

**BY ORDER OF THE COMMANDER
BEALE AIR FORCE BASE**

**DEPARTMENT OF THE AIR FORCE
INSTRUCTION 11-250**



**BEALE AIR FORCE BASE
24 MAY 2022**

***Flying Operations
AIRFIELD OPERATIONS AND
BASE FLYING PROCEDURES***

COMPLIANCE WITH THE PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on e-Publishing website at www.e-Publishing.af.mil for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 9 OSS/OSA

Certified by: 9 OSS/CC
(Lt. Col. Jonathan T. Grayson)

Supersedes: BAEALEAFBI11-250, 31 January 2017

Pages: 96

This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*, Air Force Manual (AFMAN) 11-202V3, *Flight Operations*, AFMAN 13-204V1, *Management of Airfield Operations*, AFMAN 13-204V2, *Airfield Management*, AFI 13-213, *Airfield Driving*, and related supplements. It contains local information and directives pertaining to air operations at Beale Air Force Base (BAFB). This instruction applies to all units associated with, and involved in, flying operations at BAFB. It also applies to all organizations whose personnel operate vehicles on or around the BAFB flight line. This publication applies to Air Force Reserve Command (AFRC) and Air National Guard (ANG) Units conducting flight operations at BAFB. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) *Records Disposition Schedule (RDS)*, or any updated statement provided by the AF Records Management office (SAF/CIO A6P). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, *Recommendation for Change of Publication*.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include 9 RW re-organization and an expansion of KC-135 and RQ-4 procedures.

Table of Contents

Chapter 1.	General Information.....	4
Chapter 2.	Airfield Management.....	9
Chapter 3.	Air Traffic Control.....	17
Chapter 4.	Ground Operations.....	22
Chapter 5.	General Flying Procedures.....	27
Chapter 6	U-2 Operations.....	34
Chapter 7	T-38 Operations.....	42
Chapter 8	RQ-4 Operations.....	47
Chapter 9	KC-135 Operations.....	51
Chapter 10	Aero Club (Flight Training Center) Operations.....	57
Chapter 11	Special Operations.....	60
Chapter 12	Emergency Procedures.....	64
Attachment 1	Glossary of References and Supporting Information.....	71
Attachment 2	Airfield Diagram South.....	75
Attachment 3	Airfield Diagram North.....	76
Attachment 4	U-2 and Transient Nonfighter-type Closed Traffic Pattern.....	77
Attachment 5	U-2 and Transient Nonfighter-type Overhead Traffic Pattern.....	78
Attachment 6	T-38/Fighter-type Closed Traffic Pattern.....	79
Attachment 7	T-38/Fighter-type Overhead Traffic Pattern.....	80
Attachment 8	KC-135 Closed Traffic Pattern.....	81
Attachment 9	KC-135 Overhead Traffic Pattern.....	82
Attachment 10	Helicopter/Aero club Traffic Pattern.....	83
Attachment 11	U-2 Simulated-Flameout Pattern.....	84
Attachment 12	U-2 Simulated-Flameout Alternate Entry Procedures.....	85
Attachment 13	Class C Airspace.....	86

Attachment 14	Cargo/Deployment Processing Area.....	87
Attachment 15	RQ-4 Termination Point.....	88
Attachment 16	Machine-gun/Explosive Ordnance Disposal Range.....	89
Attachment 17	VFR Reporting/Reference Points.....	90
Attachment 18	Global Hawk Arrival Runway 15.....	91
Attachment 19	Global Hawk Departure Runway 15.....	92
Attachment 20	Global Hawk Arrival Runway 33.....	93
Attachment 21	Global Hawk Departure Runway 33.....	94
Attachment 22	Explosive-loaded Aircraft Parking/ Munitions Holding Area.....	95
Attachment 23	U-2 Practice Area.....	96

Chapter 1

GENERAL INFORMATION

1.1. Authority. This publication supplements Federal Aviation Administration Joint Order 7110.65, *Air Traffic Control* (FAA JO 71160.65), Air Force Manual 13-204 Volume 1, *Management of Airfield Operations* (AFMAN 13-204V1), Air Force Manual 13-204 Volume 2, *Airfield Management* (AFMAN 13-204V2), Air Force Manual 13-204 Volume 3, *Air Traffic Control* (AFMAN 13-204V3), and other directives of higher authority. HQ ACC/A3AO has reviewed this instruction for compliance with Federal Aviation Administration (FAA) and Air Force air traffic control (ATC) directives. Deviations are authorized when directed by ATC or in emergency situations where adherence would jeopardize safety.

1.2. Application. These procedures are directive in nature for 9 RW, 319 RW, and 940 ARW units and all flying units deployed to Beale AFB (hereafter referred to as local flying units or locally assigned aircraft). Procedures are also directive in nature for tenant personnel with responsibilities tasked by this publication.

1.3. Administration. The 9 RW/CC may initiate waivers or immediate action changes to this regulation when necessary for accomplishment of normal or special mission requirements. All procedural changes affecting ATC must be forwarded to HQ ACC/A3AO for review and approval before implementation in accordance with (IAW) AFMAN 13-204V1.

1.4. Airfield Operations Board (AOB). The Airfield Operations Board forum is for discussing and tracking airfield status, airfield projects, and all airfield operations. The AOB is chaired by the 9th Reconnaissance Wing (RW) Vice Commander (CV) or a designated representative (i.e. 9 RW/A3 Director).

1.4.1. **Schedule.** The AOB will convene quarterly, typically in January, April, July, and October.

1.4.2. **Membership.** 9 RW/CV determines AOB membership. Unit commanders are responsible for assessing quarterly agenda items and ensuring appropriate representation from their organizations to discuss each issue and move toward resolution.

1.4.2.1. Members mandated by AFMAN 13-204V1 includes 9 RW/A3, 9 RW/A3V, 9 RW/A578, 1 RS, 99 RS, 940 ARW/CV, 940 OG/CC, 940 MXS, 314 ARS, 319 OG/CC, 319 AMXS/Det 1, 9 RW/SEF, 9 RW/CP, 9 MSG/CC, 9 CS, 9 CES, 9 CES/CEN, 9 CES/CENP, 9 CES/CEO, 9 OSS/CC, 9 OSS/OSA, 9 OSS/OSAA, 9 OSS/OSAM, 9 OSS/OSAS, 9 OSS/OSAT, 9 OSS/OSW, 9 MXS, Beale Aero Club, and Northern California Terminal Radar Approach Control (TRACON).

1.4.2.2. Representatives from 9 MXG/CC, 9 MXS/MXOOM, and 9 SFS are also required.

1.4.2.3. 9 RW/CV may direct additional membership as required.

1.4.3. Mandatory Annual Review Items.

1.4.3.1. **January.** Review the listing and effective dates of letters of procedure (LOPs) affecting the local airfield/flight environment (airfield operating instruction, letters of agreement, operating instructions, operations letters, and operations plan taskings as applicable to the airfield environment, etc.)

1.4.3.2. **April.** Airfield waivers and results of Annual Self-Inspections.

1.4.3.3. **July.** Aircraft Parking Plan and MICT checklists.

1.4.3.4. **October.** Terminal Instrument Procedures (TERPs) and results of the Annual Airfield Certification/Safety Inspection.

1.5. AIRFIELD OPERATING HOURS

1.5.1. **Published Hours.** Unless modified by Notice to Airmen (NOTAM) or Department of Defense (DoD) Flight Information Publications (FLIP), the airfield is open 0600L on Monday through 2200L on Friday. The airfield is closed on weekends, holidays and down days unless otherwise approved by the 9 OSS/CC.

1.5.2. **Uncontrolled Operations.** Unless approved by ACC/A3 in advance, BAFB does not operate as an uncontrolled airfield.

1.5.3. **Reduced Services/Hours.** Reduction of flight services and/or airfield hours may become necessary due to periodic manning shortages. In accordance with AFMAN 13-203V1, MAJCOM/A3s approve AO facility closures that result in United States Air Force (USAF) controlled terminal airspace being permanently or temporarily returned for Federal Aviation Administration (FAA) control. This does not apply to requests for holiday closures that are 96 hours or less, which is at the discretion of the WG/CC, with FAA supporting facility concurrence.

1.5.3.1. In accordance with AFMAN 13-204V1 ACC Sup, 9 RW/CC is delegated the authority to close the airfield and airfield operations facilities for periods in excess of 96 hours.

1.5.3.2. Airfield hours reductions must be approved by the 9 OSS/CC and published via NOTAM or DoD FLIP.

1.5.4. **After Hours Support.** Any unit that requires the airfield to open outside of published hours must coordinate for 9 OSS/CC approval. Make requests through Airfield Operations at Defense Switching Network (DSN) 368-2002/4011/Comm (530) 634-2002/4011. Requests should be received at least 48 hours in advance. During periods

when the airfield is closed, i.e., weekends, wing down days and holidays, contact 9 RW/CP at (530)634-5700.

1.6. Airfield Photography. Photography within restricted areas or on the flightline is prohibited without written permission from the restricted/controlled area owner. These owners are identified in the Beale Integrated Defense Plan. The approval will list the specific individual authorized to take photos, inclusive dates and purpose (personal/business). The individual will carry the original signed memorandum while taking photos. 9 SFS may authorize exceptions.

1.6.1. All active U-2 pilots are authorized photographic privileges of U-2 aircraft within PL 2 and PL 3 restricted areas.

1.7. Navigational Aids (NAVAIDs). The ATC Tower is the primary monitor facility for base NAVAIDs, using remote status indicator equipment and pilot reports. ATC will coordinate for appropriate NOTAMs and/or corrective action during NAVAID malfunctions. Airfield Management Operations (AMOPS) shall issue NOTAMs for NAVAID outages.

1.7.1. **No-NOTAM Preventative Maintenance.** BAFB NAVAIDS may be removed from service for No-NOTAM maintenance as published in the DoD FLIP En Route Instrument Flight Rules (IFR) Supplement.

1.7.2. **Checkpoints.** Tactical Air Navigation (TACAN) checkpoints are located on the North and South hammerheads (Taxiways B and E) and are depicted by a 10-foot painted circle.

Table 1.1. Checkpoint Information.

CHECKPOINT	NAVAID	CHANNEL	LOCATION
Taxiway Bravo	TACAN	23	R-343 BRG 163 Distance 1.2 DME ELEV 113' MSL
Taxiway Echo	TACAN	23	R-128 BRG 308 Distance 1.1 DME ELEV 105' MSL

1.8. Terminal Instrument Procedures (TERPs). Beale instrument procedures are developed and maintained by HQ ACC/A3AO. Send instrument procedure development or change requests to 9 OSS/OSA (Airfield Operations) for coordination.

1.9. Backup Power. Generators supporting ATC and Air Traffic Control and Landing Systems (ATCALS) equipment have auto-start capability for uninterrupted service in the case of commercial power outage. These generators will be run-tested monthly by 9 CES. 9 CES shall coordinate with ATC and AMOPS prior to testing any of these generators.

1.10. Prohibited Activities.

1.10.1. **Wear of Hats.** To reduce Foreign Object Damage (FOD) potential, wear of hats is prohibited on the runway, taxiways, infield and ramps. In accordance with BAFBI 21-101, *Aircraft and Equipment Maintenance Management* and BAFBI 13-213, *Airfield Driving*, 9 MXG/CC may authorize wear of hats on the flightline for specific individuals under certain circumstances.

1.10.2. **Flightline Smoking Policy.** Smoking is prohibited on the flightline.

1.11. Quiet Hours Requests.

1.11.1. Requests for quiet hours for ceremonies, parades and other events shall be forwarded in writing to 9 OSS/OSOS (Wing Scheduling) for processing and coordination. 9 OSS/OSOS will forward the request to 9 OSS/CC for approval and determination of flying restrictions. Once approved, 9 OSS/OSOS will forward the information via e-mail to 9 OSS/OSA at 9oss.osa2@us.af.mil.

1.11.2. AMOPS shall issue the following NOTAM 72 hours prior to start of quiet hours. QUIET HOURS/RAMP FREEZE IN EFFECT AT BEALE AFB. NO DEPARTURES OR ARRIVALS UNLESS APPROVED BY THE SUPERVISOR OF FLYING, DSN 368- 8505/COMM (530) 634-8505, 240.225 OR 139.6. AIRCRAFT ALLOWED TO RECOVER MUST ACCOMPLISH STRAIGHT IN, FULL-STOP LANDINGS DURING THE QUIET HOUR PERIOD AND REMAIN IN BRAVO OR ECHO HAMMERHEADS UNTIL END OF QUIET HOURS. NO AIRCRAFT ENGINE RUNS, TAXIING, OR GROUND SUPPORT EQUIPMENT. NO FLIGHTLINE VEHICLE OPERATIONS ON THE DOCK APRON. VEHICLES RESPONDING TO EMERGENCIES ARE EXEMPT.

1.11.3. AMOPS will notify appropriate agencies when a quiet hours NOTAM is processed. Combatant Command (COCOM)-tasked RQ-4 sorties are exempt from quiet hours restrictions.

1.11.4. The Supervisor-of-flying (SOF) has authority to deny engine start to all aircraft during quiet hours.

1.12. Noise Abatement/Complaints. There are no mandatory aircraft noise abatement procedures. Refer noise complaints to the Public Affairs office (9 RW/PA).

1.13. Transient Alert (TA) Services. TA services transient aircraft from 0700L- 2200L, Mon-Fri. Consult IFR supplement for detailed service information.

1.13.1. **After Hours Transient Support.** Outside of TA service hours, AMOPS will notify the Maintenance Operations Center (MOC) for parking assistance.

1.13.2. **Transient Parking.** Transient aircraft will be parked on the transient ramp, cargo spots C1-C3, or in a location designated by the Airfield Manager.

1.14. Fire Suppression. Prior to wing flying, Fire Department will ensure one major crash vehicle is capable of reaching the end of the either runway overrun within 3 minutes. Fire Department shall notify 9 OSS/CC, the SOF and AMOPS whenever firefighting capability is reduced.

1.14.1. AMOPS will publish a NOTAM detailing reduced firefighting capability and airfield restrictions as determined by 9 OSS/CC or SOF.

1.14.2. **Flightline Fire Extinguishers.** The Fire Department is responsible for the care and maintenance of flightline fire extinguishers. Flightline fire extinguishers may not be in place on the apron more than three hours before aircraft arrival or three hours after aircraft departure.

1.14.2.1. Fire extinguishers shall be placed in storage except when positioned for specific airfield activity. Extinguishers will be stored at a “ready line” on the North side of J-K shelter (bldg 1068). Place out-of-service flightline extinguishers next to ready line and call fire department 634-8675.

1.14.2.2. Users of flightline fire extinguishers (aircraft maintenance personnel) shall transport extinguishers as needed between storage and required flightline positions, and will assist the Fire Department in monitoring the condition of all extinguishers in accordance with IAW T.O. 00-25-172.

1.14.2.3. Transient Alert Fire extinguishers are identified as TA01-TA05 and will be located near Dock 1 for transient aircraft arrival response.

1.14.3. **Improperly Placed Fire Extinguishers.** MOC is the point of contact for relocating improperly placed fire extinguishers on the airfield. AMOPS will advise MOC and MOC will contact the appropriate user to correct the problem.

1.15. Cargo Deployment Facility Operations. 9 LRS utilizes a Cargo Processing Area located North of hangar 126 for cargo processing and staging. See **Attachment 14**. 9 LRS shall coordinate with AMOPS prior to using the area. Equipment must remain within the designated area to ensure 200’ clearance from Taxiway H centerline. When in use, the Cargo Processing Area must be marked and lit in accordance with Airfield Manager guidance.

1.16. Hazardous/Severe Weather Notification. Weather notification and lightning response procedures are located in BAFBI 15-178, *Weather Support Document*, 9 OSS/OSAA OI 13-204, *Airfield Management Operating Instruction*, and 9 OSS/OSA OI 13-204 *Airfield Operations Flight Coordination Procedures*.

Chapter 2

AIRFIELD MANAGEMENT

2.1. Runway Information. Runway 15/33, constructed of concrete, is 12,001' long and 300' wide. It is marked at 150' but the full 300' width is useable. The runway is grooved 75' either side of the centerline (center 150' grooved). There are 1,000', nonload-bearing, asphalt overruns at each end. Runway elevation is 113' mean sea level (MSL), measured at the Runway 15 approach end. Load-bearing and surface specifications are available in the DoD IFR Supplement (see **Attachment 2** and **Attachment 3**). Contact Airfield Management (9 OSS/OSAA) for more information. **Caution:** The end of the South overrun has asphalt around the raised approach lighting system. This area is not intended for aircraft use.

2.2. Runway Suspension and Closure.

2.2.1. Runway Operations Suspended. Runway operations will be suspended when an aircraft is disabled on the runway, or when debris or other hazardous material might be left on the runway. The Tower Watch Supervisor, SOF and AMOPS personnel have the authority to suspend runway operations. Runway operations will normally be suspended immediately following In-Flight Emergencies (IFE). Exception, if the SOF waives the FOD check, runway operations will not be suspended, see **para 12.5.1**.

2.2.1.1. In the event that a known FOD item i.e. pogo spring cap, is suspected or reported lost on the runway, the SOF may delay suspension of or temporary resumption of runway operations to recover fuel critical or emergency aircraft. After the aircraft is recovered, runway operations will be suspended to allow search for the FOD.

2.2.1.2. When Mobiles remove FOD from the runway, they will advise the SOF. Unless additional FOD is suspected, runway operations will not be suspended. The SOF will notify AMOPS that FOD was removed and how to retrieve it (if required) for the FOD program manager. AMOPS will log the report in the events log as well as when the FOD item is retrieved.

2.2.2. Runway Closure. The following personnel have the authority to close the runway: 9 RW/CC, 9 RW/CV, 9 OSS/CC, SOF, and AMOPS. AMOPS is the only agency authorized to open the runway. AMOPS will advise the Tower when the runway is open.

2.3. Permanently Closed/Unusable Areas. There are no permanently closed areas of the airfield.

2.4. Airfield Inspections and Checks.

2.4.1. Daily Airfield Inspection. The AFM or designated representative will conduct a minimum of one airfield inspection per day. The AFM will ensure personnel authorized

to perform airfield inspections are knowledgeable and have an understanding of required distance for obstacles in relation to the runway, taxiways, and parking aprons.

- 2.4.2. **Quarterly Inspection.** A joint airfield inspection will be conducted on a quarterly basis and should include representatives from Airfield Management (AM), ATC, Wing Safety, SOF, civil engineering (CES), and Security Forces. The results of this inspection will be briefed at the Airfield Operations Board (AOB).
- 2.4.3. **Daily Opening Check.** AMOPS will conduct a daily opening airfield check prior to any arrivals or departures to ensure the primary takeoff, landing, and taxi surfaces are FOD free, recommend the current bird watch condition, and assess the runway surface condition.
- 2.4.4. **Runway Surface Condition (RSC) Check.** AMOPS shall conduct a runway check anytime the RSC is suspected to have changed and report conditions as follows:
- 2.4.4.1. The runway shall be divided into four areas: North 3,000', Middle 6,000', South 3,000', and Fringes (runway edge markings and beyond).
- 2.4.4.2. AMOPS will call the runway either WET or DRY depending on the predominate condition of the runway, and may include additional information to include areas where the runway is patchy wet.
- 2.4.4.2.1. If the runway is predominately WET it will be reported "Wet Runway". If the runway is predominately WET, a NOTAM will be issued and it will be reported on the Automated Terminal Information Service (ATIS).
- 2.4.4.2.2. If the runway is predominately DRY, it will be reported as one of the following:
- 2.4.4.2.2.1. Dry runway.
- 2.4.4.2.2.2. Dry (North 3,000' patchy wet) (depth of standing water, if applicable).
- 2.4.4.2.2.3. Dry (Middle 6,000' patchy wet) (depth of standing water, if applicable).
- 2.4.4.2.2.4. Dry (South 3,000' patchy wet) (depth of standing water, if applicable).
- 2.4.4.2.2.5. Dry (fringes patchy wet) (depth of standing water, if applicable). **Note:** "Patchy wet" information may be included for situational awareness and does not change the predominate RSC of DRY.

2.4.5. **Additional checks.** AMOPS will check the runway when requested by the SOF or ATC and nightly to verify the status of airfield lighting.

2.4.6. **Emergency checks.** AMOPS will normally check the runway immediately following any emergency landing. In the case of an airfield ground emergency, this check shall encompass all of the affected area. Unless a runway check has been specifically waived by the SOF, runway operations will be suspended after all IFE until resumed by AMOPS. AMOPS will log SOF runway check waivers on AF Form 3616, *Daily Record of Facility Operation*.

2.5. Bird Watch Condition. See Beale Plan 91-212, *Bird Aircraft Strike Hazard (BASH) Plan* for detailed information.

2.5.1. Bird Watch Conditions. The SOF is primarily responsible for determining the Bird Watch Condition (BWC). The 9 OSS/CC, SOF and AMOPS have the authority to declare the BWC. AMOPS will declare the BWC when the SOF is not on duty.

Table 2.1. Bird Watch Conditions.

CONDITION	DEFINITION
LOW	Normal; bird activity; low probability of a strike.
MODERATE	Concentration of birds near the runway or in a location to create a probable hazard to flying; update status at least once an hour.
SEVERE	Heavy concentration of birds on or immediately above the runway or in a location to create an immediate hazard to flying; high potential for a strike; thoroughly evaluate mission need. Update status at least every 15 minutes.

2.6. Notices to Airmen (NOTAM). AMOPS is the NOTAM issuing facility. Forward NOTAM requests for local airfield information to AMOPS. Tower is the primary monitor facility for BAFB NOTAMs.

2.6.1. AMOPS publishes “Safety” or “Local” NOTAMS via Digital NOTAM System. The secondary means, if there is a COMM outage is to contact Travis AFB Airfield Management and they will process the NOTAM for Beale.

2.7. Flight Information Publications (FLIP). Airfield Management maintains a limited supply of FLIP for local flight planning and transient aircrew reference. Additional products are available for download from the National Geospatial-Intelligence Agency (NGA) website. Contact Airfield Management to request a change of information in any FLIP product.

2.8. Airfield Lighting. Runway 15/33 is equipped with High Intensity Runway Lights (HIRL), High Intensity Approach Lights (ALSF-1), Sequenced Flashing Lights (SFL) and Precision Approach Path Indicator (PAPI) lights.

2.8.1. Control. ATC controls the airfield lighting system with the exception of airfield obstruction lights.

2.8.2. Inspections. 9 CES will inspect the airfield lighting system Monday through Friday, and report outages to AMOPS IAW the 9 OSS/9 CES, *Airfield Support Letter of Agreement*.

2.8.3. The PAPIs have three step intensities and shall be operated as follows:

Table 2.2. Precision Approach Path Indicator Settings.

STEP	PERIOD/CONDITION
3	On pilot request
2	Day – sunrise to sunset
1	Night – sunset to sunrise

2.8.4. Non-Standard Airfield Lighting.

2.8.4.1. **Caution - Light Emitting Diode (LED) obstruction lights.** Light Emitting Diode (LED) obstruction lights installed on numerous structures. LED lights may not be visible to some night vision devices (NVD) or night vision goggles (NVG). LED fixtures may also become obscured in winter weather conditions.

2.8.4.1.1. Structures with LED obstruction lights:

2.8.4.1.1.1. Wind cones (27' AGL) 550' west of runway centerline.

2.8.4.1.1.2. North wind cone (27' AGL/129' MSL) 1550' south of Runway 15 threshold.

2.8.4.1.1.3. Midfield wind cone (27' AGL/132' MSL) at midfield.

2.8.4.1.1.4. South wind cone (27' AGL/127' MSL) 250' north of Runway 33 threshold.

2.8.4.2. Retro-Reflective Markers. Taxiway M is unlit and is outlined with retro-reflective markers.

2.9. Flight Planning. All arrivals and departures must have a valid FAA or military flight plan.

2.9.1. Use Department of Defense (DD), DD Form 1801, *DoD International Flight Plan*, or other authorized forms according to AFMAN 11-202, Vol 3, *Flight Operations* and DoD FLIP *General Planning*.

2.9.2. Domestic flight plans must normally be received by AMOPS at least 30 minutes prior to departure. Complex, multi-leg flightplans should be received at least 1 hour prior and international flight plans must be received at least 2 hours prior to departure.

2.9.3. Original flight plans may not be accepted via radio.

2.9.4. In lieu of submitting a hard copy flight plan to AMOPS, base-assigned units may file stereo flight plans to AMOPS by telephone to (530) 634-2002. Base-assigned units may also utilize PEX, Foreflight, Mattermost, fax and email. Fax at (530) 634-9106, or email (9.OSS.OSAA.flightplans@us.af.mil) signed DD Form 1801 flight plans to AMOPS (flights departing BAFB only).

2.9.4.1. Faxed or emailed flight plan signature block must be signed by the pilot-in-command. The original DD Form 1801 must be kept on file in accordance with Air Force Records Information Management System (AFRIMS) Table 13-07, Rule 3.00.

2.9.4.2. After fax transmission or email, the pilot-in-command must call AMOPS to ensure the flight plan was received and can be processed. Requests for an airfield/NAVAID status briefing may be made at this time. Aircrews should obtain NOTAMS from the official U.S. Department of Defense Aeronautical Information Portal web site, <https://www.daip.jcs.mil/daip/mobile/index>.

2.9.4.3. Locally filed flight plans can be amended via any means provided an original flight plan is on file at the departure AMOPS section.

2.9.5. **Controlled Departure Times.** Controlled departure times are used to ensure departure from 5 minutes prior to 10 minutes after the filed departure time and must be filed with AMOPS. Pilots should also inform Ground Control of their controlled departure time when requesting clearance.

2.10. Prior Permission Required (PPR). The PPR process enables AMOPS to manage the flow of transient aircraft to match current airfield capacity. The 9 OSS/CC may authorize a NOTAM upgrading PPR to Official Business Only (OBO). All transient aircraft require a PPR number except aircraft with a Distinguished Visitor (DV) Code of six or higher, aircraft emergencies, or diverts. Aeromedical Evacuation or Special Air Missions are exempt from OBO restrictions, but must obtain a PPR number for tracking/notification.

2.10.1. Contact AMOPS at DSN 368-2002 or commercial (530) 634-2002 to obtain a PPR.

2.10.2. A PPR is not required for Beale Aero Club aircraft or other aircraft conducting practice approaches only.

2.10.3. If the aircraft does not have a valid PPR number, ATC will not issue a landing clearance until authorized by AMOPS or the pilot declares an emergency. Services and parking may not be available for non-PPR arrivals.

2.11. Civil Aircraft Landing Requirements. Except for emergencies, civil aircraft may not touch down unless the pilot-in-command has accomplished the requirements of AFI 10-1001, *Civil Aircraft Landing Permits*. BAFB Aero Club aircraft are exempt from these requirements. Civil Air

Patrol (CAP) missions (indicated by the use of CAP or PARD callsign) are considered military flights and are exempt from the requirements of this section. CAP flights shall comply with the BAFB Aero Club procedures in Chapter 10.

2.11.1. The 9 RW/CC or designated representatives may approve or disapprove civil aircraft landing applications (DD Forms 2400, *Civil Aircraft Certificate of Insurance*; 2401, *Civil Aircraft Landing Permit*; and 2402, *Civil Aircraft Hold Harmless Agreement*). Contact AMOPS (9 OSS/OSAA) or the Airfield Operations Flight Commander (AOF/CC) (9 OSS/OSA) for assistance.

2.11.2. Unauthorized landings will be categorized emergency, inadvertent, or intentional, and will be handled in accordance with AFI 10-1001. 9 RW action may include armed Security Forces response, landing fees, punitive fees, aircraft detention, and supply and service charges.

2.12. Airfield Construction.

2.12.1. **Coordination.** Any work on or near taxiways, runways, or ramp shall be coordinated through the AFM or designated representative. Construction or installation work affecting the use of airfield facilities and/or environment shall not be made without prior coordination with Airfield Management.

2.12.2. **Obstacle Penetration.** If planned vertical construction or vertically prominent equipment (i.e., cranes, drills, towers) on the airfield has the potential to penetrate a TERPs flight safety zone, 9 CES will coordinate for a TERPs review of the activity. Any unit that suspects a possible safety zone penetration should include 9 OSS/OSA on their activity coordination package. All activity must obtain a TERPs review in accordance with 14 CFR Part 77, *Safe, Efficient Use and Preservation of Navigable Airspace* and Air Force Instructions.

2.12.2.1. Equipment that violates airfield clearance criteria during construction projects require a waiver approved by the 9 RW/CC.

2.12.2.2. FAA Form 7460-1, *Notice of Proposed Construction or Alteration* is required for equipment violating airfield clearance criteria during construction.

2.12.3. Responsibilities.

2.12.3.1. Airfield Management will participate in projects from planning phase through project completion to ensure contractors comply with contract obligations and airfield procedures. Airfield Management does not provide escorts for airfield projects.

2.12.3.2. 9 CES, 9 RW/SE, 9 RW/A3AV, and Airfield Management shall conduct joint inspections, with emphasis on waiver impact, of affected construction

area(s) before and after completion of any major runway, taxiway, apron construction, exercise or changes affecting existing aircraft parking/taxi procedures.

2.12.3.3. If airfield projects are contracted, 9 CES and 9 CONS shall ensure contracts comply with construction planning and safety requirements in Unified Facilities Code 3-260-01, *Airfield and Heliport Planning and Design Criteria*, Section 14, Construction Phasing Plan and Operational Safety on Airfields During Construction.

2.12.3.4. At a minimum, a meeting must be held at least one month prior to the start of a contracted airfield project. A representative from the following agencies shall be present; 9 CONS, 9 RW/SEF, 9 CES/CEN, 9 OSS/OSA, and the contractor(s).

2.13. Airfield Maintenance.

2.13.1. **Sweepers.** Sweeper operations will be conducted IAW 9 OSS/9 CES Letter of Agreement (LOA).

2.13.2. **Mowing.** Mowing on the airfield will be coordinated with AMOPS. Mowing contractor will carry a radio and comply with airfield driving procedures IAW BAFBI 13-213, *Airfield Driving*. Grass height will be maintained IAW Beale AFB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard*.

2.14. Airfield Waivers. Construction and air show waivers must be approved by the 9 RW/CC. HQ ACC/CV is the approval authority for all other waivers to airfield criteria. Airfield waiver requests must be initiated by 9 CES and coordinated through the AFM. Waivers will be prepared and coordinated IAW UFC 3-260-1.

2.14.1. 9 CES maintains approved airfield waivers. A copy of airfield waivers must also be on file with the Airfield Manager and accessible to personnel conducting inspections and checks.

2.14.3. 9 CES, 9 RW/SEF, and 9 OSS/OSA must conduct an annual review of waivers to airfield and airspace standards.

2.15. Aircraft Arresting Systems. No aircraft arresting systems are installed. Requests to install temporary arresting systems will be directed to the Airfield Manager.

2.16. Non-standard Airfield Markings.

2.16.1. The Distinguished Visitor Green Carpet located on the parking apron in front of Base Operations.

2.16.2. Ninety-Nines Compass Rose located on Taxiway Alpha.

2.16.3. Motorcycle Course cone markings at the north end of Taxiway Alpha.

Chapter 3

AIR TRAFFIC CONTROL

3.1. Air Traffic Control (ATC) Services.

3.1.1. Northern California TRACON (NCT). The FAA provides terminal Instrument Flight Rules (IFR) and Class C radar service to BAFB.

3.1.2. BAFB Tower. Tower provides Class C service within a 5 Nautical Mile (NM) radius, surface to 2,100' (MSL). Tower will coordinate with NCT to use airspace above 2,100' MSL.

3.2. Class C Airspace.

3.2.1. Coordination. NCT and BAFB Tower will coordinate sequencing and separation between IFR and Visual flight Rules (VFR) aircraft. Coordination procedures are contained in *Northern California TRACON/Beale ATCT Coordination and Control Procedures* letter of agreement.

3.2.2. Boundaries. BAFB Class C airspace is defined as follows; radials and distances are from the center of the runway (see **Attachment 13**), however airspace above 2,100' MSL is delegated to NCT by Letter of Agreement. When Tower is closed, Beale's airspace reverts to uncontrolled Class G below 700' above ground level (AGL) and Class E at 700' AGL and above.

Table 3.1. Class C Airspace Dimensions.

RADIUS	SECTOR	ALTITUDE
5 NM	All Sectors	Surface up to and including 4,100' MSL
10 NM	R-127 clockwise to R-007	1,600' MSL up to and including 4,100' MSL
10 NM	R-007 clockwise to R-127	2,600' MSL up to and including 4,100' MSL

3.3. Active Runway Selection. The Tower Watch Supervisor will change the active runway in accordance with FAA JO 71160.65, and coordinate the runway change through the Supervisor of Flying (SOF). Runway 15 is the calm wind and primary instrument runway.

3.3.1. ATC will notify the SOF, Northern California Terminal Radar Approach Control (NCT), Airfield Management Operations (AMOPS), and Weather when the active runway changes.

3.3.2. AMOPS will notify Command Post, Transient Alert (TA), Fire Department, and Aero Club of the change.

3.4. Locally Assigned Frequencies. 9 OSS/OSAT maintains operating licenses for the frequencies below. Also see DoD FLIP IFR Supplement for more information.

- 3.4.1. Local channel presets may be used in lieu of using full local frequency assignment.
Ex. "ROPER 31. contact Tower on local channel two when ready for departure."

Table 3.2. Locally Assigned Frequencies.

FREQUENCY	U2 CHANNEL #	T-38 CHANNEL #	PURPOSE
121.6	1		Ground Control VHF
257.75	1	1	Ground Control UHF
119.4	2		Local Control VHF
284.75		2	Local Control UHF
283.8	2		U-2 Local Control Discrete
259.1	3	3	NORCAL Approach UHF
353.7	4		NORCAL Approach UHF (High)
240.225, 139.6	9		9 RW Supervisor-of-Flying
296.9	10		Emergency Discrete
273.5, 124.55	14		ATIS
372.2., 141.1			Pilot-to-Dispatch
239.8			Pilot-to-Metro
321.0, 311.0			9 RW Command Post

3.5. Local Aircraft Priorities. Local priorities do not take precedence over the basic air traffic control priorities in FAA JO 7110.65. It is recognized that heavy traffic flow may affect the controller's ability to provide priority handling. Without compromising safety, controllers shall exercise their best judgment to facilitate the most expeditious aircraft movement in order to meet mission and training needs. For example, controllers should use short delays to high priority sorties, such as upwind extensions or overheads, vice closed patterns to build expeditious aircraft movement of all aircraft. The SOF retains final authority to direct individual aircraft priorities when multiple training, mission or higher headquarter (HHQ) priority mission's conflict within the pattern priorities listed below. ie: multiple checkrides, AF Sorties and/or exercise support sorties in the pattern at the same time. Local 9 RW flying schedules will be deconflicted with the 940 ARW the week prior, during the 9 RW/CC flying schedule approval meeting. Following this coordination, scheduled pattern times for the 940 ARW aircraft will be determined and published. 940 ARW aircraft have priority during these scheduled pattern blocks to accomplish required training in the local Beale AFB pattern. **Note:** After turn to final, an RQ-4 that loses all command and control links is considered an Emergency and will autonomously land. Therefore, during normal operations, an RQ-4 inside 7-mile final has priority over other aircraft conducting training.

3.5.1. National Airborne Operations Center (NAOC) Alert.

3.5.2. "Real world" Emergency War Order (EWO).

3.5.3. Operational missions/Controlled Departure Times.

3.5.4. U-2 High Flight departures/recoveries.

3.5.5. U-2 Interview sorties (AF 1/2/3) and Basic Qualification (BQ) sorties (1/2/10).

3.5.6. KC-135 pattern work during scheduled priority time block.

3.5.7. U-2 Low Flights.

3.5.8. IFR Arrivals.

3.5.9. IFR Departures.

3.6. Opposite Direction Arrivals/Departures.

3.6.1. Approval. ATC may disapprove or delay requests based on existing traffic or if there is insufficient lead time to coordinate with NCT.

3.6.2. ATC Cutoffs. An opposite direction departure must be established on a course at least 45-deg from runway heading before a normal direction arrival reaches a point 10 NM on final/initial. An opposite direction arrival must cross the landing threshold before a normal direction arrival reaches a point 10 NM on final/initial.

3.7. Reduced Same Runway Separation.

3.7.1. The application of “dry” Reduced Same Runway Separation (RSRS) will only be allowed when the Runway Surface Condition (RSC) is “dry” or “dry, patchy wet fringes” (see **paragraph 2.4.4.**). ATC will use “wet” RSRS standards under all other RSC conditions (e.g. “Dry, patchy wet middle).

3.7.2. Restrictions. RSRS may NOT be applied if any of the following conditions exists:

3.7.2.1. An RQ-4, KC-135, Aero Club, or non-BAFB assigned aircraft is involved.

3.7.2.2. Any situation involving an emergency aircraft.

3.7.2.3. An aircraft involved is cleared for the option.

3.7.2.4. If weather conditions preclude BAFB Tower from visibly determining applicable separation.

3.7.2.5. Runway condition reading (RCR) less than 12 or braking action reports of less than medium are reported.

3.7.2.6. T-38 no-flap full stop landing behind T-38 full stop landing. **Note:** Pilots will advise Tower of “no-flap” landing as soon as practical and add “no-flap” to their gear down call anytime a no-flap full stop landing is planned.

3.7.3. Separation. Use the following guidance to apply RSRS:

3.7.3.1. 6,000': U-2 full stop behind a T-38 full stop/touch and go/low approach.

3.7.3.2. 8,000': A U-2 full stop behind a T-38 formation full stop.

3.7.3.3. Figure 3.7 below provides RSRS authorized for T-38 aircraft. Apply 6,000' when lead or trailing aircraft/flight is a wingtip/close formation. RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight of a formation.

Table 3.7. Reduced Same Runway Separation (RSRS).

TRAIL AIRCRAFT (T-38)	LEAD AIRCRAFT (T-38)		
		Full Stop	Touch-n-Go
Full Stop (Day & Dry)	3,000'	3,000'	3,000'
Full Stop (Wet or Night)	6,000'	6,000'	6,000'
Touch-n-Go (Day & Dry)	6,000'	3,000' & Airborne	3,000'
Touch-n-Go (Wet or Night)	Not Authorized	6,000' & Airborne	6,000'
Low Approach (Day & Dry)	6,000'	Not Authorized	3,000'
Low Approach (Wet or Night)	6,000'	Not Authorized	6,000'

3.8. Civil and Transient Military Practice Approaches. Civilian and transient military practice approaches are authorized, to include use of the ILS. Practice approaches during wing flying hours may be disapproved by the Tower Watch Supervisor or the SOF if the practice will impair, delay or compromise the mission of 9 RW, 319 RW, or 940 ARW aircraft. A civil aircraft practice approaches will terminate in low approach unless approved IAW paragraph 2.11.

3.9. Restricted Low Approaches.

3.9.1. Definition. A restricted low approach is a low approach at or above 700' MSL (500' AGL). Restricted low altitude approach for heavy aircraft is at or above 1,200' MSL (1,000' AGL) due to wake turbulence. RQ-4 aircraft shall not be issued restricted low approaches.

3.9.2. Conditions. Normally ATC will issue restricted low approach when personnel or equipment are on or within 100' of the runway or overrun edge. Unrestricted runway operations may continue with personnel and equipment up to the edge of the runway/overrun if all of the following conditions are met:

3.9.2.1. Project manager has coordinated details of their activity with ATC and AMOPS.

3.9.2.2. Ground crews maintain two-way communications with ATC.

3.9.2.3. ATC issues an advisory to each aircraft.

3.9.2.4. The pilot or SOF does not object.

3.10. RQ-4 Overflight Restriction. Aircraft under Beale tower control shall not be permitted to overfly RQ-4 aircraft at any time. This procedure ensures separation in the event the RQ-4 executes an unplanned/emergency climb. The RQ-4 will execute an immediate climb to 7,000' MSL if issued a go-around or if programmed logic determines the aircraft does not meet set parameters.

3.11. Automated Terminal Information Service (ATIS). ATC will operate ATIS continuously during airfield hours.

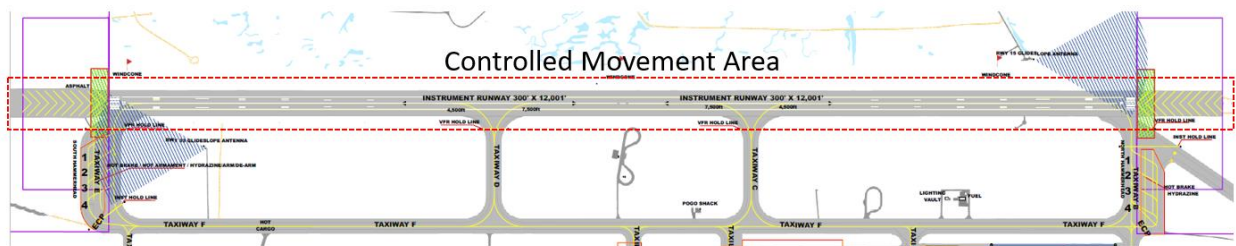
Chapter 4

GROUND OPERATIONS

4.1. Controlled Movement Area.

4.1.1. The designated Controlled Movement Area (CMA) is the runway, overruns, and any area within 100' of the runway and overrun edge. Two-way radio communication and approval from ATC is required for access to the CMA, except for U-2 Mobiles and RQ-4 Hawkeys as specifically outlined in this instruction. All other areas are uncontrolled.

Figure 4.1. Controlled Movement Area.



4.1.2. Vehicles shall be operated IAW BAFBI 13-213.

4.2. Hold Lines And Critical Area Protection.

4.2.1. **Instrument Hold Lines.** Instrument hold lines protect NAVAID critical areas and are located on Taxiways B and E (see **Attachment 2** and **Attachment 3**). A sign with “INST” in white letters on a red background is installed next to instrument hold lines.

4.2.1.1. Instrument hold lines are in effect when the ceiling is less than 800' AGL, the visibility is less than 2 Statute Miles (SM), or ATC specifically instructs to hold at the instrument hold line. When the airfield rotating beacon is turned on, vehicles shall not proceed past the instrument hold line without ATC approval.

4.2.1.2. Mobile/Hawkeye may proceed past the instrument hold line at any time.

4.2.2. **VFR Hold Lines.** VFR hold lines protect the runway from vehicle/aircraft (see **Attachment 2** and **Attachment 3**). Except for Mobile/Hawkeye procedures defined in this instruction, explicit ATC permission is required to cross a VFR hold line toward the runway.

4.2.3. **Precision Obstruction Free Zone (POFZ).** The instrument hold lines are greater than 500' from the runway centerline at the North end of the airfield and greater than 1000' from the runway centerline at the South end of the airfield. The POFZ is located inside these dimensions and therefore no additional markings or signage is installed to identify or protect the POFZ.

Figure 4.2. South Critical Areas and POFZ.

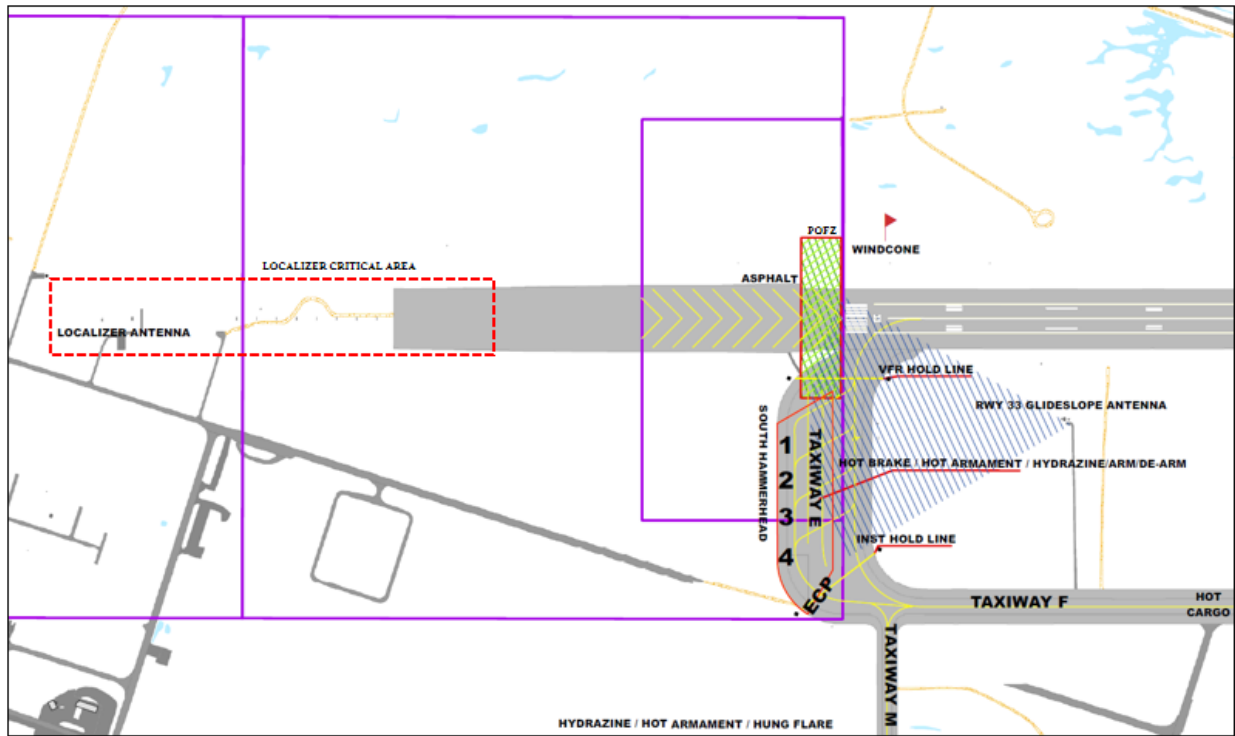
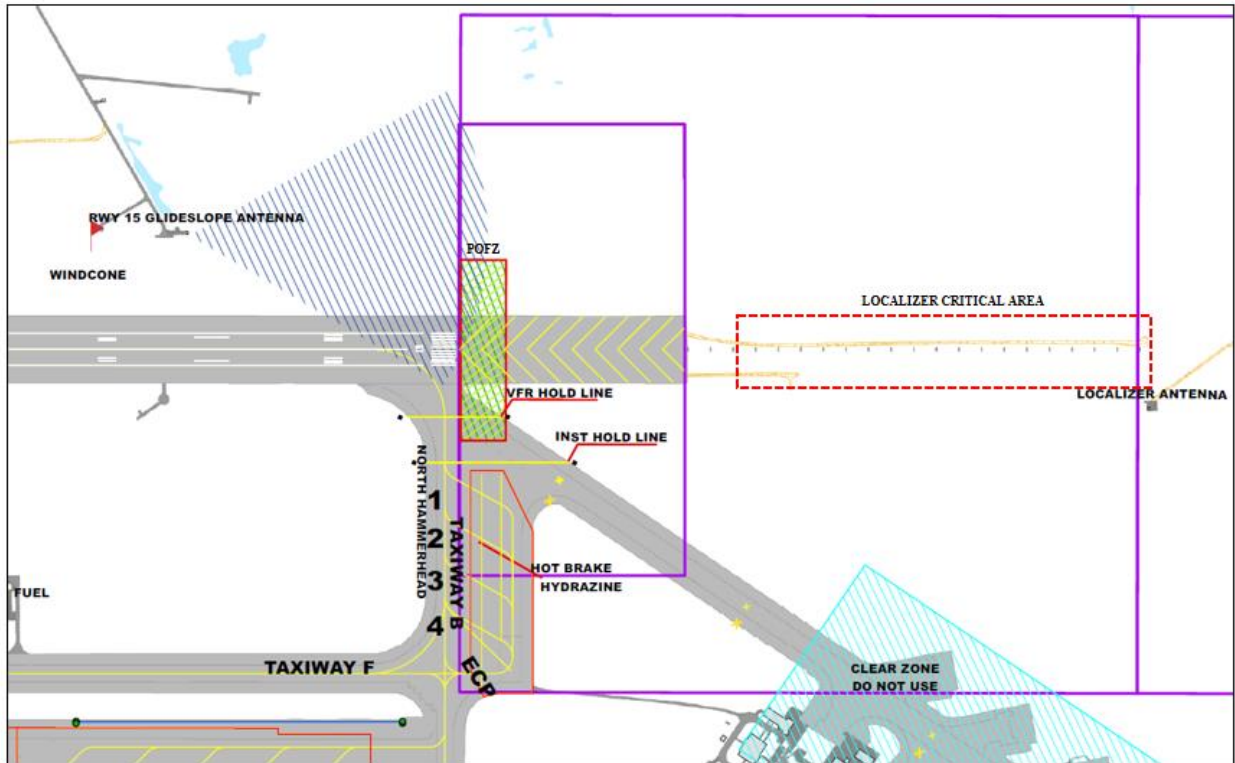


Figure 4.3. North Critical Areas and POFZ.



4.3. Taxiway And Ramp Restrictions. See **Table 4.1.** below for taxiway restrictions and Area Planning (AP)/1. Refer to Beale AFB Plan 13-2, *Aircraft Master Parking Plan* for more information. Contact the Airfield Manager for a copy at DSN 368-2002.

Table 4.1. Taxiway/Taxilane Restrictions.

TAXIWAY/TAXILANE	RESTRICTION	NOTES AND EXCEPTIONS
A	133-foot wing span or smaller.	Airfield Manager may approve exceptions.
B	C-5 or smaller.	Distance from centerline to nearest obstacle 161.5 on Run-up Apron.
C	C-5 or smaller.	Wing tip clearance provided is 200 feet.
D	C-5 or smaller.	Distance from centerline to nearest obstacle 200 feet.
E	C-5 or smaller.	Distance from centerline to nearest obstacle 161.5 on Run-up Apron.
F	C-5 or smaller.	
G	C-5 or smaller.	See Table 4.3. entries for Cargo Spots 1,2, and 3.
H (West of C1)	C-5 or smaller.	
H (East of C1)	RQ-4 or smaller.	H is a toway East of C1.
J (Transient Apron only)	105-foot wing span or smaller.	Airfield Manager may approve exceptions.
J (South Apron only)	Base-assigned aircraft with wing span 110 feet or smaller.	Airfield Manager may approve exceptions.
K	Base-assigned aircraft only.	Airfield Manager may approve exceptions.
L	Base-assigned aircraft only.	Airfield Manager may approve exceptions.
M	60-foot wing span or smaller, daylight use only.	Aircraft with hung flare/munitions only.

4.3.1. Aircraft parking spots on the Recce Ramp are restricted to aircraft with wingspans of 133' smaller. Exceptions must be coordinated with AMOPS at DSN 368-2002.

4.3.2. Taxilane G is restricted to U-2 or smaller wingspan when a C-5 is parked on spot C2.

4.3.3. The Hawk Ramp is restricted to aircraft with wingspans of 133' or smaller. Exceptions may be approved by the Airfield Manager.

4.3.4. Transient Ramp. The green carpet parking spot (DV1) is restricted to aircraft with a wingspan of 95' or smaller and a turn radius of 65' or less. Aircraft parked on the red

carpet must use extreme caution and follow taxi line due to the proximity of hangar (Bldg. 11200). Aircraft commanders must ensure adequate clearance prior to operating in this area. All other transient spots are restricted to aircraft with wingspans of 60' or less unless approved by AMOPS.

4.3.5. Taxiing is not permitted in the Dock 1-6 area.

4.3.6. B-52s must shut down on hammerheads and be towed to parking. Use caution for raised taxiway lights.

4.3.7. Asphalt shoulders of taxiways and aprons are not stressed to support aircraft. Aircraft will not be taxied, towed, or parked on any asphalt surface or unpaved surface. Exceptions: (a) Aeroclub aircraft may be towed from the Skyhawk Ramp to the Aeroclub hangar by the most direct route, and (b) U-2 pogo wheels may roll over asphalt shoulders, however, avoid doing so if possible and avoid striking taxiway edge lights.

4.4. Taxi Procedures.

4.4.1. Aircraft shall state their location on the airfield when requesting taxi. Exception: T-38 and KC-135 aircraft will identify their location only if other than their respective ramps.

4.4.2. All aircraft shall obtain taxi clearance prior to moving out of parking. If ATC observes an aircraft move out of parking without contact or coordination, hijack prevention procedures will be initiated.

4.4.3. Portions of Taxiway Mike, Taxiway Hotel, and the transient/DV ramp are not visible from the Tower. Taxi with caution.

4.5. Towing/Maintenance Taxi Procedures.

4.5.1. MOC will coordinate all aircraft tows/maintenance taxis with ATC (during airfield hours) and Security Forces. Short tows to re-position parked aircraft in the same general area do not require ATC coordination. Exception: Aero Club coordinates tows/taxi with AMOPS according to Chapter 10 of this instruction.

4.5.2. Prior to entering Taxiway F or exiting the restricted area, tow crews shall obtain Ground Control approval using aircraft radios or the Ramp Net and shall monitor that frequency until off taxiways. Maintenance crews conducting taxi operations will contact ATC on ground control frequency and request taxi clearance. State the location, tail number and requested taxi route. Monitor ground control frequency and acknowledge and comply with ATC instructions.

4.6. Engine Run Procedures.

- 4.6.1. MOC will coordinate all engine runs with ATC (during airfield hours) and SFS. Maintenance personnel shall obtain engine run clearance from Ground Control (during airfield hours), monitor Ground Control frequency, and advise when engine run is terminated.
- 4.6.2. High-power engine runs must be conducted at designated locations. High-power tie-down anchors are located on the Cargo Ramp and Hawk Ramp. Idle power engine runs may be conducted on any parking spots except H1 – H14. AMOPS shall designate locations for transient aircraft engine runs.
- 4.6.3. Engine runs are not authorized in the Dock 1 – 6 area. The Airfield Manager may authorize exceptions for propeller-driven aircraft.

Chapter 5

GENERAL FLYING PROCEDURES

5.1. Flying Areas.

Table 5.1. Local Flying Area.

LAT/LONG	GEOGRAPHIC LOCATION
43° 35'N 119° 02'W	Burns, OR
39° 00'N 120° 00'W	Lake Tahoe, CA
37° 57'N 121° 15'W	Stockton, CA
38° 58'N 123° 44'W	Point Arena, CA
43° 42'N 124° 13'W	Reedsport, CA
43° 35'N 119° 02'W	Burns, OR

Table 5.2. Instrument Training Area.

LAT/LONG	GEOGRAPHIC LOCATION
40° 13'N 120° 12'W	Amedee, CA
39° 35'N 120° 28'W	
39° 28'N 121° 00'W	
39° 00'N 121° 45'W	
39° 09'N 122° 44'W	
39° 25'N 121° 28'W	
40° 48'N 121° 28'W	
40° 49'N 120° 19'W	
40° 13'N 120° 12'W	Amedee, CA

5.3. Supervisor of Flying (SOF). The SOF is the direct representative of the 9 RW/A3 and focal point for command and control of flight operations. The SOF is the 9 RW/A3's representative overseeing flight operations. Decision authority is delegated to this position to accomplish the mission. SOF responsibilities are contained in AFI 11-418, *Operations Supervision Beale AFB Supplement*. **Note:** The 940 OG does not use or require a SOF. The 314th ARS/DO will act as the official Wing designated POC in order to coordinate/de-conflict flight scheduling conflicts, ground and airborne emergencies, and operational conflicts on the day of sortie execution. The 314 ARS/CC, 314 ARS Chief Pilot or designees may cover duties in 314 ARS/DO absences. Contact 530-634-1594 or via 940th CP 530-634-1960.

5.4. VFR Traffic Patterns.

5.4.1. VFR minima for USAF aircraft is 1500' AGL ceiling and 3 statute miles visibility. The Tower Watch Supervisor or SOF may close the VFR traffic pattern whenever weather conditions prevent visual separation of aircraft. Minimum ceiling requirements for the VFR patterns are as follows:

Table 5.3. Ceiling Requirements for VFR Patterns.

VFR PATTERN ALTITUDE	REPORTED CEILING
T-38/Fighter-type Closed (2,100' MSL)	2,500' AGL
T-38/Fighter-type Overhead (2,100' MSL)	2,500' AGL
T-38/Fighter-type Overhead (1,600' MSL)	2,000' AGL
U-2/Nonfighter-type Closed (1,100' MSL)	1,500' AGL
U-2/Nonfighter-type Overhead (1,600' MSL)	2,000' AGL
U-2 Overhead (1,100' MSL)	1,500' AGL
U-2 Low Closed (640' – 1,100' MSL)	1,500' AGL
T-38 Low Closed (680' – 2,100' MSL)	See paragraph 5.4.3.
KC-135 Closed (1,600' MSL)	2,000' AGL
KC-135 Low Closed (1,100' MSL)	1,500' AGL
KC-135 Overhead (2,100' MSL)	2,500' AGL

- 5.4.2. U-2 Low Closed Traffic.** Pattern altitude 640' MSL to 1,100' MSL. West pattern only.
- 5.4.3. T-38 Low Closed Traffic.** Pattern altitude 680' to 2,100' MSL. Reported ceiling must be 500' above flown altitude and a minimum of 1,500' AGL. West pattern only.
- 5.4.4. U-2 and Transient Nonfighter-type Closed Traffic.** Pattern altitude is 1,100' MSL. East pattern standard; West pattern authorized when approved or directed by ATC (see **Attachment 4**).
- 5.4.5. U-2 and Transient Nonfighter-type Overhead Pattern.** Pattern altitude 1,600' MSL. East pattern standard; West pattern authorized when approved or directed by ATC. For U-2 aircraft only, 1,100' MSL initial upon request, when approved by ATC (see **Attachment 5**).
- 5.4.6. T-38/Fighter-type Closed Traffic.** Pattern altitude 2,100' MSL (1,600' MSL available reference traffic and ATC approval). West pattern standard; east pattern authorized when approved or directed by ATC. 1,600' MSL pattern available upon request, when approved by ATC (see **Attachment 6**).
- 5.4.7. T-38/Fighter-type Overhead Pattern.** Pattern altitude 2,100' MSL. West pattern standard; east overhead pattern authorized when approved or directed by ATC. 1,600' MSL pattern available upon request, when approved by ATC (see **Attachment 7**).
- 5.4.8. KC-135 Closed Traffic.** Pattern altitude 1,600' MSL (see **Attachment 8**).
- 5.4.9. KC-135 Low Closed Traffic.** Pattern altitude 1,100' MSL. West pattern only. (see **Attachment 8**).
- 5.4.10. KC-135 Overhead Pattern.** Pattern altitude 2,100' MSL (see **Attachment 9**).

5.4.11. U-2 Simulated Flameout (SFO) Pattern. High Key altitude 1,100' to 2,100' MSL; Low Key altitude 600' to 1,100' MSL. East pattern standard; West pattern authorized when approved or directed by ATC (see **Chapter 6** and **Attachment 11** and **Attachment 12**).

5.4.12. Aero Club/Helicopter Pattern. Pattern altitude 1,100' MSL. West rectangular pattern; east pattern when approved or directed by ATC (see **Attachment 10**).

5.4.13. To allow air traffic planning and to preempt erroneous ATC release coordination, pilots should advise Ground Control as early as possible if they intend to delay in the VFR/IFR traffic pattern prior to departing on their delivered clearance.

5.5. Go-Around and VFR Pattern Protection. To ensure appropriate separation between departures, go-arounds, low approaches, touch-and-gos, missed approaches, and aircraft in the SFO/overhead patterns, procedures in the following paragraphs apply to all aircraft unless amended by ATC. ATC shall advise transient aircraft of appropriate pattern restrictions.

5.5.1. VFR Pattern Protection. When the VFR pattern is in effect, all departing aircraft, except U-2s releasing pogos, initial KC-135 and RQ-4s, shall maintain at or below 1,000' MSL until departure end of the runway or after turn away from the runway per ATC issued instructions.

5.5.1.1. When other pattern traffic is lower than 1,500' MSL, ATC will amend the 1,000' MSL restriction or utilize offset.

5.5.1.2. When in Visual Meteorological Conditions (VMC) or VFR patterns are open, pilots executing missed approach shall maintain at or below 1,000' MSL until departure end of runway, then climb out as instructed.

5.5.2. Offset. To ensure 500' of lateral separation between aircraft in the overhead/SFO pattern, U-2s releasing pogos and all RQ-4 departures, ATC shall direct the airborne aircraft to offset initial left/right of the runway. The aircraft will offset no less than 500', as required to keep the departing aircraft in sight, and break in the same direction as the offset, so as not to overfly the runway.

5.5.2.1. ATC phraseology: "OFFSET INITIAL/HIGH KEY TO THE LEFT/RIGHT, U-2/RQ-4 ON THE RUNWAY FOR DEPARTURE." Pilots will read back the offset instruction and add "OFFSET LEFT/RIGHT" to the Initial/High Key position report.

5.5.2.2. Due to wake turbulence hazard, offset procedures are not authorized when either aircraft is a heavy.

5.5.3. Standard Go-Around. If ATC directs or the pilot initiates a go-around, the pilot shall fly runway heading, maintain at or below 1,000' MSL until crossing the departure end of the runway, then climb out as instructed by approach control (or maintain VFR to

stay with Tower). When pattern traffic below 1,500' MSL is a factor, ATC will issue detailed go-around instructions in lieu of the standard 1,000-foot restriction.

5.5.4. RQ-4 Go-Around. RQ-4 will immediately climb to 7,000' MSL on course to the departure end of the runway, then turn east to the Beale Air Force Base (BAB) 043/04 to enter a downwind leg. Unless otherwise directed by the controlling agency, the RQ-4 will descend to 4,000' MSL en route to an 8 mile base leg where it will continue the descent to intercept final at 3,000' MSL and set up a glide path to touchdown. In the event of a catastrophic emergency prior to turning downwind, the aircraft will autonomously squawk 7700 and attempt to land in the opposite direction. After turning downwind, the aircraft will autonomously squawk 7700 and attempt to land on the active runway.

5.5.5. Offset Go-Around. If ATC directs GO-AROUND LEFT/RIGHT SIDE, the pilot shall execute standard go-around with a ground track offset 500' left/right of the runway. Pilots are responsible for determining the 500' distance. The pilot will turn closed/turn in the same direction as the offset, so as not to overfly the runway. Standard go-around climb restriction applies. RQ-4s will not be instructed to execute offset go-around.

5.5.5.1. Due to wake turbulence hazard, offset go-around procedures are not authorized when either aircraft is a heavy.

5.5.6. Local Climb Out. Defined as fly runway heading, climb and maintain 3,000' MSL. When the VFR pattern is open, maintain at or below 1,000' MSL until departure end. When departing into the radar pattern, local pilots may be instructed to "EXECUTE LOCAL CLIMBOUT."

5.6. Helicopter Operations.

5.6.1. Beale AFB does not have helipads. ATC shall normally direct helicopter arrivals/departures to the runway, hammerheads, or intersections of Taxiway Foxtrot at Delta or Charlie.

5.6.2. Helicopters shall not overfly other taxiing aircraft, flightline buildings, or parking ramps.

5.6.3. Helicopters that are not capable of ground taxi will air taxi along established (paved) taxi routes. Use caution to prevent rotor-wash damage to equipment or injury to personnel.

5.7. Intersection Departures.

5.7.1. Intersection departures are permitted from Taxiways C and D upon request. Local operations that routinely use intersection departures will automatically be taxied to the appropriate intersection. Full length departures are available if desired.

5.7.2. ATC shall issue distance remaining information to transient aircraft (see **Attachment 2** and **Attachment 3**).

5.8. Call Signs.

5.8.1. The following are locally designated mission call signs.

Table 5.4. Beale Call Signs.

CALLSIGN	PURPOSE
PINON 10-19	U-2 Airshow/Flybys
PINON 20-29	U-2 Functional Check Flight (FCF)
PINON 50-59	U-2 Continuation Training (low)
PINON 60-69	U-2 Interview (AF) and basic qualification (BQ) sorties
PINON 70-79	U-2 Student training (high)
PINON 80-89	U-2 Flight Examinations
PINON 90-98	U-2 Continuation Training (high)
DASH 21-29, 31-39, 51-59	U-2 Operational Test and Evaluation (OT&E)
ROPER 10	T-38 Out-and-back training (O&BT) (single ship)
ROPER 11-19	T-38 1st block of sorties scheduled daily (single ship)
ROPER 20	T-38 Functional Check Flight (FCF)
ROPER 21-29	T-38 2nd block of sorties scheduled daily (single ship)
ROPER 31-39	T-38 3rd block of sorties scheduled daily (single ship)
ROPER 41-49	T-38 Off-station Training (OST) (single ship)
ROPER 80-89	T-38 Flight Examinations
ONYX 10	T-38 Out-and-back training (O&BT) (formation)
ONYX 11-19	T-38 1st go (formation)
ONYX 21-29	T-38 2nd go (formation)
ONYX 31-39	T-38 3rd go (formation)
ONYX 41-49	T-38 Off-station Training (OST) (formation)
SLATE 11-19	T-38 1st go (formation)
SLATE 21-29	T-38 2nd go (formation)
SLATE 31-39	T-38 3rd go (formation)
ASPEN 51-54	T-38 1st go (formation)
ASPEN 61-64	T-38 2nd go (formation)
ASPEN 71-74	T-38 3rd go (formation)
ASPEN 81-84, 91-94	T-38 OST or O&BT (formation)
ASPEN 55-60, 75-80, 85-90, 95-99	T-38 OST or O&BT (single ship)
HAWK 10-19	RQ-4 Local sorties
TAHOE 11-19	KC-135 Monday
TAHOE 21-29	KC-135 Tuesday
TAHOE 31-39	KC-135 Wednesday
TAHOE 41-49	KC-135 Thursday
TAHOE 51-59	KC-135 Friday
TAHOE 61-69	KC-135 Saturday
TAHOE 71-79	KC-135 Sunday
TAHOE 80-89	KC-135 Flight Examinations
TAHOE 90-98	KC-135 Off-station Trainer
TAHOE 99	KC-135 FCF
Reach (xxxx)	KC-135 HHQ/TACC-directed sorties

5.8.2. The following are locally designated call signs reserved for the individual indicated and may be used for U-2 or T-38 flights:

Table 5.5. 9 RW Local Call Signs.

CALLSIGN	POSITION
01	9 RW/CC
02	9 RW/CV
03	9 RW/A3
04	9 RW/A3DD
05	9 RW/A3O
06	1 RS/CC
07	9 OSS/CC
99	99 RS/CC
09	9 RW/SE

Table 5.6. 940 ARW Local Call Signs.

CALLSIGN	POSITION
01	940 ARW/CC
02	940 ARW/CV
03	940 OG/CC
04	940 OG/CD
05	314 RS/CC
06	9 OSS/CC

5.9. VFR ENTRY/REPORTING POINTS.

5.9.1. Initial Entry. Initial shall be entered between 3 and 5 miles from runway threshold on extended centerline. Short initial shall be entered inside of 3 miles from runway threshold on extended centerline.

5.9.2. VFR entry points are as follows (Deg/Min) (See Attachment 17).

- 5.9.2.1. Pond – located at N3913.88 – W12134.78/BAB R296/9 DME—is a large rectangular shaped fish pond located near the intersection of HWY 70 and Fiske Road.
- 5.9.2.2. River – located at N3914.10 – W12119.32/BAB R027/8 DME—is an abrupt u-shaped bend in the Yuba River just North of the city of Smartsville and HWY 20.
- 5.9.2.3. Lake – located at N3902.97 – W12117.70/BAB R113/8.5 DME—is Camp Far West Reservoir southeast of Beale and due east of the city of Wheatland.
- 5.9.2.4. Theater – located at N3901.87 – W12130.77/BAB R192/7 DME—is the Sleep Train Amphitheatre located between HWY 70 and 65.
- 5.9.2.5. Cowboy – located at N3907.33 – W12128.70/BAB R227/2.5 DME.

5.9.2.6. Pistol – located at N3909.08 – W12122.84/BAB R047/2.5 DME.

5.9.3. Arrivals via VFR entry points shall be considered requesting initial unless a straight-in approach or downwind entry is specifically requested prior to reaching the entry point.

5.9.4. Re-entry for initial/straight-in. Climb to overhead pattern altitude (U-2 at 1,600 and T-38/KC-135s at 2,100') after the departure end of the runway (RWY) and proceed direct to the requested/directed point. Fly the normal VFR pattern ground track for re-entry. Report reaching the re-entry point. All aircraft shall be considered requesting initial unless a straight-in approach is specifically requested prior to reaching the re-entry point. Requesting a straight-in approach prior to reaching the reporting points will allow for proactive sequencing by air traffic control. Report reaching initial or five mile final for straight-in. **Note:** The procedures described in paragraphs 5.9.2 and 5.9.3. do not apply to KC-135 tactical arrivals. See KC-135 Tactical Arrivals/Departures Letter of Agreement for specific procedures.

5.10. PAVE PAWS Hazard. The Precision Acquisition Vehicle entry Phased Array Warning System (PAVE PAWS) phased array radar system, located east of the airfield, is a potential hazard to airborne aircraft carrying electro-explosive devices (e.g. ejection seats, flare dispensers). Aircraft carrying electro-explosive devices should avoid flight within 1 NM horizontal and 6,000' MSL above PAVE PAWS radar site located at N39.13° W121.35° (BAB TACAN 072° radial, 4.2 DME).

Chapter 6

U-2 OPERATIONS

6.1. U-2 Departure Procedures.

6.1.1. Intersection Departure. U-2s normally depart Runway 15 from Taxiway C and Runway 33 from Taxiway D.

6.1.2. High Flight Departure Release. Due to additional coordination between ATC, NCT and Oakland Center, U-2 high flights may experience some delay depending on traffic and ATC workload. To control flow and expedite ATC release coordination, departures should be ready for takeoff upon reaching the runway hold line. Pilots shall advise Ground Control as early as possible if they cannot accept an immediate IFR departure.

6.1.3. Tactical Departure. Defined as a spiraling east turn, unrestricted climb to FL190 remaining within 5 NM of BAB TACAN, then direct to PYNUN (Sacramento VORTAC [SAC] R345/90). Tactical Departures will not be filed in conjunction with a Departure Procedure. Tactical Departures will be accomplished in VMC only. **Note:** A spiraling climb to the West is unavailable due to radar coverage limitations.

6.1.3.1. If initial climb to FL190 is unavailable, ATC will relay an amended climb altitude (determined by approach control). If unable to accept this altitude, the pilot should state intentions to depart non-tactical or delay until the unrestricted climb is available.

6.1.3.2. Pilots shall request a "TACTICAL DEPARTURE" with Beale Ground when calling for clearance (Example: "BEALE GROUND, PINON91, REQUEST IFR CLEARANCE TO (DESTINATION), TACTICAL DEPARTURE"). ATC will clearly state "TACTICAL DEPARTURE, APPROVED" when relaying IFR clearance to the pilot along with any modifications/restrictions prior to giving takeoff clearance.

6.1.3.3. Upon reaching tactical climb altitude, pilot shall proceed direct to PYNUN and thereafter according to their IFR clearance.

6.2. U-2 Support (Mobile/Pogo) Operations.

6.2.1. Responsibility. The Mobile officer is responsible for all vehicle operations on the runway during launch, transition, and recovery operations. This includes accompanying maintenance "pogo" crews as necessary.

6.2.2. Communications. U-2 aircraft and Mobiles normally operate on ATC frequency 283.8. Mobiles shall not perform ATC functions nor transmit ATC instructions or clearances and will limit use of ATC frequencies to those transmissions necessary for safe U-2 operations.

- 6.2.2.1. If Ultra High Frequency (UHF) equipped, pogo crews shall monitor 283.8 to maintain situational awareness and to communicate with BAFB Tower if absolutely necessary to ensure safety.
- 6.2.2.2. Prior to operating on the runway, the Mobile officer shall perform a radio check with ATC.
- 6.2.2.3. After runway operations are complete, the Mobile officer will ensure all accompanying vehicles and equipment are off the runway and shall advise ATC.
- 6.2.2.4. Mobiles may change from ATC frequency in the interest of flight following or safety, as long as contact is maintained with the SOF.

6.2.3. Departures. Mobiles and pogo vehicles are automatically authorized onto the runway when their assigned aircraft is cleared onto the runway. Mobiles, pogo vehicles and assigned aircraft are a departure package once on the runway, and are solely responsible for safely executing the departure procedures on the runway, including the separation of vehicle and aircraft during the procedures. Accordingly, the Mobile officer is authorized to maneuver as needed to accomplish all departure checks for the aircraft, until all vehicles and aircraft are off the runway. Mobiles shall ensure vehicles exit the runway at the same taxiway where they entered, unless ATC approves otherwise.

6.2.4. Arrivals. Mobiles are automatically authorized onto the runway to re-join the U-2 when their aircraft crosses landing threshold. The Mobile officer and aircraft pilot are a recovery package once a landing clearance is issued by ATC and are solely responsible for the separation of vehicle and aircraft during the rejoin/recovery procedure. Accordingly, the Mobile officer is authorized to maneuver as needed to accomplish a re-join with the recovering aircraft. Mobiles chasing aircraft conducting low approach/touch-and-go shall exit the runway via the most expeditious route without reversing course, except as defined in paragraph 6.2.4.1 below, or as directed by ATC.

6.2.4.1. Course reversals to taxiways Charlie/Delta. The 6,000' runway distance remaining marker shall be the determining factor in reversing course to Taxiway Charlie/Delta versus continuing to the next taxiway. Mobiles may reverse course and exit at taxiway Charlie/Delta prior to reaching the 6,000' runway distance remaining marker without requesting permission from ATC. Once past the 6,000' runway distance remaining marker, Mobiles shall proceed to the next taxiway and not reverse course without ATC approval, i.e., "REQUEST ONE- EIGHTY".

6.2.4.2. Pogo vehicles may enter the runway only after receiving ATC permission. The pogo vehicle will enter the runway from the taxiway nearest to where the aircraft stopped (typically Charlie/Delta). When Mobiles are providing escort for Pogo vehicles, the Mobile officer must obtain permission from ATC.

6.2.4.3. After recovery operations are complete, the Mobile officer is responsible for reporting to ATC when all recovery vehicles and aircraft are off the runway.

6.2.5. Staging Areas and Run-In. When Runway 15 is active, Mobiles shall use Taxiway B for staging and run-ins to the runway. When Runway 33 is active, Mobiles shall use Taxiway E for staging and run-ins to the runway. High-keys at Delta and Charlie taxiways require Mobiles to stage at those taxiways.

6.2.6. Support Priorities. In the event of a simultaneous recovery and departure, the pogo crew will give priority to the departure unless the recovery is blocking the runway, or unless another priority is directed by the SOF.

6.3. Emergency Procedure (EP) Patterns. EP Patterns include Simulated Flameout (SFO) patterns and “Flaps Up” patterns. All EP patterns require VMC conditions and must be conducted between the start of morning civil twilight and the end of evening civil twilight.

6.3.1. U-2 Simulated Flameout. Simulated Flameout (SFO) pattern training is critical to the pilots of the 9 RW. SFO pattern begins at High Key and ends 10’ above the runway normally followed by a landing or low approach. The pattern must be flown from start to finish to achieve the desired training objective. After leaving High Key, ATC will only issue pattern adjustments or discontinue the approach if required for flight safety. If necessary, SOF or ATC watch supervisor may disapprove SFO patterns.

6.3.1.1. The SFO pattern requires all the following conditions:

6.3.1.1.1. Daytime (between start of morning civil twilight to the end of evening civil twilight).

6.3.1.1.2. VFR weather conditions (1,500’ AGL ceiling and 3 SM visibility).

6.3.1.1.3. Ceiling at least 500’ above High Key altitude.

6.3.1.1.4. Flight or ground visibility of 3 SM or greater.

6.3.1.1.5. ATC workload of less than eight aircraft.

6.3.1.1.6. No more than 3 aircraft may be in an SFO pattern at one time.

6.3.1.2. SFO Procedures. The pilot shall obtain ATC approval for a SFO. The request should include the desired High Key altitude. High Key altitude is 1,100’ to 2,100’ MSL.

6.3.1.2.1. Phraseology: “(Call Sign), REQUEST (High Key Altitude) HIGH KEY.”

- 6.3.1.2.2. When multiple aircraft are in the 2,100' MSL patterns, ATC shall use offset procedures or other ATC techniques as needed to effectively separate aircraft.
- 6.3.1.2.3. The pilot will report High Key, normally over the first two thirds of the runway. An abnormal or extended High Key (beyond first two thirds of the runway) requires prior coordination with ATC.
- 6.3.1.2.4. Turns out of High Key will be to the East unless a West SFO pattern is approved or directed by ATC. Additionally, turns out of High Key will be in the same direction as a previously issued offset per para 5.5.2.
- 6.3.1.2.5. Low Key altitude is normally 600' to 1,100' MSL near the approach end of the runway.

6.3.1.3. High Key Abeam Charlie/Delta. A High Key, normally 1,100' MSL, abeam Taxiway C (RWY 33) or abeam Taxiway D (RWY 15) shall turn out to the West. Remain within 3 NM of the runway throughout the turn. Pilots will specifically request "HIGH KEY ABEAM CHARLIE/DELTA." Low Key will normally be between Charlie and Delta.

6.3.1.4. Simulated Glide to High Key. Since an engine can flame out at any time, it is crucial for pilots to practice SFO patterns from various altitudes and geographical positions.

- 6.3.1.4.1. Pilots may practice SFO patterns from a requested altitude and geographical position with ATC approval. Example: "(Call Sign), REQUEST (Altitude), (East/West/North/South) OF THE FIELD." Remain within 5 NM radius of BAFB unless otherwise approved by ATC.
- 6.3.1.4.2. Pilots will report when inbound and request High Key. Example: "(Call Sign), INBOUND FOR HIGH KEY." The ATC instruction to commence the SFO will be "REPORT HIGH KEY." If multiple 360 degree turns to High Key are required, notify ATC and report "HIGH KEY" when commencing the last turn.
- 6.3.1.4.3. Pilots will not cross the runway centerline without ATC approval. If conditions dictate a change of ground track, request the change with ATC.

6.3.1.5. SFO Alternate Entry Points. Pilots shall use Alternate Entry Procedures anytime a SFO commences at a point other than High Key (over the runway) and intercepts the normal SFO pattern prior to base key. A SFO glide that intercepts the normal SFO pattern at High Key is NOT an Alternate Entry.

6.3.1.5.1. Two Alternate Entry points are located east of Runway 15/33 defined as 30-degree arcs at 4 DME and one Alternate Entry point to the West defined as a 40 degree arc at 4 DME (See **Attachment 12**). The SFO may begin from any point on the selected arc at an altitude from 1,100' – 4,000' MSL. Pilots shall proceed direct to Low Key. Do not cross runway centerline without ATC approval.

6.3.1.5.2. Pilots shall request: “(Call Sign), REQUEST (Entry Point), at (Altitude). Remain at or below 2,100' MSL until cleared above. When inbound report “(Call Sign), (Entry Point), inbound for LOW KEY.” ATC may direct a 360 degree turn at the entry point for sequencing.

6.3.1.6. Maneuvering Airspace. The following applies if ATC is unable to approve a high/alternate entry SFO request and the pilot elects to maneuver in Class C airspace, outside of the VFR pattern, until the SFO becomes available.

6.3.1.6.1. Maneuvering airspace may be ATC directed or pilot requested and is intended to facilitate SFO entry at High Key/Alternate Entry point as soon as ATC approval is received. Pilot phraseology: “(Call Sign), REQUEST MANEUVERING AIRSPACE EAST/WEST OF THE AIRPORT/RUNWAY AT (Altitude).”

6.3.1.6.2. East/West maneuvering airspace begins 2 miles from the runway centerline and extends to the boundary of the Class C surface area.

6.3.1.6.3. If only a short delay is expected, and traffic permitting, ATC may instruct, “ORBIT HIGH KEY.” The pilot shall climb/descend to High Key altitude (or as instructed) and enter 360-degree turns carrying through High Key. Unless otherwise coordinated, turns shall be in the same direction that the SFO will be conducted.

6.3.1.7. SFO Cutoffs. ATC personnel shall use the following cutoffs for separating and sequencing traffic when U-2 SFO patterns are being flown.

6.3.1.7.1. Arrivals.

6.3.1.7.1.1. U-2 (or any transient category (CAT) II or smaller aircraft) VFR or IFR, traffic shall not be allowed to proceed any closer than 4 miles on final until the SFO U-2 reports Low Key. A U-2 may be authorized to depart Low Key when a U-2 is 1 mile or closer on final.

6.3.1.7.1.2. T-38 (or any transient CAT III aircraft) VFR or IFR, traffic shall not be allowed to proceed any closer than 5 miles on final until the SFO U-2 reports Low Key. A U-2 may be authorized to depart Low Key when a T-38 is 2 miles or closer on final.

6.3.1.7.1.3. An RQ-4/KC-135 or heavy weight class aircraft VFR or IFR shall not be allowed to proceed any closer than 7 miles on final until the SFO U-2 reports Low Key.

6.3.1.7.1.4. Aircraft conducting a Visual approach shall not be allowed closer than 4 miles to the runway with an aircraft between Low Key and Base Key.

6.3.1.7.1.5. Aircraft shall not be allowed to commence a normal base turn with aircraft between Low Key and Base Key. This does not apply to aircraft commencing an extended base turn.

6.3.1.7.2. Departures. Do not clear an aircraft onto the runway (takeoff or Line Up and Wait) after a U-2 reports Low Key. **Note:** An aircraft already on the runway prior to a U-2 reporting Low Key may be cleared for takeoff.

6.3.2. U-2 No-Flap Pattern. U-2 No-Flap pattern can be flown from either a closed pattern or an overhead pattern.

6.3.2.1. Pilots shall request extended pattern with ATC: “(Call sign) REQUEST CLOSED, EXTENDED PATTERN or “(Call sign) INITIAL, REQUEST EXTENDED BASE.” ATC shall respond with: “(Call sign), EXTENDED CLOSED TRAFFIC APPROVED.”

6.3.2.2. U-2 extended pattern is a simulated emergency landing pattern normally flown to the East (West pattern authorized with ATC approval) at 1,100’ MSL until abeam the approach end, then begins a descent to turn extended base at 600’-800’ MSL and approximately 2-3 miles.

6.3.2.3. Due to the reduced airspeed margin and shallow glide path for this pattern, ATC will only issue pattern adjustments or discontinue the pattern beyond the approach end of the runway if required for flight safety. If necessary to discontinue a no-flap pattern after passing the approach end of the runway, ATC will direct a climbing turn to reestablish on downwind at 1,100’ MSL prior to the approach end. 360-degree turns will not be accomplished on practice no-flap patterns after descending below downwind altitude.

6.3.2.4. Pilots will not request an extended pattern if a no-flap, spoilers extended, 1-mile final is planned. Add “no-flap” to the base turn radio call to inform the Mobile.

6.4. U-2 Stereo Routes.

6.4.1. IFR Routes. AMOPS maintains the following coded routes for 9 RW-assigned U-2 aircrews departing IFR. Altitudes other than those listed may be requested from ATC or AMOPS.

6.4.1.1. **CHICO (BABCIC)** - Fly runway heading, radar vectors CIC D0+30, BAB. Requested altitude 10,000’ MSL.

- 6.4.1.2. **HOLLI 2 (BABHOL2)** - Fly runway heading, radar vectors HOLLI, BAB. Requested altitude 16,000' MSL.
- 6.4.1.3. **AHART (BABAHART)** - Fly runway heading, radar vectors AHART, BAB. Requested altitude 5,000' MSL.
- 6.4.1.4. **SHERI (BABSHERI)** - Fly runway heading, radar vectors SHERI, BAB. Requested altitude 5,000' MSL.
- 6.4.1.5. **MATHER (BABMHRU2)** - Fly runway heading, radar vectors MHR D0+30, BAB. Requested altitude 5,000' MSL.
- 6.4.1.6. **ABLE BEAR NORTH (BABABN33)** - Fly runway heading, radar vectors BAB327020, radar vectors, BAB. Requested altitude 10,000' MSL.
- 6.4.1.7. **ABLE BEAR SOUTH (BABABS15)** - Fly runway heading, radar vectors BAB144021, radar vectors, BAB. Requested altitude 10,000' MSL.
- 6.4.1.8. **CALIFORNIA DREAMING (CALIDRM)** - Fly runway heading, radar vectors PYNUN ENI PYE SNS229029 FRA300004 FRA040040 LIN022055 FMG176030 HOLLI BAB. Requested altitude FL600.
- 6.4.1.9. **CRATER LAKE (CRTLAKE)** - Fly runway heading, radar vectors PYNUN FMG022004 NFL310024 FMG004075 FMG343092 LKV301028 DSD198060 OED256024 RBL290068 HOLLI BAB. Requested altitude FL600.
- 6.4.1.10. **STALLS (BABSTALL)** – Fly runway heading, radar vectors BAB041022 D0+30 BAB. Requested altitude 10,000.
- 6.4.1.11. **NTTR (BABNTTR)** - Fly runway heading, radar vectors BAB PYNUN OAL BTY MYCAL BLD JUNNO DREAM D2+00 ILC MVA BAB. Requested altitude FL600.
- 6.4.1.12. **NAVY FALLON 1 (BABFALN1)** - Fly runway heading, radar vectors BAB PYNUN LLC BAM217047 D0+55 LLC HOLLI BAB. Requested altitude FL600.
- 6.4.1.13. **NAVY FALLON 2 (BABFALN2)** - Fly runway heading, radar vectors BAB PYNUN FMG035055 FMG137050 FMG037071 FMG137050 FMG040065 HOLLI BAB. Requested altitude FL600.
- 6.4.1.14. **NAVYFALLON 4 (NFLWEST4)** - Fly runway heading, radar vectors BAB PYNUN RBL030044 RBL016044 RBL025027 RBL062046 FMG300041 FMG199035 MVA229050 MVA220051 FMG193038 FMG328069 FMG324078 FMG199036 MVA229050 MVA220051 FMG193038

FMG328069 FMG324078 FMG199036 MVA229050 MVA220051
FMG193038 FMG328069 FMG321080 RBL078046 HOLLI BAB Requested
altitude FL600.

6.4.1.15. **FCF 2 (BABFCFU2)** - Fly runway heading, radar vectors BAB PYNUN
RBL ENI BAB RBL ENI BAB HOLLI BAB. Requested altitude FL600.

6.4.1.16. **CALI 4 (CALI4)** - Fly runway heading, radar vectors BAB PYNUN
FMG029004 NFL310024 FMG004071 FMG344088 LKV014030
DSD224042 OED255025 RBL288066 ENI308043 ENI PYE SNS240029
FRA296004 OAL218057 LIN029055 FMG185037 HOLLI BAB Requested
altitude FL600.

6.4.2. VFR Routes. There are no VFR stereo routes for the U-2.

6.5. U-2 Practice Area. Area is located 22 miles northeast of BAB and defined as 10 NM radius
around N 39° 20'50.55" / W 121°3'10.68" from 8,000 – 17,500' MSL. See **Attachment 23**. Flight
operations in this area must be under VFR.

Chapter 7

T-38 OPERATIONS

7.1. T-38 Tactical Initial.

7.1.1. **Approval.** ATC must approve tactical initial prior to entering BAFB Class C airspace in tactical formation. Tactical initial will not be approved for formations of more than four aircraft or when an RQ-4, or U-2 releasing pogos has been cleared for takeoff. Aircraft established in the east patterns must be at or below 1,600' MSL for a tactical initial to be approved. For coordination, pilots will inform SOF prior to departure or inbound to BAFB of intentions to request tactical initial.

7.1.2. **Procedure.** A west overhead pattern will normally be flown; pattern altitude 2,100' MSL. Traffic permitting, flight leads may request East patterns and/or pattern altitude of 1,600' MSL (if East pattern aircraft are at or below 1,100' MSL).

7.1.2.1. **2-ship.** Lead will align with the runway centerline on initial, wingman will space 4,000' to 6,000' abeam on the side opposite the break. Roll-out on downwind should be with in-trail formation spacing.

7.1.2.2. **4-ship.** A "box" formation will be flown, with the second 2-ship element no more than 6,000' directly behind the first (or slightly offset on the side opposite the break). The lead element will break normally and the second element will break to roll out with 4-ship in-trail spacing on downwind.

7.2. TALON 1 PROCEDURES. Formations on initial that wish to complete individual touch-and-go landings and then re-form for a straight-in and formation landing will add "TALON 1" to the initial radio call to inform ATC. Example: "(Call Sign), INITIAL, TALON 1." **Note:** The Talon 1 procedure is intended for one touch-and-go landing immediately followed by a straight-in full stop. Traffic permitting, ATC may approve multiple touch-and-go landings. Example for such a request: "(Call sign), INITIAL, TALON 1, REQUEST THREE PATTERNS."

7.2.1. ATC will sequence the formation as a single unit. Pilots in the formation are responsible for aircraft separation between aircraft in the flight. If more than one pattern is requested, it may be difficult to sequence the formation as a single unit with other traffic.

7.2.2. Make request for straight-in upon completion of final touch-and-go.

7.2.3. Four-ship formations will rejoin for two, 2-ship wing landings. RSRS between flights will be 6,000'. If only one element is requesting to rejoin, call on initial will state which element is requesting the TALON 1. Example: "(Call sign), INITIAL, TALON 1, SECOND ELEMENT."

7.2.4. Any deviations from this procedure must be requested and approved by ATC.

7.3. T-38 FORMATION SPLIT-UP. Formations entering the pattern will clearly state intentions with ATC (i.e., “TALON 1” or other approved procedure). Otherwise, formations will be sequenced as separate aircraft following the first single-ship approach/landing. This procedure maximizes single-ship aircrew training and ATC sequencing flexibility. ATC will assume responsibility for separation between previous participating elements of a flight following either: (1) the first single-ship touch and go landing after initial, or (2) the lead aircraft pulls closed following a formation low approach.

7.4. FORMATION CALL SIGN USAGE. Formations will use the formation call sign regardless of aircraft position when the request/position report applies to all aircraft in the formation. For example, “(Call Sign), INITIAL, TALON 1” or “(Call Sign), REQUEST FIVE MILE STRAIGHT-IN.” After split-up, aircraft previously in formation will use their individually assigned call sign. **Note:** Gear Down Call - For accountability reasons, formation members in the overhead traffic pattern or during formation “drag” procedures will call “gear down” using its individually assigned call sign regardless of current position in the formation.

7.5. AIRSPACE SCHEDULING.

7.5.1. **Scheduling.** Schedule Military Operations Area (MOA) and Air Traffic Control Assigned Airspace (ATCAA) usage with 9 OSS/OSA Airspace Manager as published in DoD area planning guide AP/1. If the time requested is outside the MOA/ATCAA’s published hours, the Airspace Manager will coordinate with the controlling agency to issue appropriate NOTAMs. Oakland Center is the controlling authority for MOA/ATCAA entry/exit and real-time activity status.

7.5.2. **Whitmore MOA/ATCAA.** Altitudes normally 3,000’ AGL or 11,000’ MSL, whichever is higher, up to and including FL230 (**Note:** FL180-230 portion is ATCAA).

Figure 7.1. Whitmore MOA/ATCAA Lateral Limits.

AREA	DIMENSIONS
Whitmore 1	Beginning at 40° 14' 46" N, 122° 08' 03" W to 40° 36' 50" N, 121° 52' 36" W thence clockwise on the Red Bluff VORTAC 35 NM arc to 40° 07' 01" N, 121° 28' 35" W to 40° 06' 16" N, 122° 01' 09" W thence counterclockwise on the Red Bluff VORTAC 10 NM arc to the point of beginning.
Whitmore 2	Beginning at 40° 36' 50" N, 121° 52' 36" W to 40° 58' 51" N, 121° 37' 00" W thence clockwise on the Red Bluff VORTAC 60 NM arc to 40° 37' 26" N, 121° 07' 21" W to 40° 24' 23" N, 121° 35' 20" W thence counterclockwise on the Red Bluff VORTAC 35 NM arc to the point of beginning.
Whitmore 3	Beginning at 40° 24' 23" N, 121° 35' 20" W to 40° 37' 26" N, 121° 07' 21" W

	<p>thence clockwise on the Red Bluff VORTAC 60 NM arc to 40° 07' 36" N, 120° 56' 00" W to 40° 07' 01" N, 121° 28' 35" W thence counterclockwise on the Red Bluff VORTAC 35 NM arc to the point of beginning.</p>
--	--

7.5.2.1. File the BOOMERANG stereo route with the remark "Delay in Whitmore MOA ___ minutes." All flight plans into the Whitmore MOA must be filed IFR.

7.5.2.2. Prior to BAB 335/075, request a Whitmore area (1, 2 or 3) and an altitude block from Oakland Center.

7.5.2.3. Whitmore MOA/ATCAA is the Functional Check Flight (FCF) area.

7.5.3. **Maxwell MOA/ATCAA.** Altitudes normally 3,000' AGL or 11,000' MSL, whichever is higher, up to and including FL230 (**Note:** FL180-230 portion is ATCAA). Lateral limits are as follows:

Figure 7.2. Maxwell MOA/ATCAA Lateral Limits.

AREA	DIMENSIONS
Maxwell 1	<p>Beginning at 39° 16' 58" N, 122° 25' 53" W to 39° 11' 38" N, 122° 57' 20" W thence clockwise along the 35-mile radius of the point in space coordinates at 39° 19' 03" N, 122° 13' 17" W to 39° 53' 19" N, 122° 22' 45" W to 39° 28' 51" N, 122° 15' 59" W to thence counterclockwise along The 10-mile radius of point in space coordinates at 39° 19' 03" N, 122° 13' 17" W to the point of beginning.</p>
Maxwell 2	<p>Beginning at 39° 38' 02" N, 122° 51' 17" W to 39° 51' 27" N, 123° 18' 38" W thence clockwise along the 60-mile radius of the point in space coordinates at 39° 19' 03" N, 122° 13' 17" W to 40° 17' 46" N, 122° 29' 36" W to 39° 53' 19" N, 122° 22' 45" W to thence counterclockwise along The 35-mile radius of point in space coordinates at 39° 19' 03" N, 122° 13' 17" W to the point of beginning.</p>
Maxwell 3	<p>Beginning at 39° 11' 38" N, 122° 57' 20" W to 39° 06' 10" N, 123° 28' 41" W thence clockwise along the 60-mile radius of the point in space coordinates at 39° 19' 03" N, 122° 13' 17" W to 39° 51' 27" N, 123° 18' 38" W to 39° 38' 02" N, 122° 51' 17" W to thence counterclockwise along The 35-mile radius of point in space coordinates at 39° 19' 03" N, 122° 13' 17" W to the point of beginning.</p>

7.5.3.1. File the SHOOTER stereo route with the remark, “Delay in Maxwell MOA ___ minutes.” All flight plans to the Maxwell MOA must be filed IFR.

7.5.3.2. Request a Maxwell area (1, 2, or 3) and an altitude block from Oakland Center.

7.5.4. **China MOA/ATCAA.** Area altitudes are normally 3,000’ AGL up to and including FL230 (**Note:** FL180-230 portion is ATCAA). Lateral limits are as depicted on aeronautical charts (not radial/DME defined).

7.5.4.1. File the BOOMERANG Stereo Route with the remark, “Delay in the China MOA ___ minutes.” All flight plans to the China MOA must be filed IFR.

7.5.4.2. Request the China MOA/ATCAA and an altitude block from Oakland Center.

7.6. T-38 STEREO ROUTES.

7.6.1. **IFR Routes.** AMOPS maintains the following coded routes for 9 RW-assigned T-38 aircrews departing IFR. Altitudes other than those listed may be requested from ATC.

7.6.1.1. **AHART (BABHRT8)** – Fly runway heading, radar vectors AHART, BAB. Requested altitude 3,000’ MSL.

7.6.1.2. **SHERI (BABSHER8)** – Fly runway heading, radar vectors SHERI, BAB. Requested altitude 3,000’ MSL.

7.6.1.3. **HOLLI (BABHOL8)** – Fly runway heading, radar vectors HOLLI, BAB. Requested altitude 16,000’ MSL.

7.6.1.4. **CASTLE (CASTLE)** – Fly runway heading, radar vectors MER D0+30 BAB. Requested altitude 7,000 MSL.

7.6.1.5. **FALLON (BABNFL)** – Fly runway heading, radar vectors FMG NFL D0+15 WATER FMG BAB. Requested altitude FL230.

7.6.1.6. **MATHER (BABMHR8)** – Fly runway heading, radar vectors, MHR, D0+30, BAB. Requested altitude 5,000’ MSL.

7.6.1.7. **SACRAMENTO INTERNATIONAL (BABSMTF)** – Fly runway heading, radar vectors SMF, D0+30, BAB. Requested altitude 3,000’ MSL.

7.6.1.8. **STOCKTON (BABSCK)** – Fly runway heading, radar vectors, SCK, D0+30. Requested altitude 7,000 MSL.

7.6.1.9. **TRAVIS (BABSUU8)** – Fly runway heading, radar vectors SAC, SUU, D0+30, SAC, BAB. Requested altitude 6,000’ MSL.

- 7.6.1.10. **BOOMERANG (BABBOOM)** - Fly runway heading, radar vectors BAB335075 D0+15, BAB. Requested altitude FL220.
- 7.6.1.11. **BOOMERANG 2 (BABBOOM2)** – Fly runway heading, radar vectors BAB355045 D0+15, BAB. Requested altitude FL200.
- 7.6.1.12. **CHINA 2 (BABCHNA2)** – Fly runway heading, radar vectors SMF, D0+10, BAB355045, D0+15, BAB. Requested altitude FL200 MSL.
- 7.6.1.13. **CHINA 3 (BABCHNA3)** – Fly runway heading, radar vectors BAB BAB355045 D0+15 RV MHR. Requested altitude FL200 MSL.
- 7.6.1.14. **IR 207 (BABIR207)** – Fly runway heading, radar vectors RBL110042, IR207, LLC178015, FMG, BAB. Requested altitude 6,000' MSL.
- 7.6.1.15. **SHOOTER (BABSHTTR)** - Fly runway heading, radar vectors BAB275060 D0+15 BAB. Requested altitude FL200 MSL.
- 7.6.1.16. **SHOOTER 2 (BABSHTTR2)** – Fly runway heading, radar vectors SMF D0+10 BAB275060 D0+15 BAB. Requested altitude FL200 MSL.
- 7.6.1.17. **SHOOTER 3 (BABSHTTR3)** – Fly runway heading, radar vectors BAB275060 D0+15 RV MHR. Requested altitude FL200 MSL.
- 7.6.1.18. **SUPERSONIC (BABSONIC)** – Turn direct BAB070015 BAB355080 BAB. Requested altitude FL330B450.
- 7.6.2. **VFR Routes.** AMOPS maintains the following coded routes for 9 RW-assigned T-38 aircrews departing VFR. ATC clearance phraseology will be: “(Call Sign), (Route Name), DEPARTURE FREQUENCY_____, SQUAWK _____.”
- 7.6.2.1. **OCEAN VIEW (BABVOCN)** – Depart VFR, ILA305009, ENI060027, ENI300034, ENI240022, PYE310017, PYE010016, ILA019026, ILA150015, BAB. VFR hemispheric altitudes apply; plan on 8,500’ MSL westbound and 7,500’ MSL eastbound.
- 7.6.2.2. **MOUNTAIN VIEW (BABVMTN)** – Depart VFR, BAB075023, FMG210031, FMG185053, MVA245061, CZQ351050, LIN040050, BAB. VFR hemispheric altitudes apply; plan on 13,500’ MSL eastbound and 14,500’ MSL westbound.

Chapter 8

RQ-4 OPERATIONS

8.1. CERTIFICATE OF AUTHORIZATION (COA). Pilots will comply with each COA and LOA in effect between Beale and other ATC facilities. Currently, United States Air Force Air Combat Command maintains a COA with the FAA for RQ-4 Global Hawk Unmanned Aircraft Operations. 9 OSS/OSA maintains an LOA specific to RQ-4 operations with NCT. The *9 OG/NCT, RQ-4 Coordination and Control Procedures* LOA contains specific routing instructions incorporated in RQ-4 mission plans.

8.2. AIRSPACE SCHEDULING. Normally China, Maxwell and Whitmore MOA/ATCAA are used for local RQ-4 flights. Coordinate airspace reservations with 9 OSS/OSA at DSN 368-3126 or (530)635-0242. The China MOA/ATCC is the primary area for RQ-4 climbs, descents or holding for ATC sequencing. The Maxwell MOA/ATCAA is the secondary area. All references to the China and Maxwell 1, 2, and 3, and Whitmore 1, 2, and 3 MOAs in this section pertain to the lateral confines only, altitude requirements will be as directed by ATC.

8.3. RQ-4 GROUND OPERATIONS.

8.3.1. **Engine Start.** The RQ-4 mission initiates with maintenance towing the aircraft to a launch spot (mission start point). Limitations in the aircraft design preclude starting and taxiing from any location other than the surveyed launch spots. Engine start commences usually one hour before takeoff. The pilot, RQ-4 Mobile (callsign “Hawkeye”), and the crew performing the engine start will monitor ground frequency during engine start operations.

8.3.2. **ATC Release.** Due to additional coordination between ATC, NCT, and Air Route Traffic Control Center (ARTCC), RQ-4 departures may experience delays depending on air traffic and ATC workload. To control flow and expedite ATC release coordination, departures should be ready for takeoff upon reaching the runway hold line. Pilots shall advise ATC as early as possible if they cannot accept an immediate IFR departure.

8.3.3. **Designated Start Areas.** There are two designated RQ-4 start points; Global Hawk South (GH-S) on the Hawk Ramp and Global Hawk Hammerhead (GH-HH) on the North hammerhead adjacent Taxiway Bravo.

8.4. RQ-4 DEPARTURES.

8.4.1. **Takeoff.** Hawkeye will shadow the RQ-4 during takeoff to monitor for excess sidedrift or aircraft problems. If a takeoff abort is required, Hawkeye or the Launch and Recovery Element (LRE) pilot will report over tower frequency “Abort, Abort, Abort”. The aircraft will rapidly decelerate to a stop and remain on the runway until a maintenance team arrives to tow the aircraft. There is no ability for the RQ-4 to taxi clear of the runway following a takeoff abort. It is possible for aircraft programming to

reject a pilot-initiated abort and continue a takeoff or execute an autonomous (non-commanded) abort if specific departure roll parameters are not met. **Caution:** Pilots and ATC will be aware that aircraft altitude, performance limitations, or steering point guidance may result in the RQ-4 executing an immediate return and landing opposite direction on the active runway. ATC shall ensure the runway remains clear until a departing RQ-4 reaches 7,000' MSL.

- 8.4.2. **Departure.** For normal departures, the RQ-4 proceeds to the China, Maxwell, or Whitmore MOA/ATCAA via the Global Hawk RPA departure ground track (see Northern California TRACON/Beale AFB 9th Operations Group Letter of Agreement). RQ-4 operators will ensure the aircraft remains within radar coverage via confirmed Standard Terminal Automation Replacement System (STARS) radar observation while operating below Class A airspace during climb out. RQ-4 launches may be suspended when the STARS is nonoperational. NCT will be notified of any STARS outages.

8.5. RQ-4 ARRIVALS.

- 8.5.1. **Arrival.** When applicable, the LRE will be manned at least 90 minutes prior to all scheduled RQ-4 arrivals. The 4.5° approach flown by the RQ-4 is preprogrammed and does not conform with standard instrument approaches. In general, the RQ-4 proceeds from China or Maxwell MOA/ATCAAs at or above FL200, holding and or descending within the MOAs lateral confines as directed by air traffic control. Return routing follows a pre-programmed flight plan, terminating at the Initial Approach Point (IAP) of the Global Hawk Approach (see 9 OG/NCT, RQ-4 Coordination and Control Procedures LOA). Pilots will ensure the aircraft remains within Class A airspace until under confirmed STARS (or FAA-approved equivalent) radar observation for the descent phase. Notify NCT of any STARS outage and comply with instructions. Once inside the 7 mile final, ATC shall ensure the runway is clear for landing/low approach.
- 8.5.2. **Landing.** The RQ-4 is programmed to land approximately 500' past the runway threshold. Winds, fuel imbalances, or other factors may affect the exact touchdown point. Hawkeye will monitor landing progress and may, prior to touchdown, call for an aircraft "go-around" over tower frequency. Once the aircraft is below 200' AGL, a go-around is no longer possible. **Note:** Some RQ-4 emergencies or abnormal conditions will require aircraft shut down on the active runway. Once the aircraft has come to a complete stop, maintenance crews will perform post-flight procedures and tow the aircraft off the runway.
- 8.5.3. **Go-Around.** The RQ-4 go-around is a climb to 7,000' MSL toward the departure end of the runway. In the event of an emergency requiring an immediate landing and time permitting, the pilot will advise ATC of the intended landing runway. Pilots and ATC will be aware that aircraft altitude, performance limitations, or steering point guidance may result in landing opposite direction on the active runway.

8.6. RQ-4 DIVERT PROCEDURES. Edwards AFB, California and Grand Forks AFB, North Dakota are the primary divert bases for RQ-4. Emergency engine-out divert locations are Naval

Air Station Fallon, NV and Tonopah Test Range, NV. For Fallon NAS, Fallon Approach Control will be the controlling agency for descent from Class A airspace to landing. For Tonopah Test Range Base, Nellis Approach will be the controlling agency for descent from Class A airspace to landing. Pilots will ensure Edwards AFB, Grand Forks AFB, Fallon NAS, and Tonopah Test Range are notified of their respective vulnerability periods as appropriate, for local RQ-4 flight operations.

8.7. PILOT/ATC Communications. Primary communications between the RQ-4 pilot and ATC will be via sector-discrete radio frequencies, relayed through RQ-4 system equipment via ground stations or aircraft. Secondary communications will be via land Mobile Radio (LMR) when coordinating with Beale AFB. Outside of Beale AFB the landline will be the secondary means of communications. In the event of radio failure, the pilot will notify ATC via landline to initiate communications via LMR.

8.8. RQ-4 MOBILE (HAWKEYE) OPERATIONS.

8.8.1. Responsibility. Hawkeye is responsible to visually clear for the pilot-in-command during all ground operations from engine start through aircraft liftoff, and landing until the aircraft is off the runway and the engine is shut down. The Hawkeye is responsible for all vehicle operations on the runway during launch, and recovery operations. This includes accompanying maintenance crews as necessary.

8.8.2. Communications. RQ-4 aircraft and Hawkeye will operate on Ground Control and Tower frequencies. Hawkeye shall not perform ATC functions and will limit use of ATC frequencies to those transmissions necessary for safe RQ-4 operations.

8.8.2.1. Hawkeye will perform a radio check with Tower and request permission prior to operating on the runway and will report “off the runway” to tower once all accompanying vehicles and equipment are off the runway.

8.8.2.2. Hawkeye may change from ATC frequency in the interest of flight following or safety, as long as contact is maintained with the SOF.

8.8.2.3. If equipped, maintenance crews shall monitor ATC frequency to maintain situational awareness. Communicate with ATC only if necessary to ensure safety. Hawkeye shall be the primary focal point for Tower/Maintenance coordination.

8.8.2.4. Prior to conducting RQ-4 towing operations on Taxiways B, C, D, E and F, tow crews will obtain ATC approval using Ramp Net, and will monitor Ramp Net until exiting those taxiways.

8.8.3. Departures. Hawkeye is automatically authorized onto the runway when their assigned aircraft is cleared onto the runway. Hawkeye and assigned aircraft are a departure package once on the runway and are solely responsible for safely executing the departure procedures on the runway, including the separation of vehicle and aircraft

during the procedures. Accordingly, the Hawkeye is authorized to maneuver as needed to accomplish all departure checks for the aircraft, until all vehicles and aircraft are off the runway. When the RQ-4 pilot commands takeoff, Hawkeye will allow the RQ-4 to accelerate, thus creating distance between the aircraft and the vehicle. Hawkeye will accelerate if needed to maintain visual contact with the aircraft. Immediately after the RQ-4 has lifted-off, Hawkeye will exit the runway expeditiously. Hawkeye will remain with the RQ-4 for an aborted takeoff until emergency vehicles or a maintenance team arrives.

- 8.8.3.1. Accompanying maintenance vehicles are not automatically cleared onto the runway with Hawkeye. Should additional vehicles be required to accompany Hawkeye, Hawkeye will obtain ATC approval prior to vehicles entering the runway.
- 8.8.4. **Arrival.** Hawkeye will be staged on Taxiway Bravo for Runway 15 or Taxiway Echo for Runway 33 a minimum 15 minutes prior to arrival and will monitor the approach and landing from there (i.e., RQ-4 ground track, bird activity, traffic, etc). Hawkeye is automatically cleared onto the runway behind the RQ-4 when the aircraft crosses in front of Taxiway Bravo for Runway 15 or Taxiway Echo for Runway 33. Hawkeye will remain with the aircraft through the taxi or until the maintenance team arrives for towing.
 - 8.8.4.1. Accompanying maintenance vehicles are not automatically cleared onto the runway with Hawkeye. Should additional vehicles be required to accompany Hawkeye, Hawkeye will obtain ATC approval prior to vehicles entering the runway.

8.9. RQ-4 STEREO/DEPARTURE/ARRIVAL ROUTES

- 8.9.1. AMOPS maintains the following coded routes for 319 RW-assigned RQ-4 aircrews departing IFR.
 - 8.9.1.1. **RQ4 PATTERN (BABQ4PTN)** - BAB SPKYE D0+30 SPYKE BAB.
Requested altitude 7,000' MSL.
 - 8.9.1.2. **RQ4 MOA (BABQ4MOA)** - BAB SPYKE BOWTY DCT BAB346026 RBL080041 RBL063041 D11+00 RBL080041 BAB346026 DCT BOWTY SPYKE BAB. Requested altitude 7,000' MSL.
- 8.9.2. See **Attachment 18, Attachment 19, Attachment 20, Attachment 21** for RQ-4 arrival and departure route depictions. Additional information is in the *9 OG/NCT, RQ-4 Coordination and Control Procedures LOA*.

Chapter 9

KC-135 OPERATIONS

9.1. Operational Control (OPCON). The 940 OG/CC is the OPCON Authority for 940 Air Refueling Wing (940 ARW) aircraft assigned under the authority of the Air Force Reserve Command (AFRC). The 940 OG/CC should develop a program to ensure that KC-135 specific operating procedures are identified in this instruction as necessary in accordance with 9 RW/CC, Air Mobility Command (AMC), and Air Force Reserve Command guidance.

9.2. 940 ARW Supervisor of Flying Program. The 940 OG/CC does not use or require a Supervisor of Flying Program (SOF). The 314th ARS/DO will act as the official Wing designated POC in order to coordinate/de-conflict flight scheduling conflicts, ground and airborne emergencies, and operational conflicts on the day of sortie execution. The 314 ARS/CC, 314 ARS Chief Pilot or designees may cover duties in 314 ARS/DO absences. Contact 530-634-1594 or via 940th CP 530-634-1960.

9.3. 940 ARW Flight Scheduling. The 940 Operations Support Flight (940 OSS) will schedule 940 ARW-assigned KC-135 sorties in accordance with current AMC and AFRC scheduling policy guidance. The AMC Horseblanket scheduling process occurs 3-5 months prior to the date of sortie execution. Due to long lead times and lack of flexibility in the AMC Horseblanket scheduling process, the 940 OSS/OSOS should send a draft copy (via e-mail or other suitable means) of the 940 ARW Flying Schedule to the 9 RW schedulers as soon as possible.

9.3.1. The 940 ARW/CC or his/her designee will review and authorize the final 940 ARW flying schedule on Thursday the week prior to the date of sortie execution. The 940 OSS/OSOS scheduler should de-conflict the 940 ARW flying schedule with the 9 RW schedulers prior to the 940 ARW/CC approval. The 940 OSS/OSOS flight schedulers will de-conflict sortie schedule changes that occur after the 940 ARW/CC approved the final 940 ARW flying schedule as soon as practical. Flying schedule changes that occur on the day of sortie execution should be worked IAW 5.3.1 and communicated to the 9 RW SOF.

9.3.2. The 940 OSS/OSOS should send a copy (via e-mail or other suitable means) of the final 940 ARW flying schedule to the 9 RW schedulers as soon as practical after approval by the 940 ARW/CC.

9.3.3. The 940 OSS/OSOS should publish the AMC assigned Joint Chiefs of Staff (JCS) priority identifier (i.e. typically a 3 letter identifier such as 1A1) on the 940 ARW flying schedule. The JCS Priority identifier should be used to the maximum extent possible to identify, prioritize, and de-conflict 940 ARW KC-135 sorties. The JCS priority identifier is a 3 character alpha-numeric code sorted in ASCII format sequence (i.e. 1A1 is the first 3-character sequence available and as such represents the highest priority sortie and 5C3 is the last character sequence available and represents the lowest priority sorties). The use of these characters is mandated by AMC policy and the use this priority system is the most accurate way to determine KC-135 operational sortie

priority. The JCS priority identifier shall be used in conjunction with the criteria outlined in paragraph 3.5. to determine the priority of 940 ARW-assigned KC-135 aircraft. JCS identifiers include but are not limited to:

9.3.3.1. 1A1 Direct Presidential Support. Support of missions, such as operational air refueling of Air Force One, NAOC, Emergency War Order, operational missions, etc.

9.3.3.2. 2A1 Operational Air Refueling. Direct operational support of Theater Operations i.e. air refueling a C-17 deploying via a non-stop flight to the Central Commander (CENTCOM) area of responsibility (AOR).

9.3.3.3. 3A1 Mission Essential Operations. KC-135 checkrides and sorties that will result in unqualified aircrew members and adversely affect Unit Sorts reporting if the mission is not accomplished.

9.3.4.4. 4A1 Required Tanker Training. Routine training required by KC-135 aircrew members in order to maintain Combat Mission Ready Status (CMR).

9.3.3.5. 5A1 Required Air Refueling Receiver Training. Routine training required by Air Refueling Receiver Aircraft aircrew members in order to maintain CMR Status.

9.3.4. Controlled Departure Times. 940 ARW-assigned Aircraft Commanders should enter “Request a Controlled Departure Time” in the Remarks section of the DD Form 1801 flight plans for formation flights, JCS Priority 3A3, and higher priority missions as required. 940 ARW-assigned Aircraft Commanders should inform Ground Control on initial contact of the request for a “Controlled Departure Time.”

9.3.5. On the day of sortie execution, conflicts and problems with 940 ARW-assigned aircraft and/or flight scheduling issues should be worked with the following POCs in the respective order:

Table 9.1. 940 ARW Scheduling Contacts

OFFICE	TELEPHONE
314 ARS/DO	DSN 368-1531
940 OG/CC	DSN 368-1604
940 OSS/OSOS Current Operations	DSN 368-1629
940 Operations Desk	DSN 368-1594

9.4. KC-135 TAXI PROCEDURES. 940 ARW-assigned aircraft should perform taxi operations in accordance with the provisions of AFMAN 11-218, *Aircraft Operations and Movement on the Ground*.

- 9.4.1. 940 ARW-assigned aircrew members will routinely place the IFR Clearance on request and request “engine start at pilot’s discretion” along with radio check for two primary radios during the initial radio check-in with Ground Control.
- 9.4.2. 940 ARW-assigned aircrew members will routinely request taxi clearance for the entire flight when formation procedures are accomplished. Ground Control should clear the entire KC-135 formation to taxi as a “flight” whenever feasible.
- 9.4.3. If a 940 ARW-assigned KC-135 aircraft is cleared to taxi to the runway and parking at or around the VFR Hold Line would obstruct Mobile/Hawkeye operations then, Ground Control should provide an advisory radio call with an amended taxi clearance to the KC-135 to de-conflict Mobile/Hawkeye operations.
- 9.4.4. When a 940 ARW-assigned aircraft is the last scheduled sortie of the day, the respective Aircraft Commander should ensure that Ground Control receives a courtesy radio call to inform them that final engine shutdown has occurred. If two-way radio communications cannot be established after final engine shutdown, the airfield shall remain open until all of the navigation lights, strobe lights, and rotating beacons are extinguished on the respective KC-135 aircraft. Extinguishment of all of the navigation lights, strobe lights, and rotating beacons will serve as a signal that final engine shutdown has occurred.
- 9.4.5. AFMAN 11-218 and T.O. 1C-135(K)R(II)-1 impose significant vehicle operating restrictions in- and-around KC-135 aircraft. Vehicles will not drive under the wings or within ten feet of KC-135 aircraft. Vehicles will not drive within twenty-five feet of KC-135 aircraft without a spotter. Vehicles will not drive within 200 feet behind a KC-135 with engines operating at idle RPM. Vehicles will not drive within 500 feet behind a KC-135 taxiing with engines operating above idle RPM. Vehicles will not drive within 900 feet behind a KC-135 with engines operating at Maximum Continuous Thrust (TRT or MCL power settings i.e. maximum power settings used during engine runs and takeoffs etc.). The Engine/APU Danger area behind a KC-135 with engines operating is extremely dangerous and extends to distances at or greater than 900 feet behind a KC-135 with engine power set at TRT or MCL. The Engine/APU Danger area behind a KC-135 with engines operating shall be avoided by all vehicles and personnel whenever possible.

9.5. 940 ARW KC-135 FORMATION PROCEDURES. 40 ARW-assigned KC-135 aircraft should fly formation in accordance with the provisions of Federal Aviation Administration Joint Order 7610.4, Special Military Operations), AFTTP 3-3.22.B, *Air Force Tactics Techniques and Procedures-Aircraft Combat Fundamentals for KC-135 Aircraft*), AFI 11-2KC-135V3, KC-135 *Flying Operations*, and Technical Order 1-1C-1-3, *KC-135 Flight Crew Air refueling Procedures*.

- 9.5.1. Formation Flight Planning and Taxi Procedures.

- 9.5.1.1. 940 ARW-assigned KC-135 aircraft in formation will file separate flight plans (i.e. DD Form 175 or DD Form 1801) for the entire route of flight in accordance with current AFI 11-2-MDS Series guidance.
- 9.5.1.2. 940 ARW-assigned Aircraft Commanders should File a Remark such as “MARSA Non Std Frmn Dep W/(callsign) until RBL042117” in the remarks of the flight plan in accordance with the requirements of AFI 11-2KC-135V3. In the event that a MARSA departure is not available due to ATC constraints, Ground Control will advise the KC-135 formation lead aircraft as soon as possible and before takeoff clearance is granted and/or before issuing a clearance on to the active runway for departure.
- 9.5.1.3. 940 ARW-assigned KC-135 will not fly formation sorties in “Standard Formation,” at a single altitude, with a single Mode 3-C squawk, or on a single flight plan. These practices are currently restricted or prohibited by AFI 11-2-MDS series guidance. 940 ARW-assigned KC-135s will file separate flight plans and request a separate ATC Mode 3-C squawk for each aircraft in formation.

9.5.2. Formation Departure Procedures.

- 9.5.2.1. 940 ARW-assigned KC-135s require deletion of the 1,000’ altitude hold down restriction at Beale AFB and an altitude block on all formation departures. Control Tower will coordinate with NCT for an altitude block and deletion of the 1,000’ altitude hold down restriction before clearing 940 ARW-assigned KC-135 aircraft in formation for takeoff.
- 9.5.2.2. 940 ARW-assigned KC-135 aircraft will normally expect 30 second spacing between each formation member on departure. If Tower cannot grant 30 second spacing between each KC-135 formation member on departure, Tower will inform the KC-135 formation lead aircraft before takeoff clearance is granted and before issuing a clearance on to the active runway for departure. The formation lead aircraft may then accept the clearance or cancel the takeoff clearance and request a new clearance and wait until 30 second spacing between each formation member will be granted.
- 9.5.2.3. Ground Control will arrange for separate IFF Transponder Mode 3C squawk with NCT for each 940 ARW-assigned KC-135 aircraft in formation prior to issuing an IFR or VFR departure clearance.
- 9.5.2.4. Ground Control will arrange for an initial block altitude for 940 ARW-assigned KC-135 aircraft in formation on an IFR flight plan (normally 500’ between each aircraft i.e. 8,000’ block 9,000, for 2 or 3 ship formation or 7,000’ block 9,000’ for 4 ship formation).

9.5.2.5. 940 ARW-assigned KC-135 aircraft in trailing positions may use up to 10 degrees off runway center line to account for wake turbulence. (i.e. Lead 10 degrees downwind, second aircraft runway center line and third aircraft 10 degrees upwind).

9.5.2.6. During day Visual Meteorological Conditions (VMC) 940 ARW-assigned KC-135 aircraft in trailing positions will normal request a clearance for “Visual Cut-Off” with ATC in order to expedite the formation rejoin procedure.

9.6. KC-135 TACTICAL PROCEDURES. 940 ARW assigned KC-135 aircraft should fly Tactics in accordance with the provisions of this AFI, AFTTP 3-3.KC-135, *Air Force Tactics Techniques and Procedures-Aircraft Combat Fundamentals for KC-135 Aircraft*, AFMAN 11-2KC-135V3, *C/KC-135 Flying Operations* series guidance, and local guidance.

9.7. TAKEOFF AND CLIMB-OUT PROCEDURES. Mandated in Technical Order 1C-135(K)R(I)-1 (Flight Manual Series KC-135R/T Aircraft) directs that KC-135 aircraft follow the climb schedule directed by the Rotation-and-Go-Around (RGA) Computer Command Bars until reaching 2000 feet above the runway or obstacle clearance height (whichever is greater) on initial takeoff. This procedure is mandated in order to safely recover a KC-135 aircraft in the event the aircraft experiences an engine failure after reaching Critical Engine Failure Speed.

9.7.1. Tower will advise the aircraft prior to granting a clearance to takeoff/clearance on to the active runway if deletion of the 1,000’ restriction cannot be granted on initial takeoff.

9.7.2. If Tower is unable to grant deletion of the restriction, expect a delay while the Aircraft Commander determines if the Climb-out Flight Path directed by the RGA Computer will direct a climb-out flight path above 1,000’ prior to the departure end of the runway. After making this determination the KC-135 Aircraft Commander may accept the clearance or cancel the takeoff clearance and request a new takeoff clearance that requires deletion of the restriction.

9.8. STEREO ROUTES.

9.8.1. **IFR Routes.** AMOPS maintains the following coded routes for 940 ARW-assigned KC-135 aircrews departing IFR. Altitudes other than those listed may be requested from ATC or AMOPS.

9.8.1.1. **NORTH (BABNFLOW)** – Fly runway heading, radar vectors, ZUTUK, BAB D1+00, BAB. Requested altitude 4,000’ MSL.

9.8.1.2. **SOUTH (BABNFLOW)** – Fly runway heading, radar vectors HAPAK, BAB D1+00 BAB. Requested altitude 4,000’ MSL.

9.8.1.3. **MATHER (BABMHR5)** – Fly runway heading, radar vectors CAMMR, MHR D1+00 BAB. Requested altitude 8,000’ MSL.

- 9.8.1.4. **STOCKTON (BABSCK5)** – Fly runway heading, radar vectors HAXEK, SCK D1+00 BAB. Requested altitude 4,000’ MSL.
- 9.8.1.5. **TRAVIS (BABSUU5)** – Fly runway heading, radar vectors ZAMES, SUU D1+00, BAB. Requested altitude 4,000’ MSL.
- 9.8.1.6. **WHITMORE (BABWHIT)** – Fly runway heading, radar vectors BAB335075 D0+30 BAB. Requested altitude FL220 MSL.
- 9.8.2. **VFR Routes.** AMOPS maintains the following coded routes for 940 RW-assigned KC-135 aircrews departing VFR. ATC clearance phraseology will be: “(Call Sign), (Route Name), DEPARTURE FREQUENCY _____, SQUAWK _____.”
- 9.8.2.1. **NORTH VFR (BABNVFR5)** – Depart VFR. BAB ZUTUK BAB.
- 9.8.2.2. **SOUTH VFR (BABNVFR5)** – Depart VFR. BAB HAPAK BAB.

Chapter 10

AERO CLUB (FLIGHT TRAINING CENTER) OPERATIONS

10.1 LOCAL FLYING AREA.

10.1.1. **Dimensions.** The BAFB Aero Club has defined their local flying area as extending to 50 NM from the BAB TACAN (on-field), excluding the region where mountainous terrain rises above 5,000' MSL.

10.1.1.1. The excluded mountainous terrain is located generally North and East of BAFB from a point at Highway 50, approximately 8 NM west of Placerville airport, North to Emigrant Gap, northwest to the 50 NM boundary, approximately 4 NM North of Sterling City.

10.1.1.2. Aero Club aircraft may operate in the local flying area without filing a cross-country flight plan. This is an all-purpose area designated primarily to support student instruction (other than cross-country training), local checkout and transition training, instrument training, and check rides.

10.2. VFR TRAFFIC PATTERN. (See **paragraph 5.4.12.** and **Attachment 10**).

10.3. PRACTICE AREAS. The Flight Training Center has designated four practice areas in the student local flying area, all within a 25 NM radius of the BAB TACAN:

Table 10.1. Practice Area Dimensions/Airports.

AREA	DIMENSIONS	AIRPORTS
PA-1	South of BAFB and Marysville surface area; outside of Sacramento International surface area; East of Highway 70; west of Highway 49	Lincoln, Auburn
PA-2	West of highway 70; South of Highway 20; outside of Beale and Sacramento Class C airspace	Marysville/Yuba County; Yuba City/Sutter County; Colusa County
PA-3	West of Highway 70; North of Highway 20	Oroville
PA-4	East of BAFB housing area, North of Camp Far West, 3 nm East of Nevada County airport; outside of Beale Class C airspace	Nevada County

10.4. FLIGHT PLANS. All Aero Club flights must file an IFR or VFR flight plan to arrive or depart BAFB (see **paragraph 2.9**).

10.4.1. The pilot in command is responsible for closing a VFR flight plan that originates or terminates off station, and an IFR flight plan to an uncontrolled airfield. All IFR flight plans and VFR "round robin" flight plans are automatically closed upon fullstop landing at BAFB.

- 10.4.2. “Local VFR” may be filed on a flight plan if the entire flight will be under VFR conditions, within the local flying area, originating from and terminating at BAFB.
- 10.4.3. Nut Tree airport (VCB) or Sacramento Executive airport may be considered within 50 NM for purposes of flight planning.
- 10.4.4. Flight training students under “local VFR” may conduct practice landings at any airport within the local flying area, provided the airport has a paved runway at least 2,000’ long and 50’ wide. If the airport is not listed in Figure 10.1, it must be identified in the remarks section of the flight plan.

10.5. GROUND OPERATIONS.

- 10.5.1. Engine Runs. Maintenance engine runs may be performed on the ramp in front of the Aero Club hangar and must be coordinated with AMOPS prior to start. When the airfield is closed, engine runs must be coordinated with Security Forces at (530)634-2131.
 - 10.5.1.1. Aero Club maintenance personnel shall provide aircraft type, tail number, engine run location, and call back number. AMOPS shall relay the information to Tower.
 - 10.5.1.2. Maintenance personnel shall call ATC on 121.6 to request engine run, monitor the frequency throughout the engine run, and advise Tower when the run is complete.
- 10.5.2. Aircraft shall not taxi outside of the Aero Club (Skyhawk) Ramp without clearance from Ground Control.
- 10.5.3. Use caution in and around the ends of the runway (hammerheads) for U-2 and RQ-4 Mobile traffic. As a general rule, Aero Club aircraft should never hold on the taxiway between the runway and Mobile traffic. Aero Club will give way to any “active” Mobile (light bar illuminated). Aircraft shall enter and exit their parking ramp via Taxiway B.
 - 10.5.3.1. Runway 15 Departures. When Mobiles are using Taxiway B, Aero Club aircraft will hold short of the runway while remaining on the South side of Taxiway B.
 - 10.5.3.2. Runway 33 Departures. Unless directed otherwise by ATC, Aero Club aircraft will taxi to Taxiway C for an intersection takeoff; 4,500’ of runway available.

10.6. DEPARTURES AND ARRIVALS.

10.6.1. **Departures.** After reaching a safe turning altitude, VFR departures will turn westbound (unless ATC approves otherwise) and fly parallel to North Beale Road on the North side.

10.6.2. **VFR Arrivals.** Normally, Aero Club aircraft will enter the VFR traffic pattern from the west (see **Attachment 10**). Use caution for T-38, KC-135, and U2 aircraft operating West of the runway between 640' and 2,100' MSL.

10.7. SPECIAL VFR. Special VFR departures are not authorized in Aero Club aircraft. Special VFR arrivals are permitted when there is no conflicting base flying activity.

10.8. LOST COMMUNICATIONS PROCEDURES. Aero Club flights experiencing lost communications in the local area will divert to Yuba County/Marysville airport.

Chapter 11

SPECIAL OPERATIONS

11.1. HAZARDOUS/DANGEROUS CARGO. Aircraft carrying hazardous materials shall park on Taxiway F between Taxiways D and E facing North. Hot Cargo Pad (HCP) is located 2,000' North of Taxiway E on Taxiway F.

- 11.1.1. Any agency aware of inbound explosives-loaded aircraft shall immediately notify AMOPS and 9 RW/CP. AMOPS will in-turn notify Transient Alert, Fire Emergency Services, Security Forces, Weapons Safety, and Tower. Notify these agencies 24 hours prior to commencing explosive cargo loading, unloading, or transport.
- 11.1.2. AMOPS shall park cargo-type aircraft carrying explosive cargo on the Hot Cargo Pad and park fighter-type aircraft on the combat aircraft parking area (CAPA1) (see **Attachment 22**).
- 11.1.3. When parking aircraft in explosive sited areas, do not exceed the Net Explosive Weight for Quantity Distances (NEWQD) listed for the area (see **Attachment 22**).
- 11.1.4. USAF owned aircraft will not be parked within 559 feet of Flight line Munitions Holding Area (FLMHA) when 30,000 pounds of HC/D 1.1 is being storage at the location and 1,250 feet for civilian aircraft (see **Attachment 22**).
- 11.1.5. Refer to 9 CES Tab D-8 map for additional NEWQDs. A copy of this map is available at AMOPS for 9 RW/SEW.

11.2. Hot Armament. ATC will notify AMOPS as soon as practical of arrivals with hot armament. Aircraft with hot armament (live munitions) will taxi to the South side of Taxiway E to have their munitions secured (pinned). Aircraft will then taxi to the apron at the end of Taxiway M and park facing the gun berms, no closer than 48' from other aircraft. Tie-down is available in these spots. Taxiway M is not lit (see restrictions in **Figure 4.1**).

11.3. National Airborne Operations Center (NAOC) Alert Procedures. Refer to Beale AFB OPLAN 84-12, Rebound Echo Support for detailed NAOC procedures.

11.4. MACHINE GUN AND EXPLOSIVE ORDNANCE DISPOSAL RANGES.

- 11.4.1. M240 Firing Range. A firing range for M240 machine gun and M148 grenade launcher is located East of the airfield (see **Attachment 16**).
 - 11.4.1.1. 9 SFS Combat Arms Training Maintenance is responsible for range scheduling. 9 SFS will notify AMOPS when the range is activated. AMOPS will notify ATC and send appropriate NOTAM. Aircraft will be advised by a blanket transmission and thereafter by ATIS.

11.4.1.2. 9 SFS will actively control M240 firing so that it does not occur with aircraft flying East of the airfield (i.e., on East closed pattern or SFO). Use of practice grenade rounds is not restricted.

11.4.2. Explosive Ordnance Disposal (EOD). The EOD range is located East of the airfield at Military Grid Reference System (MGRS) grid coordinates 3933 3400. Approximate location is depicted in **Attachment 17**. EOD shall Notify AMOPS prior to using EOD range. AMOPS will send a NOTAM. EOD shall contact Tower on the Ramp Net for approval prior to each detonation and again when the operation is complete.

11.5. Distinguished Visitor Procedures.

11.5.1. **Security.** For security reasons, DV arrival and departure coordination shall be limited to the DV code, aircraft call sign, and pertinent movement/position information, and ATC instructions. A DV's name, rank, title, duty position, and business shall never be transmitted.

11.5.2. **Arrival Notification.** ATC will notify AMOPS as soon as the DV flight's "inbound" is received from Approach Control (normally 10 to 15 NM from touchdown at BAFB). AMOPS will notify Command Post and Transient Alert immediately after receiving the "inbound" from ATC.

11.6. Silent Launch Procedures.

11.6.1. **Concept.** During a Silent Launch, normal control instructions are replaced by predetermined signals appropriate for the mission and agreed upon by ATC and the aircrews involved.

11.6.2. General Rules. The following rules apply in all real-world or simulated radio sensitive environments at BAFB:

11.6.2.1. Radio transmissions will be limited to those essential for safety. Anyone may terminate Silent Launch in the interest of safety, i.e., "BEALE TOWER ON GUARD, TERMINATE SILENT LAUNCH." If it becomes necessary to cancel a takeoff, ATC shall instruct "cancel takeoff clearance" on both Tower frequencies and on Guard (243.0 MHz).

11.6.2.2. Tail numbers instead of call signs shall be used during radio checks.

11.6.2.3. "Silent Launch" (or similar terms) shall not be transmitted except as provided in paragraph 11.6.2.1 above.

11.6.2.4. As an anti-hijacking measure, ATC shall coordinate with the SOF to verify aircraft's location prior to aircraft taxi.

11.6.2.5. Both aircraft and U-2/RQ-4 Mobiles shall visually monitor the BAFB Tower for light gun signals. Light gun signals for U-2s will be directed toward the Mobile; signals for formations will be directed toward the lead aircraft.

11.6.3. Standard Procedures. Mission commanders must coordinate case-by-case specific procedures with 9 OSS/OSA (Airfield Operations). The following procedures are standard:

11.6.3.1. Just prior to engine start, the Mobile driver calls the SOF to confirm tail number and request clearance. Land Mobile Radio (LMR) may also be used.

11.6.3.2. ATC delivers clearances directly to the SOF. SOF relays clearances back to the Mobile via telephone or LMR.

11.6.3.3. Pilots automatically taxi to the runway hold line while monitoring Ground frequency, hold short monitoring Tower frequency, and await the takeoff clearance light gun signal.

11.6.3.4. Traffic permitting, ATC clears the aircraft for takeoff 5 minutes prior to scheduled departure time.

11.6.3.5. After receiving takeoff clearance signal, Mobile leads the aircraft onto the runway and takeoff roll is commenced at scheduled departure time.

11.6.3.6. Silent Launch procedures normally terminate when the aircraft is airborne and initial radio contact with Departure Control is made. Mobile resumes radio communications with ATC to report off the runway.

11.7. Aeromedical Airlift Support.

11.7.1. **Arrivals.** AMOPS will provide type aircraft, estimated time of arrival (ETA), parking location, total patient load information i.e. number of litters, ambulatory, and pertinent additional information to the Tower, Clinic, Flight Surgeon-on-Call, Command Post, Transient Alert, and Fire Department. BAFB Tower will inform AMOPS when the aircraft arrives in the local area and will provide ATC priority handling according to FAAOJ 7110.65.

11.7.2. **Departures.** AMOPS will relay the ETD, patient load information i.e. number of litters, ambulatory, and other pertinent information to the Tower, Clinic, Command Post, and Fire Department.

11.8. Airborne Fuel Dumping.

11.8.1. Fuel dumping should take place at as high an altitude as possible and away from populated areas, agricultural areas, or water sources.

11.8.2. Except in an emergency, aircraft commanders shall notify the 9 RW SOF and the appropriate ATC agency prior to dumping fuel.

11.8.3. In any non-emergency situation fuel should be dumped from published holding at the BAB 333 radial at 42 DME, at or above FL 250. A U-2 with a hung pogo will dump fuel along the BAB 032 radial between 20-30 DME, at or above FL 250.

11.9. Exercises. The 9 OSS/OSA AOF/CC must be briefed at least 48 hours in advance of any exercise or inspection such as an Operational Readiness Exercise (ORE), Operational Readiness Inspection (ORI), or Major Accident Response Exercise (MARE) that involves Airfield Operations personnel or airfield facilities. The AOF/CC must approve, in advance, exercises that include relocating airfield operations personnel to alternate facilities or to shelter areas.

11.9.1. The Tower watch supervisor must ensure ATC facility participation does not degrade services. The watch supervisor may interrupt or discontinue facility participation in any exercise if flight safety is in question or it interferes with the recovery of emergency aircraft.

11.9.2. ATC personnel may wear gas masks in support of OREs/ORIs, consistent with Wing requirements, however the watch supervisor and coordinator (safety observers) must not wear a gas mask during facility operations while under simulated threat conditions. The watch supervisor has the authority to direct controllers to remove gas masks in the interest of flight safety. When an aircraft declares an emergency or is in distress, controllers in direct communications with the aircraft must remove the gas mask. Controllers wearing a gas mask must be equipped with the Gas Mask Communication System Interface Equipment when actively controlling air traffic.

11.10. No-Flight Plan Arrivals. If ATC cannot locate a flight plan in the ATC system, ATC will advise AMOPS and tell the pilot to contact AMOPS on pilot-to-dispatch. AMOPS will attempt to verify a valid flight plan by contacting the appropriate Flight Service Station, Command Post, ATC and/or point of departure. If AMOPS is unable to verify the flight plan, a landing clearance will not be issued unless the aircraft declares an emergency.

11.11. Unauthorized Landings. Unauthorized landings when the airfield is open will be handled IAW with AFI 10-1001 and appropriate ATC/AMOPS checklists.

11.12. Unusual Maneuvers. Maneuvers requiring a waiver to Federal Aviation Regulations (FAR) must be submitted to the Airspace Manager (9 OSS/OSA) at least 30 days in advance to provide adequate coordination time. These waivers require 9 RW/A3 approval prior to forwarding to the FAA.

Chapter 12

EMERGENCY PROCEDURES

12.1. Emergency Declaration. An emergency is a distress or urgency condition when aircraft or aircrew safety is questionable and fire and rescue assistance and/or priority traffic sequencing is required to minimize the risk. If there is any doubt whether a situation is an emergency, it should be handled as an emergency. The pilot, U-2/RQ-4 Mobiles, SOF, ATC personnel, maintenance personnel, 9 RW/CC, or 9 RW/A3 may declare an aircraft emergency.

12.2. Crash Alarm Systems.

12.2.1. Primary Crash Alarm System (PCAS). ATC activates the PCAS. Agencies on the primary network are: Flight Medicine/Ambulatory Services, Fire Department, and AMOPS. Additional monitoring (receive only) agencies are Security Forces and Base Command Post.

12.2.1.1. ATC will activate the primary crash phone when:

12.2.1.1.1. An emergency is declared.

12.2.1.1.2. Any event in this chapter occurs.

12.2.1.1.3. An actual or simulated disaster occurs.

12.2.1.1.4. A no-radio (NORDO) aircraft is approaching without transponder code. (N/A if it is known that only a radio malfunction exists).

12.2.1.1.5. The watch supervisor deems necessary.

12.2.1.2. ATC will test the primary crash phone daily between 0800L – 0830L during normal operating hours or immediately upon opening during other than normal airfield operating hours.

12.2.2. Secondary Crash Net (SCN). AMOPS activates the SCN. Agencies on the SCN are: Fire Department, Base Command Post, MOC, Crash Recovery, Ambulatory Services, Flight Medicine, Weather, Emergency Management, Safety, Security Forces, EOD, Public Affairs, and Physiological Support Squadron.

12.2.2.1. IAW AFMAN13-204V2, the SCN will only be used to relay information critical to aircraft and airfield operations. Use other forms of communication to relay noncritical base information. Requests for additions/deletions to SCN must be coordinated through 9 OSS/OSA and forwarded to the 9 OSS/CC for approval/disapproval.

12.2.2.2. AMOPS will activate the SCN immediately following primary crash phone notification. AMOPS will test the SCN daily at 0800 – 0830L during normal operating hours or immediately upon opening during other than normal airfield operating hours.

12.2.3. **Fire Department Land Mobile Radio Crash Net.** If excessive background noise or chatter make continuous monitoring of the crash net impracticable, the Tower may terminate continuous monitoring.

12.2.3.1. Tower shall notify the Fire Department when not monitoring the crash net.

12.2.3.2. During emergencies or when otherwise deemed necessary the Fire Department will notify the Tower to monitor the crash net.

12.3. Emergency Control Procedures.

12.3.1. Time permitting, 9 RW and 940 ARW emergency aircraft will contact the SOF. SOF responsibilities are governed by AFI 11-418. Pilots flying RQ-4 aircraft are available by phone at the Global Hawk Operations Center.

12.3.2. When an in-flight emergency intends to land at BAFB, ATC will transmit over emergency frequencies, “ATTENTION ALL AIRCRAFT IN THE BEALE AREA, INFLIGHT EMERGENCY IN PROGRESS, ETA _____, RUNWAY CLOSURE IS/IS NOT ANTICIPATED.” ATC will obtain an ETA. Aircraft flying in the area should check fuel status and coordinate with ATC to land at least 5 minutes before the stated emergency aircraft ETA or hold until the emergency is terminated.

12.3.3. When an emergency aircraft reaches a point 5 minutes to fly or 10 flying miles from the runway (whichever occurs first), ATC shall suspend all departures, full-stop arrivals and touch-and-go approaches, unless directed otherwise by the SOF.

12.3.3.1. Low approaches are permitted before the emergency aircraft arrives, as long as wake turbulence will not adversely affect the emergency aircraft. Restricted low approaches are permitted after the arrival (see **paragraph 3.9**).

12.3.3.2. ATC shall direct aircraft to hold their position when emergency vehicles are responding or repositioning on the airfield. ATC may resume taxiing aircraft with approval from the Incident Commander (IC)/Fire Department.

12.3.4. During in-flight emergencies military aircraft inbound to Beale may request frequency 269.6. This frequency will be used by Northern California TRACON and Beale Tower to provide the emergency aircraft a single frequency approach. When

approved by the appropriate ATC facility, the SOF may use the frequency to communicate with the emergency aircraft.

12.4. Emergency Termination. Only the IC will terminate the emergency and will notify ATC. ATC will relay the emergency termination time to AMOPS.

12.5. Runway Check Following Emergencies.

12.5.1. Runway operations will normally be suspended when an emergency aircraft touches down and shall not be resumed until AMOPS has inspected the landing area and declared runway operations resumed. However if the SOF waives the FOD check, do not suspend runway operations and refer to para 12.5.2. below.

12.5.2. The SOF may waive requirement for runway inspection for 9 RW aircraft following an emergency if, in his/her judgment, a FOD check is unnecessary. In such case, SOF assumes responsibility for runway FOD condition until the next runway inspection is conducted. SOF waivers of the check will be entered in the AF Form 3616.

12.6. Visual Check of Emergency Aircraft. Pilots will normally fly a low pass at 500' AGL, offset between the control tower and the runway. At night, personnel may be positioned near the approach/strobe lights. When a U-2 Mobile is inspecting while in chase, the U-2 low pass will be over the runway at or above 10' AGL. RQ-4 Mobiles will not chase U-2s, but may provide visual inspection from a stationary vehicle clear of the runway. RQ-4 aircraft are restricted from performing a visual check fly-by.

12.7. Emergency Locator Transmitter Activation.

12.7.1. An "active" Emergency Locator Transmitter (ELT) is one that signal is received outside the authorized test window (the first 5 minutes of each hour for no more than 3 audio sweeps).

12.7.2. Report active ELT signals to the nearest ATC facility. Include the frequency and a description of the signal (strong, weak, intermittent, continuous, etc.).

12.7.2.1. ATC will forward reports to AMOPS and Northern California TRACON.

12.7.2.2. ATC will report termination time to AMOPS when ELT is no longer heard. AMOPS will notify Aircrew Life Support, Survival Equipment, Physiological Support Squadron, and Aero Club (if transmission is on 121.5).

12.7.3. Agencies shall notify AMOPS when the search has been completed. AMOPS will notify ATC.

12.8. Hot Brakes.

- 12.8.1. Hot brakes areas are on Taxiways B and E for Runways 33 and 15, respectively. If hot brakes are confirmed or suspected, the pilot will notify ground control.
- 12.8.2. RQ-4 aircraft will exit at Taxiway "C" or "D", if able, before ground support personnel have an opportunity to confirm hot brakes. If unable to exit the runway, coordination is required to confirm hot brakes on the runway prior to towing. If hot brakes are confirmed, the aircraft will remain on the taxiway or runway until cleared by the IC to continue taxi or towing.

12.9. Hung Ordnance. Aircraft unable to drop hung ordnance will be parked on the South side of Taxiway E no closer than 48' from other aircraft, heading 170 degrees. AMOPS will close Taxiway E until EOD declares the area safe.

12.10. External Stores Jettison.

- 12.10.1. **Emergency Jettison.** If safe flight cannot continue to the designated jettison area and the pilot determines that immediate jettison is required, pilot judgment will determine the action taken. In either case, any external stores jettison constitutes an emergency. The procedures of this section apply to use of the designated jettison area.
- 12.10.2. **VFR Conditions.** ATC will hold taxiing aircraft until the drop is completed. ATC will visually scan the jettison area for personnel or equipment.
 - 12.10.2.1. AMOPS will request that 9 SFS close Gavin-Mandry Road from N Street to the main gate. 9 SFS will notify AMOPS when this area is clear of traffic.
 - 12.10.2.2. Aircraft should maintain at or above 2,000' MSL until commencing jettison pass.
 - 12.10.2.3. The jettison pass should be offset to the right of Runway 15, at or above 700' MSL. The aircraft should avoid overflying populated areas. The target is the grassy area west of the overrun.
 - 12.10.2.4. Runway operations are automatically suspended following the jettison until AMOPS has completed a runway FOD check.
- 12.10.3. **IFR Conditions.** Contact Northern California TRACON for vectors to the IFR drop zone at the SUU 188/020 DME (Northwest corner of Suisun Bay).

12.11. Controlled Bailout. The controlled bailout area is established to provide safe terrain for recovery and to expedite search efforts. Bailout should be accomplished flying outbound on the BAB 057 radial, as close as possible to 3 DME. This location is approximately $\frac{3}{4}$ NM Northwest of the circular water reservoir.

12.12. Evacuation Of Airfield Operations Flight Facilities.

12.12.1. ATC Evacuation. See 9 OSS/OSAT OI 13-204, *Beale Tower Operations Instructions* for detailed procedures.

12.12.1.1. The Base Civil Engineer has determined that the control tower wind limitation is 90 miles per hour or 78 knots. All personnel will evacuate the control tower when wind gusts reach or are forecasted to reach 50 knots.

12.12.1.2. If evacuating because of a fire or bomb threat, all personnel will move to the AMOPS building 1060, and await further instructions.

12.12.1.3. Time permitting, the Tower Watch Supervisor will accomplish the following actions before evacuating:

12.12.1.3.1. Activate primary crash alarm system.

12.12.1.3.2. Notify Northern California TRACON.

12.12.1.3.3. Broadcast the following on appropriate ATC frequencies: "ATTENTION ALL AIRCRAFT, BEALE TOWER IS EVACUATING. ALL AIRCRAFT CONTACT NORCAL APPROACH FOR FURTHER INSTRUCTIONS. ALL TAXIING AIRCRAFT, TAXI TO PARKING." If bomb threat, add, "MAINTAIN 1,000' CLEARANCE FROM THE CONTROL TOWER."

12.12.1.4. No alternate ATC facility exists.

12.12.2. AMOPS Evacuation. If time permits, AMOPS will activate the SCN and pass the following information: "AIRFIELD MANAGEMENT AND WEATHER ARE EVACUATING DUE TO (Reason) AND WILL RELOCATE TO (Location)". AMOPS will evacuate to the Radar, Airfield, and Weather Systems facility (bldg. 1032) IAW facility instructions. The SCN will be replaced by conference call.

12.13. Hydrazine Emergencies. U-2s and F-16s contain hydrazine. If leaked, the toxin might first be detected by an ammonia scent in the air. Evacuate immediately to at least 100' upwind or 500' downwind. Refer to BAFBI 21-180, Hydrazine Response Procedures.

12.14. Hung Pogo Procedures. The pilot shall declare an emergency. If the pogo falls free, the emergency may be terminated and the sortie may continue.

12.14.1. VFR Conditions. Maintain VFR, climb to at or above 1,100' MSL while maneuvering to the drop zone. Avoid flying over populated areas. Maintain at or above 1,100' MSL and fly 800' offset west of the runway between the runway and the main gate to attempt to dislodge the pogo IAW U-2 Flight Manual procedures

and Inflight Guide procedures. When practicing hung pogo procedures, coordinate with ATC.

12.14.2. IFR Conditions. If weather precludes VFR flight, coordinate with ATC to remain clear of populated areas and fly an instrument approach to a full-stop straight ahead on the runway. Aircraft will dump fuel prior to the approach to preclude landing heavyweight.

12.15. Airborne Lost Communications.

12.15.1. Pilots requesting emergency handling will squawk 7700. If experiencing lost communications but not declaring an emergency, squawk 7600 and take action in accordance with the FAA Aeronautical Information Manual (AIM). Controllers shall provide emergency handling to code 7700 aircraft and NORDO non-emergency service to code 7600 aircraft.

12.15.2. The preferred local No Radio (NORDO) procedure, if in VFR conditions, is to fly an overhead pattern with offset initial and rock the wings. Always look for light gun signals if lost communication is suspected on the airport or within tower-controlled airspace.

12.15.3. An RQ-4 with radio failure that is communicating with ATC via telephone must receive priority handling. ATC shall suspend arrivals and departures until the RQ-4 lands.

12.16. RQ-4 Lost Link Procedures (C1). RQ-4 aircraft will automatically squawk 7600, fly the pre-planned profile and land. The pilot may still have radio communication with ATC. The pilot will use radio and/or land lines to provide ATC situational awareness and preplanned routing but will be unable to change the pre-set profile or command a go-around.

12.17. Hung Flare Procedures.

12.17.1. If an aircraft has suspected hung flares, the pilot will notify ATC and declare an emergency. If the aircraft exited at Taxiway B or C, tower will direct a back-taxi on the runway to exit Taxiway D or E and proceed to the hung flare area on Taxiway M (see **Attachment 22**). **Note:** If Taxiway Mike is not available (i.e. nighttime, closed for repairs, in use by other aircraft), the hazardous cargo spot on Taxiway Foxtrot will be used."

12.17.2. Once the aircraft is within the Taxiway M revetments, aim the flare toward the South berm. Establish a 600' cordon around the aircraft IAW DESR 6055.09_AFMAN 91-201, *Explosives Safety Standards*. Aircrew will remain inside the aircraft until the flare is declared safe.

12.18. RQ-4 Termination Procedures. Any time the pilot deems the RQ-4 incapable of continued flight, successful divert, landing, or safety is jeopardized, it may be desirable to terminate (crash) the aircraft at the pre-planned location. Pilots will direct the aircraft towards a 0.5 nm radius area located at the BAB 067 radial 1.7 DME to the extent possible (Attachment 15). ATC will clear the airspace enroute to the crash point and assist in post-crash response.

HEATHER A. FOX, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

9 OG/NCT, *Coordination and Control Procedures*, 07 May 2020
 9 OG/NCT, *RQ-4 Coordination and Control Procedures*, 08 October 2020
 9 OSS/OSA OI 13-204, *Airfield Operations Coordination and Procedures*, 10 April 2017
 9 OSS/OSAA OI 13-204, *Airfield Management Operating Instruction*, 1 August 2015
 9 OSS/OSAT OI 13-204, *Beale Tower Operations Instructions*, 19 June 2019
 9 OSS/9 CES, *Airfield Support Agreement*, 15 January 2017
 14 CFR Part 77, *Safe, Efficient Use and Preservation of Navigable Airspace*
 AFI 10-1001, *Civil Aircraft Landing Permits*, 22 August 2018
 AFI 11-2-KC-135, *KC-135 Flying Operations*, 19 February 2013
 AFI 11-418, *Operations Supervision Beale AFB Supplement*, 10 October 2018
 AFI 13-213, *Airfield Driving*, 02 October 2017
 AFMAN 11-202, Vol 2, *Flight Operations*, 09 June 2020
 AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 05 April 2019
 AFMAN 13-204, Vol 1, *Management of Airfield Operations*, 21 July 2020
 AFMAN 13-204, Vol 2, *Airfield Management*, 21 July 2020
 AFMAN 13-204, Vol 3, *Air Traffic control*, 21 July 2020
 AFTTP 3-3.22.B, *Air Force Tactics Techniques and Procedures-Aircraft Combat Fundamentals for KC-135 Aircraft*
 BAFBI 13-213, *Airfield Driving*, 10 March 2017
 BAFBI 21-101, *Aircraft and Equipment Maintenance Management*, 9 January 2012
 BAFBI 21-180, *Hydrazine Response Procedures*, 14 June 2017
 Beale AFB Plan 13-2, *Aircraft Master Parking Plan*, 17 March 2019
 Beale AFB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH)*, October 2019
 Beale AFB OPLAN 84-12, *Rebound Echo Support*, 27 September 2013
 DESR 6055.09_AFMAN 91-201, *Explosives Safety Standards*, 28 May 2020
 FAAOJ 7110.65, *Air Traffic Control*, 15 August 2019
 FAA Aeronautical Information Manual, 15 August 2019
 Technical Order T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*
 Technical Order 1-1C-1-3, *KC-135 Flight Crew Air Refueling Procedures*
 Unified Facilities Code 3-260-01, *Airfield and Heliport Planning and Design Criteria*

Adopted Forms

FAA form 7460-1, *Notice of Proposed Construction or Alteration*
 DD Form 2400, *Civil Aircraft Certificate of Insurance*
 DD Form 2401, *Civil Aircraft Landing Permit*
 DD Form 2402, *Civil Aircraft Hold Harmless Agreement*
 DD Form 1801, *DoD International Flight Plan*
 AF Form 847, *Recommendation for Change of Publication*
 AF Form 3616, *Daily Record of Facility Operation*

Abbreviations and Acronyms

AFI—Air Force Instruction
AFM—Airfield Manger
AFMAN—Air Force Manual
AFPD—Air Force Policy Directive AGL—Above Ground Level
AIM—Aeronautical Information Manual
AFRIMS—Air Force Records Information Management System
ALSF—Approach Lighting System with Sequenced Flashing Lights
AM—Airfield Management
AMC—Air Mobility Command
AMOPS—Airfield Management Operations AP—Area Planning
AOB—Airfield Operations Board
AOF/CC—Airfield Operations Flight Commander
AOR—Area of Responsibility
ARTCC—Air Route Traffic Control Center
ATC—Air Traffic Control
ATCAA—Air Traffic Assigned Airspace
ATCALs—Air Traffic Control and Landing Systems
ATIS—Automatic Terminal Information Service
BAB—Beale Air Force Base
BAFB—Beale Air Force Base
BASH—Bird/Wildlife Aircraft Strike Hazard
BQ—Basic Qualification
BWC—Bird Watch Condition
CAT—Category
CC—Commander
CENTCOM—Central Command
CMA—Controlled Movement Area
COA—Certificate of Authorization
COCOM—Combatant Command
CV—Vice Commander
DD Form—Department of Defense Form
DoD—Department of Defense
DSN—Defense Switching Network
DV—Distinguished Visitor
ELT—Emergency Locator Transmitter
EOD—Explosive Ordinance Disposal
EP—Emergency Procedure
ETA—Estimated Time of Arrival
EWO—Emergency War Order
FAA—Federal Aviation Administration
FAR—Federal Aviation Regulation
FCF—Functional Check Flight
FLIP—Flight Information Publication
FOD—Foreign Object Damage

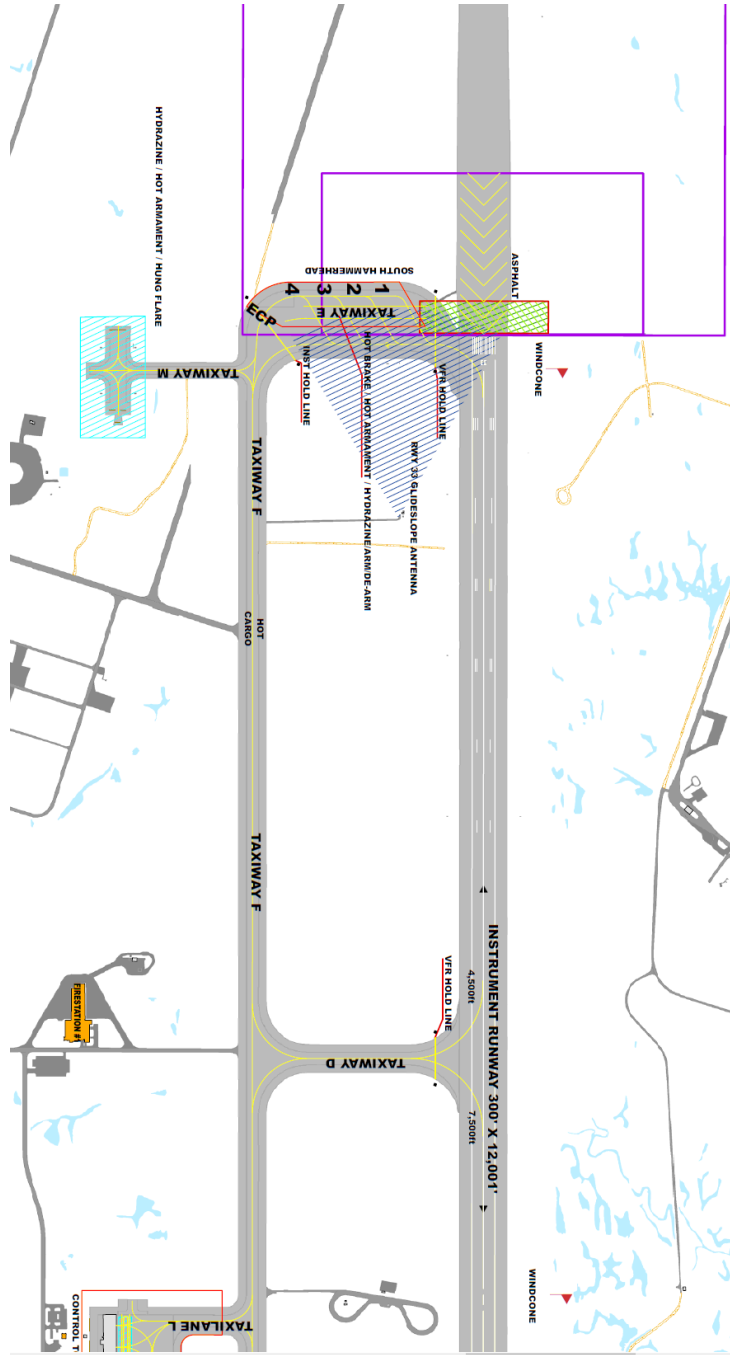
GH-HH—Global Hawk Hammerhead
GH-S—Global Hawk South
HCP—Hazardous Cargo Pad
HHQ—Higher Headquarters
HIRL—High Intensity Runway Lights
IAP—Initial Approach Point
IAW—In Accordance With
IC—Incident Commander
IFE—In-Flight Emergency
IFF—Identification Friend or Foe
IFG—Inflight Guide
IFR—Instrument Flight Rules
ILS—Instrument Landing System
INST—Instrument or Instrument Hold Line
JCS—Joint Chiefs of Staff
LMR—Land Mobile Radio
LOA—Letter of Agreement
LRE—Launch and Recover Element
MAJCOM—Major Command
MARE—Major Accident Response Exercise
MGRS—Military Grid Reference System
MOA—Military Operations Area
MOC—Maintenance Operations Center
MSL—Means Sea Level
NAOC—National Airborne Operations Center
NAS—National Airspace System
NAVAID—Navigational Aid
NCT—Northern California TRACON
NGA—National Geospatial-Intelligence Agency
NM—Nautical Mile
NORDO—No Radio
NOTAM—Notice to Airmen
O&BT—Out & Back Training
OBO—Official Business Only
OG—Operations Group
OPLAN—Operations Plan
OPCON—Operational Control
ORE—Operational Readiness Exercise
ORI—Operational Readiness Inspection
OSS—Operations Support Squadron
OT&E—Operational Test & Evaluation
PAPI—Precision Approach Path Indicator
PAVE PAWS—Precision Acquisition Vehicle Entry Phased Array Warning System
PCAS—Primary Crash Alarm System
POFZ—Precision Obstacle Free Zone
PPR—Prior Permission Required

RCR—Runway Condition Reading
RGA—Rotation-and-Go-Around
RSC—Runway Surface Condition
RSRS—Reduced Same Runway Separation
RW—Reconnaissance Wing
RWY—Runway
SAC—Sacramento VORTAC
SCN—Secondary Crash Net
SFL—Sequenced Flashing Lights
SFO—Simulated Flame Out
SIF—Selected Identification Feature
SII—Special Interest Item
SM—Statue Mile
SOF—Supervisor of Flying
STARS—Standard Terminal Automation Replacement System
TACAN—Tactical Air Navigation
TRACON—Terminal Radar Approach Control
UFC—Unified Facilities Criteria
UHF—Ultra High Frequency
USAF—United States Air Force
VFR—Visual Flight Rules
VMC—Visual Meteorological Condition
VORTAC—Very High Frequency Omni-Directional Radio Range Tactical Air Navigation Aid

Attachment 2

AIRFIELD DIAGRAM (SOUTH)

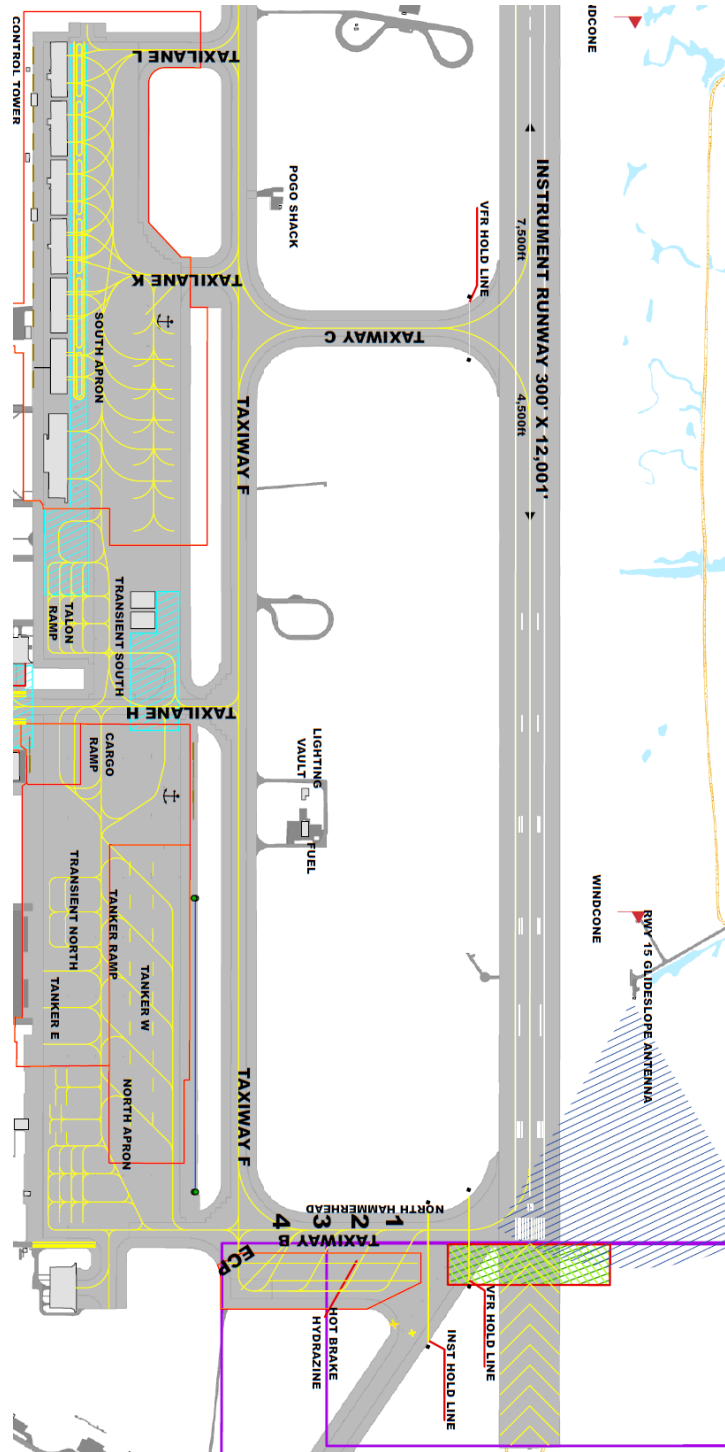
Figure A2.1. Airfield Diagram South



Attachment 3

AIRFIELD DIAGRAM (NORTH)

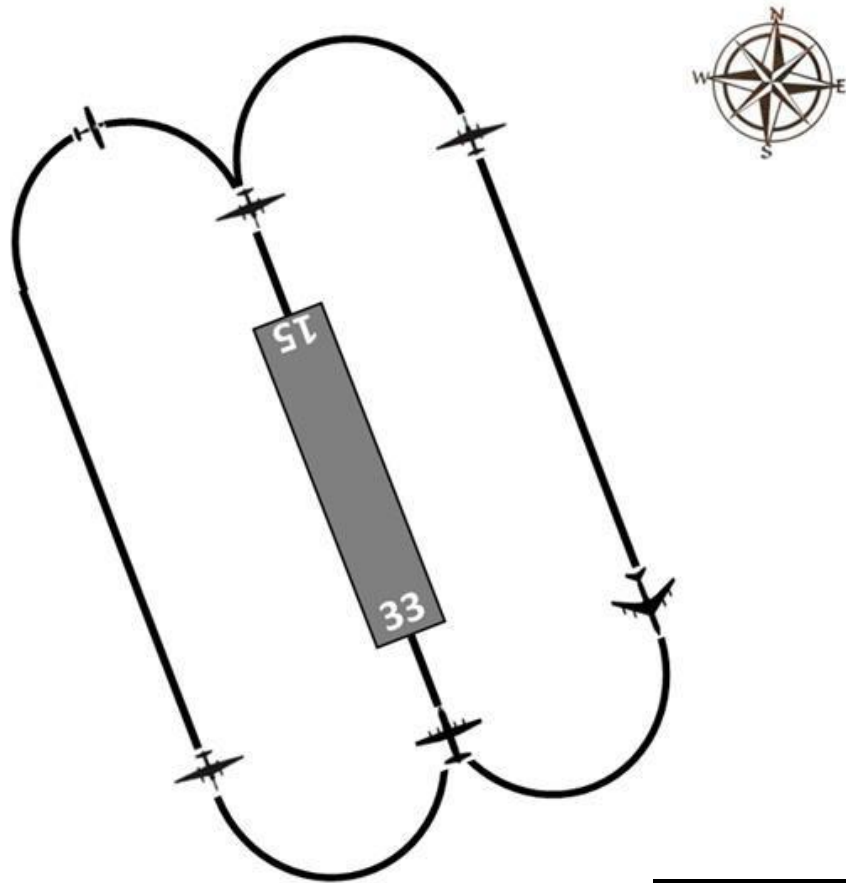
Figure A3.1. Airfield Diagram North.



Attachment 4

U-2 & TRANSIENT NONFIGHTER-TYPE CLOSED TRAFFIC PATTERN

Figure A4.1. U-2 & Transient Nonfighter-type Closed Traffic Pattern.



Not to scale

RUNWAY	ALTITUDE	DIRECTION
15	1,100' MSL	Left/East
33	1,100' MSL	Right/East

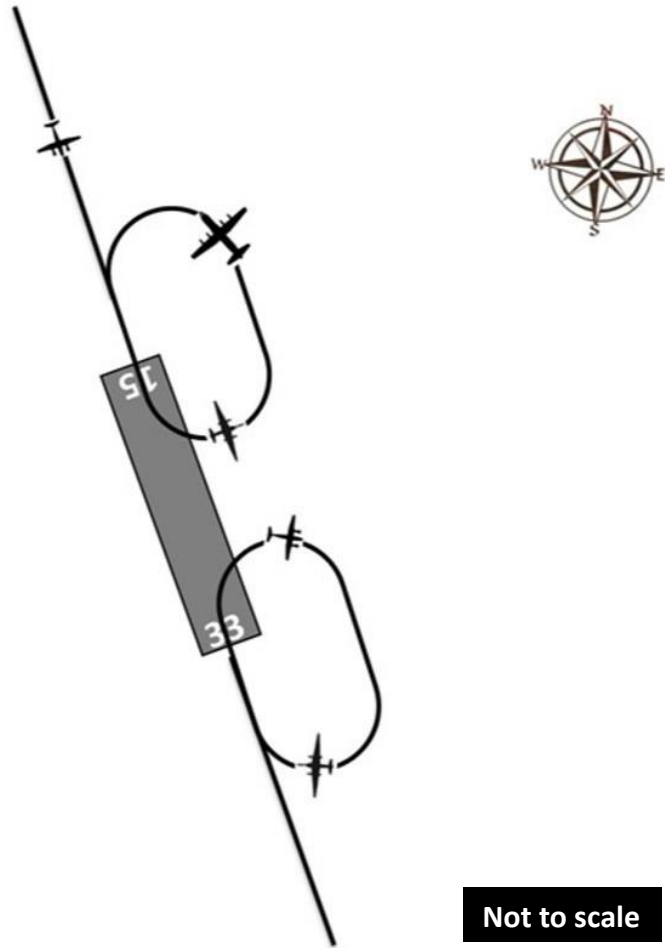
NOTES

- Standard traffic will be flown East of runway
- West traffic authorized when approved by ATC

Attachment 5

U-2 & TRANSIENT NONFIGHTER-TYPE OVERHEAD TRAFFIC PATTERN.

Figure A5.1. U-2 & Transient Nonfighter-type Overhead Traffic Pattern.



RUNWAY	ALTITUDE	DIRECTION
15	1,600' MSL	Left/East
33	1,600' MSL	Right/East

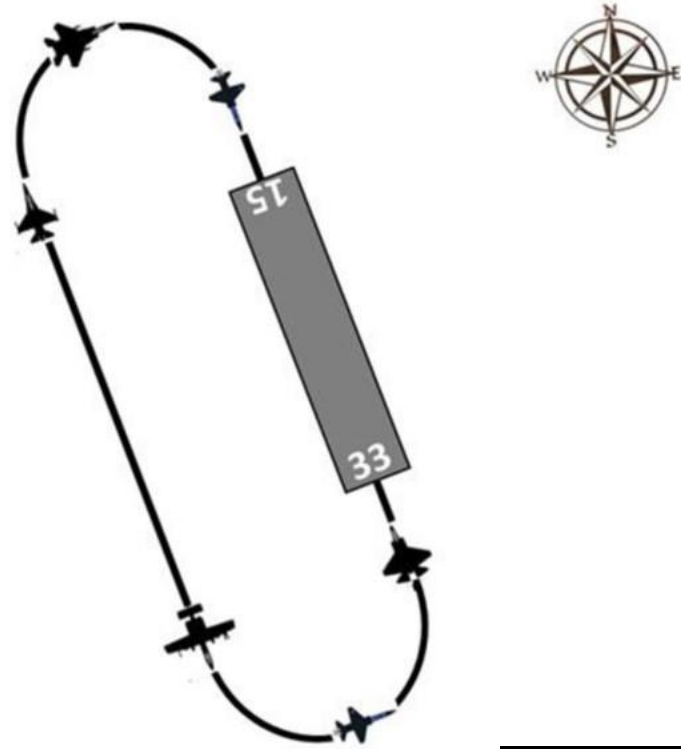
NOTES

- Standard traffic will be flown East of runway
- U-2s may fly this pattern at 1,100' MSL with ATC approval
- West traffic authorized when approved by ATC

Attachment 6

T-38/FIGHTER-TYPE CLOSED TRAFFIC PATTERN

Figure A6.1. T-38/fighter-type Closed Traffic Pattern.



Not to scale

RUNWAY	ALTITUDE	DIRECTION
15	2,100' MSL	Right/West
33	2,100' MSL	Left/West

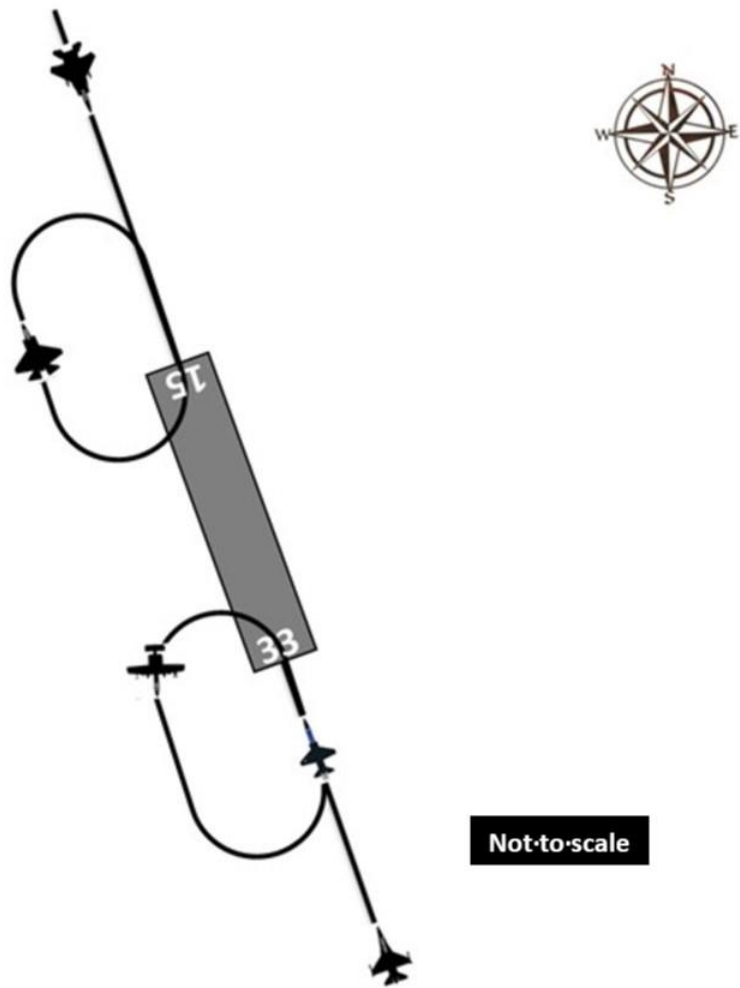
NOTES

- Standard traffic will be flown West of runway
- East traffic and/or 1,600' MSL pattern authorized when approved by ATC

Attachment 7

T-38/FIGHTER-TYPE OVERHEAD TRAFFIC PATTERN

Figure A7.1. T-38/fighter-type Overhead Traffic Pattern.



RUNWAY	ALTITUDE	DIRECTION
15	2,100' MSL	Right/West
33	2,100' MSL	Left/West

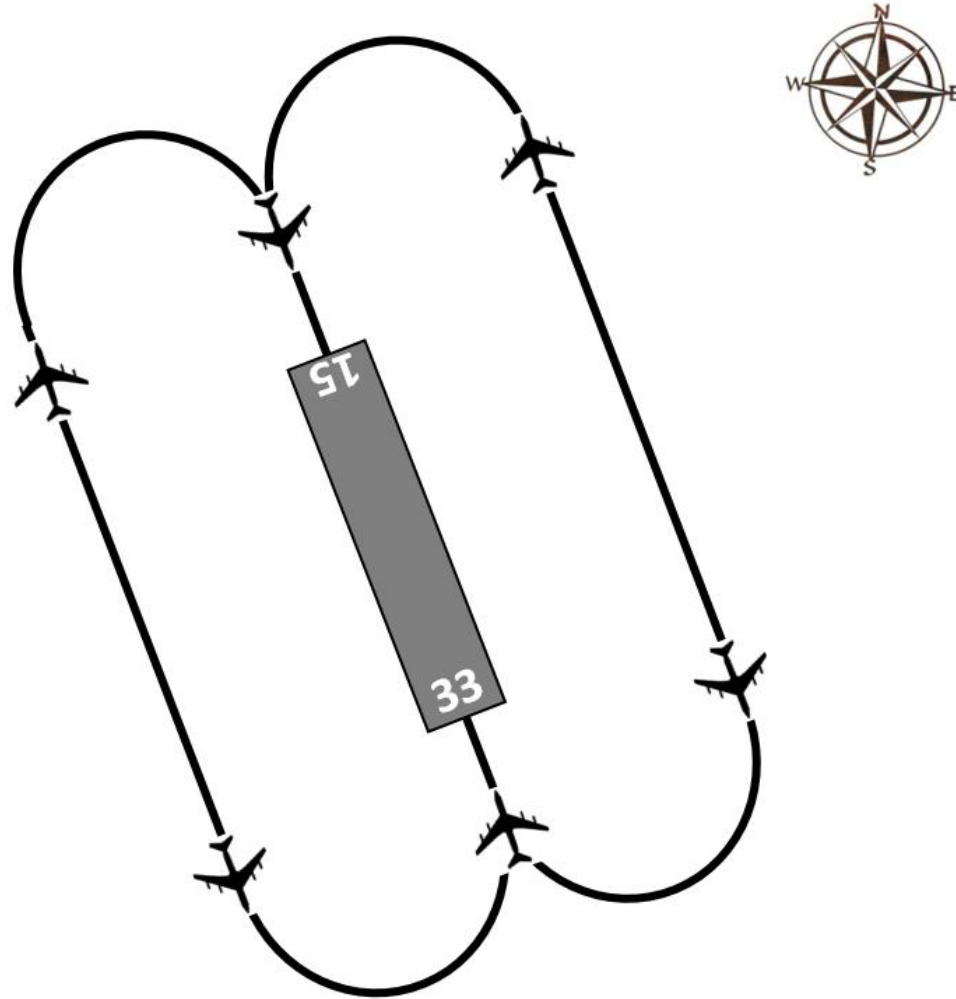
NOTES

- Standard traffic will be flown West of runway
- East traffic and/or 1,600' MSL pattern authorized when approved by ATC

Attachment 8

KC-135 CLOSED TRAFFIC PATTERN

Figure A8.1. KC-135 Closed Traffic Pattern.



Not to scale

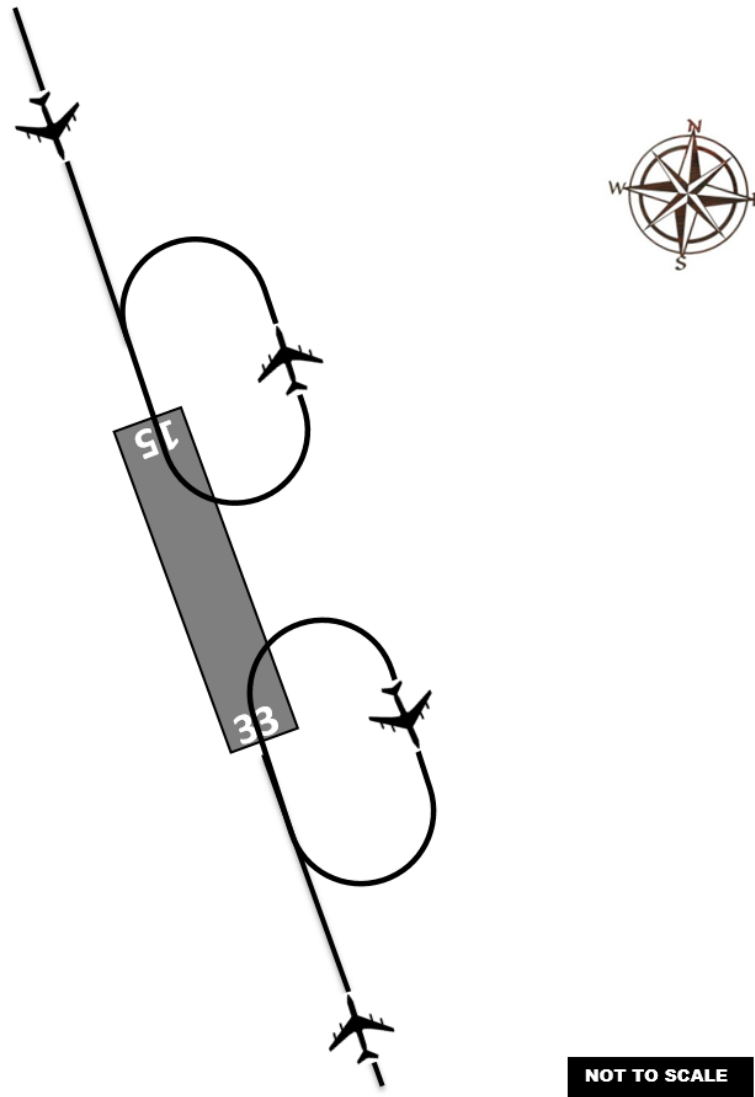
RUNWAY	ALTITUDE	DIRECTION
15	1,600' MSL	Left/East
33	1,600' MSL	Right/East

NOTE: West traffic and/or 2,100' MSL pattern authorized when approved by ATC

Attachment 9

KC-135 OVERHEAD TRAFFIC PATTERN

Figure A9.1. KC-135 Overhead Traffic Pattern.



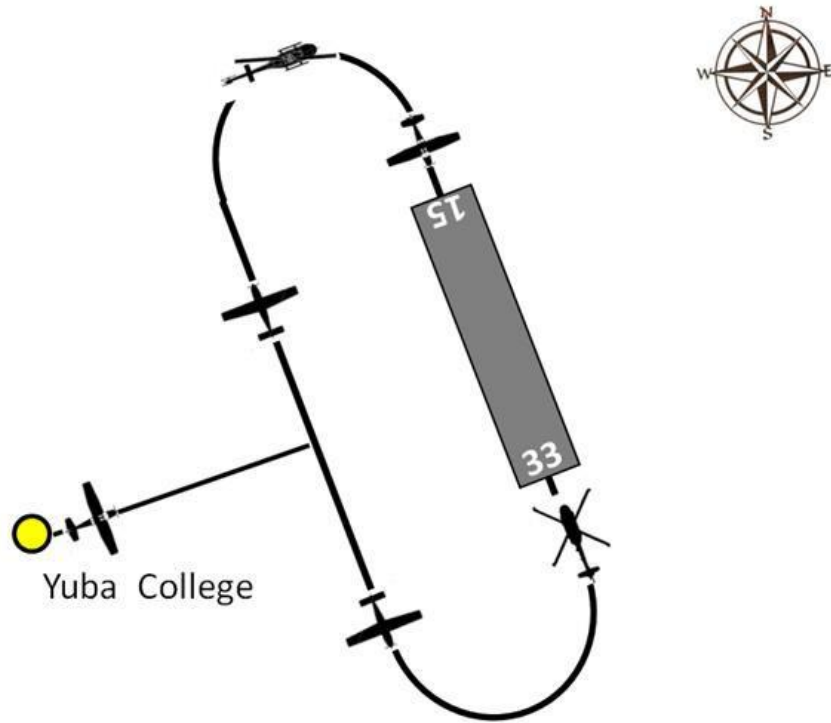
RUNWAY	ALTITUDE	DIRECTION
15	2,100' MSL	Left/East
33	2,100' MSL	Right/East

NOTE: West traffic and/or 1,600' MSL pattern authorized when approved by ATC

Attachment 10

HELICOPTER/AERO CLUB TRAFFIC PATTERN

Figure A10.1. Helicopter/Aero Club Traffic Pattern.



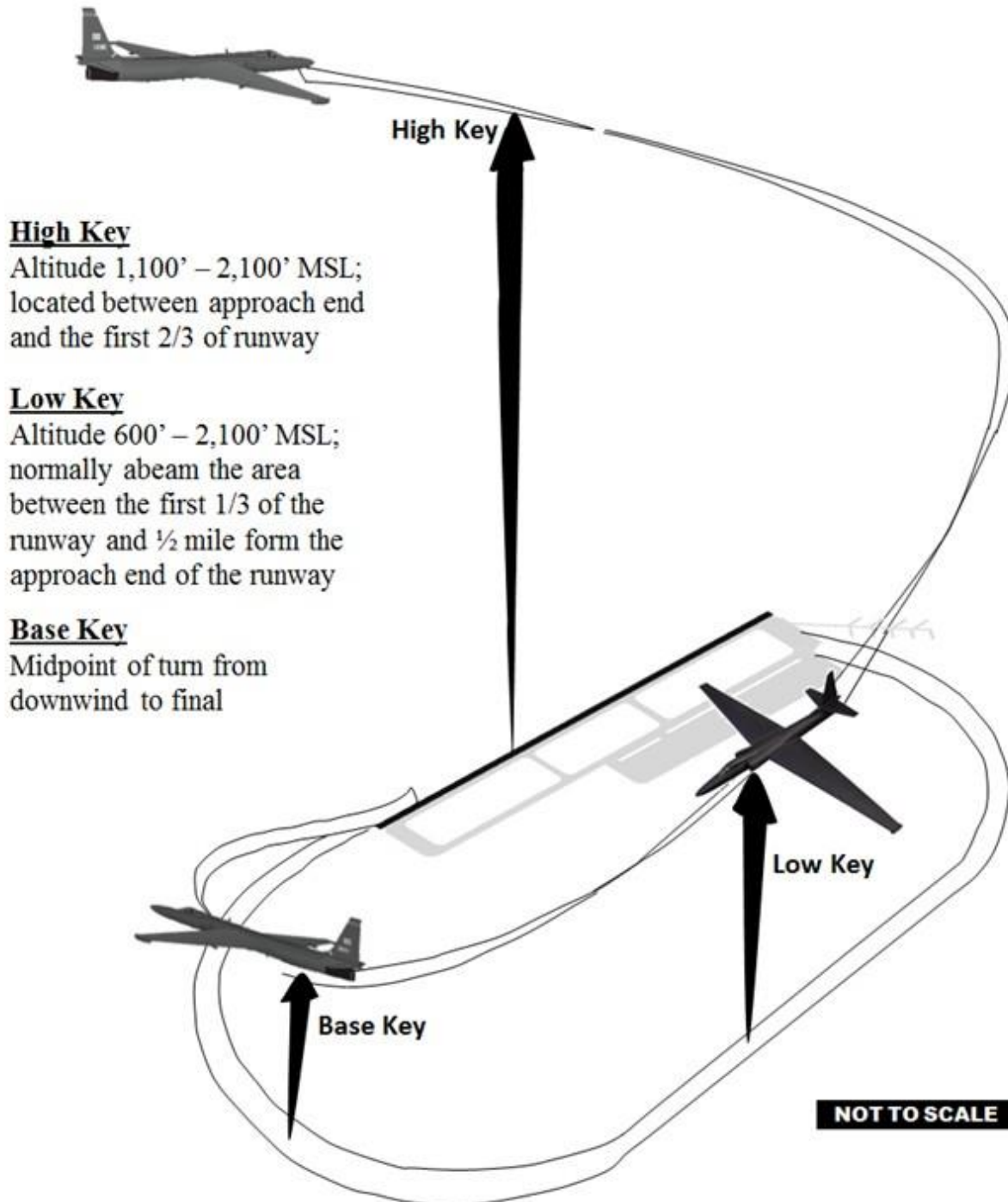
Not to scale

- NOTES**
- Contact Beale Tower (119.4) over Yuba College at 1,100' MSL
 - Enter right downwind for Runway 15
 - Enter left downwind for Runway 33

Attachment 11

U-2 SIMULATED FLAMEOUT PATTERN

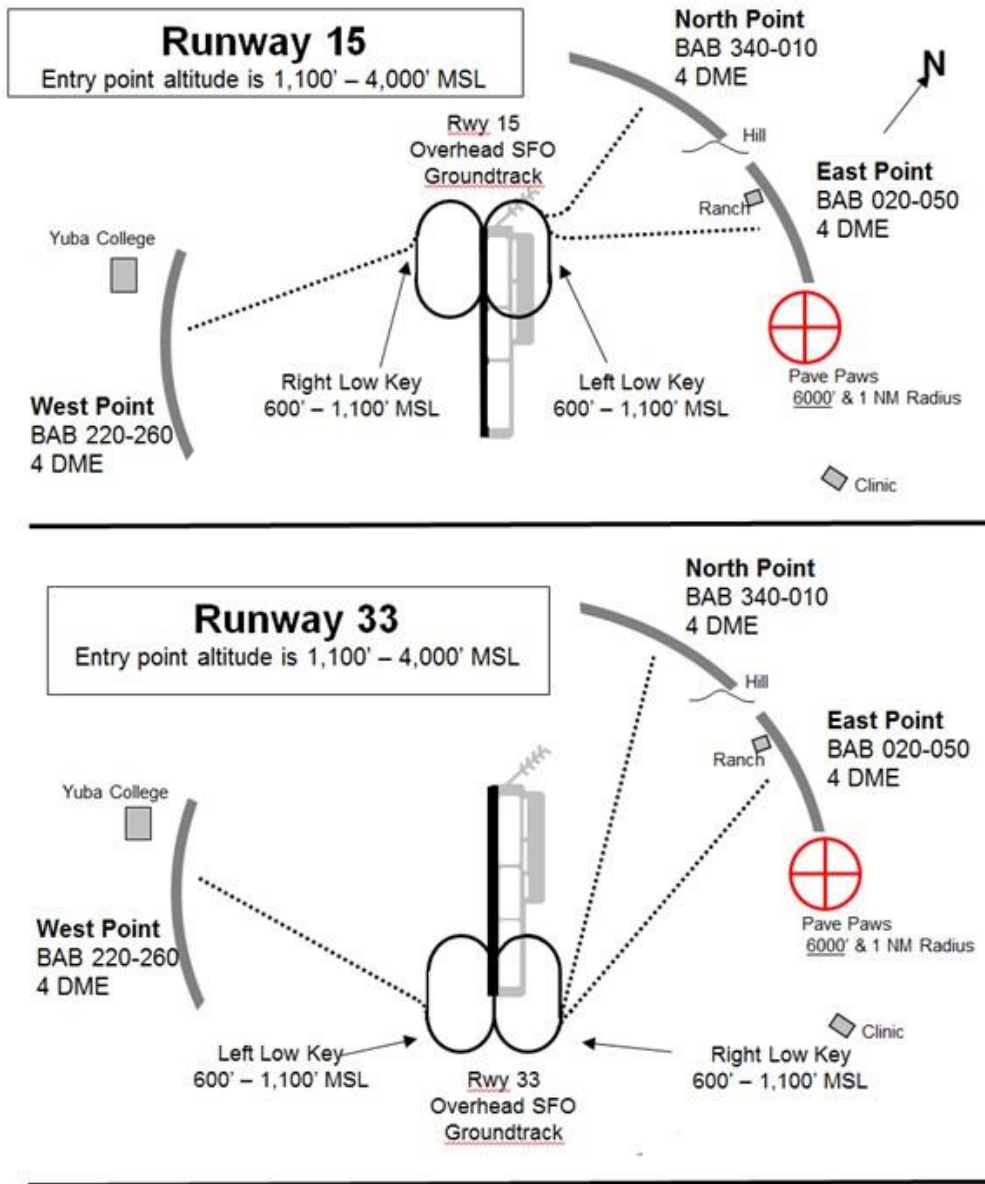
Figure A11.1. U-2 Simulated Flameout Pattern.



Attachment 12

U-2 SIMULATED FLAMEOUT ALTERNATE ENTRY PROCEDURES

Figure A12.1. U-2 Simulated Flameout Alternate Entry Procedures.

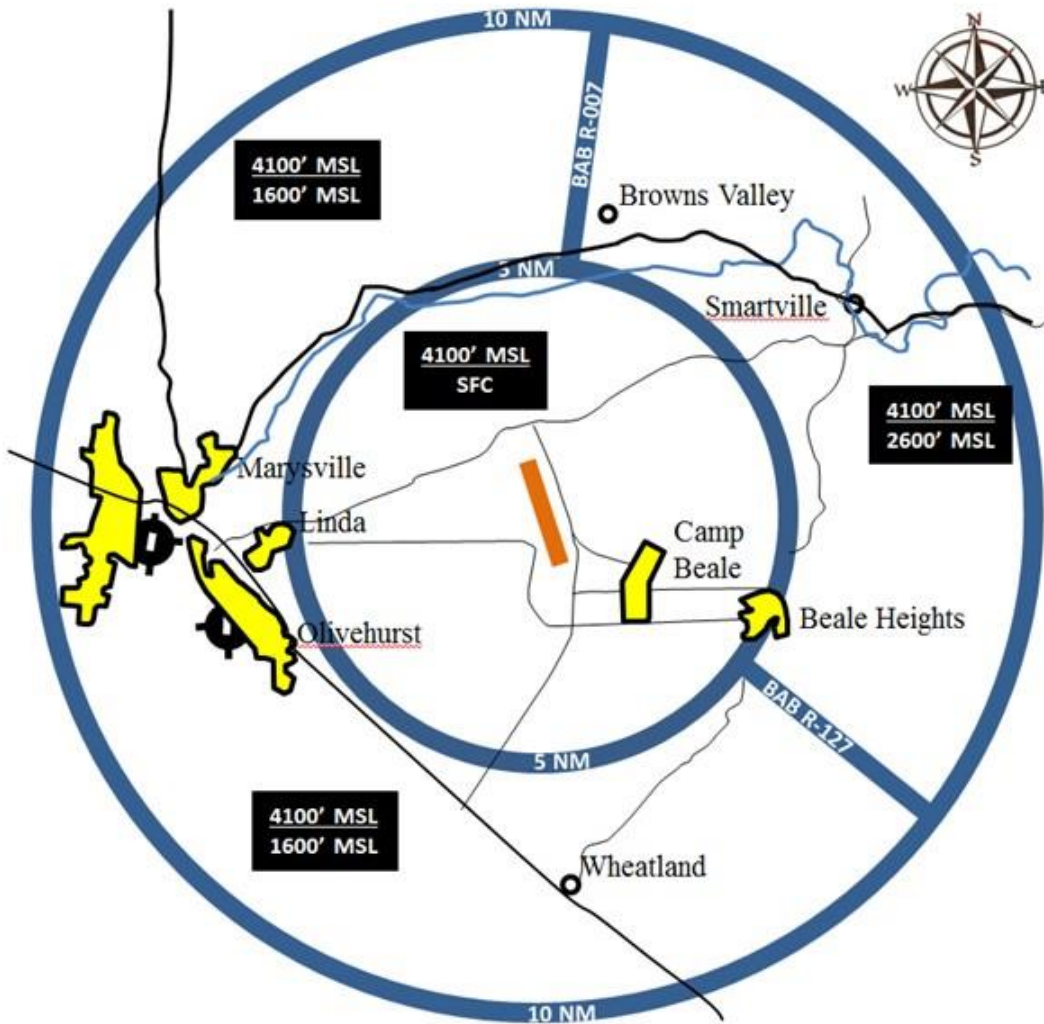


Make your request with tower "CALL SIGN, REQUEST (Entry Point), at (Altitude)." Remain at or below 2,100' MSL and within 5 DME until cleared otherwise. When inbound report "CALL SIGN, (Entry Point), inbound for LOW KEY." Proceed direct to LOW KEY. Request deviations with Tower. Do not cross runway centerline unless cleared by Tower.

Attachment 13

CLASS C AIRSPACE

Figure A13.1. Class C Airspace.



Attachment 14

CARGO/DEPLOYMENT PROCESSING AREA

Figure A14.1. Cargo/Deployment Processing Area.



Attachment 15

RQ-4 TERMINATION POINT

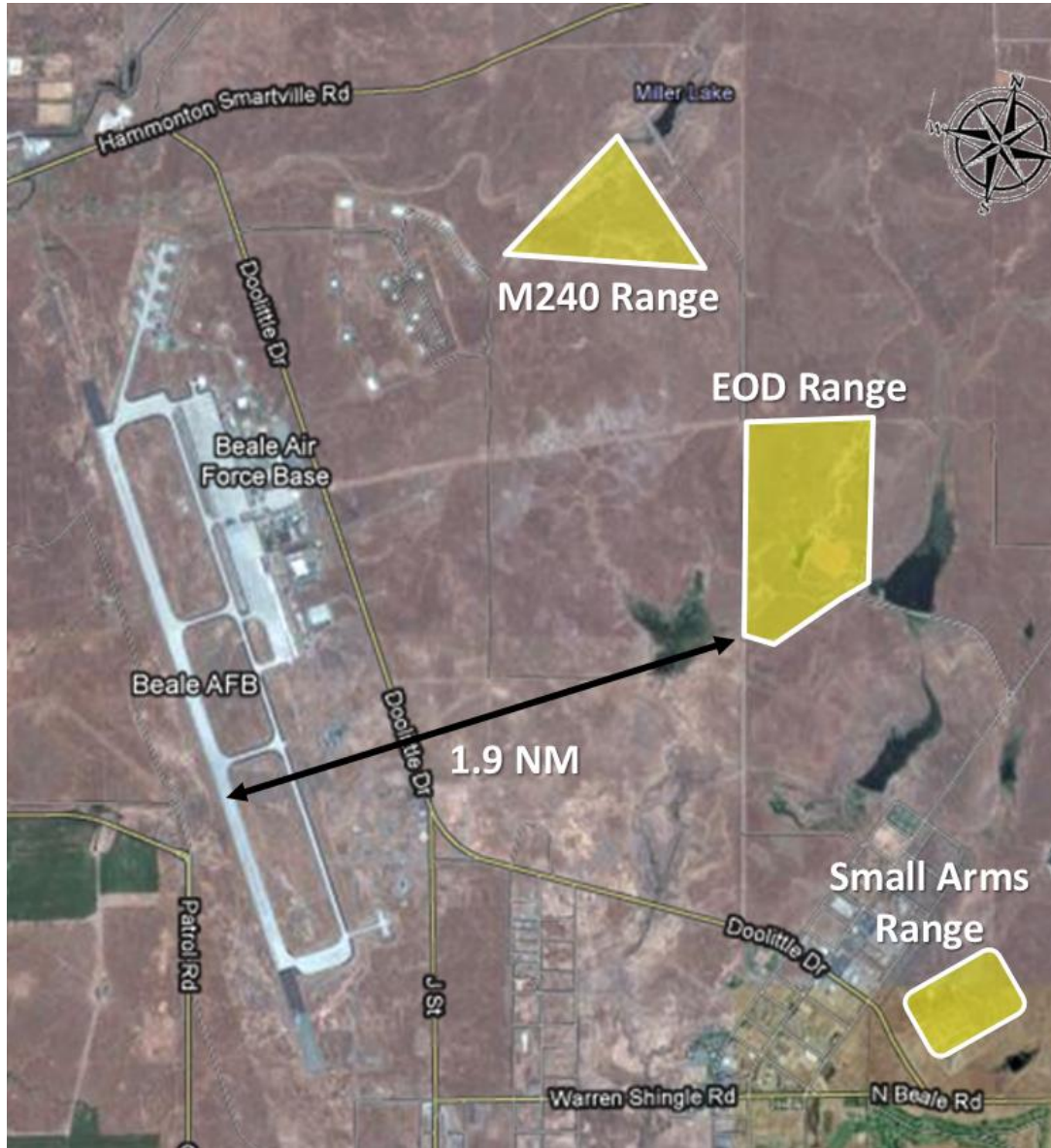
Figure A15.1. RQ-4 Termination Point.



Attachment 16

MACHINE GUN/EXPLOSIVE ORDNANCE DISPOSAL RANGE

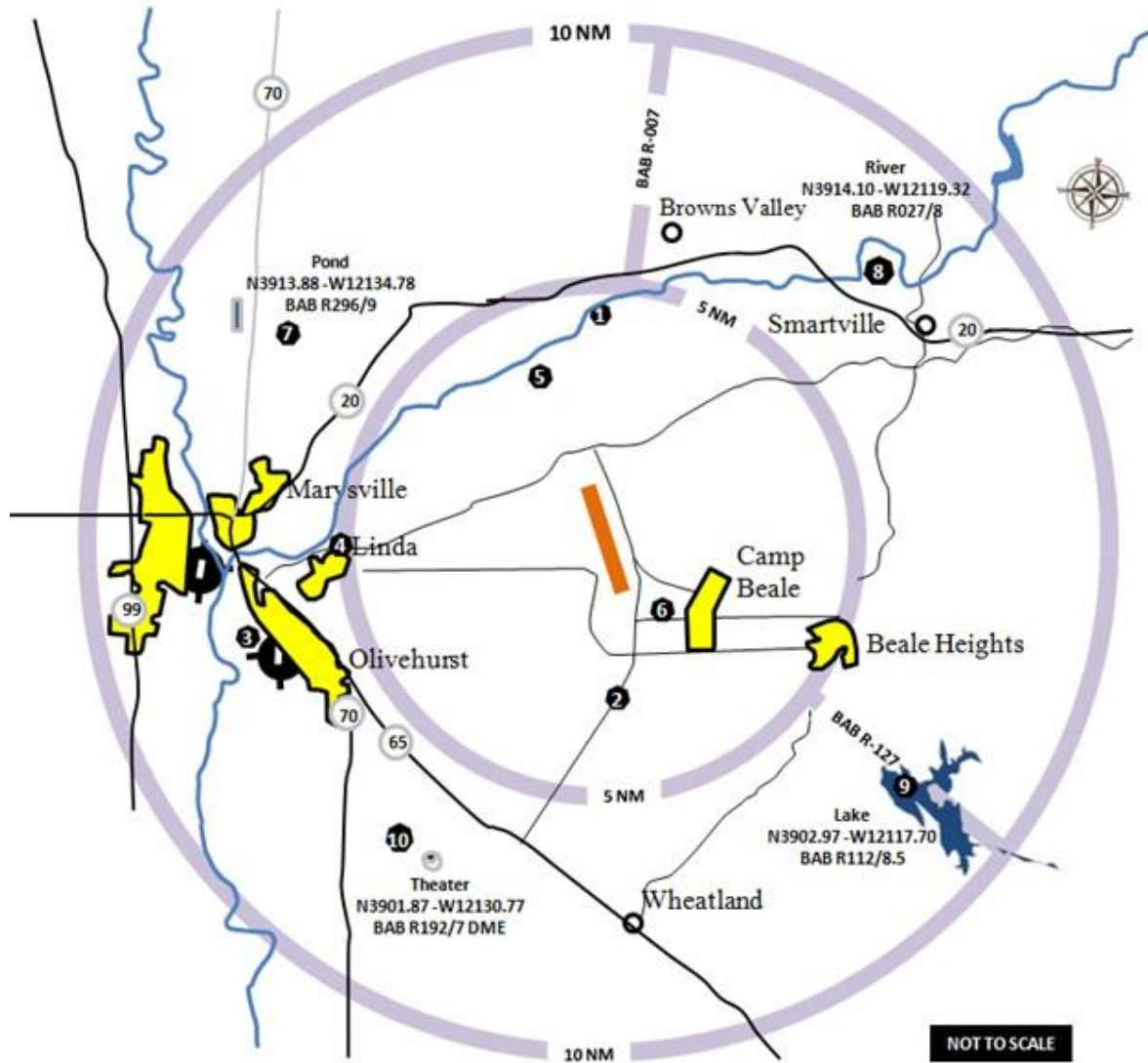
Figure A16.1. Machine Gun/Explosive Ordnance Disposal Range.



Attachment 17

VFR REPORTING/REFERENCE POINTS

Figure A17.1. VFR Reporting/Reference Points.

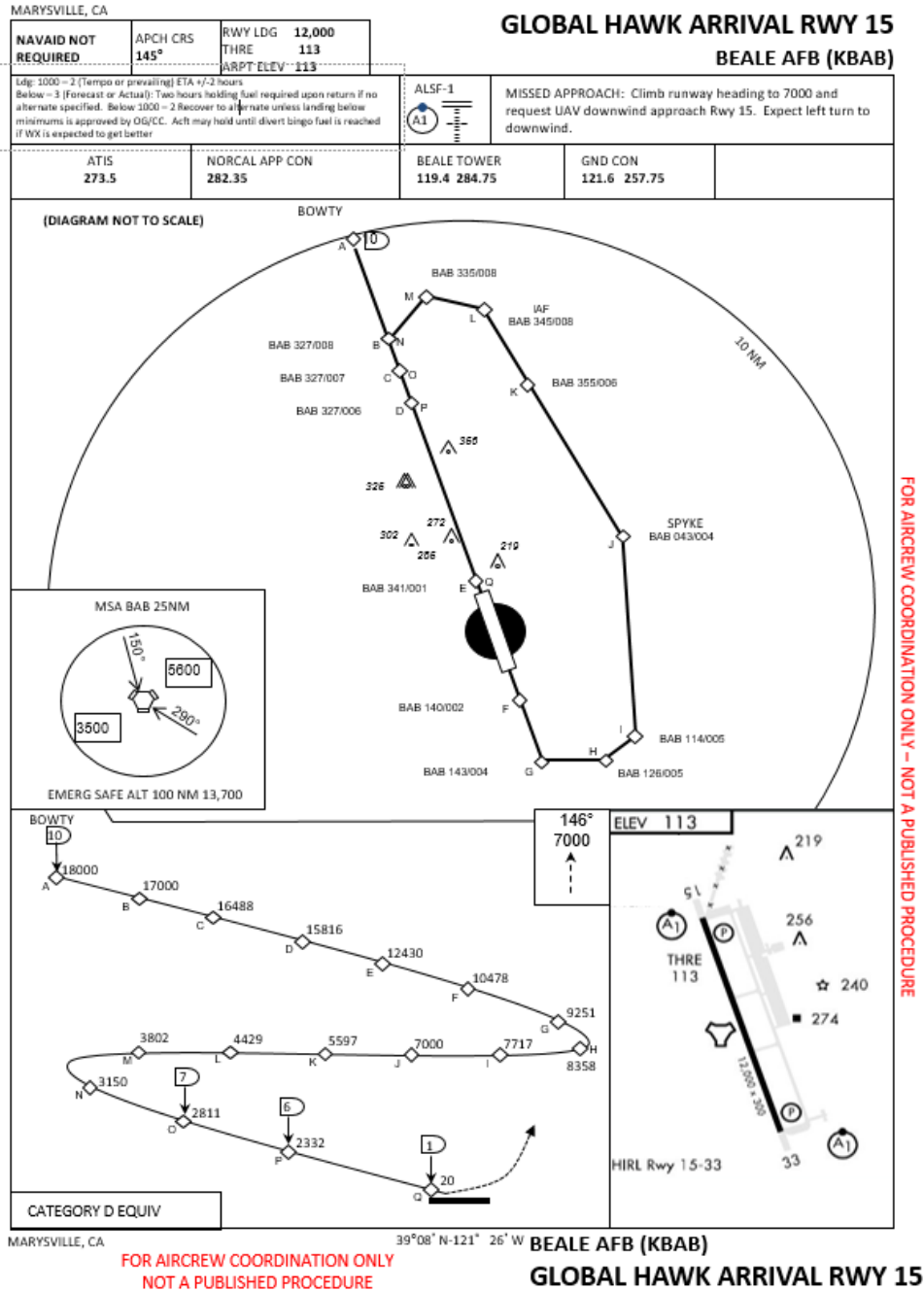


- 1 Yuba River – East to West
- 2 Wheatland Gate – 3.8 NM South
- 3 Yuba County Airport – 7 NM West
- 4 Yuba College – 5 NM West
- 5 Hammonton Airstrip – 3 NM North
- 6 Tank Farm – 2.2 NM South
- 7 POND
- 8 RIVER
- 9 LAKE
- 10 THEATER

Attachment 18

GLOBAL HAWK ARRIVAL RUNWAY 15

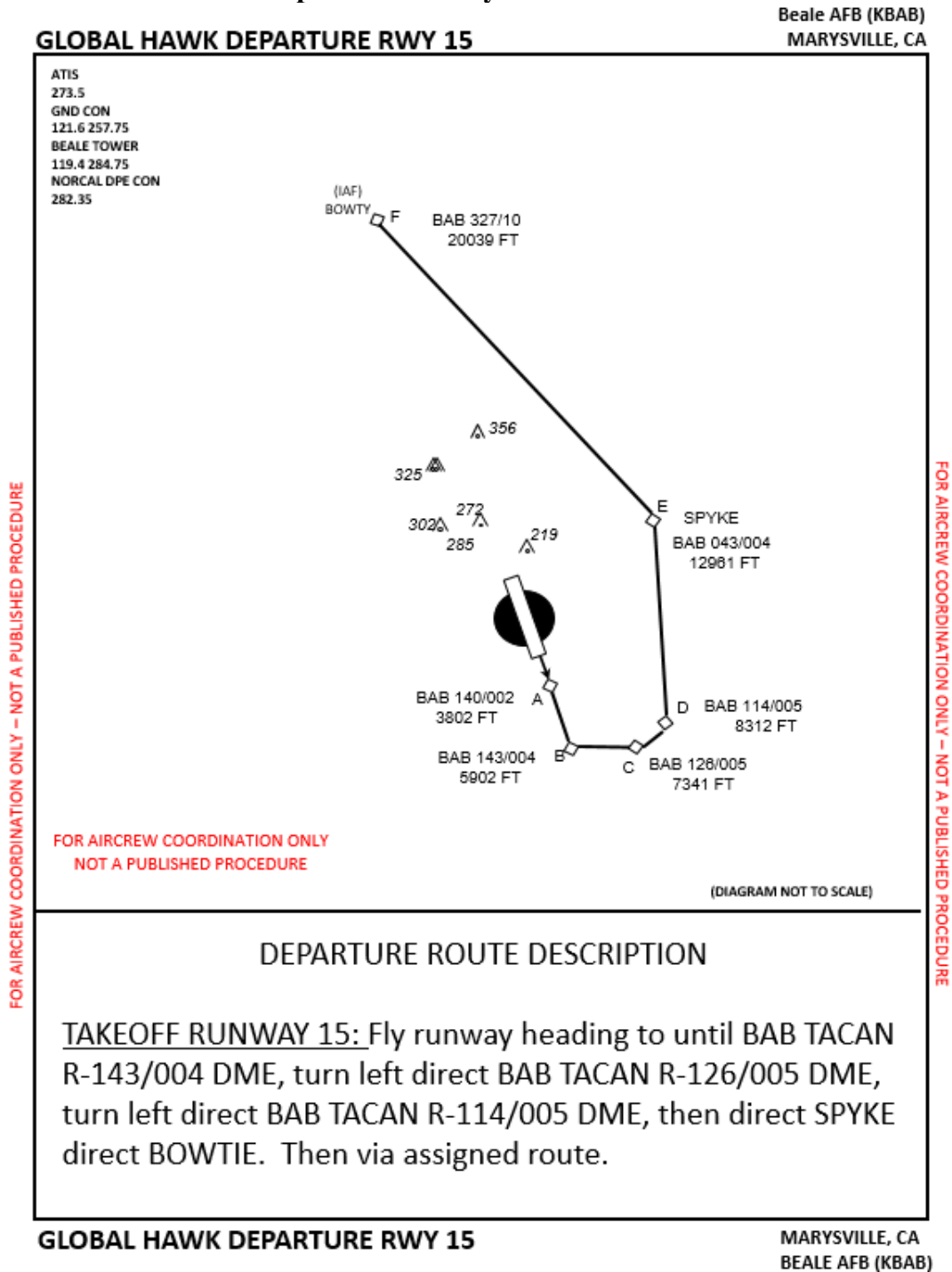
Figure A18.1. Global Hawk Arrival Runway 15.



Attachment 19

GLOBAL HAWK DEPARTURE RUNWAY 15

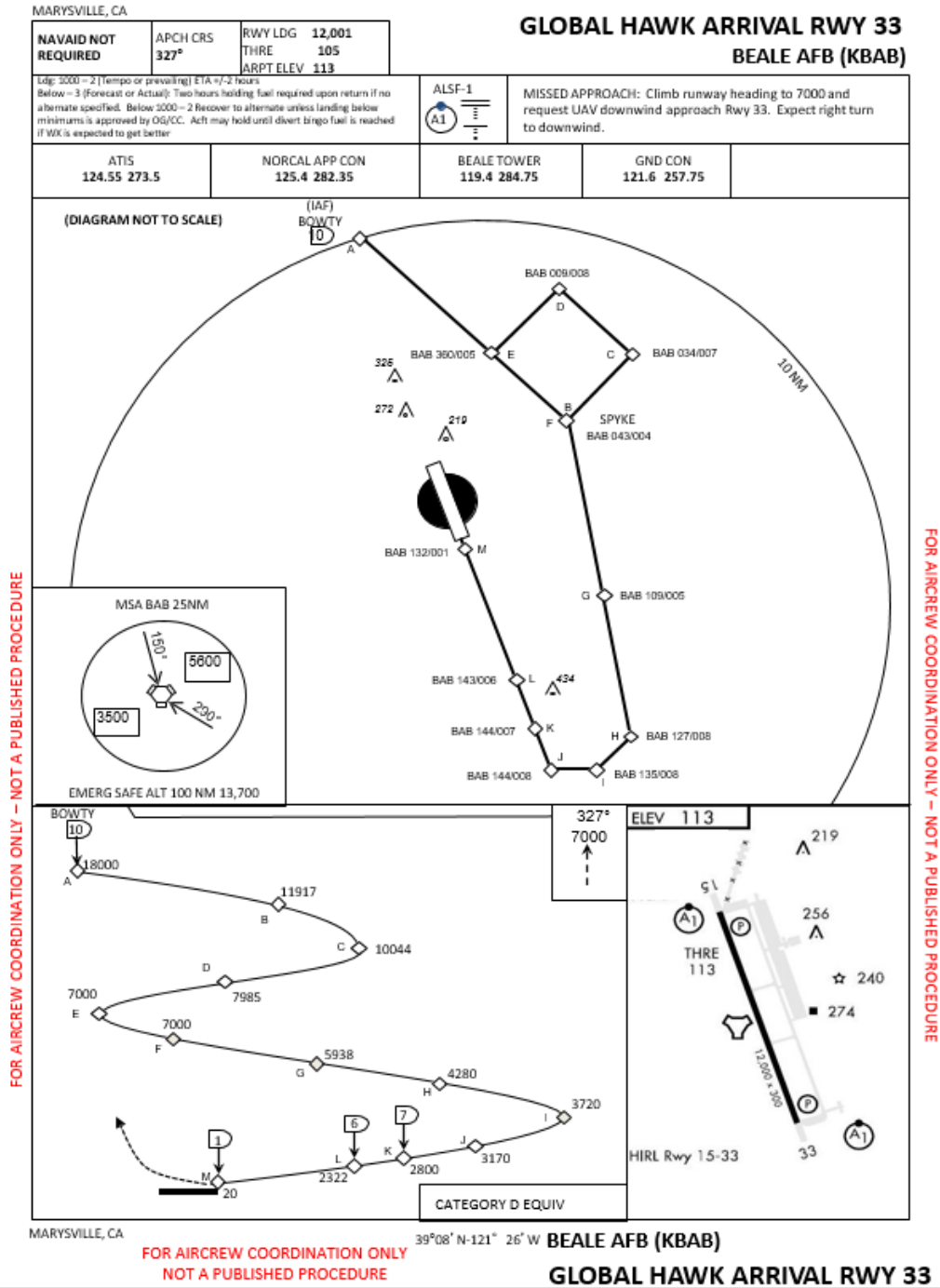
Figure A19.1. Global Hawk Departure Runway 15.



Attachment 20

GLOBAL HAWK ARRIVAL RUNWAY 33

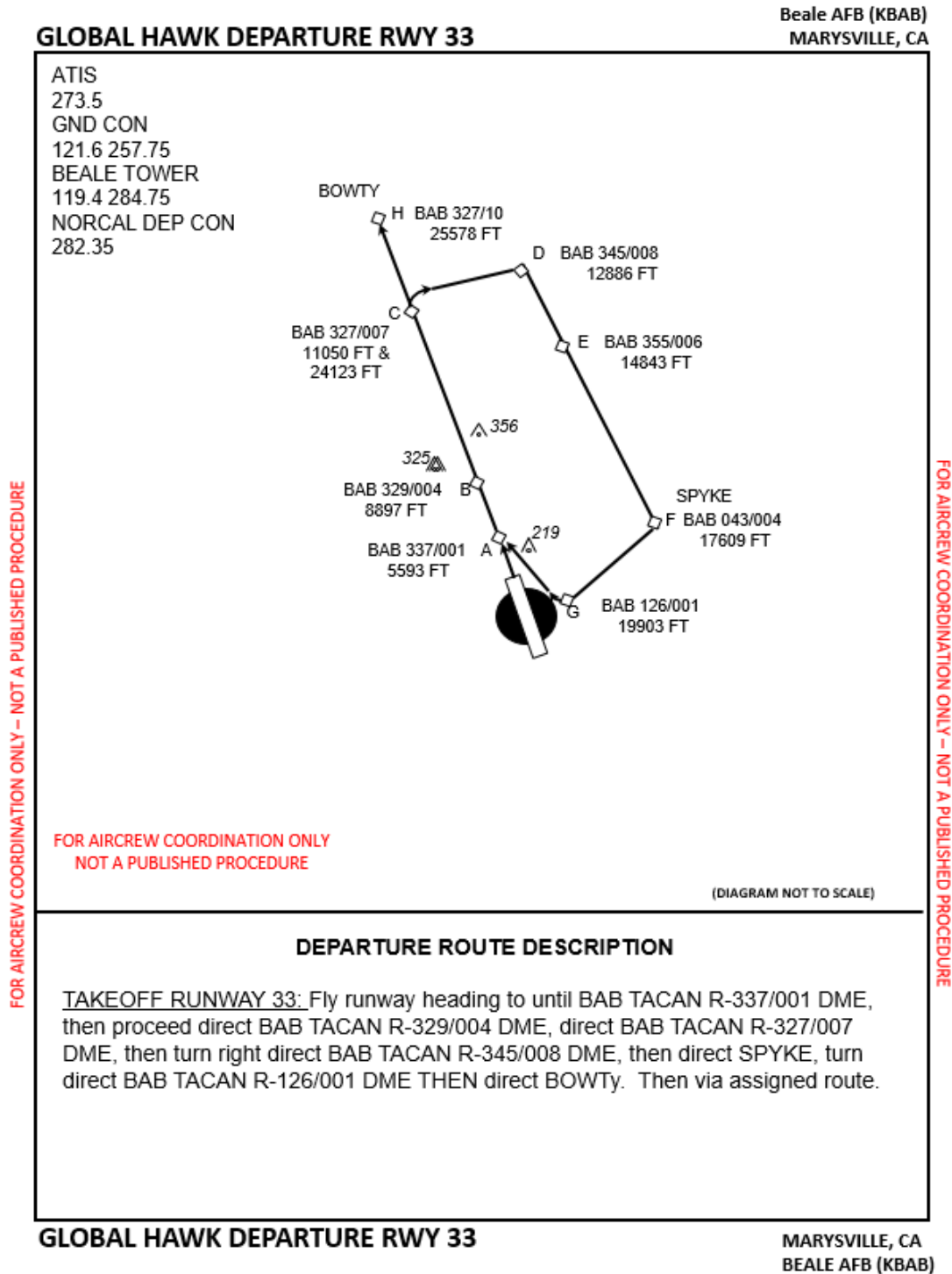
Figure A20.1. Global Hawk Arrival Runway 33.



Attachment 21

GLOBAL HAWK DEPARTURE RUNWAY 33

Figure A21.1. Global Hawk Departure Runway 33.



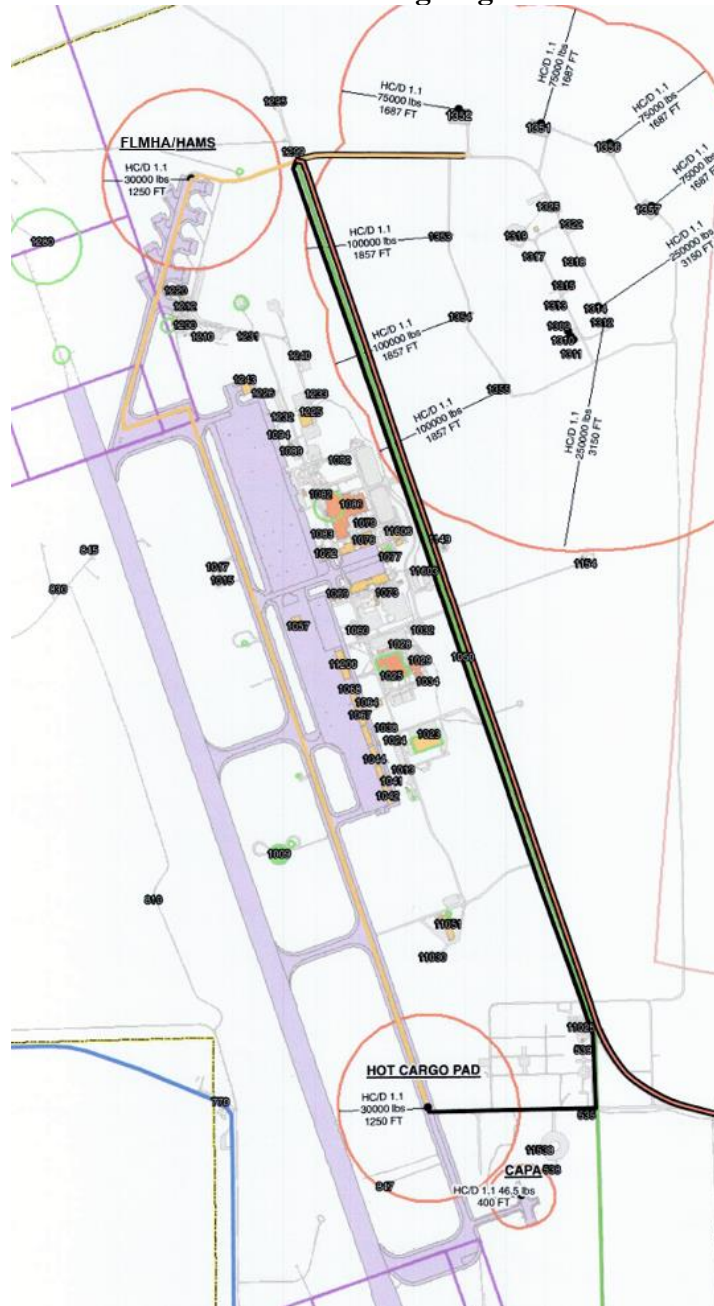
FOR AIRCREW COORDINATION ONLY – NOT A PUBLISHED PROCEDURE

FOR AIRCREW COORDINATION ONLY – NOT A PUBLISHED PROCEDURE

Attachment 22

EXPLOSIVES LOADED AIRCRAFT PARKING/FLIGHTLINE MUNITIONS HOLDING AREAS

Figure A22.1. Explosives Loaded Aircraft Parking/Flightline Munitions Holding Area.



Attachment 23

U-2 PRACTICE AREA

Figure A23.1. U-2 Practice Area.

