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

***DYESS AIR FORCE BASE***
***INSTRUCTION 11-250***

***17 APRIL 2017***

***Flying Operations***

# *AIRFIELD OPERATIONS AND BASE FLYING PROCEDURES*

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OPR: 7 OSS/CC

Certified by: 7 OG/CC
(Col Justin Boldenow)
Pages: 85

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This instruction establishes operational procedures, administrative procedures and standards for base Air Traffic Control (ATC) services, airspace management, operation of the airfield and associated equipment, local flying, emergency and special procedures. This instruction applies to all personnel assigned or attached to the 7th Bomb Wing (7 BW) and the 317th Airlift Group (317 AG) as well as all tenant units operating on Dyess Air Force Base. The operational training division will ensure the information in this publication is part of base instrument refresher courses. This instruction also provides guidance outlined in AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, AFI 13-204 Vol 2, *Airfield Operations Standardization and Evaluations*, AFI 13-204 Vol 3, *Airfield Operations Procedures and Programs*; Federal Aviation Administration Order 7110.65, *Air Traffic Control*; and directives of higher authority. The 7th Operations Support Squadron (7 OSS), Airfield Operations Flight (7 OSS/OSA) is Office of Primary Responsibility (OPR) for this instruction. The 7 OSS/OSA will coordinate changes/revisions to this publication with airfield users and submit the AF IMT 847, *Recommendation for Change of Publication* to MAJCOM publications/forms managers for processing. Ensure all records created as a result of processes prescribed in this publication are maintained IAW AFMAN 33-363, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) at **https://www.my.af.mil/afrims/afrims/afrims/rds/rds_series.cfm**.

## Chapter 1

## GENERAL INFORMATION

**1.1. Airfield Operations Board (AOB).** The AOB provides a forum for recommending improvements to the airfield environment, Airfield Management Operations (AMOPS), Air Traffic Control (ATC) and airspace services; AOBs convene quarterly. The Airfield Operations Flight Commander (AOF/CC) schedules the AOB, prepares the agenda and records the meeting minutes. The AOF/CC will disseminate AOB minutes to all board members/commanders, HQ AFGSC Airfield Operations Branch (AFGSC/A3OA), the Air Force Representative of Dyess' servicing FAA region and Headquarters Air Force Flight Standards Agency (HQ AFFSA) Stan/Eval 14th division within 20 workdays from the time the AOB convenes. **Note:** The 7th Bomb Wing Vice Wing Commander (7 BW/CV) chairs the AOB. The AOB chairman responsibility can be delegated no lower than the 7th Operations Group Commander (7 OG/CC). The Board Membership will include personnel from the following units: 7 OG/CC, 317 AG/CC, 7 MSG/CC, 489 BG/CC, 9 BS/CC, 28 BS/CC, 39 AS/CC, 40 AS/CC, 77 WPS/CC, 337 TES/CC, 345 BS/CC, 7 BW/CP, 7 BW/PA, 7 BW/SE, 317 AG/SE, 317 AG/AGV, 7 OG/OGV, 7 CONS, 7 SFS, 7 AMXS, 317 AMXS, 317 OSS/OSO, 7 OSS/CC, 317 OSS/CC, 7 OSS/OSA, 7 OSS/OSAA, 7 OSS/OSAT, 7 OSS/OSAM, 7 OSS/OSR, 7 OSS/OSW, 7 CES/CEAO, 7 CES/CEPT, 7 CES/CEF and Abilene TRACON Manager.

**1.2. Pilot, Airfield Operations Flight Liaison Program.** The purpose of this program is to ensure an open forum for Dyess aircrews and AOF personnel to exchange information and feedback regarding services provided by Dyess Tower and AMOPS. The AOF/CC is the OPR for this program. The AOF/CC may designate a Program Manager in writing. This manager ensures at least one air traffic control and one airfield management representative attends every 7 BW and 317 AG quarterly safety meeting. These representatives, however, are **NOT** at liberty to establish new procedures or polices. **Note:** 7th Bomb Wing Flight Safety (7 BW/SEF) and 317 AG/SEF will notify the AOF/CC of upcoming Fly Safe meetings.

**1.3. Mid-Air Collision Avoidance (MACA) Program.** The purpose of this program is to highlight the potential for mid-air collisions in the local flying environment and to provide aircrews' advice and tips on how to avoid them. 7 BW/SEF is the OPR for this program IAW AFI 91-202, *The US Air Force Mishap Prevention Program.* Specific actions for Dyess AFB are found in AFI 91-202, DYESSAFBSUP, *The US Air Force Mishap Prevention Program*. **Note:** 7 BW/SEF will advise the AOF/CC of all scheduled visits to local airports so ATC/AMOPS representatives may attend. 7 BW/SEF will also report each visit to airports, Fixed-Base Operators (FBOs) and/or flying schools at the AOB. 7 BW/SEF will notify the AOF/CC when upcoming quarterly safety meetings are scheduled so that AOF representatives may attend.

**1.4. Bird Aircraft Strike Hazard (BASH) Program.** The purpose of the BASH program is to minimize the bird/wildlife strike hazard to aircraft and to clarify wing bird strike inspection and reporting procedures. 7th Bomb Wing Safety (7 BW/SE) is the OPR for this program. BASH procedures and bird watch conditions are located in DYESSAFB OPLAN 91-212, *Bird Aircraft Strike Hazard (BASH) Program*.

**1.5. Foreign Object Damage (FOD) Program.** The purpose of the FOD program is to enhance safety of Air Force personnel and equipment by removal of foreign objects through education,

prevention measures and control techniques. The FOD Manager (7 CMS/CVF) is the OPR for this program and conducts procedures IAW AFI 21-101, *Aircraft and Equipment Maintenance Management*. **Note:** For monthly Wing FOD walks, Runway 16/34 and LZs 163/343 and 164/344 operations will be suspended by a Notice to Airmen (NOTAM).

**1.6. Airfield Driving Program (ADP).** The purpose of the Airfield Driving Program (ADP) is to control vehicle and pedestrian operations on the airfield. The Deputy Airfield Manager (DAFM) is the OPR for this program. Airfield driving procedures are derived from AFI 13-213, *Airfield Driving*. This regulation discusses the responsibilities of AMOPS, airfield agency and unit commander for controlling vehicle and pedestrian operations on the airfield.

**1.7. Supervisor of Flying (SOF) Program.** The purpose of the SOF program is to maintain a safe and efficient terminal airspace environment. When on duty, the SOF is a group-level position and is the direct representative of the 7 OG/CC. Decision authority is delegated to this position to accomplish the mission as the SOF is the focal point for coordinating and maximizing efficient flying operations. 7th Operations Group Standardization and Evaluation (7 OG/OGV) is the OPR for this program. The SOF Program will be conducted IAW AFI 11-418, *Operations Supervision* and any incorporating changes. The SOF communicates with B-1 and C-130 aircrews when on-duty. The SOF will coordinate requests and traffic pattern priorities with the Dyess Tower Watch Supervisor/Senior Controller (WS/SC), but not the line controllers.

**1.8. Air Installation Compatible Use Zone (AICUZ) Program.** The purpose of the AICUZ program is to promote the public health and safety through the local adoption of compatible land use controls and to protect the operational capability of the installation. 7th Civil Engineering Squadron (7 CES) is the OPR for this program. 7 CES conducts studies for noise, accident potential zones, clear zones and safety IAW AFI 32-7063, *Air Installation Compatible Use Zone Program.*

**1.9. Terminal Instrument Procedures (TERPS) Program.** The purpose of the TERPS program is to provide safe terminal procedures for aircraft operating to and from military and civil airports. The main considerations include criteria for obstacle clearance, descent/climb gradients and landing minimums. HQ ACC/A3AO is the OPR for this program. TERPS-related concerns may be reported to the AOF/CC or Tower WS/SC for coordination.

**1.10. Annual Airfield Certification/Safety Inspection (ACSI).** An annual inspection is completed by the AFM, AOF/CC, 7 CES and 7 BW/SE and 317 AG/SE to determine the airfield's condition as required by USAF infrastructures and safety requirements. The AFM is the OPR for the annual inspections. The 7 OG/CC, 7 MSG/CC, AFM, 7 CES, 7 BW/SE and 317 AG/SE shall review and coordinate on the annual inspection staff package prior to 7 BW/CC's endorsement IAW AFI 13-204 Vol 2. Results will be briefed at the AOB.

**1.11. Quarterly Joint Airfield Inspection.** AFM, DAFM, AOF/CC, 7 BW/SE (flight and ground safety), 317 AG/SEF, SOF Program Manager, 7 CES (waivers/pavements) and 7th Security Forces Squadron (7 SFS) representatives will conduct quarterly airfield inspections. The AFM is the OPR for these inspections.

**1.12. Local Operating Procedures (LOPs).** 7 OSS/OSA is responsible for ensuring LOPs are developed which define procedures and responsibilities for services provided by the AOF. LOPs are also maintained between the 7 OSS and several on/off-base agencies to ensure proper coordination for activities impacting the airfield and/or ATC facility.

1.12.1. The following documents are examples of LOPs: Letters of Agreement (LOAs), Operations Letters, Operating Instructions (OIs), Operations Plans (OPLANs) and Base Directives or Instructions. LOPs are accessible to all AOF assigned personnel and are located in the AOF shared drive.

1.12.2. Base and unit level instructions with ATC or AMOPS taskings will be coordinated through AOF/CC and forwarded to HQ AFGSC/A3OA for review/approval.

1.12.3. Mandatory Review Process/Frequency. 7 OSS/OSA annually reviews the effective dates of LOPs that affect the local airfield/flight environment. See Attachment 12 for schedule.

1.12.4. 7 OSS/OSR will maintain and review airspace LOAs and Certificates of Authorization file locations annually or when appropriate IAW AFI 13-201, *Airspace Management*, AFGSC Sup 1. These LOAs are located in the 7 OSS/OSR's office IAW AFI 11-202 Vol 3, *General Flight Rules*, AFGSC Sup 1.

**1.13. Protection and Release of Records.** The AOF/CC is responsible for all ATC and AMOPS records. The AOF/CC is also the custodian for all ATC recording tapes/transcripts and will handle requests/release of information IAW AFI 13-204 Vol 3. Recorded or written records concerning mishaps will not be released to anyone without authorization from the appropriate release authority, dependent on type and severity of incident.

**1.14. Preventive Maintenance Inspection (PMI) Schedule.** The Preventive Maintenance Inspection (PMI) schedule is published in the IFR- Supplement Flight Information Publication under Dyess AFB.

**1.15. Auxiliary Power for ATCALS Facilities.** Both the Dyess TACAN and ILS facilities have generators. For monthly generator power checks, 7 CES will need approval from the AOF/CC or designated representative before changing any facility to or from backup power.

## Chapter 2

## AIRFIELD FACILITIES INFORMATION

**2.1. Airfield Facilities.** The Dyess Base Operations Building 9001 contains the AOF/CC's and AFM's offices, AMOPS section, Flight Planning Room, Aircrew Lounge, Distinguished Visitor's (DV's) Lounge (maintained by Wing Protocol), the Weather Flight (OSW) and Transient Alert (TA). Refer to the Dyess Airfield Diagram (Attachment 2) for Base Operations location and other associated facilities.

**2.2. Airfield Operating Hours.** Dyess airfield hours of operation are published in the Instrument Flight Rules (IFR) Supplement. Aircrews must use the IFR Supplement and view NOTAMs for mission planning purposes. The last arriving aircraft must be parked with engines shutdown prior to the airfield closing time. Aircrews are encouraged to land at least 15 minutes prior to the published airfield closing time.

2.2.1. Reduction/Extension of Operating Hours. The 7 BW/CC is the approval authority for airfield closures of 96 hrs or less, including days already published closed to support short-notice emergency maintenance requirements or other short-term requirements to include goal/training days and holidays. Closures scheduled for more than 96 hours must be approved by HQ AFGSC/A3 through AFGSC A3OA Workflow. Upon approval notification, AMOPS will issue NOTAMs extending or reducing hours of operation as required.

2.2.2. Outside of Published/NOTAM Hours. The 7 OG/CC is the final approval authority for operations outside of published/NOTAM hours and on federal holidays. Uncontrolled Airfield Operations (UAOs) may be conducted if approved by MAJCOM, 7 OG/CC and 317 AG/CC and executed IAW **Chapter 10** of this publication.

2.2.2.1. Requests for mission essential flight operations [i.e., National Airborne Operations Center (NAOC), Special Assignment Airlift Missions (SAAM), Medical Evacuation (MEDEVAC) and Higher Headquarters (HHQ)-directed missions] will be coordinated through the AOF/CC. The AOF/CC will channel the request to the 7 OG/CC for approval. Upon approval, the AOF/CC will notify Dyess Command Post (CP) to inform the following organizations: Dyess Tower, AMOPS, OSW, TA (for non-base assigned aircraft), Fire Department (FD), 7 SFS and base customs (if applicable).

2.2.2.2. Inbound Aircraft. For operations approved outside of published/NOTAM hours (except UAO), the airfield will open 1 hour prior to the scheduled aircraft's Estimated Time of Arrival (ETA). The airfield will close after the last arriving aircraft has parked and shutdown engines.

2.2.2.3. Outbound Aircraft. For operations approved outside of published/NOTAM hours, the airfield will open 1 hour prior to the scheduled aircraft's Estimated Time of Departure (ETD). The airfield will close 30 minutes after the last aircraft's departure time in the event the same aircrew/aircraft needs to return to Dyess. If verbally released by the aircrew, the airfield may be closed 5 minutes after the aircraft's departure.

**2.3. Air Traffic Control Facilities/Designation of Airspace.** Abilene (ABI) Terminal Radar Approach Control (TRACON) exercises primary control over aircraft on IFR clearances within a

35 NM radius of the ABI VORTAC up to and including 12,000' MSL (See Attachments 6 and 7). Dyess Tower is responsible for control of Visual Flight Rules (VFR) traffic from the surface up to but not including 3,000' MSL within 5 NM of the center of Dyess AFB Runway 16/34, including 3 NM extensions on the arrival and departure ends of the runway. It also extends 5 NM from either side of the runway extended centerline (see Attachment 5). Dyess Tower airspace is controlled as Class Charlie (C) airspace.

2.3.1. Dyess Tower coordinates with ABI Approach prior to aircraft leaving Dyess Tower's area of responsibility. ATC procedures will be IAW *Control, Coordination, and Separation Procedures* Letter of Agreement between ABI Approach Control and Dyess Tower.

**Table 2.1. Local Frequencies/Channelization.**

| **Frequencies** | | | |
|---|---|---|---|
| Dyess Tower | 257.675 / 133.0 | Dyess CP (7 BW) (Raymond 37) | 349.4 / 311.0 |
| Dyess Ground | 275.8 / 118.35 | 7 BW SOF (Foxtrot) | 261.0 |
| Dyess ATIS | 269.175 | ABI Departure | 282.3 / 127.2 |
| Pilot-to-Metro | 383.25 | Marrion CCT (DZCO/LZSO) (Reaper) | 314.2 / 139.7 |
| Pilot-to-Dispatch (PTD) | 372.2 / 139.3 | Dedicated Emergency Frequency (ref Para 7.4) | 339.7 |

**2.4. Airfield Data.**

2.4.1. Dyess AFB Identifier and Location: KDYS, N 32 25.24' W 99 51.28'.

2.4.2. Field Elevation: 1790' Mean Sea Level (MSL).

2.4.3. Airfield Gradient and Surrounding Terrain: Runway 16/34 - negligible (increase of 2.60' from south to north). The surrounding terrain is generally flat with low ridges of hills to the southeast, south, and southwest. Elevation of these hills is 2,500' MSL.

2.4.4. Runway 16/34: 13,500' X 300' and is part concrete and part asphalt. 180 degree turns made by aircraft larger than a C-130 should be conducted on the 1000' concrete portion at both ends of the runway. All Distance Remaining Markers (DRMs) except 12/1 and 1/12 are spaced at 1,000' intervals. DRMs 12/1 and 1/12 are located 1,250' from each end of the runway. The runway overruns are 1,000' X 300' and composed of non-load bearing asphalt.

2.4.5. Landing Zone (LZ) 163/343 is a landing strip used exclusively for military training. LZ 163/343 is 3,500' X 60' and consists of a semi-prepared surface with 300' X 60' overruns at each end. LZ 163/343 is located 1,450' west of the main runway (centerline to centerline) and is connected to the main runway via Taxiways Golf and Hotel. LZ 163/343 and connecting taxiways are restricted to C-130 type or smaller aircraft operations.

2.4.6. LZ 164/344 is a landing strip used exclusively by the military for training and is 3,498' X 60' and consists of an asphalt surface with 300' x 60' asphalt overruns. LZ 164/344 is located 2,950' west of the main runway (centerline to centerline) and 1,440' west of LZ 163/343 (edge to edge). It is connected to the main runway by Taxiways Hotel and

Juliet. Taxiway Juliet is the parallel taxiway to LZ 164/344. LZ 164/344 and connecting taxiways are restricted to C-130 type or smaller aircraft use only.

**Table 2.2. Taxiways/Taxilanes.**

| **Taxiing Surface Features** | | | |
|---|---|---|---|
| **Taxilane/ Taxiway** | **Width & Type** | **Taxilane Shoulders** | **Lighting Available** |
| Alpha | 225' Concrete | 25' stabilized-asphalt on the west side of the taxilane/taxiway. | Yes |
| **Note:** *A portion of Taxiway Alpha was designated a taxilane in CY2010 in order to accommodate for the C-130J ramp reconfiguration and be compliant with UFC standards.* | | | |
| **Taxiway** | **Width & Type** | **Taxiway Shoulders** | **Lighting Available** |
| Bravo | 75' Concrete | 50' stabilized-asphalt on each side of taxiway. | Yes |
| Charlie | 75' Concrete | 50' stabilized-asphalt on each side of taxiway. | Yes |
| Delta | 75' Asphalt | 25' stabilized-asphalt on each side of taxiway. | Yes |
| Echo | 75' Asphalt | 50' stabilized-asphalt on each side of taxiway. | Yes |
| Foxtrot | 75' Concrete | 50' stabilized-asphalt on each side of taxiway. | Yes |
| Golf | 75' Asphalt | 25' stabilized-asphalt on each side of taxiway. | No |
| **Note:** *During nighttime operations, Taxiway Golf is limited to aircrew using NVG/NVDs and maintenance crews conducting approved aircraft tows.* | | | |
| Hotel | 40' Asphalt | No shoulders.<br>Special use taxiway to support LZs. | Yes |
| Juliet | 40' Asphalt | No shoulders | Yes |

**2.5. Automatic Terminal Information Service (ATIS) Procedures.** The Dyess ATIS is designed to provide aircrews with current runway in use, weather, field advisories and NOTAMs during airfield operating hours. The ATIS message format is IAW FAA Order (FAAO) JO 7110.65, *Air Traffic Control*. Additional items include pattern restrictions and other data pertinent to operations (i.e.: quiet hours, tower evacuations). The ATIS will include instrument hold line restrictions to protect the precision approach critical areas on Taxiways Bravo and Foxtrot during inclement weather IAW FAAO JO 7110.65. Tower will update the most current ATIS information and pass to ABI Approach.

**2.6. Runway Selection Procedures.** Runway 16 is the calm wind runway. Whenever the wind speed is 5 knots or greater, the runway most nearly aligned with the wind will normally be used. The WS/SC is the designated authority for selecting the active runway for aircraft operations. The WS/SC determines the runway in use based on criteria in FAAO JO 7110.65 and this instruction.

2.6.1. Issuing Wind Information. Tower issues wind direction and speed from wind displays IAW FAAO JO 7110.65 and AFI 13-204 V3, AFGSC Sup. When wind displays are unavailable, Tower will issue wind information contained in the latest weather observation, prefaced with the term "*WIND ESTIMATED*." OSW, however, is the authority for determining when winds should be estimated.

2.6.1.1. Tower will select the wind sensors at the approach end of runway unless an operational advantage will result from another setting. Tower will advise aircrew if

reported winds are from other than the approach end of runway. This may be accomplished by including information on the ATIS broadcast.

2.6.1.2. Tower will notify OSW and ABI Approach when it is suspected that the wind equipment is unreliable. OSW will notify 7 OSS/OSAM to establish a job or work order. When the wind equipment is returned to operational status, OSW will notify Tower which will notify ABI Approach.

2.6.2. Windsocks. There are three 15-knot wind socks on the airfield. East of Runway 16/34 and south of Taxiway Bravo; East of Runway 16/34 and south of Taxiway Charlie; East of Runway 16/34 and north of Taxiway Foxtrot.

2.6.3. Runway Change Procedures. Tower will coordinate with ABI Approach prior to Dyess runway change procedures. This coordination will resolve any traffic problems associated with the change. Upon changing the runway in use, Dyess Tower will notify ABI Approach, AMOPS, OSW, FD, Marrion Tower (if in use) and Dyess CP. Dyess Tower will broadcast the runway change on all tower and ground control frequencies.

**2.7. Airfield Lighting Systems.** AMOPS and Airfield Lighting (7 CES/CEOFE) are responsible for inspecting airfield and obstruction lighting. Tower has control of the airfield lighting panel and will operate all airfield lighting systems and visual aids IAW FAAO JO 7110.65, AFI 13-204 V3, AFGSC Sup and local Operating Instructions (OIs) for all aircraft operations. The airfield lighting vault/primary airfield lighting panel is located in Building 4101. AMOPS maintains an LOA with 7 CES/CEOFE to address outages and maintenance response times.

2.7.1. Runway 16/34 Lighting: U.S. standard high intensity Approach Lights with Sequenced Flashing Lights (ALSF-1s), Precision Approach Path Indicators (PAPIs) and High Intensity Runway Lights (HIRLs). ALSF-1s begin 3,000' from each threshold.

2.7.2. LZ 163/343: Has permanent reflective panels and no permanent lighting. Temporary lighting will be placed along LZ 163/343 prior to and during all night operations by the Operational Support Specialists (CCT) or Landing Zone Safety Officer (LZSO). Lighting is either Overt (White) or Covert (Infrared - IR) as requested by the user.

2.7.3. LZ 164/344: Low Intensity Runway Lights (LIRLs) that are remotely controlled from Marrion Tower or Dyess Tower and has permanent reflective panels. Infrared (IR) lighting on LZ 164/344 is available prior to and during NVG operations.

2.7.4. Rotating Beacon. Dyess AFB's rotating beacon is located 1 mile east of Runway 16/34 atop the water tower. Dyess Tower solely controls the rotating beacon.

2.7.5. Obstruction Lights. The Marrion Tower obstruction light must be operational during operations to the LZs at night.

2.7.6. Drop Zone (DZ) Warning Lights. The control for the Warning Lights are at Dyess and Marrion Towers. The lights must be illuminated during all air drop and assault landing operations, day and night. The CCT or LZSO operates the warning lights while on duty to prevent unauthorized personnel and vehicular crossings during drops of equipment or personnel and during all assault landings to LZ 163/343 and LZ 164/344.

**2.8. Air Traffic Control and Landing Systems (ATCALS).** Tower is the ATCALS/Navigational Aid (NAVAID) monitoring facility and reports all ATCALS

malfunctions, outages and restorations to AMOPS, 7 OSS/OSAM and ABI Approach. If known, 7 OSS/OSAM will provide restoration estimates. Tower will pass the restoral estimates to AMOPS and the AOF/CC.

2.8.1. On-base NAVAIDs. Dyess AFB operates a Tactical Air Navigation (TACAN) station and a Category I (CAT I) Instrument Landing System (ILS) during airfield hours. It is a dual ILS that serves Runway 16/34, equipped with an interlock feature that allows only one system to be in use at a given time. Localizer interlock will not be bypassed to permit simultaneous operations. The TACAN No-NOTAM Maintenance Periods (MPs) are listed in the IFR Supplement and Table 2.3.

2.8.2. Off-base NAVAIDs. Dyess AFB utilizes Abilene's Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC), monitored by Fort Worth Center (ZFW), as well the Tuscola Very High Frequency Omni-directional Range/Distance Measuring Equipment (VOR/DME), monitored by ZFW.

**Table 2.3. Available NAVAIDS.**

| **Available NAVAIDS** | | | | |
|---|---|---|---|---|
| **NAVAID** | **Location** | **Identification** | **Bearing/ Distance from Field Center** | **Channel/ Frequency** |
| DYESS CAT I ILS | Multiple components on field | Runway 16: I - TYY<br>Runway 34: I - DYS | On field | Runway 16 and 34 share 109.9 MHz |
| DYESS TACAN | N 32 25.11'<br>W 99 51.42' | DYS | Checkpoints on Taxiways Bravo and Foxtrot | CH 63 |
| ABI VORTAC | N 32 28.88'<br>W 99 51.81' | ABI | DYS 350/ 3.7 NM | 113.7 MHz/CH 84 |
| TUSCOLA VOR/DME | N 32 14.14'<br>W 99 49.01' | TQA | DYS 165/ 11.2 NM | 111.6 MHz/CH 53 |

| **Recurring ATCALS MP Schedule** | | |
|---|---|---|
| **NAVAID** | **No NOTAM** | **NOTAM** |
| DYESS ILS | Friday (0500-0900L) | Tuesday (0500-0900L) |
| DYESS TACAN | Wednesday (0400-0900L) | Monday (0500L-0900L) |

2.8.3. ATCALS responsibilities for 7 OSS/OSA, and 7 CES are supplemented in the *Air Traffic Control and Landing Systems (ATCALS) and Mission Critical Communications Systems Operations Letter between 7 OSS and 7 CES*. This letter clarifies equipment restoral priorities, non-published ATCALS equipment downtime request, generator training for air traffic controllers, routine coordination procedures, exercises, flight check procedures, current and forecasted weather required prior to and during MPs and significant ATCALS outage reporting/response time requirements and other ATCALS operational issues.

**2.9. Precision Approach Critical Areas.** See depiction in Attachment 2.

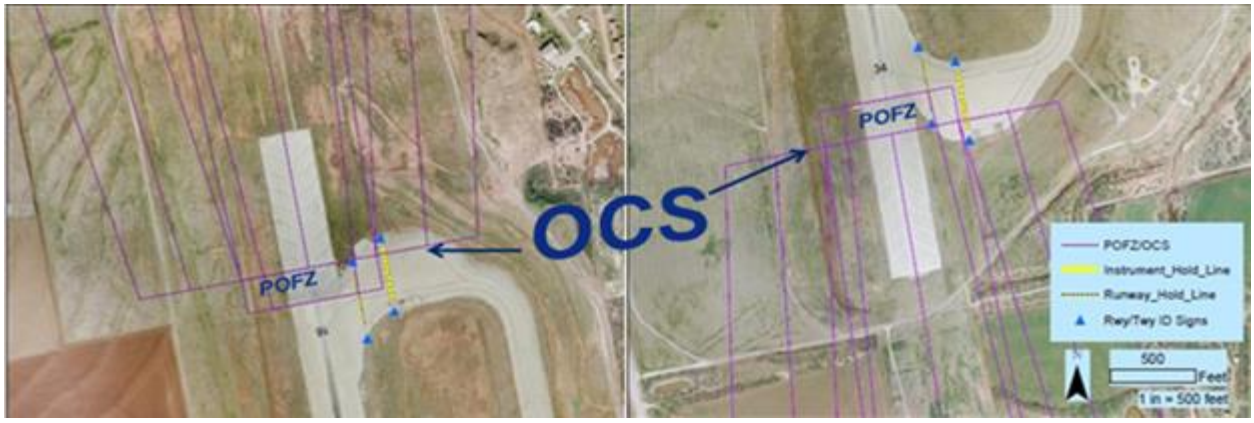
2.9.1. Protecting the Precision Approach Critical Areas. These areas consist of the glideslope and localizer critical areas. Dyess' instrument hold lines are located on Taxiways

Bravo and Foxtrot. When the reported ceiling is less than 800' and/or visibility is less than 2 miles or the Runway Visual Range (RVR) is less than or equal to 2,400', Tower will place an advisory on the ATIS broadcast and hold all aircraft and vehicles behind the instrument hold lines. During inclement weather, drivers must contact Tower for access to the runway while holding short of the instrument hold lines. Due to the perimeter roads' proximity to the critical areas, Tower may restrict access to those areas based on inclement weather and traffic situation.

2.9.2. Protecting the Precision Obstacle Free Zone (POFZ). The POFZ is an 800' X 200' area centered on the runway centerline, beginning at and extending outward from the runway threshold, designed to protect aircraft flying precision approaches from vehicles and other aircraft when the ceiling is less than 300' or visibility is less than ¾ SM. When the tower instructs aircraft to hold behind the instrument hold lines during inclement weather conditions listed in Para 2.9.1, the POFZ is protected.

2.9.3. Protecting the Obstacle Clearance Surface (OCS). The OCS normally begins 200' from the landing threshold point measured along the final approach course centerline and extends to the final approach fix IAW AFMAN 11-226 (I). The OCS sloping surface slightly overlaps the hammerhead of Taxiway Bravo and the hammerhead of Taxiway Foxtrot. When weather drops below 800' ceiling and 2 miles visibility, the OCS must be protected from aircraft (vehicles, however, are not tall enough to penetrate the OCS surface on the hammerheads). Dyess Tower will place an advisory on the ATIS that the hammerheads are unavailable for taxiing purposes due to inclement weather. Tower will remove this advisory once weather conditions improve.

**Figure 2.1. Obstacle Clearance Surface (OCS).**




## 2.10. Airfield Maintenance (Sweeper Operations, Grass Mowing, Snow Removal).

2.10.1. Sweeper Operations. CE Heavy Equipment & Pavements (7 CES/CEOHP) will provide an airfield sweeper during airfield hours and a pavement repair team to monitor deterioration, perform maintenance and conduct repairs. The sweeper shall contact the AMOPS counter either in person, by radio or via phone and provide their whereabouts whenever departing the airfield Mon – Fri during normal flying windows. AMOPS will notify 7 CES to bring in the standby sweeper for any out of hours operations. Airfield sweeping operations are detailed in the LOA between AMOPS and 7 CES/CEOHP.

2.10.2. Grass Mowing. Grass mowing heights on the airfield are maintained IAW AFI 91-202. The contract for airfield mowing operations is maintained by 7 CES and may be viewed upon request by the AFM.

2.10.3. Snow Removal. Airfield snow removal operations are performed IAW 7 BW *Snow and Ice Control Plan*.

**2.11. Controlled Movement Area (CMA).** Dyess AFB's CMA consists of Runway 16/34, LZ 163/343, LZ 164/344, overruns, instrument critical areas, Marrion DZ, perimeter roads, and all areas west of the runway hold lines. VFR hold lines, instrument hold lines and hold signs instruct vehicles to contact tower for permission to enter the CMA. See Attachment 2.

2.11.1. During operating hours, Tower controls all movement in the CMA. Vehicles/personnel must obtain permission before entering the CMA. Vehicles operating in the CMA must use beacon lights or hazard/warning flashers and maintain two-way radio communications with Tower. Vehicles will exit the CMA, then notify Tower with their current location. When Tower requests vehicles to exit the CMA, all vehicles will depart immediately to an area located behind the appropriate hold lines.

2.11.2. Vehicles operating in or through the CMA must be in radio contact with Tower either on a Ultra High Frequency (UHF) radio, Tower Net, or Ramp Net. Cell phone communication with Dyess Tower (ATC) is for emergency use only.

2.11.3. Recall of Vehicles. In the event of a radio failure or out of necessity, Tower will attempt to contact the vehicle using light gun signals. If the vehicle does not respond, Tower will cycle the runway lights from the lowest to highest intensity to signal a loss of radio communication. After observing the runway lights cycle, personnel will attempt to contact Tower while immediately exiting the CMA. If the above procedures fail, Tower will notify AMOPS for assistance escorting the vehicle out of the CMA. **Note:** Refer to AFVA 13-222, Runway/ CMA Procedures, for additional CMA procedures.

2.11.4. During non-operating hours, the CMA is no longer active and reverts to an uncontrolled movement area. Vehicles/personnel, preparing to transition onto the runway/landing zones or towing an aircraft on the airfield must contact Dyess CP prior to commencing operations and will report when exiting the area. These actions are accomplished in order for Dyess AFB to maintain proper oversight and safety of personnel and aircraft resources. **Note:** The 317 AG Operations Duty Officer (ODO) may activate the runway to accomplish pre-coordinated and approved UAOs IAW **Chapter 10**. Vehicles/personnel will follow base driving procedures for UAOs.

**2.12. Permanently Closed/Unusable Portions of the Airfield.** The Tye Ramp is unusable for aircraft operations.

**2.13. Aircraft Arresting Systems.** There are no aircraft arresting systems at Dyess AFB.

**2.14. Parking Plan/Restrictions.** Parking locations for local and transient aircraft are detailed in the 7th Bomb Wing Master Aircraft Parking Plan. All aircraft will be marshalled along approved taxi lines and parked. Dyess AFB maintains a waiver for Jet Blast clearance on Bravo row. **Note:** Currently Dyess AFB B-1, C-130 and Transient Alert parking aprons have no wingtip restrictions.

2.14.1. Local B-1 Parking. B-1 aircraft are parked on Alpha and Bravo rows. Aircraft parking in Alpha row will taxi in via Bravo 17 to the taxilane east of Alpha row to allow aircraft to exit Taxiway Alpha without a follow-me. Parking marshallers will be available to assist in the final stages of parking. When final access is blocked, aircraft will be parked on the ramp centerline and backed into the appropriate Alpha row parking spot by a qualified tow team. Aircraft parking on Bravo row may taxi directly to the final parking position, provided marshallers are available to assist in the final parking stages.

2.14.2. Local C-130 Parking. C-130s are parked on Quebec thru X-ray rows with taxi lines painted to each parking position.

2.14.3. Transient Parking. Marshallers will direct transient aircraft with the follow-me vehicle to final parking.

**2.15. Aircraft Special Operations Areas/Ramps.** Arm/De-arm, Hydrazine, Hot Brake areas, and the Hazardous cargo pad are depicted in Attachment 2.

2.15.1. B-1 Hot Pit Refueling. The primary B-1 Hot Pit refueling spots are Alpha/Bravo 3, 14, and 22. The alternate B-1 Hot Pit refueling Spots are Alpha/Bravo 2, 15, and 21. Hot Pit refueling operations are conducted IAW Dyess AFB Local Checklist for B-1B Hot Refueling as maintained by 7 Component Maintenance Squadron.

2.15.2. Dangerous/Hazardous Cargo. Aircrew requesting to land at Dyess AFB with hazardous cargo will provide AMOPS with the Hazard Class/Division (HC/D), Net Explosive Weight (NEW) and other aircraft information. AMOPS will review the approved Explosive Site Plans (ESPs) provided by 7 BW/SEW (Weapons). FD and 7 BW Weapon safety (7 BW/SEW) will be notified on HC/D 1.3 or 1.4 explosives not covered under AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials.* **Note:** The TA overflow ramp is the primary site for transient aircraft with HC/D 1.3 and 1.4, but has several restrictions. This site is authorized for transient use when the duration is 24 hours or less for refueling, servicing, crew rest or change, or maintenance. If located on TA overflow parking, the aircraft will be kept under constant surveillance and not loaded, unloaded, nor will its explosives be handled.

**2.16. Restricted/Classified Areas on the Airfield.** All Protection Level 1, 2 or 3 resources as identified in AFI 31-101, *The Air Force Installation Security Program*, will be parked in established restricted areas. The Rebound Echo portion of the Transient Alert Ramp is restricted when occupied.

**2.17. Maintenance Radio Checks.** To shorten radio transmissions on ATC frequencies, maintenance personnel will use "Eight Ball" when conducting radio checks with Tower. **Example:** "*DYESS GROUND, EIGHT BALL."* Tower will respond "*EIGHT BALL, LOUD AND CLEAR*" or respond as appropriate.

**2.18. Engine Test/Run-Up Procedures.** Prior to any engine run, the Maintenance Operations Centers (MOCs) must notify Tower. Upon completion of the notification, maintenance personnel must obtain approval from Tower. Maintenance personnel must monitor Tower frequency during all engine runs and be prepared to return aircraft to ground idle when directed by Tower for vehicular traffic or taxiing/arriving/departing aircraft.

2.18.1. B-1 Engine Runs. Spots: A6, A12, A13, A17 (Taxilane), A20 (AGE), A23, A24, A25, A26 do not have jet blast deflectors and therefore engine runs are not performed on these spots. Engine runs are also not performed on B17 (Taxilane). All other Alpha and Bravo parking spots may be utilized for engine runs. During airfield hours, maintenance personnel or aircrews conducting engine runs will not run engines above ground idle without approval from Tower. When the airfield is closed, any B-1 aircraft conducting an engine run will coordinate with Dyess CP. The B-1 aircraft parking apron does not afford distances between parked aircraft and taxiing aircraft to allow for the dissipation of jet blast to acceptable levels. Dyess AFB maintains a waiver for Jet Blast Clearance. **Note:** During airfield hours, Tower will inform aircraft and vehicles transitioning behind heavy jet aircraft that engine runs are in progress by stating "ENGINE RUNS IN PROGRESS AT (state row/location of engine run aircraft)". During UAO, Dyess CP will notify the 317th Airlift Group Operations Duty Officer (317 AG/ODO) of any engine runs impacting taxiing aircraft.

2.18.1.1. Engines may be run in all settings. Only one engine at a time may be operated in afterburner setting.

2.18.1.2. During maintenance runs and crew runs, there will be a ground observer with direct communication to the crew. Before any engine "throttle-ups" the operator must have confirmation from the observer that it is clear. During the entire engine run, the observer will inform the operator of any vehicle/personnel passing behind the aircraft. Vehicles driving shall not pass behind an aircraft with engines running without the "go ahead" from the observer. In some cases, Tower may advise the engine operator of the passing vehicle.

2.18.1.3. In the event of emergencies, exercises, or for safety purposes, maintenance or aircrew conducting B-1 engine runs above ground idle on the B-1 Bravo row may be instructed by Tower to return to ground idle for aircraft, emergency vehicles and/or other airfield vehicles. Tower may accomplish this via a blank broadcast message, *"Attention all aircraft, reduce engines to ground idle on Alpha and Bravo rows, emergency response actions in progress."* Tower may allow heavy jet aircraft to resume above ground idle as the situation allows.

2.18.2. C-130 Engine Run-ups. C-130 engine run-up for maintenance is performed in their designated parking area. During runs above ground idle, no aircraft will be parked directly behind the aircraft being run. Engine run-up for departing aircraft will be conducted IAW published flight manual procedures on Taxiways Bravo, Charlie, Echo, and Foxtrot.

2.18.3. Noise Concerns. Due to excessive noise and the possibility of misunderstood aircrew read backs to control instructions, C-130 engine runs only up to ground idle may be performed on parking spots 1 through 3 of Sierra, Tango, Uniform and Victor rows. All other C-130 parking locations are exempt from this restriction.

2.18.3.1. Aircraft located on the transient ramp or on Taxilane Alpha adjacent to the transient ramp will have engine runs limited to less than 80%.

2.18.3.2. Quiet Hours. Standard requests will be coordinated/briefed at the pre-165 and approved at the Dash 165 meetings. The 7 OSS representative attending the pre-165 will inform the AOF/CC and AMOPS of the approved requests. Other requests will be coordinated through the AOF/CC. The AOF/CC will channel requests (not coordinated

through the pre-165) to the 7 OG/CC for approval. Upon approval, AMOPS shall pass quiet hour times to the Dyess CP, Tower, and both MOCs at least 1 hour before activity commencement and issue appropriate NOTAM. **Note:** NAOC, MEDEVAC, SAAM and higher headquarter directed missions are exempt from noise abatement/quiet hour restrictions.

**2.19. Aircraft Towing Procedures.** The 7 BW MOC and 317 AG MOC will notify Tower via landline of all aircraft towing operation requests. MOC will pass the aircraft tail-number, where the aircraft will tow from/to, and whether the tow operation will access Taxilane Alpha.

2.19.1. 317 AG tow crews utilize the Ground frequency to coordinate the start and termination aircraft tows. 7 BW MOC will coordinate the start and termination of tows through 7 BW MOC landline with Tower.

2.19.2. Aircraft tows will yield to taxiing aircraft.

2.19.3. All aircraft tow operations require direct two-way communication with Tower via Tower Net or UHF/VHF radio.

2.19.4. In the event of emergencies or exercises, aircraft tow operations in progress may be instructed by Tower to hold their position for responding emergency vehicles.

2.19.5. During times when Tower is closed/unmanned, the 7 BW MOC and 317 AG MOC will notify Dyess CP of the beginning and termination of all aircraft tows.

**2.20. Aircraft Taxiing Requirements/Routes.** The appropriate clearance criteria for aircraft taxiing will be conducted IAW AFI 11-218, *Aircraft Operations and Movement on the Ground.*

2.20.1. General Taxi Procedures. All aircraft movement must be pre-approved by Ground prior to the operation. Aircrews will report the current ATIS code on initial contact/taxi request. If an aircraft or equipment is parked on the adjacent parking spot (e.g. Bravo 2 or Alpha 2), aircraft will not proceed through any other access point until a wing-walker is available to ensure clearance. **Note:** Aircrews shall NOT taxi without Ground's approval. The only exception for this is the approved/coordinated 317 AG's UAOs.

2.20.1.1. When authorized to taxi from parking, locally assigned aircrews will flash/turn on taxi lights. Aircrews will be marshalled out of the parking spot and will then proceed to Taxilane Alpha and the assigned runway.

2.20.1.2. Aircrews will taxi on taxiway centerlines (stagger taxi is not authorized for local aircraft), avoid sharp/minimum radius turns, and not make turns in excess of 90 degrees within congested areas. Aircrews must use extreme caution on ramps, taxiways and hangar areas for numerous uncontrolled vehicles.

2.20.1.3. Aircrews may make a request with Ground for aircraft taxiing practice in the TA overflow ramp adjacent to Taxilane Alpha and south of Rebound Echo/TA's parking rows. Ground will coordinate with AMOPS for deconfliction with TA Ops and for a visual sweep of this location to ensure the Ramp is clear of obstacles. After receiving AMOPS approval, Ground will issue approval to the aircrew. Aircrew will notify Ground regarding their completion of the practice taxi operations, which will be then passed to AMOPS.

2.20.1.4. During periods of low ceiling/visibility, Tower will issue hold short instructions IAW para 2.9. of this instruction.

2.20.1.5. In the event of emergencies or exercises, taxiing aircraft may be instructed by Ground to hold their position for responding emergency vehicles.

2.20.2. Taxiway/Taxilane Restrictions. B-52 aircraft are required to enter and exit Runway 16/34 via Taxiway Foxtrot and taxi to/from parking via Taxilane Alpha due to the close proximity of airfield signs on the intersecting taxiways and Taxilane Alpha. Wing walkers will be provided to ensure safe passage to/from the parking location when requested by the aircrew.

2.20.3. Heavy Aircraft Jet Blast Avoidance Procedures. Ground will issue a cautionary warning to aircraft (other than a B-1) taxiing behind taxiing B-1s; and to all aircraft taxiing on the B-1 Parking Apron behind aircraft with engines IAW para 2.18. of this instruction.

2.20.4. B-1 Aircraft Recovery. Prior to entry into the Dyess traffic pattern, B-1 aircrews will contact Dyess CP to pass maintenance status and brevity codes, as required. B-1 aircrews will then contact Foxtrot and relay sortie effectiveness, weapon status (if applicable), and special requirements, if any. Foxtrot will provide aircrews with traffic pattern/airfield status to include B-1 VFR pattern operations, C-130 DZ operations, C-130 LZ operations, bird watch condition, airfield construction status, and any additional pertinent information.

2.20.5. C-130 Aircraft Recovery. Prior to entry into the Dyess traffic pattern, C-130 aircrews will contact Dyess CP to pass maintenance status, intentions to use the LZ/DZ, and any additional pertinent information. CP will inform the C-130 aircrews of parking location, pass arrival and maintenance status to the 317 MOC as applicable. If conducting DZ operations, C-130 aircrew will remain in contact with Marrion Tower or Dyess Tower.

**2.21. Combat Off-load/On-load Procedures.** The primary combat off-load/on-load area is located on Taxiway Hotel adjacent to the Tye Ramp. The secondary location is on the TA overflow ramp adjacent to Taxilane Alpha and south of Rebound Echo/TA's parking rows. Aircrews will contact Ground for approval of combat off-load/on-load operations. Ground will alert AMOPS for coordination with TA and for a visual sweep of the ramp. Aircrew will exercise extreme vigilance when conducting combat off-loads/on-loads and will ensure cargo is not left on the ramp or taxiway for an extended period of time (longer than 20 minutes). Aircrews will notify Ground at the completion of the operations, for relay to AMOPS.

**2.22. Engine Running Crew Change (ERCC) Procedures.** ERCCs may be accomplished at Rebound Echo (northwest corner of the transient ramp), Taxiways Bravo, Charlie or Foxtrot, the B-1 parking ramp, or Spots 3 or 4 on all rows of the C-130 parking ramp. The SOF will determine and select the location to conduct an ERCC with coordination from the WS/SC. Aircrews will be issued instructions from the Ground on where to park for the ERCC. On coming and off going crews will act as safety observers.

2.22.1. Rebound Echo ERCC. Aircrews will park the aircraft facing south on Rebound Echo and not block the taxi route on Taxilane Alpha. Minimum power settings will be used on the transient parking ramp.

**2.23. Transient Alert (TA) Services/Facilities.** TA is available during airfield open hours Mon-Fri 0800L – 2200L and closed on weekends except for pre-coordinated/approved

extensions. TA shall provide all personnel, equipment, tools, materials, supervision, other items and services necessary to perform TA maintenance as detailed in the signed TA Contract.

2.23.1. TA will coordinate with the AFM or designated representative to determine parking location for transient aircraft. The 7th Equipment Maintenance Squadron (7 EMS) oversees the TA contracted personnel.

2.23.2. TA Assistance. Transient aircraft will be escorted by a follow-me vehicle after exiting the runway and be guided to the designated hold point for post-landing checks. If a TA follow-me vehicle is not readily available, Tower will provide progressive taxi instructions to the ramp area, if required. Tower will instruct aircraft to hold at an appropriate point until a follow-me vehicle is in position to guide taxiing into parking. If the aircraft needs to be held at the hold point, Tower will inform the follow-me vehicle, otherwise the vehicle will immediately lead the aircraft to parking.

**2.24. Procedures/Requirements for Conducting Runway Inspections/Checks.**

2.24.1. Daily Airfield Checks. "All AMOPS personnel performing runway and airfield checks will be certified in their training record and meet the requirements listed in AFI 13-204 Vol 3.

2.24.1.1. AMOPS shall perform airfield checks to ensure primary takeoff, landing and taxi surfaces are operationally safe and free of FOD/obstructions. An airfield check is not a substitute for the daily airfield inspection. AMOPS will conduct a FOD check of the taxiways and runway before the airfield opens or first flight of the day, whichever is sooner.

2.24.1.2. When the LZSO is present, they will perform a check of LZ 164/344 and LZ 163/343 to ensure suitability for operations (i.e. condition of the field and FOD potential). The LZSO will notify AMOPS via Ramp Net of any discrepancies.

2.24.1.3. When the DZCO is present, they will perform a check of the Marrion DZ to ensure suitability for operations (i.e. condition of the field and FOD potential). The DZCO will notify AMOPS via Ramp Net of any discrepancies.

2.24.2. Other Required Airfield Checks. AMOPS will also perform a check of the primary taxiways and runway after events such as unauthorized aircraft landings, severe weather, airfield driving violations, natural disaster (e.g., tornado, earthquake etc.), arrivals/departures of wide body/heavy aircraft other than base assigned, helicopter arrivals/departures from the runway, upon any report of a dropped object or bird strike over or near the runway, in-flight emergencies (IFEs), or ground emergencies (GEs) that may affect safe airfield operations. The SOF on duty may waive the need for AMOPS during an in-flight emergency (IFE) and/or ground emergency (GE).

2.24.3. Daily Airfield Inspections. Only qualified AMOPS personnel will conduct airfield inspections to ensure a safe operational environment (e.g., airfield markings, signs, lighting, obstacle clearances, etc.) for aircraft operations. One inspection is required per day.

**2.25. Procedures for Opening and Closing the Airfield.**

2.25.1. Opening the Airfield. AMOPS will conduct an airfield opening check before opening the runway IAW AFI 13-204 Vol 3. AMOPS will inform Dyess Tower and Dyess CP of airfield opening, review NOTAMs with Tower, perform opening checklists, verify

crash vehicle status with FD, determine the Bird Watch Condition (BWC), and determine Runway Surface Condition (RSC) prior to flying.

2.25.1.1. Dyess Tower will make a broadcast on all Local and Ground frequencies and the Ramp Net announcing Tower is open and vehicles must contact Ground for CMA access. In addition, Tower will utilize checklists as listed in the Tower OI.

2.25.2. Closing the Airfield. AMOPS will inform Dyess CP and Tower of aerodrome closure. For aerodrome closures due to conditions outside of normal closing, AMOPS will execute the appropriate checklist and coordinate/publish the appropriate NOTAM.

2.25.2.1. Dyess Tower will make a broadcast over all Local and Ground frequencies and the Ramp Net announcing the Control Tower is closed.

2.25.2.2. Runway Closures Due to Construction. Runway closures may occur for an extended period of time due to construction. A NOTAM will be disseminated outlining the closure details. If the closure will occur for more than 90 days, the closure information will be published in the Flight Information Publication (FLIP).

2.25.3. UAOs. The 317 AG/ODO will assume responsibility for the airfield and operates in lieu of Dyess Tower and AMOPS to ensure operations are conducted safely, airfield security is not compromised, and that emergency response is available, as required. The 317 AG/ODO, however, will **NOT** perform ATC duties and issue ATC instructions. Refer to **Chapter 10**.

**2.26. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values.** AMOPS determines and reports RSC and RCR IAW AFI 13-204 Vol 3, if applicable. A NOTAM will be sent when the runway is anything other than dry and will include the RCR value, if applicable.

**2.27. Procedures for Suspending Runway Operations.**

2.27.1. The AFM or designated AMOPS representative is the lead authority to suspend runway operations in response to IFEs, FOD, bird conditions, heavy aircraft arrivals/departures, helicopter operations, accidents which constitute a hazard that occur on or near the runway, and other situations that could impact safety. AMOPS also has the authority to impose airfield restrictions (close/suspend and resume airfield, runway or taxiway operations) as well as limiting operations to specific types of aircraft. In the best interest of safety, the SOF may waive the suspension of runway operations. **Note:** For temporary closures related to hazardous weather or airfield incidents, the AOF/CC/DO must promptly notify the 7 OSS/CC, 7 OG/CC, 317 OSS/CC, 317 AG/CC and HQ AFGSC/A3 via email or telephone.

2.27.2. The WS/SC may suspend aircraft operations to the runway for safety reasons.

2.27.3. If an aircraft has an emergency (i.e. in which debris or other hazardous material might be left on the runway) or stops on the runway, the WS/SC will immediately suspend aircraft operations to the runway. AMOPS will resume operations on the runway after a thorough check has been conducted and has concluded it to be FOD free.

**2.28. Supervisor of Flying (SOF).** The SOF does not perform or direct ATC functions, however, the SOF can and should coordinate with the WS/SC to facilitate better training of 7

BW and 317 AG aircraft. The SOF may coordinate with the WS/SC to redirect/restrict aircraft from VFR traffic patterns if they conflict with local training priorities.

2.28.1. SOF Responsibilities.

2.28.1.1. Notifies Dyess Tower when on-duty.

2.28.1.2. Directs/coordinates all questions, concerns, or inputs to the WS/SC. Questions concerning ATC policies should be directed to the Chief Controller (CCTLR) or AOF/CC. The SOF, however, will relay all equipment outages associated with the SOF position to the WS/SC for repair actions.

2.28.1.3. Requests to relay information to an aircraft on any ATC assigned frequency will be made to the WS/SC. If the SOF deems that the information is too technical, and after coordination with the WS/SC, the SOF may communicate directly with an aircraft on an ATC assigned frequency for which the WS/SC has over-key ability. When this occurs, advisory instructions must be limited to that essential for flight safety and the prevention of a mishap.

2.28.1.4. Advises the WS/SC of weather recalls and diverts.

2.28.1.5. Provides the WS/SC with the data on emergency aircraft, as it becomes available. This data could include: nature of emergency, aircraft call sign, number of people onboard the aircraft, ordinance information, fuel status and fuel remaining in time, position and/or ETA, special requirements (pinning gear, stopping on runway, etc.) and pilots' desires.

2.28.1.6. Assists ATC to the maximum extent possible in recovering or diverting wing aircraft in event of a tower evacuation.

2.28.1.7. Monitors Local and Ground Control positions via headset in order to preclude excessive coordination. Prior to exiting the tower, the SOF will ensure the SOF work area is clean and deselect all frequencies and positions being monitored.

2.28.2. WS/SC Responsibilities.

2.28.2.1. Overall OPR for managing traffic patterns, applying aircraft sequencing/separation standards, determining IFR versus VFR airfield status, opening/closing tower patterns and determining the runway in use.

2.28.2.2. Briefs the SOF on any changes to the airfield or equipment including pertinent weather information that may affect flying operations.

2.28.2.3. Logs and tracks all equipment outages associated with the SOF position.

2.28.2.4. Directs the SOF to the CCTLR or AOF/CC for any questions or concerns about ATC/airfield policies or procedures.

2.28.2.5. Coordinates with the SOF to use the SOF multi-channel radio during equipment outages. Conversely, the SOF may also request use of tower multi-channel radio/telephones when necessary.

## Chapter 3

## FLYING AREAS

**3.1. Local Flying Area.** The Dyess AFB local flying area is defined as Lancer MOA and a 150 NM circle around Dyess AFB (Attachment 3).

3.1.1. The C-130 instrument and functional check flight area is defined by direct lines between San Angelo, El Dorado, Rocksprings, Goldthwaite, Paint Rock and back to San Angelo at an altitude below Flight Level (FL) 180. The VFR corridor is the 180 degree radial of the ABI VORTAC.

**3.2. VFR Local Training Area.** The C-130 Low Altitude Tactical Navigation area is a 100 NM radius of the ABI VORTAC at an altitude of 300 to 1,500' Above Ground Level (AGL). The C-130 maneuver area is between the ABI VORTAC 260 degree and 300 degree radials, from 10 to 30 DME, at an altitude of 7,000' to 9,000' MSL.

3.2.1. Local Flying Area Restrictions.

3.2.1.1. Small Arms Range. This range is located 0.8 miles east of Taxiway Echo. As soon as practical, the small arms range training personnel will notify Tower when the firing range is active; Tower will notify aircraft over-flights to avoid maneuvering directly over the firing range.

3.2.1.2. Explosive Ordinance Disposal Range. This range is located 1.5 miles northeast of airfield at N 32° 26.379' W 099° 49.412' (MGRS 14S MA 22585 89467). EOD personnel will notify AMOPS of proposed EOD range activity using the 'EOD Range Worksheet' in order for a NOTAM to be published. EOD will then notify tower when ready, and state the duration the range will be hot. During times Dyess Tower owns Class C Airspace, Tower will advise EOD of delays due to current aircraft operations, notify the SOF of EOD activity, broadcast range information on the ATIS, and advise aircraft to avoid overflying the EOD range. When range operations are complete, EOD will notify AMOPS and Tower that the range is cold; the NOTAM and ATIS can be updated at that time. Definitions used: Open - EOD personnel setting up the range for future explosive activity; Cold - Range is closed for explosive activity; Hot - Range in use for explosive operations. Note: During times when Abilene Tower controls Class C Airspace, additional coordination is required.

3.2.1.3. Dyess-assigned aircrews should, whenever possible, avoid flying through Sheppard MOA (at or below FL 230) and Brownwood MOA. This does not preclude the use of these areas for work when properly coordinated with the FAA and area controller.

3.2.1.4. When Runway 34 is in use, B-1 aircrews will delay all turns for initial takeoff and patterns until north of Interstate 20 or 2.5 DME referenced from Dyess TACAN for Noise Abatement. This restriction applies to all takeoffs, even when visual cutoff has been requested and approved.

## Chapter 4

## VISUAL FLIGHT RULES (VFR) PROCEDURES

### 4.1. VFR Weather Minimums.

**Table 4.1. VFR Weather Minimums.**

| Pattern | Runway 16/34 | LZ 163/343 | LZ 164/344 |
|---|---|---|---|
| Rectangular | Ceiling: 1,700'<br>Visibility: 3 SM | Ceiling: 1,700'<br>Visibility: 3 SM | Ceiling: 1,500'<br>Visibility: 3 SM |
| Overhead | Ceiling: 2,200'<br>Visibility: 3 SM | Ceiling: 2,200'<br>Visibility: 3 SM | Ceiling: 2,200'<br>Visibility: 3 SM |
| **Note:** When ceiling is less than 1,700' AGL, LZ 163/343 pattern may be entered by a rectangular pattern from the main runway with Dyess Tower's approval. | | | |

4.1.1. Tower WS/SC will determine the available traffic patterns. The pattern selection will be based on weather, airfield lighting, ATCALS, and visibility restrictions hampering tower's ability to sequence traffic. When weather deteriorates, aircrew on VFR transition flights in the local traffic patterns should contact Tower for a change of flight plan or to terminate the flight.

4.1.2. When VFR traffic patterns status changes, Tower WS/SC will notify AMOPS and ABI Approach. AMOPS will then notify Dyess CP, OSW and local flying units.

### 4.2. VFR Traffic Patterns.

**Table 4.2. VFR Traffic Patterns.**

| Pattern | Runway 16/34 | LZ 163/343 | LZ 164/344 |
|---|---|---|---|
| Rectangular | Altitude: 3,000' | Altitude: 3,000' | Altitude: 2,500' |
| Overhead | Altitude: 3,500' | Altitude: 3,500' | Altitude: 3,500' |
| B-1 Closed | Altitude: 3,000' | N/A | N/A |
| B-1 Outside Straight-In | Altitude: 3,000' | N/A | N/A |
| C-130 Closed | Altitude: 3,000' | Altitude: 3,000' | Altitude: 2,500' |
| C-130 Highspeed Downwind | Altitude: 3,000' | Altitude: 3,000' | Altitude: 2,500' |
| **Note:** For the rectangular pattern, fighter-type aircraft may be instructed by Tower to fly at 3,500' MSL for the rectangular pattern when operationally advantageous | | | |

4.2.1. Traffic will use the UHF tower frequency whenever possible to facilitate more efficient/safe pattern operations. Aircrews may request, or may be directed to, either the left or right patterns. When Marrion DZ, LZ 163/343 or LZ 164/344 is active, B-1 aircrews will be directed to fly the East pattern.

4.2.2. B-1 VFR Pattern Operations. B-1 VFR Pattern Operations will be in effect any time 2 or more B-1 aircraft are in the Dyess VFR traffic pattern. This will be initiated by the SOF and the SOF will relay this information to both B-1 and C-130 aircrews to facilitate traffic pattern de-confliction. When B-1 VFR Pattern Operations are in effect, C-130 aircrews will

accomplish approaches to the LZ, use ABI Airport or other airports for transition work, depart the Dyess pattern or expect Dyess AFB local priorities to be in effect reference 6.1.1 for approaches Runway 16/34. **Note:** Dyess WS/SC retains responsibility for overall aircraft operations.

4.2.3. C-130 DZ Operations. C-130 DZ Operations will be in effect any time a C-130 or C-130 formation is established inbound on the run-in heading and No Later Than (NLT) 10 NM from the DZ.

**4.3. B-1 Visual Approach Procedures.**

4.3.1. B-1 aircrews will enter the VFR traffic pattern via ILS, visual straight in, or initial to the active runway.

4.3.2. Quiet Hours/Noise Abatement Procedures.

4.3.2.1. Dyess observes quiet hours between 2200L and 0600L. During this period, the east pattern will only be used to de-conflict B-1 aircraft from C-130 aircrews conducting training to the Marrion DZ, LZ 163/343 or LZ 164/344 and to prevent a dangerous situation from developing in the west traffic pattern. Units may conduct engine runs, to include above ground idle, during quiet hours after obtaining approval from the respective MOC. The MOC will limit approval for engine runs to those necessary to complete repairs to achieve "full mission capable" aircraft only.

4.3.2.2. When B-1 aircrews fly the West pattern on Runway 34, they will avoid over flying the city of Tye.

4.3.3. Overhead Pattern:

4.3.3.1. Aircrews will receive radar vectors to the overhead entry point (initial). Dyess Tower or ABI Approach will specify the entry point (3-5 mile initial). Within the VFR pattern, entry point will be a 3-5 NM initial while remaining within Dyess Class C surface area. Aircrews will coordinate with Tower if requesting other than a 3-5 NM entry point and/or departing Dyess Class C surface area. **Note:** Aircraft that intercept the ILS glide path prior to the final approach fix are a potential conflict with aircraft in the visual pattern proceeding to initial at 3,500' MSL. The ILS glide path crosses 3,500' MSL at about 7 DME on the approach.

4.3.3.2. Unless otherwise directed, aircrews (single ship) will initiate their break turn NLT midfield for protection of the overhead pattern. Formations will break as appropriate for spacing or as directed by tower.

4.3.3.3. B-1 Formations. Upon initial radio contact with Dyess Tower, B-1 formations will request direction of break. Tower will reply with "Expect left/right break." After reporting 3 mile initial, Tower should not change the direction of break, unless for safety of flight. If it is not possible to have a formation break in the expected direction, Tower should give carry-through instructions.

4.3.4. B-1 Closed:

4.3.4.1. The closed pattern is flown at 3,000’ MSL (see Attachment 4).

4.3.4.2. Aircrews requesting this pattern must contact Tower with “Request Closed” and fly IAW applicable T.O. guidance for inside straight-in pattern.

4.3.4.3. Daytime only: Aircrews may request closed pattern at 3,500' MSL in order to fly the overhead ground track and practice the turn to final from the perch point. The climbing turn will normally be flown with 1/2 flaps. This can be requested by stating "Request Closed, 3,500".

4.3.5. B-1 Outside Straight-In Pattern:

4.3.5.1. The outside straight-in pattern is flown at 3,000' MSL at approximately 250-275 KIAS with a 3-5 NM final from the threshold (see Attachment 4).

4.3.5.2. Aircrews requesting this pattern must contact Tower for an "outside straight-in" and obtain specific approval if requesting a "no flap" pattern.

4.3.5.3. B-1 aircrews may fly either Left or Right patterns. When Marrion DZ, LZ 163/343 or LZ 164/344 is active, B-1 aircrew will be directed to fly the East pattern to the main runway. In the event the Marrion DZ, LZ 163/343 or LZ 164/344 is active and the East pattern is unavailable, Tower will advise the aircrews to climb to 3,000' MSL before turning crosswind and maintain at or above 3,000' MSL until turning to final.

4.3.5.4. In order to remain within Dyess-controlled airspace, aircrews operating in the East outside straight-in pattern will remain west of Winters Freeway (US 83/84), unless required for safety of flight.

**4.4. Additional VFR Flying Procedures.**

4.4.1. VFR to IFR Procedures. Aircrews that request IFR handling after a VFR pattern must notify Tower at least one pattern ahead of time for coordination. Aircrews operating from LZ 163/343 and LZ 164/344 may obtain IFR clearance prior to departure.

4.4.2. VFR Departures. Aircrews departing VFR will request VFR flight following through AMOPS in the form of a flight plan.

**4.5. Special Procedures.**

4.5.1. Overhead Pattern Protection.

4.5.1.1. When directed by Tower, aircrews will maintain at or below 3,000' MSL until passing departure end of runway to protect the Overhead pattern. Tower may issue 2500' MSL if a heavy aircraft is in the overhead.

4.5.1.2. Transient aircrews will be issued pertinent restrictions with departure instructions/climb-out/go-around procedures, when warranted.

4.5.2. Helicopters. Helicopters will normally depart from the runway. Departures from the transient ramp and taxiways may be permitted, provided there is at least 200' clearance from any other stationary aircraft (including other helicopters); the helicopter will not fly over any personnel, aircraft or populated portion of the base; and Tower has the helicopter in sight. In addition, apply separation and phraseology specified in FAAO JO 7110.65. Due to FOD concerns, hover checks will be conducted over paved surfaces.

4.5.3. Paradrop Operations. Refer to Para 4.12.

4.5.4. Crop Dusting. Crop dusting companies shall contact Dyess Tower and inform of projected operations IAW *Aerial Applicator Aircraft and Texas Boll Weevil Eradication Foundation, Inc. LOA*. Crop dusting companies will provide Tower the aircraft tail number,

type and color, a specific time block to conduct operations within a specified area, and a way to reach the aircraft. Tower will approve operations within Dyess Class C based on known traffic conditions. Tower will notify Dyess CP and 7 SFS with the time/location of crop dusting operations when crop dusting occurs in the vicinity of Dyess AFB. Tower will obtain control of Dyess Class C and advise the ABI TRACON of all crop dusting operations. Tower will also provide traffic advisories as necessary and include advisory on the ATIS. Tower shall terminate crop dusting operations when safety becomes a concern.

4.5.5. Unusual Maneuvers. Unusual maneuvers other than those contained in this instruction and other local operating procedures require 7 OG/CC and higher headquarters approval (to include appropriate coordination with the FAA).

**4.6. Reduced Same Runway Separation (RSRS) Procedures.** RSRS is authorized for all AFGSC and locally assigned aircraft.

**Table 4.3. RSRS Standards for AFGS and Locally Assigned Aircraft.**

| **Scenarios** | **C-130 Behind C-130 Daytime/Nighttime** | **C-130 Behind B-1 Daytime/Nighttime** | **B-1 Behind C-130 Daytime/Nighttime** | **B-1 Behind B-1 Daytime/Nighttime** |
|---|---|---|---|---|
| Full Stop Behind a Full Stop/ Low Approach/ Touch-and-Go | 5,000’ | 8,000’ | See Other | 8,000’ |
| Touch-and-Go Behind a Low Approach/ Touch-and-Go | 5,000’ | N/A | N/A | 8,000’ |
| Low Approach Behind a Full Stop/ Low Approach | 5,000’ | 8,000’ | N/A | See Other |
| Other | | | Full Stop Behind a Low Approach = 8000’ | Low Approach Behind a Low Approach = 8,000’ |
| | | | | |

**Table 4.4. RSRS for Similar Fighter Type Aircraft.**

| | | **Lead Aircraft** | | |
|---|---|---|---|---|
| | | **Full Stop** | **Touch & Go** | **Low Approach** |
| **Trail Aircraft** | **Full Stop** | 3000’ or 6000’ behind a formation landing | 3000’ | 3000’ |
| | **Touch & Go** | 6000’ if Day, VFR, Dry* | 3000’ | 3000’ |
| | **Low Approach** | 3000’* | 6000’ | 3000’ |

**NIGHT:** 6,000’ is the minimum spacing for all similar night operations if ATC can safely determine distances; otherwise standard FAAO 7110.65 separation standards will apply.
* Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.
RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

**Table 4.5. RSRS for Dissimilar Fighter Type Aircraft.**

| | | **Lead Aircraft** | | |
|---|---|---|---|---|
| | | **Full Stop** | **Touch & Go** | **Low Approach** |
| **Trail Aircraft** | **Full Stop** | 6000’ or 8000’ behind a formation landing | 6000’ | 6000’ |
| | **Touch & Go** | 6000’ if Day, VFR, Dry* | 6000’ | 6000’ |
| | **Low Approach** | 6000’* | 6000’ | 6000’ |

**NIGHT:** 8,000’ is the minimum spacing for all dissimilar night operations if ATC can safely distances; otherwise standard FAAO 7110.65 separation standards will apply.
* Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.
RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

4.6.1. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized.

4.6.2. Aircrews are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. When IFR or under ATC instructions, Tower must ensure wake turbulence separation exists.

**4.7. Intersection Departures.** Refer to the airfield diagram in Attachment 2.

4.7.1. Dyess Tower may initiate and approve intersection takeoffs to provide a more efficient movement of air traffic, to minimize departure delays, and to reduce taxi distance. Aircrews requesting intersection departures should be aware that more restrictive wake turbulence separation criteria apply.

4.7.2. Aircrews are responsible to determine that sufficient runway length is available to permit a safe takeoff and retain the prerogative to use the full runway length or select a different intersection. Aircrews will advise Tower of their intentions.

**4.8. Combat Departure/Arrival Procedures.** B-1 combat departure/arrival procedures will be conducted IAW *Combat Departure and Arrival Procedures* Letter of Agreement between 7 BW, Fort Worth Air Route Traffic Control Center (ARTCC) and ABI TRACON.

**4.9. C-130 Normal Visual Approach Procedures.**

4.9.1. C-130 aircrews will call Tower prior to reaching a 15 NM reporting point (FALCON, VOLUNTEER, LONGHORN, NITANY, or SOONER) and request entry into the VFR pattern. Entry altitude is at or above 3,500’ MSL. Tower will direct C-130 aircrews to a

specific 5 NM reporting point (RAZORBACK, AGGIE, HURRICANE, SEMINOLE, RATTLER). Aircraft will descend to 3,000' MSL within Dyess Class C (inside 5 NM from the center point of Runway 16/34). If not approved, or communication has not been established, C-130 aircrews will hold outside the 15 NM reporting point (Refer to Para 7.8 for Lost Communications procedures.). See Attachment 12 for 15 NM and 5 NM C-130 aircrews' reporting points.

4.9.1.1. Once inside 15 NM, but prior to entry into the VFR pattern, Tower may instruct C-130 aircrews to re-enter at the VFR reporting point. C-130 aircrews will fly back to the 15 NM VFR reporting point and request entry into the VFR pattern IAW Para 4.9.1.

4.9.2. Once entry is approved, C-130 aircrews will report at the 5 NM reporting point prior to entering the VFR pattern.

4.9.3. When B-1 VFR pattern operations are in effect (two or more B-1s), Tower will only authorize C-130 aircrews to enter the VFR pattern via AGGIE or SEMINOLE for a downwind recovery.

4.9.4. C-130 Downwind Recovery. C-130 aircrews will make a 45-degree entry to the mid-field downwind as required. The downwind recovery is flown at 3,000' MSL for LZ 163/343 and 2,500' MSL for LZ 164/344.

4.9.5. C-130 Closed Pattern. The C-130 closed pattern will be flown at 3,000' MSL (2,500' MSL for LZ 164/344). Depending on runway availability, C-130 aircrews may execute closed patterns to Runway 16/34, LZ 163/343 or LZ 164/344.

**4.10. C-130 Tactical Visual Approach Procedures.**

4.10.1. C-130 Tactical Visual Approach Procedures will be conducted IAW Abilene ATC, *317th Airlift Group and Dyess AFB Tower Letter of Agreement- "Tactical Approach Procedures at Dyess Air Force Base."*

4.10.2. C-130 Tactical Abeam Pattern. The C-130 tactical abeam pattern will normally be initiated from HURRICANE. Pattern entry is perpendicular to the runway/LZ to which the approach is being made. C-130 aircrews will normally enter the pattern at 500' AGL and begin maneuvering after crossing over the landing area. **Note:** The C-130 Tactical Abeam Pattern is not authorized during B-1 VFR pattern operations to avoid crossing the main runway centerline.

4.10.3. C-130 Tactical Teardrop Pattern. The C-130 tactical teardrop pattern will normally be initiated from RATTLER or RAZORBACK. Pattern entry is opposite the direction of landing traffic. C-130 aircrews will normally enter the pattern at 500' AGL with a circling maneuver begun within 1.5 NM from the approach end of the landing runway. See Attachment 8 Figure 8.4. **Note:** The C-130 Tactical Teardrop Pattern is not authorized during B-1 VFR pattern operations to avoid opposite direction traffic conflicts.

4.10.4. C-130 Tactical Steep Pattern. The C-130 tactical steep pattern is a high overhead approach and will normally be initiated from RATTLER or RAZORBACK. Pattern entry altitude is normally no lower than 4,000' above field elevation with aircraft beginning descent during the first 180 degree turn to the requested runway/LZ. This approach can also be conducted for opposite direction landing. Entry altitude will be included in the request. See Attachment 8 figure 8.5.

4.10.5. C-130 Tactical Straight-In Pattern. The C-130 tactical straight-in pattern will normally be initiated from RATTLER or RAZORBACK. This pattern may be done in addition to a high-speed descent at or below 12,000' MSL with coordination from ABI and Tower.

**4.11. Landing Zone Procedures.**

4.11.1. The 317 AG utilizes landing zones, LZ 163/343 and LZ 164/344, for tactical training purposes. Non-base assigned tactically qualified aircrews may also use LZ 163/343 and LZ 164/344 after advanced coordination and briefings with the 317 OSS/OSK. The 317 OSS/OSK will also advise AMOPS of authorized non-base assigned aircraft conducting operations to the landing zones.

4.11.1.1. The condition of the landing surface area is determined by AMOPS. AMOPS will accomplish subsequent checks of the LZs IAW AFI 13-204 Vol 3.

4.11.1.2. AMOPS will perform the lighting checks of the LZs and will coordinate repairs for lighting outages/concerns with Airfield Lighting.

4.11.2. LZ Tactical Landing Zone Training. Tactical landing zone training may be accomplished on LZ 163/343 or LZ 164/344 under VFR conditions. LZ 163/343 and LZ 164/344 are useable when wet unless the LZCO/LZSO deems otherwise. Nighttime aircraft operations are allowed on LZ 164/344. Nighttime operations to LZ 163/343 require a LZCO/LZSO who will mark LZ 163/343 with tactical lighting. **Note:** The maximum number of C-130s in the LZ patterns is four for normal training operations. For inspections, AMC Aircrew Stan/Eval visits and wing/squadron exercises, the number of scheduled will be determined by the 317 AG/CC. These requirements will be coordinated with Tower prior to exercise initiation. **Note:** Over-flight of the city of Tye is authorized when tactical operations dictate.

4.11.2.1. Touch-and-gos are prohibited on the LZs. VFR departures are allowed.

4.11.2.2. LZ 163/343 pattern altitude is 3,000' MSL. LZ 164/344 pattern altitude is 2,500' MSL.

4.11.2.3. LZ 163/343 weather minimums are 1,700' ceiling and 3 SM visibility. LZ 164/344 weather minimums are 1,500' ceiling and 3 SM visibility.

4.11.2.4. LZCO/LZSO Communications. Primary communications will be via the Marrion Tower to Dyess Tower direct landline, UHF, Tower Net or portable radio.

4.11.2.5. LZ Terms:

4.11.2.5.1. *"LZ (163/343/164/344) Open"* – This signifies the LZ is free of personnel/equipment and the surface condition is acceptable for landings. The LZCO/LZSO or DZCO does not have to be in the LZ facility for the LZ to be considered "open" for daytime operations.

4.11.2.5.2. *"LZ (163/343/164/344) Closed"* – When the LZ is closed, Tower will not allow any aircraft to operate on the LZ. Tower or LZCO/LZSO or DZCO may direct the status of "LZ (163/343/164/344) Closed" at any time to perform a LZ check. If the Marrion DZ is in use, aircraft/vehicle/personnel operations will **NOT** be allowed onto the LZs and Golf Taxiway.

4.11.2.5.3. *"LZ (163/343/164/344) Your Control"* – This term is used for communications between Tower and LZCO/LZSO or DZCO. Once the LZCO/LZSO or DZCO gives control of the LZs to Tower, Tower may allow aircraft to operate/conduct approaches to the LZs if CFR equipment is on-site. This term also signifies that the LZCO/LZSO or DZCO has determined that LZs are clear of FOD and personnel/equipment is removed and the surface status condition is acceptable for operations. Prior to departing the area, the LZCO/LZSO or DZCO will notify AMOPS of any discrepancies.

4.11.2.6. Aircraft Recoveries from LZ 163/343:

4.11.2.6.1. Aircrews may make turnarounds on the surface of LZ 163/343, Taxiway Golf or Taxiway Hotel (not the Tye Ramp).

4.11.2.6.2. Aircrews are NOT required to complete a FOD check of the aircraft on Taxiways Golf or Hotel prior to crossing or proceeding on the main runway and/or LZ 163/343.

4.11.2.7. Transitioning to and from LZ 164/344:

4.11.2.7.1. When departing the main runway for entry into the LZ 164/344 traffic pattern, aircrews will climb straight ahead to 3,000' MSL if Marrion DZ, LZ 163/343, or LZ 164/344 is active. Aircrews will ensure receipt of "closed traffic" approval from Tower before turning westbound.

4.11.2.7.2. Aircrews will enter the LZ 164/344 traffic pattern from closed traffic or from a point on the downwind leg abeam the departure end of the strip. The entry leg will normally be at a 45 degree angle at an altitude of 2,500' MSL.

4.11.2.7.3. Aircrews will maintain the boundaries of the LZ airspace when operating on LZ 164/344.

4.11.2.7.4. Aircrews will control the base to final turn to avoid violating the final approach zone of LZ 163/343 and main runway.

4.11.2.7.5. Aircrews will contact Tower for approval prior to entering the 3,000' pattern for LZ 163/343 or main runway. Prior to departing LZ 164/344, the aircrews will notify Tower if the next pattern is planned to the main runway.

4.11.3. Landing Zone Responsibilities:

4.11.3.1. LZSO Responsibilities. If the LZCO/LZSO position is utilized, the LZCO/LZSO will notify AMOPS when LZ 163/343 and/or LZ 164/344 inspection is complete, the landing zone is free of FOD/equipment and the surface conditions are suitable for landings.

4.11.3.1.1. Pass the nighttime airfield lighting check status to AMOPS.

4.11.3.1.2. Ensure vehicles, equipment, and personnel remain at least 100' from the edge of LZ 163/343 and/or LZ 164/344 when open. Vehicles and personnel within 100' of the active LZ will contact/continue to maintain communications with Dyess Tower and/or Marrion Tower via the Tower Net.

4.11.3.1.3. Notify Tower when leaving LZ 163/343 and/or LZ 164/344 to ensure the LZ has reverted back to the control of Tower.

4.11.3.2. Dyess Tower Responsibilities. Tower retains air traffic control responsibility for all aircraft and vehicles operating on and around LZ 163/343 and LZ 164/344. These areas are within the CMA.

4.11.3.2.1. Tower coordinates opposite direction tactical recoveries with ABI Approach, traffic permitting.

4.11.3.2.2. Tower will terminate or delay operations as necessary when deteriorating weather conditions or other circumstances jeopardize the safety of the LZ operations.

4.11.3.3. AMOPS Responsibilities. Upon completion of aircraft nighttime operations to the LZs, AMOPS will annotate a status check of the LZs and airfield lighting checks from the LZCO/LZSO or DZCO. AMOPS will ensure LZ 163/343 and LZ 164/344 are free of obstructions during the initial morning airfield checks and/or airfield inspection. AMOPS is responsible for conducting nighttime lighting checks when nighttime aircraft operations are not scheduled for the LZs.

4.11.3.4. FD Responsibilities. FD will provide CFR vehicle and personnel IAW applicable directives.

4.11.3.5. CP Responsibilities. When scheduled, 317 OSS/OSK will notify Dyess CP of intended LZ operations.

4.11.3.5.1. During B-1 VFR pattern operations, the SOF may direct through the WS/SC to direct C-130s to accomplish LZ pattern operations.

**4.12. Marrion Drop Zone Procedures.** Coordination/de-confliction between B-1 and C-130 operations will be accomplished before/during the 7 BW Pre-165 meeting to the max extent possible. The 317 OSS/OSO will schedule all airdrops for Marrion DZ once de-conflicted and will notify AMOPS IAW FAR Part 105 NLT 24 hours in advance of scheduled personnel and IMC airdrops for NOTAM distribution. Changes to the schedule will be passed to Tower and AMOPS immediately.

4.12.1. Communications. The primary frequency for Marrion DZCO is UHF 314.2. The primary frequency for Tower during Marrion tactical drops is UHF 257.675 with VHF backup on 133.0. Coordination will occur on the Marrion Tower to Dyess Tower direct line or portable radio ramp frequency. Commercial telephones, UHF frequency 275.8 or VHF 118.35 will be used as alternates. C-130 aircraft operating on the Marrion DZ will monitor Dyess Tower and Marrion DZCO frequencies.

4.12.2. Drop Zone Terms:

4.12.2.1. "*Marrion DZ Open*" – Term to signify that airdrops are authorized in the Marrion Drop Zone and that LZ 163/343 and LZ 164/344 and Taxiways Golf, Hotel and Juliet will be closed to other aircraft operations. The DZCO must notify Tower at least 10 minutes prior to any intended airdrop operation. Tower will ensure no other aircraft enter the lateral dimensions of the DZ which includes Taxiway Golf.

4.12.2.2. "*Airdrops in Progress*" – Term used by DZCO to inform Tower that the airdrop is underway and could impact aircraft operations on Runway 16/34. All landing

surfaces (Runway 16/34, LZ 163/343 and LZ 164/344) are suspended and Taxiways Golf, Hotel and Juliet will be closed to aircraft operations.

4.12.2.3. "*Airdrops Complete*" – Term used by DZCO to inform Tower that the airdrop is complete. The DZCO will also conduct a FOD check of Taxiway Golf, if impacted. Runway 16/34 and Taxiway Golf status will revert to open unless DZCO advises otherwise.

4.12.2.4. "*Marrion DZ Closed*" – When the Marrion DZ is closed, airdrops are not allowed in the area. LZ 163/343 and LZ 164/344 will not be used until the DZCO has notified Tower that the LZs are open.

4.12.2.5. "*LZs Your Control*" – Refer to para 4.11.2.5.3. **Note 1:** If any confusion arises on the status of the DZ or LZs between the DZCO, LZCO/LZSO and Tower, the status of the drop zone will be "closed." LZ 163/343 and LZ 164/344 will also remain closed to other aircraft operations. **Note 2:** The status of the DZ and LZs will be passed from the DZCO to Tower. **Note 3:** During personnel and equipment airdrops, C-130 aircraft tow operations to Taxiway Golf are not authorized. If a C-130 aircraft is already positioned on Taxiway Golf for maintenance, the 317 AG/CC may waive the calibration operations on Taxiway Golf to occur during the airdrops. **Note 4:** Refer to the High Altitude Low Opening (HALO) /High Altitude High Opening (HAHO) Parachute Procedures at Dyess Air Force Base Letter of Agreement between 317 AG, 7 OG, and ABI TRACON for additional C-130 HALO/HAHO Procedures.

4.12.3. Drop Zone Responsibilities:

4.12.3.1. DZCO/DZSO Responsibilities. The DZCO/DZSO will be present for all airdrops. The DZCO/DZSO will be located in the DZ area one hour prior to the first arrival and the last to leave for all airdrop operations.

4.12.3.1.1. The DZCO/DZSO is responsible for opening/closing the drop zones and allowing aircraft to perform airdrop operations there. When a DZCO/DZSO is present at the Marrion DZ, they may also perform the duties of the LZCO/LZSO (if certified).

4.12.3.1.2. Ensure airdrop recovery vehicles, equipment and personnel remain at least 100' from edges of LZ 163/343 and LZ 164/344 when the Marrion DZ is "closed". Vehicles and personnel that must approach within 100' of LZ 163/343 and LZ 164/344 will contact Tower, DZCO/DZSO or LZCO/LZSO via the Tower Net or Marrion Tower frequencies for permission.

4.12.3.1.3. Ensure that CFR equipment and any other unauthorized vehicles are off the DZ at least 10 minutes prior to any airdrops.

4.12.3.1.4. Additionally, turn on warning lights along the perimeter road to prevent unauthorized personnel and vehicular crossing when Marrion Tower is occupied by the DZCO or LZCO/LZSO.

4.12.3.1.5. The DZCO/DZSO shall inform Tower when last jumper is on the ground.

4.12.3.2. FD Responsibilities. IAW AFI 32-2001 and Technical Implementation Guide 403, fire vehicles must be able to respond within 5 minutes to all areas in the response zone (active runways and landing zones). Because Dyess FD is able to respond to any

incident on LZ 163/343 and LZ 164/344 within 5 minutes they will no longer be required to position a vehicle on the west side of the runway prior to and during LZ operations.

4.12.3.3. Aircrew Responsibilities. Aircrews will notify Tower of static line personnel airdrops at Marrion DZ on initial contact or at least 10 minutes prior to departing Dyess AFB. Aircrews will provide the estimated jump time and number of jumpers to Tower. Aircrews will also advise Tower if an opposite traffic run-in to the DZ is requested.

4.12.3.3.1. Aircrews will advise Tower on initial contact prior to conducting the inbound run-in to release jumpers. Aircrews will monitor Tower UHF during the run-in to receive any necessary ATC instructions. The formation lead is responsible for obtaining and maintaining direct radio communications with the DZCO/DZSO. If radio communications between the DZCO/DZSO and the formation lead cannot be obtained or maintained, aircrews will not conduct the airdrop.

4.12.3.3.2. Aircrews may be directed by Tower to discontinue the run-in at any point up to the 1 minute advisory (a point approximately 2.2 NM from the DZ point of impact). **Note:** During periods of Abilene radar outages, aircrews will report to Tower at Initial Point (IP) North or IP South for clearance into the Tower airspace with the number of aircraft in formation, type of release (VIS or SKE) and recovery following drop. The IP North for Marrion DZ is a point 21.8 NM north of the DZ on DZ centerline. The IP South is a point 16.8 NM south of the DZ on the DZ centerline.

4.12.3.3.3. Aircrews will execute an immediate breakout to the west when directed while on approach to the DZ and remain in formation.

4.12.3.3.4. Aircrews will advise Tower when jumpers have departed the aircraft and the actual number of jumpers. Example: "*(CALL SIGN), SIX JUMPERS AWAY*."

4.12.3.3.5. Aircrews will also coordinate equipment drop procedures with Tower.

4.12.3.4. Dyess Tower Responsibilities. Tower retains air traffic control responsibility for all aircraft operating in the Marrion DZ. Tower is responsible for ensuring the DZCO/DZSO has opened the DZ prior to allowing aircraft to use the DZ. Tower will terminate or delay operations as necessary when deteriorating weather conditions or other circumstances jeopardize the safety of the DZ operations.

4.12.3.4.1. Tower will coordinate with Marrion Tower and Abilene TRACON prior to permitting aircraft to conduct airdrops. **Note:** Marrion Tower will be in direct radio communications with the aircrew conducting the airdrop and will be providing advisories to the aircrew. Aircrews will monitor Tower frequency for control instructions.

4.12.3.4.2. Tower will advise ABI TRACON of C-130 aircraft operations (except SKE) when aircraft are at IP North/South, if they have not already been advised.

4.12.3.4.3. Tower shall retain the option to discontinue a formation drop at any point up to the tactical airdrop 1 minute advisory (a point approximately 2.2 NM from the DZ point of impact). If a formation breakout is required, Tower will use the following phraseology: "*(FORMATION CALL SIGN), BREAKOUT TO THE WEST*"

and provide additional instructions to facilitate traffic separation. Expect radar vectors under IFR control.

4.12.3.5. AMOPS Responsibilities. AMOPS will issue a safety NOTAM for all drops.

4.12.4. C-130 aircrews will fly either the Marrion DZ 153 or Marrion DZ 342 run-in. DZ operations will be in effect when C-130 aircrews are within 10 NM of Marrion DZ and are established on the run-in heading. Based on C-130 run-in airspeeds, it will take approximately 4 minutes from the 10 NM point until release.

4.12.4.1. Marrion DZ 153. The C-130 initial point (IP) is designated as the ABI 326/018 at a run-in heading of 153 degrees.

4.12.4.2. Marrion DZ 342. The C-130 IP is designated as the ABI 162/019 at a run-in heading of 342 degrees.

## Chapter 5

## INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

**5.1. Radar Traffic Patterns.** ABI Approach controls the radar traffic pattern to Dyess AFB. Radar traffic pattern is normally to the west of Dyess AFB at 4000' MSL.

**5.2. Radar Vector to Initial Procedures.** ABI Approach will vector aircraft requesting radar vectors to initial no closer than 7 NM from the runway unless otherwise coordinated with Tower and will transfer radio communications before the aircraft enters Dyess' airspace.

**5.3. Instrument Approaches** . Instrument approaches to Runway 16/34 are published in the FLIP Terminal High and Low-Altitude Instrument Approach Procedures. IFR circling procedures are not authorized to LZs 163/343 and 164/344 since these landing surfaces do not meet IFR standards. Aircrew may cancel IFR and transition to the LZs under VFR. **Note 1:** Aircraft on circling approaches typically circle west of the airfield; however, ATC may permit circling to the east during IFR conditions to safely complete a full-stop landing. **Note 2:** Aircraft that intercept the ILS glide path prior to the final approach fix are a potential conflict with aircraft in the visual pattern proceeding to initial at 3,500' MSL. The ILS glide path crosses 3,500' MSL at about 7 DME on the approach.

**5.4. Availability/Restrictions for Approach Surveillance Radar (ASR) Approaches.** ABI Approach controls the ASR approach into Dyess AFB. The availability of the ASR approach is based on ABI Approach's current manning.

**5.5. Availability/Restrictions for Precision Approach Radar (PAR) Approaches.** A PAR approach is not available at Dyess AFB.

**5.6. Airborne Radar Approaches** . Airborne Radar Approaches (C-130) and Airborne Instrument Landing Approaches (B-1) may be flown to Runway 16/34. These approaches must be flown in Visual Meteorological Conditions (VMC) under VFR and must be approved by ABI Approach. **Note:** Aircrew must be aware that remaining at high altitude until close to the runway is a potential conflict with the overhead pattern.

**5.7. Local Departure Procedures.** Aircraft departing Dyess AFB on an IFR clearance will depart on a runway heading at 4000' (unless issued otherwise) IAW routes and altitudes as specified in the published and filed departure procedures or via radar vectors with ABI Approach.

5.7.1. IFR aircraft may request a radar-vectored departure to a high/low altitude fix. Aircrews should not file VFR to a transition fix in order to expedite departure.

5.7.2. Base-assigned C-130 aircrews are authorized to file and fly the Coleman, Nugen or Noodle departure procedures for local training purposes only.

**5.8. No-Light Minimums** . No-light minimums are published on approach plates in FLIP. AMOPS will issue NOTAMs when no-light minimums are in effect.

## Chapter 6

## ADDITIONAL FLYING PROCEDURES

**6.1. Local Aircraft Priorities.** ATC services will be prioritized accordingly. Priorities listed in FAAO JO 7110.65 and AFJI 11-204 supersede local aircraft priorities.

6.1.1. Dyess AFB Local Priorities:

6.1.1.1. Emergency Aircraft.

6.1.1.2. STRATCOM Missions (TACAMO, GIANT SHOT etc.).

6.1.1.3. HHQ Directed Missions with Controlled Departure Times (CDTs).

6.1.1.4. DV Aircraft Arrivals/Departures.

6.1.1.5. C-130 on Drop Zone Actual Release in Direction of Traffic Flow.

6.1.1.6. Training Aircraft with CDTs.

6.1.1.7. Normal Aircraft Departures.

6.1.1.8. Practice Approaches by Dyess-Assigned Aircraft.

6.1.1.8.1. B-1B IFR Arrivals.

6.1.1.8.2. B-1B VFR Pattern Approaches.

6.1.1.8.3. C-130 IFR Arrivals.

6.1.1.8.4. C-130 VFR Pattern Approaches.

6.1.1.8.5. After coordination with the WS/SC, the SOF may modify priorities in paragraph 6.1.1.8 based on B-1 and C-130 training requirements. Local B-1 aircrews will check-in with the SOF on UHF 261.0.

6.1.1.9. Transient Practice Approaches. **Note:** Flight check aircraft is provided special handling in order to expedite the inspection of NAVAIDs. Tower will clear the flight check aircraft according to the aircrews' request as soon as practical. Tower will not ask the flight check aircrew to deviate from their planned action except to preclude an emergency situation.

**6.2. Standard Climb-Out Instructions.** Standard climb out procedures for aircraft departing Dyess AFB will fly runway heading and maintain 4000' MSL.

**6.3. Opposite Direction Take-Offs and Landings.** All opposite direction arrivals including practice approaches/departures will be coordinated between Tower and ABI Approach. Except for emergency/precautionary and/or flight inspection aircraft, first priority will be given to traffic approaching the primary runway.

6.3.1. When aircraft request opposite direction operations, Tower will consider other traffic in the pattern and coordinate with the ABI Approach prior to approval.

6.3.2. When an aircraft on an opposite direction approach has completed the approach, the published missed approach shall be executed unless clearance for a landing has been approved or other instructions have been given by Tower or ABI Approach.

6.3.3. Opposite direction traffic shall be controlled IAW Letter of Agreement, *Control, Coordination, and Separation Procedures,* between ABI Approach and Dyess AFB Tower:

6.3.3.1. Arrival Versus Arrival. Tower shall not allow an opposite direction arrival to cross the landing threshold or an aircraft in the VFR pattern to turn on final when an IFR arrival is within 10 NM of the active runway

6.3.3.2. Departure Versus Arrival. All opposite direction departures shall be coordinated with ABI Approach prior to the aircraft taxiing to the runway to be used. IFR/VFR departures will not be released when an opposite direction approach is within 10 NM from runway.

6.3.4. The WS/SC may offer approaches to the inactive runway if weather conditions permit its use or upon aircrew request, as long as traffic to the active runway is not disrupted. **Note:** Examples of conditions: tailwinds less than 5 knots, runway in use is below published minimums, NAVAID outage, variable wind conditions, etc.

6.3.5. Arrivals Versus Departures/Low Approach/Touch-and-Go. An opposite direction IFR arrival will not be permitted within 10 NM of the runway until the IFR departure, low approach, or touch-and-go has departed/turned and is no longer a factor. **Note:** Simultaneous VFR operations at the LZs are authorized IAW FAAO JO 7110.65 whenever the opposite direction traffic is conducting VFR operations to the main runway, or visual separation is provided by Tower. Aircraft operating under these conditions must remain at least 1,400' from the other runway's extended centerline. These operations are not authorized at night.

**6.4. Break-out/Go-Around/Missed Approach/Carry Straight Through Procedures.**

6.4.1. Breakouts. Breakouts may be initiated for an IFR aircraft located 5 NM or more from the runway. In the event of a breakout, the aircraft shall not be allowed to continue an approach. ATC may issue *"FLY RUNWAY HEADING, CLIMB AND MAINTAIN 4,000 FEET"* as breakout instructions to aircraft; however, controllers will not use the term "breakout" in their radio transmissions. Tower or ABI Approach may initiate breakout procedures at any time.

6.4.2. Go Arounds. A go-around is normally initiated for aircraft inside of 5 NM from the runway. Tower initiates a go-around whenever an aircraft cannot be permitted to continue an approach to the landing threshold. In the event of a go-around, the aircraft may be issued alternate climb-out instructions.

6.4.3. Missed Approach. If aircraft is operating under IFR or is unable to maintain VFR, the aircraft will execute a missed approach and return to ABI Approach.

6.4.4. Carry Straight Through. When on initial, aircraft directed to *"CARRY STRAIGHT THROUGH"* will not initiate a break turn and will coordinate with Tower for further requests.

**6.5. Altitude Restricted Low Approach.** Tower may clear an aircraft for a restricted low approach over personnel or over a preceding landing or taxiing aircraft. Tower will not clear an aircraft for an altitude restricted low approach over aircraft in takeoff position. Tower will inform personnel on runway/overrun of the restricted low approach aircraft and altitude, time permitting. Tower will also follow procedures in AFI 13-204 Vol 3.

**6.6. Station Keeping Equipment (SKE) Procedures.** The procedures for SKE run-ins are found in the Abilene Air Traffic Control Tower, 317th Airlift Group and Dyess AFB LOA.

**6.7. Aerial Displays (Fly-bys, High Speed Passes).** ATC will not approve unscheduled aerial displays, nonstandard approaches, paradrops, or any other non-standard operation. Requests for such maneuvers will be referred to 7 OG/CC via the AOF/CC, 7 OG/OGV or 317 AG/AGV.

6.7.1. Fly-bys. Scheduled fly-by operations supporting base ceremonies must be authorized by the 7 OG/CC. Coordination will be accomplished with the AOF/CC at least 24 hours in advance.

6.7.2. Except as listed in 2.28.1.3., under no conditions shall non-ATC agencies be authorized to broadcast on ATC frequencies.

6.7.3. High-Speed Passes. High-speed passes along Runway 16/34 are authorized IAW the Certificate of Waiver of Authorization issued by the FAA. Aircrew will operate aircraft strictly within the special provisions outlined in the issued certificate by the FAA.

6.7.3.1. Tower retains the authority to disapprove the high-speed pass at any time based upon traffic conditions or flight safety. Tower will not approve high-speed passes when the reported visibility at Dyess AFB is less than 5 SMs.

6.7.3.2. High-speed passes are not afforded any special handling/priority unless associated with an approved function. The SOF will be responsible to prioritize aircraft conducting high-speed passes based on safe pattern activity.

6.7.3.3. The SOF will be present in Tower prior to any high-speed pass being approved. The SOF will also ensure all participants are thoroughly briefed on special rules and manner/order of events prior to the high-speed pass.

**6.8. Chaff and Flares.** Aircrews returning from missions expending chaff and flare will set all dispenser systems to a SAFE/standby setting prior to entering the traffic pattern. Chaff and flares may be loaded or downloaded anywhere on the airfield except inside hangars or nose docks.

**6.9. Unmanned Aircraft System (UAS) Operation/Procedures.** Dyess AFB does not have UAS aircraft assigned to it. Dyess AFB, however, does maintain an LOA with Beale AFB for emergency (divert) landing UAS ops.

**6.10. Aero Club Operations.** Dyess AFB does not have aero club operations.

**6.11. Civil Use of Military ATCALS.** Civil aircraft are authorized to make practice instrument approaches at Dyess AFB. Civil aircraft conducting practice approaches are not authorized to land at Dyess (this includes stop-and-goes/touch-and-goes). Civil aircraft practice approaches are restricted to periods of light traffic as determined by the WS/SC. Tower may terminate practice approaches at any time.

**6.12. Model/Remote Controlled Aircraft.** Model aircraft flying on Dyess AFB is limited to a maximum altitude of 150’ (height of the base water tower), east of a north-south line running through Fifth Street. Flights above 150’ require approval of the AOF/CC or Tower. AMOPS shall transmit a NOTAM for the duration of the activities. Certificate of Authorization for civilian UAS operations will be coordinated through 7 OSS/OSAT IAW FAA regulations.

**6.13. Weather Dissemination and Coordination Procedures.** Tower will issue weather information (to include hazardous and severe weather) to aircrew via the ATIS. The SOF or the

Dyess CP will advise Tower when either a weather or operational recall of airborne aircraft due to weather or other concerns is required. Refer to DYESSAFBI 15-101, *Weather Support Procedures*.

**6.14. Bird/Wildlife Control.** Refer to DYESSAFB OPLAN 91-212 for local Bird/Aircraft Strike Hazard (BASH) program guidelines and AMOPS requirements.

**6.15. Bird Watch Conditions (BWCs).** The SOF is responsible for raising and lowering the Bird Watch Condition (BWC) while on duty. If the SOF is not on duty, AMOPS is responsible for declaring BWCs. Refer to DYESSAFB OPLAN 91-212 for locally established BWC conditions.

## Chapter 7

## EMERGENCY PROCEDURES

### 7.1. Operation of the Primary Crash Alarm System (PCAS).

7.1.1. Tower operates the PCAS. The PCAS will be tested Monday through Friday between 0730L - 0800L and if open on weekends/holidays, the PCAS will be tested within the first hour of airfield operations. All agencies shall report line clarity and operating initials. Tower maintains results of the PCAS daily check. Tower will call agencies if they are unable to answer the PCAS. Users will report malfunctions to telephone maintenance, 7 CS/SCOI.

7.1.2. PCAS Agencies. The following agencies have two-way communications on the PCAS: AMOPS, FD, and 7th Medical Group [MDG - Aerospace Medicine, the Medical Information Center (MIC) and Medical Control Center (MCC)]. Agencies with receive-only capability on the PCAS include 7 BW MOC and Central Security Control (CSC). The 7 OG/CC is the approval authority for requested changes to the PCAS agency list.

7.1.3. Phone Discipline. All parties remain on the PCAS line until Tower terminates the call with the words "*SECURE THE NET*". Emergency data can change frequently. This procedure prevents additional time consuming notifications.

7.1.4. Reasons for PCAS activation:

7.1.4.1. Mishap, In-Flight or Ground Emergencies (IFEs or GEs).

7.1.4.2. External Stores Jettison.

7.1.4.3. Unauthorized Landings.

7.1.4.4. Unauthorized Taxi/Movement (Anti-hijacking).

7.1.4.5. Hot Brakes.

7.1.4.6. Hung Ordinance.

7.1.4.7. Tower Evacuations.

7.1.4.8. Hangar Alarms (At FD's Request).

7.1.4.9. Base Disaster (At FD's Request).

7.1.4.10. Practice Disaster Exercise. Tower will preface and terminate all exercise messages with "*EXERCISE, EXERCISE, EXERCISE*."

7.1.4.11. When requested by an aircraft, aircrew member, SOF, AMOPS, Dyess CP, FD or the WS/SC. **Note:** The PCAS is not activated to relay non-emergency related data (e.g. FPCON changes, Emergency Operations Center (EOC) recalls). Agencies must utilize other available means (e.g. contact AMOPS for secondary crash net activation, giant voice).

### 7.2. Operation of the Secondary Crash Net (SCN).

7.2.1. AMOPS activates the SCN. The SCN is checked daily no later than 0830L. All agencies report line clarity and operating initials. AMOPS maintains the results of the daily

SCN check. AMOPS will call agencies not answering via telephone to verify a malfunction does/does not exist. Users are responsible to report malfunctions to telephone maintenance, 7 CS/SCOI. All agencies on the SCN must use a noise reduction feature such as push-to-talk handsets that filters out background noise.

7.2.2. SCN Agencies. The following agencies have two-way communications with AMOPS on the SCN: FD, Dyess CP, 7 BW MOC, 317 MOC, EOD, 7 MDG, Law Enforcement (LE) Desk, 7 MSG/CC, 7 CES, 7 CES/Readiness, OSW and 7 BW Safety. Only those agencies that require immediate response to protect/preserve life, limb and/or property will be on the SCN. Requests for additions/deletions must be coordinated through the AFM and forwarded to the OSS/CC for approval/ disapproval.

7.2.3. Phone Discipline. AMOPS will state information over the SCN and repeat it. Upon completion, AMOPS will answer any questions. Acknowledgment is unnecessary as an automatic light panel accomplishes this purpose. Each agency must copy all the information and then secure the crash phone to be ready for the next message. AMOPS will notify Tower of all SCN activations unless the information is first passed via the PCAS.

7.2.4. Reasons for SCN Activation. The SCN is activated to expeditiously relay information received from the PCAS. In addition, the SCN will be used to relay critical aircraft and airfield information.

7.2.4.1. IFEs.

7.2.4.2. GEs.

7.2.4.3. Hazardous Weather Warnings.

7.2.4.4. Force Protection Condition (FPCON) Levels.

7.2.4.5. Disaster Response Force (DRF) Activations/Recalls.

7.2.4.6. Bomb Threats or Terrorist Activities.

7.2.4.7. As requested by the EOC Director to support the Installation Emergency Management Plan (IEMP) outlined in AFI 10-2501. **Note:** Dyess CP may relay emergency information <u>other</u> than information critical to aircraft and airfield operations, i.e. FPCON level changes, EOC recall, exercise, actual or exercise bomb threats or terrorist activities through the SCN. Dyess CP will contact AMOPS and request activation of the SCN. AMOPS will activate the SCN and request all agencies to "STANDBY". AMOPS will then either advise Dyess CP controller to relay their message or AMOPS will relay the information for them.

**7.3. Emergency Response Procedures (On/Off-Base).** Aircrew, SOF or ATC may declare an aircraft emergency. The following covers responses during IFEs/GEs. **Note:** The SOF may waive the need for an AMOPS response during an in-flight emergency (IFE) and/or ground emergency (GE).

7.3.1. Dyess Tower Responsibilities:

7.3.1.1. Activate the PCAS and relay the following information, if available: nature of emergency, aircraft identification and type, aircrew's desires, personnel on board, distance, fuel remaining, ETA, landing runway, wind and type of explosive or hazardous cargo.

7.3.1.2. Suspend aircraft operations to Runway 16/34 (or aircraft operations to landing zones operations as applicable).

7.3.1.3. Contact FD, via their Crash Net, of pertinent emergency information, including a report when the emergency becomes the next aircraft to land.

7.3.1.4. Notify Dyess CP and SOF of any potential situation that may jeopardize the safety of other aircraft as a result of an arriving emergency aircraft (time permitting).

7.3.1.5. Provide AMOPS immediate access to the runway for after-landing FOD/safety check.

7.3.1.6. Resume aircraft operations to Runway 16/34 upon completion of the runway check/concurrence by AMOPS.

7.3.2. AMOPS Responsibilities:

7.3.2.1. Activate the SCN and relay information passed from the PCAS. In the event of an SCN outage, AMOPS will contact the Dyess CP to relay emergency information.

7.3.2.2. Suspend runway operations once the aircraft has landed.

7.3.2.3. Position the AMOPS vehicle at the approach end of the runway in use and request tower approval for runway access after emergency aircraft arrives.

7.3.2.4. Resume runway operations upon completion of runway check if conditions are safe.

7.3.3. Incident Commander (IC) Responsibilities:

7.3.3.1. Act as the first official in response to any on or off base aircraft emergencies. If recovery operations (i.e., towing) are required, the crash recovery supervisor will be in charge of the ground operations. **Note:** The IC is usually the Senior Fire Official (SFO) responsible for the ground response to an aircraft emergency until the emergency is terminated, or it is safe for the crash recovery crew to take charge of the aircraft. The IC directs the EOC to support the Installation Control Center (ICC).

**7.4. Dedicated Emergency Frequency.** The dedicated emergency frequency is UHF 339.7. The guidance for the dedicated emergency frequency is listed in the *7th Operations Group, 317th Airlift Group, 7th Mission Support Group Discrete Aircraft Emergency Frequency Procedures LOA.*

**7.5. External Stores Jettison Area Procedures.** The procedures apply to all aircraft in the vicinity of Dyess AFB or in contact with Tower, which have declared an emergency and have a jettison requirement. Aircrew will jettison IAW procedures outlined in the Flight Manual or 11N series technical orders for the type aircraft and stores involved.

7.5.1. Designation of Jettison Area. The Marrion DZ on the extreme west side of Dyess AFB is designated as the primary jettison area. It is also designated as the primary area for equipment para-drops from tactical airlift aircraft. All stores and equipment, internal and external, will be jettisoned over this area.

7.5.2. Prior to jettison, the aircrew will inform Tower of the type of stores to be jettisoned.

7.5.3. Tower will relay jettison information via the PCAS.

7.5.4. AMOPS will pass jettison information over the SCN and notify the following: AFM, Weapons Safety, Marrion Tower, Defense Reutilization Marketing Office (if stores other than munitions are to be jettisoned) and 7 SFS Law Enforcement (LE) Desk (when jettison becomes certain).

7.5.5. VFR Jettison Procedures (Day or Night).

7.5.5.1. Tower Responsibilities:

7.5.5.1.1. Make a visual check of the jettison area and NAVAID sites, for any personnel, vehicle or equipment. If any are sighted, attempt to delay the jettison and take action to have the area evacuated by advising Marrion Tower or AMOPS.

7.5.5.1.2. Advise all aircraft in the local area to remain clear of the traffic pattern until advised.

7.5.5.1.3. Determine if the aircrew intends to request radar vectors to the drop point. If so, instruct aircrew to contact ABI Approach. ABI Approach will vector VFR aircraft IAW FAAO JO 7110.65.

7.5.5.1.4. Describe the jettison area to the aircrew as a 175 degree magnetic course from the north overrun of Runway 16/34 at a minimum altitude of 3,000' MSL. Jettison will be made abeam Taxiway Charlie in order for stores to land in jettison area.

7.5.5.1.5. If the stores are not jettisoned on the first pass, instruct the aircrew to proceed on a 160 degree heading for at least 4 NM. The aircrew may then maneuver for another jettison attempt, exercising caution to avoid over flying populated areas.

7.5.6. IFR Jettison Procedures (Day or Night).

7.5.6.1. Tower Responsibilities:

7.5.6.1.1. Make a visual check of jettison area and NAVAID sites for any personnel, vehicle or equipment. If any are sighted, attempt to delay the jettison and take action to have the area evacuated by advising Marrion Tower or AMOPS.

7.5.6.1.2. Coordinate approach and jettison with ABI Approach for radar-assisted jettison.

7.5.6.1.3. Additional Procedures for Radar Outage. If requested, ATC will describe the jettison area to the aircrew as "*track outbound from the ABI VORTAC on the 166 DEGREE radial at a minimum altitude of 3,000' MSL and jettison at 4 NAUTICAL miles from the ABI VORTAC.*" Aircraft will track outbound on the 166 degree radial and climb to 4,000' MSL, and then contact the ABI Approach for further instructions. **Note:** To prevent confusion, Tower will stress the use of the ABI VORTAC and not the DYS TACAN.

7.5.6.1.4. The aircrew will keep Tower informed of position and jettison status until ABI Approach assumes control.

7.5.7. Other Jettison Procedures.

7.5.7.1. CFR personnel and equipment will establish positions from where they can proceed to the impact point with minimum delay when jettisoned stores are of an

explosive or flammable nature. These positions will not be closer to the Marrion DZ than the western edge of the parking ramp, but not including Taxilane Alpha.

**7.6. Fuel Dumping.** If emergency fuel dumping is required, the aircrew will inform Dyess CP and the ATC controlling agency of position, time, altitude, heading, and amount of fuel to be dumped.

7.6.1. The 7 BW/317 AG emergency fuel dump area is located between 30 thru 80 DME while established on the ABI VORTAC 220 degree radial. Altitudes are from 10,000' MSL to FL200.

7.6.2. Aircrew retain the prerogative to dump fuel elsewhere in cases where expeditious action is required in the interest of safety.

**7.7. Abandonment of Aircraft.** The PCAS will be activated for an aircraft bail-out/crash.

7.7.1. Controlled Bailout. When an aircraft is preparing to crash off/on base, Tower will obtain position/heading from ABI Approach. If aircrew determines an abandonment of aircraft is necessary, controllers will describe the bailout area as "*165 DEGREE MAGNETIC COURSE FROM THE ABILENE VORTAC*." Aircrew will accomplish a controlled bailout over the north end of Dyess' Runway 16/34.

7.7.2. Ejection. Aircrew will determine the need to eject from their aircraft.

7.7.3. Plotting Aircraft Coordinates. After receiving the location of the abandoned aircraft from FD or other designated agency (e.g., Dyess CP) Tower will plot and broadcast aircraft coordinates over the PCAS and AMOPS will ring out SCN with that information.

**7.8. Lost Communications Procedures.** These procedures will be utilized to alert Tower and complete a landing at Dyess when primary radio communications are lost. At this point, the aircraft will be considered No Radio (NORDO).

7.8.1. Aircrew will make every effort to contact Tower or ABI Approach through use of secondary radios and squawk 7600/7700 as appropriate. VOR receivers will be tuned to emergency frequency 121.5 for receipt of instructions unless needed for navigation purposes. If communications cannot be established with any ATC agency and landing must be accomplished, the following procedures will apply:

7.8.2. IFR. Aircrew will follow "Two Way Radio Failure Procedures" outlined in the FLIPs.

7.8.3. VFR. Aircrew will overfly the airfield no less than 4,500' MSL to determine the landing direction by observing other aircraft departures/landings or one of the airfield wind socks.

7.8.3.1. Aircrew will enter and fly a normal traffic pattern up to final approach. After completing the final approach turn, fly a course parallel to the runway at a minimum altitude of 3,000' MSL.

7.8.3.2. Aircrew will rock the aircraft wings at approximately 1 NM prior to reaching a point abeam the tower. Aircrew will continue to rock the aircraft wings until Tower acknowledges the loss of communications via light gun signals. Aircraft landing lights should be flashed to alert Tower at night.

7.8.3.3. Tower will transmit landing instructions utilizing emergency and guard frequencies simultaneously in addition to transmitting on standard tower frequencies. Tower will flash light gun signals to the aircraft to issue proper landing instructions.

**Table 7.1. AFVA 13-221 Control Tower Light Gun Signals.**

| COLOR AND TYPE OF SIGNAL | MEANING |
|---|---|
| STEADY GREEN | CLEARED TO LAND<br>CLEARED FOR TAKEOFF |
| FLASHING GREEN | RETURN FOR LANDING<br>CLEARED TO TAXI |
| STEADY RED | GIVE WAY TO AIRCRAFT<br>STOP |
| FLASHING RED | AIRPORT UNSAFE<br>CLEAR RUNWAY |
| FLASHING WHITE | RETURN TO STARTING POINT ON AIRPORT |
| ALTERNATING RED AND GREEN | GENERAL WARNING SIGNAL<br>EXERCISE EXTREME CAUTION |

**7.9. Visual Check of Landing Gear.** In the event an aircraft experiences a landing gear malfunction of any type, a tower flyby may be executed, weather permitting, to allow observation of the aircraft. The SOF or an instructor pilot qualified in the type aircraft experiencing difficulty may be dispatched to Tower. The Tower controller will transmit any information the SOF or instructor pilot desires and will identify the source.

7.9.1. The flyby will normally be made at 300’ AGL (2,100’ MSL) and midway between the main ramp and the runway in the direction of normal traffic.

7.9.2. After determination has been made, tower controllers will transmit to the aircraft, the apparent status of the landing gear.

**7.10. Overdue or Missing Aircraft.** An aircraft is overdue when it has failed to arrive within 30 minutes of ETA and communications, cannot be established or location of the aircraft cannot be determined after an extended search.

7.10.1. For overdue aircraft, AMOPS will request assistance in locating a missing aircraft from Tower, ABI Approach, Fort Worth ARTCC, Dyess CP, TA, aircraft flying squadron (if known), and transmit a message over the Aeronautical Information System Replacement (AISR). Agencies will notify AMOPS whether the aircraft has been located or not.

7.10.2. If AMOPS is unable to locate the missing aircraft, they will initiate an extended search by requesting assistance from Fort Worth Flight Service Station (FSS) and AF Rescue Coordination Center**.**

**7.11. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitters (ELTs).**

7.11.1. ELT tests may be conducted during the first 5 minutes of the hour for three sweeps. If tower detects continuous ELT signals outside of the 5 minute window, Tower will notify AMOPS and Fort Worth ARTCC. AMOPS will notify Dyess CP.

7.11.2. AMOPS will advise TA if transient aircraft are on the ramp to check for an ELT. In the absence of TA services, AMOPS will contact transient aircrew to conduct a check of their aircraft. AMOPS will then notify Tower whether or not the source has been found.

7.11.3. Dyess CP will contact 7 BW MOC, 317 AG MOC to check for a possible source in an aircraft or other areas. Dyess CP will then contact AMOPS whether or not the source is found.

7.11.4. Tower will not activate the PCAS unless the ELT resulted from an aircraft mishap in the local area or aircrew ejecting from an aircraft in the local area.

**7.12. Aborted Takeoff Procedures.** Aircrews will state intentions to Tower in the event of aborted takeoff as soon as practical advising reason for abort and request assistance as necessary. Aircrews will clear the runway at the first available, suitable taxiway, T.O. procedures permitting. Aircrew will coordinate with the SOF for further actions.

**7.13. Emergency Arresting/Barrier Gear Procedures.** Dyess AFB does not have arresting gear/barriers; therefore, procedures for these operations do not exist.

**7.14. Jettison of Drag Chutes.** Aircrew will state intentions to Tower prior to the jettison of drag chutes, time permitting. Tower will advise the aircrew that chute-packing capabilities are not available. Tower will contact AMOPS to coordinate the retrieval of the drag chute. When TA is unavailable, AMOPS will notify 7 BW/MOC (461-1959) to retrieve the drag chute. Approach and drag chutes used for landing will be jettisoned on Taxiways Bravo or Foxtrot, as appropriate.

**7.15. Hot Brake Area and Procedures.**

7.15.1. Tower will direct landing aircraft with suspected or actual hot brakes to the "HOT BRAKE" area, the hammerhead taxiways at the end of the landing runway.

7.15.2. Aircraft with hot brakes anywhere on the airfield other than the runway will immediately notify Ground and hold their position. Aircraft will not taxi past or near aircraft with hot brakes.

7.15.3. The alternative "HOT BRAKE" area for LZ 163/343 and LZ 164/344 are Taxiways Juliet and Hotel.

**7.16. Hung Ordinance Procedures.** Hung ordnance is any failed attempt to fire or release ordnance, or any known or suspected gun malfunction. The PCAS will be activated for hung ordnance/hot guns.

7.16.1. Aircraft with hung ordnance (including forward firing) can expect radar vectors away from heavily populated areas and will avoid over-flying populated areas. If radar vectors are not available, aircraft can expect alternate instructions or clearance. Aircraft will conduct a straight-in full stop landing. **Note:** Aircraft will not fly VFR patterns with hung ordnance.

7.16.2. Tower will direct all aircraft with hung ordnance/hot guns to hold at the arm/dearm areas at Taxiways Bravo or Foxtrot facing approximately 230 degrees Southwest, until stores can be assured of being in a safe condition (Attachment 2).

7.16.3. If stores are determined to be in an unsafe condition, aircraft will have its parking brakes set, aircraft shutdown, and evacuated until EOD can render safe the munitions.

**7.17. Anti-hijack/Unauthorized Aircraft Movement.** Tower will activate the PCAS and relay all available information in the event of an unscheduled aircraft engine start that cannot be verified, an aircraft taxiing without prior permission, or notification that a hijacked aircraft has or is expected to land at Dyess AFB. Aircraft anti-theft/anti-hijacking is covered in detail in the 7th Bomb Wing OPLAN 510-11, Preventing and Resisting Aircraft Piracy (Hijacking).

**7.18. Wind Limitations on Control Tower.** The 7 OG/CC determines the continued need for ATC services when winds reach 55 knots. When the wind velocity exceeds 65 knots (75 mph), Dyess Tower will be evacuated. The Base Civil Engineer has determined that the tower structure is safe up to a wind speed of 80 knots.

**7.19. Evacuation of ATC Facility.**

7.19.1. The WS/SC will direct evacuation of the tower when:

7.19.1.1. A tornado is within 10 miles and moving toward the base.

7.19.1.2. Wind speeds exceed 65 knots (75 mph).

7.19.1.3. Any natural or manmade disaster or equipment failure renders the Tower unusable.

7.19.1.4. Any other condition (bomb threat, fires, etc.) that could endanger personnel.

7.19.2. In the event of actual or simulated tower evacuation, the following procedures apply (time permitting):

7.19.2.1. Tower Responsibilities:

7.19.2.1.1. Activate the PCAS, advise agencies that the tower is being evacuated and state the reason. AMOPS will activate the SCN.

7.19.2.1.2. Notify ABI Approach of facility evacuation.

7.19.2.1.3. Broadcast twice on all frequencies that the tower is being evacuated.

7.19.2.1.4. Direct airborne aircraft to contact ABI Approach.

7.19.2.1.5. Direct taxiing aircraft to hold their position and contact Dyess CP to advise of intentions and receive instructions.

7.19.2.1.6. Advise AMOPS to NOTAM the airfield closed until Tower services are resumed.

7.19.2.1.7. Broadcast an advisory on the ATIS advisory, time permitting.

7.19.3. Time permitting tower personnel will evacuate to 317 AG auditorium (Bldg 4216), unless otherwise directed. If time does not permit, personnel will proceed to the 4th floor or ground floor of the tower. The 317 AG shall provide the cipher lock code for Bldg 4216 to the Tower CCTLR upon request.

7.19.4. When Tower has been evacuated, runway operations are suspended. Routine engine ground operation and towing operations will cease.

7.19.5. Tower Re-Opening Procedures. WS/SCs will make a determination when to resume operations in the ATC facilities after coordination with appropriate agencies. Tower will complete equipment checklists.

7.19.5.1. AMOPS shall activate SCN to announce tower's relocation to Tower.

7.19.5.2. Tower will request that CE inspect the tower for possible structural damage following severe weather/high wind evacuation or as required.

**7.20. Alternate ATC Facility Procedures.** The 7 OG/CC has determined the need for an alternate ATC facility does not exist.

**7.21. Evacuation of AMOPS Facility.** Evacuation will be accomplished when notified to evacuate the building or conditions dictate an evacuation (fire, bomb threat, or toxic corridor).

7.21.1. AMOPS Responsibilities:

7.21.1.1. Notify Tower (Hotline, DSN 461-3713, or DSN 461-1400).

7.21.1.2. Activate the SCN and disseminate: "*AMOPS and Weather personnel are evacuating. AMOPS will be on the Ramp Net until set up at the alternate location*."

7.21.1.3. Notify Fort Worth ARTCC, time permitting.

7.21.1.4. Notify building personnel to evacuate the building.

**7.22. Alternate AMOPS Facility Procedures.** The alternate AMOPS facility is the Air Traffic Control Tower, Bldg 4300. **Note:** The OSW will also be relocating to the same locations as AMOPS personnel.

7.22.1. Upon relocating, AMOPS will provide the new AMOPS contact information/location to Tower, the agencies on the SCN activation log and Fort Worth ARTCC.

7.22.2. AMOPS Responsibilities:

7.22.2.1. Monitor the Ramp Net.

7.22.2.2. When cleared to return to primary facility, have Dyess CP ring the SCN and relay that AMOPS is returning to primary facility Bldg. 9001.

7.22.2.3. Ring out the secondary crash phone upon arrival into Bldg 9001 and advise that AMOPS has returned to normal operations. Contact Tower, Ft. Worth ARTCC and any other agencies that apply to advise of normal operations.

**7.23. Other Emergency Procedures.**

7.23.1. Simulated Flame-outs (SFOs)/Precautionary Approaches. SFOs operations and precautionary approaches are not authorized at Dyess AFB.

7.23.2. Dangerous/Hazardous Cargo. When aircraft carrying hazardous cargo declare an emergency, Tower will relay all known hazardous cargo information from the aircrews to AMOPS. Tower will direct landing aircraft to the hammerhead taxiways at the end of the landing runway. The IC will determine further movement of the aircraft.

## Chapter 8

## FLIGHT PLANNING PROCEDURES

**8.1. Flight Planning.** An active digital or signed hard copy IFR or VFR flight plan is mandatory for all aircraft departing Dyess AFB. Base-assigned aircrew shall not depart until a flight plan (FP) is e-filed with local flying squadrons to include local training flights. AMOPS maintains the following Letter of Agreements to facilitate Dyess' aircrew flight planning process and outline AMOPS, Tower, Squadron Operations' desks and aircrew responsibilities: *7 OSS and 39 AS / 40 AS Letter of Agreement for Electronic Flight Planning; 7 OSS and 9 BS Letter of Agreement for Electronic Flight Planning; 7 OSS and 28 BS Letter of Agreement for Electronic Flight Planning; 7 OSS and 77 WPS Letter of Agreement for Electronic Flight Planning; 7 OSS and 337 TES Letter of Agreement for Electronic Flight Planning.*

8.1.1. AMOPS is responsible for flight-following and inputting all flight plans for transient aircraft departing Dyess AFB. AMOPS will initiate any necessary aircraft search and rescue, aircraft security and anti-hijacking procedures. If there are equipment outages, AMOPS will report and coordinate the appropriate repairs. In the event of communications outages or issues precluding the normal input of flight plans, AMOPS will contact Altus AFB for assistance IAW *7 OSS/OSAA Memorandum of Agreement with 97 OSS/OSAA, Altus AFB*. **Note:** Non-base assigned aircraft must obtain Prior Permission Required (PPR) numbers from AMOPS prior to filing a flight plan with Dyess as a destination. In the event a non-base assigned aircraft lands at Dyess without a PPR or for non-emergency reasons, the aircrews must complete a PPR violation form.

8.1.2. Tower is responsible for producing and reporting traffic count data as required.

8.1.3. Transient Aircrews. Flights originating at Dyess AFB with a local or CONUS route will use DD Form 175, *Military Flight Plan.* Military international flights will use DD Form 1801, *DoD International Flight Plan*. DD Form 175s will be submitted at least 1 hour prior to departure time. DD Form 1801s will be submitted at least 2 hours prior to departure time. When possible, DD Form 1801s will be submitted 24 hours in advance to ensure any problems are resolved in a timely manner. Flight plans will include an authorized signature in the approving authority block. Incomplete flight plans will not be processed until all required information is provided. IFR flight plans will be automatically closed upon landing.

**8.2. Prior Permission Requested (PPR) Procedures.** PPR numbers are issued to transient aircrews requesting to transition Dyess AFB. PPR numbers are not to be given out earlier than 7 days prior to the proposed date, or later than 24 hours prior to the proposed date.

8.2.1. AMOPS is responsible for contacting TA to verify parking and TA's services (when an aircrew contacts AMOPS during duty hours requesting a PPR number). PPR numbers consist of the date, chronological number and the issuer's initials, ex: 12-01-ST, 15-04-MP. AMOPS will complete appropriate checklist on all transient aircraft requiring support from base agencies. AMOPS will also coordinate transportation for transient aircrew when requested.

8.2.2. If an aircrew cancels their flight, AMOPS will contact TA and any other involved agencies. **Note:** Aircrews violating an airfield restriction (PPR/OBO/Quiet Hours) shall complete a PPR Violation form. Official Business Only (OBO) indicates the airfield is

closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc., unless specified in the NOTAM. For further guidance on PPR and OBO, please refer to IFR Supplement.

**8.3. Aircraft Arrival without a PPR.** Tower will not deny landing clearance to aircraft solely because there is no PPR on file. Circumstances that are unknown to Tower or AMOPS may necessitate the aircraft landing.

8.3.1. Tower will instruct aircraft arriving without a PPR to contact AMOPS on PTD frequency or landline, time permitting. AMOPS will determine the aircraft's status and parking location and notify Tower. If coordination has not been completed prior to the aircraft landing, Tower will instruct the aircraft to hold on Taxiways Bravo or Foxtrot until necessary coordination is complete. If the aircraft is carrying hazardous cargo or munitions, Tower will instruct the aircraft to keep engines running until its final parking location has been determined.

8.3.2. If the unannounced aircraft is civilian, the aircraft will be held on Taxiway Bravo or Taxiway Foxtrot until SFS can determine the situation is non-hostile. TA will provide follow-me service to the transient ramp. AMOPS will initiate actions IAW AFI 10-1001. **Note:** Aircraft that file as a flight and subsequently break off from the flight, using a separate call sign, are considered by Tower to have a valid flight plan on file as long as they have filed individual forms with the original flight plan. EXAMPLE: HAZRD 10, a flight of three C-130s, breaks up into HAZRD 10, HAZRD 11, and HAZRD 12. If three flight plan forms were filed, all aircraft are considered to have a flight plan after break off and may be given local clearances and/or taxi-backs.

**8.4. NOTAM Procedures.** Tower is the primary NOTAM monitoring facility. AMOPS is the secondary monitoring facility. AMOPS is responsible for disseminating all NOTAM information. HQ ACC/A3AO is the Series V NOTAM authority and issues NOTAMS that affect instrument procedures at Dyess.

8.4.1. Agencies responsible for maintenance or construction near airfield pavements, lighting, or NAVAIDs shall coordinate such activities with the AFM who will inform AMOPS to disseminate NOTAMs.

8.4.2. Tower shall report all NAVAID malfunctions, outages and restorations to AMOPS, 7 OSS/OSAM and ABI Approach. **Note:** Dyess AFB NOTAM procedures supplement AFI 13-204 Vol 3 and AFI (I) 11-208_IP, Department of Defense Notice to Airmen (NOTAM) System.

**8.5. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes.**

8.5.1. Current FLIP information is essential for flight planning and flight safety. Therefore, it is vital that personnel are aware of requisition/order procedures. The Primary or Alternate AMOPS FLIP Monitors are responsible for the ordering or requisitioning of FLIP for base assigned units not having their own National Geospatial Agency (NGA) account.

8.5.2. Each agency/unit that is a subaccount holder requiring FLIP will submit their requirements in writing to 7 OSS/OSAA. Any unit that exceeds the DOD FLIP Basis of Distribution as outlined in the NGA Catalog of Maps, Charts and Related Products, Section

4, must justify all excess IAW NGA Catalog. FLIP Sub-account Holders are required to revalidate their requirements annually.

8.5.3. FLIP Web Pages: Foreign Clearance Guide (FCG) **www.fcg.pentagon.mil**; NGA **http://www.nima.mil/portal/site/nga01/** and FAA Advisory Circulars (AC) **http://www.faa.gov**.

8.5.4. AMOPS FLIP Monitor will contact agencies on the distribution listing when pubs are ready for pickup and annotate date and time contacted. The preferred method is through email. Publications not picked up seven days after the second notification shall go back to stock.

8.5.5. AMOPS FLIP Monitor prepares and coordinates non-procedural FLIP changes with appropriate local agencies before submitting IAW General Planning, **Chapter 11**. The AFM approves non-procedural FLIP change requests. AMOPS initiates NOTAM action for non-procedural FLIP changes, as necessary.

8.5.6. The NAMO ensures currency of airfield restriction data when published in the AMC Airfield Suitability Restrictions Report (ASRR) and coordinates changes when required with HQ AMC/A3AS. Any ASRR restrictions will be send to 7 OG/OGV and 317 AG/AGV for review by the NAMO or AFM prior to submitting to HQ AMC/A3AS.

## Chapter 9

## MISCELLANEOUS PROCEDURES

**9.1. Waivers to Airfield/Airspace Criteria.**

9.1.1. CE, SE, ATC, HQ AFFSA, TERPS and 7 OSS/OSAA conduct an annual review of waivers to airfield and airspace standards. 7 CES/CEAO maintains the approved base airfield waivers; a current copy of airfield waivers is kept in the 7 OSS/OSAA office. 7 CES/CEAO and 7 OSS/OSAA coordinate on all permanent, temporary and construction waivers.

9.1.2. No work/construction by 7 CES or contractor shall begin without a temporary airfield waiver having been approved. The temporary waiver shall establish a specific safety plan IAW Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*, Appendix B, Section 1, paragraph B1-2.1.1. or is it Appendix B, Section 1, paragraph B1-2.2.1.1 to ensure safe operations during construction activity. 7 BW/CC must approve all temporary construction waivers 45 days prior to construction start date. In addition, a detailed FOD plan will be included in the temporary construction waiver.

9.1.3. 7th Contracting Squadron (7 CONS) is responsible for ensuring contracts for airfield construction meet UFC 3-260-01, contain safety and marking guidance found in Engineering Technical Letter (ETL) 94-1, *Standard Airfield Pavement Marking Schemes*; AC 150/5340-1, *Standards for Airport Markings*; and AC 150/5370-2, *Operational Safety on Airports During Construction.* 7 CONS will also hold meetings at least 1 month prior to airfield projects. The following agencies will be present: AOF/CC or designated representative, AMOPS, 7 BW/SEF, 317 AG/SEF, FD and contractor(s). The following agencies are recommended to be present: 317 OSS/OSO, 317 AMXS, 7 AMXS and 7 SFS.

**9.2. Arriving MEDEVAC Notification and Response Procedures.** AMOPS is designated the only base agency for coordinating of military air evacuation or civilian air ambulance flights.

9.2.1. AMOPS will notify FD and 7 MDG of the following for inbound MEDEVAC flights: type aircraft, total number of personnel on board, and status of patients (numbers of ambulatory/litter).

9.2.2. Tower will advise AMOPS of arriving MEDEVAC aircraft and relay information requested by pilot. Tower will advise AMOPS, via landline to pass load messages.

9.2.3. Tower will advise AMOPS of all inbound MEDEVACs NLT 10 NM from the runway. AMOPS will notify FD immediately thereafter.

**9.3. Unscheduled Aircraft Arrivals.** Military/DoD contract aircraft arrivals not prior-coordinated with AMOPS are considered "unscheduled."

9.3.1. Tower will relay information regarding unscheduled aircraft arrivals to AMOPS as soon as possible after notification of the inbound aircraft.

9.3.2. Tower will pass the following information to AMOPS: (1) Aircraft's Departure Station, (2) Aircraft Call Sign, (3) Type Aircraft and (4) Pilot's Intentions. AMOPS will document the arrival on the PPR violation form.

**9.4. Distinguished Visitor Notification Procedures.** DV aircraft will be afforded priority as much as possible during aircraft arrival/departure.

9.4.1. IAW AFI 13-204 Vol 3, Tower notifies AMOPS only once about the location of the DV arrivals. Specifically, Tower will make a "15 miles to fly" notification call to AMOPS. This duty is secondary to providing ATC services.

9.4.2. AMOPS will provide Tower and Dyess CP a daily list of all known DV arrivals for Code 6 or higher. In turn, Dyess CP will advise AMOPS of any known DV details. AMOPS will state "DV on board" when passing the flight plan to Tower.

**9.5. Civil Aircraft Operations/Authorized Landings.** Civil aircraft operations at Dyess AFB will be conducted IAW AFI 10-1001, *Civil Aircraft Landing Permit*s. The 7 BW/CC has delegated the authority for the processing and approving of landing permits to the AFM and DAFM (or their designated AMOPS representative in the absences of the AFM and DAFM). For events other than the Dyess Open House, the AFM and DAFM will up-channel the status of pending landing permits to the AOF/CC. In turn, the AOF/CC will notify the 7 OSS/CC.

**9.6. Unauthorized Civil Aircraft Arrivals.** The procedures for unauthorized civil aircraft arrivals/landings (unauthorized aircraft movement) are detailed in the 7th Bomb Wing Installation Defense Plan Annex 17 Appendix M.

**9.7. Base Exercises.** All exercise scenarios that involve the AO personnel, airfield, CMA or any ATC facilities shall be coordinated with AMOPS and ATC Wing Inspection Team (WIT) representatives. The AOF/CC and AFM must be briefed at least 48 hours in advance of exercise start. Minimum information required includes the time of exercise, affected airfield area, facilities to include ATCALS and their degree of involvement. The WS/SC may interrupt or discontinue tower's participation in any exercise for safety reasons. Controllers must not wear a gas mask during facility operations while under simulated threat conditions. The WS/SC will direct controllers IAW AFI 13-204 Vol 3 and AFI 13-204 Vol 3 AFGSCSup.

**9.8. Fire Pit Operations.** 7 CES/CEF, Fire Emergency Services, is the OPR for fire pit operations/training. The pit is used only during periods of minimal or no flying. 7 CES/CEF will make notifications as required by current regulations and coordination with AMOPS, Dyess CP, Tower, OSW, CSC, 7 BW/MOC and 317 AG/MOC. 7 CES/CEF will notify above agencies again 30 minutes prior to starting and upon termination of fire pit operations. 7 CES/CEF will also notify AMOPS prior to start any construction or repair activities at the fire pit.

**9.9. Airfield Photography** . All personnel must coordinate with 7 BW/PA before taking photographs in the airfield environment. 7 BW/PA will notify AMOPS, SFS and appropriate MOC prior to authorizing the event with the following information: Name and rank of the photographer, purpose, date and time of authorized activity and for unofficial photography, who issued the photo pass. 7 BW/PA is the only authority for granting photography passes. Any unauthorized personnel taking photographs must be reported to 7 SFS who has the discretion to confiscate cameras and/or film used during the event. **Note:** All 7 BW/PA, AMOPS and 436 TRS Multimedia personnel are authorized to take photos on the airfield during the performance of official duties and are not required to notify 7 SFS and/or 7 BW/PA. Contractors may take photos of contracted work IAW the Airfield Waiver and must get all photos approved by AMOPs.

**9.10. Night Vision Device/Night Vision Goggle Operations.** Lights out operations are conducted at Dyess AFB. These operations are deconflicted at the 7 BW Pre-165 scheduling meeting. Minimums for these operations are published in the FLIPs. A NOTAM will be sent when these operations are in effect.

**9.11. Large Aircraft Infrared Countermeasures (LAIRCM) Operations.** Testing of the LAIRCM system will be conducted with Tower approval in parking spots X3 or X4, and IAW 317 AG OI 21-139, *LAIRCM Laser Operation Procedures*.

## Chapter 10

## UNCONTROLLED AIRFIELD OPERATIONS (UAO)

### 10.1. Limitations.

10.1.1. **Aircraft and Units.** Operations conducted under the scope of this Instruction have specific limitations. Only C-130 aircraft supported by, or assigned to, the 317 AG shall be authorized to operate under this instruction.

10.1.2. **Time.** Dyess airfield hours of operation are published in the Instrument Flight Rules (IFR) Supplement. Aircrew must use the IFR Supplement and view NOTAMs for mission planning purposes. UAO will take place only during daylight periods when the airfield is closed.

10.1.3. **Runway.** UAO arrivals and departures will only be conducted to/from Runway 16/34 when a qualified LZSO is unavailable/**NOT** on duty. Operations to/from LZ 164/344 are authorized, provided a qualified LZSO is on duty and has coordinated with the Fire Alarm Communications Center (FACC) for CFR support. The LZSO will request fire coverage through Dyess CP.

10.1.4. **Weather.** UAO can be flown when the weather is above circling minimums.

10.1.5. **Pattern Restrictions.** UAO shall be limited to a single departure/arrival for each aircraft. Practice aircraft approaches and pattern work are prohibited. Aircrews must depart the aerodrome following initial takeoff unless experiencing a situation that requires an immediate landing.

10.1.6. **Airfield Maintenance.** 317 AG shall ensure operations at the airfield are de-conflicted with scheduled Periodic Maintenance (PMs) of various navigational/airfield equipment and airfield construction projects. ATCALS PM schedules are published in the FLIPs and/or NOTAMs. If a situation arises where UAO will impact airfield systems/lighting maintenance, 317 OSS/OSO will coordinate with 7 OSS/OSA and the unit conducting maintenance to attempt and resolve the issue. If both 317 OSS/OSO and the unit conducting maintenance deem safe, UAO and maintenance may occur simultaneously. If no resolution is possible, the maintenance operation will have priority. 7 CES will notify Dyess CP of no-notice or unscheduled after hours airfield maintenance during times of projected UAO.

### 10.2. Procedures/Responsibilities.

10.2.1. **Scheduling.** UAO will be scheduled on the 317 AG's Group Operations Plan (GOP) and coordinated with the 7 BW at the Pre-165 meeting each week to the max extent possible. At a minimum, the assigned Operations Duty Officer (ODO) will complete the UAO Setup checklist (Attachment 9) the duty day prior to requested operations. If UAO will occur on multiple days, coordination must be accomplished for each individual day. Short notice UAO ops will be coordinated by contacting 7 OSS/OSO and 7 OSS/OSA for further action.

10.2.2. **ODO Procedures and Responsibilities.** The ODO, call sign "ODO 1", is the focal point for operations conducted under the scope of this instruction and will be designated by 317 AG/CC and tasked by 317 OSS/OSO. In supervising the UAO, the ODO operates in lieu

of Tower and AMOPS to ensure operations are conducted safely, airfield security is not compromised and that emergency response is available as required. ODOs who are also qualified as LZSOs may function in both capacities to facilitate LZ operations. During the day of UAOs, the ODO will execute the checklist found in Attachment 11.

10.2.2.1. **The ODO shall not act as an ATC function, but may relay aircraft advisories (NOT ATC instructions) via Dyess CP.** For aircraft arrivals, the ODO will be prepared to receive aircraft 1 hour prior to scheduled arrival and will remain on duty until the aircraft is parked and the engines are shut down. For departures, the ODO will be on duty from 1 hour prior to departure and stay 30 minutes after takeoff.

10.2.2.2. Prior Coordination: The ODO shall obtain an in-person briefing from the AFM or their designated representative prior to commencing UAO. This briefing shall be the last checklist item completed and will address the status of all airfield facilities, NOTAMs, construction avoidance areas and planned airfield maintenance activities during the period of UAO. Once the checklist is complete, a copy of the checklist will be given to the AOF/CC or their designated representative for final approval.

10.2.2.3. 317 OSS/OSO (or ODO) will ensure that Dyess CP is notified and aware of upcoming UAO. **Note:** If the full setup checklist is not accomplished, the UAO will not take place.

10.2.2.4. Prior to any aircraft movement, the ODO shall perform an airfield check on all taxi routes and the runway to be utilized by their aircraft to ensure movement areas are free of FOD, wildlife, obstructions, etc.

10.2.2.5. The ODO shall report any unauthorized aircraft/vehicles in the airfield environment to Dyess CP and 7 SFS.

10.2.2.6. The ODO will position himself on the airfield near the intended route of taxi for arriving/departing aircraft so as to allow quick and timely notification of airfield maintenance personnel that may present a conflict.

10.2.3. **AOF Responsibilities.**

10.2.3.1. AMOPS Responsibilities:

10.2.3.1.1. Ensure appropriate FLIP contains statements that note the possibility of UAOs when Dyess AFB is published closed.

10.2.3.1.2. Prior to commencing UAO, AMOPS will provide an in person briefing to the ODO on airfield status and sign the completed setup checklist. They will also maintain a copy of the setup checklist for a period of 30 days following completion of UAO.

10.2.3.1.3. AMOPS will maintain procedures for airfield driving during UAOs.

10.2.3.1.4. AMOPS will provide 317 OSS/OSO with applicable airfield inspection and criteria training for completion by ODOs prior to commencement of UAO.

10.2.4. **Dyess CP Responsibilities.**

10.2.4.1. Maintain an ODO roster and UAO schedule, as received from ODO or 317 OSS/OSO.

10.2.4.2. Upon receiving notification of UAO commencement and termination from ODO, notify FD and 7 SFS.

10.2.4.3. Initiate a phone call to the ODO if Dyess CP does not receive commencement of UAO call from ODO 30 minutes prior to planned departure or arrival time. If there is no answer, call the 317 OSS/OSO on call cell (325-370-7360).

10.2.4.4. Notify standby AMOPS personnel should a mishap occur to the aircraft conducting the UAO.

10.2.5. **FD Responsibilities.**

10.2.5.1. Provide an on call CFR capability when UAOs are expected.

10.2.5.2. Fire Chief or Assistant will train the ODO prior to performing duties.

10.2.6. **7 CS/Job Control Responsibilities.**

10.2.6.1. Program and channelize LMRs upon request by ODO for use during UAO.

10.2.7. **317 OSS/OSO Current Operations Responsibilities.**

10.2.7.1. Ensure that the following equipment shall be available to the ODO for use during UAO:

10.2.7.1.1. GOV for airfield driving.

10.2.7.1.2. UHF radio to include spare batteries or automotive adapter.

10.2.7.1.3. Portable LMR (Ramp Net) to include spare batteries and/or charger.

10.2.7.2. Act as the overall OPR for UAO and will maintain a continuity binder which includes all applicable unit/base directives and ODO checklists and procedures.

10.2.7.3. Disseminate scheduled UAO on the "317th Flying Windows" slide to both 7 OSS/OSA and Dyess CP.

10.2.7.4. Ensure the list of approved ODOs is provided to 7 OSS/OSA & Dyess CP.

10.2.7.5. Coordinate with 7 OSS/OSA before scheduling UAO to ensure after-hours/unscheduled maintenance will not be a conflict.

10.2.7.6. To the best extent possible, de-conflict routine airfield maintenance through 7 OSS/OSA for the coordinated UAO. Interrupting coordinated UAO requires 7 OG/CC approval.

10.2.8. **Flight Procedures.**

10.2.8.1. Aircraft safety is ultimately the responsibility of the aircraft commander. Aircrews participating in UAO will use normal procedures for uncontrolled operations IAW AFI 11-202 Vol 3.

10.2.8.1.1. Aircrews must annotate "UAO" in the remarks section of the flight plan.

10.2.8.1.2. Flight plans will be retained by the originating unit. The ODO can assist the aircrew by electronically filing the flight plans through the AISR website and activate and close flight plans with Abilene Flight Service Station (FSS) or other

applicable facility. Units will maintain the original flight plan on file for a period of 180 days for reference.

10.2.8.2. Aircrews will obtain an IFR clearance via phone with FSS for expected departure time or with ATC via radio. Aircrews arriving during UAO will cancel their IFR flight plan with ATC when visual with the airfield or upon landing. If clearance cannot be obtained after a reasonable attempt and weather is at least 1500/3, aircraft may depart VFR and establish radio contact as soon as practicable once airborne (reference FAR Part 91.130). Regardless of radio contact, crews must operate Mode C within Class C airspace.

10.2.8.3. Aircrew Briefing. The ODO shall contact Dyess CP with any airfield, taxi, departure and landing restrictions applicable to UAO. It is the responsibility of the aircrews to contact the ODO and receive a step briefing prior to departing, and contact Dyess CP and ODO 30 minutes out to receive an airfield update. This does not relieve the aircrews planning responsibilities outlined in AFI 11-2C-130JV3, such as checking weather, NOTAMS, ensuring a flight plan is filed and closed, etc.

10.2.8.4. Departures – 317 OSS/OSO will assign an on-call ODO when tasked with missions that require UAO. The ODO will run the opening checklist 1 hour prior to scheduled departure time.

10.2.8.5. Arrivals – Dyess CP will alert the on-call ODO NLT 3 hours prior to the ETA for missions arriving at KDYS during UAO. The ODO will be prepared to receive arriving aircraft NLT 1 hour prior to land time. It is the responsibility of the aircraft commander to ensure CP is aware of updated and accurate arrival times.

10.2.8.6. Taxi Routes. Aircrews shall taxi via the most direct route to and from the runway consistent with safety and taxi restrictions. Aircrews will give right of way to all emergency vehicles and avoid the B-1 Bravo rows to the highest extent possible due to the possibility of engine runs.

10.2.8.7. Pattern Procedures. Aircrews should adhere to recommended pattern procedures for UAO as described in the Aeronautical Information Manual (AIM) and other related FAA regulations. Aircrews will observe Dyess AFB local traffic pattern procedures as outlined in this instruction.

10.2.8.8. In order to ensure de-confliction with ABI Airport, which is within 10 NM of Dyess AFB, aircrews will avoid the eastern sector of Dyess Class C. **Exception:** The standard traffic pattern for Runway 16/34 is allowed.

10.2.8.9. Altimeter Setting. Arriving Aircrews shall obtain an altimeter setting from ABI Approach. Departing Aircrews will get weather information from the Abilene FSS.

10.2.8.10. Commencement/Termination of Operations. The ODO shall report commencement/termination of operations to Dyess CP. In turn, Dyess CP will notify FD and 7 SFS that UAO has been initiated/terminated.

10.2.9. **Communications Procedures.**

10.2.9.1. Radio Communications. Common Traffic Advisory Frequency (CTAF) is Dyess AFB Air Traffic Control Tower frequency, 257.675. (257.675 is continuously recorded as an ATC frequency). **Note:** Utilizing VHF for the purpose of Dyess CTAF is

not authorized. Departing aircrews shall establish radio contact with Dyess CP before taxiing to the runway for departure. Arriving aircrews shall establish contact with Dyess CP at least 10 minutes prior to landing. The ODO shall provide airfield advisories as appropriate. All communication between the ODO and the aircraft will be via Dyess CP.

10.2.9.2. The primary method for the ODO to communicate with vehicular traffic will be via LMR over Ramp Net. All vehicle operators that will be accessing the runway will have an operable LMR (Ramp Net), with the exception of FD who operates on their own separate FD frequency (Crash Net). This will ensure two way communications between the ODO and the vehicle operators. The ODO will monitor UHF and LMR radio at all times during UAO.

10.2.9.3. At a minimum, the ODO will transmit the following via Ramp Net:

10.2.9.3.1. Commencing operations (after contacting Dyess CP)—*"Attention on the Ramp Net, Uncontrolled Airfield Operations are commencing."*

10.2.9.3.2. When aircrews taxi for departure—*"Attention on the Ramp Net, aircraft taxiing to depart runway XX."*

10.2.9.3.3. When aircrews call inbound—*"Attention on the ramp net, aircraft XX minutes from Dyess, will be landing runway XX."*

10.2.9.3.4. Terminating operations (prior to calling Dyess CP)—*"Attention on the ramp net, Uncontrolled Airfield Operations are terminated."*

10.2.9.4. The ODO will contact the FACC at 696-2486 when UAO is commenced. When the UAO is terminated, the ODO will advise the FACC. If the ODO cannot establish direct contact with the FACC, the ODO will establish contact via Dyess CP.

10.2.9.4.1. In the event of an IFE, the ODO will contact the FACC via cell phone and give nature of emergency, runway in use, type of aircraft, number personnel on board and ETA. When an emergency has been declared, the ODO will switch to FD's Crash Net. The SFO may contact the ODO for further information as needed. The ODO will remain silent on the Crash Net during emergency operations unless called upon or has emergency traffic. If contact cannot be made via the FACC, the ODO will contact Dyess CP to relay emergency information.

10.2.9.4.2. For an IFE, the ODO will declare the emergency on Ramp Net and instruct all players to monitor Crash Net until the IFE is concluded.

10.2.10. **Emergency Procedures.** The pilot in command or the ODO has the authority to declare an emergency at any time. In the event of an aircraft mishap or declared emergency, the ODO shall immediately notify FD with any pertinent information (i.e. current aircraft location and nature of emergency). The ODO will also notify Dyess CP, who will implement the appropriate emergency procedures/checklists.

10.2.10.1. The ODO will maintain control of the runway and airfield during aircraft emergencies and work with the SFO. The SFO will communicate with the ODO when access to the active runway is required for fire, emergency and maintenance vehicles. The SFO will have control of the emergency aircraft until the emergency is terminated.

**10.3. ODO Qualifications and Training.**

10.3.1. **Qualifications.**

10.3.1.1. ODOs shall be knowledgeable of unit aircraft operations and have sound decision-making ability. The 317 AG/CC will designate ODOs. The 317 AG/CC may delegate certification of training to the 317 OSS/DO.

10.3.2. **Training.** ODO training will be conducted IAW this paragraph and the ODO training checklist, Attachment 10. 317 OSS/OSO is the OPR for the ODO training program and will maintain all ODO training records. ODO training requirements are as follows:

10.3.2.1. The trainee will review this regulation.

10.3.2.2. The trainee will maintain a current airfield driver's license and have a restricted area badge.

10.3.2.3. The trainee will accomplish all training listed in Attachment 10.

10.3.2.4. AMOPS will provide 317 OSS/OSO and ODOs with airfield inspection and criteria training. Prior to meeting with the AFM (or designated representative) the trainee must complete the training and provide the AFM with proof of completion. The trainee will meet with the AOF/CC or designated representative to complete training.

10.3.3. **ODO Status and Currency.** ODO qualification expires upon PCS or when revoked. ODOs will review ODO procedures and/or request retraining through 317 OSS/OSO as necessary to maintain proficiency/currency in ODO duties.

DAVID M. BENSON, Colonel, USAF
Commander, 7th Bomb Wing

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

***References***

7 BW Master Aircraft Parking Plan (MAPP), 9 December 2012

7 BW OPLAN 510-11 (Anti-Hijacking), *Preventing and Resisting Aircraft Piracy (Hijacking),* 12 March 2013

7 BW Snow and Ice Control Plan (SICP), 13 February 2013

AFI 10-1001, *Civil Aircraft Landing Permits,* 1 September 1995

AFI 11-202 Vol 3/AFGSC Sup 1, *General Flight Rules,* 31 January 2013

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 November 1994

AFI 11-218, *Aircraft Operations and Movement on the Ground,* 28 October 2011

AFI 11-2B-1 Vol 3, *B-1 Operations Procedures*, 20 March 2015

AFI 11-418, *Operations Supervision*, 14 October 2015

AFI 13-204, Vol 2, *Airfield Operations Standardization and Evaluations,* 1 September 2010

AFI 13-204, Vol 3, *Airfield Operations Procedures and Programs,* 1 September 2010

AFI 13-204, Vol 3 AFGSC Sup, *Airfield Operations Procedures and Programs,* 20 May 2016

AFI 13-213, *Airfield Driving Instruction*, 1 June 2011

AFI 21-101, *Aircraft and Equipment Maintenance Management,* 21 May 2015

AFI 32-7063, *Air Installation Compatible Use Zone Program,* 18 December 2015

AFMAN 33-363, *Management of Records,* 1 March 2008

AFMAN 91-201, *Explosives Safety Standards,* 12 January 2011

AFI 91-202, *The US Air Force Mishap Prevention Program*, 24 June 2015

AFI 91-202, DYESSAFBSUP, *The US Air Force Mishap Prevention Program*, 20 August 2013

AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management,* 7 August 2007

AFVA 13-221, *Control Tower Light Gun Signals*, 6 January 2010

AFVA 13-222, *Runway/Controlled Movement Area (CMA) Procedures,* 30 July 2009

DYESS AFB Instruction (DYESSAFBI) 15-101, *Weather Support Procedures,* 30 June 2014

DYESSAFB OPLAN 91-212, *Bird Aircraft Strike Hazard (BASH) Program,* 1 January 2012

FAAO JO 7110.65, *Air Traffic Control,* 3 April 2014

UFC 3-260-01, *Airfield and Heliport Planning and Design,* 17 November 2008

UFC 3-535-01, *Visual Air Navigation Facilities,* 17 November 2005

***Prescribed Forms***

There were no prescribed forms

***Abbreviations and Acronyms***

**ACSI**—Airfield Certification/Safety Inspection

**ADP**—Airfield Driving Program

**ADPM**—Airfield Driving Program Manager

**AFB**—Air Force Base

**AFI**—Air Force Instruction

**AFM**—Airfield Manager

**AG**—Airlift Group

**AGE**—Aerospace Ground Equipment

**AGL**—Above Ground Level

**AICUZ**—Air Installation Compatible Use Zone

**AIS**—Aeronautical Information System

**AM**—Airfield Management

**AMOPS**—Airfield Management Operations

**AOB**—Airfield Operations Board

**AOF**—Airfield Operations Flight

**ARTCC**—Air Route Traffic Control Center

**AS**—Airlift Squadron

**ASR**—Airport Surveillance Radar

**ATC**— Air Traffic Control

**ATCALS**—Air Traffic Control and Landing Systems

**ATIS**—Automatic Terminal Information Service

**BASH**—Bird Aircraft Strike Hazard

**BS**—Bomb Squadron

**BW**—Bomb Wing

**BWC**—Bird Watch Condition

**CAT**—Category

**CBT**—Computer Based Training

**CC**—Commander

**CCTLR**—Chief Controller

**CDT**—Controlled Departure Time

**CE**—Civil Engineering

**CFR**—Crash Fire Rescue

**CMA**—Controlled Movement Area

**CP**—Command Post

**CSC**—Central Security Control

**CTAF**— Common Traffic Advisory Frequency

**DAFM**—Deputy Airfield Manager

**DOD**—Department of Defense

**DME**—Distance Measuring Equipment

**DUATS**—Direct User Access Terminal System

**DV**—Distinguished Visitor

**DZ**—Drop Zone

**DZCO**—Drop Zone Control Officer

**ELT**—Emergency Locator Transmitter

**EOC**—Emergency Operations Center

**EOD**—Explosive Ordinance Disposal

**ERCC**—Engine Run Crew Change

**ETD**—Estimate Time of Departure

**ETL**—Engineering Technical Letter

**FAA**—Federal Aviation Administration

**FACC**—Fire Alarm Communications Center

**FAAO**—Federal Aviation Administration Order

**FAR**—Federal Aviation Regulation

**FD**—Fire Department

**FLIP**—Flight Information Publication

**FOD**—Foreign Object Damage

**FSS**—Flight Service Station

**GE**—Ground Emergency

**GOV**—Government Operated Vehicle

**HIRL**—High Intensity Runway Light

**IAW**—In Accordance With

**IC**—Incident Commander

**ICC**—Installation Control Center

**IFE – In**—Flight Emergency

**IFR**—Instrument Flight Rules

**ILS**—Instrument Landing System

**IP**—Initial Point

**IR**—Infrared

**KIAS**—Knots Indicated Air Speed

**LAIRCM**—Large Aircraft Infrared Countermeasures

**LE**—Law Enforcement

**LMR**— Land Mobile Radio

**LOA**—Letter of Agreement

**LOP**—Local Operating Procedure

**LZ**—Landing Zone

**LZSO**—Landing Zone Safety Officer

**MACA – Mid**—Air Collision Avoidance

**MARSA**—Military Authority Assumes Responsibility for Separation of Aircraft

**MDG**—Medical Group

**MEDEVAC**—Medical Evacuation

**MOC**—Maintenance Operations Center

**MP**—Maintenance Period

**MSL**—Mean Sea Level

**NAVAID**—Navigational Aid

**NCOIC – Non-Commissioned Officer In**—Charge

**NEW**—Net Explosive Weight

**NLT**—No Later Than

**NM**—Nautical Mile

**NOAA**—National Oceanic and Atmospheric Administration

**NOTAM**—Notice to Airmen

**NVG**—Night Vision Goggle

**OBO**—Official Business Only

**ODO**—Operations Duty Officer

**OG**—Operations Group

**OPLAN**—Operations Plan

**OPR**—Office of Primary Responsibility

**OSW**—Weather Flight

**PA**—Public Affairs

**PAPI**—Precision Approach Path Indicator

**PAR**—Precision Approach Radar

**PCAS**—Primary Crash Alarm System

**POV**—Privately Owned Vehicle

**PPR**—Prior Permission Required

**PTD**—Pilot to Dispatch

**RCR**—Runway Condition Reading

**RDS**—Records Disposition Schedule

**REIL**—Runway End Identifier Light

**RSC**—Runway Surface Condition

**RSRS**—Reduced Same Runway Separation

**SAAM**—Special Assignment Airlift Mission

**SC**—Senior Controller

**SCN**—Secondary Crash Network

**SE**—Safety

**SFO**—Senior Fire Officer

**SFS**—Security Forces Squadron

**SFL**—Sequencing Flashing Lights

**SKE**—Station Keeping Equipment

**SOF**—Supervisor of Flying

**TA**—Transient Alert

**TACAN**—Tactical Air Navigation

**TERPS**—Terminal Instrument Procedures

**UAO**—Uncontrolled Airfield Operations

**UFC**—Unified Facilities Criteria

**UHF**—Ultra High Frequency

**VFR**—Visual Flight Rules

**VHF**—Very High Frequency

**VIP**—Very Important Person

**VMC**—Visual Meteorological Conditions

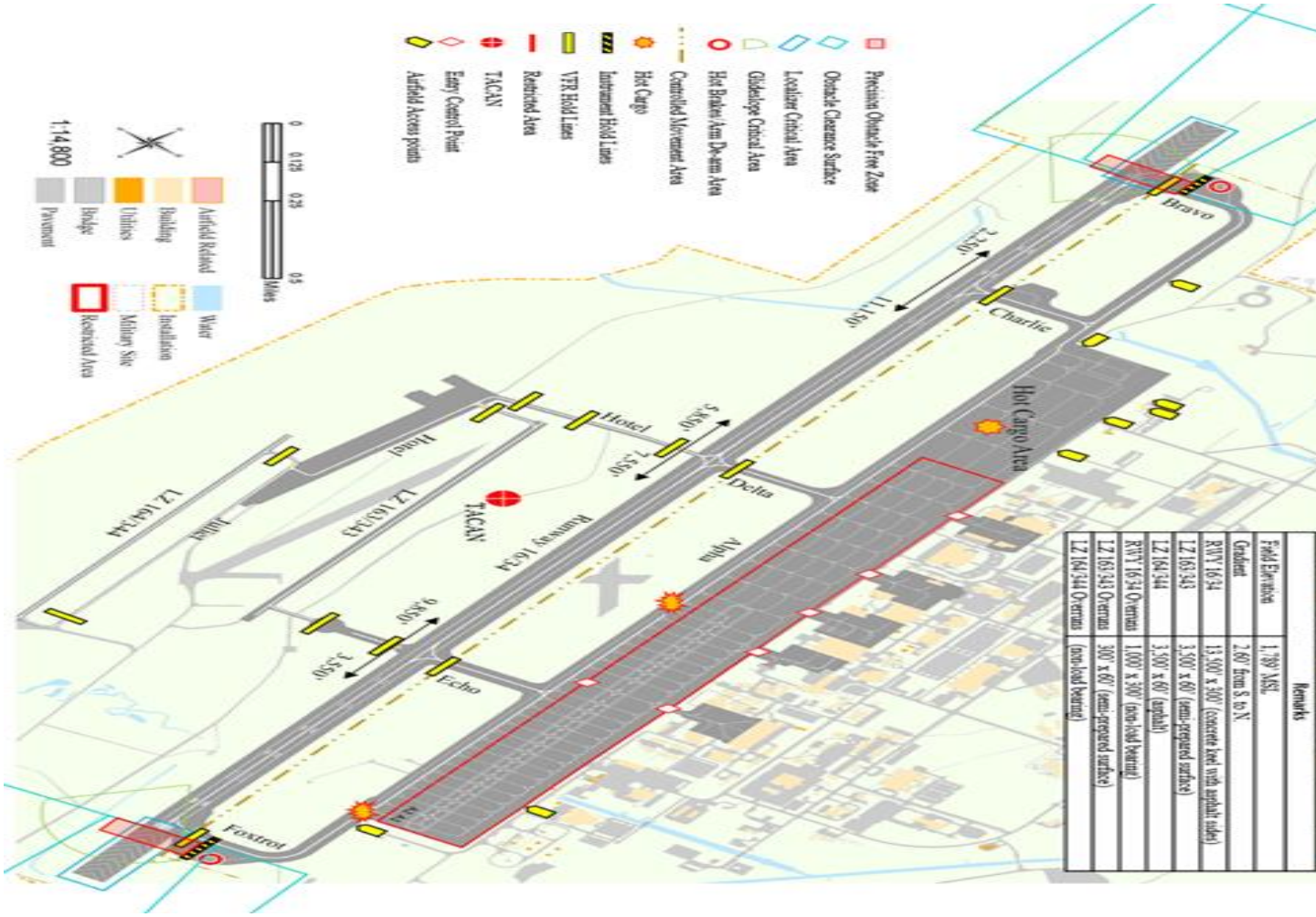
**VORTAC – Very High Frequency Omni**—Directional Radio Range Tactical Air Navigation

**WS**—Watch Supervisor

## Attachment 2

## DYESS AIRFIELD DIAGRAM

**Figure A2.1. DYESS Airfield Diagram.**



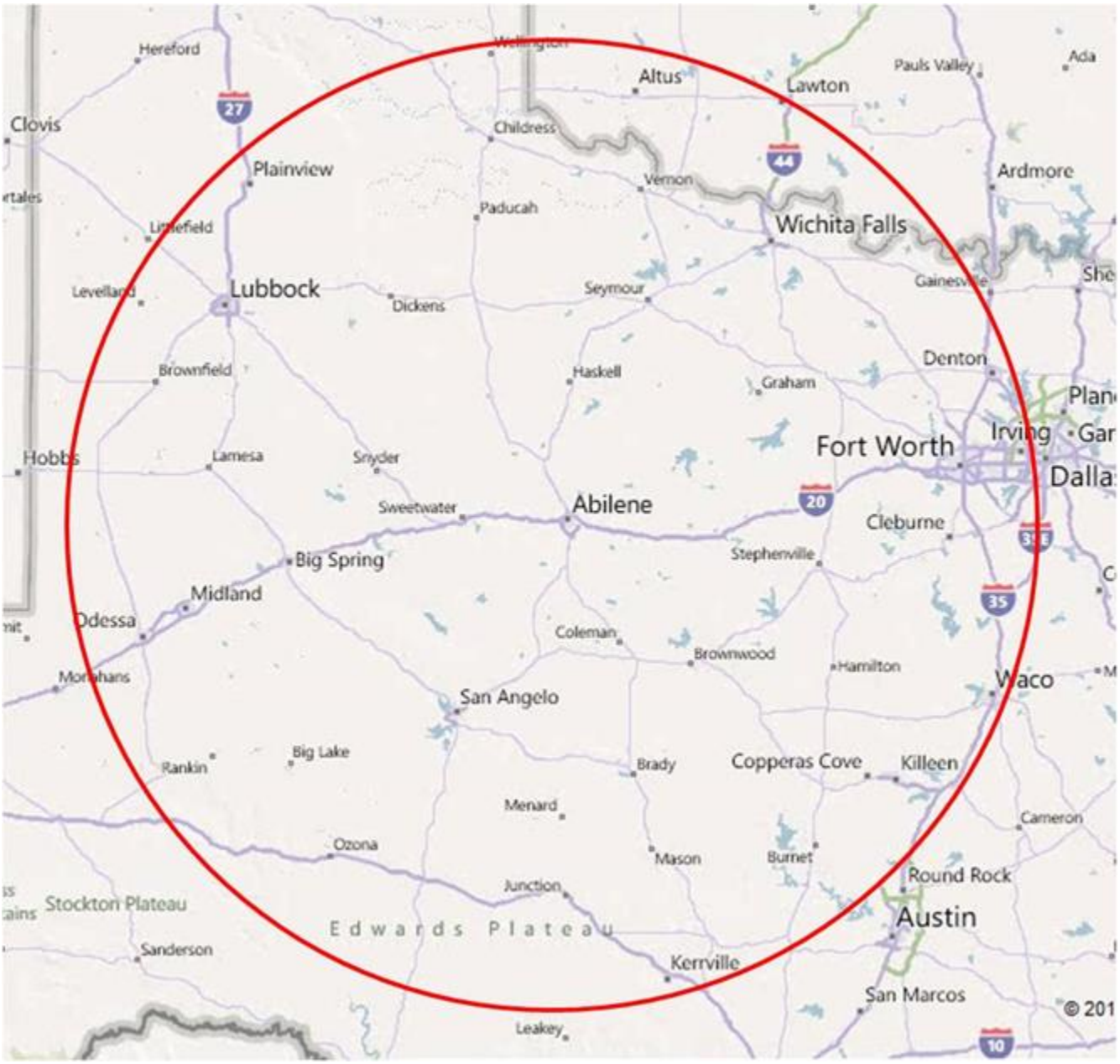

| | Remarks |
|---|---|
| Field Elevation | 1,789' MSL |
| Gradient | 2.60' from S. to N. |
| RNY 16/34 | 13,500' x 300' (concrete keel with asphalt sides) |
| LZ 163/343 | 3,500' x 60' (semi-prepared surface) |
| LZ 164/344 | 3,500' x 60' (asphalt) |
| RNY 16/34 Overruns | 1,000' x 300' (non-load bearing) |
| LZ 163/343 Overruns | 300' x 60' (semi-prepared surface) |
| LZ 164/344 Overruns | (non-load bearing) |

**Note: The primary runway for DYESS AFB is runway 16.**

## Attachment 3

## LOCAL FLYING AREA

**Figure A3.1. 150 NM DYESS Local Flying Area.**

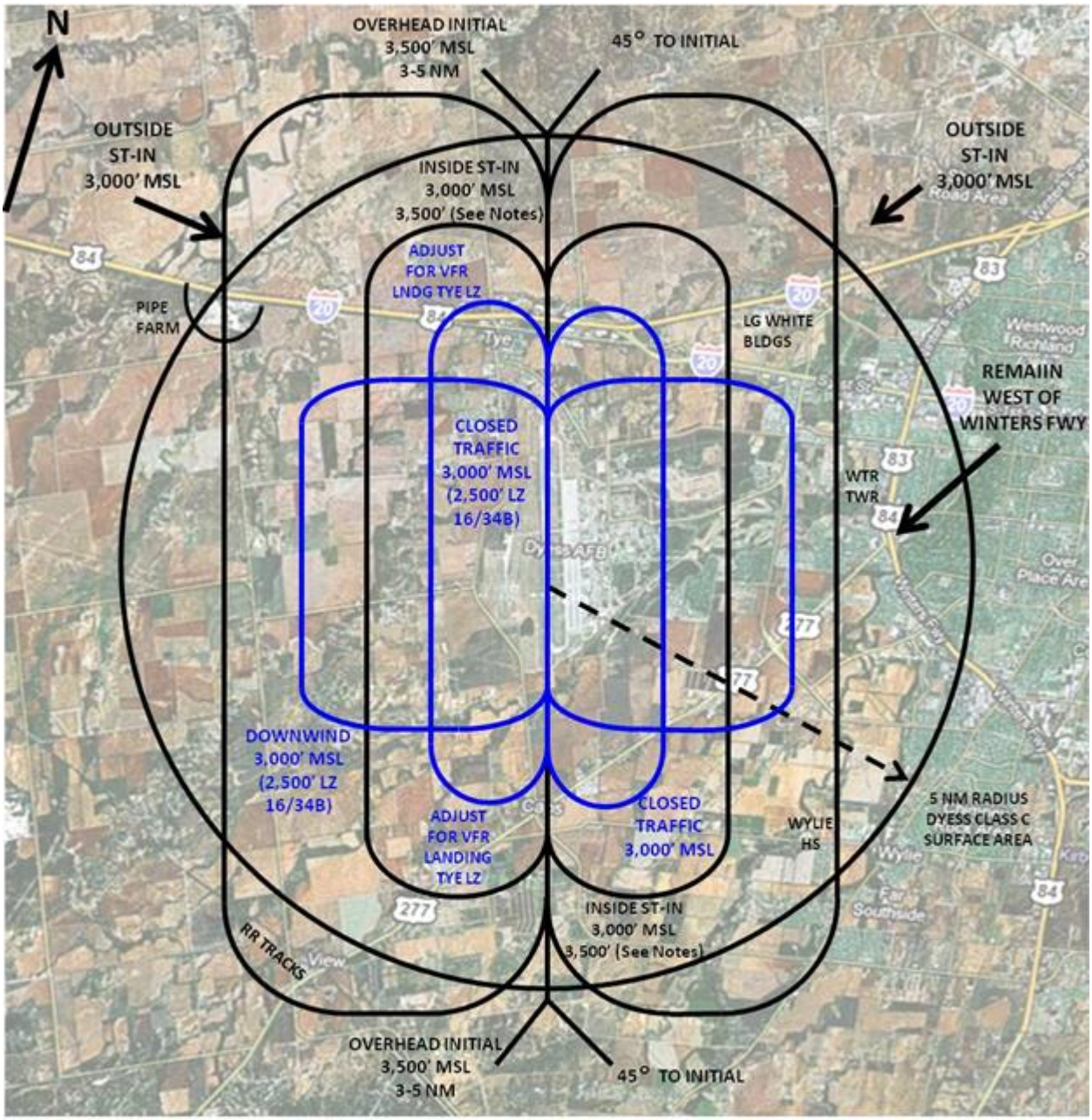



**Note:** DIAGRAM NOT TO SCALE

## Attachment 4

## VFR TRAFFIC PATTERNS

**Figure A4.1. VFR Traffic Patterns.**



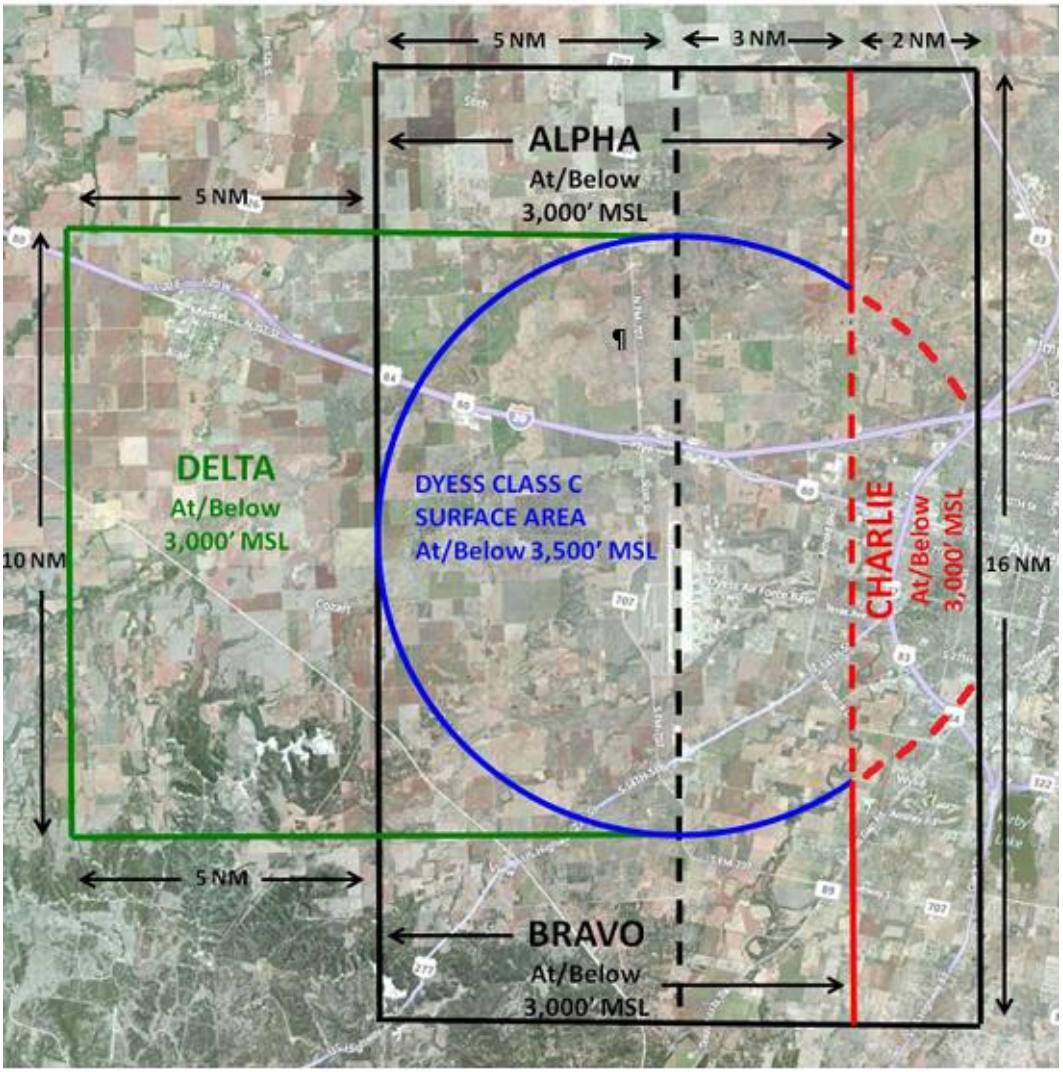

NOTES:
- OVERHEAD PITCH POINTS, START CLOSED/RECTANGULAR PATTERN POINTS ARE NOT DEPICTED. ONLY DOWNWIND, BASE & FINAL LEGS ARE DEPICTED
- B-1 AIRCREW MAY REQUEST 3,500' INSIDE STRAIGHT-IN PATTERNS DAY ONLY
- BLUE INDICATES C-130 PATTERNS
- DOWNWIND ENTRY FOR RWY 16/34 AND LZ 16A/34A: 3,000' MSL
- DOWNWIND ENTRY FOR LZ 16B/34B: 2,500' MSL

**Note:** DIAGRAM NOT TO SCALE

**Attachment 5**

**DYESS CLASS C SURFACE AREA AND TOWER AREAS**

**Figure A5.1. DYESS Class C Surface Area and Tower Areas.**

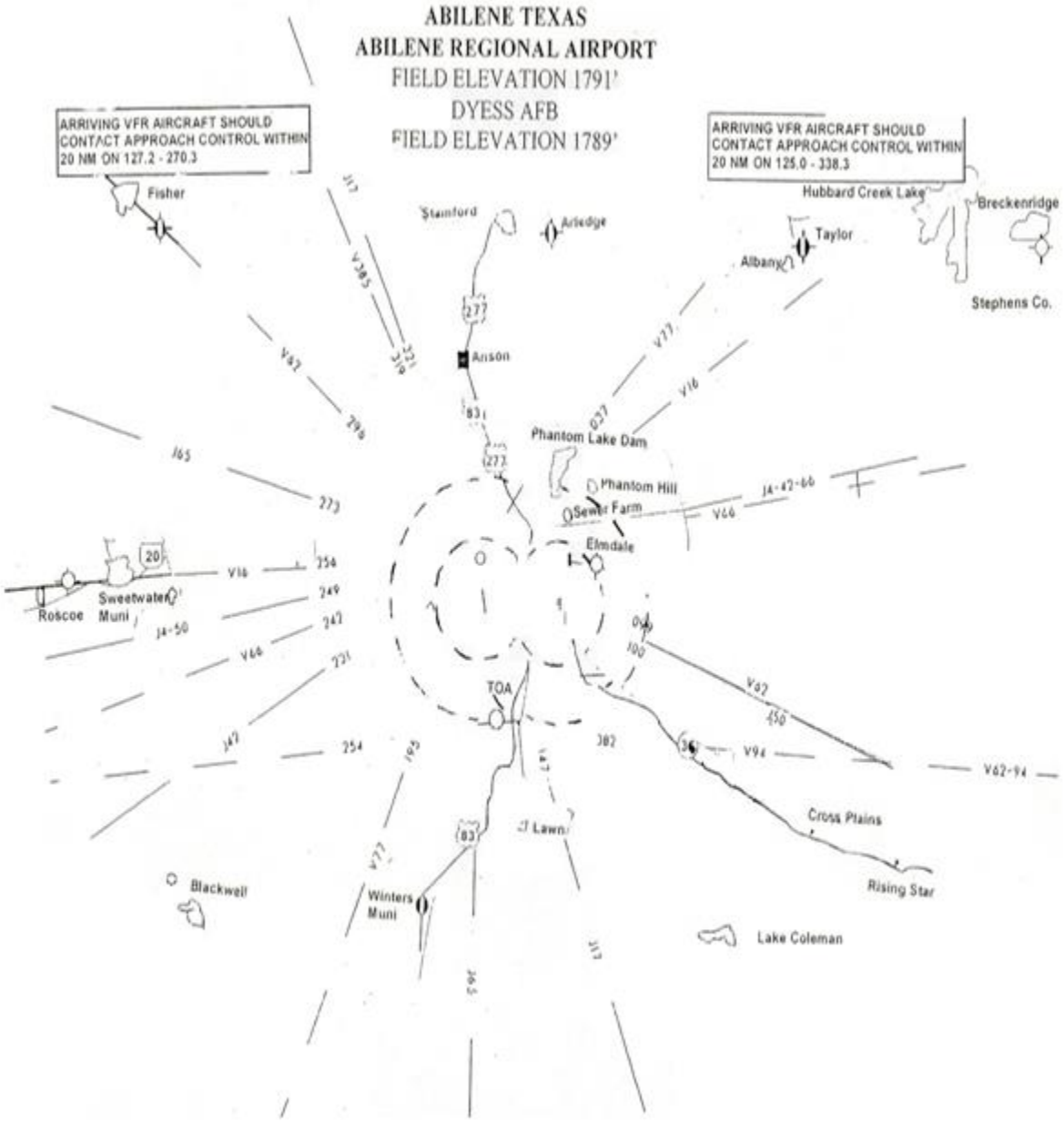



**DYESS CLASS "C" SURFACE AREA** – At or below 3500 ft MSL. May be used by Dyess Tower without coordination when Dyess Tower has control of the DYS Class "C" Surface Area.
**ALPHA** - At or below 3,000 ft MSL. May be used by Dyess Tower without coordination if Dyess Tower has assumed control of the DYS Class "C" Surface Area.
**BRAVO** - At or below 3,000 ft MSL. May be used by Dyess Tower without coordination if Dyess Tower has assumed control of the DYS Class "C" Surface Area.
**CHARLIE** - At or below 3,000 ft MSL. May be used by Dyess Tower after Dyess Tower has assumed control of the DYS Class "C" Surface Area and coordination has been accomplished with ABI Approach.
**DELTA** - At or below 3,000 ft MSL. May be used by Dyess Tower without coordination if Dyess Tower has assumed control of the DYS Class "C" Surface Area.
**Note:** DIAGRAM NOT TO SCALE

## Attachment 6

## ABILENE LOCAL FLYING AREA

**Figure A6.1. ABILENE Local Flying Area.**

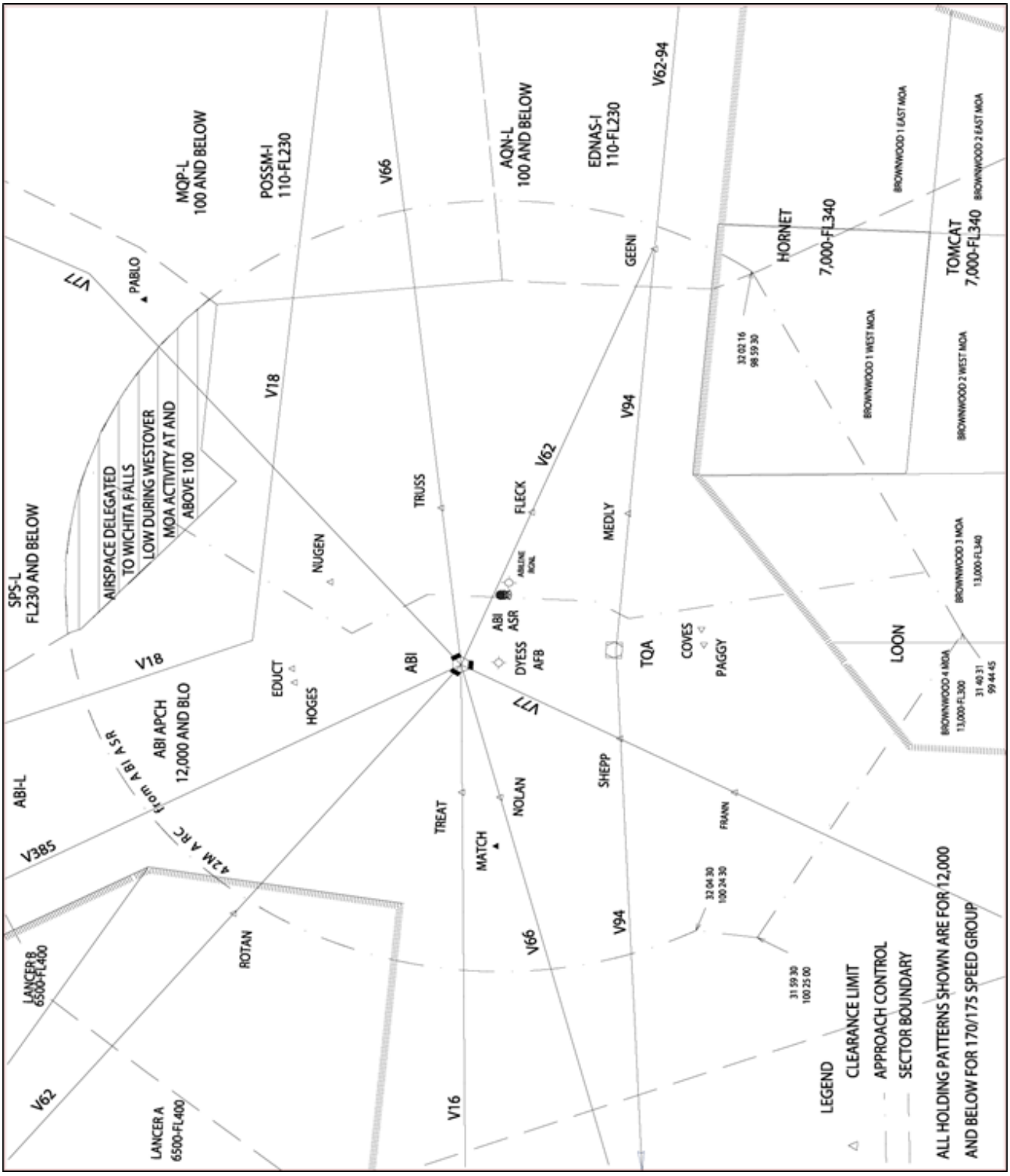



**Note:** DIAGRAM NOT TO SCALE

**Attachment 7**

**ABILENE APPROACH CONTROL AREA**

**Figure A7.1. ABILENE APPROACH CONTROL AREA.**




**Note:** DIAGRAM NOT TO SCALE

## Attachment 8

## C-130 VFR PATTERNS

**Figure A8.1. C-130 VFR Patterns.**

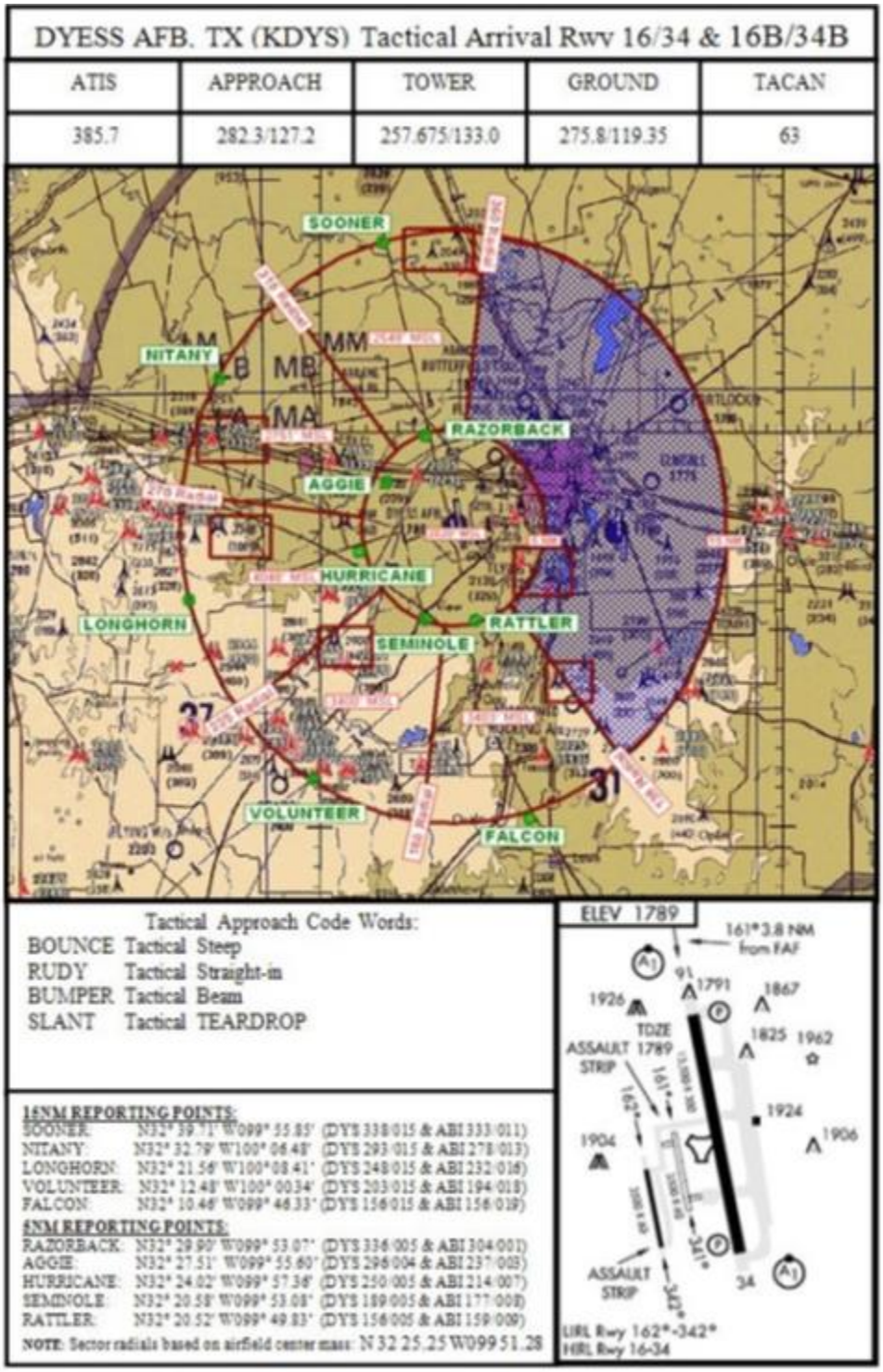
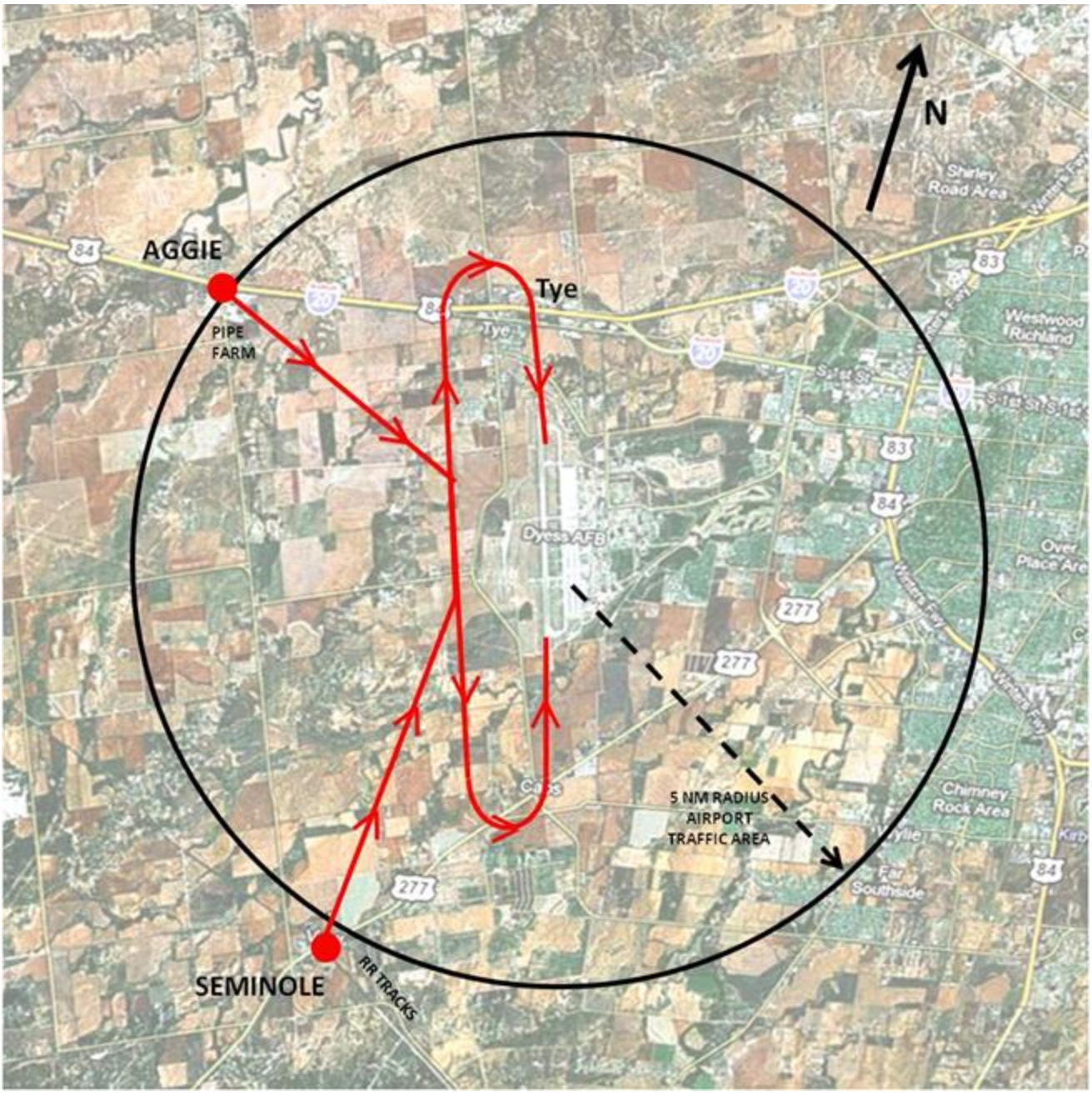


**Figure A8.2. C-130 MARRION DZ Ground Track.**

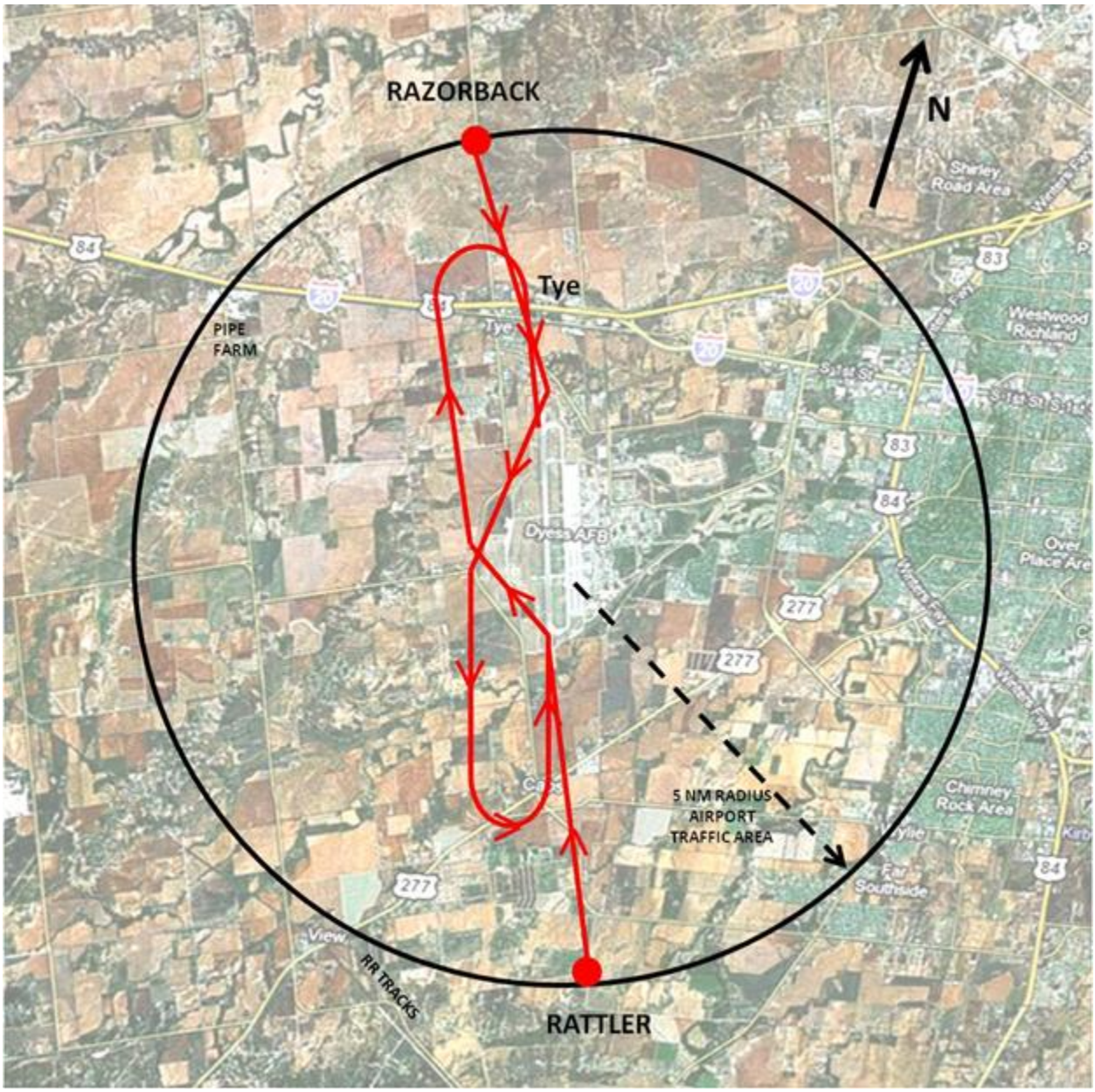

**Note:** DIAGRAM NOT TO SCALE

**Figure A8.3. C-130 Downwind Recovery.**



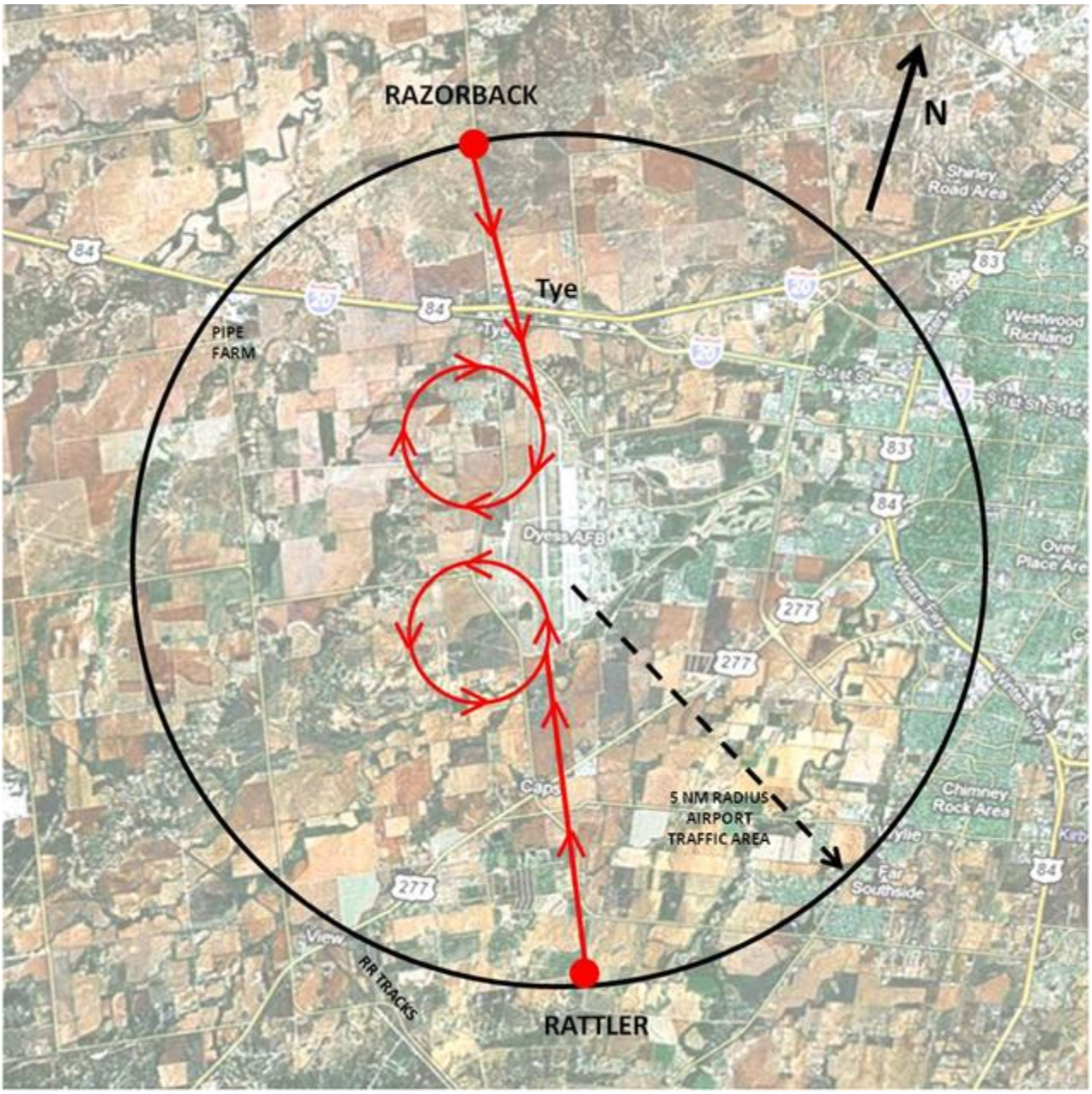

**Note:** DIAGRAM NOT TO SCALE

**Figure A8.4. C-130 Tactical Teardrop Pattern.**



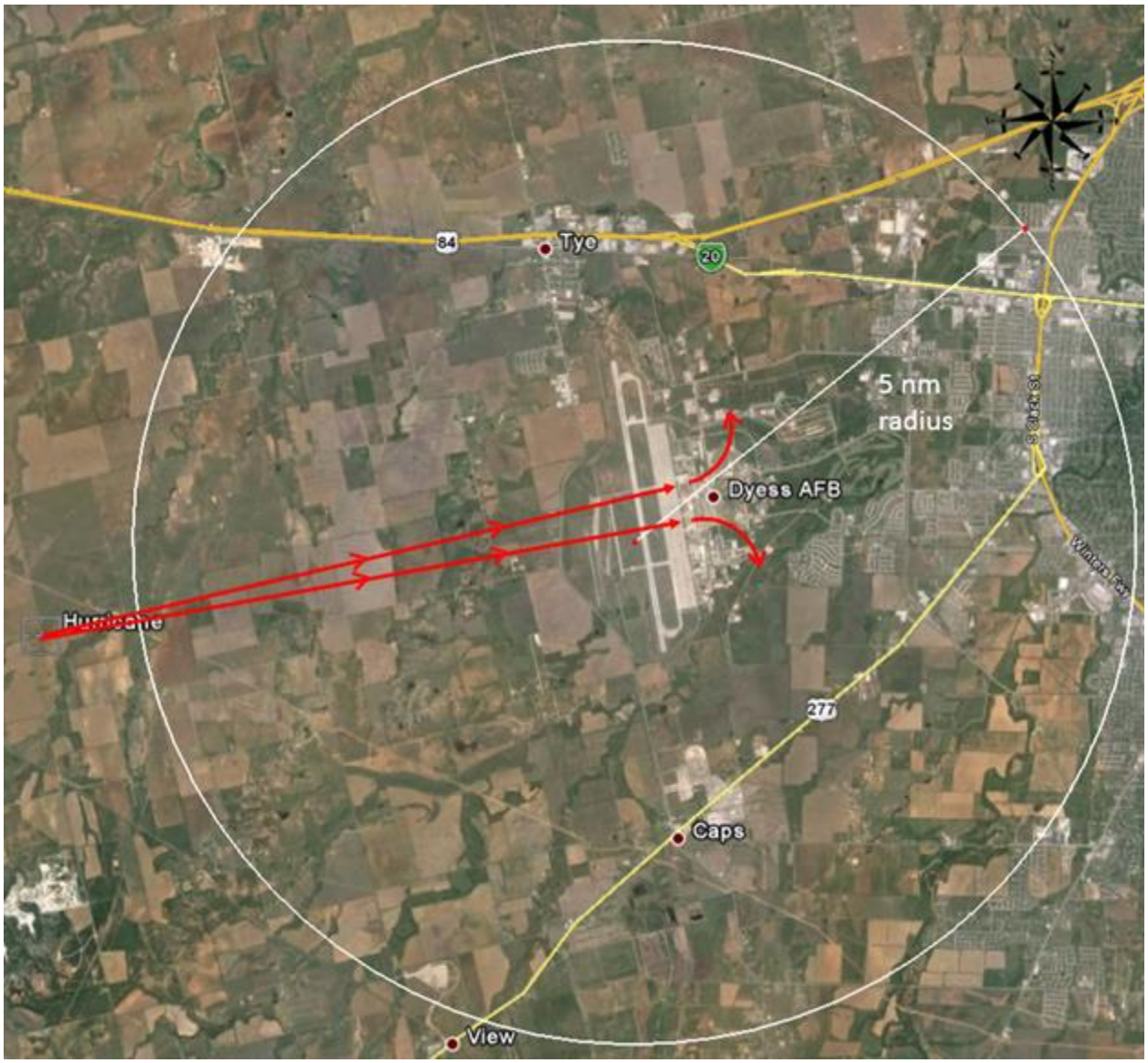

**Note:** DIAGRAM NOT TO SCALE

**Figure A8.5. C-130 Tactical Steep Pattern.**




**Note:** DIAGRAM NOT TO SCALE

**Figure A8.6. C-130 Tactical Abeam Approach.**



## Attachment 9

## UNCONTROLLED OPS SETUP CHECKLIST

**Table A9.1. Uncontrolled OPS Setup Checklist.**

| **UNCONTROLLED OPS SETUP CHECKLIST** | Date Initiated:_____ |
|---|---|

Agency: _____ Responsible ODO: _____ ODO Cell: _____
A/C Call Sign: _____ Number/Type of A/C: _____ Date/Time of Request Uncontrolled Ops: _____

**Unit POC Phone Listing**

| **Agency** | **DSN** | **DSN Fax** |
|---|---|---|
| Dyess CP | 461-1921 | 461-1268 |
| 40 AS Duty Desk | 461-4004 | 461-5436 |
| 39 AS Duty Desk | 467-4492 | 461-5947 |
| 317 OSS Current Ops | 461-3078 | 461-2822 |
| AMOPS | 461-2515 | 461-1255 |

**Required Coordination (May be accomplished via telephone)**

| **Agency** | **DSN** | **Name/Rank of Person Coordinated with** |
|---|---|---|
| CE/Airfield MX | 461-5151 | |
| CE/Exterior Electric | 461-5184 | |
| CS/Job Control | 461-4433 | |
| CE/FD (Crash) | 461-2486 | |
| Ambulance | 461-4000 | |
| 7 SFS | 461-2872 | |

**Note:** Uncontrolled ops must be coordinated/de-conflicted with the above agencies prior to receiving AMOPS Brief.

**AMOPS/ODO Brief (Must be in person)**

| | Initials | |
|---|---|---|
| | AMOPS | ODO |
| Airfield Status Briefing | | |
| Live load operations (if live load ops will cross Runway 16/34 or interfere with proposed UAO, the UAO will not occur) | | |
| ODO received latest NOTAM sheet | | |

**AOF/CC**

_____ _____ _____
Print Name Signature Date

**ODO**

_____ _____ _____
Print Name Signature Date

*This checklist will be signed and maintained by AMOPS for a period of 30 days following the completion of the applicable UAO.

## Attachment 10

## ODO TRAINING CHECKLIST

### Table A10.1. ODO Training Checklist.

| **ODO TRAINING CHECKLIST** | |
|---|---|
| 317th Current Operations shall develop a training program for ODOs. The training shall include, but is not limited to: | |
| Name of ODO_____ Unit_____ Date Training Started_____ | |
| 1. Airfield driver's training leading to airfield driver's license. | #_____ |
| 2. Airfield Inspection CBT. Certificate will be turned into AMOPS. | AMOPS Initials _____ |
| 3. Wildlife Hazard Management CBT. Certificate will be turned into AMOPS. | AMOPS Initials _____ |
| 4. Airfield Criteria CBT. Certificate will be turned into AMOPS. | AMOPS Initials _____ |
| 5. Training from AFM. To include:<br>a. Parking Plan (Weight Restrictions)<br>b. Airfield Checks.<br>c. Airfield Orientation with AMOPS personnel or qualified ODO. | Date Accomplished_____<br>Trainer's Initials _____ |
| 6. Briefing from the Fire Chief or Assistant. | Date Accomplished_____<br>FD Initials_____ |
| 7. Briefing from the Security Forces Operations NCOIC. | Date Accomplished_____<br>SFS Initials _____ |
| 8. Review of service applicable regulations. | ODO Initials _____ |
| 9. Possess a restricted area badge. | AMOPS Initials _____ |
| 10. Complete Checklist turned into AMOPS. | AMOPS Initials _____<br>ODO Initials _____ |
| 11. _____ has reviewed all guidelines and fulfilled all of the training requirements to perform the duties of the Operations Duty Officer for the 317 AG during periods of UAO.<br>_____<br>317 AG/CC or OSS/DO Signature | |

## Attachment 11

## ODO OPS CHECKLIST

**Table A11.1. ODO OPS Checklist.**

| **ODO OPS CHECKLIST** | Date Initiated: |
|---|---|
| INITIALS | ITEM |
| | 1. Complete the Uncontrolled Ops Setup Checklist NLT 1 duty day prior to scheduled UAO. |
| | 2. Be on duty one hour prior to UAO. See Para. 10.2.2.1. (**Note:** Alert missions will be handed IAW Para 10.2.12.) |
| | 3. Be familiar with each pilot's intentions and have copies of flight plans. |
| | 4. Contact Dyess CP (696-1921) to coordinate commencement of UAO prior to their unit's first aircraft engine start. |
| | 5. Perform an airfield check of taxi routes to be used, immediately prior to aircraft movement. |
| | 6. Accomplish an in-person briefing with each aircrew prior to launch. |
| | 7. Determine runway to use based on current and forecasted wind direction and coordinate with other ODOs. |
| | 8. Visually observe all takeoffs and landings. |
| | 9. In the event of an aircraft mishap or emergency, immediately notify FD then notify Dyess CP. After an emergency, ensure the runway and taxiways are clear of all debris, damage, and fluid spills. Coordinate with on-scene Commander. |
| | 10. Be accessible via LMR and provided contact numbers or risk suspension from UAO at the discretion of the 7 OG/CC. |
| | 11. Inform vehicle operators of arriving or departing aircraft. Inform any arriving/departing aircraft, on initial contact, of any known ground traffic. |
| | 12. Make LMR broadcast for UAO commencement, arriving/departing aircraft and UAO termination IAW Para. 10.2.9.4 |
| | 13. Report unauthorized aircraft/vehicles in the airfield environment to 7 SFS. |
| | 14. Report termination of operations to Dyess CP. |
| **Note:** This checklist does not preclude reading, understanding, and applying the entire instruction. | |

## Attachment 12

## LOP ANNUAL REVIEW SCHEDULE

**Table A12.1. LOP Annual Review Schedule.**

| Review In | Item for Review |
|---|---|
| Mar | Combat Departure and Arrival Procedures: Fort Worth ARTCC-ABI ATCT-7th BW-DYS ATCT |
| Mar | Flight Planning LOAs |
| Mar | Dyess Plan 91-212 / Bird Aircraft Strike Hazard Plan |
| Apr | Operations Letter between 7 OSS,7 CS & 7 CES for ATCALS and Dyess Tower Mission Critical Communication Systems |
| Apr | AISR and NOTAM Log-in for Altus AFB, IAW LOA |
| Apr | DAFB Instruction 13-213 / Airfield Driving Program |
| May | Airfield Lighting & Sweeping LOAs between 7 OSS/OSAA and 7 CES/CEOFE |
| May | DAFB Instruction 11-250 / Airfield Operations Instruction |
| Jun | DAFB Instruction 15-101 / Weather Support |
| Jun | Crash Grid Map |
| Jul | ATC Training instruction |
| Jul | Restoration Priorities; MET/NAV, ATCALS and Radio Equipment Outages |
| Aug | ABI ATCT-Dyess 7th BW LOA: Formation Visual Cutoff Procedures |
| Aug | FTWCC, ABI TRACON, and 7BW, DAFB, TX Stereo Flight Plan LOA |
| Sep | C-130 Training Operations, Tennyson Drop Zone: Fort Worth ARTCC-ABI ATCT-Midland ATCT-DYS ATCT-317th AG |
| Sep | Dyess Anti-hijacking/Prevention of Unauthorized Aircraft Movement OPLAN |
| Sep | Airfield Waivers |
| Oct | AOF OI 91-1 / Mishap OI |
| Oct | Dyess Snow and Ice Removal and Control Plan |
| Oct | Dyess OPLAN 91-1 / Mishap Response Plan |
| Nov | Procedures for Aerial Applicator (Crop Duster) Aircraft Operations w/in DYS Class C: DYS ATCT-ABI TRACON-Aerial Applicator Aircraft, Texas Boll Weevil Eradication Foundation |
| Nov | AMOI & Tower Operating Instruction 13-204 |
| Dec | Dyess OPLAN Installation Defense Plan |
| Dec | Airfield Parking Plan |