

**BY ORDER OF THE COMMANDER
62D AIRLIFT WING**

62D AIRLIFT WING INSTRUCTION 13-202

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Space, Missile, Command, and Control

AIRFIELD OPERATIONS INSTRUCTION

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This instruction implements Air Force Instruction (AFI) 13-204, Vol 1, *Airfield Operations Career Field Development*, Vol 2, *Airfield Operations Standardization and Evaluations*, and Vol 3, *Airfield Operations Procedures and Programs*. It establishes policies and procedures governing air traffic control (ATC) and airfield operations, and it applies to permanent and temporarily based flying operations on McChord Field, Washington. Maintain and dispose of records created as a result of prescribed processes in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms>. Refer recommended changes and questions to OPR using the AF Form 847, *Recommendation for Change of Publication*.

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed. Major changes include: changes McChord AFB to McChord Field throughout; changes AMOPS evacuation location (1.4.); reflects updated camera system (1.8.); adds wingtip reference lines (1.11. and **Attachment 12**); changes 62 AWI 13-4 to 62 AWI 13-201, *Airfield Driving*, throughout; describes restricted area location (1.12.); expands RCR procedures (1.17.); adds daily check time for Barrier MX (1.20.6.); reflects new PMI schedule (1.21.); adds Air Evac procedures (1.21.8.); restricts transient parking on Delta Extension (2.6.2.3.); mandates communication for opposite direction traffic (3.11., **NOTE**); adds general emergency procedures (4.1.); includes a departure exception for landing zone ops (5.1.4.); adds “no light” LZ ops (5.1.9.); requires AMOPS airfield check prior to NVD ops (5.3.2.1.); adds tower lighting

configuration during night vision goggle ops (5.3.8.), and changes annual review items from quarterly to an identified month (6.1.2.).

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PART 1

FUNCTIONAL MANAGEMENT OF FACILITIES

Chapter 1

AIR TRAFFIC CONTROL, AIRFIELD MANAGEMENT OPERATIONS, AND ATC AND LANDING SYSTEM (ATCAL)S FACILITIES

1.1. Control Tower. The control tower is open 24 hours a day, 7 days a week, including weekends and holidays.

1.2. Control Tower Evacuation:

1.2.1. Circumstances may exist that require the evacuation of the control tower. Evacuate the control tower due to:

1.2.1. 1 Tower Wind Limitations:

1.2.1.1. 1 The tower is evacuated when the wind velocity reaches 70 knots (steady or in gusts) or when deemed necessary by the watch supervisor/senior controller.

1.2.1.1.2. Controllers will proceed to Airfield Management Operations (AMOPS) in Bldg 1172 and standby until the wind diminishes to 65 knots and is forecast to subside.

1.2.1.2. Fire.

1.2.1.3. Bomb Threat (received or when a bomb is located within 500 feet of the tower).

1.2.2. One controller will remain available to assist in re-opening the tower.

1.2.3. When directed by the 62 AW Emergency Operations Center, implement shelter-in-place procedures IAW the 62 AW Contingency Action Plan.

1.2.4. Tower will activate the Primary Crash Alarm System (PCAS) to relay the evacuation action and any other pertinent information.

1.2.5. AMOPS will activate the secondary crash alarm circuit to notify all concerned agencies that the tower has been evacuated and issue an appropriate NOTAM.

1.2.6. The watch supervisor/senior controller ensures all local area traffic lands or diverts, and ensures a blanket broadcast on all assigned frequencies before evacuating for any of the situations outlined above.

1.3. Continuity of Air Traffic Services. Based on the control tower's construction and equipment reliability, the 62 OG Commander has determined that a designated alternate control tower facility is not required at McChord Field.

1.4. Evacuation of Airfield Management Facility (Bldg 1172). In the event that Bldg 1172 evacuates, AMOPS personnel will report to Hangar 4 (Room 4-201) and standby for further instructions.

1.5. Runway. McChord's runway 16/34 is 10,108 feet long and 150 feet wide. Field elevation is 322' MSL. The overruns are 1,000 feet long by 150 feet wide with asphalt composition. The southernmost 1,000 feet of the runway is composed of approximately 13 inches of concrete. The remaining 9,108 feet is flexible asphalt, generally less than 5 inches thick, over crushed gravel. **NOTE:** Because of the flexible construction and relatively narrow (150 feet) width, special restrictions apply to heavy aircraft on the flexible portion of the runway. Unless absolutely essential, 180-degree turns on and off the flexible portion of the runway are prohibited for heavy aircraft.

1.6. Controlled Movement Area (CMA). The controlled movement area (CMA) is defined as the runway, overruns, taxiways, and other areas of the airfield which are utilized for taxiing, hover taxiing, air taxiing, takeoff and landing, exclusive of loading ramps and parking areas. The McChord Field CMA is the portion of the movement area that requires Tower approval to access; specifically, the runway, overruns, and landing zone, up to the Instrument and/or Visual Flight Rule (VFR) hold lines and within 100 feet of the runway, overruns, and the landing zone's edges (see [Attachment 2](#) for airfield diagram).

1.7. Uncontrolled Movement Areas:

1.7.1. Taxiways. McChord's taxiways include: Alpha, 100 feet wide (at narrowest point); Bravo, 75 feet wide; Charlie, 75 feet wide; Delta, 100 feet wide; Echo, 390 feet wide (at narrowest point); Foxtrot, 75 feet wide; Hotel, 75 feet wide; Juliet, 75 feet wide, Kilo, 75 feet wide, Lima, 75 feet wide. ([Attachment 2](#).) **NOTE:** Use of Taxiway Kilo requires 62 OG/CC approval for taxiing aircraft.

1.7.2. Parking ramps. Primary ramps are Bravo B1-B8; Charlie C1-C9, Delta D1-D19 (transient), D25-D31, and D32-D43 (Delta Extension); Echo E1-E23; Foxtrot F1-F30, F32, F34-F35, F38-F39, F40; Juliet J1-J15; Kilo 2; Lima L1. **NOTE:** Aircraft must use the north Juliet Ramp taxilane to park on spots B-7 and B-8.

1.8. Visual and Radio Blind Spots. Visual blind spots from the control tower without electronic aids are: Delta transient ramp located behind Hangars 1 and 2, southwestern portion of Taxiway Hotel leading to south hammerhead, Taxiway Juliet, and Echo Ramp. Control tower is not aware of any radio blind spots. **NOTE:** An intranet-based camera system allows visual of Echo Ramp, Delta Ramp, and a portion of Juliet Taxiway.

1.9. Ground Navigational Aid (NAVAID) Checkpoint. The ground NAVAID checkpoint is located at south hammerhead.

1.10. Permanently Closed/Unusable Portions of the Airfield. There are two permanently closed/unusable portions: (1) the north-south taxiway (east of Taxiway Hotel and west of the landing strip) and (2) the east-west taxiway (east of the runway and north of Taxiway Bravo).

1.11. Wingtip Clearance Reference Lines. There are C-17 wingtip clearance reference lines painted in both hammerheads (Taxiways Alpha and Echo). The closest line to taxiway centerline is the actual wingtip reference and the outboard lines represent 10-foot and 25-foot clearance (see [Attachment 12](#)).

1.12. Restricted Areas. Depiction and description of McChord Field restricted areas and associated entry control points can be found in 62 AWI 13-201, *Airfield Driving*.

1.13. Suspending Runway Operations:

1.13.1. The tower supervisor will suspend runway operations and notify AMOPS if necessary when an unsafe condition is observed on the airfield. AMOPS must temporarily suspend/close runway operations when any unsafe condition affects runway operations (e.g., FOD, severe bird/wildlife activity, snow and ice removal checks, arresting systems maintenance/configuration changes, airfield construction, pavement repair, etc.). The suspension/closure announcement will be accompanied with the time runway operations are expected to resume. Prior to resuming normal operations AMOPS personnel will conduct a runway check. If alert aircraft are present and the runway is temporarily closed, the Tower supervisor or AMOPS supervisor notifies Command Post (CP). CP will notify WADS Mission Crew Commander (MCC).

1.13.2. After determining that normal operations can be resumed, the AMOPS supervisor reopens the runway, advises Tower, and notifies CP of any change in runway status. CP will notify WADS MCC when the runway is back to operational status.

1.14. Daily Runway Inspections. AMOPS conducts runway inspections at least once daily. Runway inspections are given priority to the maximum extent possible; if necessary, practice approach aircraft will receive restricted low approaches during the inspections.

1.15. Runway Selection. Tower will determine the active runway IAW FAAO 7110.65, *Air Traffic Control*.

1.15.1. Preferred Runway:

1.15.1.1. Runway 34 is the preferred runway between 0500L and 2300L, except when tailwind component is 5 knots or more.

1.15.1.2. Conflicting Wind Information. If conflicting wind information is received, Tower supervisor will designate runway 34 as the runway in use unless runway 16 is more advantageous due to weather, traffic, etc.

1.15.2. Noise Abatement:

1.15.2.1. In the interest of fostering positive community relations, the following procedures apply between 2300L-0500L, 7 days a week. If surface wind is **10** knots or less and other conditions permit, Tower coordinates with Seattle Approach Control to designate direction of traffic as follows:

1.15.2.1.1. Land runway 34. Arriving aircraft will make a straight-in full-stop landing only.

1.15.2.1.2. Depart runway 16.

1.15.2.2. Exceptions to noise abatement procedure times must be approved by the 62 OG Commander. Requests must be received at least 24 hours in advance.

1.16. Runway Change:

1.16.1. Tower coordinates with Seattle Approach Control, base weather station, and AMOPS.

1.16.2. AMOPS notifies the 62 AW CP and Barrier Maintenance between 0730L-1630L, Monday-Friday, or the Fire Department during all other times. Upon notification, Barrier Maintenance or Fire Department will configure the cables as required.

1.17. Runway Surface Condition (RSC)/Runway Condition Reading (RCR) Check. When weather conditions deteriorate, AMOPS will perform RSC/RCR checks as necessary. (Only restricted low approaches are authorized during check periods.)

1.17.1. When an RCR check is performed on the runway, an RCR check is also performed on Taxiway Hotel.

1.17.2. RCR values (**Table 1.1**) are recorded on AFTO Form 277, Results of Runway Braking Test, and filed with the Airfield Inspection/Check forms.

1.17.3. Report the RCR to CP, Weather, and Tower (ATC). **NOTE:** When passing the RCR to Tower, also report the International Civil Aviation Organization (ICAO) braking action descriptions.

Table 1.1. Runway Condition Readings.

NOTE: The minimum required RCR for the C-17 is RCR 05 on the runway; RCR 04 on Taxiway Hotel.

<u>RCR Value</u>	<u>ICAO Braking Action</u>	<u>RCR Value</u>	<u>ICAO Braking Action</u>
05 or Less	NIL	12 – 17	FAIR
06 - 11	POOR	18 or More	GOOD

1.18. Airfield Conditions:

1.18.1. AMOPS provides current information to Tower and the CP on construction, obstructions, and airfield conditions. Tower provides AMOPS and Seattle Approach Control with observed or reported field conditions and NAVAID outages when such conditions have not been reported by AMOPS.

1.18.2. Civil Engineering (CE) personnel maintain the BAK-12/E-5 barrier arresting system and airfield lighting systems. The CE team supervisor will:

1.18.2.1. Notify AMOPS of the type maintenance, location, and hazardous conditions existing during maintenance operations. AMOPS will relay this information to the Tower.

1.18.2.2. Notify AMOPS prior to entering the airfield, when work is complete, and when departing the airfield.

1.18.2.3. Request permission from the tower to enter, operate, and exit the Controlled Movement Area (CMA) IAW 62 AWI 13-201, *Airfield Driving*.

1.18.3. CE personnel maintain the grass height at 7 to 14 inches along the taxiways and runway. AMOPS ensures grass height is maintained within standards during daily airfield inspections and will contact CE personnel when necessary. Any damage to airfield signage will be reported to AMOPS immediately.

1.19. Airfield Lighting. Airfield lighting shall be operated IAW FAA Order 7110.65, *Air Traffic Control*, and this directive.

1.19.1. McChord has the following airfield lighting: Rotating beacon, high intensity runway edge lights, 1-step taxiway lights, runway centerline lights, non-standard gated threshold

lights, precision approach path indicators, touchdown zone lights and AMP-1/AMP-3 overt/covert landing zone lights (middle 5,000' of the runway).

1.19.1.1. Runway 34 has ALSF-2 (Approach Lights with Sequence Flashing Lights).

1.19.1.2. Runway 16 has ALSF-1 (Approach Lights with Sequence Flashing Lights).

1.19.2. Runway environment lights (i.e., edge, approach, centerline, touchdown zone, etc.) will be turned off except when needed by arriving and departing aircraft. Intensity settings are maintained IAW FAA Order 7110.65 at all times to ensure accurate RVR readings. However, Tower may increase or decrease intensity settings when specifically requested by the pilot.

1.19.3. Taxiway lights will be turned off except when required for aircraft ground movement. Taxiway Foxtrot is not equipped with taxiway lights and is for daytime/Visual Flight Rules only (unless temporary taxi lights have been installed).

1.20. Aircraft Arresting Systems:

1.20.1. BAK-12 installation requires 30 minutes prior notice. Requests will be made through AMOPS. Additionally, a 15-minute period between successive engagements should be used for planning purposes.

1.20.2. The standard aircraft arresting system configuration for runways 16/34:

1.20.2.1. The North and South BAK-12s are normally disconnected and removed from the runway.

1.20.2.2. The departure end E5 cable for the runway in use is connected on the overrun.

NOTE 1: To the maximum extent possible, consistent with operational requirements and safety, Tower gives priority to Barrier Maintenance/Fire Department personnel when connecting/disconnecting arresting systems. AMOPS shall temporarily suspend/close runway operations when arresting systems maintenance/configuration changes. During reconfiguration, arriving aircraft can expect restricted low approaches and departing aircraft can expect ground delays. Barrier Maintenance/Fire Department will respond within 15 minutes to reconfigure cables. AMOPS will complete an airfield check and barrier inspection and report the airfield status prior to resuming runway operations.

NOTE 2: When tail-hook equipped aircraft are operating out of McChord Field, cable configuration will be different than described above. Normally the departure end BAK-12 and E-5 will be connected. Each flying unit will request what cable configuration is desired on a real-time basis.

NOTE 3: The south E-5 is located 102' into the runway 16 overrun. The southern BAK-12 is located 1,668' from the approach end of runway 34. The northern BAK-12 is located 2,450' from the approach end of runway 16. The north E-5 is located 240' into the runway 34 overrun.

1.20.3. Tower will initiate standard emergency procedures when advised of an unplanned engagement or when an unplanned engagement occurs.

1.20.4. Tower will notify AMOPS when a barrier re-configuration is required.

1.20.5. AMOPS notifies Barrier Maintenance between 0730L-1630L Monday-Friday (the Fire Department at other times). When notified, Barrier Maintenance or Fire Department configures cables as required.

1.20.6. Barrier Maintenance is responsible for maintaining and performing daily checks on arresting systems between 0700L-0900L. They will notify AMOPS of the status of the systems after completing the daily checks and after a runway change. AMOPS will notify Tower of any change in status and take necessary NOTAM action. Barrier Maintenance will notify the Airfield Manager of annual re-certification dates.

1.20.7. The 62 OSS Airfield Operations Flight Commander ensures assigned controllers are trained and familiar with McChord's arresting systems before they are facility rated. Training is accomplished by Barrier Maintenance personnel in coordination with the Chief Controller.

1.21. No-Notice ATCALs Preventive Maintenance Inspection (PMI) Schedule:

1.21.1. PMIs are accomplished according to appropriate directives and operations letters.

1.21.2. Runway 16 or Runway 34 ILS: 0000L – 0900L/1300L – 1500L on Tuesday and Thursday.

1.21.3. VORTAC: 0000L – 0900L/1300L – 1500L on Wednesday.

NOTE: The McChord VORTAC and Instrument Landing Systems are components of the National Airspace System (NAS).

1.21.4. ETVS: 0000L – 0600L/1300L – 1500L on Friday.

1.21.5. STARS: 0700L – 0900L Tuesday.

1.22. Auxiliary Power for ATCALs Facilities. IAW AFI 13-204, Vol 3, auxiliary power generators serving ATCALs facilities will remain in a standby status in the event of a commercial power failure. Power Production personnel will obtain approval from the Tower supervisor prior to transferring power sources.

1.23. CAT II ILS Operations:

1.23.1. Loss of any one of the following components prohibits CAT II ILS operations (downgrade to CAT I) and requires issuing a NOTAM by AMOPS:

1.23.1.1. Localizer.

1.23.1.2. Glide Slope.

1.23.1.3. TACAN (only when Approach Control is unable to call the Final Approach Fix [FAF] for aircraft).

1.23.1.4. Far Field Monitor.

1.23.1.5. Approach Lights. (Sequence Flashing Lights do not affect CAT II visibility minima.)

1.23.1.6. High Intensity Runway Lights.

1.23.1.7. Runway Centerline Lights.

1.23.1.8. Touchdown Zone Lights.

1.23.1.9. Touchdown Runway Visual Range (RVR) Equipment/Transmissometer.

1.23.1.10. Rollout RVR/Transmissometer when the RVR is less than 1,600'.

1.23.1.11. Remote Status Indicator (RSI).

1.23.1.12. All-Weather Runway Markings. **NOTE:** When runway markings are obscured by snow, ice, and/or other weather phenomena, an assessment shall be made by the Senior Operational Commander to determine if CAT II operations may continue.

1.23.1.13. FMQ-19.

1.23.2. Loss of the following components *will not* prevent CAT II operations, but does require a NOTAM to be issued:

1.23.2.1. Inner Marker.

1.23.2.2. Rollout RVR/Transmissometer when the RVR is 1,600' or more.

1.24. Digital Automatic Terminal Information Service (DATIS):

1.24.1. McChord's DATIS frequencies are: UHF 270.1; VHF 109.6.

1.24.2. DATIS is operational 24/7. Update DATIS IAW FAAO 7110.65.

1.25. Transient Alert Services. Transient Alert Services are available 24/7. Aircrews should expect periodic delays. Parking is limited.

1.26. Airfield Driving Program. Airfield driving procedures are outlined in 62 AWI 13-201, *Airfield Driving*.

1.27. Airfield Management Procedures. Airfield Management-specific procedures for the following subject areas are outlined in local Airfield Management operating instructions.

1.27.1. Flight Planning Procedures.

1.27.2. NOTAM Procedures.

1.27.3. Flight Information Publication (FLIP) Accounts.

1.27.4. Waivers to Airfield/Airspace Criteria.

1.27.5. Prior Permission Required (PPR) Procedures.

1.27.6. Arriving Air Evacuation Flight Notification and Response Procedures.

1.27.7. Unscheduled/Unauthorized Aircraft Arrivals.

1.27.8. Dangerous/Hazardous Cargo.

1.27.9. Civilian Aircraft Operations.

1.27.10. Airfield Maintenance - Sweeper and Vegetation Management Operations.

1.28. Miscellaneous Procedures:

1.28.1. Wear of Hats on the Airfield – McChord AFBI 21-43, *McChord AFB Aircraft and Equipment Maintenance Management*.

- 1.28.2. Airfield Smoking Policy – 62 AWI 32-17, *Base Fire Prevention Program*.
- 1.28.3. Weather Dissemination and Coordination Procedures – 62 AWI 15-1, *Weather Support*.
- 1.28.4. Local Bird/Aircraft Strike Hazard Program Guidelines – 62 AW *Integrated Bird/Wildlife Aircraft Strike Hazard (IBASH) Plan*.
- 1.28.5. Taking of Photographs – 62 AWI 31-10, *Normal Security Operations*.
- 1.28.6. Airfield Snow Removal – *MAFB Snow Removal and Ice Control Plan*.
- 1.28.7. Supervisor of Flying procedures covered in *Supervisor of Flying (SOF)/Emergency Discrete Frequency Assignment Letter of Agreement* between 62 OG and Det 1, WA ANG.
- 1.28.8. Air Evacuation missions will be handled IAW FAAO 7110.65.

Chapter 2

GROUND MOVEMENT AND DEPARTURE CLEARANCE PROCEDURES

2.1. Control of Ground Traffic:

2.1.1. The CMA is the portion of the movement area that requires Tower approval to access, specifically: the runway, overruns, and landing zone, up to the Instrument and/or Visual Flight Rule (VFR) hold lines and within 100 feet of runway/overruns/landing zone edge (see [Attachment 2](#) for airfield diagram). McChord Tower controls all vehicles/aircraft crossing or operating on the CMA and shares responsibility for the safety of personnel in these areas. Vehicles and pedestrians will not operate on any part of the CMA without direct two-way radio communication, clearance, and approval from Tower. Aircraft or vehicle movement within the loading, maintenance, or parking areas is the responsibility of the pilot, aircraft/vehicle operator, or AMOPS. Tower Ground Control will advise aircraft taxiing from parking areas about other aircraft and vehicles on the movement area which may be a factor. Rules for vehicles operating on the airfield are contained in 62 AWI 13-201. If radio communication with a vehicle or pedestrian on the aircraft movement area is lost, the control tower will flash the runway/taxiway lights. Vehicles or pedestrian will immediately depart the CMA. Vehicles and personnel must withdraw to a point no less than 100 feet from the edge of the runway, LZ, and overruns when directed by Tower to "exit the runway or taxiway."

2.1.1.1. Fire Department and medical response vehicles responding to Tower's primary crash alarm system activation require Tower approval to operate in the CMA.. Tower will monitor the crash net until all emergency response vehicles have exited the movement area.

2.1.1.2. Fire Department and medical response vehicles responding to airfield emergencies will notify Tower and AMOPS that they are responding.

2.1.1.3. When Security Forces personnel or vehicles require access on the CMA, Security Forces will contact Tower via the tower net for approval.

2.1.2. Aircraft, vehicles, and pedestrians unable to comply with the requirements listed above may obtain individual clearance by prior coordination with AMOPS. AMOPS coordinates such requests with Tower. As a minimum, vehicles operating on the runway are escorted by trained personnel who are in continuous radio contact with Tower.

2.1.3. Aircraft repositioning (including towing) on the airfield must have Tower clearance before moving and must remain in radio contact during movement. **NOTE:** When advised by Tower during periods of reduced visibility, where potential conflict between towing/taxiing aircraft cannot be discerned from Tower, crews will provide Tower with progressive movement information and turn on aircraft navigation lights when available. Tower provides advisories of known towing/taxiing conflicts to crews and provides an alternate route.

2.1.4. CMA incursions observed by Tower are reported to AMOPS via landline as soon as all potential conflicts have been resolved. The Airfield Manager reports all movement area incursions to the Airfield Operations Flight (AOF) Commander.

2.1.4.1. For runway incursions that had an adverse impact on flight operations, an AF IMT 651, *Hazardous Air Traffic Report*, will be submitted to Wing Safety.

2.1.4.2. For specific incidents of runway incursions and other CMA violations that did not impact aircraft operations, AF IMT 457, *USAF Hazard Report*, will be completed and forwarded to Wing Safety, with an information copy to the Airfield Manager.

2.2. Precision Approach Critical Areas. The localizer and glide slope critical areas for runway 16/34, and the CAT II touchdown area for runway 34 are depicted in [Attachment 2](#). These areas will be protected IAW FAA and AF directives any time precision instrument approaches are in progress. The localizer and glide slope critical areas for runway 34 conform to FAA criteria; the runway 34 CAT II touchdown area conforms to AF criteria. The localizer and glide slope critical areas for runway 16 conform solely to AF criteria. Vehicles will not enter the ILS Critical Areas without Tower approval IAW 62 AWI 13-201. Vehicle/Aircraft operations in or through the ILS critical areas ([Attachment 2](#)) are subject to the following conditions:

2.2.1. Localizer Critical Area for Runway 16: When weather conditions are below an 800-foot ceiling or 2-miles visibility, do not authorize vehicle/aircraft operations in or over the critical area when an aircraft conducting an ILS approach is inside the FAF.

2.2.2. Glide Slope Critical Area. When weather is below an 800-foot ceiling or 2-miles visibility, do not authorize aircraft larger than fighter type to operate beyond the instrument hold line (runway 34) or to taxi/move beyond the instrument hold line on the east side of Taxiway Bravo (runway 16) when an aircraft conducting an ILS approach is inside the FAF.

NOTE 1: Parking spot K-2 is located inside the runway 16 glide slope critical area. Use of K-2 must be restricted when runway 16 is in use and can only be used if approved by the Airfield Manager or a higher authority.

NOTE 2: Combat offloads on Bravo East are conducted within the glide slope area.

2.2.3. CAT II Touchdown Critical Area. When CAT II operations are in effect and the reported ceiling is less than 200 feet or the RVR is 2,000 or less, do not allow vehicles or aircraft to violate the touchdown critical area. Tower will instruct aircraft taxiing to RWY 34 via Taxiway Echo and aircraft taxiing from Taxiway Bravo east of the runway to "*HOLD SHORT OF (runway) ILS CRITICAL AREA.*"

2.3. Ground Engine Runs:

2.3.1. Maintenance engine runs will be conducted IAW McChord AFBI 21-3, *Ramp Operations Procedures*. In addition to instructions outlined in that instruction, Maintenance Operations Center (MOC) will maintain a log of the aircraft tail number, location, estimated start time, duration, purpose and name of person providing the information for review by the 62 AW Commander and Public Affairs when needed.

2.3.2. No engine runs above idle are authorized anywhere on the airfield between 2300L and 0500L, without 62 MXG Commander and MOC coordination. This restriction is waived during exercise and contingency operations.

2.3.3. Prior to engine runs, MOC will advise Tower of the aircraft tail number, location, number of engines to be run, and whether it is an idle or power run. Maintenance personnel

must monitor ground control frequency during engine runs. **NOTE:** In the interest of safety or due to excessive noise, Tower may instruct **any aircraft**, on **any spot**, running at power to return to idle immediately. A return to idle will be accomplished without delay. Tower can also terminate engine runs at any time. Maintenance will be advised when runs may be resumed.

2.3.4. The following procedures are implemented between Tower and MOC to reduce engine noise in close proximity of the tower. These procedures are necessary for safe air traffic control operations and are in effect 24 hours a day. The MOC is responsible for ensuring that the following procedures are adhered to:

2.3.4.1. D-25 is authorized for idle and below. Maximum power engine runs on parking spot D-26 through D-31 are restricted as follows:

2.3.4.2. For C-17 aircraft only:

2.3.4.2.1. Maximum power engine runs on spots D-26 through D-29 are authorized.

2.3.4.2.2. Maximum power engine runs on D-30 and D-31 are authorized provided approval is granted by the control tower watch supervisor and close coordination is maintained with Tower prior to and during above idle runs. **NOTE:** Maximum power engine runs on D-31 are authorized provided that a return to idle power is accomplished before aircraft taxiing on Hotel (north-south) are affected.

2.3.5. Maximum power engine runs on parking spots B-6 and B-8 are authorized provided:

2.3.5.1. Approval is granted by the tower watch supervisor and close coordination is maintained with Tower prior to and during above idle runs.

2.3.5.2. A return to idle is accomplished if there are aircraft taxiing on Hotel (north-south) that are affected.

2.3.6. Maximum power engine runs on parking spots J-6, J-9, J-12, and J-15 are authorized provided:

2.3.6.1. Approval is granted by the tower watch supervisor and close coordination is maintained with Tower prior to and during above idle runs.

2.3.6.2. A return to idle is accomplished if there are aircraft taxiing on Hotel (north-south) that are affected.

2.4. Local Aircraft Radio Channelization. Pilots and ATC may substitute and use radio channels for radio frequencies. The channels and frequencies listed below may be used in radio communications with 62 AW aircraft:

Table 2.1. Local Aircraft Radio Channelization.

CH	FREQ UHF	AGENCIES	CH	FREQ VHF	AGENCIES
1	279.65	TCM Ground Control	1	118.175	TCM Ground Control
2	259.3	TCM Tower	2	124.8	TCM Tower
3	377.15	Seattle Departure Control	3	126.5	Seattle Departure Control

2.5. Departure Clearances/Procedures:

2.5.1. All aircrews shall have an IFR/VFR flight plan on file with AMOPS prior to engine start requests. If expected departure is more than 30 minutes prior to filed departure time, pilots should advise Ground Control on initial contact of the new departure time (this will facilitate update of the ATC computer system). **NOTE:** If expected departure is more than 90 minutes after the filed departure time, pilots should advise Ground Control as soon as possible. This will allow ATC to keep the flight plan open.

2.5.2. Aircrews shall notify Pilot to Dispatch (PTD) anytime they plan on delaying in the local IFR/VFR pattern on a separate clearance that has not been filed (i.e., TCM...SPAAN...TCM) prior to departing on their previously filed IFR flight plan.

2.5.3. Pilots requesting opposite direction departures will notify Ground Control of the request on initial contact (aircrews should expect delays or non-approval). **NOTE:** Due to rapidly changing air traffic situations, Tower will coordinate opposite direction IFR departures no earlier than 10 minutes prior to departure time.

2.5.4. At ATC or pilot request, aircraft may make intersection takeoffs (see [Attachment 2](#) for feet available). Exception: Aircraft will not takeoff to the north from the Taxiway Bravo intersection.

2.5.5. IFR departure procedures.

2.5.5.1. Aircraft departing McChord IFR into the National Airspace System (NAS) can expect one of three departure procedures: the Olympic-X, Alder-X or Puget-X. These departure procedures are located in the Low Altitude DOD Flight Information Publication, Vol 1. Aircraft departing south, southeast or westbound may file for the Alder-X departure procedure. McChord Tower will issue the appropriate departure procedure as shown on the flight plan (Olympic-X departure, if a procedure was not filed). Tower will issue an initial altitude IAW Seattle TRACON-TCM letter of agreement. In the event of a VORTAC/VOR/TACAN outage, aircrews can expect radar vectors from Seattle TRACON.

2.5.5.2. Aircraft departing IFR into the local radar pattern for multiple approaches will be issued the Puget-X departure and an initial altitude of 3,000'.

2.5.6. Active Air Scramble Procedures. Active Air Scramble procedures are executed between Western Air Defense Sector, Seattle TRACON, McChord ATC Tower, and Det 1, 194th Regional Support Wing (ANG).

2.6. Heavy Aircraft Taxiway/Parking Restrictions:

2.6.1. Taxiways.

2.6.1.1. Taxiways Alpha, Bravo, Charlie, Echo, and Juliet are available for use by all aircraft. Due to the potential FOD hazard, C-5 and 747/E-4 aircraft may use Taxiway Delta only if absolutely necessary.

2.6.1.2. Taxiway Foxtrot is used only during daytime/VFR conditions unless portable taxiway lights are installed and at the lowest possible aircraft gross weights. (C-130 limit: 165,000 lbs.) Questions concerning other aircraft types are referred to AMOPS (DSN 382-5611).

2.6.1.3. Heavy aircraft shall be restricted from utilizing Taxiway Hotel south of Taxiway Delta when the RCR on Hotel is reported as 4 or less.

2.6.2. Ramps.

2.6.2.1. Bravo Ramp and Kilo parking spots are available for C-5 and 747/E-4 operations. **NOTE:** Delta Ramp and Juliet Ramp may be used with Airfield Management approval.

2.6.2.2. Aircraft Parking. Heavy aircraft parking procedures shall be IAW McChord AFBI 21-3. Aircraft parked on K-2 are positioned with the nose wheel on the parking spot and the front of the aircraft pointed toward the runway. **NOTE:** Parking spot K-2 is located inside the runway 16 glide slope critical area. Use of K-2 shall be restricted when runway 16 is in use and can only be used if approved by the Airfield Manager or a higher authority.

2.6.2.3. Transient aircraft parking on the Delta Extension (directly east of the tower) will utilize D40 – D43 and will taxi in/out via the southern taxilane. This will prevent aircraft from taxiing over the red carpet on DV2.

2.7. Armed Ordnance Ground Procedures. Any aircraft with an armed gun or live missiles is considered HOT loaded.

2.7.1. Tower and pilots are not restricted from taxiing aircraft in front of HOT loaded aircraft holding short of the runway.

2.7.2. Pilots will notify Tower anytime actual arming/de-arming is taking place. Tower will restrict aircraft from taxiing directly in front of the aircraft being armed/de-armed.

2.7.3. Flight lead will notify Tower when the flight/aircraft begins arming/de-arming and when the procedure is complete.

2.7.4. Notification is not required for arming/de-arming on the south hammerhead as long as aircraft are being armed/de-armed in the south arming area, heading southeast. Arm/de-arm operations may be conducted in either hammerhead (Taxiway Alpha or Echo) and primary parking for armed aircraft is located on the Lima Pad.

2.8. Engine Running Crew Change (ERCC) Locations:

2.8.1. Primary: Inbound aircraft will taxi to Charlie Ramp ERCC #2 (single ship). Formation aircraft will taxi to Charlie Ramp ERCC #1, #2, #3 (as required). Aircrews will taxi via the concrete taxilane to the ERCC locations (middle portion of Charlie Ramp is not stressed for C-17 operations). Outbound aircrews will taxi to the active runway via Taxiway Juliet (Taxiway Kilo taxi operations require 62 OG/CC approval and will not normally be approved).

2.8.2. Secondary: As directed by Command Post.

2.9. Chaff/Flare Aircraft Parking. IAW AFMAN 91-201, *Explosive Safety Standards*, aircraft configured with Aerial Defense Systems can be parked on any aircraft parking spot.

Chapter 3

AIR TRAFFIC CONTROL

3.1. Local Flying Area. The following local flying area is established to facilitate required activities ([Attachment 4](#)).

3.1.1. Local flying area - area enclosed with the following boundaries:

3.1.1.1. North boundary - United States/Canadian border.

3.1.1.2. East boundary - 115 degrees W. longitude.

3.1.1.3. South boundary - 42 degrees N. latitude.

3.1.1.4. West boundary - Pacific Air Defense Information Zone (ADIZ).

3.1.2. Aerobatic area - area enclosed within the following boundaries:

3.1.2.1. North boundary - 48 degrees 00' N. latitude.

3.1.2.2. East boundary - 123 degrees 45' W. longitude.

3.1.2.3. South boundary - 47 degrees 08' N. latitude.

3.1.2.4. West boundary - Pacific Ocean shoreline.

3.2. Functional Check Flight Route. The functional check flight route should be filed as a point-to-point flight plan on a DD Form 175, *Military Flight Plan*.

3.3. Operations within Class Delta Airspace. Aircraft in the Class D airspace will monitor Tower frequency except when under the control of Seattle Approach Control.

3.4. Civil Aircraft Use:

3.4.1. Civil aircraft are not permitted to land at McChord Field except as permitted by AFI 10-1001, *Civil Aircraft Landing Permits*, and AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields*. For civil aircraft landings, a DD Form 2401, *Civil Aircraft Landing Permit*, must be executed and on file in AMOPS, or the pilot must have declared an in-flight emergency.

3.4.2. Civil aircraft may make practice instrument approaches providing traffic density permits. These approaches must not degrade mission or training requirements of military aircraft. Practice approaches are low approaches only unless specifically approved in writing.

3.5. VFR Traffic Patterns:

3.5.1. Standard traffic patterns are left traffic for runway 16 and right traffic for runway 34 (East). Left traffic to runway 34, right traffic to runway 16 (West) may be conducted with ATC approval for traffic purposes or aircraft operational need. **NOTE:** Left traffic to runway 16 may turn crosswind upon reaching 1,000' AGL and south of Spanaway Lake.

3.5.2. Rectangular patterns are flown at 1,800 feet MSL with entry to the downwind at an angle of 45 degrees or as directed by ATC. Downwind leg is flown over Pacific Avenue or

as directed/approved by Tower. **NOTE:** Begin the base turn to runway 34 south of Spanaway Lake.

3.5.3. Overhead pattern is flown at 2,300 feet MSL (aircraft may not fly the overhead pattern at 1,800 feet MSL due to noise abatement). Approach control shall vector aircraft no closer than 6 mile initial. Tower will instruct VFR aircraft where to report initial. **NOTE:** If traffic dictates, Tower may instruct aircraft to "Re-enter initial."

3.5.3.1. Initial Re-Entry will be flown on a 3-5 mile arc to the east of the runway. Tower will instruct aircraft where to report initial, normally 3-5 mile initial (traffic conditions may dictate that aircraft extend initial beyond 5 miles).

3.5.3.2. "Tactical Initial" is not authorized at McChord.

3.5.4. Closed Traffic patterns are flown at 2,300 feet MSL for fighter-type aircraft and 1,800 feet MSL for all other aircraft.

3.5.4.1. Begin the turn to crosswind after passing departure end of the runway.

3.5.4.2. When Tower states, "*closed traffic approved*," it means fly the local procedures and execute closed traffic. If Tower wants an aircraft to turn crosswind prior to departure end, Tower will state: "*present position closed traffic approved*." **NOTE:** The pilot is still authorized to execute a normal crosswind turn, and, if unable to execute an early crosswind turn, will advise Tower.

3.5.4.3. Runway 16: Aircraft delaying the turn to crosswind more than 1 NM south of the field boundary should be alert to the Spanaway Airport traffic area. Spanaway Airport's delegated airspace is up to and including 1000' MSL to the southeast. Aircraft operating in this area are not required to maintain radio communication with McChord Tower.

3.5.5. Patterns must avoid Restricted Area R6703, located approximately 7 nautical miles (NM) southwest of McChord, unless authorized by Approach Control.

3.6. Weather Minimums for VFR Patterns:

3.6.1. Ceiling shall be at least 500' above the appropriate pattern altitude.

3.6.2. Ground visibility shall be at least 3 statute miles (SM).

3.6.3. Anytime weather conditions limit a controller's ability to maintain visual contact with an aircraft, the watch supervisor will close the appropriate pattern regardless of the reported weather until he/she determines the weather condition causing the sight limitation is no longer a factor.

3.7. Radar Traffic Patterns. Seattle Approach Control has control over McChord's Radar Traffic Pattern. Patterns will be flown east of the runway at 3,000' MSL. Seattle Approach will determine the length of each leg of the pattern on a real-time basis.

3.8. Protection of 360 Overhead. During VFR conditions, aircraft making normal takeoffs, low approaches, touch-and-go landings, stop-and-go landings, or missed approaches will not climb above 1,800 feet MSL until the departure end of the runway. When the 360 overhead pattern is in use, Tower shall issue the following to all IFR departing aircraft: "*(ACID) on*

departure cross departure end at or below 1,800 feet, overhead in use.” The 1,800-foot MSL restriction provides 500 feet separation from the 360 overhead traffic pattern.

3.9. Departure Priorities. Tower and Approach Control may delay, vector, hold, or breakout local traffic and any traffic making a practice approach to facilitate "ACTIVE AIR DEFENSE MISSION/SCRAMBLE," "PRIORITY," and "TIME CRITICAL" departures. IAW FAAO 7110.65, departure time is considered the time the aircraft becomes airborne. **NOTE:** Aircraft in distress have the right of way over all other aircraft.

3.9.1. In addition to priorities in FAAO 7110.65, and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, priorities for departures are:

3.9.1.1. First priority is an Active Air Defense Mission/Scramble.

3.9.1.2. Second priority is an air evacuation aircraft requesting priority.

3.9.1.3. Third priority is AMC-scheduled time-critical missions. When required, CP will contact Tower and advise, "*(Call-sign) is TIME CRITICAL at (time).*" Aircrews should be prepared to takeoff on either runway. Crews may request an opposite direction departure if insufficient time exists to taxi to the primary runway. Tower will coordinate with Approach Control as necessary. Time-critical departures are considered on time when the aircraft departs not later than 2 minutes after the declared "TIME CRITICAL" time. **NOTE:** If pilots insist on an opposite direction departure, additional delays may be incurred due to traffic. Based on current traffic in the local pattern and traffic controlled by Approach Control, departing from the runway in use might be more expeditious.

3.9.1.4. Fourth priority is Priority Departures. Priority departures are normally given to airdrop and air refueling missions whose delay could affect mission accomplishment. To initiate this priority, pilots will request "PRIORITY DEPARTURE" with a specific departure time when placing clearance on request. If there is an anticipated delay, Tower will coordinate with Approach Control to ensure departure as close to the priority time as possible. If the reason for requiring a priority takeoff becomes invalid, the pilot will cancel the priority request. Priority departures are considered on time when the aircraft departs at the declared "PRIORITY DEPARTURE" time.

NOTE 1: Tower will make every effort to facilitate on-time departures based on traffic (current and expected), runway in use, and IAW all current AF and FAA directives. Aircrews should make every effort to keep Tower informed of changes, delays, etc., at the earliest possible opportunity.

NOTE 2: CP will advise Tower which AMC aircraft has precedence if a conflict arises between two or more time-critical or priority mission departures.

3.9.1.5. Fifth priority is a Distinguished Visitor (DV) aircraft.

3.9.1.5.1. AMOPS will notify Tower of all known aircraft requiring DV handling.

3.9.1.5.2. Tower will notify CP when an arriving DV aircraft is 10 miles from the runway.

3.9.1.6. Sixth priority is Practice Air Defense Mission/Scramble.

3.9.1.7. Seventh priority is C-17 demonstration flights.

3.9.2. To expedite traffic flow, Tower may ask aircraft awaiting departure if they can expedite takeoff. This means aircraft, other than heavy jets, will move from position on the taxiway/run-up area onto the runway and start takeoff roll without stopping. A clearance to expedite takeoff for a heavy jet indicates the aircraft will move from its position on the taxiway/run-up area onto the runway, STOP, and then begin takeoff roll as soon as possible. ATC cannot issue a clearance that implies or indicates approval of rolling takeoffs by heavy aircraft. Any aircraft unable to comply with the ATC request will respond with, "*Unable to expedite takeoff.*"

3.9.3. Inquiries pertaining to alleged ATC delays are immediately addressed to the Airfield Operations Flight Commander or Chief Controller who will investigate and determine if the air traffic system caused the delay.

3.10. Formation Flights. Formation takeoffs and landings are authorized and are governed by aircraft operating procedures and command directives.

3.10.1. Two or more aircraft constitute a nonstandard formation for locally based C-17 aircraft. Lead pilots will inform the Tower of any exceptions.

3.10.2. Tower shall instruct the last aircraft in a nonstandard formation flight to squawk 1100.

3.11. Opposite-Direction Traffic. McChord Tower or Seattle Approach Control will approve/disapprove opposite-direction operations based on existing/proposed traffic, priority requirements, and noise abatement concerns. **NOTE:** All communication regarding opposite-direction operations must include the phrase "***OPPOSITE DIRECTION DEPARTURE OR ARRIVAL (as appropriate), RUNWAY (number).***"

3.11.1. Tower shall coordinate opposite-direction departures with Seattle Approach Control no earlier than 10 minutes prior to departure.

3.11.1.1. Unless otherwise coordinated, Tower shall not clear an opposite-direction departure for takeoff after an arrival is 10 miles on final approach.

3.11.1.2. Unless otherwise coordinated, Tower shall not clear a departure for takeoff after an opposite-direction arrival is 10 miles on final approach.

3.11.2. Approach Control shall coordinate opposite-direction arrival approaches with Tower as needed.

3.11.2.1. Approach Control shall not allow an opposite-direction arrival to proceed closer than the FAF until an arrival to the runway in use has landed or turned to a heading to avoid conflict.

3.11.2.2. Approach Control shall not allow an arrival to proceed closer than the FAF until an opposite-direction arrival has landed or turned to a heading to avoid conflict.

3.12. Restricted Low Approaches. When personnel or equipment are on or operating within 100 feet of the runway, Tower may authorize restricted low approaches at or above 900 feet

MSL (500 feet AGL) to include locally assigned heavy aircraft. Transient heavy aircraft will be assigned 1,400 feet MSL (1,000 feet AGL).

3.13. Standard Go-Around/Missed Approach Procedures. In the event an aircraft has to execute an unplanned go-around/missed approach, Tower shall issue the following instructions:

3.13.1. When the tower VFR traffic pattern is open, tower shall instruct aircraft to remain in the closed traffic pattern and issue appropriate direction of turns and altitude.

3.13.2. When the tower VFR traffic pattern is closed, Tower shall issue the following clearance: *"Fly runway heading, climb and maintain 2,000 feet. Contact departure on (frequency)."* **NOTE:** Tower will immediately inform Approach Control of all unplanned go-around/missed approaches to include instructions issued/pilot's intentions.

3.14. Circling Procedures:

3.14.1. Circling approaches are available to runway 34. All circling approaches will be flown to the west of the runway. Runway 34 circle to 16 operations are authorized for operational necessity only and must terminate in a full-stop. **NOTE:** An "operational necessity" is based on aircraft emergencies, weather conditions, availability of NAVAIDS, etc. Aircrew training requirements do not qualify as an operational necessity.

3.14.2. 360-degree circling maneuvers (i.e. approach to 34 circle to 34) are authorized on runway 34 to the west only.

3.14.3. Approach to 16, circle to 34 procedures will have ground track east of I-5 and south of Highway 512.

3.14.4. Approach to 34, circle to 16 procedures will have ground track crossing over I-5 and Highway 512.

3.15. Multiple Approach Procedures. Aircraft conducting multiple IFR approaches or requesting radar service from the VFR closed traffic pattern shall be issued the following climb-out instructions: *Puget X Departures; maintain 3,000.* When necessary, alternate instructions may be issued after coordination with approach control.

3.16. Noise Abatement. In the interest of community relations, the following procedures will apply.

3.16.1. After takeoff, all aircraft will achieve the appropriate rate of climb, commensurate with safety, to assure minimum noise level over populated areas.

3.16.2. When possible, pilots should avoid over-flight of the Brown's Point and Downtown Tacoma areas. Our policy is to use runway 34 as the primary landing runway unless safety or operational requirements dictate otherwise. **NOTE:** When on radar vectors for a runway 16 approach, aircrews should query Seattle Approach Control about extended vectors that would impact Brown's Point and Downtown Tacoma. Additionally, conditions permitting (i.e., good weather, experienced crew levels), aircrews should request "short vectors."

3.16.3. During non-precision approaches to runway 16, do not descend to minimum descent altitude so early that prolonged use of high-power settings at low altitudes are used.

3.16.4. Avoid over-flying the church located approximately 500 feet east of Pacific Avenue midfield downwind and Pacific Lutheran University.

3.16.5. Avoid Eatonville and Swanson Field by 3 NM and 3,000 feet.

3.16.6. Safety should never be compromised, but arrivals and departures should be planned with these noise-sensitive areas in mind.

3.17. Separation (VFR - VFR, VFR - IFR). Tower uses separation criteria IAW FAAO 7110.65 for all aircraft.

3.18. Reduced Same Runway Separation (RSRS). McChord tower controllers are authorized to use minimum standards (para 3.18.8.) between McChord-assigned aircraft. Minimum standards may also be applied between McChord-assigned aircraft and other aircraft assigned to AMC, ACC, AETC, ANG, AFMC, AFRC, and AFSOC. Air traffic controllers must be able to see all aircraft involved and determine distances by reference to suitable landmarks. If any doubt exists, tower controllers must revert to FAAO 7110.65 separation standards.

3.18.1. Any aircrew or tower controller may refuse RSRS when safety of flight may be jeopardized. In these cases, apply appropriate separation standards published in FAAO 7110.65.

3.18.2. Aircraft will not overfly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to landing aircraft.

3.18.3. Controllers will provide cautionary wake turbulence advisories when required IAW FAAO 7110.65; however; pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. When operating IFR or under ATC instructions, air traffic controllers must ensure standard wake turbulence separation exists.

3.18.4. For fighter-type aircraft only: A low approach following a full stop shall use the alternate side of the runway when passing the aircraft on landing roll. Aircraft will not overfly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers will provide appropriate traffic advisories to aircraft involved.

3.18.5. RSRS between standard formation aircraft full stops are authorized provided aircraft involved are the same type aircraft. Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

3.18.6. RSRS is not authorized:

3.18.6.1. During any situation involving an emergency aircraft.

3.18.6.2. During any situation where the lead aircraft is “cleared for the option” or “stop and go.”

3.18.6.3. During any situation involving an aircraft “low approach” behind a “touch-and-go” aircraft.

3.18.6.4. During any situation involving an aircraft “touch-and-go” behind a “full-stop.”

3.18.6.5. Between sunset and sunrise (night).

3.18.6.6. Anytime the runway surface condition is reported as wet, ice on runway, snow on runway, or breaking action is reported as “fair,” “poor,” or “nil” by any aircraft or by AMOPS.

3.18.6.7. With aircraft assigned to MAJCOMs not designated in this instruction unless a letter of agreement (LOA) is signed between owning MAJCOM/DO and the AMC/A3.

3.18.7. When applying RSRS standards, “same aircraft” means same airframe (i.e., H/C-17 behind H/C-17, F-15 behind F-15, T-38 behind T-38/AT-38, C-130 behind MC-130, etc.). All other fighter- and trainer-type operations means not the same airframe (i.e., F-15 behind F-16, F-16 behind F-18, T-38 behind T-37, etc.).

3.18.8. RSRS Standards:

Table 3.1. RSRS Standards.

(* Standard separation will be applied IAW FAAO 7110.65.)

Pairings	Full Stop (FS) behind touch-n-go (TG)	FS behind low approach (LA)	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same fighter/ trainer type	3000'	3000'	3000'	3000'	6000'	3000'	3000'
Same non-heavy, non-fighter type	*	*	*	5000'	*	*	*
Dissimilar fighter/trainer type	*	*	*	6000'	6000'	*	*
Same type formations	*	*	*	6000'	*	*	*
Same type heavy	*	*	*	8000'	*	*	*

3.19. B-52 Aircraft Restrictions. Except in an emergency, B-52 aircraft are not permitted to land due to a lack of outrigger clearance from the BAK-12 housings. B-52 low approaches are permitted. Tower will ensure pilots are notified of the BAK-12 housing limitations prior to starting the approach.

3.20. Armed Ordnance Recovery Procedures. HOT loaded aircraft will recover via normal traffic routes to the active runway. There are no restrictions placed on number of practice traffic patterns or instrument approaches flown by armed aircraft.

3.21. Wind Variability:

3.21.1. The 62 OG/CC has determined that controllers shall issue variable wind information IAW AFI 13-204, Vol 3.

3.21.2. Controllers will issue variable wind information when there are changes in wind direction of 60 degrees or more when the wind speed is 6 knots or more.

3.22. Communications Outage Procedures. In the event of an aircraft or tower communications failure, procedures will be conducted IAW the Aeronautical Information Manual, FAAO 7110.65, and the following procedures:

3.22.1. If the tower has a complete communications failure, all aircraft will deconflict themselves and monitor the tower for light gun signals. Locally-assigned aircraft will make full-stop landings. Transient aircraft will depart the Class Delta airspace and contact Seattle Approach Control for clearance to an alternate location.

3.22.2. If an aircraft loses communication with the tower, the aircraft will monitor the control tower for a light gun signal and expect to make a full-stop landing.

Chapter 4

EMERGENCY PROCEDURES

4.1. General. An airfield emergency is any situation that places aircraft, people, or property, in danger or distress. If there is any doubt that an emergency exists, it should be handled as an emergency IAW FAA directives.

4.1.1. Response to airborne and ground emergencies will be IAW McChord Tower Procedures, Letters of Agreement, and published disaster response plans.

4.1.2. Airborne aircraft experiencing an emergency will report to the controlling ATC agency, which will alert the emergency ground response forces.

4.1.3. Refer questions pertaining to Aircraft Flight Manual Emergency Procedures to the 62 AW Command Post for AMC-operated aircraft.

4.1.4. The on-scene commander is the designated representative of the 62 AW/CC and directs all military response activities at a disaster scene until operations conclude or are relieved by higher authority. McChord Tower will stop all taxiing aircraft to allow fire/rescue and ambulance crews priority access to the taxiways.

4.1.5. Runway 16/34 will be opened or closed using the procedures established in paragraph **1.13** of this instruction.

4.1.6. All responding vehicles still must obtain Tower approval before entering the CMA.

4.2. Primary Crash Alarm System (PCAS). The PCAS is activated by Tower. **NOTE:** If the PCAS is out of service, Tower will notify AMOPS via landline. AMOPS will activate the Secondary Crash Net (SCN), relaying that PCAS is OTS, and forward the pertinent emergency information.

4.2.1. Members on the PCAS are:

4.2.1.1. Tower.

4.2.1.2. AMOPS.

4.2.1.3. Flight Medicine and Medical Control Center (when activated).

4.2.1.4. Fire Department.

4.2.1.5. Security Forces (receive only).

4.2.2. The PCAS is activated for the following situations: (**NOTE:** This is a minimum list and cannot cover all emergency situations. Tower supervisor may activate the system when deemed necessary.)

4.2.2.1. In-flight emergency.

4.2.2.2. Ground emergency.

4.2.2.3. Unauthorized aircraft movement (Hijack).

4.2.2.4. Unplanned arresting system engagement.

4.2.2.5. Aircraft mishap.

4.2.2.6. Unauthorized aircraft landing.

4.2.2.7. Emergency Locator Transmitter (ELT)/Crash Position Indicator (CPI) (with supporting data, such as a known or possible downed aircraft).

4.2.2.8. Hydrazine loss (F-16 activation of Emergency Power Unit).

4.2.2.9. Arriving aircraft with hung ordnance.

4.2.2.10. Tower evacuation.

4.2.2.11. Inspection/exercise team inputs.

4.2.3. Tower personnel notified of or observing an aircraft emergency/accident will immediately activate the PCAS, relaying the following information as a minimum:

4.2.3.1. Call sign and type aircraft (tail # if available).

4.2.3.2. Nature of emergency.

4.2.3.3. Pilot's intentions.

4.2.3.4. Landing runway.

4.2.3.5. Wind direction and velocity.

4.2.4. After initiating action, obtain the following items or other pertinent information from the pilot or aircraft operator as necessary:

4.2.4.1. Aircraft position.

4.2.4.2. Number and location of personnel on board.

4.2.4.3. Fuel remaining (time and amount).

4.2.4.4. Estimated time of arrival.

4.2.4.5. Cargo information (if dangerous cargo is on board).

4.2.5. Tower will monitor crash net and relay any additional information to the on-scene commander.

4.3. Secondary Crash Net (SCN). When Tower passes information over the PCAS or when AMOPS receives notification information from CP or other agency, AMOPS will implement notification procedures over the SCN. Members on the SCN are:

4.3.1. Fire Department.

4.3.2. Weather.

4.3.3. Readiness Flight.

4.3.4. Flight Medicine and Medical Control Center.

4.3.5. Command Post.

4.3.6. Civil Engineering.

4.3.7. Security Forces.

4.3.8. Maintenance Operations Center (MOC).

- 4.3.9. Explosive Ordnance Disposal (EOD).
- 4.3.10. Emergency Management.
- 4.3.11. Safety.
- 4.3.12. Mission Support Group CC.
- 4.3.13. Public Affairs.
- 4.3.14. Maintenance Group CC.
- 4.3.15. Transportation.
- 4.3.16. LRS/UCC.
- 4.3.17. Det 1, 194 RSW (ANG).

4.4. Hot Brakes Procedures:

- 4.4.1. Hot brakes emergency parking areas are the hammerheads on each end of the runway and as remote from other aircraft as possible.
- 4.4.2. Taxi to the hot brake area via a route requiring the least amount of taxiing.
- 4.4.3. Non-essential personnel will remain at least 300 feet from the aircraft until approved by Fire Department personnel.
- 4.4.4. Pilots will follow directions of Fire Department and Aircraft Maintenance personnel.

4.5. Hung Flare Procedures:

- 4.5.1. When a hung flare condition is suspected in-flight, the aircrew will declare an in-flight emergency.
 - 4.5.1.1. Aircrews will avoid bringing the aircraft to a full stop anywhere on the ramp that might block the normal taxi flow. Lima pad will be used for parking if available.
 - 4.5.1.2. One crewmember will deplane to check for an actual hung flare.
 - 4.5.1.3. If a hung flare is detected, the crew will shut down and evacuate the aircraft.
 - 4.5.1.4. A 600-foot cordon will be established around the aircraft.
- 4.5.2. If a hung flare is discovered during the ground inspection and an in-flight emergency was not previously declared, the crew will declare a ground emergency with Ground Control.
 - 4.5.2.1. The crew will shut down and evacuate the aircraft.
 - 4.5.2.2. A 600-foot cordon will be established around the aircraft.

4.6. Hung Ordnance Procedures:

- 4.6.1. Runway 34 is the runway of choice.
- 4.6.2. Airborne aircraft will request vectors for an approach which avoids populated areas to the maximum extent possible.
- 4.6.3. After landing, aircraft will make turns on the runway toward the east.

4.6.4. Position the aircraft in the primary (parking spot F-40) or secondary hung ordnance area as directed by Tower or EOD on magnetic heading 145 degrees and follow directions of weapons personnel.

4.6.5. If an arresting cable engagement is required, EOD/weapons personnel will be available at the scene to "safe" the aircraft when approved by the Fire Department.

4.6.6. Monitor Ground Control frequency while following the directions of EOD/weapons personnel.

4.6.7. Keep Ground Control apprised of the situation.

4.7. Gun Malfunction Procedures:

4.7.1. Landing Runway 34: Tower will direct aircraft to F-40, parked towards the gun berm or make a 180-degree turn to the east and back taxi to the south de-arm area. If unable to back taxi, position the aircraft in the north de-arm area, pointing southeast, and await EOD/weapons personnel.

4.7.2. Landing Runway 16: Proceed directly to F-40, parked towards the gun berm or to the end of the runway, face south and wait for EOD/weapons personnel.

4.7.3. Monitor Ground Control frequency while following the directions of EOD/weapons personnel.

4.7.4. Keep Ground Control apprised of the situation.

4.8. Hydrazine Procedures. If an aircraft reports having activated its Emergency Power Unit (EPU) in-flight, after landing Tower will instruct the pilot to taxi the aircraft to parking spot F-40 and advise the pilot to position the aircraft with the EPU side of the fuselage downwind. **NOTE:** Some pilots may not want to taxi with a hydrazine leak due to the possibility of contamination. Make every effort to direct them to F-40 via the most direct route to avoid affecting additional areas.

4.8.1. If spot F-40 is not available, the tower will coordinate with Fire Department to park the aircraft as far away from other aircraft, structures, and personnel as possible.

4.8.2. Fire Department will escort the aircraft if necessary and Tower will provide progressive taxi instructions to aid the aircraft.

4.8.3. The Incident Commander will notify Tower of all emergency terminations.

4.8.3.1. Tower will notify AMOPS of ground/in-flight emergency termination times.

4.8.3.2. Tower will notify Seattle Approach of all in-flight emergency termination times.

4.9. Emergency Locator Transmitter (ELT)/Crash Position Indicator (CPI) Signals. All ELT/CPI signals are considered an emergency until the source is located and proven otherwise. **NOTE:** The first 5 minutes of each hour are designated for ELT testing, which is an alarm not exceeding three audio sweeps. To preclude degradation of the system, the following procedures are established when a signal is received and no supporting data is available:

4.9.1. Tower will notify AMOPS.

4.9.2. AMOPS notifies Life Support and MOC.

4.9.3. MOC determines the source of the signal and silences the active locator beacon. If unable to locate the beacon on McChord, MOC notifies AMOPS and provides known data, i.e., frequency, signal strength, bearing from McChord, etc.

4.9.4. AMOPS passes the data to Tower.

4.9.5. Tower notifies Seattle Center Watch Supervisor with all known ELT/CPI data via the "FLOW" dial line 03.

4.9.6. Tower notifies AMOPS and Seattle Center Watch Supervisor of all emergency and ELT/CPI terminations.

4.10. Fuel Tank, Ordnance, Cargo Jettison, and Fuel Dumping (Attachment 5). A portion of Restricted Area R6703 is established as the jettison area for external fuel tanks and conventional ordnance. The area is approximately 195 degrees/10 DME from the McChord VORTAC. However, the designated impact area is relatively small (4-3/4 by 2-3/8 miles) and the drop should be made as accurately as possible. **NOTE:** Anyone having knowledge of a planned fuel tank, ordnance, or cargo jettison will contact the Range Control Officer (RCO) at Fort Lewis (253-967-6371 or on VHF 141.125) as soon as possible with the pertinent details. The RCO, in turn, will ensure the restricted/jettison areas are sterilized.

4.10.1. Seattle Approach Control will notify the RCO when an emergency drop is contemplated. Approach Control may be contacted for vectors to the emergency drop when an aircraft is unable to proceed VFR or upon request.

4.10.2. Aircraft will approach the jettison area at 2,000 feet MSL on a southwesterly heading (see Attachment 4). An alternate jettison area for cargo, fuel tanks, and ordnance is the Pacific Ocean while the aircraft is under the control of Seattle Center. An aircraft requiring internal fuel jettison normally is vectored to an over-water area. Fuel may be released anytime above 5,000 feet AGL. Pilots will notify the appropriate ATC facility prior to fuel release.

4.10.3. McChord does not have a designated fuel dumping area. When fuel dumping is required, Seattle Approach or Seattle Center will designate a location.

4.11. Controlled Bailouts:

4.11.1. The controlled bailout area is the landing zone at the McChord 150/08 mile fix. Aircraft should approach the controlled bailout area at 2,500 feet MSL (fighters use 5,000 feet MSL) heading 270 degrees. This should cause the aircraft to impact within Restricted Area R6703.

4.11.2. During communications failure, pilots should set transponders to code 7700, fly to the McChord TACAN, and proceed outbound on the 150-degree radial at 2,500 feet MSL (fighters use 5,000 feet). When over the 8 DME fix, turn to heading 270 degrees and bailout.

4.11.3. Anyone having knowledge of a planned bailout will contact the RCO at Fort Lewis (253-967-6371 or on VHF 141.125) as soon as possible with the pertinent details. The RCO, in turn, will ensure the restricted/controlled bailout areas are sterilized.

4.12. Anti-Hijacking Procedures. Anti-hijack procedures are outlined in FAAO 7110.65, *Air Traffic Control*, AFI 13-207, *Preventing and Resisting Aircraft Piracy (FOUO)*, and JO 7610.4, *Special Operations*.

4.12.1. CP will notify Tower and AMOPS to initiate anti-hijack procedures if the situation has not already been identified by Tower or other agencies.

4.12.2. Tower will:

4.12.2.1. Monitor ground activities. Ensure all engine starts, taxi, towing, and takeoff information is received through the authorized agency (AMOPS, MOC, or CP). The daily flying schedule is published by CP and may be used to identify authorized engine starts. Flying schedule must be obtained via a verified source.

4.12.2.2. Obtain and document parking location on all engine running aircraft and the origin and destination of all aircraft in tow.

4.12.2.3. Activate the PCAS when an actual or suspected unauthorized aircraft movement is noticed or reported.

4.12.2.4. Suspend airfield operations as required, and notify other affected aircraft of temporary landing or taxi restrictions.

4.12.2.5. Authorize responding vehicles to aircraft location via the most direct or requested route. Provide progressive movement/interception directions if necessary.

4.12.2.6. Respond to the requests of the Incident Commander when command is established. Requests may include changes to airfield lighting, NAVAIDS, or other equipment and services required to stop unauthorized aircraft movement.

4.12.2.7. Notify AMOPS and CP of termination time.

Chapter 5

SPECIAL PROCEDURES

5.1. C-130 Landing Zone (LZ) Operations (Runway 162/342):

5.1.1. Circling approaches to the LZ are not authorized. C-130 aircraft making an instrument/visual approach to the runway can transition to the LZ if the following conditions are met:

5.1.1.1. Weather is at or above 1,000' ceiling and 3 miles visibility.

5.1.1.2. The aircraft requests the transition and reports the LZ in sight.

5.1.1.3. Tower approves the transition to the LZ.

5.1.1.4. Aircraft requesting a transition to the LZ from an instrument approach are transitioning from IFR to VFR operations.

5.1.2. Aircraft taxiing out for departure must hold short of the north run-up pad and Taxiways Bravo, Charlie, and Delta west of the runway during all LZ operations. **NOTE:** All turnoffs from the LZ are toward Taxiway Hotel unless otherwise directed/authorized by Tower.

5.1.3. Transmissions to and from aircraft will include the phrase "LZ North (runway 34) or South (runway 16)." (Example: "*Wind Three Four Zero at One Zero LZ North Cleared to Land*" or "*Report Left Base LZ South.*")

5.1.4. Separation Criteria (Departures). Departures from the main runway are not authorized when aircraft are on the LZ. (**EXCEPTION:** Runway 16 departures from Taxiway Delta may be approved provided the LZ traffic has stopped or exited onto Taxiway Charlie West). Departures from the LZ are not authorized when an aircraft is on the runway north of Taxiway Delta.

5.1.5. Separation Criteria (Arrival):

5.1.5.1. *LZ-North Arrival preceded by a Runway 34/LZ North Arrival:* Preceding arriving traffic must be clear of the runway/LZ and established west of the VFR hold line or prior to the LZ aircraft crossing the LZ landing threshold.

5.1.5.2. *Runway 34 Landing preceded by a LZ-North Landing:* The LZ traffic must be clear of the LZ and headed toward Taxiway Hotel prior to the runway 34 landing traffic crosses the runway landing threshold.

5.1.5.3. *LZ-South Landing preceded by a Runway 16/LZ Landing:* Runway 16 traffic must be west of the VFR hold line or on the runway south of Taxiway Delta prior the LZ traffic crossing the LZ landing threshold.

5.1.5.4. *Runway 16 Landing preceded by a LZ-South Landing:* The LZ traffic must be clear of the LZ and headed toward Taxiway Hotel before landing traffic crosses the runway 16 landing threshold.

5.1.6. Nighttime LZ operations require coordination with AMOPS and Tower. AMOPS will notify Tower of scheduled nighttime operations.

5.1.7. Simultaneous operations to the runway and LZ are **not** authorized.

5.1.8. LZ is for C-130 aircraft use only. Smaller than C-130 aircraft may use the LZ as authorized by 62 OG/CC (i.e., during AMC Rodeo competition).

5.1.9. No-light LZ operations may be conducted with 62 OG/CC approval. Users shall be instructed to abide by the operating procedures in this instruction and the operation will be at "own risk." (See paragraph 5.3)

5.2. Combat Offload Operations:

5.2.1. Taxiway Charlie, east of the runway, is the primary combat offload area. Aircraft will taxi to Taxiway Delta, east of the runway, and then turn left onto Taxiway Charlie. Aircrew will initiate the combat offload at the intersection of Charlie and Delta and taxi northwest along Taxiway Charlie. Taxiway Bravo, east of the runway, is the alternate combat offload location and requires 62 OG/CC approval for this operation. Taxiway Bravo will only be used if Taxiway Charlie is unsafe (aircraft on the taxiway, construction, etc.); awaiting an AMOPS FOD check is not a sufficient reason to allow combat offloads on Taxiway Bravo. Aircraft will taxi to the eastern most portion of the taxiway and execute a right 180 turn. The aircrew will initiate the combat offload operation at the intersection of Bravo and Foxtrot and taxi southwest along Taxiway Bravo.

5.2.2. The following conditions preclude use of Taxiway Bravo:

5.2.2.1. When the reported ceiling is less than 800 feet and/or the visibility less than 2 miles and an aircraft is cleared for an ILS approach to runway 16.

NOTE 1: Aircraft on Taxiway Bravo East must be east of the instrument hold line once an aircraft is inside the FAF to runway 16 and the weather is less than 800/2.

NOTE 2: Due to erroneous glide slope readings with aircraft operating on Taxiway Bravo East, tower will notify aircraft inbound on ILS final of any aircraft within the combat offload area regardless of weather conditions.

5.2.2.2. When any aircraft are parked on Kilo 2.

5.2.3. Condition precluding use of Taxiway Charlie: Any aircraft parked on Foxtrot 40.

5.2.4. Procedures for a combat offload:

5.2.4.1. Aircraft will:

5.2.4.1.1. Obtain taxi clearance to the selected combat offload location from Ground Control.

5.2.4.1.2. Obtain clearance to begin combat offload operation from Ground Control.

5.2.4.1.3. Advise Ground Control when combat offload operation is complete.

5.2.4.1.4. Hold short of the runway until cleared to cross by Ground Control.

5.2.4.2. Tower will:

5.2.4.2.1. Approve/disapprove the commencement of the combat offload operation based on traffic/weather conditions.

5.2.4.2.2. When a combat offload operation is approved, departures will not be permitted and landing aircraft will not be allowed closer than landing threshold.

5.2.4.2.3. Upon receiving notification of combat offload termination, normal operations may resume.

5.2.4.2.4. Restricted low approaches may be approved during the combat offload operation.

5.2.4.2.5. Notify AMOPS when combat offloads are complete if aircraft dropped a pallet.

5.2.4.3. AMOPS will:

5.2.4.3.1. Accomplish FOD check after the operation has terminated if a pallet was dropped.

5.2.4.3.2. Ensure that all maintenance equipment is secured or moved off parking spots F1 and F2.

5.3. Night Vision Device (NVD) Operations. IAW AFI 13-204, Vol 3, non-participating aircraft will not mix with participating NVD aircraft in any traffic pattern or on any controlled movement area. **EXCEPTION:** Aircraft not performing NVD operations may mix with NVD aircraft provided they are in compliance with the procedures outlined in this instruction and 62 OGI 11-1/11-1A.

5.3.1. Scheduling Procedures. Units requesting NVD operations must coordinate with 62 OSS/OSK, Combat Tactics Flight (DSN 382-3614) and 62 OSS/OSO, Current Operations Flight (DSN 382-9920) at least 24 hours prior to operations. 62 OSS/OSO will schedule all NVD operations on the Wing Daily Flying Schedule using GDSS2. The schedule will be posted NLT 1700L the day prior to execution. Specific times for airspace and runway use will be annotated and deconflicted using the Air Movement Table. NVD training will normally not be scheduled past 2300L due to quiet hours. 62 OSS/OSO will coordinate with 62 OG/CC for a quiet hour waiver and 62 OSS/OSA to ensure adequate ATC manning for any NVD training scheduled past 2300L. In the event that two transient aircraft, one participating and one non-participating, are attempting to fly local patterns, priority will be given to any aircraft with a PPR. If neither aircraft has a PPR, then priority will be on a first-come, first-serve basis.

5.3.2. Notification/Coordination Requirements. Any base-assigned aircraft not scheduled for NVD operations may request the procedure with McChord tower. Tower will approve operation on a first-come, first-serve basis, workload permitting. Unscheduled aircraft will be the first to terminate procedures should it become necessary. 62 AW Command Post (CP) will provide priority guidance if scheduling conflicts arise. If a scheduling conflict arises, pilots are expected to deconflict with CP. Transient aircraft must be briefed by 62 OSS/OSK on procedures outlined in this instruction and 62 OGI 11-1/11-1A, and scheduled before they are authorized to mix the pattern with participating aircraft.

5.3.2.1. AMOPS will conduct an airfield check of the designated NVD runway, taxi routes and IR lighting configuration prior to the start of NVD operations. Document and report discrepancies immediately. As a minimum notify the Tower, CP, AFM, and AOF/CC if NVD operations must be suspended to due airfield safety hazards.

5.3.2.2. Tower will:

5.3.2.2.1. Include an advisory on the ATIS broadcast at least 30 minutes prior to, or as soon as practical thereafter, of NVD operations commencing and continuing through the duration of operations. *“NVD OPERATIONS IN EFFECT AT MCCORD FIELD UNTIL XXXXZ. ALL NON-PARTICIPATING AIRCRAFT CONTACT GROUND CONTROL 10 MINUTES PRIOR TO DEPARTURE OR PATTERN ENTRY FOR COORDINATION.”*

5.3.2.2.2. If the ATIS is out of service, Tower will broadcast NVD operations commencement on Local and Ground Control frequencies 30 minutes prior to NVD operations or as soon as practical thereafter. *“NVD OPERATIONS AT MCCORD FIELD (WILL BEGIN AT XXXXZ).”*

5.3.3. Weather Requirements. Minimum weather requirements at McChord Field will be 2000' AGL ceiling and 3 miles visibility for the rectangular pattern and 2500' AGL ceiling and 3 miles visibility for the overhead pattern. Aircrews may fly IFR instrument approaches that transition to NVD landings provided they comply with proficiency and weather minimums IAW AFI 11-2C17, Vol 3, *C-17 Operations Procedures*.

5.3.4. NVD Aircraft Taxi Routes and NVD Traffic Pattern. Non-participating aircraft will not be allowed to taxi until appropriate lighting is activated. All participating aircraft will advise Tower of intended NVD taxi route. Taxiway lights will remain on unless specifically requested by NVD aircrews. No restrictions apply once the airfield lighting is turned off and pilots accept risk associated with unlit taxiways. Standard VFR traffic patterns will be flown to all runways IAW this regulation and AFI 11-2C17, Vol 3. Aircraft making approaches are expected to remain within the Class D airspace unless coordinated with tower. If aircraft are unable to maintain required cloud clearance at 1800', the tower pattern will be closed and operations terminated.

5.3.5. Vehicle Operations. Vehicle movement will be restricted in the vicinity of the runway during NVD operations. Vehicle movement on the rest of the airfield is unrestricted. No specific routing is necessary. Vehicle operations should be kept to a minimum during periods of reduced airfield lighting, although there is no requirement for vehicles to operate without normal vehicle lighting. Vehicles are required to meet requirements to maintain two-way radio communications with Tower while operating within the CMA.

5.3.6. Traffic Pattern/Flow Restrictions. Aircraft operating IAW with this instruction will be considered as “participating aircraft” for purposes of handling by Tower. A participating aircraft is one that is utilizing an LZ either in the overt or covert configuration, using NVD to a blacked out runway, or an aircraft not on NVDs that has agreed to comply with this regulation. A non-participating aircraft is any aircraft either VFR or IFR requiring standard runway lighting that has **not** agreed to comply with NVD procedures. VFR transitions will be considered non-participating and will be provided standard separation (under normal circumstances VFR transitions will not prevent NVD operations).

5.3.6.1. No more than **three** aircraft may operate within the Class Delta surface area when NVD procedures are in effect. The tower watch supervisor (WS) may reduce NVD operations to less than three if he/she deems it necessary.

5.3.6.2. Aircrews will avoid all locally defined no-fly areas and noise abatement areas as defined in this instruction when performing NVD operations at McChord Field.

5.3.6.3. Aircrews will operate within the pattern IAW AFI 11-2C-17 Vol 3 and this instruction.

5.3.6.4. When commencing NVD operations within the lateral/vertical limits of Class D airspace, aircraft will remain in the Class D airspace unless otherwise authorized by tower. Class D extensions will be requested by aircrews in a timely manner for ATC coordination.

5.3.6.5. NVD Operations Phraseology: Aircrews will use phraseology in **Table 5.1** when requesting permission from Tower to conduct NVD operations. Tower controllers will use the phraseology in **Table 5.2** when clearing participating aircraft for arrivals/departure.

Table 5.1. Aircrew Phraseology Examples.

<p><i>“TOWER, ACID, REQUEST RUNWAY 16/34 ASSAULT”</i></p> <p><i>“TOWER, ACID, REQUEST RUNWAY 16/34, 500-FOOT NVG”</i></p> <p><i>“TOWER, ACID, REQUEST RUNWAY 16/34, 1000-FOOT NVG”</i></p>
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Table 5.2. Controller Phraseology Examples.

<p><i>“ACID, RUNWAY 16 ASSAULT, CLEARED FOR TAKEOFF”</i></p> <p><i>“ACID, RUNWAY 34, 500-FOOT NVG, CLEARED FOR THE OPTION”</i></p> <p><i>“ACID, RUNWAY 16, 1000-FOOT NVG, CLEARED TO LAND”</i></p>
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5.3.7. NVD Operation Suspension, Termination, and Resumption Procedures. NVD operations may be suspended for the following reasons: unsafe airfield condition, emergency response, in the opinion of the tower WS, or for a non-participating aircraft departure/arrival. The tower WS has the authority to suspend, terminate, or resume operations at their discretion.

5.3.7.1. IAW FAAO 7110.65, Tower will resume NVD lighting when a departing non-participating aircraft departs the Class Delta airspace. Tower will restore normal lighting for a non-participating IFR arrival before the aircraft begins approach or before a non-participating VFR arrival enters the Class D airspace. Lights will remain on until the arrival is clear of the runway or, if taxiway lights are requested off, when the inbound aircraft has parked. Tower will use the following phraseology prior to terminating NVD operations: *“ATTENTION (ALL ACFT) or (CALL SIGN), (LZ) / (NVD) OPERATIONS TERMINATED/SUSPENDED FOR (REASON).”* May be followed by *“SAY INTENTIONS.”*

5.3.7.2. Tower will advise aircraft of anticipated delay to NVD operations if known.

5.3.7.3. Emergency knock-off/termination of NVD operations may be initiated by ATC or the aircrew at any time.

5.3.8. McChord Tower Cab Lighting Configuration. The tower cab lighting configuration will be at the discretion of the WS.

5.3.9. Airfield Lighting Configuration. Airfield lighting during NVD operations will vary depending on NVD operation requested by the pilot. Airfield lighting is outlined in **Attachments 8-11**. Standard airfield lighting will be turned on for non-participating aircraft IAW FAAO 7110.65. Air traffic controllers will notify participating NVD aircrews prior to turning on standard airfield lighting.

5.3.9.1. Runway. Airfield lighting on runway will be completely turned off (to include approach lighting, PAPIs, REILs, etc.). Non-participating aircraft and vehicles will not be allowed to enter the runway. Desired LZ lights will be turned on as requested by participating aircraft.

5.3.9.2. Ramps. All ramp lighting will remain on.

5.3.9.3. Rotating Beacon. The rotating beacon will remain on.

5.3.9.4. Airfield Obstruction Lighting. Airfield obstruction lights will remain on.

5.3.9.5. Restoring Airfield Lighting. Airfield lighting will be restored:

5.3.9.5.1. At the termination of NVD operations.

5.3.9.5.2. When required for emergency response.

5.3.9.5.3. When required in the opinion of the tower WS.

5.3.9.5.4. When required for a non-participating aircraft departure or arrival IAW the following guidelines:

5.3.9.6. Restore taxiway lighting along the intended taxi route prior to a non-participating aircraft taxiing, if previously turned off.

5.3.9.7. For arriving and departing non-participating aircraft, Tower will follow paragraph **5.3.7.1**

5.3.10. Aircraft Lighting Requirements. There are currently no exceptions to FAR 91.209 granted by the FAA allowing aircraft position/anti-collision lights out operations within any tower surface area airspace class within the U.S.

5.3.11. Vehicle Lighting Requirements. Vehicles operating on the airfield must utilize proper lighting IAW 62 AWI 13-201, *Airfield Driving*. Vehicles operating lights-out during periods of reduced airfield lighting must use hazard warning flashers so that tower/aircrew can see the vehicle. Mounted IR strobes are not authorized.

5.4. C-17 Aerial Demonstration Flights. Demonstration flights will be conducted in 6-, 10-, and 12-minute profiles at 1,500 feet AGL and below.

5.4.1. Aircrews should coordinate with AMOPS at least 24 hours prior to demonstration flights for appropriate NOTAM notification.

5.4.2. AMOPS will send appropriate NOTAM for the duration of the flight(s).

5.4.3. Tower will:

5.4.3.1. Notify Seattle Approach once a demonstration flight has taxied out for departure.

5.4.3.2. Ensure all aircraft have exited and no other aircraft enter the Class D once a demonstration flight becomes airborne.

5.4.3.3. Limit transmissions to the aircraft to the maximum extent possible once the flight becomes airborne.

5.4.3.4. Disapprove all aircraft/vehicle requests to enter/cross the runway during the profile.

5.4.3.5. Notify Seattle Approach and AMOPS when the demonstration flight is complete.

5.5. Tactical Ordnance Procedures. Transient aircraft may operate out of McChord Field with live ordnance. Transient aircraft must provide 30 days (preferable) but not less than 15 days prior notice to the 62 AW Plan and Programs office (XP). Transient aircraft must be compliant with parent command and AMC safety directives, and abide by the following:

5.5.1. Approved by the 62 AW Commander.

5.5.2. Maximum number of aircraft involved must be provided during initial request. Any changes must again be coordinated with 62 AW/XP prior to arrival.

5.6. Unusual Maneuvers. Tower will not approve pilot requests to conduct unusual maneuvers within the Class D airspace unless they are essential to flight performance (reference FAAO 7110.65).

5.7. Request Procedures for Parachute Jumps/Airdrops onto McChord Field:

5.7.1. Units requesting parachute jumps or airdrops onto Farmer or Crate drop zones must send a written request to 62 OSS Current Operations (62 OSS/OSO) at least 5 days in advance, or as soon as possible there after. Requests are signed by the Flight Commander or project officer, and must include:

5.7.1.1. Date of operation.

5.7.1.2. Scheduled departure time (Local).

5.7.1.3. Time over target (Local) and requested block times (Local).

5.7.1.4. Units involved.

5.7.1.5. Drop zone name.

5.7.1.6. Type of operation.

5.7.1.7. Jumpers exit altitude/parachute activation altitude.

5.7.1.8. Altitude.

5.7.1.9. Type aircraft.

5.7.1.10. Call sign and unit providing aircraft.

5.7.1.11. Pilot name/contact info (phone number/e-mail address) if not a McChord-assigned aircraft.

5.7.1.12. Route of flight.

5.7.1.13. Number of passes (with type and altitude for each).

5.7.1.14. Number of jumpers being dropped.

5.7.1.15. Point(s) of contact, e-mail address, duty phone and fax number.

5.7.2. Current Operations will provide a notice of approval/disapproval to the following agencies:

5.7.2.1. Airfield Operations (OSA).

5.7.2.2. Airspace Manager (OSK).

5.7.2.3. Airdrop Operations (OSOX).

5.7.2.4. McChord Command Post

5.7.2.5. Seattle Approach Control Supervisor.

5.7.2.6. Requesting unit.

5.7.3. On-Field Airdrop ATC Procedures: All procedures will be IAW the Airdrop Operations at McChord Field LOA and the Rogers DZ IFR Airdrop Corridor Procedures LOA.

5.8. Special VFR (SVFR) Procedures:

5.8.1. Tower controllers will not approve simultaneous IFR and SVFR operations in the Class Delta Surface Area. IFR aircraft will have landed or departed the Class Delta Surface Area prior to allowing SVFR aircraft operations.

5.8.2. Tower shall notify Seattle Approach when SVFR aircraft have been authorized to transition or operate in the Class Delta Surface Area.

5.8.3. SVFR operations will be authorized on a one-in, one-out basis when no conflict with IFR traffic exists.

5.8.4. All other SVFR phraseology and procedures will be IAW Seattle Approach/McChord Field LOA and FAAO 7110.65.

5.9. Flight Check Procedures:

5.9.1. Tower controllers will control all flight check aircraft IAW FAAO 7110.65.

5.9.2. Flight check aircraft will receive special handling as required to expedite the evaluation.

5.10. VR331 Procedures. VR331 is a high-speed, low-level route approaching the runway from the south. Aircraft inbound on VR331 will report approximately 20 miles south of the field at point GOLF. Aircraft will be at airspeeds above 300KTS and operating VFR at low altitude. Controllers must be aware the speed of aircraft inbound on VR331 will decrease normal space to sequence aircraft inside of them. East Gate procedures provide additional traffic conflict for VR331 procedures. Although use of VR331 is specifically addressed in the Gray Army Airfield/McChord Tower LOA; controllers should be vigilant for traffic conflicts with East Gate traffic from Gray AAF.

PART 2

AIRFIELD OPERATIONS ADMINISTRATION

Chapter 6

ADMINISTRATION

6.1. Airfield Operations Board (AOB). IAW AFI 13-204, Vols 2 and 3, the AOB meets at least quarterly. It will also convene for the USAF Air Traffic Systems Evaluation Program (ATSEP) Team in-brief and within 30 days after receiving the ATSEP team's final report.

6.1.1. AOB Members. The 62 AW/CV is the AOB chairperson unless delegated to the 62 OG/CC. Personnel occupying the following positions are AOB members: (**NOTE:** Flying squadron DOs/ADOs may attend on the commander's behalf, but must be a field grade officer or higher.)

Table 6.1. AOB Members.

62d Operations Group Commander	62 OG/CC
446th Operations Group Commander	446 OG/CC
627th Air Base Group Commander	627 ABG/CC
62/446 OG Standardization/Eval Officer	62/446 OG/OGV
62/446 Wing Flight Safety Officer	62/446 AW/SEF
62 AW Flying Squadron Commanders	4, 7, 8, 10 AS/CC
62d Operations Support Squadron Commander	62 OSS/CC
627th Civil Engineer Squadron Commander	627 CES/CC
62 AW Command Post	62 AW/CP
62d Maintenance Operations Center	62 MOS/MXOOC
Airfield Operations Flight Commander	62 OSS/OSA
Airfield Manager	62 OSS/OSAA
Control Tower Chief Controller	62 OSS/OSAB
Airspace Manager	62 OSS/OSK
Weather Officer	62 OSS/OSW
Community Planner	DPTMS/AVN DIV
Communications-Electronics Staff Officer	627 CS/SCO
194th Regional Support Wing, Det 1 Commander	194 RSW, Det 1/CC
Seattle TRACON Manager	FAA/TRACON
Seattle ARTCC Manager, Airspace/Procedures	FAA/ZSE-4

6.1.2. Mandatory Agenda Items: Items are reviewed quarterly unless noted otherwise.

6.1.2.1. Airspace - Annually (February) or as changes occur.

6.1.2.2. ATC/Flying Procedures - Annually (February) or as changes occur.

6.1.2.3. Military/FAA Concerns.

6.1.2.4. Airfield Operations Flight Staffing & Proficiency.

6.1.2.5. ATCALs.

6.1.2.6. Airfield Environment:

6.1.2.6.1. Number & Status of Permanent/Temporary Airfield Waivers.

6.1.2.6.2. Status of Deteriorating Airfield/Runway Conditions.

6.1.2.6.3. Airfield Projects.

6.1.2.6.4. Status of Airfield Waiver Program (May/August).

6.1.2.6.5. Aircraft Parking Plan (February).

6.1.2.7. Airfield Driving Program.

6.1.2.8. Runway Intrusions and Controlled Movement Area Violations.

6.1.2.9. Hazardous Air Traffic Reports.

6.1.2.10. Air Traffic System Evaluation Program Observations.

6.1.2.11. LOP Review - Annually (August).

6.1.2.12. TERPS - Annually (November).

6.1.2.13. Air Installation Compatible Use Zone - Biennial (May).

6.1.2.14. Special Interest Items.

6.1.2.15. ATC Delays.

6.1.2.16. Airfield Tree/Vegetation Growth and Management.

6.1.2.17. Mission Design Series Changes (when applicable).

6.1.2.18. Review of Preventive Maintenance Inspection Schedule (November).

6.1.2.19. Review Engine Run Procedures - Annually (May).

6.1.2.20. Review of Mid-Air Collision Avoidance (MACA) Program - Semi-annually (August).

6.1.2.21. Review of Airfield Customer Surveys.

6.1.2.22. BASH/Wildlife Self-Inspection Checklist Results (November).

6.2. National Airspace System Notice to Airmen (NOTAM) Coordination Procedures. Tower is the NOTAM monitor facility. AMOPS is the NOTAM issuing agency.

6.3. Quiet Hours Request Procedures. Organizations desiring quiet hours will send their written requests to the Airfield Manager (62 OSS/OSAA) at least 14 calendar days in advance.

Requests are signed by the requesting unit commander or project officer and must include the reason, date, time, location, and point of contact.

6.3.1. Quiet hours halt essential activities and consist of the following unless otherwise coordinated:

6.3.1.1. Airfield will remain open for emergency, high priority missions, and base-assigned C-17s.

6.3.1.2. No local transition flights.

6.3.1.3. No overhead patterns.

6.3.1.4. No engine run-ups.

6.3.1.5. No ground power units or APU units operating within sound range of the event.

6.3.2. Quiet hour requests are coordinated and approved by the 62 OG/CC. Upon 62 OG/CC approval/disapproval, the Airfield Manager will provide notice of approval/disapproval to the following agencies:

6.3.2.1. 62 AW/CP/CCP/XPL.

6.3.2.2. 62 OSS/OSAA/OSAB/OSO.

6.3.2.3. 62 MOS/MXOOC.

6.3.2.4. 62 AMXS/MXA.

6.3.2.5. 62 APS/TRO.

6.3.2.6. WADS/DOS.

6.3.2.7. 194 RSW, Det 1 (WA ANG).

6.3.2.8. 446 OSF/DOO.

6.3.2.9. 4, 7, 8, and 10 AS/CC.

6.4. Flight Plan Filing Procedures:

6.4.1. 62/446 AW flying squadrons, Western Air Defense Sector (WADS), and Det 1, 194 RSW (ANG) hosted flying units shall:

6.4.1.1. Authorize the assigned operations specialist or pilot-in-command to forward the signed DD Form 175, Military Flight Plan, and a copy of crew orders (when applicable) to AMOPS at least 45 minutes prior to departure time (e-mail: BaseOperations@amc.af.mil / Fax (253-982-5402). DD Forms 1801, DoD International Flight Plan, must be e-mailed or faxed a minimum of 2 hours prior to proposed departure time. Name and phone number of pilot-in-command must be identified on the fax.

6.4.1.2. Contact AMOPS (253-982-5611/5612) within 15 minutes of e-mail/fax transmission to confirm fax receipt.

6.4.1.3. Maintain the original DD Form 175/1801 (signed by pilot-in-command) according to the Air Force Records Disposition Schedule.

6.4.1.4. Scheduled Air Carrier or General Aviation aircraft may file flight plans through their company or appropriate Flight Service Station.

NOTE 1: If the AMOPS fax machine or e-mail is out of service, DD Form 175/1801 will be filed in person.

NOTE 2: The Direct User Access System is not an alternative for filing military flight plans. Audio/telephonic flight plans will not be accepted (reference AFI 13-204, Vol 3). Locally faxed flight plans can be amended via any means prior to departure.

NOTE 3: WADS and Det 1-hosted units may file stereo flight plans by e-mailing or faxing the next day's flying schedule to AMOPS NLT 1600L the day prior. The flight schedule, signed and approved by the Director of Operations or designated representative, will serve as the flight order for local sorties originating and terminating at McChord Field. The schedule must contain: call sign, type/number of aircraft, proposed departure time, stereo route, and any delay enroute.

6.4.2. WADS Air Defense Exercises (Simulated Penetration Air Defense Exercise (SPADE) practice scramble procedures.

6.4.2.1. WADS/CVX will:

6.4.2.1.1. Provide an exercise flow sheet covering all anticipated practice scrambles and estimated departure time to the AMOPS trusted agent NLT 1600L the day prior to the exercise. Include type and number of aircraft, proposed departure time, stereo route, whether the flight will be filed via an Airborne Order (ABO).

6.4.2.1.2. Ensure no changes are made to the IFR route of flight within 30 minutes of the proposed departure time. Changes may be made to the type aircraft, proposed departure time, requested altitude, MOA/restricted area delay time, and call sign by calling AMOPS at 982-5611/5612.

6.4.2.1.3. Notify AMOPS of any cancellations or delays.

6.4.2.2. AMOPS shall:

6.4.2.2.1. Accept signed flight plans via e-mail or fax only if forwarded by the assigned operations specialist or pilot-in-command.

6.4.2.2.2. Upon telephone confirmation of flight plan receipt, enter flight plan(s) into Seattle ARTCC computer via the Aeronautical Information System. Flight plans are entered according to time of departure.

6.4.2.2.3. File the e-mailed/faxed copy of DD Form 175/1801 IAW the Air Force Records Disposition Schedule.

6.5. Forms Prescribed. None.

6.6. Forms Adopted. AF Form 847, *Recommendation for Change of Publication*; AF IMT 457, *USAF Hazard Report*; AF IMT 651, *Hazardous Air Traffic Report*; AFTO Form 277, *Results of Runway Braking Test*; DD Form 175, *Military Flight Plan*; DD Form 1801, *DoD International Flight Plan*; DD Form 2401, *Civil Aircraft Landing Permit*.

KEVIN J. KILB, Colonel, USAF
Commander, 62d Airlift Wing

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 10-10, *Joint Use of Military and Civilian Flying Facilities*, 25 Oct 07

AFI 10-1001, *Civil Aircraft Landing Permits*, 1 Sep 95

AFI 10-1002, *Agreement for Civil Aircraft Use of Air Force Airfields*, 1 Sep 95

AFI 11-2C-17V3, *C-17 Operations Procedures*, 15 Dec 05

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 Nov 94

AFI 13-204, Vol 1, *Airfield Operations Career Field Development*, 1 Sep 10

AFI 13-204, Vol 2, *Airfield Operations Standardization and Evaluation*, 1 Sep 10

AFI 13-204, Vol 3, *Airfield Operations Procedures and Programs*, 1 Sep 10

AFI 13-213, *Airfield Management*, 29 Jan 08

AFMAN 91-201, *Explosives Safety Standards*, 17 Nov 08

62 AWI 13-201, *Airfield Driving*, 5 May 11

62 AWI 15-1, *Weather Support*, 8 Aug 05

McChord AFBI 21-3, *Ramp Operation Procedures*, 21 Sep 09

McChord AFBI 21-43, *McChord AFB Aircraft and Equipment Maintenance Management*, 22 Dec 09

62 AWI 31-10, *Normal Security Operations*, 8 May 05

62 AWI 32-17, *Base Fire Prevention Program*, 9 Sep 08

McChord Field Integrated Bird/Wildlife Aircraft Strike Hazard (IBASH) Plan, 10 Feb 10

FAA Order 7110.65, *Air Traffic Control*

Federal Aviation Regulation, Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers*

Abbreviations and Acronyms

AGL—Above Ground Level

ARTCC—Air Route Traffic Control Center

ATC—Air Traffic Control

ATCALs—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

BAK-12—Cable Arresting System

CAT II ILS—Category II Instrument Landing System

CPI—Crash Position Indicators

DME—Distance Measuring Equipment associated with the TACAN

CP—Command Post

E5—Cable Arresting System

ELT—Emergency Locator Transmitters

FAF—Final Approach Fix

IFR—Instrument Flight Rules

ICAO—International Civil Aviation Organization

ILS—Instrument Landing System

MACC—Maintenance Aircraft Coordination Center

MSL—Mean Sea Level

NVD—Night Vision Device

NVG—Night Vision Goggles

RVR—Runway Visual Range

SVFR—Special Visual Flight Rules

TACAN—Tactical Air Navigation

TCM—McChord Field

TRACON—Terminal Radar Approach Control

VFR—Visual Flight Rules

Terms

Approach Control—Also referred to as Seattle Approach or TRACON.

Priority Departure—A departure considered on time when the aircraft departs at the declared "Priority Departure" time.

Seattle Center—Also referred to as Seattle ARTCC.

Time Critical Departure—A departure is considered on time when the aircraft departs as soon as possible, but not later than 2 minutes after the declared "Time Critical" time.

Tower—McChord Field Air Traffic Control Tower.

Will—Used in this instruction means a procedure is mandatory.

Attachment 2
AIRFIELD DIAGRAM

Primary Instrument Runway: RWY 34
Field Elevation: 322
Gradient: 0.4% up north and south
Runway 16/34: 10,108' X 150' (PCC;
southern 1000'; remainder flexible
asp halt)

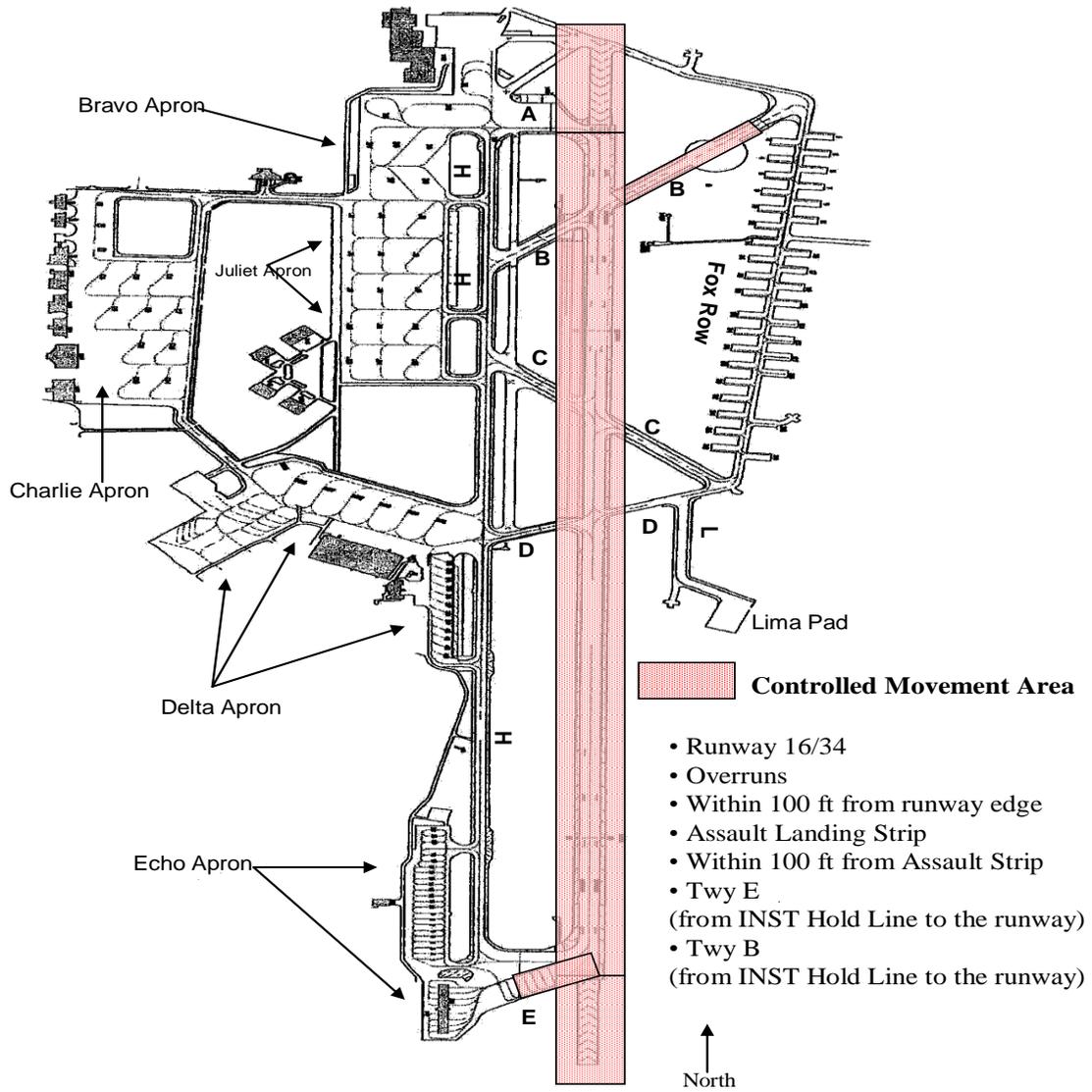
Intersection Distances:

Twy	Rwy 16	Rwy 34
"B"	9,100'	N/A
"C"	6,650'	3,450'
"D"	5,450'	,650'

-  Localizer
-  Glide Slope
-  South Touchdown Area
-  Airfield Surface Lines
-  Instrument Hold Line



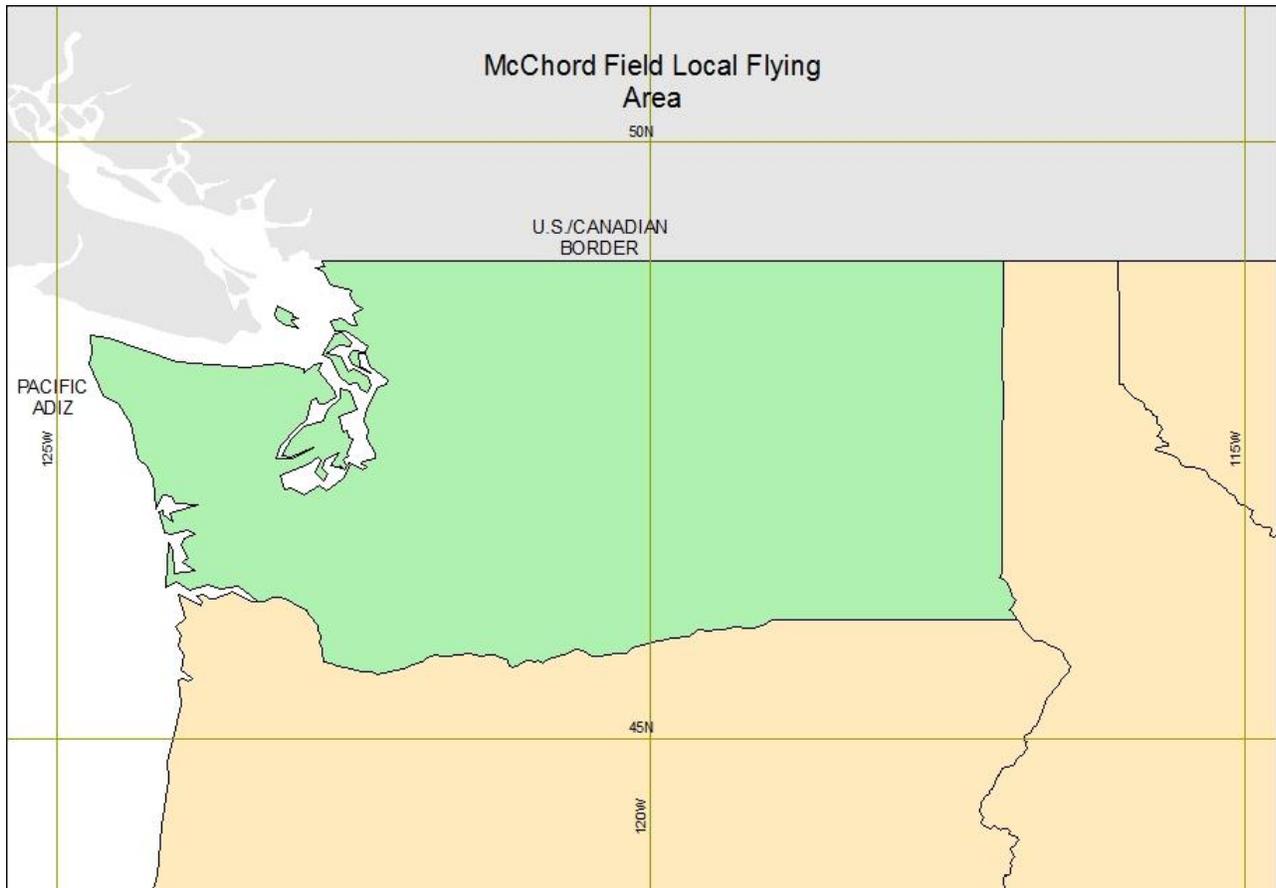
Attachment 3 CONTROLLED MOVEMENT AREA



Map Not To Scale

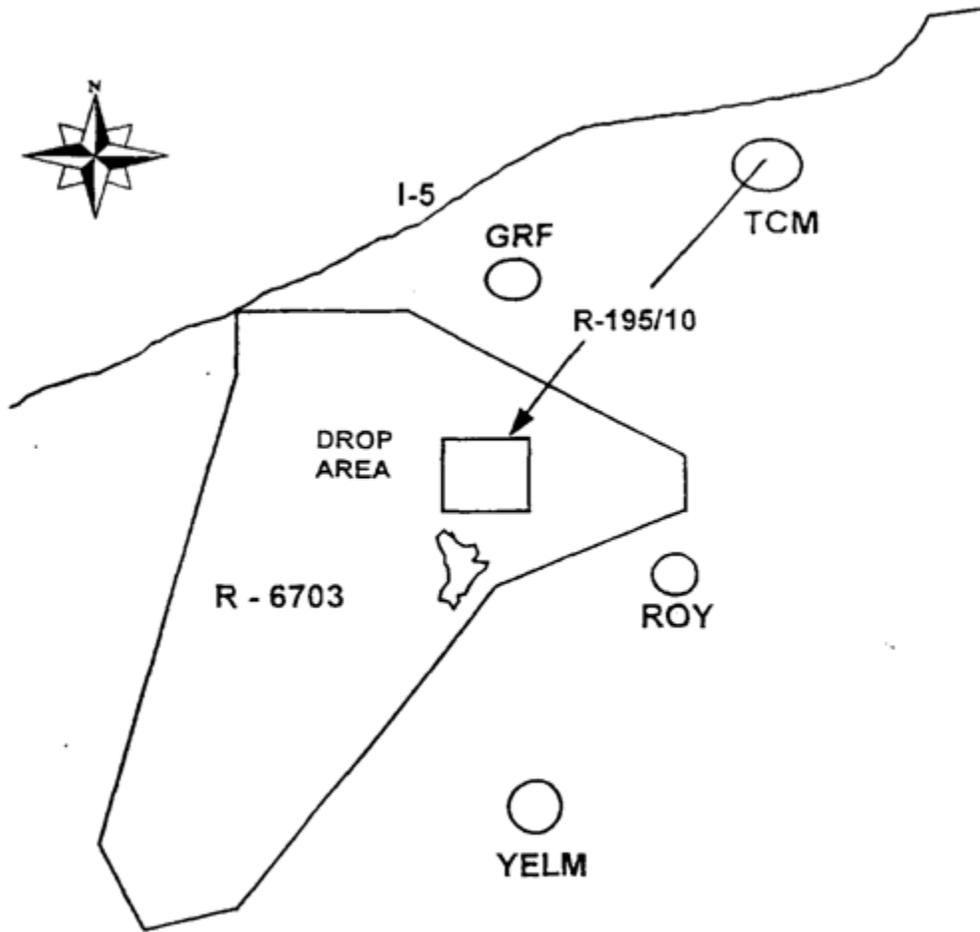
Attachment 4

MCCHORD FIELD LOCAL FLYING AREA



Attachment 5

FUEL TANK, ORDNANCE, AND CARGO JETTISON AREA



NOTE: MAP NOT TO SCALE

**Attachment 6
LOCAL AIRSPACE**

Airport	Identifier	Rwys	RAD/DME from TCM
Tacoma Narrows	TIW	17/35	308/09
Gray Army Air Field	GRF	15/33	209/06
Spanaway	S44	16/34	133/04
Shady Acres	3B8	16/34	120/5.5 (Private)
Pierce County	PLU	16/34	088/08

NDB	ID	FREQ	RAD/DME
Gray	GR	216	250/06
Lacombs	LAC	328	185/08

Airspace Dimensions

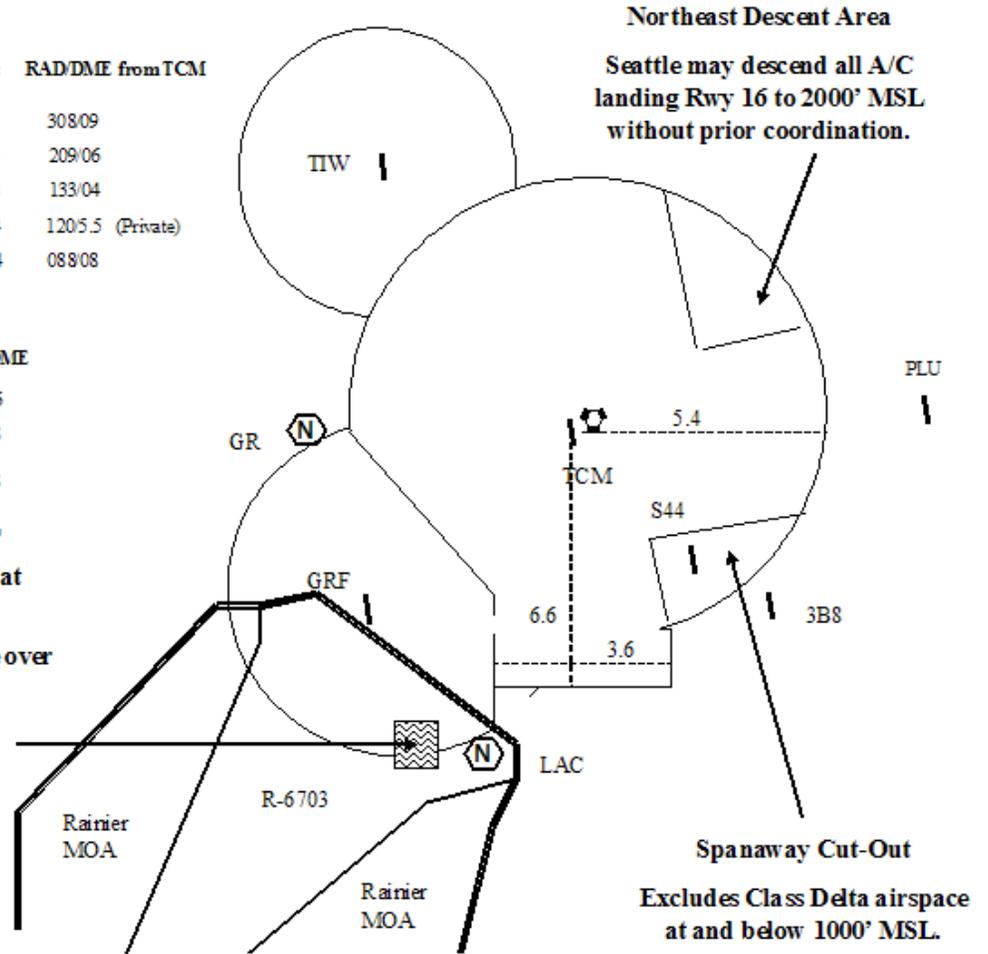
Surface to 2800' MSL

Width 5.4 NM, 3.6 NM at narrowest point

Seattle approach airspace over TCM: 3000 MSL

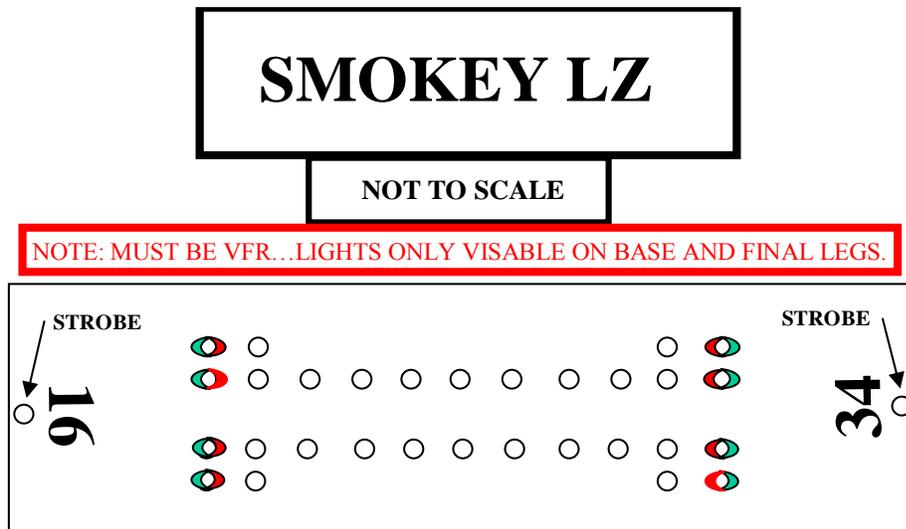
JETTISON AREA

RAINIER MOA OVERLIES R-6703



Attachment 7

SMOKEY LZ LIGHTING CONFIGURATION



CREW WILL REQ: *“RUNWAY 16 OR 34 ASSAULT”*

**5000' X 90' OVERT AMP-1 CENTERED ON
EXISTING 10100' X 150' MAIN RUNWAY.**

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = ON

PAPIS = OFF

OVERT AMP-1 = ON

COVERT AMP-3 500' BOX = OFF

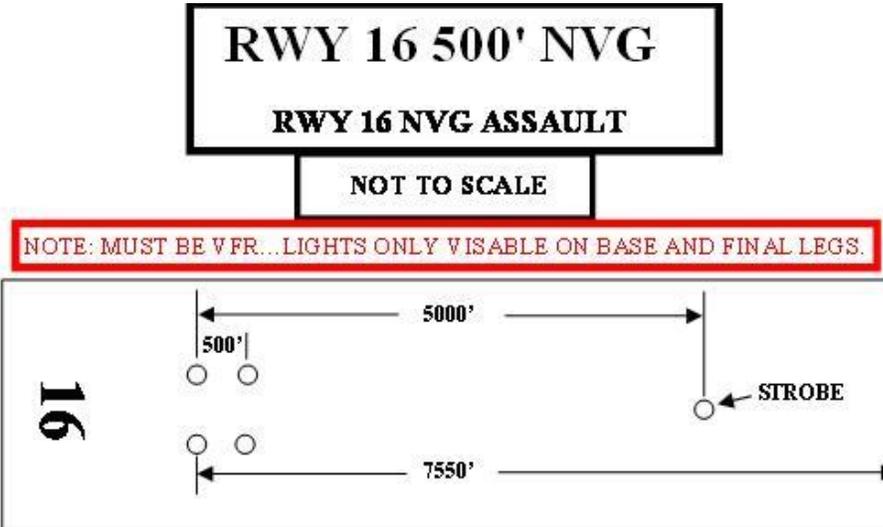
COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = OFF

Attachment 8

RWY 16 500' NVG ASSAULT LIGHTING CONFIGURATION



CREW WILL REQ: "RUNWAY 16 500 FOOT NVG"

500' BOX 5000' X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF ASSAULT RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIS = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = ON

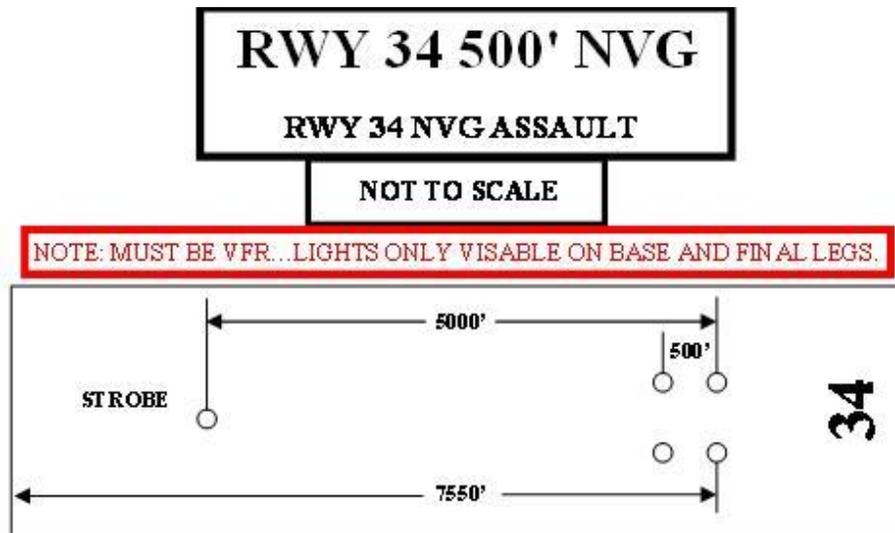
COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = ON

COVERT END OF RUNWAY STROBE = OFF

Attachment 9

RWY 34 500' NVG ASSAULT LIGHTING CONFIGURATION.



CREW WILL REQ: "RUNWAY 34 500 FOOT NVG"

500' BOX 5000' X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF ASSAULT RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIS = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = ON

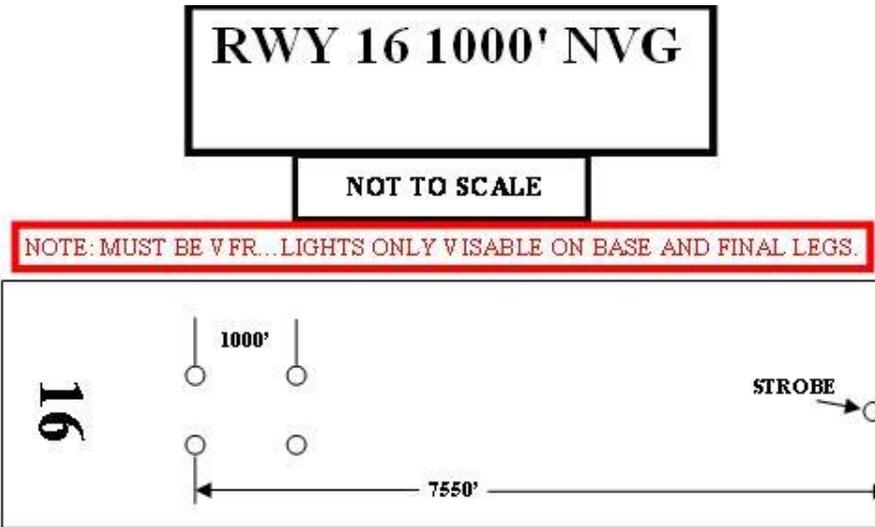
COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = ON

COVERT END OF RUNWAY STROBE = OFF

Attachment 10

RWY 16 1000' NVG LIGHTING CONFIGURATION



CREW WILL REQ: "RUNWAY 16 1000 FOOT NVG"

1000' BOX X 90' COVERT AMP-3 CENTERED ON
EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIS = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = OFF

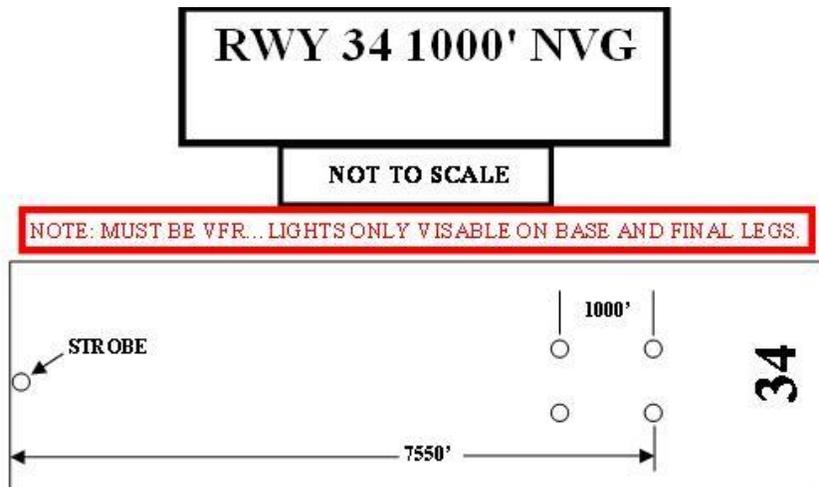
COVERT AMP-3 1000' BOX = ON

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = ON

Attachment 11

RWY 34 1000' NVG LIGHTING CONFIGURATION



CREW WILL REQ: "RUNWAY 34 1000 FOOT NVG"

1000' X 90' BOX COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIS = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = OFF

COVERT AMP-3 1000' BOX = ON

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = ON

Attachment 12

C-17 WINGTIP REFERENCE LINES

