BY ORDER OF THE COMMANDER
436 AIRLIFT WING

DOVER AIR FORCE BASE
INSTRUCTION 13-201

26 APRIL 2012
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Nuclear, Space, Missile, Command and Control

AIRFIELD AND AIR TRAFFIC OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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***Airfield and Air Traffic Operations,* 1 DEC 2011:** This serves as Dover AFB's Airfield Operations Instruction (AOI). This document is a requirement per AFI 13-204V3, *Airfield Operations Procedures and Programs*, Chapter 4, para 4.1.2.2, 1 Sep 2010. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, 1 Mar 2008, and disposed of IAW with the Air Force Records Information Management System (AFRIMS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command.

SUMMARY OF CHANGES

This interim change revises DAFBI 13-201 by (1) Changed Exercise Evaluation Team (EET) references to Wing Inspection Team (WIT), (2) Corrected displaced threshold length, (3) Updated the airfield diagram, (4) Updated Flight Plan filling procedures and removed ATCT FIDO reference, (5) Updated AOB Membership and Annual review items listing, (6) Included VFR transition instructions, (7) Updated runway dimensions data, (8) Removed reference to the Space Shuttle, (9) Removed reference to C-5B aircraft, (10) Updated lost communications procedures, (11) Included west ATC patterns, (12) Made several minor administrative corrections.

Chapter 1

GENERAL INFORMATION

1.1. Published Operating Hours. The Airfield Operations Flight (436 OSS/OSA) executes the Airfield Management (AM)/ATC missions 24 hours a day, 7 days a week.

1.1.1. AM includes Airfield Management Operations (AM Ops).

1.1.2. ATC consists of:

1.1.2.1. Air Traffic Control Tower (ATCT). ATCT is the USAF military tower located on Dover Air Force Base (AFB). All references to tower's "Class D" in this instruction refer to the Dover AFB ATCT airspace, consisting of a 4.6 nautical mile (NM) radius centered on the airfield. Vertical airspace limits are surface to 2,500' Mean Sea Level (MSL). The ATCT is operated 24 hours a day, 7 days a week.

1.1.2.2. Dover Radar Approach Control (RAPCON). Dover Approach Control is the USAF military RAPCON, located on Dover AFB, which provides approach control service to the base, Georgetown Airport, Delaware Airpark, and several additional civilian airfields. It is part of the National Airspace System (NAS) and is considered "Class E" airspace which has a floor of 700ft above the surface. All references to RAPCON in this instruction refer to the Dover AFB RAPCON. RAPCON's airspace (Attachment 9) is approximately 3,700 cubic miles, centered on the airfield; vertical limits are up to 7,000' MSL. RAPCON is operated 24 hours a day, 7 days a week.

1.2. Description and Use of the Aerodrome.

1.2.1. Dover AFB Airfield Diagram (**Attachment 3**). Dover AFB is a Joint-Use Airport with the Civil Air Terminal.

1.2.2. Runways. Dover AFB has two runways:

1.2.2.1. Runway (RWY) 01/19: 9,602' long and 200' wide, marked for 150'.

1.2.2.1.1. RWY 01 is the primary instrument runway. RWY 01 is also the calm wind runway and will be in use when the wind speed is less than five knots.

1.2.2.1.2. The runway is asphalt, except for the following portions which are concrete: the first 1,000' of RWY 01 approach end and the first 1,000' of RWY 19 approach end.

1.2.2.2. RWY 14/32: 12,903' long and 150' wide.

1.2.2.2.1. RWY 14 has a displaced threshold of 4,251'. The runway is asphalt, except for the following concrete portions: first 1,000' of the displaced threshold (from the RWY 14 approach end), first 1,000' from the RWY 14 threshold, and first 2,000' of RWY 32 approach end. The runway is grooved except midfield intersection.

1.2.2.2.2. For RWY 32 takeoffs, runway available is 10,070'. For RWY 32, intersection "E", takeoffs, runway available is 8,420'. Do not include the full displaced threshold in takeoff calculations; the obstacle intrusion surface begins approximately 1,417' beyond the RWY 14 displaced threshold marking. The full

length of 12,903' is available for full stop landing roll-out or rejected take-off. Distance remaining markers indicate distance remaining for full runway length (12,903'). A 108' MSL (88' above ground level) hangar is located 3,796' from end of runway available (10,070' point), 584' left of centerline. The hangar is illuminated by ramp lights as well as red obstruction lights.

1.2.3. Taxiways. Dover AFB has eight named taxiways/taxilanes. Taxiways are 75' wide with 25' shoulders, with the exception of Taxiway (TWY) D from RWY 01/19 to hazardous cargo which is 150' wide with no shoulders. NOTE: TWY F begins at the RWY 01 hold lines and is entirely within the CMA.

1.2.3.1. TWY E has no paved shoulders.

1.2.3.2. Use of taxiways for takeoffs and landings (i.e., real-world emergency or contingency operations during runway closures, etc.) will be coordinated through 436 OSS/OSA and approved by 436 OG/CC.

1.2.3.3. Standard wingtip clearance is not present (only on the interior taxilane to main ramp from spot E to P). Vehicles must pull over to the far edge from the taxilane to ensure proper wingtip clearance from taxiing aircraft.

1.2.3.4. TWY H is an unlit, uncontrolled, 75' wide taxiway with no paved shoulders. It is suitable for daytime operations and requires a "Follow Me" truck for use at night. The pavement is concrete with asphalt patches in good condition for C-130 use only. TWY H is not to be used for aircraft operations unless approved by 436 OG/CC.

1.2.4. Aircraft Parking Plan/Ramps.

1.2.4.1. There are several aircraft parking areas, as shown in **Attachment 3**:

1.2.4.1.1. The Main Ramp consists of 25 aircraft parking spots (E-CC), marked for C-17 and C-5 aircraft.

1.2.4.1.2. The Transient Ramp consists of eight aircraft parking spots. Delta row is marked for 747, Bravo 2-3 and Charlie 2-3 are marked for KC-10 and smaller. Bravo 1 and Charlie 1 are for small aircraft.

1.2.4.1.3. The Hazardous Cargo Area consists of three aircraft parking spots, and is used to park aircraft with hazardous cargo IAW DAFBI 11-205.

1.2.4.1.4. The South Ramp consists of five aircraft parking spots, marked for C-130 aircraft. This area is used for transient aircraft.

1.2.4.1.5. The Christmas Tree consists of seven aircraft parking areas, marked for C-130 aircraft, and is utilized by Flight Training Center (FTC) aircraft and transient aircraft.

1.2.4.1.6. The Civil Aircraft Ramp is located adjacent to the Civil Air Terminal. This area is utilized by transient civil aircraft under the Joint-Use Agreement with Dover AFB. This area is not AF property.

1.2.4.2. Ramp Road is located on the west side of the Main/Transient Ramps running parallel. This drivelane services vehicles transiting the flightline.

1.2.4.3. Wingtip clearance reference markers are in place on the airfield to provide pilots visual references for training. These markers are placed on TWY G and on the main ramp adjacent to spot E. Layouts are depicted on **Attachment 13**.

1.2.4.3.1. "Lollypop" signs are placed adjacent to TWY G.

1.2.4.3.2. Lines are painted on the main ramp for both C-17s and C-5s. Markings are placed for main landing gear, wingtip, 10-foot clearance line, and 25-foot clearance line. Wingtip lines, 10-foot, and 25-foot markings are all 200 feet in length.

1.2.4.3.2.1. C-5 markings are painted on the taxilane east of spot E.

1.2.4.3.2.2. C-17 markings are painted on the taxilane south of spot E.

1.2.4.4. Non-standard combat offload markings are painted on, and signs are placed adjacent to, TWY C for use with combat offload procedures, outlined in para 3.5. Layout is depicted in **Attachment 6**.

1.2.5. There are several permanently closed/unusable portions of old taxiway pavements on the eastern portion of the airfield. These are outlined in **Attachment 3**.

1.2.6. As listed in the *DoD En Route Supplement*, all Prior Permission Required (PPR) requests shall be directed through Airfield Management Operations, 436 OSS/OSAA.

1.2.7. All requests for waivers to airspace/airfield criteria shall be forwarded through 436 OSS/OSA. Airfield waivers will then be forwarded to 436 CES/CECP for processing. Airspace waivers will be handled through MAJCOM, base authorities or local air traffic authorities, as required.

1.3. Aircraft Priorities. In addition to the ATC priorities established in Federal Aviation Administration Order (FAAO) 7110.65, *Air Traffic Control*, the following local priorities will be used as a guideline for arrivals and departures at Dover AFB:

1.3.1. Emergencies

1.3.2. Civilian or military MEDEVAC or military air evacuation flights (AIR EVAC) receive priority when requested.

1.3.3. Civilian or military search and rescue aircraft.

1.3.4. Presidential or Treaty Verification aircraft (when notified).

1.3.5. Flight Check, Semi-Automatic Flight Inspection and Local Functional Flight Check aircraft.

1.3.6. Dignified Transfer (DT) arrivals/departures.

1.3.7. Distinguished Visitor (DV) arrivals/departures. Code 6 or above arrival or departure, as defined in the General Planning Flight Information Publication.

1.3.8. REACH Mission departures/arrivals (including contract aircraft).. Mission departures nearing controlled departure time (CDT) will have priority over mission arrivals to avoid mission departure delays.

1.3.9. Other aircraft conducting full stop landings (civilian or military).

1.3.10. Tactical/NVG employment training operations.

1.3.11. Local training missions

1.3.12. DELETED

1.3.12.1. DELETED

1.3.12.2. DELETED

1.3.12.3. DELETED

1.4. DVs. AM Ops will advise ATCT and Command Post (CP) of any aircraft (arrival or departure) carrying DVs.

1.4.1. When requested, RAPCON will advise CP when arriving aircraft carrying distinguished visitors are 30 flying miles from the base.

1.4.2. ATCT will advise AM Ops when an arriving aircraft carrying DVs is 10 flying miles from the base.

1.4.3. Relay of information regarding aircraft carrying DVs by air traffic controllers is secondary to providing ATC services. Controllers will relay this information provided it does not interfere with primary ATC responsibilities.

1.5. Noise Abatement Procedures.

1.5.1. RWY 14 should not normally be used for landing purposes, except by Category I & II aircraft and helicopters. RWY 14 may be used by all aircraft during closures of RWY 01/19 or when crosswinds, high winds, emergency, or runway conditions prevent aircraft from landing on other runways.

1.5.2. RWY 32 Procedures: After takeoff, turn to heading 350 at 400' AGL. Delay flap retraction until 2000' AGL or visual flight rules (VFR) pattern altitude for noise abatement. For missed approach or touch-and-go, turn right heading 350 prior to .8 DME from Dover TACAN.

1.5.3. Avoid residential areas in the Dover local area/base housing by 1,000’ AGL.

1.5.4. ATC will not normally vector a jet aircraft or turboprop aircraft with more than two engines over the Dover Capitol Area below 3,000’ AGL, unless safety of flight is a factor. ATC instructions take precedence over noise abatement procedures.

1.5.4.1. All aircraft avoid over flight of the following historically significant buildings: Dickinson Mansion located at N3906.085 W07526.912, approximately DOV 160/2. Round Barn located at N3909.067 W07527.413, approximately DOV 020/1. The Manor at Cool Springs located at N3843.2 W07514.8, approximately 5 NM southeast of Milton, DE.

1.5.4.2. The areas of Kitts Hummock, Pickering Beach, Bowers Beach, Little Creek, and Magnolia have historically generated the most Dover AFB noise complaints. C-17/C-5M crews may overfly these areas when executing VFR patterns; C-17/C-5M crews should plan low altitude tactical approaches and departures (below 1,000 feet) to avoid these areas to the maximum extent practical.

1.6. Quiet Hours Procedures. When directed by 436 AW/CC, ATC will take steps to limit noise within the confines of the base proper.

1.6.1. Four quiet hour plans are published to provide a spectrum of quiet hour options. 436 AW/CC will tailor noise limitations based on the specific function, attempting to minimize the impact on operations.

Table 1.1. Quiet Hour Plans.

Options	Airfield Status	APUs and Power Carts	Practice Approaches	Engine Runs	Taxi Operations	Full Stop Landings	Mission Departures
Whiskey	Official Business	Yes	No	Idle Only	Yes	Yes[1]	Yes
X-ray	Official Business	Only North of Spot T	No	Idle North of Spot T	No[3]	Yes[1]	No
Yankee	Official Business	No	No	No	No[3]	Yes[1]	No
Zulu	Closed	No	No	No	No[4]	No[2]	No

NOTES:

1. When the airfield is Official Business Only, a PPR number is required for all arriving aircraft during the proposed quiet hour period. EXCEPTION: SAM missions carrying DV code 6 and higher do not require a PPR.

2. Emergency landings only.

3. Aircraft that must land during this quiet hour option will taxi as required to clear the runway. Fuel permitting, the aircraft will hold position, engines running, until the quiet hour period is over.

4. Aircraft that must land during this quiet hour option will taxi as required to clear the runway. The aircraft will shut down engines when clear of the runway.

1.6.2. Quiet Hour Responsibilities:

1.6.2.1. Agency requesting quiet hours shall: Secure 436 AW/CC approval. The requesting agency should research impact on local flying training, mission departures/arrivals, and transient arrivals/ departures prior to submitting a quiet hour request. Requests should be coordinated through the 436 MSG/CC, 436 MXG/CC and 436 OG/CC. Once approved by 436 AW/CC, the requesting agency shall forward applicable paperwork to CP. See **Attachment 12** for a sample Quiet Hour Request Letter.

1.6.2.2. CP shall: When notified of quiet hour approval by the Wing Commander, send out a Copy Format 2 message to inform base organizations impacted by the quiet hours at least one duty day prior to the event. CP will call AM Ops directly and relay quiet hour operations. AM Ops shall publish the appropriate quiet hour NOTAMs, notify HQ

AMC/A3AP and update the TACC Airfield Closure Website with the pertinent information.

1.6.2.3. Local training flights will terminate at 2200L (extended until 2300L during BASH Phase II) unless approved by 436 OG/CC or 512 OG/CC. **Note:** Aircraft on the local flying schedule are considered approved by the OG/CC. AAR and off-station training missions are exempt from quiet hours. Unless prior coordination is accomplished with CP, ATC will only approve one approach to a full stop for the following: aircraft not on the local flying schedule, aircraft returning from Air to Air Rufueling (AAR), or off-station training missions.

1.7. Practice Approaches by Civil Aircraft. Civil aircraft are permitted to use Dover AFB's Air Traffic Control and Landing Systems (ATCALS) to conduct practice approaches. 436 OG/CC delegates approval authority to Dover ATCT and RAPCON for civilian practice approaches and must ensure the base mission is not adversely affected. Civil aircraft without proper authorization for Kent County Aeropark are restricted to low approaches. The 436 OG/CC may rescind this policy at any time.

1.8. Flight Plan Data.

1.8.1. DELETED

1.8.1.1. DELETED

1.8.1.2. DELETED

1.8.1.3. DELETED

1.8.1.4. DELETED

1.8.1.5. DELETED

1.8.1.6. DELETED

1.8.1.7. DELETED

1.8.1.8. DELETED

1.8.2. Flight plans. All aircraft departing Dover AFB must have a flight plan on file with AM Ops prior to takeoff. ***Exception:*** Civil aircraft (Air Carrier, General Aviation, etc.) operating from the Civil Aircraft Ramp are exempt from this requirement.

1.8.2.1. Local squadrons may send flight plans (DD Form 175, 1801, Flight Plan Log, FAA 7233-1 or FAA 7233-3) via e-mail or fax to AM Ops. E-mails must be sent to the 436 OSS/OSAA organizational box. If faxed, local squadrons must call AM Ops to verify fax was received and for clarity. If e-mail or fax cannot be used due to technical difficulties then flight plans must be hand delivered to AM Ops.

1.8.2.2. Squadrons will store original flight plans IAW Records Disposition Schedule, Table 13-7, Rule 3 available on-line at **https://afrims.amc.af.mil**.

1.8.3. Canned flight plans have been developed to simplify the flight planning process. The flight plans will use call-signs to identify frequently flown local training profiles. The 436/512th Combined Aircrew Flimsy is the original source for filing these plans. Actual aircrew and AM Ops procedures are detailed in the Airfield Management Operating

Instructions. No derivative source (enlarged copy, cheat sheet, etc) may be used to load the flight plans in to the system, however, unless it has been checked against the latest Aircrew Flimsy.

1.9. Notices to Airmen (NOTAMs).

1.9.1. AM Ops is the central NOTAM issuing agency for Dover AFB. The RAPCON is the NOTAM monitoring facility.

1.9.2. RAPCON shall immediately report all interruptions and malfunctions, with an estimated duration of outage of ATCALS and a general description of NOTAM text to AM Ops.

1.9.3. AM Ops will notify RAPCON and ATCT of all NOTAMs dispatched.

1.10. Airfield Operations Board (AOB).

1.10.1. The 436 OG/CC is the designated representative to chair the base AOB IAW AFI 13-204V3, *Airfield Operations Procedures And Programs*. The AOB will meet quarterly. Board members are listed in **Table 1.2**. Designated representatives may attend in lieu of specific individuals if circumstances preclude ability to attend. As a minimum, minutes will be reviewed by each member. Other base agencies/organizations will be invited when issues to be discussed pertain to their area of responsibility.

Table 1.2. Airfield Operations Board (AOB) membership shall include representation from the following units:

436th Operations Group Commander (Chairperson)	436 OG/CC
512th Operations Group Commander	512 OG/CC
436th Mission Support Group Commander	436 MSG/CC
436th Airlift Wing Chief of Safety	436 AW/SE
512th Airlift Wing Chief of Safety	512 AW/SE
436th Airlift Wing Command Post	436 AW/CP
436th Operations Group Chief of Aircrew Stan/Eval	436 OG/OGV
512th Operations Group Chief of Aircrew Stan/Eval	512 OG/OGV
3d Airlift Squadron Commander	3 AS/CC or DO
9th Airlift Squadron Commander	9 AS/CC or DO
326th Airlift Squadron Commander	326 AS/CC or DO
709th Airlift Squadron Commander	709 AS/CC or DO
512th Operations Support Squadron Commander	512 OSS/CC
436th Civil Engineer Squadron Commander	436 CES/CC
436th Civil Engineer Squadron Engineer Flight (Airfield Projects POC)	436 CES/CENMP
436th Civil Engineer Squadron Community Planner	436 CES/CENPL
436th Communications Squadron Commander	436 CS/CC
436th Communications Squadron Operations Flight Commander	436 CS/SCO
436th Communications Squadron Planning and Implementation Flight Commander	436 CS/SCX
436th Operations Support Squadron Commander	436 OSS/CC
436th Airfield Operations Flight Commander	436 OSS/OSA
436th Operations Support Squadron Airfield Manager (AFM)	436 OSS/OSAA

436th Operations Support Squadron RAPCON Chief Controller	436 OSS/OSAR
436th Operations Support Squadron ATCT Chief Controller	436 OSS/OSAT
436th Operations Support Squadron ATCALS Section Chief	436 OSS/OSAM
436th Operations Support Squadron NCOIC Airfield Automation Manager (NAAM)	436 OSS/OSAX
436th Operations Support Squadron Weather Flight Chief	436 OSS/OSW
Dover Air Force Base Flight Training Center Manager	436 FSS/FSCA
Federal Aviation Administration (FAA) Air Traffic Representative (ATREP)	
Civil Air Terminal Representative (CATR) (Optional)	

Note: Mandatory items will be discussed at every AOB IAW AFI 13-204V3 and applicable AMC supplements. Items listed below are required to be briefed semi-annually or annually.

1.10.2. Annual AOB review items schedule:

1.10.2.1. The CY first quarter AOB review items are:

1.10.2.1.1. Results of annual Airfield Certification/Safety Inspection. OPR: 436 OSS/OSAA

1.10.2.1.2. Status of annual waiver package IAW UFC 3-260-01. OPR: 436 CES/CEC

1.10.2.1.3. Results of annual Airfield Certification/Safety Inspection. OPR: 436 OSS/OSAA

1.10.2.2. The CY second quarter AOB review items are:

1.10.2.2.1. LOP Review: Review listing and effective dates of LOPs affecting airfield (DAFBIs, LOAs, Ops Letters, OPLANs). OPR: 436 OSS/OSA

1.10.2.2.2. Preventative Maintenance Inspection (PMI) schedule. OPR: 436 OSS/OSAM

1.10.2.3. The CY third quarter AOB review items are:

1.10.2.3.1. Air Installation Compatibility Use Zone (AICUZ). OPR: 436 CES/CENP

1.10.2.3.2. Engine run procedures. OPR: 436 OSS/OSA

1.10.2.3.3. Results of annual self-inspection. OPR: 436 OSS/OSA

1.10.2.4. The CY fourth quarter AOB review items are:

1.10.2.4.1. TERPS (terminal instrument procedures). OPR: 436 OSS/OSA

1.10.2.4.2. Aircraft parking plan. OPR: 436 OSS/OSA

1.11. Exercise Coordination Procedures.

1.11.1. IAW AFI13-204V3, coordinate with Wing Plans to ensure activities such as exercises, deployments, etc., are not planned or executed on the airfield without proper coordination with the AFM.

1.11.2. AM Ops will coordinate with CE, CP, FD, SE, SF, TA, Maintenance Operations Coordination Center (MOCC) and Wing Plans to develop short-term aircraft parking plans

for distinguished visitors, contingencies, exercises, static displays, airshows and other special airfield projects.

1.11.3. The AOF/CC must be briefed at least 48 hours in advance of any exercise or inspection that involves Airfield Operations (AO) personnel, facilities to include ATCALS, or airfield (i.e. Operational Readiness Exercises [ORE], Operational Readiness Inspections [ORI] and Major Accident Response Exercise [MARE]). The AOF/CC must approve, in advance, exercises that include removing AO personnel to alternate facilities or to shelter areas. The AOF/CC may delegate this approval authority to ATC and AM Wing Inspection Team (WIT) representatives working directly with 436 AW/XP to minimize potential impact on the flying mission.

1.11.4. Exercise staging locations shall be considered during planning phases for potential impact on real-world operations and proximity to Controlled Movement Area (CMA).

1.11.5. All exercise messages shall be preceded by the statement, **"Exercise, Exercise, Exercise."**

1.11.6. ATCT will coordinate taxi, takeoff and landing operations with CP during exercises which impact/coincide with flying operations. This coordination may be accomplished during pre-exercise meetings.

1.11.7. ATCT and RAPCON Watch Supervisors have the authority to determine the extent of participation of their facility once an exercise begins. Watch supervisors may terminate their participation if safety of flight will be jeopardized. In this situation, the watch supervisor will immediately notify CP and the appropriate air traffic control staff personnel.

1.11.8. AM Ops supervisors have the authority to recommend a "Pause Exercise" (PAUSEX) to 436 AW/XP, via WIT representative, if any unsafe acts occur regarding airfield driving and/or the CMA. 436 AW/XP has the sole authority to remedy the issue or terminate the exercise.

1.12. Custodial Control of ATC Tape Recordings. The AOF/CC has custodial control of all audio and visual recordings of ATC frequencies, landlines and visual media (ex. radar feeds). Contact 436 OSS/OSA for access to recorded media and tape transcripts. Must have OG/CC approval before release of recorded media or transcripts.

1.13. Local Frequencies.

Table 1.3. Local Frequencies.

	VHF	**UHF**
Ground Control	118.875	225.4
Local Control (Tower)	126.35	279.625
ATIS	135.05	273.5
Clearance Delivery	125.55	289.4
Approach Control	132.425	257.875
Departure Control	132.425	323.0

Arrival	125.9	282.325
CP	134.1	349.4
Liberty Ops (512 WOC)	N/A	319.4
Pilot to Dispatch (Airfield Mgt)	Through CP	269.125
Pilot to Metro (Weather)	N/A	342.0
NOTES:		

1.14. Air Evac Arrivals. When requested by CP, ATC will provide arrival information on Air Evac aircraft. Relay of this information by air traffic controllers is secondary to providing air traffic control services. Controllers will relay this information as long as it does not interfere with primary air traffic control responsibilities.

1.15. Flight Information Publications (FLIPs). AM Ops conducts an annual requirements review of unit FLIP accounts. All requests for changes shall be made through 436 OSS/OSAA. AM Ops will follow FLIP procedures IAW their operating instructions. AMC/A3AT conducts a monthly FLIP review to include new, rescinded, or outdated procedures.

1.16. Transient Alert (TA) Services. Available 24 hours a day, 7 days a week. TA facilities are located adjacent to the Transient Ramp. Further TA information is contained in the U.S. IFR Supplement.

1.17. Recommendations for Change.

1.17.1. Recommendations for improving this instruction are encouraged and should be forwarded to 436 OSS/OSA or addressed at the AOB.

1.17.2. This instruction will be reviewed annually (prior to the fourth quarter AOB) by 436 OSS/OSA, to determine the currency and correctness of the instruction, and if revisions warrant rewrite.

1.17.3. When necessary, provisional changes may be made by 436 OSS/OSA.

Chapter 2

AIRFIELD PROCEDURES

2.1. Runway Selection Procedures. The ATCT Watch Supervisor will use the criteria in Table 2.1 to select the active runway:

Table 2.1. Runway Selection Procedures.

WIND DIRECTION	WIND SPEED IN KNOTS	RUNWAY IN USE
Any direction	Less than 5	1
280 clockwise to 100	5 through 10	1
101 clockwise to 279	5 through 10	19
Any direction	11 or more	Runway most aligned w/ wind (except RWY 14 unless conditions in para 1.5.1. apply)

2.1.1. DELETED

2.1.2. FMQ-19 winds sensors are located at the approach ends of RWY 01/19. There are no wind sensors located on RWY 14/32. Winds issued for RWY 14 will be derived from the RWY 19 sensor. Winds issued for RWY 32 will be derived from the RWY 01 sensor. ATCT shall advise pilots when winds are from other than the approach end of the runway except as listed above.

2.1.3. DELETED

2.1.4. DELETED

2.1.5. AM Ops will notify the Command Post of a runway change.

2.1.6. When the wind indicators in the ATCT are inoperative, ATCT shall request a wind observation from the Weather Technician before selecting the active runway.

2.2. Airfield Conditions.

2.2.1. Airfield Management (AM) is responsible for forwarding all pertinent airfield condition information which could constitute a hazard to aircraft safety. AM Ops will contact ATCT, RAPCON, CP, AOF/CC, OSS leadership and the Base Weather Station as required by local checklists.

2.2.2. AM is responsible for accomplishing airfield inspections IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*. Airfield inspections are accomplished for obstructions review and evaluation of potentially dangerous conditions that may be hazardous to aircraft operations. Conditions checked will include construction areas, surface pavement conditions to include the Runway Surface Condition (RSCs) and Runway Condition Readings (RCRs), all airfield lights to include obstruction lights, grass heights, wildlife hazards, and snow removal operations. AM Ops will relay all pertinent information and any changes to ATCT, RAPCON, CP, OSS Leadership and the Base Weather Station.

2.2.3. AM Ops accomplishes all RSC/RCR determinations as outlined in AM Ops OI para 2.5. RCR values are contained in the Flight Information Handbook (FIH). RSC "Wet" reporting procedures will be conducted IAW AFI 13-204V3 para 18.2.1.

2.2.4. ATCT shall notify all aircraft of airfield conditions prior to the start of taxiing or the issuance of landing clearance, with the exception of aircraft switching from RAPCON. ATCT will notify RAPCON and AM Ops of any airfield conditions or discrepancies not previously reported.

2.2.5. AM Ops will input RSC/RCR information into the AFAS. Upon receipt of RSC/RCR information, ATCT will amend the ATIS accordingly.

2.2.6. RAPCON shall notify all aircraft of any hazardous airfield conditions on initial contact or prior to relaying approach clearance.

2.2.7. Procedures for opening/closing the airfield.

2.2.7.1. Airfield closure procedures will be IAW AFI 13-204V3 para 3.4.4. Requests for temporary runway/taxiway due to construction are routed through the AFM and approved by the 436 OG/CC.

2.2.7.2. AM Ops will determine if the airfield is suitable for safe aircraft operations upon termination of a Ground Emergency (GE) or In Flight Emergency (IFE).

2.3. Bird Aircraft Strike Hazard Program.

2.3.1. The Dover AFB Bird Watch Condition (BWC) will be reported IAW Dover Air Force Base Instruction (DAFBI) 91-212, *Dover AFB Bird Aircraft Strike Hazard (BASH) Program.*

2.3.2. ATCT Watch Supervisors can raise the BWC based on wildlife activity. The ATCT supervisor can downgrade the BWC if visual observation reveals that the activity is not a probable hazard to flying safety. ATCT will include BWC information in the ATIS and update the AFAS. AM Ops will notify CP of any increase or decrease in bird activity on the airfield and coordinate with the Bird Management Contractor (BMC) for assistance with wildlife dispersal. ATCT will coordinate directly with BMC if off-base dispersal is required. RAPCON will relay the bird condition to all inbound aircraft.

2.4. Airfield Construction and Inspection.

2.4.1. All airfield construction shall be coordinated from project beginning to completion with 436 OSS/OSAA (AM) and 436 AW/SE.

2.4.2. Airfield Construction/Work Crew/Maintenance Restrictions: The procedures outlined in this paragraph apply to any base agency, contractor, or government worker, working on the airfield, or within 200ft of the runways or taxiways. 436 CES/CEAO requires 60 days advance notification to process request for temporary waiver for any construction activities and any crane use within the airfield boundary or airfield imaginary surfaces as described in UFC-3-260-01. IAW AFI 13-204V3, Do not authorize an airfield construction project to start unless a temporary waiver has been approved by the installation commander. Obtain a copy of the approved waiver from CE prior to the start of construction. (See UFC 3-260-01, Appendix B, Section 1 and Section 14).

2.4.2.1. Construction sponsoring agencies will ensure all crane operations are coordinated with both AM Ops and 436 CES. AM Ops coordination for NOTAM requests will include the FAA approved case study. Cranes will not be erected beyond the estimated construction date parameters cited in the study.

2.4.2.2. OSS/OSA will evaluate the impact of proposed activities on flight operations and assist 436 CES/CEAO with the temporary construction waiver process to ensure appropriate waivers including FAA notifications are submitted. All contractors working on the airfield must receive a pre-work briefing/training from AM and physically check-in at AM Ops each day before proceeding on the airfield, i.e. sweeper, airfield lighting, mowing operations, etc. AM requires at least 10 days notice prior to the start of any airfield construction for processing NOTAMs, TERPS impact, ATC procedures review, and coordination of airfield restrictions and/or closures.

2.4.2.3. Any agency sponsoring construction activities on Dover AFB airfield shall notify 436 OSS/OSA and 436 CES/CEAO of preconstruction meetings. The sponsoring agency will ensure personnel involved with the construction activities, who may be operating their equipment or vehicles within the Controlled Movement Area (CMA) and/or on aircraft parking ramps, receive flightline driving and FOD prevention training/briefing as outlined in DAFBI 13-213, *Dover Airfield Driving Instruction*.

2.4.2.4. The sponsoring agency will provide entry access list of personnel and vehicles to AM.

2.4.2.5. Construction equipment will be removed from the CMA and cranes will follow FAA requirements for flag, lighting, down at night or in bad weather, at the end of each workday or as needed and coordinated with AM.

2.4.3. The Airfield Manager will conduct quarterly airfield inspections. 436 OSS/OSA, 436 AW/SE, 436 CES/CEO/CEC and 436 SFS will participate as required.

2.4.4. The 436 CES/CECP will coordinate with 436 OSS/OSAA, 436 AW/SEF, and 436 CS/SCO to conduct an annual airfield waiver inspection normally every February IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*, Unified Facilities Criteria 3-260-01 and applicable MAJCOM Supplements. Weather and Security Forces are highly encouraged to participate to provide technical expertise in their area of responsibility. 436 AW/SE, 436 OSS/OSA/OSAA, and 436 CES/CEO/CEC will review all airfield and airspace waivers and 436 CES, through 436 AW/CC will forward results to HQ AMC/A7PI NLT 30 June every 2 years.

2.5. Aircraft Jet Thrust Avoidance and Engine Run Procedures.

2.5.1. CP or MOCC shall notify the ATCT and AM Ops of all authorized engine runs.

2.5.2. The following restrictions are in place during above-idle engine runs on the main ramp during operations on RWY 32 for jet thrust avoidance:

2.5.2.1. Full stop landings are prohibited while above-idle engine runs are in progress on spots E-CC.

2.5.2.2. Touch-and-go and stop-and-go operations are prohibited while above-idle engine runs are in progress on spots E-R.

2.5.3. The ATCT ground controller shall advise C-5/C-17 maintenance personnel to maintain idle power when an aircraft is taxiing on the displaced threshold of RWY 14 or when an aircraft will operate behind or in front of the engine run. This advisory shall be issued when:

2.5.3.1. An aircraft commences taxiing for departure or parking from the main ramp.

2.5.3.2. An aircraft is ready for departure from RWY 14 (12,903 feet) or intersection departure from RWY 14 at TWY C (8,650 feet).

2.5.3.3. An aircraft is ready for takeoff from RWY 32.

2.5.3.4. A landing aircraft reaches 5 mile final on RWY 14 or RWY 32.

2.5.3.5. If aircraft enters the RWY 14 VFR pattern or commences circling approach to RWY 14 in accordance with Noise Abatement Procedures (Section 1.5).

2.5.3.6. For parking spots E through R, an aircraft enters the RWY 32 VFR pattern, an aircraft reaches 5 mile final on an instrument approach to RWY 32 or commences a circling approach to RWY 32.

2.5.3.7. For parking on B row, an aircraft enters the VFR pattern, an aircraft reaches 5 mile final on an instrument approach or commences a circling approach to RWY 01 or RWY 19.

2.5.4. The ATCT shall issue an advisory to all vehicles within the CMA and aircraft that may drive or taxi behind aircraft conducting engine runs.

2.5.5. The ATCT shall immediately notify CP of lost communications with any aircraft conducting engine runs.

2.5.6. NOTE: Due to excessive noise in the ATCT, engine runs will not be conducted on B, C or D row parking spots without prior approval from the ATCT.

2.6. Aircraft Towing Procedures. Aircraft tows will comply with DOVERAFBI 13-213, *Dover Flightline Driver's Familiarization Program* and the following procedures:

2.6.1. The ground controller will require any vehicle towing an aircraft across a runway to inform the ATCT when the crossing is complete. The crossing is considered complete when:

2.6.1.1. The tow vehicle and entire aircraft in tow are past the hold line on the side of the runway to which they have crossed.

2.6.1.2. From TWY D, the ground controller will advise the tow vehicle to proceed across both runways. At no time will the tow vehicle be permitted to hold short of a runway while on TWY D in-between the runways. On TWY D, crossing is considered complete when the tow vehicle and the entire aircraft in tow are across the hold line.

2.6.1.3. Going to Hazardous Cargo from Main Ramp – crossing past the hold line across RWY 01/19 on TWY D.

2.6.1.4. Coming from Hazardous Cargo Area to Main Ramp – passing across the RWY 14/32 hold line on either TWY B or TWY D.

2.6.2. Only restricted low approaches will be permitted to either runway until the tow vehicle and entire aircraft in tow are past the hold lines.

2.7. Weather Dissemination and Coordination Procedures. Hazardous/severe weather notification procedures and response shall be conducted IAW DOVERAFBI 15-101, *Weather Support* and the following procedures:

2.7.1. Cooperative Weather Watch Procedures.

2.7.1.1. ATC will:

2.7.1.1.1. RAPCON has a certified weather display and can describe precipitation in terms of *LIGHT, MODERATE, HEAVY, and EXTREME*.

2.7.1.1.2. ATCT personnel will report tower visibility to Base Weather (436 OSS/OSW) IAW FAAO 7110.65, AFMAN 15-111, *Surface Weather Observations,* DOVERAFBI 15-101, *Weather Support* and ATCT OIs.

2.7.1.1.3. Notify Base Weather of weather equipment and Digital Airport Surveillance Radar (DASR) outages.

2.7.1.1.4. Relay pilot reports (PIREPS) and controller observed weather elements.

2.7.2. ATCT controllers certified as limited weather observers will train ATCT trainees using training series AT-G-60. Trainees will report to the base weather station for certification upon completion of AT-G-60.

2.7.3. ATCT and the base weather station will update their visibility charts when new reference points are erected and determined by weather to be a suitable reference marker.

2.8. Sweeper Operations on the Airfield.

2.8.1. Sweepers will operate on the runways and ramp to minimize the occurrence of Foreign Object Debris (FOD).

2.8.2. Airfield Management personnel will brief the sweeper operator each morning and direct sweeping in specified areas as determined by the latest airfield inspection.

2.8.3. Civil Engineering (CE) will sweep the airfield using the following schedule:

Table 2.2. Airfield Sweep Schedule.

Day	AM	PM
Monday	Runup and overrun RWY 01 TWY E and F Christmas Tree	South ramp, Decon pad, overrun 32
Tuesday	TWY B, C, D Hot Cargo	TWY C revetments, Compass Rose, Runup and Overrun 19
Wednesday	Transient Ramp A through D TWY A, TWY G	Main ramp E through J
Thursday	Main Ramp K through P	Main Ramp Q through W
Friday	North Ramp X through CC	Flight line access road, maintenance

	North Ramp apron	aprons
*Note: Runways are swept as needed based on results of daily airfield inspections/checks.		

2.8.4. Airfield Management will reroute the sweeper as necessary to work any areas that require priority sweeping. When the sweeper is required, Airfield Management will contact the sweeper through the CE service desk (Fire Department (FD) after duty hours).

2.9. Mowing Operations. Mowing operations are contracted at Dover AFB. Before the beginning of each mowing season, the contractors are required to receive Airfield Driver refresher training. A mowing plan is established per the base contract and a copy shall be maintained in the AM Ops section IAW AFI 13-204V3 para 15.1.2.3.10.

2.10. Airfield Snow Removal Operations. All operations will be IAW 436 AW OPLAN 008-XX, *Snow and Ice Control* (XX indicates year of update).

2.11. Rubber Removal. Under normal circumstances, the Wing programs and is awarded EOY funds to conduct rubber removal and airfield painting twice annually to ensure safe airfield operations. Detailed planning elements can be found in the Dover AFB Civil Engineering Installation Comprehensive Plan.

Chapter 3

CONTROL OF GROUND TRAFFIC ON THE AIRPORT

3.1. Controlled Movement Area (CMA). The CMA consists of the following: all runways, including 200' from all runway edges, all overruns including 200' from overrun edges (Exception: inner marker at RWY 01 approach end and perimeter road at RWY 32 approach end is not part of the CMA), infield areas between TWY B and RWY 01/19, and the following taxiways: TWY B, TWY D, TWY F, and TWY C (except between TWY B CMA boundary line to RWY 14 hold lines). See **Attachment 4**.

3.1.1. All aircraft, vehicles and personnel must establish and maintain two-way radio communications with the ATCT and obtain ATCT approval prior to entry into the CMA. Operators must contact ATCT via the Tower Net or Crash Net when operating in the CMA. Only vehicles in direct support of mission essential activities are authorized to operate within the CMA. See Chapter 10 and Attachment 3 for additional information.

3.1.2. Aprons, parking areas and the following taxiways are Uncontrolled Movement Areas (UMA): TWY A, TWY C from TWY B CMA boundary line to RWY 14/32 hold lines, and TWY E between the hold lines of RWY 01 and RWY 32. The Christmas Tree ramp begins south of TWY F hold lines. Radio contact with the ATCT and approval are not required in these areas.

3.1.3. Personnel and Vehicle Recall Procedures. When personnel and vehicles are recalled from the CMA, they will withdraw to a safe distance (at least 200 feet from the runway edge). If radio contact is lost, the ATCT will use light gun signals or turn the runway lights on and off to have the vehicle exit the runway. The ATCT will notify Airfield Management Operations to meet the personnel or vehicles with lost communications to resolve the situation.

3.1.4. There are no runway hold lines/signs on TWY D between the runways. At no time will any aircraft, vehicles, or pedestrians be permitted to hold short of either runway while on TWY D between the runways.

3.1.4.1. When utilizing TWY D between the runways for taxiing aircraft, vehicle movements, and towing operations traveling to main/transient ramp or hazardous cargo area, ATCT shall deem both runways occupied until all aircraft/vehicles are beyond applicable runway hold lines located on TWY D on either main/transient ramp or hazardous cargo area.

3.1.4.2. When aircraft, vehicles, and towing operations request to cross both runways, the ground controller will advise to proceed across both runways. At no time will the aircraft, vehicle, or towing operation proceed across one runway on TWY D and hold short of the other runway.

3.1.4.3. When vehicles are given permission to proceed and operate on RWY 01/19 or 14/32, they shall not proceed past the runway sidestripe closest toTWY D between the runways without specific permission from ATCT. This procedure protects TWY D between the runways in lieu of a hold line.

3.1.4.4. Only restricted low approaches will be permitted to either runway until towing operations, vehicles and aircraft are beyond applicable hold lines on runways. All applicable advisories will be issued by ATC.

3.1.5. Based on the wingspan of locally-assigned aircraft and the width of our runways, sufficient wingtip clearance does not exist for vehicles, equipment or personnel to operate up to the edge of a runway during aircraft operations. For runway operations involving a C-130 or larger, all vehicles, equipment, and personnel must be established at least 200 feet from the edge of an active runway prior to an aircraft crossing the threshold or beginning departure roll.

3.1.6. Specific procedures for operating vehicles on the airfield are contained in DAFBI 13-213.

3.2. Movement of Aircraft (Aircraft Taxiing Requirements).

3.2.1. DELETED

3.2.2. ATCT will:

3.2.2.1. Relay landing and takeoff times to AM Ops on all arriving and departing aircraft.

3.2.2.2. Coordinate with AM Ops on all arrivals that contact ATCT without flight plans prior to landing.

3.2.2.3. If a transient aircraft's parking area is unknown or the marshaller/follow-me vehicles have not arrived, hold the aircraft at the entrance to the parking ramp until a marshaller/follow-me vehicle arrives.

3.2.2.4. Ensure all transient aircraft use the services of a follow-me vehicle before taxiing on unlit taxiways between sunset and sunrise.

3.2.3. LOCAL EXEMPTIONS. The following local exemptions to standard wingtip clearance criteria apply:

3.2.3.1. When taxiing on the Main Ramp on the yellow line, the wingtip is within 25 feet of the ramp road. Vehicles are required to pull over to the west side of the road and stop until the aircraft has passed in accordance with DAFBI 13-213.

3.2.3.2. Wingtip clearance between C-5s parked on designated spots on the Main Ramp is 20 feet. A wingtip marshaller is required anytime an airplane is parked on an adjacent spot, to make sure there is adequate clearance, per AFI 11-2C-5V3 DOVERAFBSUP, *C-5 Operations Procedures*.

3.2.3.3. Aircraft on the Main Ramp taxi line may taxi without a wing walker past vehicles parked inside the white boxes in front of parking spots E through CC.

3.2.3.4. When following the taxi line behind the C-5s parked on the main ramp (spots E through CC), adequate wingtip clearance is provided to any vehicle parked between the white line and the tails of the airplanes. A wing walker is required for a C-5 when a vehicle is parked on the taxiway side of the white line.

3.2.4. RESTRICTIONS: The following local restrictions to aircraft ground movement apply:

3.2.4.1. Aircraft will not taxi in or out of a Dover parking spot unless the appropriate number of marshallers/wing walkers are present.

3.2.4.2. Aircraft will not taxi through Dover parking spots without prior coordination with the Dover CP and Dover Ground Control, making sure the spot is cleared of all obstacles.

3.2.4.3. The transient ramp is not marked for C-5 parking.

3.2.4.4. If a B-747 is parked on Delta row and is being nose loaded with K-loaders, fork lifts, etc. no taxing between spots D and E is allowed since the required 25-foot clearance is not guaranteed.

3.2.4.5. During taxiing, avoid all perpendicular yellow lines and hash marks on the taxiway shoulders indicating unstressed pavement. Note: Use only necessary taxi power for all taxi operations.

3.2.4.6. DELETED

3.2.4.7. Aircraft are prohibited from movement on closed, unsuitable or non-operational (runways, taxiways and aprons) areas.

3.2.4.8. Aircraft will not normally utilize RWY 14/32 for taxi operations to protect pavement on the interior portion of the runway. Back taxi procedures will be authorized for operational necessity only.

3.2.5. Engines Running Crew Change (ERCC) Procedures. The primary ERCC area is on TWY Alpha abeam Bravo row facing east. The alternate is on TWY Charlie, south of RWY 14 facing TWY Alpha. Crews will coordinate with ATCT if they wish to hold for an extended period at an ERCC location.

3.3. Movement of Vehicles. Vehicle operators shall repeat all ATCT instructions verbatim. ATCT shall add the words "WITHOUT DELAY" to their instructions when appropriate. Do not use the words "clear," "cleared" or "clearance" together with instructions to control vehicular traffic. Additional airfield driving procedures are outlined in DAFBI 13-213.

3.4. Parking Aircraft with Dangerous/Hazardous Cargo. Aircraft with explosive/hazardous cargo to be uploaded/downloaded will park IAW DAFBI 11-205, *Support of Aircraft Transporting Hazardous Cargo.* Hot Armament/Hung Ordnance procedures are addressed in para 9.9 of this instruction.

3.5. Combat Offload Operations. TWY C is the primary combat offload area. Combat Offloads on TWY C will be accomplished with aircraft facing west as depicted in Attachment 6. Non-standard signs and painted lines are placed on/around TWY C to provide visual reference to pilots, as outlined in para 1.2.4.4, and Attachment 6. ATC shall not allow non-participating aircraft to use TWY C, TWY B north, and RWY 01/19 for departures/landings during the actual combat offload. Aircraft will request approval from Ground Control prior to commencing the procedure and advise once offload is complete.

3.5.1. ATCT shall suspend TWY C operations following a combat off-load until a FOD sweep is performed by AM Ops.

3.6. Dignified Transfer (DT) Procedures. Dover AFB supports the Air Force Mortuary Affairs Operations (AFMAO) mission. All DTs will be conducted IAW AFMAO Instruction 34-242-02 and the following procedures:

3.6.1. CP shall make the following notifications to AM Ops:

3.6.1.1. Approximately 30 minutes prior to projected start of DT. Notification shall contain all pertinent info (including, but not limited to, parking spot and number of DTs).

3.6.1.2. Start of the DT.

3.6.1.3. All DT pauses.

3.6.1.4. Completion of the DT.

3.6.1.5. AM Ops will relay all DT notifications to ATCT.

3.6.2. Normal flightline activities (including but not limited to aircraft start, movement, maintenance, transiting vehicles, and cargo upload/download) are not permitted during DTs on TWY B south and certain areas of the ramp, depending on the location of the DT aircraft. These "flightline sterile areas" are depicted in diagrams on file at 436 AW/CP. Every effort should be made to minimize all noise and movement on the remainder of the ramp during DTs whenever possible. If aircraft movements, servicing, and/or loading/unloading will be required during a DT, the aircraft should be positioned as far away from the DT/outside the sterile area as possible to minimize DT impact. It is imperative that all airfield drivers maintain situational awareness while operating in the ramp environment and do not disrupt DT procedures.

3.6.3. All aircraft engine starts/runs and aircraft movements during a DT will be coordinated with CP prior to execution (this includes aircraft engine starts immediately preceding a DT start if the engines will be running during the DT). The CP will coordinate all requests with AFMAO and/or the Dignified Transfer Host (DTH) to ensure minimal mission and DT impact.

3.6.4. CP, ATCT, AM Ops and AFMAO shall coordinate pauses between multiple DTs, as needed, to allow for mission departures/arrivals.

3.6.5. The non-movement area depicted in **Attachment 14** defines the area where aircraft are not allowed to taxi during DTs, regardless of DT aircraft location. Taxiing at other locations on the airfield will be coordinated with the CP. During a DT, the CP will coordinate with aircrew, AFMAO, MOC, ATOC, and Airfield Management to help ensure normal operations continue to the maximum extent possible with minimal impact upon the DT. Takeoffs, landings, and approaches are permitted but should be conducted during DT pauses whenever possible.

3.6.6. 436 AW/CP may choose to work in concert with the aircrew, MOC, ATOC, and Airfield Management to allow aircraft parked inside the aircraft non-movement area (**Attachment 14**) to be towed to another parking spot or to a location where they can start and taxi out for departure. Tow operations will not be conducted inside the Sterile Area once the DT starts (except during DT pauses).

Chapter 4

TERMINAL AREA PROCEDURES

4.1. Traffic Patterns. Local traffic patterns and altitudes are depicted in **Attachment 7** and **Attachment 8.**

4.1.1. 360 degree overhead pattern – 2500' MSL.

4.1.1.1. Protection of the 360 overhead pattern. When the overhead pattern is in use, ATCT shall direct departing aircraft to maintain at or below 2000' MSL until departure end to ensure overhead pattern protection.

4.1.2. Radar traffic pattern - 3000' MSL (ATC may use 2000' MSL as necessary).

4.1.3. Conventional rectangular pattern – 1500' MSL.

4.1.4. Small aircraft weighing 12,500 lbs or less, with single or twin-propeller driven engine(s) (including all Dover FTC aircraft) and helicopter traffic pattern - 1000' MSL.

4.2. Local Departure Procedures/Breakout/Go-Around/Transition Instructions

4.2.1. Local Departure Procedures. When issuing climbout instructions to Dover-based aircraft conducting local training sorties, controllers may use the term "Standard Climbout" in lieu of the instructions below. Exception: "Standard Climbout" is not to be used when overhead pattern is in use. See para 4.1.1.1.

4.2.1.1. RWY 01/19: "CLIMB AND MAINTAIN 3000', FLY RUNWAY HEADING."

4.2.1.2. RWY 32: "CLIMB AND MAINTAIN 3000', AT DEPARTURE END (.8 DME) TURN RIGHT HEADING 350."

4.2.1.3. RWY 14: "CLIMB AND MAINTAIN 3000', FLY RUNWAY HEADING."

4.2.2. Breakout procedures. Unless specified otherwise, breakout procedures shall be used for aircraft at or greater than three (3) mile final. The following instructions shall be used unless otherwise coordinated.

4.2.2.1. RWY 01: "CLIMB AND MAINTAIN 2000', LEAVING 1700' TURN LEFT HEADING 280."

4.2.2.2. RWY 19: "CLIMB AND MAINTAIN 2000', LEAVING 1700' TURN RIGHT HEADING 280."

4.2.2.3. RWY 32: "CLIMB AND MAINTAIN 2000', LEAVING 1700' TURN RIGHT HEADING 040."

4.2.3. Go-around procedures. Unless specified otherwise, go-around procedures shall be used for aircraft inside three (3) mile final.

4.2.3.1. RWY 01/19: "CLIMB AND MAINTAIN 3000', FLY RUNWAY HEADING."

4.2.3.2. RWY 32: "CLIMB AND MAINTAIN 3000', FLY RUNWAY HEADING UNTIL DEPARTURE END (.8 DME off DOV TACAN), THEN TURN RIGHT HEADING 350."

4.2.3.3. RWY 14: ATCT will coordinate on an as-needed basis. **NOTE:** Pilots must inform the controlling facility immediately if unable to comply with ATC instructions.

4.2.4. Aircraft Transitions from Tower Pattern to Radar Pattern. When transitioning from the Tower pattern to the Radar pattern the following instructions shall be used.

4.2.4.1. RWY 32: "*AFTER COMPLETING (TYPE APPROACH) MAINTAIN VFR AT OR BELOW 3000, TURN RIGHT HEADING 350, CONTACT ARRIVAL 125.9/282.32"*

4.2.4.2. All other runways*: "AFTER COMPLETING (TYPE APPROACH) MAINTAIN VFR AT OR BELOW 3000, FLY RUNWAY HEADING, CONTACT ARRIVAL 125.9/282.32"*

4.3. Standard Circling Instructions.

4.3.1. RAPCON shall ensure standard IFR separation for aircraft executing circling approaches IAW FAAO 7110.65.

4.3.2. DELETED

4.4. VFR Weather Minimums. Weather minimums for VFR practice approaches are:

4.4.1. 2000 foot ceiling (AGL) and 3 miles visibility for conventional rectangular pattern.

4.4.2. 3000 foot ceiling (AGL) and 3 miles visibility for 360 degree overhead pattern.

4.4.3. Basic VFR weather conditions are required for Tactical Employment Training Procedures described in **Chapter 6** and **Attachment 10**. For Random Steep approaches and Spiral-Up departures, aircraft must be able to maintain VFR, to or from the prescribed altitudes.

4.4.4. ATCT must be able to maintain visual contact with aircraft in the VFR pattern. ATCT Watch Supervisors will close the rectangular and overhead VFR pattern when controllers cannot maintain visual contact with aircraft, regardless of reported weather. If the aircraft commander can cancel IFR and proceed straight-in, full-stop, with the pattern closed, ATCT will approve the VFR approach for landing.

4.5. Radar Vector to Initial Procedures. Pilots of aircraft under radar control may request vectors to initial. Vectors will be provided to intercept initial at 3-5 nm from the approach end of the landing runway. IFR service is automatically cancelled once the aircraft reaches initial.

4.6. Intersection Departures. Intersection departures are authorized with ATCT approval. Distances remaining from each intersection are shown in **Attachment 3**.

4.7. Opposite Direction Procedures. Specific opposite direction cutoff procedures between ATCT and RAPCON are contained below:

4.7.1. All communications between controllers shall include the phrase: "OPPOSITE DIRECTION ARRIVAL/DEPARTURE, RUNWAY (Number)." Tower and RAPCON shall coordinate with the opposite facility prior to approving opposite direction traffic.

4.7.2. Opposite Direction Departure Coordination: Tower shall coordinate opposite direction departures at the time of pilot request or prior to taxiing the aircraft to allow RAPCON time to adjust the arrival sequence.

4.7.3. IFR Arrival vs. IFR Arrival: An opposite direction IFR arrival shall proceed no closer than ten (10) mile final from landing threshold before the preceding IFR aircraft lands.

4.7.4. IFR Arrival vs. IFR Departure: An opposite direction IFR arrival shall proceed no closer than ten (10) mile final from landing threshold before the proceeding IFR departure becomes airborne and has turned to avoid to ensure required separation.

4.7.5. VFR Arrivals: An opposite direction VFR arriving aircraft shall proceed no closer than six (6) mile final from the landing threshold before the proceeding IFR/VFR arrival has landed or IFR/VFR departure becomes airborne and has turned to avoid to ensure required separation.

4.7.6. VFR Departures: A VFR departing aircraft must be airborne and turned to avoid prior to an arriving IFR/VFR aircraft proceeding to six (6) mile final from the landing threshold to ensure required separation.

4.7.7. Tactical Approaches: VFR separation standards outlined in paragraph 4.7.5. and 4.7.6. will be maintained at all times when authorizing opposite direction tactical approaches.

4.8. Separation Standards. The separation standards listed in FAAO 7110.65 apply except as follows:

4.8.1. An aircraft making an altitude restricted low approach over personnel or equipment in the airport movement area shall be instructed to maintain at or above 530' MSL. Controllers will instruct heavy jet aircraft to maintain at or above 1000' MSL. ATCT shall inform the personnel in the movement area that the approach will be conducted over them.

4.8.2. Visual Separation: ATCT may apply visual separation IAW FAAO 7110.65. ATCT shall advise RAPCON when visual separation is being used. Controllers will not initiate visual separation when wake turbulence separation requirements apply.

4.8.3. Category separation for departures will be IAW FAAO 7110.65.

4.9. Civil Aircraft.

4.9.1. In order to ensure safe operations of civil aircraft, and to provide safeguards to local aircraft, practice approaches are not authorized when:

4.9.1.1. More than one military turbojet aircraft is in the IFR or VFR traffic pattern unless ATC determines such operations will not impede the departure or arrival of military aircraft.

4.9.1.2. The practice approach may cause the delay of mission aircraft (arrival or departure).

4.9.1.3. At any time ATC Watch Supervisor deems it necessary for flight safety.

4.9.2. Civil aircraft are permitted to use the ILS in order to land (with permit IAW the Joint Use Agreement) or conduct practice approaches. Civil aircraft conducting practice approaches (IFR/VFR) are not authorized to make touch and go or full stop landings at Dover AFB.

4.9.3. Aircraft experiencing an emergency will be allowed to land at Dover AFB.

4.10. AMC Mission Departures.

4.10.1. Definition of Terms.

4.10.1.1. Delay Start Time: The latest time that an aircraft can become airborne without being in delayed status. Late being 14 minutes past the allowed ground time IAW AMCI 10-202 Vol 6, *Mission Reliability Reporting System (MRRS).*

4.10.1.2. Controlled Departure Time (CDT): The exact time an aircraft should be airborne to meet AAR mission criteria. The AAR aircraft will have a delay start time in addition to a CDT.

4.10.2. The Dover CP shall:

4.10.2.1. Notify ATCT at least 30 minutes before the aircraft's delay start time when necessary to avoid conflict between other traffic and home station departures.

4.10.2.2. If there is more than one AMC mission departure (home station departure), notify ATCT and identify which one has priority.

4.10.3. Controlled Departure Time. The aircraft commander shall notify Ground Control of the controlled departure time on initial contact. This will allow ATCT to adjust the traffic flow as required to accommodate the CDT.

4.11. Clearance Delivery. Dover RAPCON provides ATC clearance delivery functions on frequencies 289.4 and 125.55. Computerized IFR flight plans are received approximately 30 minutes before the aircraft's proposed departure time. Pilots should contact clearance delivery not earlier than 30 minutes before their proposed departure time for their clearance.

4.12. Category (CAT) II Instrument Landing System (ILS) Procedures.

4.12.1. When RWY 01 (CAT II runway) is in use and RVR decreases to 3000 feet or less, ATCT personnel will place airfield lighting on backup power. Also, if an aircraft requests a CAT II ILS approach to RWY 01 and RWY 01 is not in use, but the RVR is 3000 feet or less, ATCT personnel will place the airfield lighting on backup power.

4.12.2. ATCT personnel will contact AM Ops, RAPCON and CE service desk to advise them anytime the airfield lighting back-up power generator is in operation, and subsequently when the generator is turned off.

4.12.3. If the generator fails to start when activated from ATCT, ATCT personnel will report the discrepancy to the CE service desk. Civil Engineering Squadron Power Production (436 CES/CEOIP) personnel will report to the lighting vault to manually start the generator.

4.12.4. Power Production personnel shall:

4.12.4.1. Advise ATCT personnel anytime the remote generator switch in the ATCT is not operational.

4.12.4.2. Coordinate with ATCT before activating the CAT II control switch for simultaneous generator start and power transfer.

4.12.4.3. Assume responsibility for activating airfield lighting back-up generator for CAT II ILS operations when ATCT does not possess the capability to activate it.

4.12.5. AM Ops shall notify the RAPCON immediately, when any component of the airfield ground environment does not meet CAT II ILS standards.

4.12.6. RAPCON will advise AM Ops to NOTAM the ILS CAT II to CAT I status when the Remote Status Indicator (RSI) fails or the radar facility is required to vacate, leaving no RSI monitoring capability.

4.13. Protection of Precision Approach Critical Areas. ATCT will protect critical areas depicted in **Attachment 5** (i.e. ILS, Precision Obstacle Free Zone, etc.) IAW AFI 13-204V3, *Airfield Operations Procedures and Programs* and applicable FAA orders. All aircraft will be held at instrument hold lines when CAT II ILS procedures are in effect.

4.13.1. When the reported ceiling is less than 800 feet and/or visibility less than 2 miles, but at or above 200 feet and/or visibility at or above 1/2 mile (RVR 2400), restrict all aircraft larger than fighter type size. Vehicles in support of fighter type aircraft are authorized to proceed up to the VFR hold lines under these conditions.

4.13.2. When the ceiling is less than 200 feet or visibility is less than 1/2 mile (RVR 2400), all aircraft and vehicles are restricted from crossing the instrument hold lines until specifically cleared by ATCT to proceed.

4.13.3. When an aircraft is conducting an ILS approach during CAT II operations, aircraft shall not taxi or proceed on TWY D from the Hazardous Cargo area.

4.14. Automatic Terminal Information Service (ATIS). The ATIS is a 24-hour, continuous broadcast of recorded non-control information for Dover AFB. Its purpose is to relieve frequency congestion by automating the repetitive transmission of essential but routine information.

4.14.1. The ATIS can be received on frequency 135.05 or 273.5 or by telephone 302-677-ATIS (2847).

4.14.2. Pilots will use the ATIS to the maximum extent possible and report the current ATIS "code" to either ATCT or RAPCON upon initial contact.

4.14.3. Dover has Digital ATIS (D-ATIS) capability.

4.14.4. Problems or comments on the ATIS should be reported to 436 OSS/OSA.

4.15. Tower Display Workstation (TDW) Outage Limitations. During periods when the certified ATCT radar display is unusable, non-standard operations including Tactical Employment Training, NVG operations, etc, may be limited and/or disapproved based on traffic conditions and controller workload.

4.16. Non-Radar Limitations. When Dover Radar is out-of-service, IFR flight operations will be limited to single approach to a full stop (multiple approaches may only be approved by the RAPCON Chief Controller and OG/CC based on traffic density and controller workload). Expect delays due to non-radar NAVAID-based routing and holding.

4.17. Secondary Radar Feed. Dover RAPCON has secondary radar feed capability from 2000' MSL and above. This provides a limited backup for the on-site Digital Airport Surveillance Radar (DASR) feed.

Chapter 5

UNUSUAL MANEUVERS AND NIGHT VISION GOGGLES (NVG) OPS

5.1. Unusual Maneuvers within Class D Surface Area: Unusual maneuvers within Class D Surface Area that are not IAW current Federal Aviation Regulations (FAR) will require an approved FAA waiver to the applicable FAR.

5.2. NVG Operations. NVG operations will be conducted IAW NVG Letter of Agreement. Contact 436 OSS/OSA for a copy of the Letter of Agreement.

5.2.1. ATC and AM personnel are not authorized to use Night Vision Devices (NVD).

Chapter 6

TACTICAL PROCEDURES

6.1. Tactical Approach/Departure Procedures. To ensure maximum training for all aircraft in the Dover pattern, maximum coordination is required between all parties involved.

6.1.1. Tactical Approach diagrams: Located in **Attachment 10** of this publication. The diagrams are intended to provide mutual understanding of the expected ground track between the pilot and ATC. The diagrams are not intended to be an exact depiction of the ground track a pilot is expected to fly. *Note: All tactical approaches shall not overfly base housing below 1000'.*

6.1.2. Cancellation of IFR clearance: IFR clearance will automatically cancel at 6 mile final for each tactical approach and aircraft will proceed VFR. Pilots are not required to cancel IFR with ATC.

6.1.3. Altitudes: High/Steep 5000'; Low 500'- 1000'(as requested in approach request, unless otherwise coordinated with ATC).

6.1.3.1. If altitude changes throughout approach, coordination is required with ATCT (e.g. pitch up on break or downwind).

6.1.4. Tactical Approach Phraseology:

6.1.4.1. Abeam: "REQUEST ABEAM RUNWAY__ RIGHT/LEFT BASE RUNWAY__, FEET."

6.1.4.2. Midfield Abeam: "REQUEST MIDFIELD ABEAM TO RUNWAY____, FEET."

6.1.4.3. Teardrop: "REQUEST TEARDROP RUNWAY__ RIGHT/LEFT BASE RUNWAY____, ___ FEET."

6.1.4.4. 90/270: "REQUEST 90/270 RUNWAY __ RIGHT/LEFT BASE RUNWAY ___, ____ FEET."

6.1.4.5. Low Straight-In: "REQUEST A LOW STRAIGHT-IN RUNWAY ___, FEET."

6.1.4.6. Steep Straight-In: "REQUEST A STEEP STRAIGHT-IN RUNWAY__."

6.1.4.7. Random Steep: "REQUEST A RANDOM STEEP LEFT/RIGHT BASE RUNWAY __."

6.1.4.8. Random Steep with Circle: "REQUEST RANDOM STEEP RUNWAY __ LEFT/RIGHT BASE RUNWAY __."

6.1.4.9. Curvilinear: "REQUEST HIGH LEFT/RIGHT BASE RUNWAY__."

6.1.4.10. Tactical Overhead: "REQUEST TACTICAL OVERHEAD RUNWAY____, ____FEET."

6.1.4.11. Wyoming Abeam: "CMDEN, REQUEST ABEAM ARRIVAL, LEFT/RIGHT BASE RUNWAY __, FULL STOP/TOUCH AND GO/OPTION"

6.2. Sector Overlay. Pilots may use the sector overlay depicted in **Attachment 11** to simulate conditions they are likely to face in the tactical environment. Communication with local ATC may be done with reference to the overlay. Aircraft will report entering each sector to ATC (ex. "BOLAR11 entering sector 1", or " BOLAR11 entering sector D"). Aircraft will also report cancellation of IFR prior to entering the sector from which the approach is being conducted. Communication with non-participating aircraft will need to be done in the clear. If there is ever any question about the location of traffic or the intentions of any aircraft, both ATC and aircrew will communicate in plain language.

6.2.1. Sector Overlay Phraseology:

6.2.1.1. Abeam: "REQUEST SECTOR ___ FOR THE ABEAM RUNWAY___ RIGHT/LEFT BASE RUNWAY___, ___FEET."

6.2.1.2. Midfield Abeam: "REQUEST SECTOR___ FOR THE MIDFIELD ABEAM TO RUNWAY___, ___FEET."

6.2.1.3. Teardrop: "REQUEST SECTOR___ FOR THE TEARDROP RUNWAY__ RIGHT/LEFT BASE RUNWAY____, ___ FEET."

6.2.1.4. 90/270: "REQUEST SECTOR ___ FOR THE 90/270 RUNWAY __ RIGHT/LEFT BASE RUNWAY ___, ____ FEET."

6.2.1.5. Low Straight-In: "REQUEST SECTOR___ FOR A LOW STRAIGHT-IN RUNWAY___, __ FEET."

6.2.1.6. Steep Straight-In: "REQUEST SECTOR___ FOR A STEEP STRAIGHT-IN RUNWAY___."

6.2.1.7. Random Steep: "REQUEST SECTOR___ FOR A RANDOM STEEP RUNWAY___."

6.2.1.8. Random Steep with Circle: "REQUEST SECTOR___ FOR A RANDOM STEEP RUNWAY___ LEFT/RIGHT BASE RUNWAY___."

6.2.1.9. Curvilinear: "REQUEST SECTOR___ FOR A HIGH LEFT/RIGHT BASE RUNWAY___."

6.3. VFR Holding. Although tactical training has priority over transient aircraft and other non-critical flight ops, circumstances may arise where it is necessary to hold aircraft conducting tactical approaches VFR at a location and altitude outside the Class D airspace to prevent repetitive break-outs of other aircraft and degradation of ATC service. The following VFR holding/reporting points may be used as depicted in **Attachment 11**.

6.3.1. Kevin: DOV 030/10

6.3.2. Tom: DOV 090/10

6.3.3. Jared: DOV 150/10

6.3.4. Paul: DOV 210/10

6.3.5. Jorge: DOV 270/10

6.3.6. Mario: DOV 330/10

6.4. Tactical Departure Procedures. If accomplishing a tactical departure, make sector and altitude request with tower or approach prior to take-off or touch and go.

6.4.1. All tactical departures will climb to 5000' MSL unless otherwise requested by the pilot. **Attachment 10.10**. shows an optional spiral up departure for tactical aircraft. Phraseology example: "REQUEST DEPARTURE SECTOR_____, ____FEET"

6.4.2. The Accel Departure is used as an efficient transition to the Monster Mile VFR Stereo Routes. See **Attachment 10.11**.

6.4.3. The Wyoming TAC Departure enables better sequencing and planning by providing a consistent ground track to the VFR fix CMDEN. At CMDEN, holding procedures exist to set up for the Wyoming Tactical Arrival. See **Attachment 10.12**.

6.5. Monster Mile Routes. The Monster Mile North/South routes are two 10-minute stereo VFR routes designed to facilitate local low-level training requirements IAW AFI 11-2C-17V1. Each route is completely contained within the vertical and lateral confines of Dover AFB Approach airspace. See **Attachment 15** for route depiction and additional details.

6.6. Noise Abatement. All noise abatement procedures will be upheld IAW AFI 11-2C-MDSV3 DAFB SUP and Dover Aircrew Flimsy. Compliance with noise abatement restrictions is the pilot's responsibility.

6.7. Assault Landing Zone (ALZ). RWY 32 is painted with a series of non-reflective white markings, measuring 10 feet by 5.5 feet, to indicate a 3500' ALZ. See ETL 09-6 for marking configuration.

Chapter 7

AIR TRAFFIC CONTROL AND LANDING SYSTEMS (ATCALS) AND RELATED EQUIPMENT

7.1. Airfield Lighting Systems and Operations. ATCT will operate the Airfield Lighting IAW FAAO 7110.65.

7.1.1. The following airfield lighting systems are available at Dover:

7.1.1.1. RWY 01: Approach Light System with Sequenced Flashing Lights Category II (ALSF 2), Touchdown Zone Lights, Centerline Lights, High Intensity Runway Lights, Precision Approach Path Indicators.

7.1.1.2. RWY 19: Approach Light System with Sequenced Flashing Lights Category I (ALSF 1), Centerline Lights, High Intensity Runway Lights, NVG lighting (covert/overt), Precision Approach Path Indicators.

7.1.1.3. RWY 32: Runway End Identifier Lights, NVG lighting (covert/overt), Precision Approach Path Indicators and High Intensity Runway Lights.

7.1.1.4. RWY 14: High Intensity Runway Lights, Precision Approach Path Indicators.

7.1.2. DELETED

7.1.3. Approach light out minimums are published in the Terminal FLIPs.

7.1.4. ATCT will set all flush mounted lights to Step 2 when the temperature is at or below 32 degrees Fahrenheit and moisture (i.e. fog, mist, snow) is present.

7.1.5. The Civil Engineering Squadron Power Production (436 CES/CEOIP) shop will activate the airfield lighting back-up power generator at the request of ATCT when the ATCT does not possess the capability to activate it (i.e. switch disabled, ATCT evacuation, etc.).

7.1.6. Civil Engineering Squadron Exterior Electric (436 CES/CEOIE) will inspect airfield lighting systems to ensure system reliability. Focus will be on the approach lighting systems outside the base fence. 436 CES/CEOIE will report completed inspections and problems to Airfield Management and overall system reliability using AMC/A7 infrastructure report. (NOTE: This is a report generated jointly by the base/AMC as result of AMC infrastructure visit). At the request of ATCT, 436 CES/CEOIE will also operate the backup lighting panel located in the lighting vault.

7.2. Airfield Lighting Malfunctions/No-Light Minimums. Airfield Management Operations shall immediately notify ATCT of any airfield lighting outage and when it is returned to service. RAPCON shall inform arriving aircraft of any approach lighting problems. Pilots will determine if the minimums are raised for their category IAW current FLIPs.

7.3. Pilot Reports Of Airfield Lighting System Malfunctions. ATCT/RAPCON shall relay pilot reports of airfield lighting malfunctions to Airfield Management Operations. Airfield Management Operations shall coordinate with the Base Civil Engineer for repairs and issue appropriate NOTAM.

7.4. ATCALS Preventive Maintenance Inspection (PMI) Schedule. The following standardized times and weather criteria will be used for ATCALS PMIs:

7.4.1. Digital Airport Surveillance RADAR (DASR): Monday, Tuesday, Thursday, Friday 0300-0600L, No WX minimums if long-range radar is operational; if not, CIG/VIS: 3000 feet/5 miles forecasted for at least 1 hour.

7.4.2. TACAN: Wednesday 0500-0900L, CIG/VIS: 2000/2 Forecasted for at least 1-hour.

7.4.3. ILS: Monday, Tuesday, Thursday, Friday 0500-0930L, CIG/VIS: 2000/2 Forecasted for at least 1-hour.

7.4.4. When consistent with flight operations, ILS facilities will be released to METNAV maintenance for up to 48-hours prior to and 24-hours immediately following an ILS flight check with monitors. This will allow maintenance to accomplish all mandatory pre and post-flight check inspection procedures on the ILS.

7.4.5. The TACAN facility will be released to METNAV maintenance for up to 6-hours immediately following a TACAN flight check. This will allow maintenance to accomplish all mandatory post-flight check inspections on the TACAN. Release of the TACAN is predicated on flight operations.

7.4.6. RAPCON will not normally release the DASR, TACAN or ILS if any of these systems are out of service. This is to ensure two of three systems are available at all times.

7.4.7. Additional PMI downtimes will be permitted when consistent with flight operations if normal PMI times are unavailable due to weather or other circumstances. Requesting agency shall forward request to 436 OSS/OSA for 436 OG/CC approval as early as possible, but NLT 3 duty days prior to requested downtime (unless emergency). Additionally, the requesting agency should research weather forecast and station workload (Dover flying schedule) when submitting request. 436 OSS/OSA will advise of downtime approval by 436 OG/CC.

7.5. Use of Auxiliary Power for ATCALS Facilities.

7.5.1. The ATC Facility will rely on generator auto start. Changeover from commercial to back-up power is instant in both manual and auto start modes.

7.5.2. The ATCT Watch Supervisor will notify the RAPCON Watch Supervisor and the CE Emergency Service Call Desk that the ATC Facility is on back-up power.

7.5.3. The ILS and TACAN sites will rely on autostart capability for back-up power and will not normally be manually transferred to generator power. **Note:** The ILS will run on battery power for limited time if generator does not function properly.

Chapter 8

FLIGHT TRAINING CENTER (FTC) OPERATIONS (AERO CLUB)

8.1. Dover AFB FTC Procedures.

8.1.1. File flight plans through AM Ops for all flights departing Dover AFB using the following procedures:

8.1.1.1. Flight plans for local area flights, within a 50 nautical mile radius of KDOV, will be telephoned into AM Ops. If telephones are out of service, flight plans will be hand delivered to AM Ops.

8.1.1.2. Flight plans for flights outside 50 nautical mile radius of KDOV, or with any delay (stop) regardless of length of stop or distance of flight, will be faxed to AM Ops, followed by a telephone call approximately 5 minutes later to confirm reception and accuracy. Delay times will be annotated in the remark section as to duration and reason of stop. Delays are allowed up to 30 minutes. Delays exceeding 30 minutes require a separate flight plans for each leg. Flights of more than one (1) leg (stop) will be sent and filed as separate and individual flight plans.

8.1.1.3. If fax machine and/or telephones are down then flight plans will be hand delivered to AM Ops.

8.1.2. FTC will store original flight plans IAW *Records Disposition Schedule*, Table 13-7, Rules 3 and 4. available on-line at HTTPS://AFRIMS.AMC.AF.MIL**.**

8.1.3. Pilots can request Airfield Advisories and NOTAMs for Dover AFB from the dispatcher at AM Ops.

8.2. Dover AFB AM Ops Flight Plan Procedures.

8.2.1. Take appropriate measures to file Dover AFB FTC flight plans through a Flight Service Station as required.

8.2.2. Take appropriate measures to ensure proper closure of all Dover AFB FTC aircraft flight plans upon aircraft's arrival at KDOV.

8.2.3. Provide on request of the pilot, any NOTAMs and Airfield Advisories for Dover AFB.

8.2.4. Notify Dover AFB FTC Manager of any problems with FTC personnel, pilots, procedures or aircraft so that corrective action may be taken. Corrective action, actual or proposed, will be in writing.

8.3. Aircraft Parking, Servicing and Ground Handling.

8.3.1. FTC aircraft shall be parked on Pad (spots) 6 and 7 in the Christmas Tree area (**Attachment 3**).

8.3.2. The FTC is responsible for servicing, ground handling and securing Flight Training aircraft.

8.4. Student Pilot Notification to ATC. Solo student pilots shall advise ground control on initial taxi call that the person is a student pilot.

8.5. Local Flying Area. The local flying area includes the area within a 50NM radius of Dover AFB, excluding:

8.5.1. Areas offshore, beyond power-off gliding distance to land.

8.5.2. Airspace restricted areas R4006, R4001A, and R4001B.

8.5.3. For solo student pilots, that area within 25NM from Dover AFB.

8.6. Flight Training Area. Flight training areas for FTC pilots are established to provide designated airspace for club members to perform the flight maneuvers necessary to fulfill FAA, USAF and Flight Training currency and training requirements. These areas are not "protected" airspace. Collision avoidance is the pilot's responsibility. They provide a common reference for Dover Approach Control and club members to streamline entry to and exit from Dover AFB. Pilots will normally enter and exit these areas from over the town of Camden-Wyoming. There are two designated areas: ALPHA and BRAVO.

8.6.1. Area ALPHA is bounded on the East by US 13, on the West by US 301, North by the C&D canal and on the South of Delaware (DE) Route 8. Area ALPHA includes the airspace from the ground to 5000 feet MSL.

8.6.2. Area BRAVO is bounded on the East by US 13, on the West by US 301, on the North by DE Route 8, and on the South by DE Route 404. Area BRAVO includes the airspace from ground to 5000 feet MSL.

8.7. Weather Minimums for FTC Flight Training Operations.

8.7.1. Day, VFR--1500 feet AGL ceiling, three statute mile visibility.

8.7.2. Night, 2500 feet AGL ceiling, five statute mile visibility.

8.8. FTC Anti-Hijack Procedures. If an unauthorized FTC aircraft taxi is observed, the ATCT will follow procedures outlined in para 9.16.

8.9. Taxi Procedures. Flight Training aircraft shall contact "Dover Ground" on frequency 118.875 before taxi. FTC pilots do not need to contact ground to move/taxi the aircraft to the refueling area to and from the FTC parking location. Specific taxi procedures shall be issued by Dover Ground Control. Normal routes:

8.9.1. RWY 32. TWY F to TWY E to the approach end of RWY 32 or intersection departure via TWY B.

8.9.2. RWY 14. TWY F to TWY E to the approach end of RWY 32 for back taxi on the Runway to the midfield intersection, traffic permitting, the alternate taxi route is via the approach end of Runway 01 then north on TWY B to the midfield intersection.

8.9.3. RWY 19. Taxi via TWY F and proceed as directed by ATCT. Normally, the pilot will back taxi, but each situation could dictate other instructions.

8.9.4. RWY 01. Taxi via TWY F.

8.10. Wake Turbulence/Taxi Restrictions.

8.10.1. Due to the unpredictable nature of wake turbulence and its potentially disastrous effect on light aircraft, use extreme caution at all times when taxiing or conducting flight

operations behind heavy aircraft that conduct regular flight operations at Dover AFB. Large aircraft may also cause wake turbulence effects.

8.10.2. FTC pilots shall not request to waive the required wake turbulence separation behind heavy aircraft.

8.10.3. FTC pilots shall not taxi closer than 500 feet behind a large aircraft that has any of its engines running. FTC pilots shall not stop for engine run-ups or other purposes in a position where a passing large aircraft's jet or propeller blast will be directed at the aircraft from a distance of less than 500 feet.

8.10.4. FTC pilots will not taxi at speeds greater than a fast walking pace. Upon landing, taxi speed can be a controlled, faster pace in order to clear the runway for other operations.

8.11. Engine Run-Up Procedures. FTC aircraft shall conduct engine run-ups on the ramp or taxiway. Conduct a normal run-up on the taxiway at least 50 feet from the runway hold lines.

8.12. Operations within Class D Surface Area.

8.12.1. Due to heavy jet traffic at Dover AFB, multiple approaches or landing practice is permitted at the discretion of ATC, if such operations will not impede the departure or arrival of military aircraft. At those times deemed appropriate by ATC, FTC pilots may be directed to depart or vary their traffic patterns. Except for emergencies, FTC pilots will not delay the departure or arrival of military aircraft.

8.12.2. Traffic patterns are to the west or southwest of all runways unless directed by the ATCT.

8.12.3. Traffic pattern altitude is 1000 feet MSL. Except in an emergency, aircraft will not be operated below this altitude over Dover AFB or its housing area.

8.12.4. Do not turn out before passing the departure end of the runway unless directed by ATC.

8.13. VFR Departures and Arrivals.

8.13.1. Departures will contact Dover Ground Control and state:

8.13.1.1. Identification (call sign).

8.13.1.2. Location on the airfield.

8.13.1.3. Destination.

8.13.1.4. Altitude.

8.13.2. Arrival Procedures for Local Flights.

8.13.2.1. FTC pilots will contact Dover Approach Control on frequency 132.425 MHz when ready to return to base (RTB) and state, "DOVER APPROACH, IRONY (#), BRAVO TRAINING AREA, 'altitude', LANDING DOVER".

8.13.2.2. When returning from training areas ALPHA or BRAVO, entry into the Class D surface area will normally be over the entry point (approx. 1/2 mile south of intersection of US 13 and DE Route 10). FTC pilots will cross the entry point at 1500 feet MSL and then descend to 1000 feet (pattern altitude), contact Dover Tower and state, "IRONY (#), HOLDING AT WALMART, REQUEST TO PROCEED INBOUND."

8.13.2.3. DELETED

8.13.3. Arrival Procedures for Cross Country Flights. When returning from a cross country flight, contact Dover Approach Control no later than 15 miles from Dover AFB and state: Identification, position from Dover AFB, altitude, and intentions.

8.14. IFR Departures and Arrivals.

8.14.1. FTC pilots shall contact Dover Clearance Delivery on frequency 125.55 MHz and state: Identification, destination, and clearance on request. Example: "DOVER CLEARANCE DELIVERY, (TAIL #), IFR TO WHITE PLAINS, CLEARANCE ON REQUEST."

8.14.2. After obtaining clearance: Contact Ground Control and state, "DOVER GROUND, (TAIL #), IFR TO WHITE PLAINS, READY TO TAXI." Aircraft will follow taxi instructions to include holding short when directed by ground control.

8.15. Overdue FTC Aircraft: Flight plans will be monitored by the FTC manager or representative to permit timely action in the event an aircraft is overdue or involved in an emergency. Subsequent actions will be dictated by the situation and established FAA and USAF procedures.

Chapter 9

ABNORMAL AND EMERGENCY PROCEDURES

9.1. Primary Crash Alarm System (PCAS). The purpose of the base PCAS is to alert and activate those agencies needed to perform lifesaving functions at the time of a known or suspected on or off base aircraft accident. Ground and in-flight emergencies also require activation of the PCAS. The ATCT, Airfield Management Operations, Base Clinic and Fire Emergency Services are PCAS members. In event of an on or off-base accident, the Incident Commander will work with affected units IAW 436 AW EM (Emergency Management) Plan 10-2. Note: PCAS Members are the only agencies authorized to have two-way communication capabilities on the Crash Network.

9.2. Secondary Crash Network (SCN). The purpose of the base SCN is to establish a communication system for rapid dissemination of information during in-flight emergencies, aircraft accidents/incidents, ground aircraft emergencies and exercises with base support agencies. AM Ops, CP, Security Forces, FD, Weather, Disaster Preparedness, Safety, Explosive Ordnance Disposal, Bioenvironmental, Clinic, Public Affairs and Fire Marshall are SCN members. When the PCAS is out of service, ATCT will direct AM Ops to activate the SCN. If the SCN is out of service, there is a backup located on the telephone console at AM Ops labeled SCN BU. The backup has every agency that is on the SCN call list. The backup line will be tested quarterly per AFI 13-204V3, *Airfield Operations Procedures and Programs* (conducted on the first duty day of the quarter) and documented on the daily events log.

9.2.1. Requests for additions/deletions to SCN must be coordinated through the AFM and forwarded to the 436 OSS/CC for approval/disapproval IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*.

9.2.2. Airfield Management Operations conducts a roll call each day during the morning test to ensure operational capability. Any station failing to respond will receive an immediate phone call to determine reason for response failure. Individuals who answer the crash network should be familiar with the phonetic alphabet and use it when responding with their initials. Individuals answering will remain silent until the activating agency has completed the message and conducted roll call. Questions may then be asked. ***Note:*** All stations on the SCN must use a noise reduction feature such as push-to-talk handset or Confidencor (Trademark of National Communications Inc.), that filters out background noise.

9.2.3. Stations on the crash network are expected to receive and disseminate information in minimum time. During actual emergencies use DOVERAFB Form 22, *Emergency Notification/Hazardous Cargo Movement*, to record information in the proper format and sequence.

9.2.4. Airfield Management Operations will relay verbatim the information received from the ATCT.

9.3. Air Evacuation Notification Procedures. When informed of an inbound air evac aircraft, ATCT will notify AM Ops if further actions are required. Actions may include activating the primary and secondary crash network, calling transient alert of no notice arrivals, and up channeling information to Wing leadership. Normally, CP is initially notified of inbound air evac missions and they in turn, notify ATCT.

9.4. Suspending/Resuming/Closing Runway Operations. The ATCT will suspend air traffic operations to all runways when an emergency aircraft lands. The ATCT will advise Dover RAPCON of the suspension. After a runway check, AM Ops will advise the ATCT when runway operations are safe to resume. AM Ops has authority to close the runway due to hazards affecting flight safety. Wing leadership will receive immediate notification during these occurrences. Once the hazard is no longer a factor, AM Ops will declare the runway open. A FOD check may be required prior to commencing operations.

9.5. Emergency Locator Transmitter (ELT) and Personnel Locator Beacon (PLB) Signals.

9.5.1. ELT/PLB signals received by Dover AFB facilities shall trigger the following actions:

9.5.2. RAPCON:

9.5.2.1. RAPCON will notify Washington ARTCC.

9.5.3. ATCT:

9.5.3.1. Shall activate the PCAS only if, through visual observations or upon receipt of a radio transmission, an emergency exists. ATCT will not activate the PCAS without first coordinating with Airfield Management Operations. If no emergency exists, notify Airfield Management Operations of the ELT/PLB.

9.5.3.2. Shall advise Airfield Management Operations when an ELT/PLB signal ceases, is located, or when additional information becomes available.

9.5.4. AM Ops:

9.5.4.1. Shall, upon notification of an ELT/PLB signal, take action to locate the signal source.

9.5.4.2. If an actual emergency exists, ensure ATCT activates the PCAS. Activate the (SCN), passing on the information verbatim. Complete Dover Form 22.

9.5.4.3. Notify the Search and Rescue Center at DSN 523-5955 / Commercial 850-283-5955 / toll free 800-851-3051.

9.5.4.4. Review Accident Response Procedures QRC 10-1 and QRC 10-2 IAW the 436 AW Basic Unit Supplement.

9.5.4.5. Terminate procedures if the source of the signal is identified or the signal ceases. Notify ATCT, RAPCON, Maintenance Operations Center and any other agencies previously notified. Log all actions and notifications onto AF Form 3616, *Events Log*. ***NOTE:*** ELT/PLB testing is authorized during the first five minutes of every hour, for no more than three sweeps.

9.5.4.6. If an ELT/PLB signal is received with no other evidence of an emergency, notify Maintenance Operations Center (hotline through CP or DSN 445-5436 / Commercial 302-677-5436) of the beacon signal and ask them to initiate beacon search procedures. Maintenance notifies the radio shop, which in turn conducts intensive searches with direction finding equipment.

9.5.4.7. If the signal cannot be located by Maintenance, ask RAPCON to contact Washington ARTCC and assist in locating the beacon signal.

9.6. Evacuation of ATCT/RAPCON/AM Ops.

9.6.1. In event of any man-made or natural hazards that require ATCT evacuation, personnel will relocate to the RAPCON. ATCT functions cannot be performed from the RAPCON and the airfield will be uncontrolled. The ATCT shall be evacuated for high winds when sustained wind speed reaches 70 knots (55 knots if a window is cracked). Detailed controller responsibilities in the event of an evacuation can be found in Dover OSAT OI 13-204.

9.6.2. In the event RAPCON evacuates, navigational aid status will be unmonitored and Washington Air Traffic Control Center will provide limited IFR services for arriving aircraft. RAPCON personnel will evacuate to AM Ops. Additional instructions can be found in Dover OSAR OI 13-204.

9.6.3. If both ATC facilities require evacuation, AM Ops is the next location for accountability.

9.6.4. In the event of a facility evacuation of Bldg 501, the alternate location for AM Ops is Bldg 502 (ATC Complex). If ATC and AM Ops are both required to evacuate, personnel will meet at the Wing flag pole for accountability. **Note:** Dover does not have an alternate ATCT, AM Ops or RAPCON facility.

9.7. Radar/ATCALS Emergency Warning and Evacuation Alarm. The emergency warning and evacuation alarm system is used to notify individuals in and around certain runway shelters/sites that an emergency aircraft is approaching to land. The ATCT shall activate the alarm anytime an aircraft with a known/suspected emergency condition has commenced approach and is 10 flying miles from the runway. Known or suspected emergencies include, but are not limited to: a declared, observed or reported emergency, no radio (NORDO) aircraft and aircraft accidents. ATCT shall deactivate the alarm when the hazard no longer exists.

9.8. Unscheduled Aircraft Arrivals. When an unauthorized and unannounced aircraft lands at Dover AFB, the ATCT shall, when possible, tell the aircraft to hold in one of the following areas, as appropriate:

9.8.1. Run-up pad at the approach end of RWY 19.

9.8.2. Run-up pad at the approach end of RWY 01.

9.8.3. TWY C.

9.9. Hot Armament/Hung Ordnance. Aircraft landing at Dover AFB with hot armament (i.e. arm-de-arm area for guns, rockets, flares) on board will be directed by the ATCT to the RWY 19 hammerhead (see **Attachment 3**). The ATCT shall direct the aircraft to position itself in a 010 compass heading to afford maximum safety to personnel and equipment. RWY 01/19 shall be closed during all de-arming operations.

9.9.1. Aircraft landing RWY 19 shall be instructed to make a left 180 degree turn and back taxi to the de-arm area.

9.9.2. Aircraft landing RWY 01 shall proceed directly to the end of the runway and turn left onto the de-arm area.

9.9.3. Aircraft landing RWY 32 shall proceed to the de-arm area via TWY B.

9.10. Jettison Of External Stores/Cargo.

9.10.1. The VFR external stores/cargo jettison area is located east of Dover AFB over the Delaware Bay. The pilot is responsible for visually clearing the area before jettisoning external stores/cargo.

9.10.2. The IFR external stores jettison/cargo area is located in Warning Area W-107. The RAPCON will obtain clearance from Washington Center when an aircraft requests IFR clearance into this area.

9.11. Bailout. Aircraft abandonment location will be established with Washington Center. Aircraft will be routed over the Delaware Bay to Warning Area W-107 if feasible. Aircraft coordinates will be plotted as practical by Dover ATC and forwarded to leadership and Washington Center.

9.12. Hot Brakes Procedures. Aircraft with an emergency for hot brakes will be directed by the ATCT to the hammerheads on RWY 01/19, TWY G for RWY 32, or TWY E for RWY 14 operations. ATCT shall activate the Primary Crash Phone.

9.13. Ground Fuel Dumping. After a pilot advises that ground fuel dumping is necessary, ATCT shall activate the Primary Crash Phone.

9.14. Airborne Fuel Dumping.

9.14.1. The airborne fuel dump area is located to the east of Dover over the Delaware Bay at 7,000‘ MSL. Based on the intentions of the pilot, this area shall be used to the maximum extent possible for all fuel dumping in the Dover Radar Approach area, except when the delay incurred going to the area or altitude would compromise flying safety. Higher altitudes are coordinated with ATC Center control as needed.

9.14.2. The aircraft commander must obtain approval (time permitting) from the 436 OG/CC through CP, and the appropriate air traffic control agency prior to dumping fuel. Advise RAPCON prior to operations commencing and when terminating.

9.15. Hydrazine Procedures. In the event a fighter aircraft activates its Emergency Power Unit (EPU), there is a potential for a hydrazine leak. Hydrazine is a caustic substance that has the potential to cause harm if fumes are breathed in. The FD will be called for this emergency and will have the pilot hold the aircraft at the RWY 01/19 hammerheads or on TWY G if landing RWY 32, TWY E, if landing RWY 14. The FD or IC may dictate aircraft holding at other than identified locations if the winds dictate. See **Attachment 3** for location.

9.16. Hijack Procedures. In the event of a suspected or confirmed hijack, the ATCT will immediately activate the Primary Crash Net. Ground control should first attempt contact the pilot on ground and emergency frequencies for aircraft not authorized taxi. All parties will be notified of the current position and other pertinent information. ATC will assist the IC by forwarding updated information and relaying any orders and/or instructions. The IC will be the single point-of-contact in the event of an aircraft being hijacked. Refer to the Integrated Base Defense Plan for other information.

9.17. Lost Communications Procedures.

9.17.1. ATCT Pattern: Aircraft experiencing lost communication while in the ATCT pattern will rock wings (daytime) or flash landing lights (nighttime) while on downwind and proceed to a full stop landing on last assigned runway, exit the runway expeditiously and continue to follow light gun signals. Aircrew will watch the ATCT for light gun signals.

9.17.2. Radar Pattern: Aircraft experiencing lost communication will squawk 7600 and return to Dover under VFR conditions. If unable to proceed VFR, squawk 7600 and execute a full procedure instrument Approach to a Full Stop landing. Exit the runway expeditiously after landing and follow light gun signals from the Control Tower.

9.17.3. Ground Traffic.

9.17.3.1. Vehicles experiencing lost communication while within the CMA will immediately exit the movement area and face vehicle towards the ATCT and flash headlights. The vehicle will then wait for light gun instructions from the ATCT. The ATCT may also flash runway lights to signal vehicle to exit runway immediately. Vehicle will proceed to nearest phone and notify AM Ops when off of CMA.

9.17.3.2. Aircraft experiencing lost communications while on the ground will flash landing lights and wait for light gun instruction from the ATCT.

9.17.4. Lost communications with Flight Training Center aircraft.

9.17.4.1. On the ground: If the radio fails after clearance to taxi, FTC pilots will:

9.17.4.1.1. Make a 180-degree turn and taxi back to parking before reaching the approach end of RWY 01.

9.17.4.1.2. In the event that radio communication is lost past the runway hold line, execute the following steps: Turn the aircraft to face the ATCT and flash the landing lights on the taxiway before taxiing onto the departure runway. Upon receiving a flashing white light gun signal from the ATCT, taxi back on the same route that was used to get to the departure runway. Aircraft will hold short of any intersecting runway and face the ATCT to receive a flashing green light gun signal.

9.17.4.2. In-flight:

9.17.4.2.1. If radio failure occurs or is suspected, squawk 7600 on the transponder and proceed via normal arrival routes. Proceed directly to a holding pattern over the base golf course. When given a flashing green light gun signal go to the appropriate runway; depending on prevailing winds or other traffic in the traffic pattern, enter a left downwind for RWY 01 and RWY 32 or a right downwind for RWY 14 and RWY 19. Rock the aircraft's wings on downwind and watch the ATCT for light gun signals when turning final. If a steady green light gun signal is not received on final, go around and repeat the procedure.

9.17.4.2.2. After landing, exit the runway, turn toward the ATCT and wait for an appropriate light gun signal before taxiing. While taxiing to the ramp, obtain ATCT light gun signal approval to cross any runway along the taxi route.

9.17.4.2.3. At all times during actual or suspected radio failures, visually check for other aircraft and give way.

9.18. DASR Antenna Free Wheeling. 436 CS/SCMF maintenance personnel will place the DASR antenna into free wheel mode when the winds exceed 85 knots IAW ATCALS Operations Letter.

9.19. Flight Line Operations during Lightning Conditions. Currently during weather conditions where lightning is present within 5 nautical miles, all maintenance, aerial port and

fuel truck operations on the flight line are suspended. All flight line personnel are directed to vacate the flight line until lightning passes. Note: Maintainers do not vacate the flight line during lightning, but they find shelter inside a vehicle, aircraft or building nearby. The following procedures will be adhered to by all aircrew members when lightning conditions are observed by Base Weather and announced by CP:

9.19.1. If the aircraft engines are running, all crew members will remain on the aircraft, to include the scanner. If the aircraft is currently not in an approved parking spot, the crew may continue to parking, but will hold on the taxiway and not turn into the parking spot until the lightning hold is lifted and marshallers are present.

9.19.2. If aircraft engines are not running, all external preflight and loading operations will cease immediately. All crew members outside of the aircraft will either vacate the flight line to seek shelter or go inside the aircraft for cover. Once the lightning hold is lifted, the crew may resume preflight and load duties.

9.20. Wear of Hats. The flight line is a no-hat area.

9.21. Flightline/Airfield Photography. All flightline/airfield photography shall be conducted IAW AFI 31-101_AMCSUP_DOVERAFBSUP.

9.22. Weight Bearing Capacity Waivers. IAW AFI 13-204V3 OG/CC approves weight bearing capacity waivers. The AFM will obtain a recommendation from CE prior to requesting approval from the OG/CC.

9.23. Unmanned Aerial System (UAS) Procedures. UAS do not operate at Dover AFB.

9.24. Reduced Aircraft Rescue and Fire Fighting (ARFF) Capability. In the event ARFF capability is reduced, refer to procedures in Attachment 16. OSAA and OSAT personnel will document ARFF changes on AF Form 3616.

9.25. Explosive Ordinance Disposal (EOD). Normally, operations on the EOD range will not affect airfield operations. Cordons vary based on the type of operation being conducted. If airfield operations will be affected, the range Team Leader will advise the Tower WS.

Chapter 10

AIRFIELD DRIVING PROGRAM (ADP)

10.1. Local Guidance. An overview of Responsibilities, Training, Operating Procedures and Standards, Reporting, Enforcement and Violation Consequence, TDY and Non-Base Assigned Contract Personnel, Privately Owned (POV) and Government (GOV) Leased Vehicle Passes, Emergency Vehicle Operations, and Vehicular Call Signs for operations on the airfield is outlined in the DAFBI 13-213, *Dover Airfield Driving Instruction.*

10.2. Training Requirements. All base assigned (military, DoD/contractor, etc.) personnel operating a vehicle on the airfield must be trained on local airfield driving procedures.

10.3. Airfield Construction Vehicle Procedures. Airfield construction/work crew/maintenance restrictions are discussed during pre-construction meetings. Airfield entry control points, access routes to and from the work site, FOD control measures and restrictions to aircraft operations are developed during these meetings and later broadcast to Dover units via Copy Format 2 message.

10.4. Airfield Tours. AM Ops shall provide airfield tours and familiarization training to Wing and Group Commanders IAW AFI 13-204V3. Training is essential to Wing senior leadership's understanding of airfield issues and responsibilities pertaining to Emergency Operations Center (EOC) Director, contingencies and deployments.

MARK D. CAMERER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-2C-5V3_DOVERAFBSUP, *C-5 Operations Procedure ,* 9 Feb 06

AFI 11-2C-17V3_DOVERAFBSUP, *C-17 Operations Procedures,* 13 Jul 07

AFI 11-218, *Aircraft Operations and Movement on the Ground,* 11 May 05

AFI 13-204V1, *Airfield Operations Career Field Development,* 9 May 13

AFI 13-204V2, *Airfield Operations Standardization and Evaluations,* 1 Sep 10

AFI 13-204V3 AMCSUP AMCGM1, *Airfield Operations Procedures and Programs,* 30 Apr 13

AFI 13-213, *Airfield Driving,* 1 Jun 11

AFI 31-101 AMCSUP, *Air Force Installation Security Plan*, 18 Oct 11

AFI 36-2903, *Dress And Personal Appearance Of Air Force Personnel,* 2 Aug 06

DELETED: 436 AW OPLAN 31-08, *Installation Security Plan,* 4 Dec 09

DELETED: DOVERAFBI 31-101, *DAFB Escort Augmentee Program,* 2 Nov 06

FAA JO 7110.65, *Air Traffic Control*

AFMAN 15-111, *Surface Weather Observations,* 10 Mar 09

AFMAN 33-363, *Management of Records,*1 Mar 08

AMCI 10-202 Vol 6, *Mission Reliability Reporting System (MRRS),* 15 Mar 11

DOVERAFBI 11-205, *Support of Aircraft Transporting Hazardous Cargo,* 30 Dec 06

DOVERAFBI 13-213, *Dover Flightline Driver's Familiarization Program*, 12 Apr 13

DOVERAFBI 15-101, *Weather Support*, 4 Dec 12

AFI 31-101 AMCSUP_DOVERAFBSUP1, *Air Force Installation Security Plan,* 20 Apr 09

DOVERAFBI 32-2001, *Fire Protection and Prevention,* 18 Aug 10

DOVERAFBI 91-212, *Dover AFB Bird Aircraft Strike Hazard (BASH) Program*, 1 Feb 13

436 AW Comprehensive Emergency Management Plan (CEMP) 10-2, 21 Jan 10

436 AW OPLAN 008-11, Snow and Ice Control, 1 Oct 12

436 AW Integrated Defense Plan (IDP) 31-01, 27 Jun 13

Prescribed Forms

No forms prescribed by this publication.

Adopted Forms

AF Form 3616, *Events Log,* 02 Mar 92

DD Form 175-1, *Flight Weather Briefing,* Oct 02

DOVERAFB Form 22, *Emergency Notification/Hazardous Cargo Movement*, 30 Dec 06

Abbreviations and Acronyms

3 AS/CC—3d Airlift Squadron Commander

3 AS/ DO—3d Airlift Squadron Operations Officer

9 AS/CC—9th Airlift Squadron Commander

9 AS/ DO—9th Airlift Squadron Operations Officerxc

326 AS/CC—326th Airlift Squadron Commander

326 AS/DO—326th Airlift Squadron Operations Officer

436 AW/SE—436th Airlift Wing Chief of Safety

436 CES/CC—436th Civil Engineering Squadron Commander

436 CES/CEOIE—436th Civil Engineering Squadron Exterior Electric

436 CES/CEOIP—436th Civil Engineering Squadron Power Production

436 CES/CEA—436th Civil Engineering Squadron Asset Management Flight

436 CES/CEAO—436th Civil Engineering Squadron Community Planner

436 CS/CC—436th Communications Squadron Commander

436 CS/SCM—436th Communications Squadron Mission Systems Flight Commander

436 CS/SCX—436th Communications Squadron Planning and Implementation Flight Commander

436 MSG/CC—436th Mission Support Group Commander

436 MXG/CC—436th Maintenance Group Commander

436 OG—436th Operations Group

436 OG/CC—436th Operations Group Commander

436 OG/OGV—436th Operations Group Chief of Aircrew Stan/Eval

436 OSS/CC—436th Operations Support Squadron Commander

436 OSS/OSA—436th Operations Support Squadron Airfield Operations Flight Commander

436 OSS/OSAA—436th Operations Support Squadron Airfield Manager

436 OSS/OSAR—436th Operations Support Squadron Radar Approach Control Chief Controller

436 OSS/OSAT—436th Operations Support Squadron ATCT Chief Controller

436 OSS/OSK—436th Operations Support Squadron, Chief Tactics

436 OSS/OST—436th Operations Support Squadron Aircrew Training

436 OSS/OSW—436th Operations Support Squadron Weather Flight Chief

436 MOS/MX—436th Maintenance Operations Squadron Representative

436 FSS/SVRA—436th Dover Air Force Base Flight Training Center Manager

512 AW/SE—512th Airlift Wing Chief of Safety

512 OG—512th Operations Group

512 OG/CC—512th Operations Group Commander

512 OG/OGV—512th Operations Group Chief of Aircrew Stan/Eval

512 OSF/CC—512th Operations Support Flight Commander

709 AS/CC—709th Airlift Squadron Commander

709 AS/DO—709th Airlift Squadron Operations Officer

AAFES—Army Air Force Exchange Service

AAR—Air to Air Refueling

ACs—Aircraft Commanders

AF—Air Force

AFB—Air Force Base

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

ALSF 1—Approach Light System with Sequenced Flashing Lights Category I

ALSF 2—Approach Light System with Sequenced Flashing Lights Category II

AM—Airfield Management

AM—Ante Meridiem (period between midnight and noon)

AM Ops—Airfield Management Operations

AMC—Air Mobility Command

AMCI—Air Mobility Command Instruction

AO—Airfield Operations

AOB—Airfield Operations Board

ARFF—Aircraft Rescue and Fire Fighting

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

ATREP—Air Traffic Representative

BDR—Bird Detection Radar

BMC—Bird Management Contractor

BU—Backup

BWC—Bird Watch Condition

BX—Base Exchange (Army Air Force Exchange Service)

CAP—Civil Air Patrol

CAT—Category

CATR—Civil Air Terminal Representative

CDT—Controlled Departure Time

CMA—Controlled Movement Area

CE—Civil Engineering

CFP—Communications Focal Point

CP—Command Post

DAFB—Dover Air Force Base

DAFBI—Dover Air Force Base Instruction

DASR—Digital Airport Surveillance Radar

DE—Delaware

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FAR—Federal Aviation Regulations

FDP—Flightline Driving Program

FIH—Flight Information Handbook

FLIP—Flight Information Publication

FMQ—19 - Fixed Meteorological eQuipment-19

FOD—Foreign Object Debris

FSS—Flight Service Station

FTC—Flight Training Center

FY—Fiscal Year

GE—Ground Emergency

IAW—In Accordance With

IC—Incident Commander

IFE—In Flight Emergency

IFR—Instrument flight rules

ILS—Instrument Landing System

IMT—Information Management Tool

MACA—Mid-Air Collision Avoidance

METNAV—Meteorological Navigational

MRRS—Mission Reliability Reporting System

MSL—Mean Sea Level

NAVAID—Navigational Aid

NM—Nautical Mile

NOTAMs—Notice to Airmen

NORDO—No Radio

NVDs—Night-Vision Devices

NVG—Night Vision Goggles

OPLAN—Operational/Operations Plan

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

OSA—Airfield Operations Flight

PCAS—Primary Crash Alert System

PIREPS—Pilot Reports

PLB—Personnel Locator Beacon

PM—Post Meridiem (period from noon to midnight)

PMI—Preventive Maintenance Inspection

POV—Privately Owned Vehicle

PPR—Prior Permission Requested

PTD—Pilot-to-Dispatch

RAPCON—Radar Approach Control

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

RSC—Runway Surface Condition

RSI—Remote Status Indicator

RTB—Return To Base

RWY—Runway

SAUSA—Special Assistant United States Attorney

SCN—Secondary Crash Network

SUP—Supplement

TACAN—Tactical Air Navigation

TERPS—Terminal Instrument Procedures

TO—Technical Order

TWY—Taxiway

UCMJ—Uniform Code of Military Justice

UHF—Ultra High Frequency

UMA—Uncontrolled Movement Area

USAF—United States Air Force

U.S.C.—United States Code

VFR—Visual Flight Rules

VHF—Very High Frequency

WOC—Wing Operations Center

ATTACHMENT 2

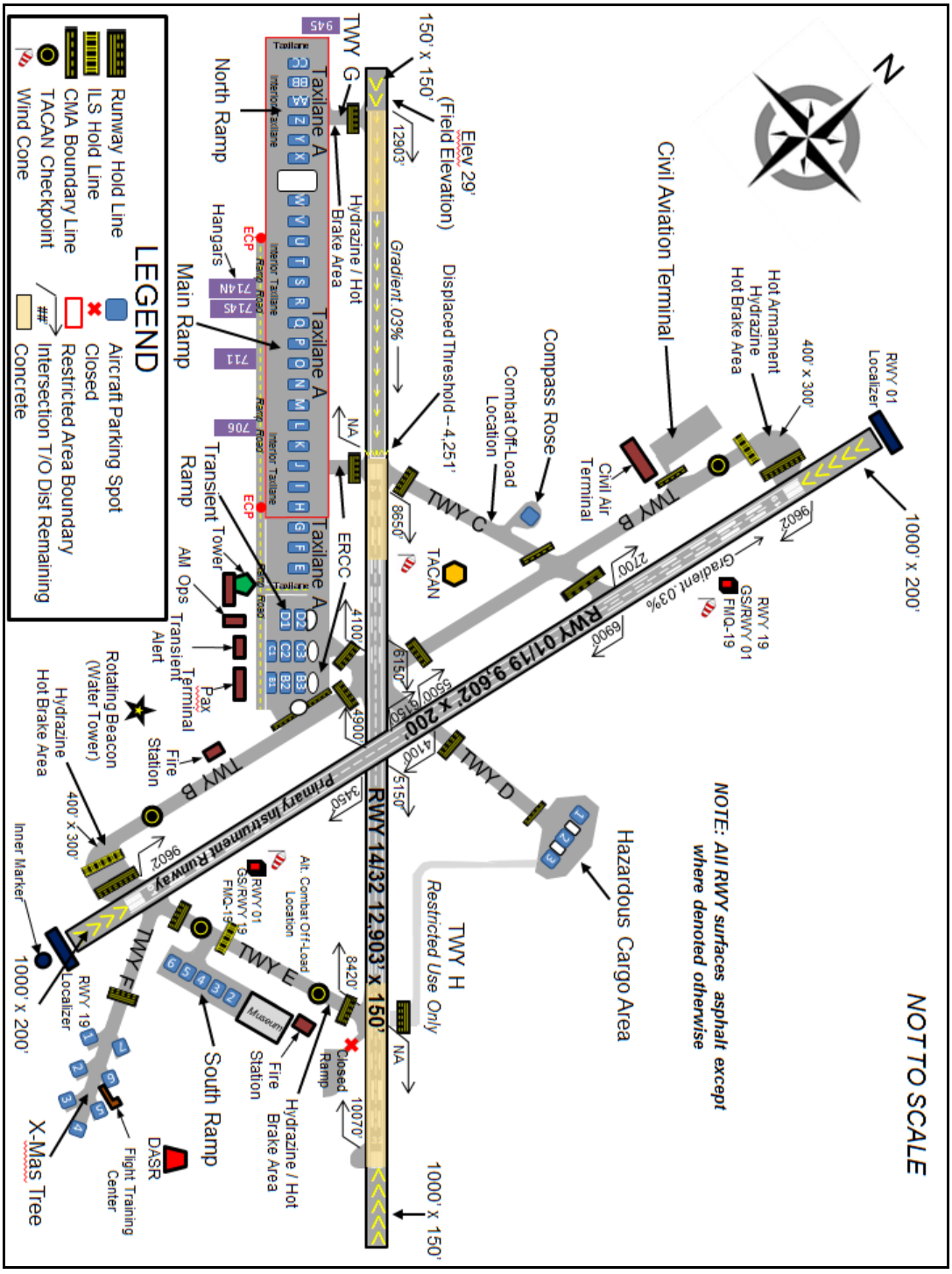
AIRFIELD AND ATC SELF-INSPECTION CHECKLIST

DELETED

Attachment 3

AIRFIELD DIAGRAM

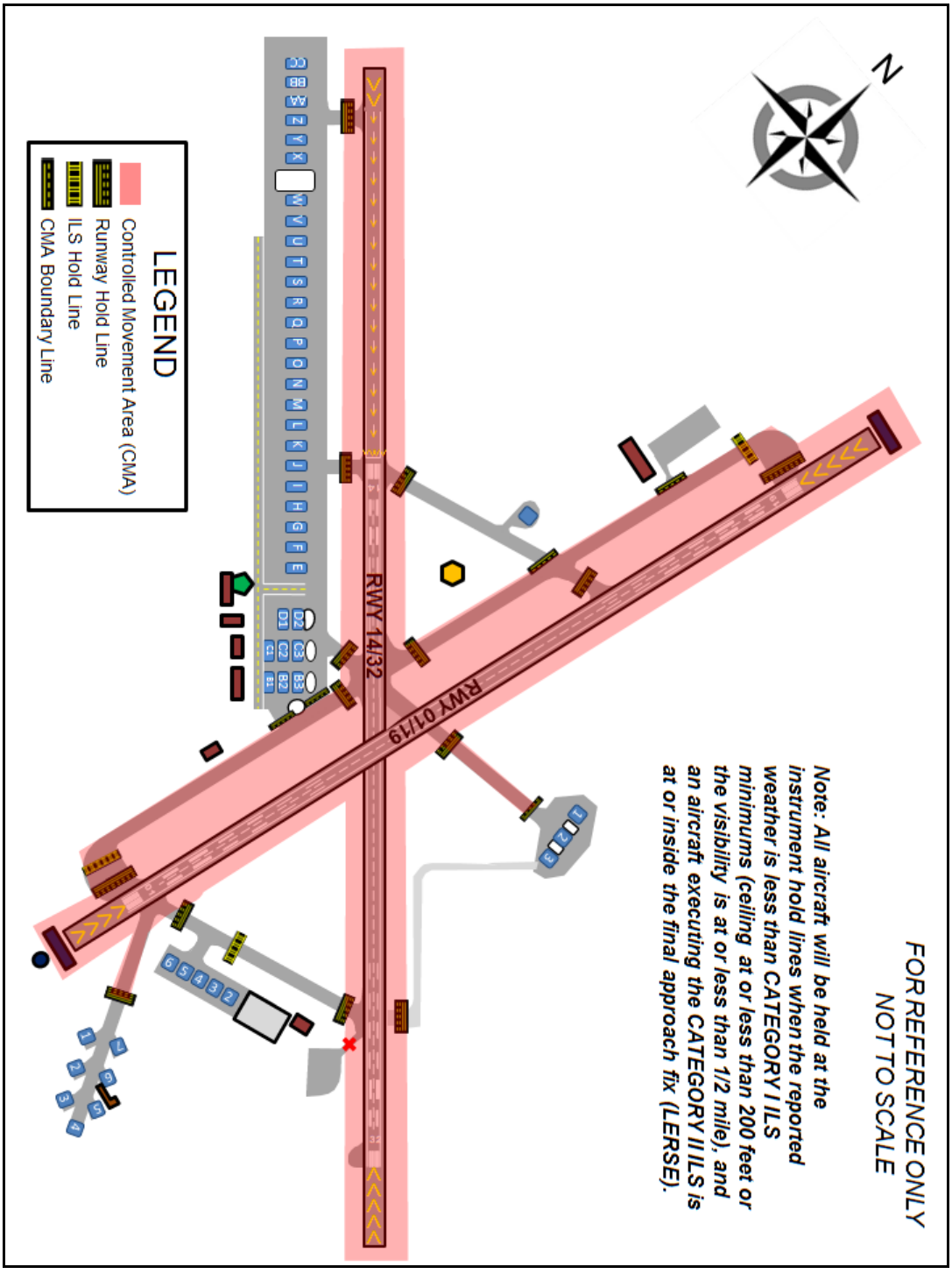
Figure A3.1. Airfield Diagram.



Attachment 4

AIRFIELD DIAGRAM WITH MOVEMENT AREAS

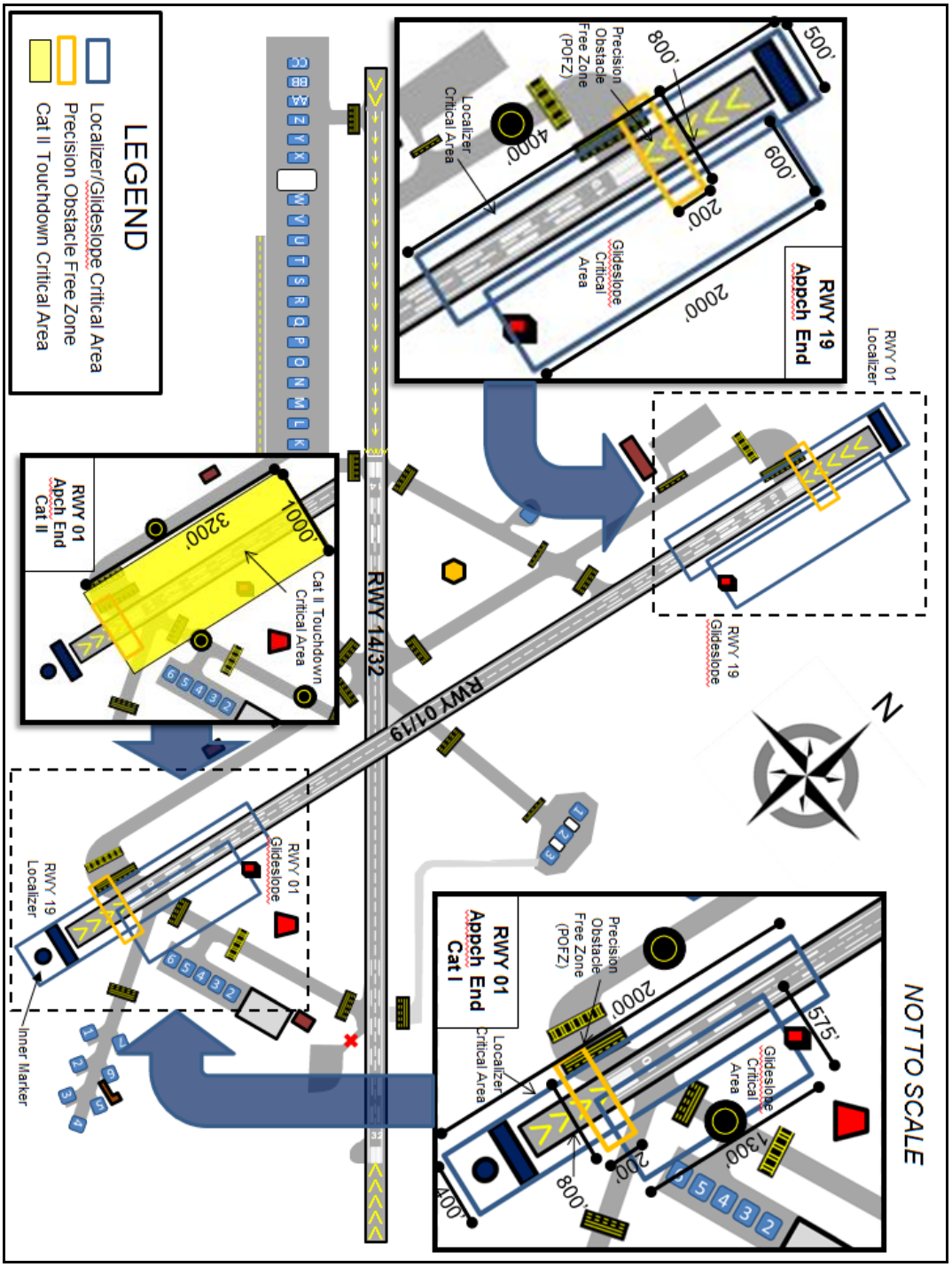
Figure A4.1. Movement Areas.



Attachment 5

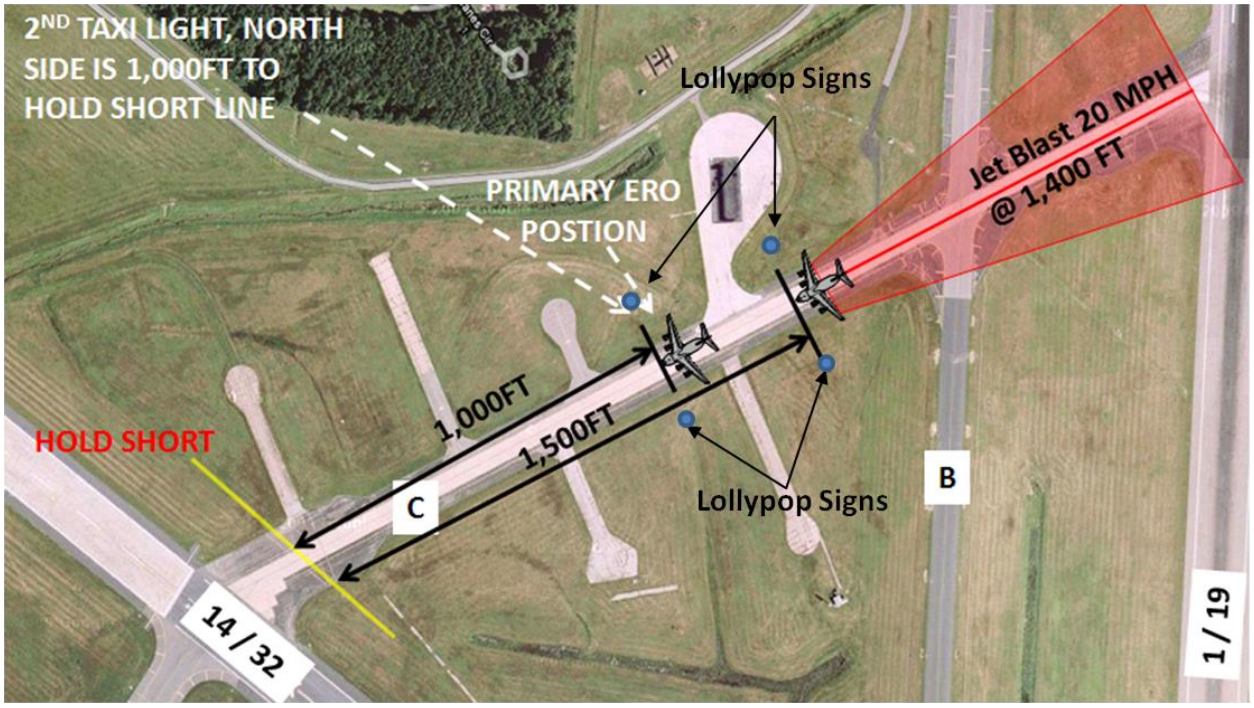
AIRFIELD DIAGRAM WITH CRITICAL AREAS

Figure A5.1. Critical Areas.



Attachment 6

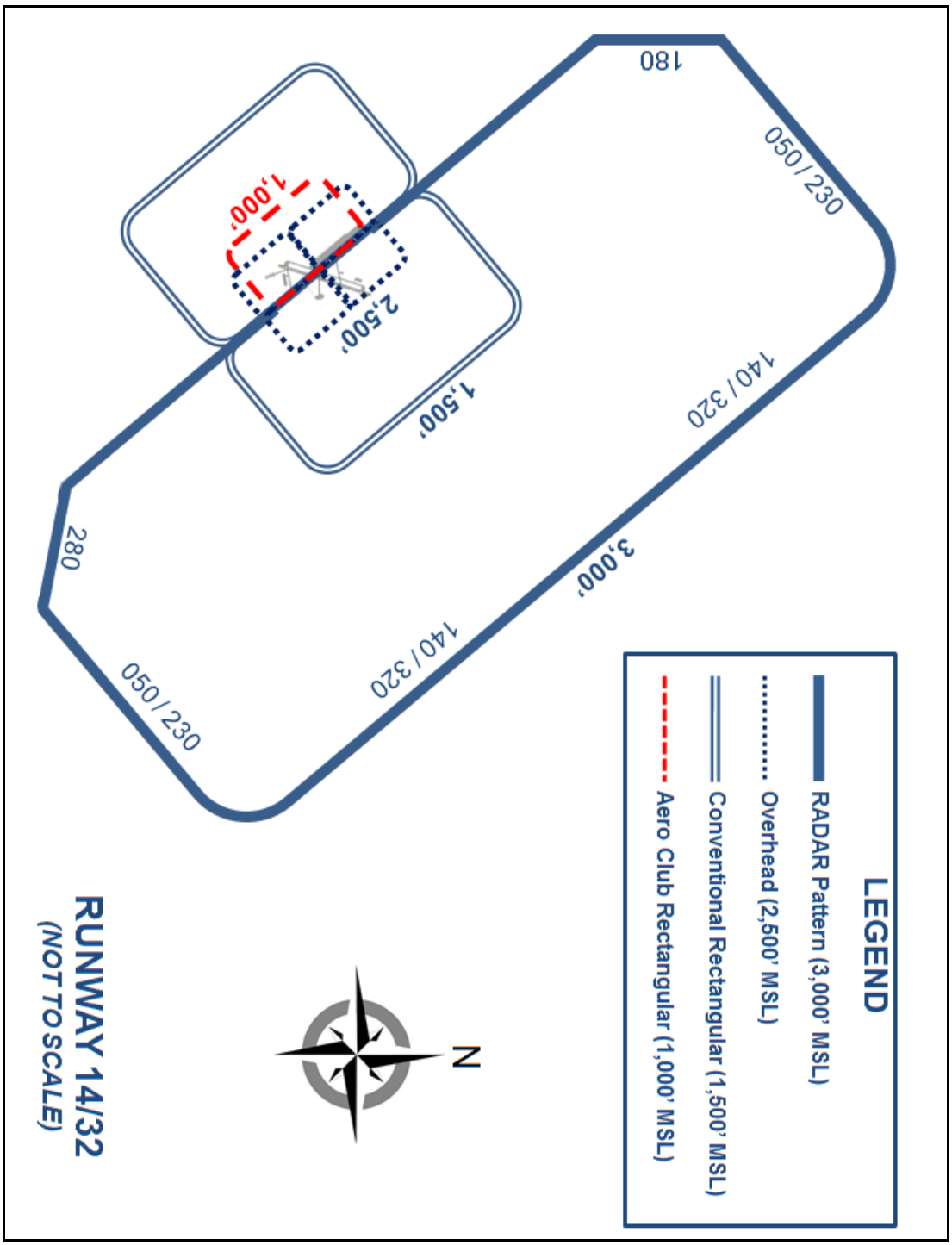
C-17 COMBAT OFFLOAD ON CHARLIE TAXIWAY



Attachment 7

RUNWAY 14/32 PATTERNS

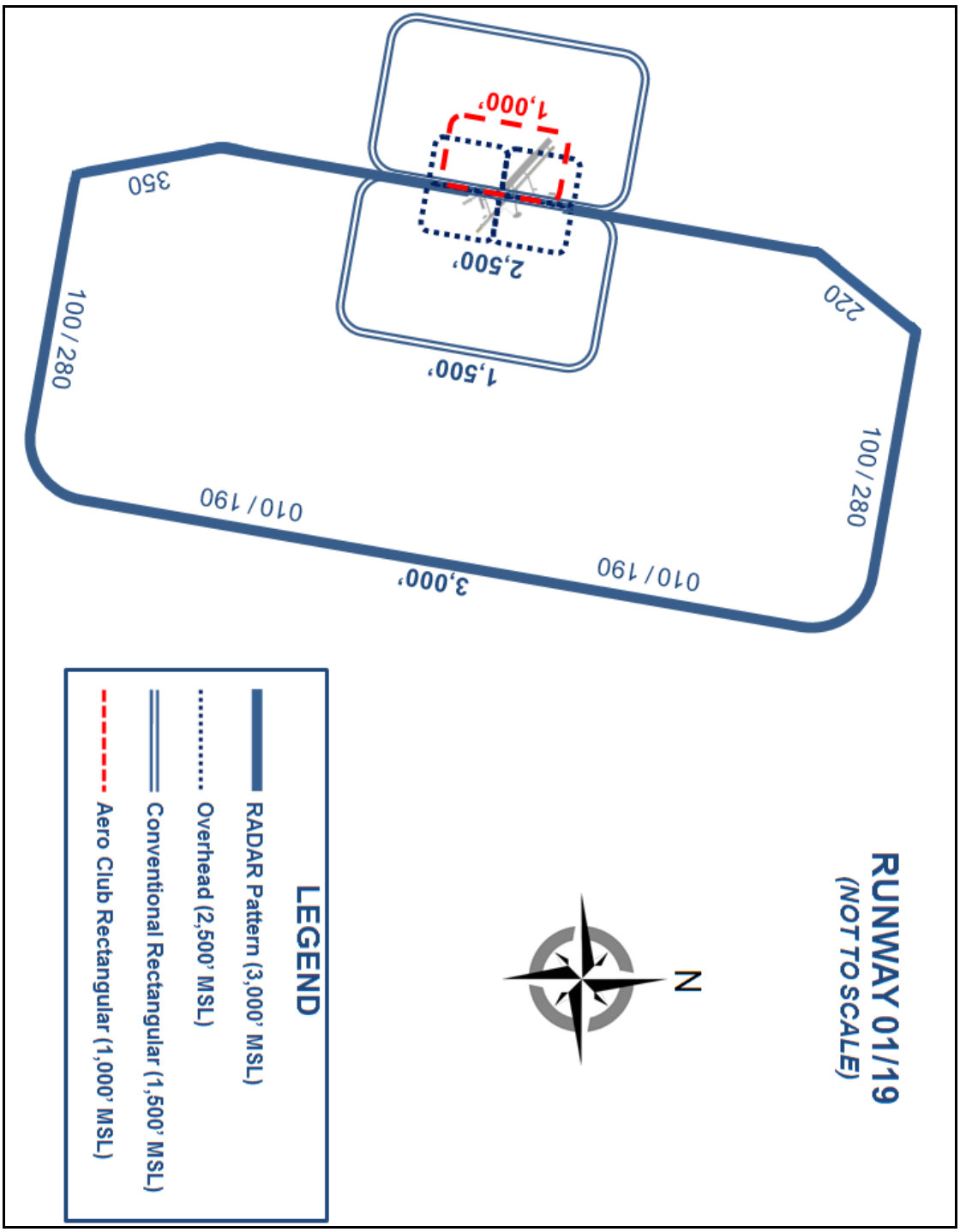
Figure A7.1. Runway 14/32 Patterns.



Attachment 8

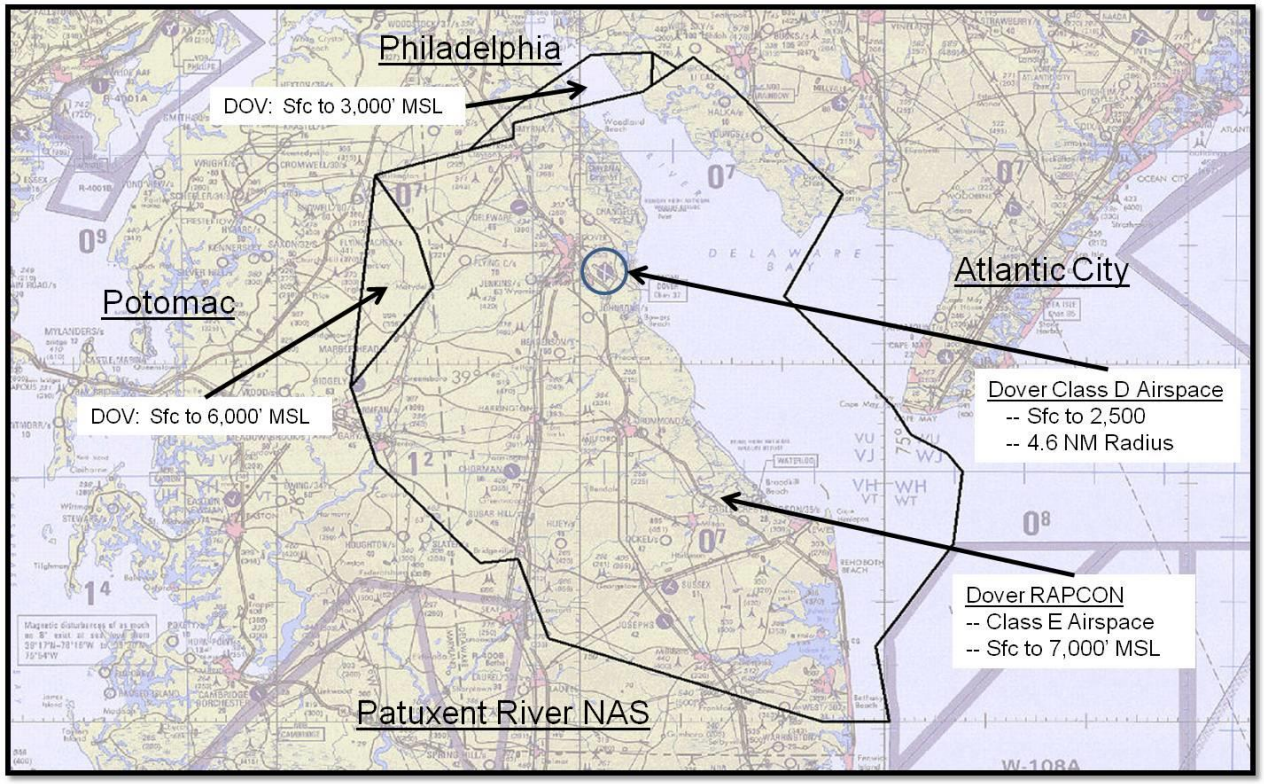
RUNWAY 01/19 PATTERNS

Figure A8.1. Runway 01/19 Patterns.



Attachment 9

DOVER APPROACH CONTROL AIRSPACE



Attachment 10

TACTICAL APPROACH/DEPARTURE PROCEDURES

A10.1. Abeam.

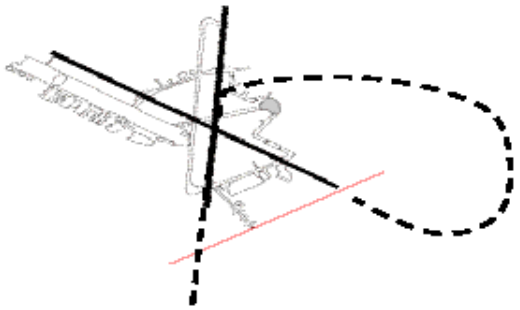
A10.1.1. Phraseology: "Request abeam runway ___ right/left base runway ___ ,_____ feet".

A10.1.2. Maneuver VFR to 5 NM final (Unless otherwise coordinated).

A10.1.3. Airspeed: 230-250 knots.

A10.1.4. Altitude: 500-1000'AGL (As requested in approach request, unless otherwise coordinated).

Figure A10.1. Example: Abeam runway 01 right base runway 32.



A10.2. Midfield Abeam.

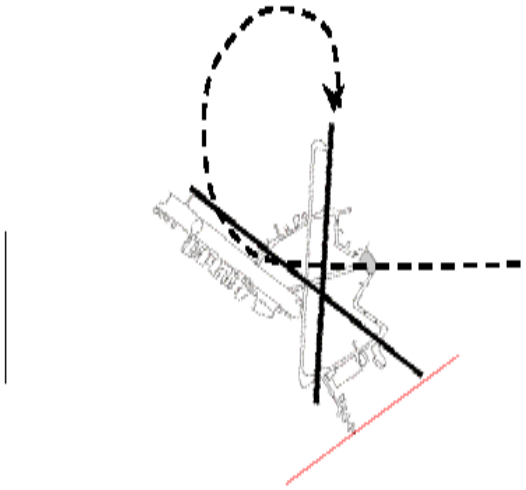
A10.2.1. Phraseology: "Request midfield abeam to runway___ , _____ feet".

A10.2.2. Maneuver VFR to 5 NM final (Unless otherwise coordinated)

A10.2.3. Airspeed: 230-250 knots.

A10.2.4. Altitude: 500-1000'AGL (As requested in approach request, unless otherwise coordinated).

Figure A10.2. Example: Midfield abeam runway 19.



A10.3. Tear Drop.

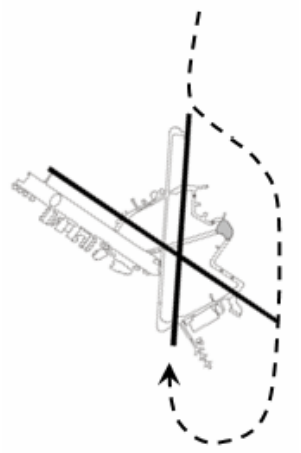
A10.3.1. Phraseology: **"**Request teardrop runway ___ right/left base runway ___, _____ feet".

A10.3.2. Maneuver VFR to 5 NM final (Unless otherwise coordinated).

A10.3.3. Airspeed: 230-250 knots.

A10.3.4. Altitude: 500-1000'AGL (As requested in approach request, unless otherwise coordinated).

Figure A10.3. Example: Teardrop runway 19 right base runway 01.



A10.4. 90/270.

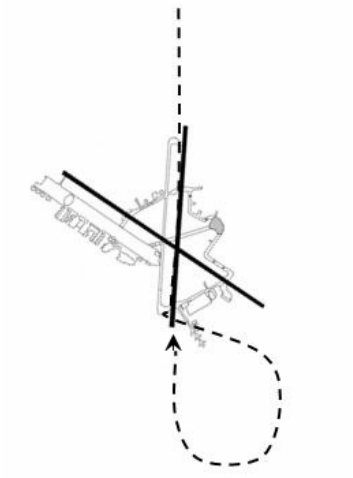
A10.4.1. Phraseology: "Request 90/270 runway ___ right/left base runway ___, _____ feet".

A10.4.2. Maneuver VFR to 5 NM final (Unless otherwise coordinated).

A10.4.3. Airspeed: 230-250 knots

A10.4.4. Altitude: 500-1000‘ AGL (As requested in approach request, unless otherwise coordinated).

Figure A10.4. Example: 90/270 runway 19 right base runway 01.



A10.5. Low Straight-In.

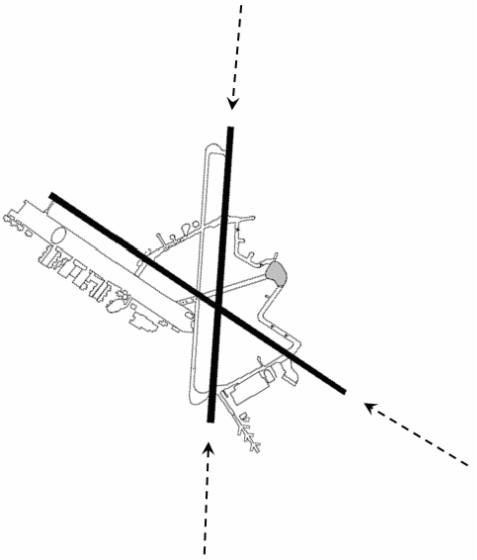
A10.5.1. Phraseology: “Request a low straight-in runway ___, _____ feet”.

A10.5.2. Maneuver VFR to 5 NM final (Unless otherwise coordinated).

A10.5.3. Airspeed: 230-250 knots.

A10.5.4. Altitude: 500-1000‘AGL (As requested in approach request, unless otherwise coordinated).

Figure A10.5. Example: Low Straight-In runway 01, 19 and 32.



A10.6. Steep Straight-In.

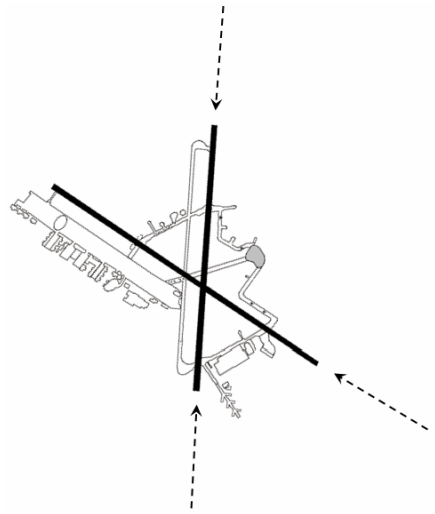
A10.6.1. Phraseology: "Request a steep straight-in runway ___".

A10.6.2. Maneuver VFR to 7 NM final (Unless otherwise coordinated).

A10.6.3. Airspeed: 130-250 knots.

A10.6.4. Altitude: 5000 ft MSL (Unless otherwise coordinated). ***NOTE:*** Expect transfer to Approach Control if high traffic load.

Figure A10.6. Example: Steep Straight-In runway 01, 19 and 32.



A10.7. Random Steep Approach.

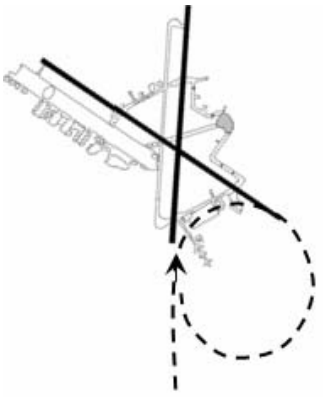
A10.7.1. Phraseology: "Request a random steep left/right base runway ___".

A10.7.2. Maneuver VFR to 5 NM initial (Unless otherwise coordinated).

A10.7.3. Airspeed: 130-250 knots.

A10.7.4. Altitude: 5000 ft MSL (Unless otherwise coordinated). ***NOTE:*** Expect transfer to Approach Control if high traffic load.

Figure A10.7. Example: Runway 01 random steep.



A10.8. Random Steep Approach with Circle.

A10.8.1. Phraseology: "Request a random steep runway ___ left/right base runway ___".

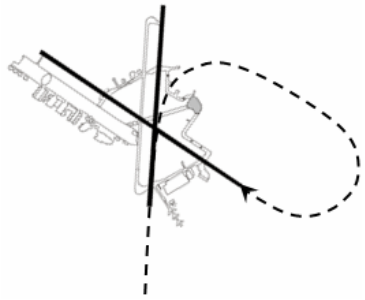
A10.8.2. Maneuver VFR to 7 NM initial (Unless otherwise coordinated);

A10.8.3. Maintain 5000 ft MSL until 3-5 NM.

A10.8.4. Airspeed: 180-250 knots.

A10.8.5. Altitude: 5000 ft MSL (Unless otherwise coordinated). ***NOTE:*** Expect transfer to Approach Control if high traffic load.

Figure A10.8. Example: Random steep runway 01 right base runway 32.



A10.9. Curvlinear.

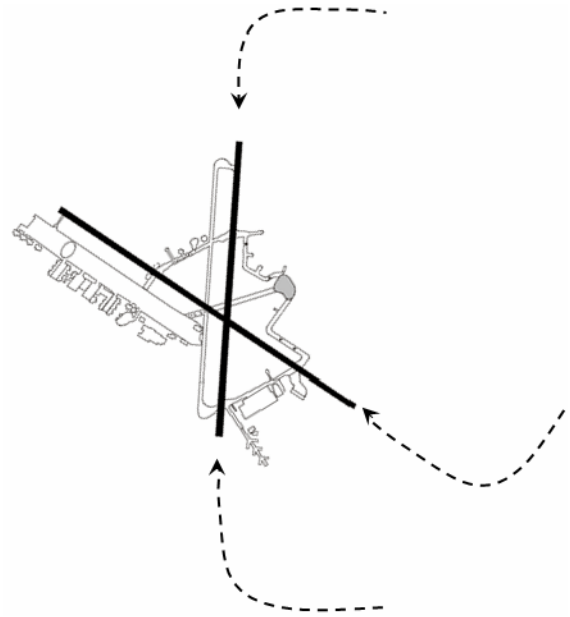
A10.9.1. Phraseology: "Request high left/right base runway ___".

A10.9.2. Maneuver VFR to 3-5 mile left/right base (Unless otherwise coordinated).

A10.9.3. Airspeed: 180-250 knots.

A10.9.4. Altitude: 5000 ft MSL (Unless otherwise coordinated).

Figure A10.9. Example: Curvlinear runway 01, 19 and 32.



A10.10. Spiral Up Departure.

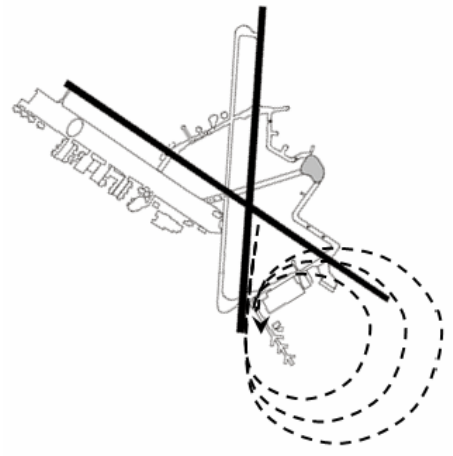
A10.10.1. Phraseology: "Request spiral up on departure".

A10.10.2. Maneuver VFR over the airfield until reaching 5000 ft MSL.

A10.10.3. Airspeed: 230.

A10.10.4. Altitude: 5000 ft MSL (Unless otherwise coordinated).

Figure A10.10. Example: Spiral Up Departure.



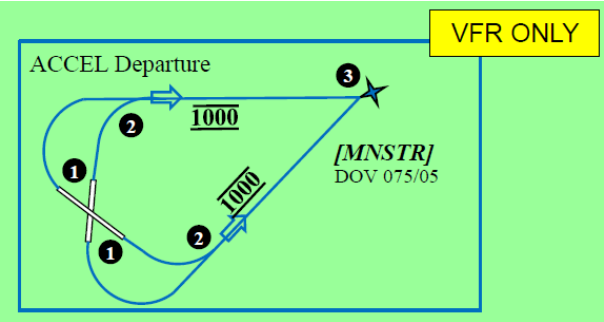
A10.11. Accel Departure.

A10.11.1. Phraseology: "Request Accel Departure, Monster Mile North/South".

A10.11.2. Climb and maintain 1000'MSL, turn direct MNSTR

A10.11.3. At MNSTR, fly mile route speeds and altitudes.

Figure A10.11. Example Accel Departure.



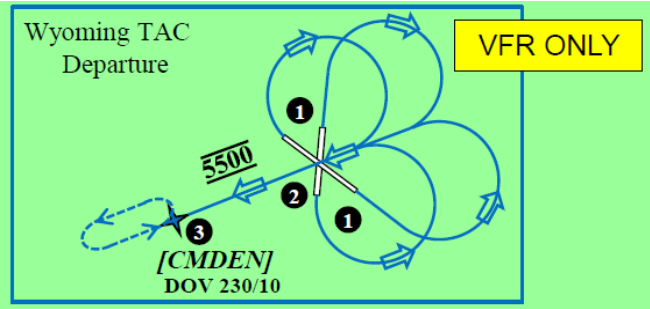
A10.12. Wyoming TAC Departure.

A10.12.1. Phraseology: "Request Wyoming Tactical Departure".

A10.12.2. Maintain runway heading until clear of noise abatement areas. Cross midfield, track DOV 230 radial to CMDEN (230/10). Climb and maintain 5500'MSL prior to Highway 1.

A10.12.3. CMDEN holding procedures: Request climb to 6500'MSL when established at CMDEN for Wyoming Abeam approach (see below). 5NM legs, left hand turns, inbound course 230M.

Figure A10.12. Example Wyoming TAC Departure.

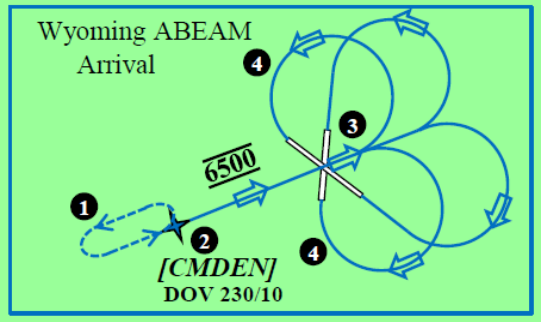


A10.13. Wyoming TAC Abeam Arrival.

A10.13.1. Phraseology: Report CMDEN inbound with requested runway, direction of break, and landing type. Ex. "Royal 50, CMDEN, RWY 32 NVG, ALZ"

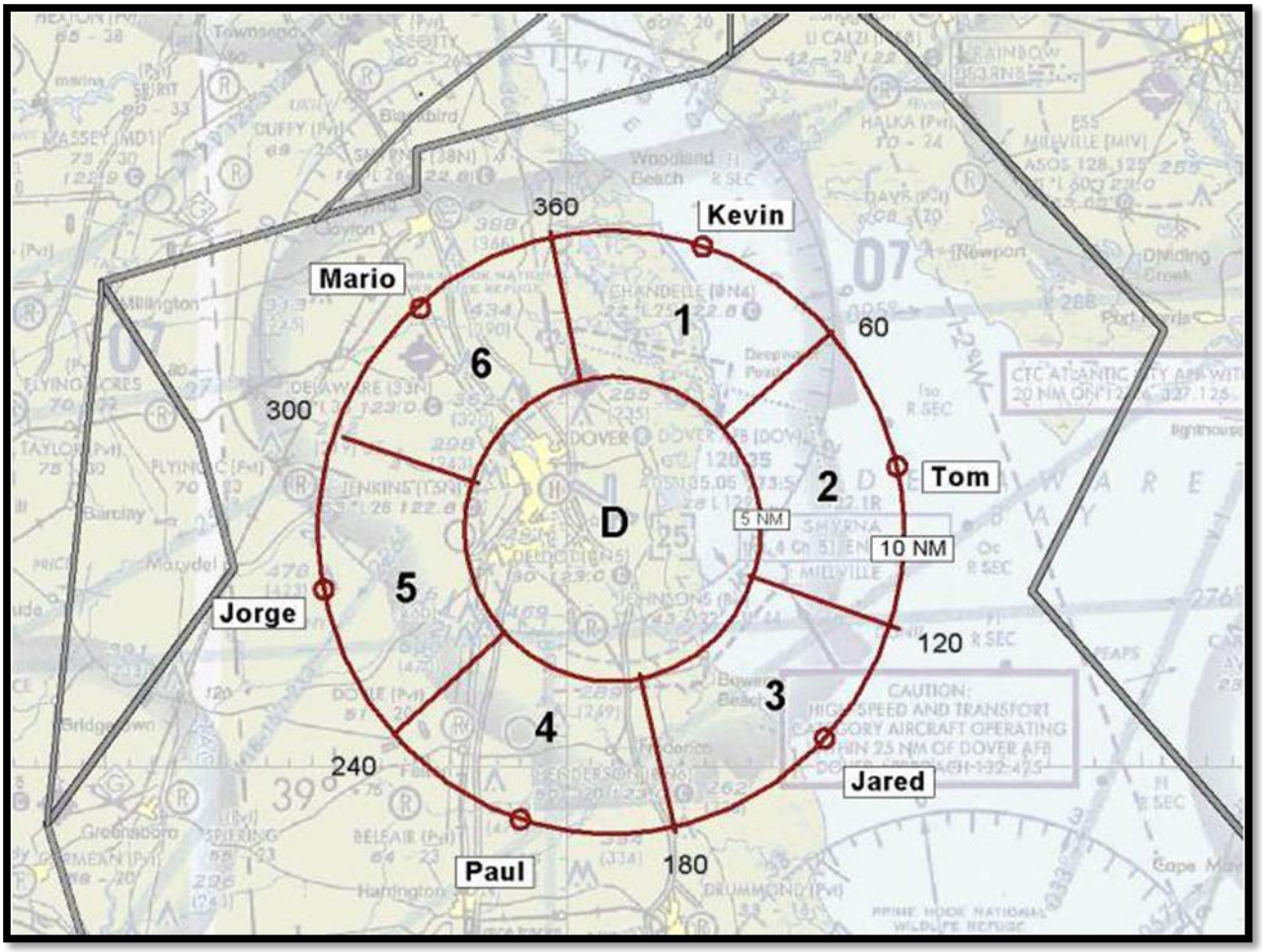
A10.13.2. Cross midfield, maintain 6500'MSL until past Highway 1. Avoiding noise abatement areas is the responsibility of the pilot.

Figure A10.13. Example Wyoming TAC Abeam Arrival.



Attachment 11

TACTICAL SECTORS DIAGRAM



Attachment 12

SAMPLE QUIET HOUR REQUEST LETTER

4 Jul 04

MEMORANDUM FOR MXG/CC (see note)
OG/CC
MSG/CC
AW/CC
IN TURN

FROM: 436 EMS/CC
SUBJECT: Quiet Hour Request

1. Request Quiet Hours for the Squadron Change of Command ceremony taking place on parking spot C.

2. Proposed Quiet Hours

Date: 1 Jul 00

Time: 1400-1430 local

Quiet Hour Option: Whiskey

3. Impact on flying operations:

a. **Local Training:** Minor. According to Capt Drew in Current Operations (x3437), one local training flight is scheduled to take off at 1415 L. His takeoff would need to be slipped to 1430 to meet quiet hour restrictions.

b. **Mission departures/arrivals:** None. According to SSgt Striver in the Command Post (x4201), no missions are scheduled to depart or arrive during the proposed quiet hour period.

c. **Transient arrivals/departures:** None. According to Mr. Holiday in Airfield Management Operations (x2861), no transient aircraft are to depart/arrive during the proposed quiet hr period.

4. If you have any questions, please contact me at x1234.

NAME, Lt Col, USAF
Commander

1st Ind, 436 AW/CC
MEMORANDUM FOR 436 EMS
Approved/Disapproved

NAME, Col, USAF
Commander

(**Note:** The first group in the "MEMORANDUM FOR" list should be that of the organization making the request.)

Attachment 13

WINGTIP CLEARANCE REFERENCE MARKERS

Figure A13.1. WINGTIP CLEARANCE REFERENCE MARKERS (Part 1).

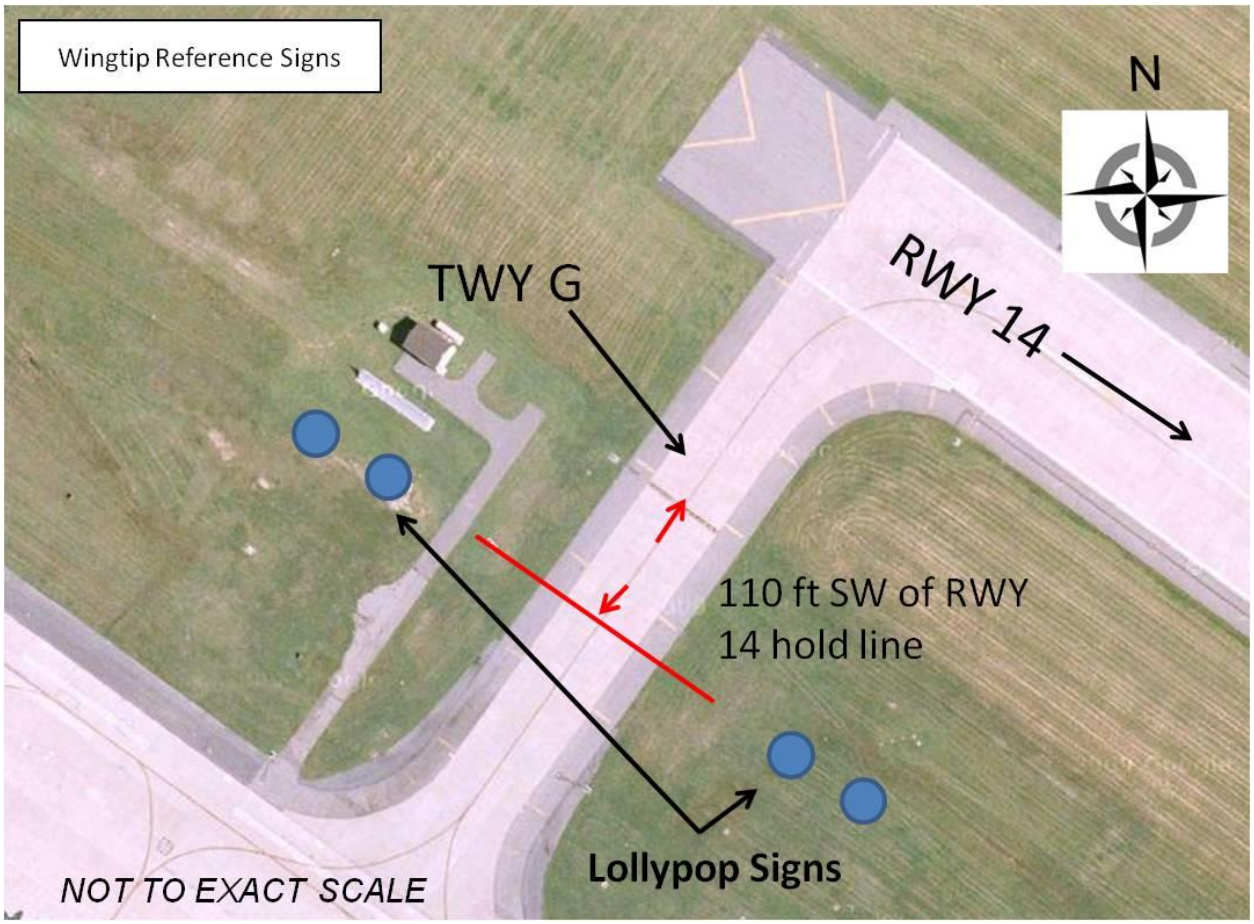
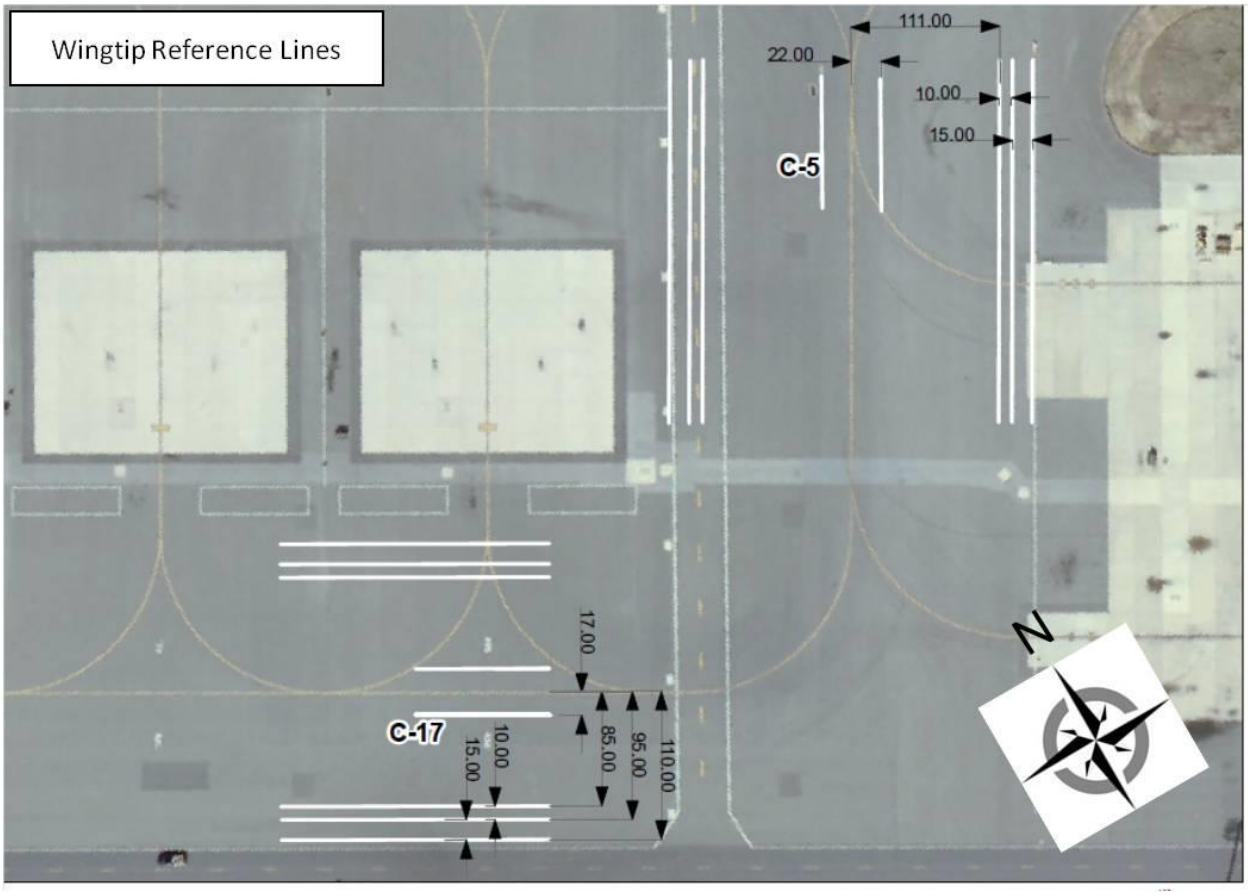
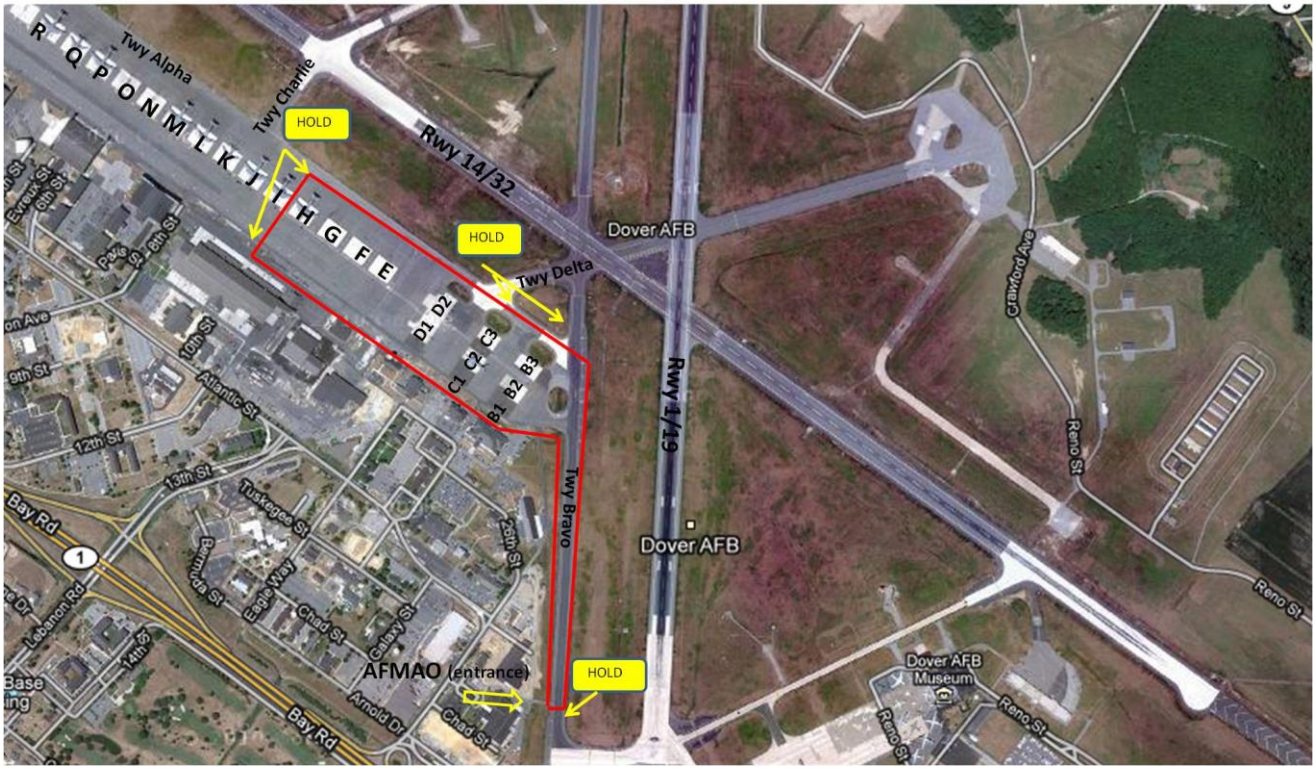


Figure A13.2. WINGTIP CLEARANCE REFERENCE MARKERS (Part 2).



Attachment 14

DIGNIFIED TRANSFER TAXIING AIRCRAFT STERILE AREA



Attachment 15

MONSTER MILE NORTH/SOUTH STEREO VFR ROUTES

Figure A15.1. Route Depiction.

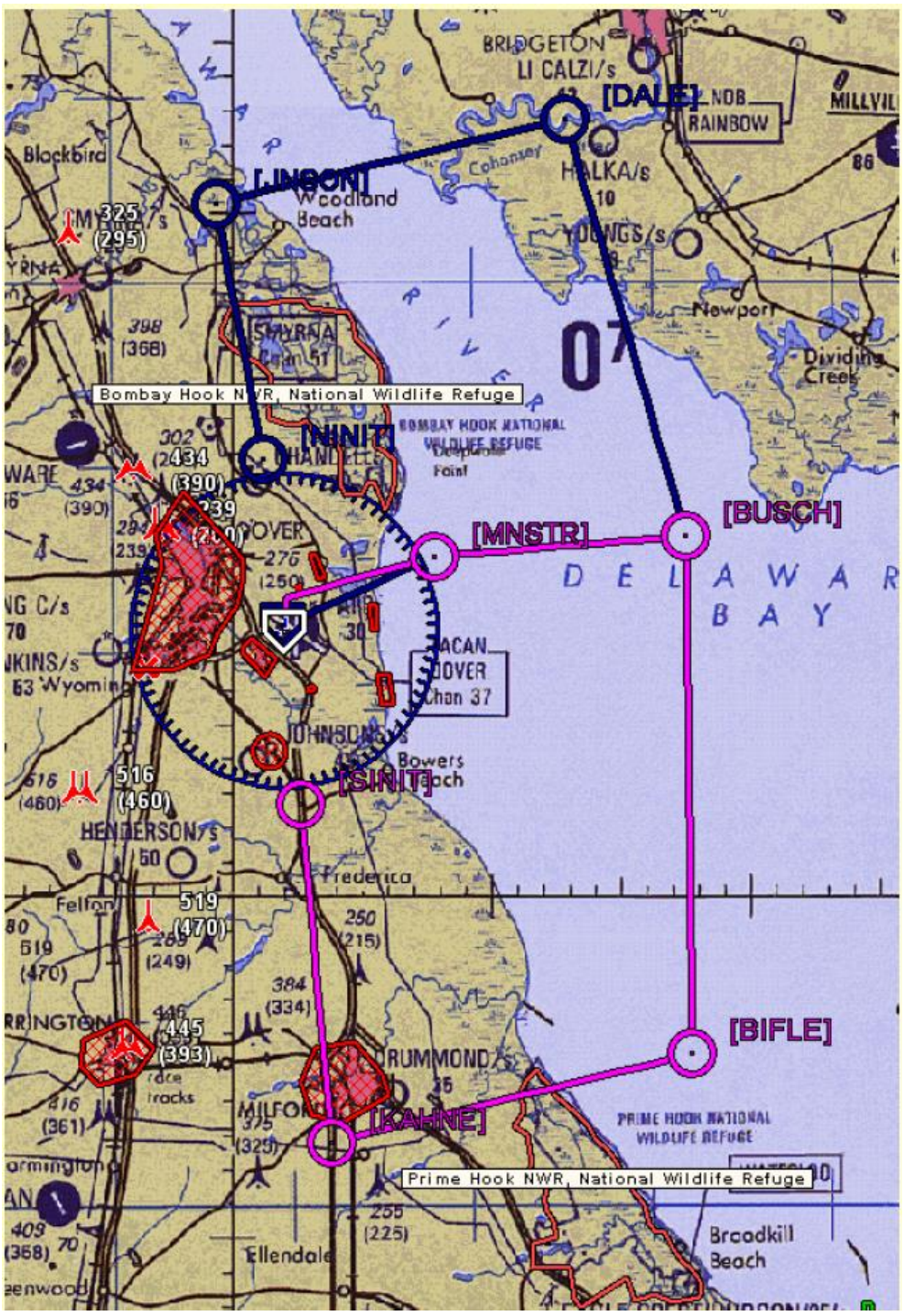
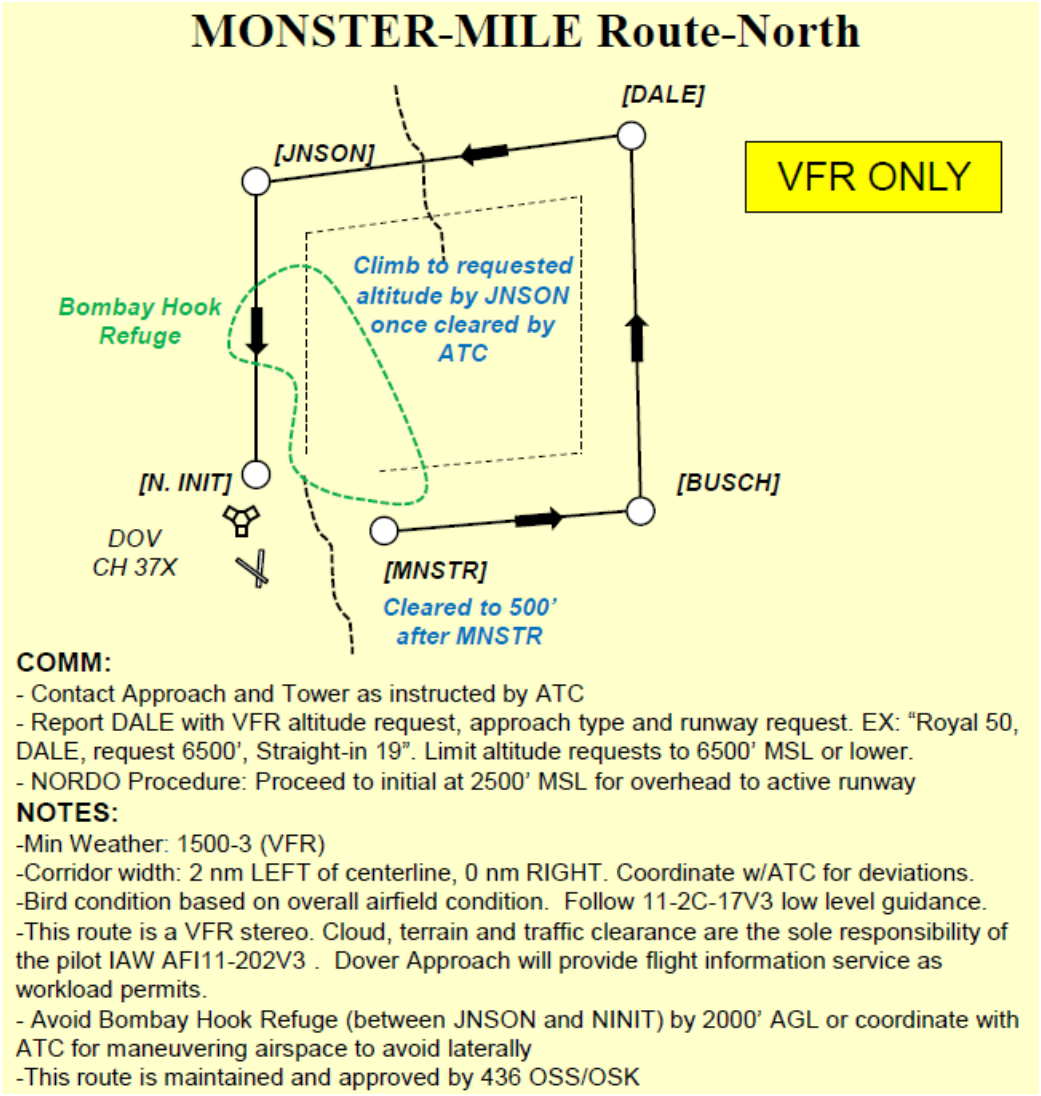


Figure A15.2. MONSTER MILE Route North Procedures.



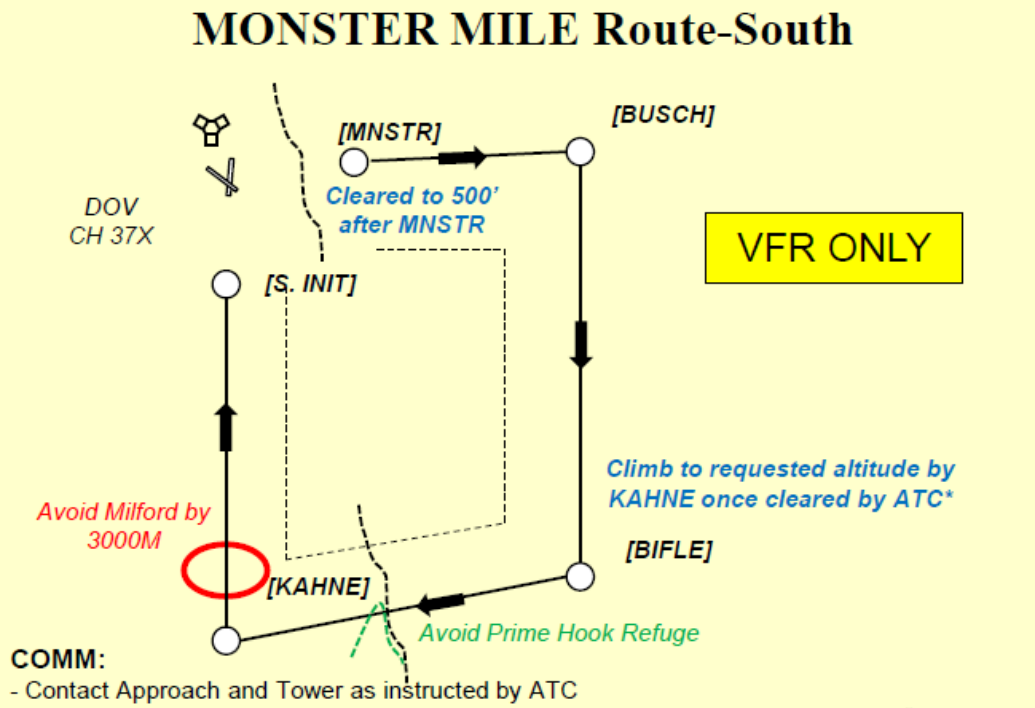
COMM:

- Contact Approach and Tower as instructed by ATC
- Report DALE with VFR altitude request, approach type and runway request. EX: "Royal 50, DALE, request 6500', Straight-in 19". Limit altitude requests to 6500' MSL or lower.
- NORDO Procedure: Proceed to initial at 2500' MSL for overhead to active runway

NOTES:

-Min Weather: 1500-3 (VFR)
-Corridor width: 2 nm LEFT of centerline, 0 nm RIGHT. Coordinate w/ATC for deviations.
-Bird condition based on overall airfield condition. Follow 11-2C-17V3 low level guidance.
-This route is a VFR stereo. Cloud, terrain and traffic clearance are the sole responsibility of the pilot IAW AFI11-202V3 . Dover Approach will provide flight information service as workload permits.
- Avoid Bombay Hook Refuge (between JNSON and NINIT) by 2000' AGL or coordinate with ATC for maneuvering airspace to avoid laterally
-This route is maintained and approved by 436 OSS/OSK

Figure A15.3. MONSTER MILE Route South Procedures.



COMM:

- Contact Approach and Tower as instructed by ATC
- Report BIFLE with VFR altitude request, approach type and runway request. EX: "Royal 50, BIFLE, request 3500', Overhead 32 NVG, ALZ". Limit altitude requests to 6,500' MSL or lower. Overfly Milford at 3000' MSL or greater.
- NORDO Procedure: Proceed to initial at 2500' MSL for overhead to active runway

NOTES:

-Min Weather 4000'-3 for Milford noise abatement
-Corridor width: 2 nm RIGHT of centerline, 0 nm LEFT.
-Bird condition based on overall airfield condition. Follow 11-2C-17V3 low level guidance.
-This route is a VFR stereo. Cloud, terrain and traffic clearance are the sole responsibility of the pilot IAW AFI11-202V3 . Dover APPCH will provide flight information service as workload permits.
- Avoid Prime Hook Refuge by 2000' AGL or avoid laterally using 2NM corridor
-This route is maintained and approved by 436 OSS/OSK

Attachment 16

AIRCRAFT RESCUE FIRE-FIGHTING (ARFF)

A16.1. Steady State. The Steady State ARFF capability for Dover AFB is Optimum Level of Service (OLS) based on at least 18 firefighters on duty and 13,000 gallons of available firefighting agent.

A16.2. Notifications. Fire Emergency Services (FES) personnel will notify AMOPS, MOCC and CP daily on aircraft rescue and firefighting (ARFF) capability. This is normally accomplished via the Daily Status Report.

A16.2.1. Capability for each primary resource (firefighting agent and firefighters) is described in terms of optimum level of service (OLS), reduced level of service (RLS), critical level of service (CLS), and inadequate level of service (ILS).

A16.2.2. Overall capability is based on the lowest ARFF resource available. For example, if firefighting agent is OLS and firefighters are CLS, the overall capability would be CLS.

A16.2.3. FES personnel will articulate the Level of Service (LOS) by identifying the LOS for each locally-assigned aircraft category. For example: If the LOS is reduced for C-5 to RLS, but LOS for C-17 remain at OLS then the Fire Chief or Senior Fire Officer will report RLS for C-5/OLS for C-17. This description is intended to reflect the LOS IAW the Crash Fire Fighting Matrix found in Table A16.1.

A16.2.4. CP notifies Wing leadership of ARFF capability changes. CP will relay all requested operational restrictions to the appropriate agency for implementation.

A16.3. Changes in LOS.

A16.3.1. The Fire Chief or FES personnel will ensure AMOPS, MOCC and CP are notified immediately of changes in ARFF capability.

A16.3.2. If ARFF response times cannot be met due to another emergency or equipment limitation, declaration of CLS will be automatic and reported via NOTAM. FES personnel will make notifications IAW A16.3.1. when these conditions exist.

A16.3.3. Installation leadership will make an ORM determination for curtailing operations and/or accepting additional risks when ARFF is other than OLS based on the ARFF/crash firefighting rescue (CFR) matrixes, mission requirements, and other risk control measures as appropriate. Consider:

A16.3.3.1. Minimizing, restricting, or stopping normal flying operations.

A16.3.3.2. Minimizing or stopping aircraft maintenance and/or fueling operations.

A16.3.3.3. Restricting flying operations to the landing surface that is closer to fire dept.

A16.3.3.4. Stopping transition training.

A16.3.3.5. Stopping any concurrent servicing operations.

A16.3.3.6. Minimizing or stopping local exercises.

A16.3.3.7. Seeking relief from higher headquarters exercises or taskings.

A16.3.3.8. Minimizing or stopping wide-body aircraft traffic.

A16.3.3.9. Diverting in-flight emergencies if time permits.

A16.3.3.10. Expediting parts ordering and implementing after-hour vehicle maintenance.

A16.3.3.11. Restricting passenger processing/movements/VIP and/or DV arrival/departures.

A16.3.3.12. Restricting specific category(s) of transient aircraft.

A16.3.4. When notified of an ARFF capability that is less than OLS, AMOPS will send a NOTAM IAW with the following format: QFFCG ARFF is Reduced or Critical Level (as appropriate) of Service USAF CAT (#) due to (vehicles, agent, and/or personnel) #### gallons remaining (for vehicle or agent reduction).

A16.3.5. Factors which impact the unit's ability to provide ARFF capability are the availability of manning, vehicles, firefighting agent, and the unit's response time to emergencies on the airfield. ARFF capabilities may also be reduced when resources are committed to other aircraft and non-aircraft related incidents or emergencies.

A16.3.6. ARFF categories below were developed to aid commanders in making operational decisions when capability is degraded.

A16.3.6.1. Optimum Level of Service (OLS). This LOS is achieved when 18 personnel and at least 12,626 gallons are available. This includes vehicles set to provide required agent, required discharge capacity and required manpower for fire/ground capability. At OLS a maximum level of service can be continuously provided, as determined appropriate by the Fire Chief. During OLS, firefighting forces are capable of providing all services continuously throughout an event with reasonable expectation of successful offensive fire attack operations, search and rescue, and property conservation.

A16.3.6.2. Reduced Level of Service (RLS). The LOS that exceeds the critical but is less than the optimum level of service. During this level adequate firefighting capability can be provided by utilizing cross staffing, selective response and sound fire/ground tactics. At the RLS, firefighting forces should be successful in offensive fire attack operations, search and rescue, and property conservation; however, operations may not be sustainable throughout an event without additional resources.

A16.3.6.3. Degraded RLS. This is a local determination for the LOS achieved with 8-14 personnel. All of the restrictions of RLS are still applicable, however certain services cannot be offered due to reduced manpower (i.e. interior aircraft firefighting and rescue services).

A16.3.6.4. Critical Level of Service (CLS). This LOS is when there are 5-7 personnel and between 2,589-7,507 gallons of agent available. At this level firefighting forces can provide exterior rescue and quick fire attack operations for a short duration. Firefighting crews may provide limited search and rescue, and property conservation during this period; however, these operational capabilities cannot be sustained without additional resources.

A16.3.6.5. Inadequate Level of Service (ILS). This level of capability is when manpower drops to 4 or less or any reduction in ARFF capability beyond the CLS level.

This level represents extreme risk, and should only be encountered when operating at reduced levels and an emergency occurs that exhaust all available and reserve resources. Firefighting crews will have inadequate resources for initial or sustained exterior firefighting, and interior firefighting and rescue operations will not be attempted or supported.

Table A16.1. CFR Matrix

Aircraft Type		Optimum Level Service		Reduced Level Service		Critical Level Service		Inadequate Level Service		Assigned-Normal Level of Service
	USAF Cat	OLS-firefighters	OLS-Gallons	RLS-firefighters	RLS-Gallons	CLS-firefighters	CLS-Gallons	ILS-firefighters	ILS-Gallons	Bases of assigned aircraft (USAF Cat 1-6)
F-16, A-10, C-21, F-15, F-22, T-37B, BQM-34, RQ-1A/B, T-38, AT-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, C-12, F-35, F-117, F-22	1	14	2,500-1340	13-8	1,339-526	7	526-325	4	324	OLS
C-20,C-27	2	14	4,000-2760	13-8	2,759-1,316	7	1,315-752	4	751	OLS
C-9, C-40, C-130, E-3, E-8,T-43,C-37,MH-53,C-32,C-22,RC-135	3	14	5,000-4880	13-8	4,879-3,335	7	3,334-1,322	4	1,321	OLS
C-17, B-1, B-2, B-52, KC-135, KC-46	4	16	8,000-7780	15-8	7,779-4,364	7	4364-1732	4	1731	OLS
VC-25, KC-10, E-4 (747), MD-11,	5	17	10,000-9570	16-8	9,569-6,292	7	6291-2330	4	2329	OLS
C-5	6	18	13,000-12626	17-8	12,625-7,508	7	7507-2589	4	2588	OLS

Table A16.2. ARFF Risk Mitigation Matrix

Level	*Gallons*	*Personnel*	*Restrictions / Considerations*
OLS	13,000 – 12,626	18	- No restrictions to Airfield Operations as 436 CES can support all required actions. NOTE: OLS IS 436 AW'S STEADY STATE ARFF CAPABILITY FOR ALL CATEGORIES OF AIRCRAFT
RLS	12,625 – 7,508	17-15	- Publish applicable NOTAM IAW AFI 13-204v3_AMC Sup_1 (436 OG). - 436 AW/CP notify all 436 Group Commanders of change to ARFF level of service (436 AW). - Based on prevailing conditions and acceptable levels of risk, the ARFF AOWG recommends taking the following measures: 1. Expedite vehicle maintenance & parts ordering; implement after-hour vehicle servicing (436 MSG). 2. Relieve 436 CES/CEF of any required, planned participation in planned Wing-level exercises (436 AW). 3. 436 MSG/CC advise 436 OG/CC, on a case-by-case basis, if pre-established measures do not adequately mitigate acceptable risk (436 OG and 436 MSG). 4. 436 OG/CC may direct additional risk mitigation measures, on a case-by-case basis, with 436 AW/CC concurrence (436 AW and 436 OG). - IAW AFI 13-204v3_AMCSup_1, consider the following measures (436 AW): - Minimizing, restricting or stopping normal flying operations. - Minimizing or stopping aircraft maintenance and/or fueling operations. - Restricting flying operations to the landing surface that is closer to fire department. - Stopping transition training. - Stopping any concurrent servicing operations. - Seeking relief from HHQ exercises or taskings. - Minimizing or stopping wide-body aircraft traffic. - Diverting in-flight emergencies if time permits. - Restricting passenger processing/movements/VIP and/or DV arrival/departure. - Restricting specific category(s) of transient aircraft.
Degraded RLS	12,625 – 7,508	14-8	-Publish applicable NOTAM IAW AFI 13-204v3_AMC Sup_1 (436 OG). - 436 AW/CP notify all 436 Group Commanders of change to ARFF level of service (436 AW). - Based on prevailing conditions and acceptable levels of risk, the ARFF AOWG recommends taking the following measures: 1. Expedite vehicle maintenance & parts ordering; implement after-hour vehicle servicing (436 MSG). 2. Relieve 436 CES/CEF of any required, planned participation in planned Wing-level exercises (436 AW). 3. Confined Entry Permits require applicable Gp/CC approval (ALL). 4. With emergency inbound, temporarily suspend concurrent servicing (436 MXG). 5. Transient Cat 4, 5, and 6 type aircraft require 436 OG/CC approval to conduct transition training in Dover airspace (436 OG). 6. Only issue PPRs for 618 TACC-owned missions, DV missions, or AFMAO related missions (436 OG). 7. All 436 AW owned aircraft conduct transition training off-station to the max extent possible; local transition work requires 436 OG/CC approval (436 OG). 8. 436 AW owned C-5s conducting local training in Dover AFB airspace are restricted from use of the troop compartment without 436 OG/CC approval (436 OG). 9. Temporarily suspend Aero Club operations (436 MSG). 10. 436 MSG/CC request augmenting ARFF personnel or equipment from AMC/A7 (436 MSG). 11. 436 MSG/CC advise 436 OG/CC, on a case-by-case basis, if pre-established measures do not adequately mitigate acceptable risk (436 OG and 436 MSG). 12. 436 OG/CC may direct additional risk mitigation measures, on a case-by-case basis, with 436 AW/CC concurrence (436 AW and 436 OG). - IAW AFI 13-204v3_AMCSup_1, consider the following measures (436 AW): - Minimizing, restricting or stopping normal flying operations. - Minimizing or stopping aircraft maintenance and/or fueling operations. - Restricting flying operations to the landing surface that is closer to fire department. - Stopping transition training. - Stopping any concurrent servicing operations. - Seeking relief from HHQ exercises or taskings. - Minimizing or stopping wide-body aircraft traffic. - Diverting in-flight emergencies if time permits. - Restricting passenger processing/movements/VIP and/or DV arrival/departure. - Restricting specific category(s) of transient aircraft.
CLS	7,507 – 2,589	7-5	1. Publish applicable NOTAM IAW AFI 13-204v3_AMC Sup 1 (436 OG) 2. Terminate all flying operations UFN (436 AW). 3. Notify 618 AOC immediately. 618 AOC managed/directed missions require 618 AOC Director waiver (436 AW). 4. Resumption of unit training missions and/or those missions not managed/directed by AMC's 618 AOC requires 436 OG/CC waiver (436 OG). 5. All maintenance and servicing operations require the approval of 436 MXG/CC (436 MXG). 6. Confined Entry Permits require applicable Gp/CC approval (ALL).
ILS	2,588 or less	4 or less	1. Publish applicable NOTAM IAW AFI 13-204v3_AMC Sup 1 (436 OG) 2. All missions require 18 AF/CC approval (436 AW). 3. Suspend all training flights UFN (436 OG) 4. Unless emergency, divert inbound aircraft (436 OG). 5. Suspend all aircraft maintenance and servicing UFN (436 MXG). 6. Confined Entry Permits require applicable Gp/CC approval. (ALL)