for purposes of maintaining realism and to lessen the Chicago ptfACC controllers' workload, it's recommended (though again not obligated) to refer to 10-1P1 3.4.