BY ORDER OF THE COMMANDER
INCIRLIK AIR BASE (USAFE)

INCIRLIK AIR BASE INSTRUCTION

13-204

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Nuclear, Space, Missile, or Command and Control Operations

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 13-2, Air Traffic Control, Airfield, Airspace and Range Management; Air Force Manual (AFMAN) 13-204, Volume 1, Management of Airfield Operations; AFMAN 13-204, Volume 2, Airfield Management; AFMAN 13-204, Volume 3, Air Traffic Control; AFMAN 13-204, Volume 4, Radar, Airfield, and Weather Systems; Department of the Air Force Instruction (DAFI) 13-213, Airfield Driving; and applicable Major Command supplements. This instruction combines various directives which affect the entire Air Traffic Control (ATC) system at Incirlik Air Base, into one document common to all users and service agencies. The procedures and instructions are directive for all assigned base and partner units and aircrews. However, they are not intended to supplant good judgment in the interest of flight safety. Deviations are authorized only when directed ATC, Airfield Management Operations (AMOPS), or in emergency situations where adherence would jeopardize safe aircraft operations. This publication applies to all Department of Defense (DoD) components including the Air Force Reserve and Air National Guard, assigned to the 39th Air Base Wing (39 ABW), and operating out of Incirlik Air Base. This publication may not be supplemented. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR), 39th Operations Support Squadron Airfield Operations Flight (39 OSS/OSA), using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate chain of command. Submit requests for waivers through the chain of command to the 39 OSS/OSA. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction (AFI) 33-322, *Records Management and*

Information Governance, and disposed of in accordance with the Air Force Records Information Management System Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Major changes to the instruction include, but are not limited to: reference updates, chapter organization changes, addition of scope and administration, additions to airfield lighting systems, airfield parking plan, towing procedures, and engine run procedures, and updates to ATC radio frequencies, Airfield Operations Board information, local flying procedures and information, helicopter flying areas and procedures, emergency response procedures, sweeper priorities, and airfield maintenance procedures.

Chapter 1

GENERAL INFORMATION

1.1. Scope. The procedures and situations in this instruction are designed to promote safe and efficient airfield operations and flying activities within Incirlik's delegated airspace. Commanders of assigned, tenant, and deployed units under the operational control of the 39 ABW will ensure that their personnel comply with this publication.

1.2. Administration. Operations on the airfield not addressed in this instruction shall be coordinated through 39 OSS/OSA for proper coordination/approval. All procedural changes affecting airfield operations and ATC must be forwarded to HQ USAFE-AFAFRICA/A3AA for review and approval before implementation in accordance with (IAW) AFMAN 13-204v1.

1.3. Senior Airfield Authority (SAA). Per the Defense and Economic Cooperation Agreement, the US Forces Commander as authorized by the Turkish Air Force (TurAF) Commander is responsible for operational control of Incirlik Air Base airfield and airspace. The 10th Tanker Base Commander is the SAA for Incirlik. The SAA for American forces and operations at Incirlik Air Base is the 39 ABW Vice Commander (CV). The 39 OSS carries out responsibilities of the SAA. Many operations require TurAF coordination and approval.

1.4. Airfield Coordination Requirements. Airfield activities (i.e., air shows, aerial demonstrations, exercises, deployments, crane operations, construction projects, etc.) must be coordinated through 39 OSS/OSA in advance to ensure proper notification and coordination with host nation, flying units and other organizations on the airfield.

1.4.1. Exercises. All exercises or inspections involving Airfield Operations (AO) personnel and/or facilities must be coordinated through the Airfield Operations Flight Commander (AOF/CC) at least 7 days in advance.

1.4.1.1. ATC Tower and Radar Approach Control (RAPCON) Watch Supervisors have the authority to determine the extent of facility participation once an exercise begins. Watch Supervisors may terminate their facility's participation if safety of flight will be jeopardized. Under such instances, the Watch Supervisor will immediately notify 39 ABW Command Post (CP) and the appropriate ATC staff members.

1.4.1.2. Any agency (CP, TA, Fire Department, 39th Security Forces Squadron (39 SFS), Wing Safety [39 ABW/SE], etc.) that identifies a need to terminate an exercise due to a real-world contingency (emergency, safety hazard, etc.) shall immediately notify ATC Tower. ATC Tower will broadcast the following message over the Primary Crash Alarm System (PCAS) and all appropriate frequencies: "This is Tower, LIFESAVER, LIFESAVER, LIFESAVER (reason and approving authority)." ATC Tower will notify RAPCON who will, in turn, advise airborne aircraft. NOTE: During local exercises, the lifesaver call should be substituted with "TERMINATE, TERMINATE, TERMINATE."

1.4.2. Crane Operations. AMOPS must be notified at least 5 work days in advance of any crane operation on Incirlik Air Base to ensure adequate TERPS review and that flying operations are not impacted. Sponsoring organizations, construction program managers and/or contractors must provide the crane location in latitude/longitude using the World Geodetic System 1984 (WGS84) datum, elevation of the ground at the crane location in Mean Sea Level (MSL), maximum height capability of the crane, date and time the crane will be operating. All

cranes must be obstruction marked/flagged for daytime operations and obstruction lighted for nighttime operations. Failure to coordinate may result in suspension of operations until approved for flying safety.

1.4.3. Airfield Construction. All construction projects, including airfield repair and maintenance, and special activities that may impact airfield operations, must be coordinated and approved by the Airfield Manager (AFM). Coordination must continue during construction and upon completion. Compliance with Unified Facilities Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design, Appendix B Section 14 and USAFE-AFAFRICA Instruction 32-1007, Airfield and Heliport Planning and Design is required.

1.4.3.1. Units managing airfield construction or maintenance projects will supply all details to AMOPS for coordination. Managing agencies shall coordinate as far in advance as practical before the project start date. AMOPS will monitor and track the status of approved projects to include: project start date, description of work to be performed, location of workers and equipment, projected completion date, name of agencies or individuals with which coordination was accomplished, and any other pertinent details relative to mission effectiveness and flying or ground safety

1.4.3.2. Construction Meetings. The AFM and 39 ABW/SE will be invited to all airfield design, pre-construction, job progress, pre-beneficial occupancy date, project acceptance, and final walkthrough meeting.

1.4.3.3. Contractors entering the airfield environment must check-in with AMOPS via telephone (DSN 676-6156) or physically visit building 526. A supplemental check-in is required when departing the airfield for recess or close of business. Escorts or project managers assigned to contractors shall accomplish this on their behalf.

1.4.3.4. 39 Civil Engineer Squadron (39 CES), in regard to Pavement Repairs/Airfield Projects, will:

1.4.3.4.1. Prioritize with the AFM for all pavement repair/replacement and required maintenance and notify the AFM of all airfield maintenance activities that impact airfield operations.

1.4.3.4.2. Notify the AFM of all design, pre-construction, and construction meetings from pre-design through project acceptance to include facility planning board meetings that concern airfield facilities, operations and construction.

1.4.3.4.3. Supply AMOPS with the current Airfield Pavement Structural Evaluation, Runway Friction Characteristics Evaluation, Aircraft Arresting System Certification, Airfield Pavement Condition Index Survey, prior/current year permanent and permissible waivers, temporary airfield construction waivers to include completed, current, and projected airfield construction project listing, the 39 ABW Facility Utilization Board/Facility Working Group Prioritized Funded/Unfunded Priority/Cost Listing, and the current Incirlik Geodetic Survey Data Report.

1.4.3.4.4. Maintain and budget/schedule for runway rubber removal and airfield painting (Rubber removal is recommended to be complete at 18-24 months unless mission changes).

1.4.3.4.5. Ensure construction areas are marked for day and night operations IAW UFC 3-535-01, Visual Air Navigation Facilities, UFC 3-260-04, Airfield and Heliport Marking, and UFC 3-260-01.

1.4.3.4.6. Coordinate and process airfield waivers, risk mitigation controls (AF Form 4437, *Deliberate Risk Assessment*), and construction phasing plans IAW USAFE-AFAFRICA Instruction 32-1007.

1.4.3.5. AMOPS, in regard to Pavement Repairs/Airfield Projects, will:

1.4.3.5.1. Coordinate all airfield construction projects with the TurAF.

1.4.3.5.2. Attend pre-construction meetings that affect airfield operations and participate in the project from planning phase through completion.

1.4.3.5.3. Brief contractors on minimum safety guidelines during airfield pre-construction meetings, prior to the start of any construction projects on the airfield.

1.4.3.5.4. Ensure escort maintains positive control of all contractors working on or near the airfield, that impact airfield operations.

1.4.3.5.5. Participate in final inspection of construction projects prior to accepting project completion.

1.5. Quiet Hours for Special Events. Requests for quiet hours for ceremonies such as Change of Commands or DV briefings require a Kindly Submitted Letter (KSL) to be submitted to be coordinated through the 39 OSS Director of Operations (DO) to the 39 ABW for signature and submission to TurAF for approval.

1.5.1. Quiet hours include take-offs, landings and overflights but does not exempt emergency aircraft handling, TurAF scramble missions, and EARS ATO sorties.

1.5.2. Once the request has been approved by TurAF, AMOPS will initiate NOTAM procedures.

1.6. Airfield Photography and Videography. Airfield photography and videography are prohibited unless pre-coordinated and approved by the 39 ABW Public Affairs office (39 ABW/PA) at 676-6060. 39 ABW/PA will coordinate requests for photography and videography with the host nation.

Chapter 2

INCIRLIK AIRFIELD INFORMATION

2.1. Airfield Operations Facilities and Hours of Operation.

2.1.1. The AOF/CC provides functional oversight to airfield operations personnel and facilities including ATC, AMOPS, and RAWS. The AOF/CC also serves as a liaison to flying units across all service components, base support agencies, the host nation, adjacent military/civil ATC facilities, International Civil Aviation Organization (ICAO), and the Federal Aviation Administration (FAA).

2.1.2. AMOPS operates twenty-four hours a day and seven days a week to support mission requirements. AMOPS is responsible for coordinating and managing airfield activities. Section responsibilities include construction management, inspections, evaluations, discrepancy tracking, wildlife hazard interventions/reporting, flight planning, arrival/departure tracking, transient aircraft coordination, emergency notification, and response actions.

2.1.3. ATC Tower operates twenty-four hours a day and seven days a week to support mission requirements. It is jointly staffed by United States Air Force (USAF) and TurAF Personnel. ATC Tower provides standard VFR operations within 5 nautical miles (NM) of Incirlik Air Base from the surface up to, but not including 3,300 ft. MSL. USAF ATC only controls United States aircraft. All other aircraft are controlled by TurAF ATC.

2.1.4. ATC RAPCON operates twenty-four hours a day and seven days a week to support mission requirements. It is also jointly staffed by USAF and TurAF Personnel. ATC RAPCON provides ATC services for aircraft within 50 NM of Incirlik (excluding Incirlik ATC Tower and Adana ATC Tower airspace), from 1,000 ft. Above Ground Level (AGL) up to and including Flight Level (FL) 280. USAF ATC only controls United States aircraft. All other aircraft are controlled by TurAF ATC. NOTE: Non-radar services will be IAW ICAO and FAA procedures and are provided jointly by TurAF and USAF RAPCON controllers when the Digital Airport Surveillance Radar is not operational. Procedures are based on current traffic, conditions, weather, etc. Therefore, it will be up to the RAPCON controllers in position to safely separate aircraft IAW with ICAO Doc 4444, Air Traffic Management, and FAA JO 7110.65, Air Traffic Control.

2.1.5. RAWS office hours are from 0730-1630L, and the work center provides 24/7 on-call support for after-hours maintenance requirements. RAWS personnel maintain the digital Airport Surveillance Radar, Standard Terminal Automation Replacement System, Tactical Air Navigation (TACAN), Digital Audio Legal Recorders, Enhanced Terminal Voice Switches, Instrument Landing Systems (ILSs), ground-to-air radios, and weather equipment.

2.2. Airfield Environment. The airfield is defined as all runways, overruns, taxiways, ramps, grassy infield/outfields, aircraft parking areas, access roads, hangars, and associated maintenance and servicing areas where aircraft may be encountered. See **Attachment 2** for the Airfield Diagram depicting runway/taxiway designations, field elevation/gradient, and depiction of critical areas, intersection departure distances, and instrument hold lines.

2.2.1. Incirlik Air Base (airport identifier LTAG) is located at N37 00.13 E35 25.5 with a field elevation of 232 ft. MSL.

2.2.2. Runway. Runway 05/23 is 10,000 ft. long x 148 ft. wide. It is made of a grooved concrete surface and has non-standard overruns for both Runway 05 and Runway 23. The Runway 05 overrun is 540 ft. long, and the Runway 23 overrun is 484 ft. long.

2.2.2.1. Non-standard LZ markings exists on Runway 05/23 and are used by the TurAF.

2.2.3. Taxiways. Taxiways Alpha, Bravo, Charlie, Delta, Echo, November, and Sierra are 75 ft. wide equipped with 50 ft.-wide paved shoulders.

2.2.3.1. Hotel and India Loop Taxiway are 39 ft. wide. Golf Loop is 75 ft. Wide. The loops are restricted to aircraft with wingspans less than 110 ft.

2.2.4. There are six parking ramps (Alpha, Bravo, Charlie, Delta, Echo, and Foxtrot). USAF has operational control of Alpha ramp, Echo ramp, Foxtrot ramp, and Bravo ramp spots one through six. TurAF has operational control of Charlie ramp, Delta ramp, and Bravo ramp spots seven through nine.

2.2.5. Airfield construction may vary in different locations within the airfield and is continuous. Taxiways, ramps, parking spots and lanes may become unusable on a case-by-case basis due to construction. Aircrew and other parties may search the FLIPs and NOTAMs for more detailed information.

2.3. Runway Selection Procedures. Runway 23 is designated as the calm wind runway. The calm wind runway will be used to the maximum extent possible when the wind is less than or equal to 5 knots. USAF and TurAF ATC Tower Watch Supervisors or Senior Controllers are equally responsible for selecting the runway in use. However, due to the Defense and Economic Cooperation Agreement, TurAF is the final decision authority.

2.3.1. Runway 05 is designated as the primary instrument runway.

2.3.2. Prior to starting runway change procedures, ATC Tower will notify RAPCON, AMOPS, Barrier Maintenance and Fire Department.

2.3.3. AMOPS is responsible for relaying runway change information to other base agencies, including Transient Alert (TA), 39 SFS, and CP.

2.3.4. The ATC Tower will notify RAPCON, AMOPS, and Weather upon completion of the runway change.

2.4. Visual and Radio Blind Spots. Visual blind spots of the airfield include: Delta Ramp, Golf Loop, portions of Hotel and India Loops, and the Victor Alert Area.

2.4.1. ATC Tower personnel are unable to see and separate ground aircraft or vehicle operations in the aforementioned areas. All personnel should exercise extreme caution when operating in these areas.

2.4.2. Radio Blind Spots exist within hardstands eight and nine and are intermittent.

2.4.3. Contact ATC Tower to report any new radio blind spots.

2.5. Incirlik Air Base Frequencies. Local frequencies are listed in **Attachment 9**.

2.6. Controlled Movement Area (CMA). The CMA includes Runway 05/23, the overruns, Victor Loop, and all paved and unpaved areas within 560 feet of the edge of the runway, and within 1000 ft. from the runway ends. Exception: On Taxiways Alpha North and Echo North, and around

the runway ends, the CMA begins laterally 260ft from the runway edge. All CMA boundaries are marked by white, non-standard, CMA hold lines with the word STOP embedded in red paint. When instrument conditions are in effect, the CMA expands from Taxiway Alpha South onto Taxiway Sierra only, with yellow and black instrument hold lines identifying the holding position for aircraft, vehicles, and pedestrians. See **Attachment 2**.

2.6.1. ATC Tower approval is required for entry into the CMA, and direct two-way radio communication must be maintained at all times. The ATC Tower must be notified when exiting the CMA. Personnel and vehicles within the CMA must continuously monitor the Ramp Net in the event of unforeseen circumstances. If two-way radio communication is lost, personnel and vehicles shall exit the CMA immediately. The ATC Tower may use light gun signals or flash the airfield lights as a way to notify personnel within the CMA to exit the CMA.

2.6.2. All airfield preventative maintenance conducted inside or outside of the CMA must be coordinated and approved by AMOPS in advance (see **paragraph 1.4.3.3**). This does not substitute the requirement to meet ATC requirements described **para 2.6.1** AMOPS will respond, if able, to CMA incidents and aid in recalling personnel from the CMA. Additional CMA and airfield driving procedures are outlined in DAFI 13-213 Incirlik Air Base Supplement, Airfield Driving.

2.6.3. ATC Tower is not responsible for vehicles operating outside the CMA. However, Taxiways November and Sierra are aircraft movement areas, thus ATC Tower assumes responsibilities for de-conflicting taxiing aircraft. Aircraft must have ATC Tower's permission to taxi onto November or Sierra. Additionally, ATC Tower will de-conflict aircraft inbound and outbound to the Loops.

2.6.4. Victor Loop is under the operational control of TurAF. It contains TurAF alert facilities and is considered a CMA. Anyone requesting entry must coordinate authorization through the USAF ATC Tower. In turn, USAF ATC will coordinate request permission from TurAF ATC.

2.6.5. Golf, Hotel, and India Loops are considered a Non-Controlled Movement Areas and is the responsibility of the pilot in command and 39 MXS to de-conflict aircraft.

2.7. Aircraft Parking Plan and Restricted Areas. Aircraft parking at Incirlik Air Base will be assigned by mutual agreement of the 39 OSS/CC and the TurAF Operations Group Commander. Subject to their further direction and guidance, USAF has operational control of Alpha Ramp, Echo Ramp, Foxtrot Ramp, and Bravo Ramp spots one through six, as well as Hardstands seven through sixteen and twenty. TurAF has operational control of Victor Loop, Charlie Ramp, Delta Ramp and Bravo Ramp spots seven through nine.

2.7.1. AMOPS is the airfield parking authority and is the focal point for all short/long-term aircraft parking plans including DVs, contingencies, exercises, static displays, air shows and other special airfield projects. AMOPS will assist in the development of areas designated for loading, unloading, arming and de-arming of aircraft with hazardous cargo or live armament.

2.7.2. Contact AMOPS for detailed wingspan and weight restrictions. Non-standard parking must be approved by the AFM. Ramp parking is as follows:

2.7.2.1. Alpha Ramp can accommodate up to two C-5 aircraft under normal operations and can surge to three with an approved waiver. If parking C-5 on A1 and A5, then A3 may be restricted to C-17 or smaller. A2 and A4 may become unusable. NOTE: When a

C-5 or B-747/B-777 is parked on Alpha Ramp, only C-17 and smaller aircraft (wingspan ≤ 170ft) are allowed to be towed or taxi on taxiway Sierra adjacent to Alpha Ramp unless an approved waiver is on file.

2.7.2.2. Bravo Ramp can accommodate up to eight C-17 aircraft or nine KC-135s. A parked C-17 on B7 will block an accessible taxi route to B9 due to aircraft length so sequential parking considerations are required. NOTE: Bravo Spots 7-9 will require AMOPS coordination with TurAF for approval.

2.7.2.3. Golf, Hotel, and India Loop protective aircraft shelters (PAS) are suitable for aircraft with wingspans ≤ 35ft.

2.7.2.4. Echo Ramp can accommodate 4 KC-135 aircraft when aircraft are towed to parking with wing walkers and depart the ramp with aircraft marshallers. NOTE: a KC-135 may be parked on the throat with approval from the AFM.

2.7.2.5. Foxtrot Ramp can accommodate 4 KC-135 aircraft when aircraft are towed to parking with wing walkers and depart the ramp with aircraft marshallers. NOTE: a KC-135 may be parked on the throat with approval from the AFM.

2.7.2.6. Hardstand ten, eleven, and thirteen will be limited to KC-135 or smaller aircraft due to inadequate wingtip or tail clearance and/or permissible deviation requirements. Two KC-135s can park on hardstands seven, ten through twelve, fourteen, and fifteen but will require wing-walkers due to the reduced wingtip clearance.

2.7.3. Alpha, Bravo, Charlie, Delta, Echo, and Foxtrot Ramps, and Golf, Hotel, India, and Victor Loops are restricted areas. Personnel must have authorization to use these areas and enter though the entry control points where applicable. Personnel shall have a restricted area badge displayed on their person at all times while within the restricted areas. NOTE: Deployed personnel are not issued Incirlik Air Base restricted area badges but are required to meet other restricted access requirements.

2.8. Permanently Closed and Unusable Portions of the Airfield.

2.8.1. Hardstand 21 is permanently closed.

2.8.2. Unusable portions of the airfield vary and may be caused by the following:

2.8.2.1. Construction

2.8.2.2. Surety Operations

2.8.2.3. Host Nation requirements

2.9. Airfield Lighting Systems. 39 CES Airfield Lighting is the primary agency that inspects and reports airfield lighting reliability/outages. AMOPS monitors the status and serviceability of the airfield lighting system. The ATC Tower controls systems via the airfield lighting panel.

2.9.1. 39 CES Airfield Lighting will inspect/report airfield lighting systems' reliability, outages, and corrective actions to AMOPS daily.

2.9.2. Runway and Approach Lighting Systems.

2.9.2.1. Runways 05 has sequenced flashing lights.

2.9.2.2. Runway 05 and 23 have High Intensity Runway Lights, Runway End Identifier Lights, North Atlantic Treaty Organization (NATO) standard approach lights, and Precision Approach Path Indicators.

2.9.2.3. Runway 05 and 23 have a non-standard configuration with runway edge lights being located 12 feet from the usable runway surface and have infrared lights installed.

2.9.3. Taxiway lighting. All taxiways are equipped with edge lights located within 10 ft. from the edge.

2.9.4. The ATC Tower will operate airfield lighting systems IAW ICAO Doc 4444 unless otherwise requested by the pilot.

2.9.5. Minimums for Inoperative Runway Approach Lighting. Lighting outages will be managed IAW standards of tolerance in AFMAN 13-204v2, AFFSA Message 19-08, and ICAO guidance. Outages of any airfield lighting system, or a portion of any system, must be promptly reported to AMOPS for a determination of system degradation.

2.9.6. AMOPS shall conduct at least one airfield lighting inspection daily IAW AFMAN 13-204v2. AMOPS shall immediately notify the ATC Tower if any airfield lighting systems are out of service, and when they are returned to service.

2.10. Aircraft Arresting Systems (AAS).

2.10.1. Bi-directional Barrier Arresting Kit (BAK-12) aircraft arresting systems are located 1,520 ft. from the departure end of Runway 05 (Barrier 1) and 1,520 ft. from the departure end of Runway 23 (Barrier 2). Both cables are equipped with 8-point tie-downs.

2.10.2. E-5 Unidirectional arresting systems are located in the overruns at 35ft. preceding the approach end of Runway 05 and 36ft preceding the approach end of Runway 23.

2.10.3. Normal AAS Configuration. The runway departure end BAK-12 cable will be in the raised position, and the approach end cable will be disconnected and removed from the runway unless requested in advance. Both E-5 overrun barriers will be continuously raised.

2.10.3.1. The minimum time to configure the barriers for an approach-end engagement is 20-30 minutes.

2.10.3.2. When practical, aircraft must advise ATC of all intended barrier engagements to include the specific barrier desired.

2.10.4. The ATC Tower will notify all aircraft when AAS configuration is other than described in **para 2.10.3** This requirement is met for aircraft when this information is included in the ATIS broadcast, and the aircraft reports the current ATIS code.

2.10.5. Barrier Maintenance (39 CES/CECMP) personnel are available 24 hours per day. Barrier Maintenance and AMOPS shall follow procedures in the Aircraft Arresting System Operations LOP between the 39 OSS and 39 CES.

2.10.5.1. Barrier Maintenance will:

2.10.5.1.1. Inspect all arresting systems daily.

2.10.5.1.2. Inspect arresting systems after each engagement and on request from ATC Tower and AMOPS

2.10.5.1.3. Notify AMOPS and ATC Tower of equipment status (in/out of service) after each inspection.

2.10.6. The ATC Tower will notify AMOPS when runway operations are suspended due to barrier maintenance. Runway operations shall remain suspended until AMOPS has completed a post-barrier-change check.

2.10.7. The normal sequence for arresting cable reconfiguration is:

2.10.7.1. Installation of departure end BAK-12 for the new runway in use.

2.10.7.2. Removal of BAK-12 from approach end of the new runway in use.

2.11. Transient Alert (TA) Services. TA is available 24 hours a day, 7 days a week. Available services may be found in the Enroute Supplement which is available at AMOPS. TA responsibilities include:

2.11.1. Prepare to park aircraft IAW the AMOPS daily PPR parking location log or as coordinated with AMOPS.

2.11.2. Coordinate with AMOPS for special aircraft and DV parking plans or requirements.

2.11.3. Advise AMOPS when known or foreseeable parking plan conflicts arise.

2.11.4. Provide follow-me service to all transient aircraft to and from the runway.

2.11.5. Marshal all transient aircraft into designated parking spots and ensure wing, tail, nose, landing gear, and fuselage clearance criteria, and account for “gear, wing, and tail growth”, as specified by USAFE-AFAFRICA Instruction 32-1007.

2.11.6. Post wing-walkers and/or aircraft spotters, as necessary, to ensure aircraft safety clearances or to ensure safety when required clearances cannot be met. Notify AMOPS when the prescribed clearances cannot be met.

2.11.7. Ensure sufficient clearances for refueling, cargo loading, cargo unloading, aircraft engines, and aircraft taxiing.

2.11.8. Coordinate transient aircraft fuel and servicing requirements with appropriate refueling and servicing support agencies.

2.11.9. Notify AMOPS of known aircraft maintenance or servicing issues that may result in departure delays.

2.11.10. Notify AMOPS whenever a potentially unsafe mobile/fixed obstruction or pavement issue may preclude safe aircraft parking.

2.11.11. Coordinate the removal of fire bottles and other aircraft equipment when no longer needed or as requested by AMOPS.

2.12. Aircraft Towing Procedures.

2.12.1. Aircraft tow operators and tow supervisors shall maintain current airfield driver certifications.

2.12.2. All taxiing/towing aircraft must maintain obtain permission from ATC Ground Control before towing. Wide body aircraft with wingspans equal to or greater than a B-747

(e.g. C-5, A-380, AN-124) should avoid using outboard engines for thrust to the maximum extent possible to minimize Foreign Object Debris (FOD).

2.12.3. All tow operators will coordinate tows and follow established procedures. For deployed units, tow operators will coordinate with their deployed Maintenance Operations Center (MOC).

2.12.4. 728th Air Mobility Squadron (728 AMS) MOC is responsible for Air Mobility Command (AMC) C-5 and C-17 aircraft. Towing of AMC commercial contract aircraft will be coordinated with the contractor liaison.

2.12.5. TA will support all other tow operations within the limits of their qualifications with a tow driver and wing walkers, if available; the brake rider and tow super responsibilities reside with the aircrew and flying crew chief/maintenance recovery team.

2.12.6. In the event an aircraft is damaged or disabled, the IC will coordinate with TA or deployed Crash, Damaged, Disabled Aircraft Recovery personnel on aircraft removal from the runway.

2.12.7. 39 MXS will tow C-130, C-12, and C-21 aircraft if a tow bar and additional personnel are provided by the aircrew to perform those functions. 39 MXS personnel are not tow super or brake rider qualified on the C-130, C-12 or C-21.

2.12.8. The appropriate MOC will coordinate all tow operations with AMOPS. Information will include: type aircraft, parking location, destination and tail number.

2.12.9. AMOPS will pass aircraft information to the ATC Tower.

2.12.10. Tow operators will coordinate and obtain tow approval from ATC Tower by establishing direct radio contact with ATC Tower via Ramp Net prior to moving the aircraft. NOTE: Final authority to postpone or discontinue towing operations rests with ATC Tower based on aircraft ground movements, coordination, anti- theft/hijack procedures, or safety.

2.12.11. Tow operators will re-state call-sign, type aircraft and tail number, tow route, and destination. Also, they will maintain radio contact with ATC Tower on the Ramp Net or Ground Control frequency throughout the operation.

2.13. Ground Support Equipment. Mobile ground support equipment may be located near aprons, but must be positioned no closer than 115ft from the apron edge or within a designated site approved by AMOPS for equipment storage.

2.13.1. Mobile ground support equipment used to actively service aircraft may be placed on aprons three hours prior to an aircraft arrival or three hours after an aircraft departure. This equipment must not impede on wingtip clearances for other aircraft not being serviced or nearby taxi routes.

2.13.2. Aerospace ground equipment, electrical carts, forklifts, tow bar trailers, fire extinguisher carts, material-handling equipment, flight line maintenance stands, stair trucks, and portable floodlights actively servicing aircraft may temporarily impede on safety clearances of non-serviced aircraft when under supervision of support personnel.

2.14. Engine Test and Run-Up Procedures. Accomplish aircraft engine runs IAW the following procedures and applicable aircraft technical orders (T.Os).

2.14.1. The engine run supervisor is responsible to ensure jet blast and prop wash do not adversely affect other aircraft, personnel, equipment, or airfield structures. The engine run operator must also make sure they are clear and safe to run aircraft engines.

2.14.2. If an aircraft cannot safely be run in its current parking spot, the engine run supervisor will request permission to tow to a new location that affords safe operation.

2.14.3. Idle engine runs are allowed 24 hours a day, except during special events requiring quiet hours. Above idle engine runs are permitted at the following times:

2.14.3.1. North side of airfield: 0600-2200L.

2.14.3.2. South side of airfield: 0800-2000L.

2.14.3.3. Engine runs outside of these times require 10th Tanker Base Commander approval.

2.14.4. All aircraft shall be parked in designated parking spots with nose tires on marked blocks, with the exception of Echo and Foxtrot ramps which do not have marked blocks.

2.14.5. Refer to **Table 2.2** for approved engine run locations by Mission Design Series.

2.14.6. All engine run requests will be coordinated through 728 AMS/MOC and AMOPS.

2.14.7. TA will coordinate Transient aircraft engine run requests (other than USAF C-5, C-17, and deployed KC-135) with AMOPS and 39 SFS for clearance.

2.14.8. All engine runs during quiet hours must be coordinated through 728 AMS/MOC, 39 MXS, and AMOPS. AMOPS will coordinate with AOF/CC or designated representative for TurAF approval. Upon receiving engine run approval, AMOPS will notify the user, ATC Tower, and 39 SFS. Above idle engine run requests during quiet hours must meet the following criteria prior to being considered:

2.14.8.1. Aircraft is on the flying schedule.

2.14.8.2. No spare aircraft available.

2.14.8.3. Projected inclement weather or unfavorable winds preventing engine operations during the normal ops period.

2.14.8.4. Manpower constraints during the scheduled launch/recovery window.

2.14.8.5. Nature of engine run; troubleshooting vs. operational checks following maintenance (i.e. troubleshooting to expedite repair/requisition parts vs. operation checks for repairs highly likely to correct Non-Mission Capable (NMC) condition based on past experience).

2.14.8.6. Number of NMC aircraft vs. projected flying schedule.

2.14.9. Engine run operators will contact ATC Tower personnel on Ground Control frequency and monitor the frequency throughout the engine run operation. The following information will be relayed to ATC Tower personnel: Aircraft type, tail number, parking location, power setting, and time required. Notify ATC Tower personnel upon engine run termination. Engine runs will not be accomplished without proper clearance.

Table 2.1. Aircraft Engine Run Locations.

Mission Design Series	Idle Engine Run Locations	Above Idle Engine Run Locations	Special Instructions/Restrictions
C-5	Alpha, Bravo, Echo, and Foxtrot Ramps	Foxtrot Ramp Spot 1 pointed west	TurAF approval is required for engine runs on Bravo 7-9.
C-17	Alpha, Bravo, Echo, and Foxtrot Ramps	Echo Ramp Spot 1 pointed west or Spot 2 pointed east; Foxtrot Ramp Spot 1 pointed west; Sierra Taxiway pointed east; Bravo Ramp Spot 9 Reverse Engine Runs: Bravo Ramp Spot 1-6	Reverse power engine runs require 728 AMS/CC or DO approval. Use of Taxiway Sierra requires TurAF approval, closure of Taxiway Sierra, and a NOTAM. When using Taxiway Sierra, position nose wheel at designated location at the throat of Delta's eastern entrance. Aircraft must remain outside ILS Critical Area. TurAF approval is required for engine runs on Bravo 7-9. Bravo 9 also requires a sweeper on standby and a safety observer/marshaller.
C-130, P-3, & KC-135	Alpha, Bravo, Echo, and Foxtrot Ramps, Hardstands 7B, 8-13, 14A, 15	Echo Ramp Spot 1 pointed west or Spot 2 pointed east; Foxtrot Ramp Spot 1 pointed west; Hardstands 8, 9, 11A, 15	Applies to all C-130 and like-type aircraft. Hardstand 14 may be used for idle engine runs with the aircraft positioned at the throat of the apron.
Fighters	No Restrictions	Hardstand 14	Requires AMOPS pre-approval/coordination.

2.14.10. Upon notification of a weather watch or a weather warning for lightning within 5 NM, immediately terminate ground engine operations.

2.15. Arm/De-Arm Areas. Taxiways Alpha North and Echo North are authorized as the primary arm/de-arm areas. Refer to **Attachment 2** and **Attachment 3**.

2.16. Pantograph Refueling. Hardstands 7 and 11, and Alpha, Delta, Echo, and Foxtrot Ramps are equipped with aircraft refueling pantographs. All PAS are equipped with pantographs with the exception of G65, G68, G71-G75, G81, H1-H3, H5, H6, H8, I1, I2, I4, and I7.

2.17. Aircraft Jacking Procedures. Prior to aircraft jacking, notify AMOPS of the aircraft type, gross weight, tail number, apron, and spot number. For locations other than Bravo Ramp Spots 1-6, the location and duration must be coordinated in advance and approved by AMOPS.

2.17.1. Unless a weight waiver is granted, the aircraft gross weight must not exceed the maximum load for the apron and pavement area, which is calculated by aircraft group index and weight or by comparing aircraft classification number to pavement classification number.

2.17.2. All aircraft specific T.Os, safety conditions, and precautions must be adhered to.

2.17.3. When possible, isolate jacked aircraft by parking location, roped cordon, or signage advisory.

2.18. Drag Chute Jettison Areas. Taxiways Alpha and Echo are designated as drag chute jettison locations. Aircraft will release their chutes on either side of the taxiway as dictated by the wind direction. ATC Tower may require that aircraft use areas other than designated locations.

2.18.1. TurAF and deployed units are responsible for recovery of their chutes, however, if safety of flight is a concern, ATC Tower will notify TA for drag chute recovery.

2.19. Hazardous/Dangerous Cargo. Foxtrot Ramp is the primary location for parking aircraft with hazardous cargo. Echo Ramp is the secondary location. Alpha Ramp, Bravo Ramp, and Hardstand 15 are alternate locations with limited capability to support hazardous cargo when certain conditions are met. Coordination with Wing Weapons Safety (39 ABW/SEW) required prior to using these locations as hazardous cargo parking areas.

2.19.1. The intersection of Taxiway November and Taxiway Charlie North is designated as the primary hazardous cargo pad for Logistics Support Aircraft missions. The secondary location is the intersection of Taxiway November and India Loop. Coordination with AMOPS is required prior to use of either location. Tower will notify AMOPs when the aircraft departs November Taxiway.

2.19.2. Facility 73 PK1 and 7167-2 (government owned vehicle parking) is restricted when aircraft are parked on G72.

2.19.3. Forward Firing Munitions. Weapon systems such as guns, rockets, missiles, and flare dispensers pose an additional hazard (beyond their explosives hazard) because of their directional response and potential long range if inadvertently activated on the ground. Prior to coordinating parking requirements for these types of aircraft, contact 39 ABW/SEW, Weapons Safety.

2.19.3.1. To minimize the additional hazard, aircrew and maintenance personnel will comply with the following: Position aircraft to present the minimum hazard to personnel and resources in the event of a mishap. Do not unnecessarily stand or park vehicles in front of, or behind, these munitions when power is applied to the aircraft. Finally, all aircraft must use caution not to aim Forward Firing Munitions, even momentarily, at the Explosive Cargo Areas Delta or Mike when operations are conducted on those spots.

2.20. Hot Pit Refueling. Foxtrot ramp is the primary pit refueling area.

2.20.1. Alpha Apron is the secondary hot pit refueling location. Hot pit operations will be conducted in the center of the apron between Alpha Spot 3 and Taxiway Sierra.

2.20.2. Procedures will be IAW applicable units' T.Os. and approved by 39 Logistics Readiness Squadron (LRS)/POL. Hot pit refueling operations must be coordinated with AMOPS and 39 ABW/SEW.

2.21. Procedures and Requirements for Conducting Runway Inspections and Checks.

2.21.1. AMOPS will conduct a minimum of one airfield inspection per day IAW AFMAN 13-204v2.

2.21.2. The AFM will ensure personnel performing airfield inspections and checks are certified appropriately.

2.21.3. The AFM will conduct quarterly joint airfield inspections in accordance with (IAW) AFMAN 13-204v2. Attendance by the following agencies is mandatory: 39 OSS/OSA, ATC Tower Chief Controller, 39 ABW/SE, 39 CES, and 39 SFS.

2.21.4. The AFM, in conjunction with 39 CES and 39 ABW/SE, will conduct the annual Airfield Certification/Safety Inspection to evaluate the airfield's condition and compliance with Air Force airfield infrastructure and safety requirements IAW AFMAN 13-204v2.

2.22. Procedures for Closing, Suspending, and Resuming Runway Operations.

2.22.1. Runway closures are generally for extended periods of time (i.e. repairs, maintenance actions, construction). Airfield closure approval authority lies with the 10th Tanker Base Commander and 39 ABW/CC. Any closure request must be planned and coordinated as far in advance as possible to obtain approval by both commanders.

2.22.2. The Incident Commander (IC), 39 ABW/CV, 39 WSSG/CC, 39 OSS/CC, and AFM are authorized to declare the closure of a runway or airfield area, following coordination with the 10th Tanker Base Commander and 39 ABW/CC, and if necessary, higher headquarters. AMOPS will send applicable NOTAM restrictions following runway or airfield area closure. A closed runway or airfield area will only be reopened following AMOPS completion of a runway/airfield check.

2.22.3. AMOPS and ATC Tower maintain authority to suspend runway operations. Runway suspension will be declared when any unsafe condition affects runway operations. Such conditions include but are not limited to:

2.22.3.1. Following an emergency aircraft landing, or when there is reason to believe that a hazard exists on/near the runway and/or approach departure corridor.

2.22.3.2. When Foreign Object Debris (FOD) is suspected/discovered on the runway, or when FOD checks as required for B-747, B-777, C-5, AN-124 or similar wide body/heavy aircraft arrivals/departures.

2.22.3.3. Where there is a runway change and/or the barriers are switched.

2.22.4. In the event of a runway suspension, ATC Tower will immediately notify RAPCON. AMOPS will be notified in the event of ATC Tower initiated suspension.

2.22.5. If AMOPS initiates runway suspension, AMOPS will ensure that a suspension notification is disseminated to the ATC Tower and include the time runway operations are expected to resume.

2.22.6. AMOPS will initiate NOTAM procedures for extended periods of airfield suspensions, normally for more than 20 minutes.

2.22.7. AMOPS is the only agency that maintains authority to resume runway operations following a suspension. Prior to resumption, AMOPS will complete a runway check, verify

the area is safe for operation, and notify ATC Tower of status change. ATC Tower will then notify RAPCON of resumed runway operations.

2.23. Procedures for Protecting Precision Approach Critical Areas. The ILS critical areas are depicted in **Attachment 2** and **Attachment 6.** Instrument hold lines are established to protect the ILS localizer and glideslope signals during periods of inclement weather conditions.

2.23.1. When the reported ceiling is less than 800 ft. or visibility is less than 2 miles (3,200 meters), the ATC Tower will activate the instrument hold lights on Taxiways November and Sierra.

2.23.2. When instrument hold procedures are in effect, the ATC Tower will broadcast "*INSTRUMENT HOLD PROCEDURES IN EFFECT*" on the ATIS and Ramp Net. All vehicles and aircraft must contact ATC Tower via two-way radio and request permission to cross the instrument hold lines. If unsure, contact ATC Tower and ask if instrument hold procedures are in effect.

2.24. Radar, Airfield, and Weather Systems (RAWS), Preventative Maintenance Inspections (PMIs), and Auxiliary Power.

2.24.1. Any scheduled equipment downtime requires approval from the TurAF. All actions, programs, modifications, and maintenance requests regarding any Air Traffic Control and Landing Systems (ATCALS) shall be coordinated with 39 OSS/OSA. In turn, the AOF/CC or designated representative will coordinate all maintenance requests with RAPCON, ATC Tower, and with TurAF for final approval. If the downtime request is approved, the AOF/CC or designated representative will notify AMOPS to initiate NOTAM actions as required.

2.24.2. Information related to RAWS PMIs, reporting/handling of unscheduled system interruptions, and restoral priorities are defined in the OSA Coordination Letter.

2.24.3. RAPCON is designated as the primary NOTAM monitoring facility for ATCALS. All equipment or monitor malfunctions, including alarms, shall be promptly reported to RAWS personnel. RAPCON will notify AMOPS of any ATCALS serviceability change for NOTAM purposes.

2.24.4. If an unscheduled outage occurs outside of normal duty hours, RAWS technicians will respond via phone no later than 30 minutes after notification, and if necessary, in person no later than 1 hour from notification.

2.24.5. Navigational Aids (NAVAIDs). Incirlik Air Base has a TACAN and two ILS.

2.24.5.1. The TACAN is located 049/1.3 NM from the field. Its identifier is DAN, Channel 21. It is available for each runway (05 and 23). TACAN checkpoints are located on Taxiways Alpha South (225/2.2), Alpha North (230/2.2) and Echo South (222/0.5).

2.24.5.2. The ILS (Category 1) is available for each runway (05 and 23). The Runway 05 ILS identifier is I-DAN with a frequency of 109.3. The Runway 23 ILS identifier is I-DNA with a frequency of 111.7.

2.24.6. Civilian Aircraft Operations and Use of USAF ATCALS. TurAF provides Radar services to all civilian aircraft but they are not permitted to make any approaches to the Incirlik Air Base runway. DoD or NATO contracted aircraft will be afforded the same service as DoD and NATO military aircraft.

2.24.7. ATCALS Auxiliary Power.

2.24.7.1. 39 CES Power Production shall:

2.24.7.2. Physically inspect all generators at ATCALS facilities once each month for fuel, water, and oil. If there are any discrepancies, they will correct and immediately inform appropriate facility manager(s) of maintenance performing or pending.

2.24.7.3. Load test each ATCALS generator by shutting off primary commercial power and without any special adjustments to the auxiliary power system, and run the generator for a minimum of one hour under full-load once each month, with 24 hours prior coordination and approval from each facility Chief Controller and RAWS Non-Commissioned Officer in Charge.

2.24.7.4. Obtain approval from the ATC Tower Watch Supervisor and RAPCON Watch Supervisor prior to any power change to the ATC Tower and RAPCON generator respectively.

2.24.7.5. Dispatch qualified personnel if ATC Tower or RAPCON generator fails. Response time will be within 15 minutes after notification.

2.24.7.6. Once per month, RAWS technicians will verify generator fuel levels are at acceptable levels to sustain operations and ensure back-up power requirements during scheduled/unscheduled power outages.

2.25. Automatic Terminal Information Service (ATIS) Procedures. The ATIS will be operated IAW FAA JO 7110.65 and operates 24 hours a day, 7 days a week. Weather information, field conditions, and approach information are broadcasted on ATIS. All pilots shall attempt to receive ATIS information before initial contact with ATC. On initial contact with ATC, the pilot shall state the appropriate ATIS code.

2.26. Airfield Maintenance.

2.26.1. Sweeper Operations. The sweeper will manage the Airfield Sweeper Priorities as shown in **Table 2.2** below. In addition, the Sweeper will check in with AMOPS daily for any additional priorities and will remain on call for additional emergency or priority areas. AMOPS may alter priorities as needed to meet mission requirements.

Table 2.2. Airfield Sweeper Priorities.

DAILY PRIORITIES	LOCATION
Priority 1	Runway, Overruns, Taxiways Alpha, and Echo (including arm/de-arm), and Taxiways November and Sierra
Priority 2	Taxiways Bravo, Charlie, Echo, Delta, and Victor Loop
Priority 3	Golf, Hotel and India Loops, and Charlie, Delta, Echo and Foxtrot Ramps
Priority 4	Alpha and Bravo Ramps and Hardstands 7-15, all Airfield Entry Control Point Roads/FOD Checkpoints.

2.26.2. Airfield Mowing. Mowing operations will restrict grass heights between 7-14 inches and the frequency of mowing will occur on an as-required basis.

2.26.2.1. Mower operators will report to AMOPS no later than (NLT) 0830L to receive a daily maintenance schedule. AMOPS will issue a radio to the mowers, if needed, when they will be cutting within the CMA.

2.26.2.2. AMOPS will notify ATC Tower of the area in which the mowers will operate and submit NOTAMs as required. Additionally, AMOPs will coordinate any mowing within ILS critical areas with RAWS personnel.

2.26.2.3. Mowers will comply with airfield driving procedures IAW AFI 13-213 Incirlik Air Base Supplement.

2.27. Runway Surface Condition (RSC) and Runway Condition Reading (RCR).

2.27.1. AMOPS is responsible for RSC checks during inclement weather or rapidly deteriorating weather (rain showers in the vicinity or thunderstorms within 10 NM). Checks are required to ensure accurate advisories are relayed to aircrews (increased separation minima may be applied between aircraft when/if necessary).

2.27.2. The RSC will be reported to the nearest 1/10 of an inch IAW T.O. 33-1-23, Equipment and Procedures for Obtaining Runway Condition Readings. Surface conditions will be identified as DRY or WET. A NOTAM is required if the runway surface is wet.

2.27.3. The runway is grooved to facilitate the dissipation of water from the surface, and icing/snow is rare at Incirlik Air Base. Therefore, AMOPS is not required to maintain Friction Measuring Equipment to perform RCR evaluations IAW AFI 13-204v3 USAFE Supplement *Airfield Operations Procedures and Programs* para 18.1.

2.28. Noise Abatement Procedures.

2.28.1. Aircraft shall avoid overflying the city of Adana below 3,300 ft. MSL and within 5 nautical miles laterally.

2.28.2. In VFR, aircraft shall avoid overflying the city of Mersin below 5,300 ft. MSL unless inbound for an approach to Incirlik Air Base or if approved by ATC.

2.28.3. Aircraft shall not fly circling approaches below 1,500 ft. MSL south of Runway 05/23 during Visual Meteorological Conditions (VMC) for noise abatement over base housing and Incirlik village. Refer to the Enroute Supplement for VFR pattern availability.

2.29. Aircraft Taxi Procedures. Aircrew must request permission to taxi from ATC Ground Control prior to taxiing. Aircrew will monitor the ATIS broadcast and will report having received ATIS information to Ground Control when requesting taxi clearance.

2.29.1. Heavy aircraft should avoid using outboard engines to the maximum extent possible to minimize FOD.

Chapter 3

FLYING AREAS

3.1. Local Flying Area. The integration of multi- national and host nation aircraft operations within the ATC system (including civil commercial air carriers arriving and departing Adana International Airport) make it imperative that all aircrews strictly comply with the procedures in this instruction. Additionally, all pilots should be familiar with host nation procedures contained in the Turkish Aeronautical Information Publication (AIP) and restricted airspace. Non-compliance with any of the above referenced documents may result in a formal report or appropriate actions through national or international channels.

3.1.1. The Adana Military Terminal Control Area (MTCA) is designated as the local flying area and is defined as a 50 NM circle around the Incirlik TACAN from 1,000 ft. AGL to FL 280. Refer to **Attachment 7** for a depiction.

3.1.1.1. All aircraft must contact Incirlik Approach Control prior to entering the Adana MTCA. Aircrews receiving clearance to leave an ATC frequency must continuously monitor an emergency frequency (243.0/121.5) and report their return back to the assigned ATC frequency.

3.1.1.2. The MTCA is joint use, dual jurisdiction airspace with USAF controllers providing ATC services to US military aircraft, as well as Department of Defense (DoD) and NATO contracted aircraft chartered for US forces. TurAF controllers provide ATC services to all other aircraft.

3.1.1.3. 39 OSS/OSA is the primary agency responsible for interaction with the Turkish military and civilian ATC agencies concerning ATC issues within the Adana MTCA. All units operating from Incirlik Air Base experiencing TurAF-related ATC issues will inform 39 OSS/OSA as soon as practical.

3.1.1.4. Incirlik Arrival Control Airspace. The airspace within 20 NM radius of the DAN TACAN from 1,000 ft. MSL up to and including 5,000 ft. MSL. Excludes Incirlik and Adana Airport airspace.

3.1.1.5. Approach Control Airspace. The airspace within 50 NM radius of the DAN TACAN from 1,000 ft. MSL up to and including FL 280. Excludes Arrival airspace.

3.1.2. Incirlik Airport Airspace (DAN). The airspace within 5 NM of Incirlik Air Base from the surface up to and including 3,300 ft. MSL.

3.1.3. Adana Airport Airspace (ADA). The airspace within 10 NM of Adana Airport from the surface up to 1000 ft. MSL. NOTE: Incirlik and Adana Towers' airspaces overlap. There is approximately 3 miles between runways and approximately 12 miles between the DAN TACAN and ADA VOR.

3.1.4. Patriot Airspace. FL 110 to FL 240 (directly south of Incirlik)

3.1.5. The LTD-19 no-fly area (surface to unlimited) is an oil tanker on-loading terminal on the Bay of Iskenderun. Aircraft will be vectored to avoid LTD-19.

3.1.6. Overflight to the north of Incirlik Air Base's runway is strictly prohibited.

3.1.7. Y-21 is a TurAF Refueling Airspace active from FL 240 to FL 270 per Turkish NOTAM. Y-21 is approximately 5 miles north of the air route W75 with the dimensions of 80 miles going east to west and 40 miles when going north to south.

3.2. Local Training Areas.

3.2.1. There are multiple TurAF practice areas named Area 10 with a letter designation, i.e. 10A, 10B, 10C, 10D, 10H1, etc. There are currently no USAF Training areas within the airspace.

3.2.1.1. Each Area 10 extends from FL 100 to FL 280, but altitudes in use may be adjusted.

3.2.1.2. Aircraft in each area will be on a RAPCON-assigned frequency. These practice areas are normally used for fighter aircraft, and more than one area may be active at the same time.

3.2.2. LTD-13 is a TurAF see and avoid, air-to-air range designated as a "Danger Zone" that extends from the surface to FL280. The airspace may be segmented vertically to provide for multiple operations.

3.2.2.1. Aircraft shall coordinate with Incirlik Approach as soon as possible of their intention to use LTD-13 (altitudes requesting and duration). Pilots must advise RAPCON if guns will be hot when requesting entry. Incirlik Approach will coordinate with the TurAF Controllers prior to allowing any aircraft into LTD-13. Approval authority for use of LTD-13 rests with TurAF RAPCON. TurAF aircraft have priority use of LTD-13 and at times will invoke that privilege.

3.2.2.2. Simultaneous USAF and TurAF operations in LTD-13 are not allowed unless specifically agreed to with the TurAF controller on duty, or planned and scheduled for joint-training exercises.

3.2.2.3. Aircraft will enter LTD-13 via the DAN TACAN 180 radial at 32 distance measuring equipment (DME) at the altitude assigned by Incirlik Approach. Aircraft will automatically become VFR and Radar service will be terminated at the DAN R-180/32 DME fix.

3.2.2.4. Aircraft will operate VFR within the confines of LTD-13 and shall remain on assigned beacon code.

3.2.2.5. Aircrews will monitor guard (121.5/243.0) and the assigned control frequency at all times while operating in LTD-13 and will immediately acknowledge and comply with any control instructions.

3.2.2.6. Aircrews must contact Incirlik RAPCON for approval prior to entering or departing LTD-13. Aircraft shall exit LTD-13 VFR at 4,000 ft. MSL at the DAN R-180/32 DME fix and inform Incirlik Approach if requesting to return to base VFR or IFR, and if the aircraft will be returning as a flight or single ship.

3.2.3. LZ Eagle Helicopter Training Area. LZ Eagle is located in an open field to the east of the airfield, south of the Runway 05/23 extended centerline, and west of the CATM range. It may be used for helicopter training operations with an approved KSL. Helicopters will coordinate with ATC Tower 3 miles of short final prior to entering the training area. Up to 6 helicopters may use LZ Eagle at a time. The training area will be active from SFC to 2500 ft.

MSL for approved operations. All aircraft will remain south of the Runway 05/23 centerline unless approved by ATC Tower. Refer to **Attachment 8** for a depiction. NOTE: TurAF may refer to this area as Uniform Loop.

3.2.4. UH-60 Training Flight Area. The training area will be utilized to enable host unit flexibility to retain proficiency on DOD required training maneuvers as well as assist in decongestion of direct Incirlik Air Base traffic pattern for inbound and outbound operational traffic. UH-60 crews will maintain separation from other traffic in the area while conducting training. Additionally, UH-60s will remain below 1200 ft. MSL within 15NM of Incirlik Air Base south of the Runway 05/23 extended centerline, and shall maintain radio contact with Incirlik ATC Tower or RAPCON as appropriate. UH-60s will not enter Hotel 2 or LTD-19. See **Attachment 7** for a depiction.

Chapter 4

VISUAL FLIGHT RULES (VFR) PROCEDURES

4.1. VFR Operations. Aircraft not operating on an IFR flight plan or which haven't been issued an IFR clearance (including a clearance limit, e.g. destination airport or other fix), are considered VFR and will conduct operations in VMC. Aircrews unable to maintain VMC will immediately advise ATC.

4.1.1. All VFR aircraft within the MTCA will be on an ATC frequency and will be provided air traffic services, which includes traffic information, sequencing, vectoring and altitude assignment (when necessary). Unless the pilot specifically states VFR radar service is not desired, all aircraft will receive this service.

4.1.2. Aircraft declining radar service are still required to monitor the ATC frequency, within ATC radar and radio coverage, and report moving (entry and exit) from one working area to another.

4.1.3. Radar service is automatically terminated when VFR aircraft are instructed to contact ATC Tower.

4.2. VFR Weather Minima. VFR within the local area is authorized from 30 minutes before sunrise until 30 minutes after sunset, unless otherwise coordinated with TurAF officials or in applicable Letter of Procedures (LOPs). The ceiling and visibility must be at or above 1,500 ft. AGL and 5,000 meters.

4.3. VFR Departure Procedures.

4.3.1. All flights must have a flight plan on file with AMOPS prior to taxi. Aircraft will not taxi without receiving clearance.

4.3.2. On initial taxi call, inform the ATC Tower of intentions to depart VFR. Include altitude climbing to, direction of flight and request for flight following if desired.

4.4. VFR Entry Procedures.

4.4.1. There are three VFR reporting points: Eagle, Tiger, and Falcon (**Attachment 4**).

4.4.2. Entry altitude is 2,500 ft. MSL for initial and 2,000 ft. MSL for straight-ins. A 2,800 ft. AGL ceiling and visibility of 5,000 meters are minimum weather requirements for VFR entry points. IFR clearance is automatically cancelled upon reaching the VFR entry point.

4.4.3. Runway 05. Maintain VFR and proceed to EAGLE (DAN 210/09). Depart EAGLE to intercept initial/final.

4.4.3.1. Initial: Cross EAGLE at 2,500 ft. MSL and descend to 2,000 ft. MSL at 5 NM initial (7 DME).

4.4.3.2. Straight-In: Cross EAGLE at 2,000 ft. MSL and descend to 1,500 ft. MSL at 5 NM (7 DME).

4.4.4. Runway 23. Maintain VFR and proceed to FALCON (DAN 072/12) or TIGER (DAN 038/12). Depart FALCON and TIGER to intercept initial/final.

4.4.4.1. Initial: Cross FALCON/TIGER, at 2,500 ft. MSL and descend to 2,000 ft. MSL at 5 NM initial (5 DME).

4.4.4.2. Straight-In: Cross FALCON/TIGER, at 2,000 ft. MSL and descend to 1,500 ft. MSL by 5 NM (5 DME).

4.5. VFR Traffic Patterns. See **Attachment 4**.

4.5.1. Multiple approaches or pattern work is typically not approved, thus prior coordination with ATC Tower is required for use of the VFR traffic patterns. Additional approval is required if variations to the following published traffic pattern altitudes are required.

4.5.2. Conventional Rectangular Traffic Pattern, Non-Fighter Type Aircraft. Pattern altitude is 1,500 ft. MSL; Light Aircraft/Helicopter Pattern altitude is 1,000 ft. MSL. Pattern is to the south; left downwind Runway 23/Right downwind Runway 05.

4.5.2.1. A 1,800 ft. AGL ceiling and visibility of 5,000 meters are minimum weather requirements.

4.5.2.2. Aircraft conducting missed approach or sent around by ATC Tower will be re-sequenced in the Radar pattern.

4.5.2.3. If weather is VFR and if the pilot requests, aircraft may enter the VFR closed traffic pattern with ATC Tower approval.

4.5.3. Overhead Pattern. The overhead pattern altitude is 2,000 ft. MSL, and is available Monday through Friday from 0600L to Sunset, except Turkish holidays.

4.5.3.1. South break is standard for all aircraft; left break Runway 23/Right break Runway 05.

4.5.3.2. A 2,300 ft. AGL ceiling and visibility of 5,000 meters are minimum weather requirements.

4.5.3.3. Departures will be instructed to maintain at or below 1,500 ft. MSL until departure end, as required to protect the overhead pattern.

4.5.4. Closed Traffic Pattern. Fighter closed traffic pattern altitude is 2,000 ft. MSL. A 2,300 ft. AGL ceiling and visibility of 5,000 meters are minimum weather requirements.

4.5.5. Pattern Re-Entry. Re-entry will be from the south for both runways to avoid overflying Adana City. Straight-ins will climb and maintain 2,000 ft. MSL for re-entry.

4.5.6. VFR Breakout. Climb to 2,500 ft. MSL. Upon reaching 2,500 ft. MSL turn south and proceed to the VFR entry point.

4.5.7. Go-Around. Do not overfly aircraft on the runway below 500 ft. AGL (800 ft. MSL) vertically and 500 ft. laterally. Offset to the south if necessary.

4.6. Special Procedures.

4.6.1. Tower and RAPCON will make every effort to provide special handling for flight check aircraft and expedite inspections of NAVAIDs. ATC will clear the flight check aircraft according to pilot request as soon as practical. ATC shall not ask the flight check pilot to deviate from his planned action except to preclude an emergency situation.

4.6.2. Functional check flight (FCF) aircraft requiring special handling (e.g. additional time on the runway for departure, etc.) must coordinate requests in advance with the ATC Tower. The primary area for helicopter FCFs are southeast of Incirlik Air Base. Fixed wing aircraft FCF areas will be coordinated with the TurAF by ATC on a case-by-case basis.

4.6.3. Aircraft requiring special handling must coordinate with AMOPS NLT 72 hours prior to the scheduled flight (NLT Thursday if flying on the weekend). Requests must be submitted to **39os.osab@us.af.mil**. AMOPS or the AOF/DO will coordinate final approval with TurAF.

4.7. Simulated Flame Out (SFO) Procedures. TDY/Deployed aircraft may fly straight-in and overhead SFOs utilizing the following procedures. Prior to conducting SFOs, a signed Letter of Agreement between the 39 OSS/CC and TDY/Deployed Squadron/CC must be in place.

4.7.1. Straight-in SFOs require a radio call to ATC Tower indicating entry point call. The following radio calls are mandatory for straight-in SFOs: “10 NM straight-in SFO,” “5 NM straight-in SFO gear down,” and “Low approach.”

4.7.2. The following calls are mandatory for overhead SFOs: High Key, Low Key, gear down, and low approach.

4.7.3. NOT USED

4.7.4. Pattern descriptions.

4.7.4.1. Overhead SFO: Shall always be flown south of the field.

4.7.4.2. Straight-In SFO: May commence at 10 NM along the extended runway centerline. Random SFO entries shall not be conducted (i.e. procedure shall not start at VFR entry points).

4.7.5. Minimum Weather Requirements. SFOs are only authorized between sunrise and sunset. Ceiling must be at least 1000ft above the highest part of the pattern flown (for both straight-in and overhead) and 5 miles visibility. The pilot must maintain VMC throughout the approach. In addition, the pilot must maintain visual contact with the runway environment throughout the maneuver.

4.7.6. SFO Entry Altitudes. Pilot must notify ATC Tower of entry altitude.

4.7.6.1. High Key or 10 NM (Straight-in): 7,500ft MSL – 9,000ft MSL.

4.7.6.2. Low Key: 3,000ft MSL – 5,000ft MSL.

4.7.7. SFO Low Approach Procedures. For both Runway 23/05, Aircraft on the go for an overhead SFO will fly runway heading until ATC Tower approves a climb to either high key or low key altitude. Climbs will begin at the departure end of the runway. All climbs will be south of the field only. ATC may issue alternate instructions when traffic dictates, for safety precautions, or for mission necessities.

4.7.8. Pilots will:

4.7.8.1. Notify ATC Tower or Approach with current position, SFO request (as soon as possible for coordination).

4.7.8.2. Ensure that all radio calls are made at the correct points to aid ATC Tower in traffic sequencing.

4.7.8.3. Remain vigilant for traffic in and around the overhead SFO maneuvering area.

4.7.8.4. When initiating a traffic breakout, if possible, remain at least 1000 ft. above overhead pattern altitude and re-enter at high key or a VFR reporting point.

4.7.9. ATC Tower will approve or disapprove the SFO (and requested entry point) based on traffic, safety precautions, weather conditions, or mission necessities.

4.8. Tactical Initial. Tactical initial may be requested by pilots upon VFR entry. All reporting points, altitudes, and weather requirements for the overhead remain unchanged. Pilots will report Tactical Initial at 5 DME and will line up to avoid overflight north of the runway at all times.

4.9. Helicopter Patterns. Helicopter traffic patterns will be coordinated with ATC Tower. If approved, the pattern altitude and direction shall be 1,000 ft. MSL or as instructed by ATC Tower.

4.9.1. Per KSL KO210426B, US Army Task Force Blackhawks may fly training traffic patterns within Incirlik ATC Tower airspace every Monday from 1700 – 2300L. Aircraft will fly unarmed, with appropriate diplomatic transponder codes, and TurAF inspection, if necessary.

4.9.2. Pilots from deployed units may not operate helicopters at any time within Golf, Hotel, and India Loop areas.

4.9.3. Other helicopter operations must comply with minimum distance requirements between helicopter and obstructions outlined in AFMAN 11-218, Aircraft Operations and Movement on the Ground.

4.9.4. Taxiways November and Sierra are normally the arrival/departure point for helicopters. Requests for arrival/departure to/from the runway will be handled on an individual basis after coordination with ATC Tower.

4.10. Reduced Same Runway Separation (RSRS). RSRS is not applicable at Incirlik Air Base. Any deployed units wishing to use RSRS shall develop an LOP with the 39 OSS for procedures IAW AFI 13-204v3 USAFE Supplement.

4.11. Intersection Departure Procedures. Intersection departure distances depict usable runway length from the intersection to the end of the runway. See **Attachment 2**.

4.11.1. Departing Runway 05: Taxiway B - 9,000 ft. remaining.

4.11.2. Departing Runway 05: Taxiway C - 7,000 ft. remaining.

4.11.3. Departing Runway 23: Taxiway D - 8,000 ft. remaining.

Chapter 5

INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

5.1. IFR Operations. Aircraft operating within the MTCA can expect standard Radar services including vectors for ILS, TACAN, Required Navigation Performance (RNP), and visual approaches. Incirlik Approach does not offer Precision Approach Radar approaches or surveillance approaches.

5.1.1. The Radar Traffic Pattern will be flown IAW **Attachment 5** of this publication.

5.1.2. Aircraft requesting radar vectors to initial will be vectored to a point on final no closer than 5 NM from the runway, not lower than 3,000 ft. MSL. After the pilot reports the runway in sight, the aircraft may be transferred to ATC Tower. To ensure a smooth transition, pilots will not switch to ATC Tower frequency until transferred by RAPCON.

5.1.3. Radar Trail Departure/Recovery Procedures are considered a non-standard procedure and are authorized for aircraft deployed to Incirlik Air Base. They will be conducted IAW the following:

5.1.3.1. Limited to four aircraft (Trail aircraft must have an operable A/A Radar).

5.1.3.2. Either check in with approach already in "non-standard" spacing, or wait until Approach approves Non-standard Radar trail recovery before executing spacing.

5.1.3.3. Spacing between aircraft will be at the Pilot in Command's discretion but not to exceed 2 NM.

5.1.3.4. IAW Turkish AIP, all aircraft will squawk its assigned Mode III/C code during the procedure. IFR separation will still be provided around the flight.

5.1.3.5. Aircrews conducting radar-in-trail recoveries are responsible for their own separation between elements of their flight while on final for full-stop landings.

5.1.4. ATC instructions for the flight will be directed to the lead aircraft. All ATC instructions (clearance, climb-outs, missed approach, etc.) given to the lead aircraft pertain to the entire flight unless otherwise specified.

5.1.5. Once established on a segment of the approach, each aircraft will comply with all published restrictions including altitudes. All aircraft will report the final approach fix with gear status.

5.1.6. If VMC and no climb-out instructions have been issued, missed approach procedures are to climb and maintain 1,500 ft. until the departure end of the runway, maintain VMC, and contact ATC Tower.

5.1.7. If IMC, execute published missed approach procedures and notify ATC.

5.2. Standard Climb-Out Procedures. After completing low approach or touch-and-go, continue runway heading, cross departure end at or below 1,500 ft. MSL (if overhead pattern is in use), climb to 4,000 ft. MSL, contact Incirlik RAPCON on assigned frequency.

5.2.1. Departure procedures are coordinated through Ankara Center. Departures will normally be instructed to "Continue runway heading, climb to (altitude)."

5.3. Local Departure Procedures.

5.3.1. All flights must have a flight plan on file with AMOPS prior to taxi. Aircraft will not taxi without receiving clearance.

5.3.2. All aircraft requiring additional time on the runway prior to departure shall inform the ATC Tower of their intentions prior to entering the runway.

5.4. IFR Recovery. Contact RAPCON with ATIS, position, and intentions (type of approach and landing).

5.5. Go-Around/Breakout/Missed Approach Procedures.

5.5.1. Go-around instructions apply to those aircraft at or inside 6 miles on final approach below the Minimum Vectoring Altitude (MVA).

5.5.2. Breakout instructions apply to those aircraft outside 6 miles on final approach above the MVA and will be IAW the ATC Tower, RAPCON, and AMOPS Coordination Letter, which can be obtained from 39 OSS/OSA.

5.5.3. In the event of a missed approach, execute the published procedures unless otherwise instructed by ATC.

Chapter 6

EMERGENCY PROCEDURES

6.1. Operation of Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN).

6.1.1. PCAS. The PCAS circuit consists of ATC Tower, AMOPS, Fire Department, and the 39th Medical Group Hospital. All agencies have transmit and receive capability; however, the system can only be activated by ATC Tower.

6.1.1.1. ATC Tower activates the PCAS for initial notification of emergencies, incidents, mishaps, and/or exercises pertaining to aircraft in the airfield environment. Additionally, any pertinent follow-up information received by ATC will be relayed via the PCAS. The following in a list of situations in which the PCAS will be activated (not all-inclusive):

6.1.1.1.1. In-flight emergency (IFE) or ground emergency (GE).

6.1.1.1.2. Unauthorized aircraft movement.

6.1.1.1.3. Fuel spills and other HAZMAT incidents.

6.1.1.1.4. Natural disasters.

6.1.1.1.5. Bomb threats and/or hostile actions.

6.1.1.1.6. ATC Tower facility evacuation.

6.1.1.1.7. As determined necessary by the ATC Tower WS.

6.1.1.2. ATC Tower will relay the following information at a minimum when the PCAS is activated: call-sign, type aircraft, nature of emergency, and pilot's desires or intentions. After initiating action, the ATC controller will obtain the following as time and conditions permit:

6.1.1.2.1. Aircraft altitude, position and estimated time of arrival, or location on airfield for GEs.

6.1.1.2.2. Number of souls on board.

6.1.1.2.3. Fuel remaining (IFEs only).

6.1.1.2.4. Number and type of ordnance if on board.

6.1.1.3. The ATC Tower will test the PCAS daily to ensure operational capability between 0745L-0830L. During the check, each individual responding agency will respond with clarity, their initials, and remain on the line until released by ATC.

6.1.1.4. In the event the PCAS is inoperable or fails, the ATC Tower shall relay time critical information directly to the Fire Department and the Hospital, and then AMOPS for activation of the SCN. For emergencies that are not time critical, the ATC Tower will pass information directly to AMOPS.

6.1.2. SCN. AMOPS activates the SCN following each PCAS activation to relay the information received from the PCAS.

6.1.2.1. The SCN circuit consists of AMOPS, Weather, CE Readiness/Emergency Management, CP, 39 SFS, Safety, Maintenance Operation Control Centers, TA, Fire Department, and Hospital.

6.1.2.2. Requests for additions or deletions to the SCN must be approved by the 39 OSS/CC and coordinated through the Airfield Manager.

6.1.2.3. AMOPS will test the SCN daily between 0745L-0830L or as soon as possible after the PCAS test. The alternate SCN will be tested by CP on the first Monday of each month directly after the primary SCN test.

6.1.2.4. In the event the SCN is inoperable or fails, CP is the backup for activating the SCN. If neither system is available, AMOPS will notify each via telephone. AMOPS will notify CP in the event of a SCN failure and will provide all necessary information.

6.1.3. Exercise Activation: All PCAS and SCN activations regarding exercise information will begin and end with the phrase "EXERCISE, EXERCISE, EXERCISE."

6.2. Emergency Response Procedures. All on- and off-base emergency response guidance may be found in the 39 ABW Installation Emergency Management Plan (IEMP) 10-2 and 39 ABW Mishap Response Plan for Flight, Ground, and Weapons Mishaps. The ATC Tower is the primary center for monitoring and coordinating aircraft emergencies. Base agencies not directly involved in emergency recovery will obtain information from the CP.

6.2.1. When a GE or IFE is discovered by maintenance crews or aircrew, they will notify ATC Tower as soon as possible. ATC Tower will activate the PCAS and relay all known information about the incident. Airfield Management will then activate the SCN and relay all known information about the incident.

6.2.2. If emergency information is passed to an organization other than ATC, that organization will notify ATC Tower as soon as possible.

6.2.3. ATC Tower will plot all on-base emergencies using the On-Base Crash Grid Map and disseminate the information via the PCAS.

6.2.4. The senior fire officer is designated the IC for GEs and IFEs that have landed.

6.2.5. Emergency vehicles responding to an incident within the CMA must establish two-way radio communication with ATC Tower and obtain approval prior to entry.

6.2.6. Termination of GEs and IFEs will be at the discretion of the IC and will be accomplished as soon as practical. Once termination is declared, Airfield Management will conduct a check of the runway and/or other affected surfaces to ensure they are FOD free before resuming normal operations.

6.2.7. The AOF/CC is the AO focal point for information pertaining to an aircraft mishap, with the exception of any direct coordination effort regarding initial emergency response actions. Mishap reporting and AO facility record collection will be conducted IAW AFMAN 13-204v1 and the 39 ABW Mishap Response Plan. Any request for review and copy of tapes by the TurAF will be routed through the TurAF Base Operations Commander to the AOF/CC for coordination and approval.

6.3. Emergency Frequencies. ATC Tower and RAPCON shall monitor emergency frequencies 121.5 and 243.0 (guard) on a continuous basis. ATC Tower has override capability and will be checked daily IAW AFMAN 13-204v3.

6.4. External Stores/Hose Jettison Area Procedures. LTD-13 is the designated location for external stores/hoses. Pilots shall coordinate with Incirlik Approach as soon as possible with their intention to use LTD-13 (requested altitudes and duration). Incirlik Approach will coordinate with TurAF Controllers prior to allowing any aircraft into LTD-13. See **Paragraph 3.2.2** for LTD-13 procedures.

6.5. Fuel Dumping. Fuel dumping is not authorized over land in Turkey. Aircraft should dump fuel at or above FL200 in LTD-13. If LTD-13 is not available, fly southbound over water at or above FL200. Pilots will inform RAPCON prior to commencing dumping fuel, the start time, and when fuel dumping is complete.

6.6. Hot Brake Area and Procedures. Primary hot brake areas for aircraft are Taxiways Alpha North and Echo North, within the arm/de-arm areas.

6.6.1. Pilots that suspect or have hot brakes will notify ATC Tower and park in the appropriate hot brake area. Pilots shall not shut down engines until directed by Fire Department.

6.6.2. If hot brakes are discovered on taxi to park, aircraft shall taxi to an alternate location directed by ATC Tower. If possible, the aircraft will be parked nose into the wind to facilitate cooling.

6.6.3. If the hot brakes are not discovered until after engine shutdown, the senior fire officer and the crash recovery team chief will determine the safest method of securing the affected aircraft, whether towing the aircraft to the nearest hot brake pad or if the situation warrants spiking the tire(s) to prevent catastrophic wheel failure. Movement of the aircraft will be coordinated with the senior fire representative and ATC Tower as required.

6.7. Emergency Aircraft Arresting System Procedures. Pilots should expect to engage the departure end cable. Pilots electing to make an approach end cable engagement should declare their intentions as early as possible to enable cable configuration. Expect 20-30 minutes between successive cable engagements. Upon request, 15 minutes notice is required for Barrier Maintenance to disconnect any barrier.

6.8. Abandonment of Aircraft/Bailout Procedures. Pilots will fly outbound on the DAN 145 degree radial and eject between 5 and 10 DME at 10,000 ft. MSL. Beyond 10 NM, the terrain elevation rises rapidly. If an emergency requires immediate ejection or abandonment, it will be made at the discretion of the pilot. RAPCON will mark the bailout point based on the aircraft's last known position to facilitate search and rescue.

6.9. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures.

6.9.1. Operational testing of ELTs are authorized and does not require response/coordination when conducted within the first five minutes of the hour for no more than three audio sweeps.

6.9.2. If CP or ATC receive and ELT outside the authorized time period,

6.9.2.1. CP will notify the ATC Tower, AMOPS, 728 AMS/MOC, and RAPCON.

6.9.2.2. ATC Tower will notify RAPCON and AMOPS.

6.9.2.3. AMOPS will notify CP.

6.9.2.4. RAPCON will notify ATC Tower and Ankara Center.

6.10. Hung Ordnance/Hot Gun Procedures. Areas designated for hung ordinance/hot gun are Taxiway Echo North for Runway 05 and Taxiway Alpha North for Runway 23.

6.11. Unscheduled/Unauthorized Aircraft Arrivals. ATC will relay information on unscheduled aircraft arrivals to AMOPS who will contact CP to confirm landing approval. If the mission validity of the aircraft cannot be confirmed, AMOPS will contact CP personnel to have them initiate the Anti-Hijack procedures.

6.11.1. If the unscheduled/unauthorized aircraft lands, it will be handled IAW with hijack/unlawful seizure of aircraft/stop alert procedures within this instruction. AMOPS will suspend runway operations and will conduct a runway check once the incident has been terminated prior to resuming operations.

6.12. Hijack/Unlawful Seizure of Aircraft/Stop Alert Procedures. Aircraft that land or move on Incirlik without clearance will be handled IAW the 39 ABW Integrated Defense Plan. Any individual that observes suspicious activity or unauthorized personnel on the airfield will immediately notify the 39 SFS Base Defense Operations Center.

6.12.1. In the event of an unauthorized movement or suspcious action involving an aircraft, ATC Tower will attempt to establish radio contact and issue control instructions/light gun signal. If unable to hail the aircraft/operator or if the instructions are ignored, ATC Tower will activate the PCAS and declare a “Stop Alert.”

6.12.2. The TurAF Base Commnander has responsibility and authority for response coordination. The aircraft will be secured by TurAF Security Battalion with 39 SFS assistance, after exiting the active runway or as soon as the aircraft stops. This will be determined by the IC.

6.12.3. At no time will the pilot be allowed to taxi the aircraft around the airfield except when exiting the active runway. Any movement of the aircraft off the runway will be handled by TA tow crew personnel or 728 AMS personnel if requested by the IC.

6.12.4. The aircraft will be towed to the north side of the airfield, parked and quarantined on Foxtrot Ramp. Further movement of the aircraft will be at the discretion of the TurAF Base Commander.

6.12.5. USAF personnel support will only involve towing the aircraft to a designated parking area, crash response support, and initial security, unless any or all of these are specifically declined by the TurAF Base Commander. NOTE: A Stop Alert will be initiated on unauthorized aircraft taxi, tow, or observed engine run when identification and/or departure authorization cannot be immediately established or verified.

6.13. F-16 Emergency Power Unit and Hydrazine Incidents. ATC Tower will direct the aircraft to either Taxiway Alpha North or Taxiway Echo North. Aircraft shall be parked with left wing into the wind. A cordon will be established around the aircraft by the fire department.

6.14. Aircraft Fuel Spills and other HAZMAT Incidents. ATC Tower will activate the PCAS and relay all necessary information to agencies required to respond to the incident. A cordon will

be established to keep personnel, vehicles, and aircraft clear of the area. ATC Tower will relay information as needed to and from responding units.

6.15. Decontamination Procedures. ATC Tower will activate the PCAS and direct contaminated aircraft to Echo, Foxtrot Ramp, or another site as determined by AMOPS.

6.16. Lost Communications Instructions. Aircraft shall squawk 7600 and:

6.16.1. If VFR, recover to an appropriate VFR reporting point and proceed to a straight-in approach to the last known active runway.

6.16.2. If in IMC and established on an approach: Continue as published.

6.16.3. If in IMC and not established on an approach: Climb to the minimum safe altitude and proceed direct to an instrument approach fix and penetrate via the appropriate approach to the last known active runway.

6.16.4. Look for a light gun signal from the Tower for further instructions on short final.

6.16.5. Radar Traffic Pattern. Aircraft shall climb to the MSA, proceed to the initial approach fix for the TACAN, ILS, or Global Positioning System (GPS)/RNP approach and commence approach. Once established on the approach, reattempt contact with Tower and remain vigilant for light gun signals.

6.16.6. VFR Traffic Pattern (Fighter Aircraft). Fighter aircraft will climb to 3000 ft. MSL and proceed to initial. At initial, aircraft will rock its wings and look for a light gun signal. If the aircraft receives a green light gun signal the aircraft will break south at midfield to land on the active runway.

6.16.6.1. Between the hours of Sunset and Sunrise, enter the rectangular pattern at 2000 ft. MSL, flashing navigation/landing lights. Tower will issue the appropriate light gun signal as the aircraft turns base leg to final.

6.16.7. VFR Traffic Pattern (Conventional Aircraft). Conventional aircraft will fly the rectangular pattern to the active runway. Aircraft will rocking wings or at night, flashing navigation/landing lights. Tower will issue the appropriate light gun signal as the aircraft turns base leg to final.

6.17. Wind Limitations on ATC Tower. The ATC Tower will evacuate for wind velocities of 70 knots or more, gusts or sustained. When winds are forecasted for 70 knots or more, evacuation will be at the direction of the Chief Controller and/or Watch Supervisor/Senior Controller on duty.

6.18. Evacuation of Airfield Operations Facilities.

6.18.1. AMOPS, ATC Tower, RAPCON, and RAWS will evacuate to an alternate location IAW the procedures of their respective facility operating instructions and applicable Quick Reaction Checklists.

6.18.2. Base agencies will be notified of ATC Tower and RAPCON evacuation and resumption of normal activities on either the PCAS or SCN.

6.18.3. When Airfield Operations are operating from contingency locations:

6.18.3.1. Operations may be limited to mission-essential departures and full-stop recoveries only.

6.18.3.2. Expect a delay to any required changes to the airfield lighting settings.

6.18.3.3. Tape recordings may or may not be available, depending on reason for evacuation.

6.18.3.4. Visual blind spots from the contingency location are the outer extremities of the loops/PAS, Taxiway November between Taxiway Delta and Echo, and Echo and Foxtrot Ramps.

6.18.3.5. Non-radar services will be provided and delays may be incurred.

6.18.3.6. ILS/TACAN approach monitoring/flight following are not available.

6.18.3.7. Remote monitoring of NAVAIDs is not available. Internal monitoring will be used.

6.18.3.8. CP will assume SCN duties until AMOPS is relocated. No changes in AMOPS services provided.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Planning. All aircraft departing must have a flight plan on file with AMOPS prior to takeoff. Squadrons may file flight plans up to 24 hours prior to departure. Flight plans are only valid for ±15 minutes from estimated departure time. Aircrew must plan accordingly to prevent any delays.

7.1.1. Aircrews will use the DD Form 1801, DoD International Flight Plan, or other authorized forms according to AFMAN 11-202v3, Flight Operations and DoD FLIP General Planning Guide.

7.1.2. Flight plans must be filed in person or electronically (e.g. fax, email, telephone, flightplan.com) and will not be accepted via radio. Exception: An aircraft commander on a stopover flight or divert (weather or maintenance) flight plan may re-file or amend the flight plan with AMOPS via any means (radio, telephone, etc.), provided AMOPS personnel verify an original flight plan clearance was filed.

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

7.1.4. AMOPS may verify original flight plans by contacting the original departure location via telephone or flight plan processing computer.

7.1.5. Flight plans must be maintained on file IAW Air Force RDS, Table 13-07, Rule 3.00. Exception: The Airfield Manager may authorize base and tenant flying units to fax, email or electronically file flight plans IAW locally developed LOP. The LOP must indicate who will maintain the original flight plan on file.

7.1.6. Local flying organizations (including deployed units) and Air Mobility Squadron supported aircrews may file under the following procedures:

7.1.6.1. Fax or email flight plans to AMOPS.

7.1.6.2. Contact AMOPS via direct landline for receipt confirmation. Flight plan will not be submitted into the ATC system until confirmation is received.

7.1.6.3. Unit will maintain the original flight plan IAW Air Force RDS, Table 13-07, Rule 3.00.

7.1.7. 39 OSS will provide a flight planning room and airfield status display IAW AFMAN 13-204v2 to transient aircrews.

7.1.8. Expect a minimum of 20-30 minutes for flight plan amendments due to EUROCONTROL Ankara ARTCC processing.

7.2. Prior Permission Required (PPR) Procedures. A PPR number is required for all transient aircraft. PPRs will be requested no earlier than seven (7) days and no later than 24 hours prior to arrival (48 hours for aircraft carrying dangerous/hazardous cargo). PPR procedures are further described in FLIPs (IFR Enroute Supplement).

7.3. Calculated Take-Off Time (CTOT)/Controlled Departure Time (CDT)/Slot Time. Certain aircraft are issued or require CTOT/CDT/slot time to accomplish their mission to

comply with ATC enroute flow control timing, rendezvous at an air refueling contact point, or meet range times. When a CTOT/CDT/slot time is issued or required, the following procedures apply:

7.3.1. The agency who receives information (AMOPS or RAPCON) will promptly notify ATC Tower of the slot time as received from Eurocontrol in Brussels. ATC Tower will advise the aircraft of CTOT/slot time as soon as possible.

7.3.2. Aircraft requiring a CDT for mission requirements shall make the request with Ground Control as soon as possible. NOTE: Eurocontrol slot times are valid 5-minutes prior until 10-minutes past the designated time. Aircraft unable to be airborne during this period will not be allowed to depart until a new slot time, or direct approval from Eurocontrol, has been received by ATC.

Chapter 8

MISCELLANEOUS

8.1. Local Aircraft Priorities. ATC services will be prioritized IAW Doc 4444, LOPs Related to the Conduct of Air Traffic Services within the Adana MTCA, and Standard Operating Procedures. Incirlik Air Base aircraft priorities are listed in the order that follows.

8.1.1. Emergency aircraft.

8.1.2. Aeromedical evacuation (MEDEVAC/AIREVAC) missions.

8.1.3. Real-world surety operations.

8.1.4. Real-world scrambles.

8.1.5. Search and rescue missions.

8.1.6. All air tasking order (ATO) missions.

8.1.7. DV arrivals and departures.

8.1.8. Controlled departure times.

8.1.9. IFR arrivals and departures.

8.1.10. Opposite direction arrivals and departures.

8.1.11. Training and Exercise missions.

8.2. ATC Handling of Special Reports. ATC facilities receiving special reports (e.g. Lasing, High Energy Weapons, Communications Instructions for Vital Intelligence Sightings, Glass Eye Reports) will immediately forward such information to the CP and follow applicable checklists.

8.3. Opposite Direction Operations. Opposite direction runway operations may be available when dictated by an operational need and if traffic conditions permit. Approval Authority for opposite direction operations is TurAF.

8.3.1. Request an opposite direction arrival/departure as soon as possible to allow for ATC coordination with TurAF.

8.3.2. If opposite direction departure is authorized, departure over a raised approach end barrier is prohibited. Aircraft may taxi past barrier then depart, or depart from an intersection.

8.3.3. Aircraft can expect up to a 30 minute delay for a barrier configuration change if approved.

8.4. Distinguished Visitor (DV) Notification. 39 ABW Protocol will advise AMOPS of any planned DV aircraft arrival/departure events as well as any movement updates as soon as possible. AMOPS will notify ATC Tower, RAPCON, CP, Protocol, 39 OSS/CC, 728 AMS Air Terminal Operations Center (ATOC), the AFM, and TA whenever a PPR for a DV aircraft is received.

8.4.1. Upon receiving a departure message on an inbound DV, AMOPS will execute the DV checklist. RAPCON will give AMOPS a 50 NM inbound call.

8.5. Airfield Snow Removal Operations. Snowfall at Incirlik is negligible. If necessary, snow and ice removal will be IAW Incirlik Air Base OPLAN 32-102.

8.6. Aeromedical Evacuation Procedures.

8.6.1. The Theater Patient Movement Requirements Center will notify AMOPS of any known aeromedical evacuation (AIREVAC or MEDEVAC) which will land at Adana Airport or Incirlik Air Base.

8.6.2. AMOPS shall provide the ATC Tower, Hospital, Fire Department, CP, TA, and 728 AMS/ATOC with notification of an inbound AIREVAC/MEDEVAC aircraft as soon as information is received.

8.6.3. RAPCON will notify AMOPS when AIREVAC/MEDEVAC is 15 minutes from estimated arrival time.

8.6.4. If the aircraft is refueling with patients remaining on board, Fire Department shall provide a fire truck to stand-by during its ground.

8.7. Night Vision Device (NVD) Operations. NVD aircraft operations are not authorized at Incirlik Air Base, Turkey.

8.8. Unmanned Aircraft Systems (UAS) Procedures. There are currently no DoD UAS operations at Incirlik Air Base. All DoD units operating UAS at Incirlik will require an LOP with the 39 OSS. The TurAF operate MQ-9 aircraft.

8.8.1. Any unapproved UAS not in communication with USAF/TurAF will be considered a potential harm to security and will initiate force protection responses.

8.8.2. Any exercises or operations requiring the use of a Small UAS on or near the airfield must be coordinated through 39 OSS/OSA for coordination with TurAF. The information required for coordination includes:

8.8.2.1. Date, Time, and Duration.

8.8.2.2. Location, altitude, and radius of operations.

8.8.2.3. Proof of two-way communication capabilities or line of site with UAS.

8.8.3. Recreational use of small UAS or remote controlled aircraft are prohibited on Incirlik Air Base.

8.9. Weather Dissemination and Coordination Procedures. The Weather Flight (39 OSS/OSW) is responsible for disseminating weather information to ATC services. The 21st Operational Weather Squadron (21 OWS) provides weather support for all US Air Force and Army in the European and Africa Commands and is based at Kapaun Air Station.

8.9.1. Weather information is automatically fed to the Airfield Automation System (AFAS) from the weather distribution system, including weather warnings and weather advisories. In the event the AFAS is out of service, Weather personnel will pass on the current weather to ATC Tower and RAPCON.

8.9.2. The ATC Tower updates the ATIS whenever a new observation or change in airfield status is received, then forwards the new ATIS identifier to RAPCON in addition to making a blanket broadcast over all ATC Tower frequencies.

8.9.3. Tower and RAPCON will relay Pilot Reports to 39 OSS/OSW.

8.9.4. Incirlik participates in the Cooperative Weather Watch program as outlined in Incirlik Air Base Instruction 15-101, Weather Support Operations. 39 OSS/OSW ensures ATC Tower personnel receive limited weather observation and visibility training and certification.

8.10. Lightning Response. When an Observed Warning for lightning within 5 NM is issued by 39 OSS/OSW or 21 OWS the following shall apply:

8.10.1. All aircraft maintenance and operations involving explosives that are not within a lightning protected facility will be terminated and personnel will seek shelter in a vehicle or building until 728 AMS/MOC and 728 AMS/ATOC relays that lightning within 5 NM of the airfield has been canceled.

8.10.2. Aircraft located in the chocks with engine(s) running may shut down and maintenance personnel and aircrew will take cover. The aircrew may elect to remain in the aircraft until the warning is lifted; however, maintenance personnel will take cover immediately after engine shutdown.

8.10.3. Aircraft taxiing for takeoff may either continue taxiing to the end of the runway or taxi back to their parking spot until the warning is lifted.

8.10.4. Landing aircraft will taxi to park, and aircrew and passengers will remain in the aircraft until the warning is lifted.

8.10.5. Further lightning response procedures for personnel can be found in the 39 ABW IEMP 10-2.

8.11. Bird and Wildlife Control. Local Bird/Aircraft Strike Hazard (BASH) procedures and bird watch conditions are outlined in 39 ABW BASH PLAN 91-212. 39 ABW/SE is the OPR for the local BASH program.

8.12. Surety Operations. Surety operations occur primarily in Hotel and India loops and encompass Taxiway November.

8.12.1. Aircraft parked in the vicinity of a surety operation may be affected. ATO sorties may be delayed or cancelled. OSS/OSA will make every effort to notify applicable agencies to prevent mission delays or stoppages.

8.12.2. Tower will notify AMOPS of surety aircraft arrival and departure information. AMOPS will forward this information to CP.

8.12.3. Coordination for surety mission operations occurs well in advance and should not adversely affect other aircraft operations. 39 MXS will provide call sign, arrival, and departure information to 39 OSS/OSA at least 24 hours prior to a real world or training surety operation. The 39 SFS and 39 MXS are the POC for all surety-related operations.

8.12.4. Per KSL KO220325B, AMOPS will initiate NOTAM action to publish a restriction on the overflight of the Golf, Hotel, and India Loops and Taxiway November at least 24 hours prior to going into effect to support maintenance and surety requirements. The NOTAM will contain the following verbiage: **DXXDD/YR - AIRCRAFT WILL NOT OVERFLY THE TAXIWAYS AND LOOPS NORTH OF RUNWAY 05/23 WITHIN LTAG TOWER AIRSPACE. DD MON TIME YEAR UNTIL DD MON TIME YEAR**.

8.13. 30/30 Procedures. During exercises or emergencies, 39 SFS will coordinate with ATC Tower for operations in any areas located within the CMA, and will not enter the CMA without ATC Tower approval.

8.13.1. 39 SFS will advise ATC Tower personnel when movement is complete.

8.13.2. ATC Tower will sterilize the CMA of all aircraft and non-SFS vehicles.

8.14. Notice to Airmen (NOTAM) Procedures. AMOPS will review NOTAM requests IAW AFI 11-208, Department of Defense NOTAM System and any current NOTAM LOP, and submit them to TurAF for approval and processing. TurAF is the NOTAM authority on Incirlik Air Base.

8.14.1. NOTAMs concerning navigational aids and other ATC issues will be issued as requested by RAPCON or ATC Tower.

8.14.2. All other NOTAMs will be coordinated through AMOPS, AOF/CC, and TurAF before issuing.

8.15. Flight Information Publication (FLIP) Accounts. AMOPs maintains and updates FLIP information. Agencies or personnel requesting changes or additions to FLIPs must route all requests through the AFM.

8.16. Airfield and Airspace Waivers to Criteria. Waivers to Airfield/Airspace Criteria must be coordinated through 39 OSS/OSA for the appropriate level of approval. Current waivers are on file with the AFM.

8.17. Airfield Operations Board (AOB) and Membership.

8.17.1. The AOB provides a forum for discussing, updating, and tracking various activities in support of the wing flying mission. The AOB will convene semiannually and will discuss mandatory items IAW AFMAN 13-204v1 **Attachment 3**. The AOF/CC is responsible for constructing the agenda, facilitating the meeting, and recording/distributing post-meeting minutes. The AOB is chaired by the 39 ABW/CV. NOTE: 39 OSS must renew the T-3 waiver for semiannual AOBs within 30 days of each 39 ABW/CC change of command.

8.17.1.1. Per AFMAN 13-204v1, the AOF/CC will continue to track activities and staff updates on required AOB briefing items to USAFE/A3AA on a quarterly schedule.

8.17.1.2. 39 ABW/SE will conduct the Bird Hazard Working Group in conjunction with the AOB. This specific working group in conjunction with the AOB is conducted on a time-available basis and at the approval of the AOF/CC.

8.17.2. The following items must be reviewed annually IAW AFMAN 13-204v1 **Attachment 3**. Reviews will be conducted during the quarter indicated and will be discussed during the respective AOB:

8.17.2.1. First and Second Quarter: Status of LOPs, aircraft parking plan, results of annual self-inspection, and special interest item review.

8.17.2.2. Third and Fourth Quarter: Results of the annual airfield certification/safety inspection, status of existing airfield waivers and temporary waivers, and Terminal Instrument Procedures review.

8.17.3. Board membership will include the following organizations or a designated representative (usually a deputy or senior enlisted member). Personnel from other agencies not on this list with direct interest in airfield operations-related issues may also attend the AOB.

8.17.3.1. 39 ABW/CV (Chairman or delegated representative)

8.17.3.2. 39 WSSG/CC

8.17.3.3. 39 MSG/CC

8.17.3.4. 39 ABW/SE

8.17.3.5. 39 ABW/CP

8.17.3.6. 39 OSS/CC/OSA/OSAB/OSAM/OSAR/OSAT/OSW

8.17.3.7. 39 CES/CEC/CECF/CECEP

8.17.3.8. 39 MXS/CC

8.17.3.9. 728 AMS/CC

8.17.3.10. 39 SFS/CC

8.17.3.11. Deployed flying unit representatives.

8.18. Çiğli Airfield. Çiğli Airfield (LTBL) is a TurAF airfield located in Izmir, with "Hotel" apron available for US use. It has the capacity for reception, refueling, passenger and cargo handling, and launching of aircraft. Reference FLIPS and Turkish AIP for airfield information and procedures. To coordinate operations or support at Çiğli Airfield, contact the 425th Air Base Squadron at least four weeks in advance.

JASON N. GINGRICH, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

39 ABW BASH PLAN 91-212

39 ABW IEMP 10-2, *Installation Emergency Management Plan*

39 ABW Integrated Defense Plan

39 ABW Mishap Response Plan for Flight, Ground, and Weapons Mishaps

AFI 11-208, *Department of Defense NOTAM System*

AFI 13-204v3, USAFE Supplement, *Airfield Operations Procedures and Programs*

AFI 13-213 Incirlik Air Base Supplement, *Airfield Driving*

AFMAN 11-202v3, *Flight Operations*

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*

AFMAN 11-230, *Instrument Procedures*

AFMAN 13-204v1, *Airfield Operations*

AFMAN 13-204v2, *Airfield Management*

AFMAN 13-204v3, *Air Traffic Control*

AFMAN 13-204v4, *Radar, Airfield, and Weather Systems*

AFMAN 33-322, *Records Management Information Governance Program*

AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management*

DAFI 13-213, *Airfield Driving*

Defense Economic Cooperation Agreement

DESR 6055.09_AFMAN 91-201, *Explosives Safety Standards*

IABI 15-101, *Weather Support Operations*

ICAO Doc 4444, *Air Traffic Management*

FAA JO 7110.65, *Air Traffic Control*

T.O. 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings*

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

UFC 3-260-04, *Airfield and Heliport Marking*

UFC 3-535-01, *Visual Air Navigation Facilities*

USAFE-AFAFRICAI 32-1007, *Airfield and Heliport Planning and Design*

Adopted Forms

AF Form 4437, *Deliberate Risk Assessment*

AF IMT 847, *Recommendation for Change of Publication*

DD Form 1801, *DoD International Flight Plan*

Abbreviations and Acronyms

AAS—Aircraft Arresting System

ABW—Air Base Wing

AIREVAC—Aeromedical Evacuation

AFAS—Airfield Automation System

AFM—Airfield Manager

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AGL—Above Ground Level

AIP—Aeronautical Information Publication

AMC—Air Mobility Command

AMOPS—Airfield Management Operations

AMS—Air Mobility Squadron

AO—Airfield Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

ATO—Air Tasking Order

ATOC—Air Terminal Operations Center

BASH—Bird/Wildlife Aircraft Strike Hazard

BAK—Barrier Arresting Kit

CC—Commander

CMA—Controlled Movement Area

CDT—Controlled Departure Time

CP—Command Post

CTOT—Calculated Take-Off Times

CV—Vice Commander

DAFI—Department of the Air Force Instruction

DESR—Defense Explosives Safety Regulation

DME—Distance Measuring Equipment

DO—Director of Operations

DoD—Department of Defense

DSN—Defense Switch Network

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

FAA—Federal Aviation Administration

FCF—Functional Check Flight

FL—Flight Level

FLIP—Flight Information Publication

FOD—Foreign Object Damage

GE—Ground Emergency

GPS—Global Positioning System

IAW—In Accordance With

IC—Incident Commander

ICAO—International Civil Aviation Organization

IEMP—Installation Emergency Management Plan

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

KSL—Kindly Submitted Letter

LOP—Letter of Procedure

LRS—Logistics Readiness Squadron

LZ—Landing Zone

MEDEVAC—Medical Evacuation

MOC—Maintenance Operations Center

MSL—Mean Sea Level

MTCA—Military Terminal Control Area

MVA—Minimum Vectoring Altitude

NATO—North Atlantic Treaty Organization

NAVAID—Navigational Aid

NM—Nautical Miles

NMC—Non-Mission Capable

NLT—No Later Than

NOTAM—Notice to Airmen

NVD—Night Vision Device

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

OSS—Operations Support Squadron

OWS—Operational Weather Squadron

PAS—Protective Aircraft Shelters

PCAS—Primary Crash Alarm System

PMI—Preventive Maintenance Inspection

PPR—Prior Permission Request

RAPCON—Radar Approach Control

RAWS—Radar, Airfield, and Weather Systems

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

RNP—Required Navigation Performance

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

SCN—Secondary Crash Net

SE—Safety

SFS—Security Forces Squadron

SFO—Simulated Flame Out

TA—Transient Alert

TACAN—Tactical Air Navigation

T.O.—Technical Order

TurAF—Turkish Air Force

UAS—Unmanned Aircraft Systems

UFC—Unified Facilities Criteria

UHF—Ultra High Frequency

USAF—United States Air Force

USAFE-AFAFRICA—United States Air Forces Europe- Air Forces Africa

VFR—Visual Flight Rules

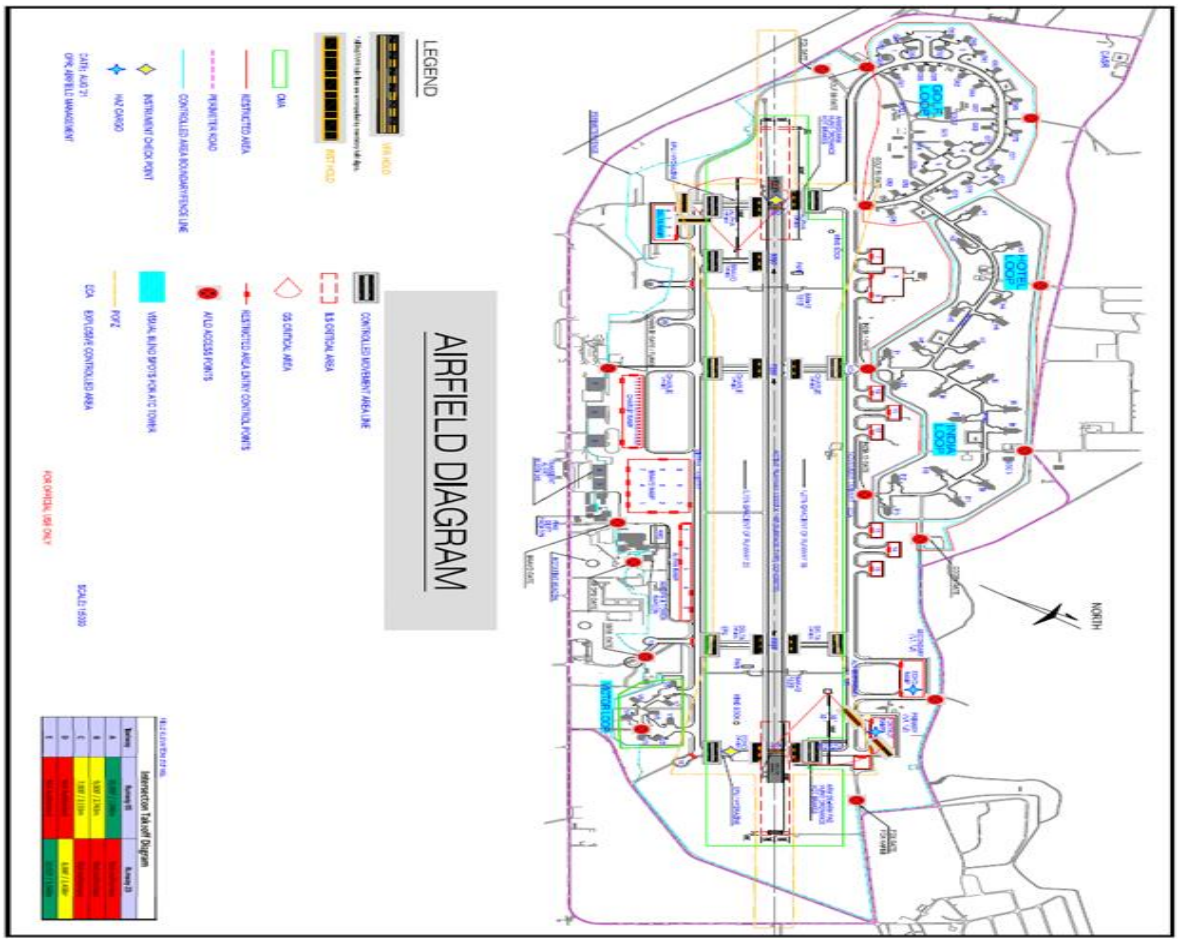
VHF—Very High Frequency

VMC—Visual Meteorological Conditions

Attachment 2

INCIRLIK AIRFIELD DIAGRAM

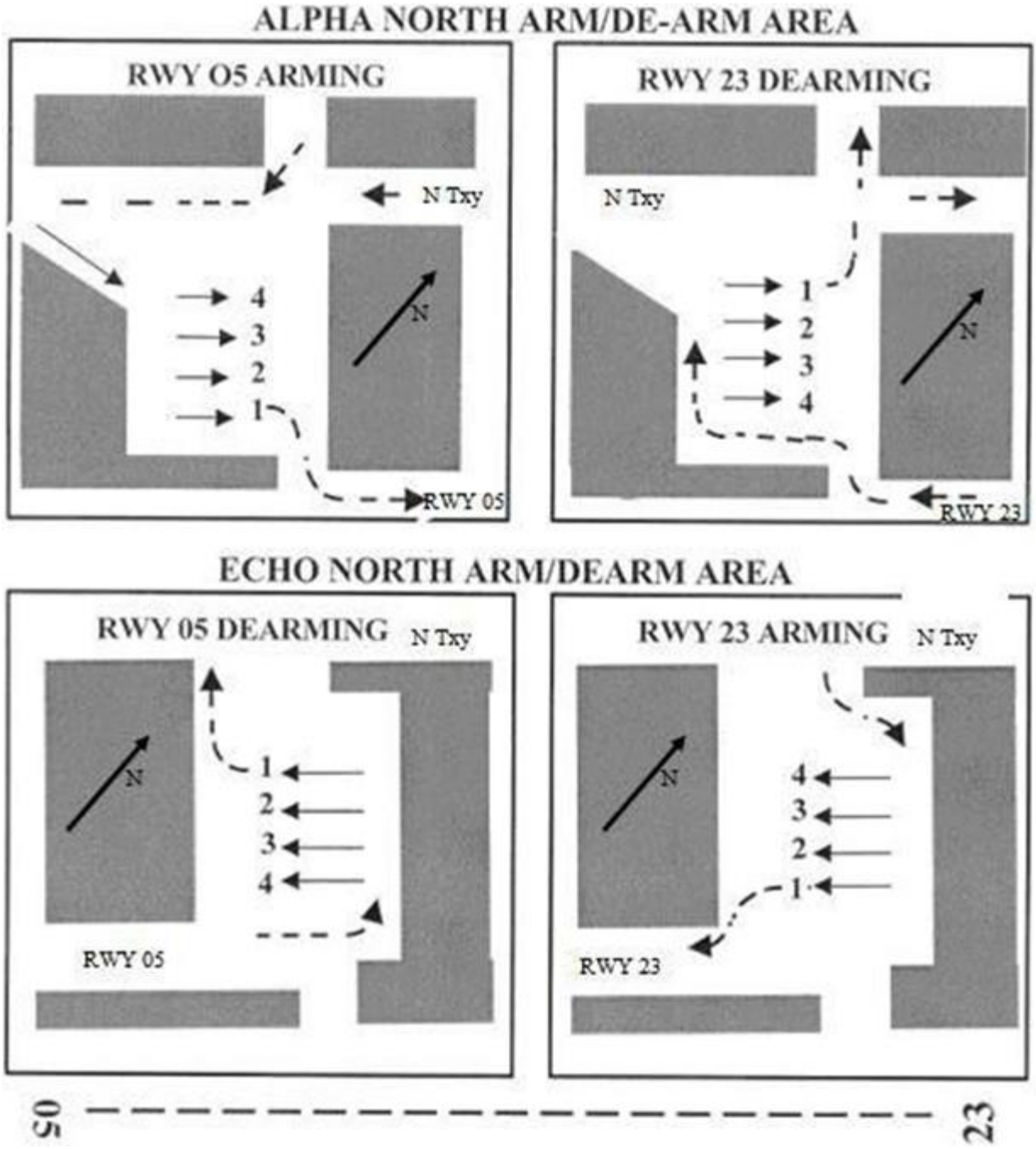
Figure A2.1. Incirlik Airfield Diagram.



Attachment 3

ARM/DE-ARM AREAS

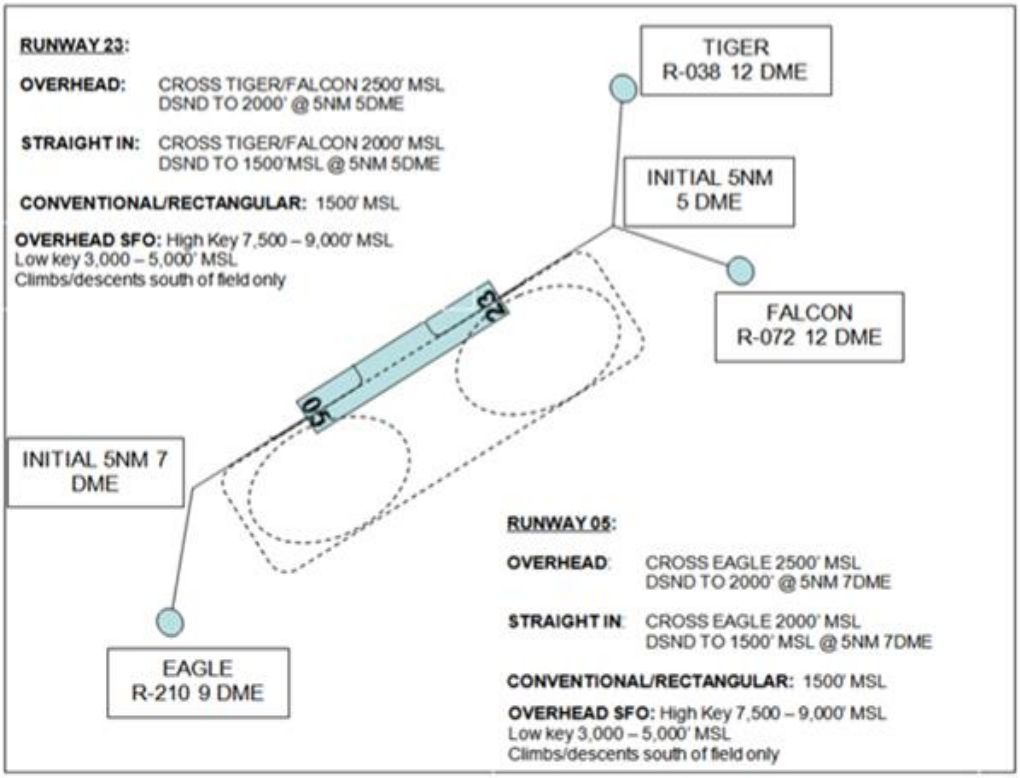
Figure A3.1. Arm/De-Arm Areas.



Attachment 4

LOCAL VFR TRAFFIC PATTERNS

Figure A4.1. Local VFR Traffic Patterns.



A4.1. Overhead: Pattern altitude is 2,000 ft MSL. VFR Entry Point altitude is 2,500 ft MSL. Descend to 2,000 ft MSL at 5 NM. Breaks will be to the south for all aircraft. After commencing the break, breakout procedures shall be as issued by Tower.

A4.2. Straight-in: 2,000 ft MSL at VFR Entry Point. Descend to 1,500 ft MSL at 5 NM.

A4.3. Closed Traffic Pattern: Fighter closed traffic pattern altitude is 2,000 ft MSL. Pattern is to the north; right traffic Runway 23 / left traffic Runway 05. Non-fighter aircraft closed traffic pattern altitude is 1,500 ft MSL. Pattern is to the south; left traffic Runway 23 / right traffic Runway 05.

A4.4. Conventional Rectangular Traffic Pattern (Non-Fighter): Pattern altitude is 1,500 ft MSL. The pattern is to the south; left downwind Runway 23 / right downwind Runway 05.

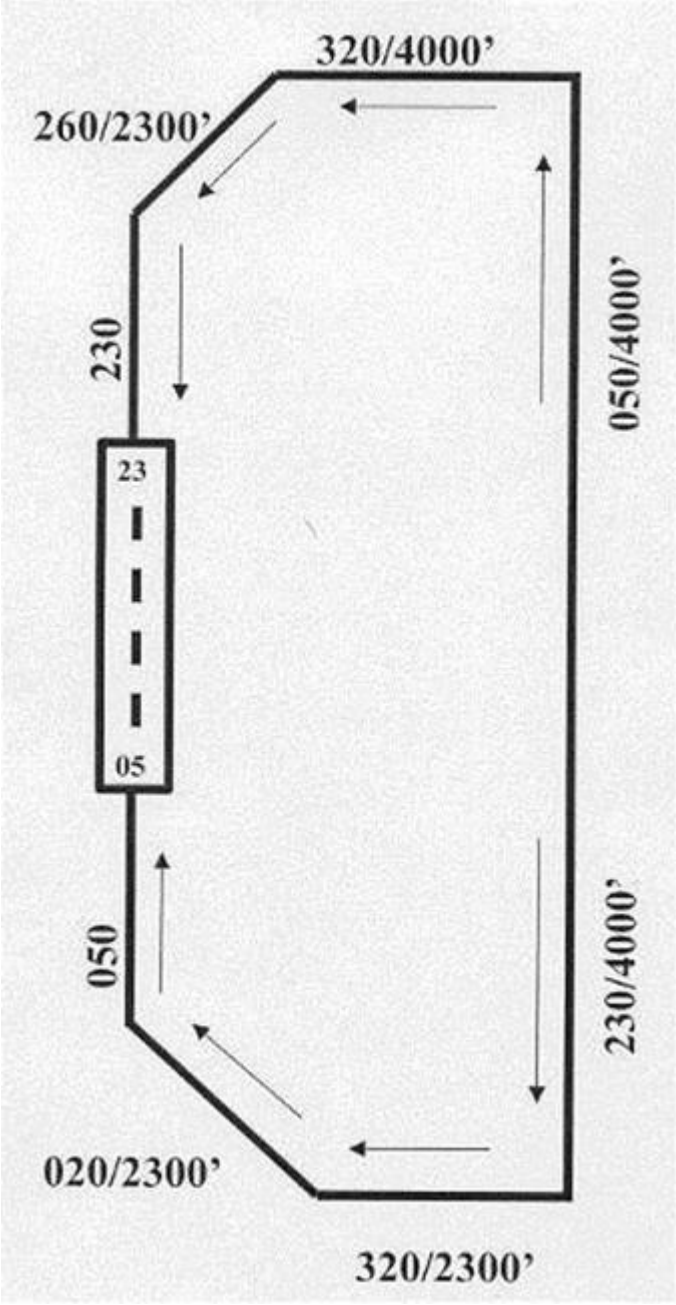
A4.5. VFR Breakout: Initial climb to 2,500 ft MSL, follow through (Runway heading) and re- enter per Tower instructions. Re-entry will be to the south. **Note:** *During vault operations, all overhead/closed traffic patterns will be to the south.*

A4.6. **Overhead SFO:** All climbs/descents south of field only.

Attachment 5

RADAR TRAFFIC PATTERN

Figure A5.1. Radar Traffic Pattern.



Attachment 6

INSTRUMENT LANDING SYSTEM (ILS) CRITICAL AREAS

Figure A6.1. Runway 05 Approach End.

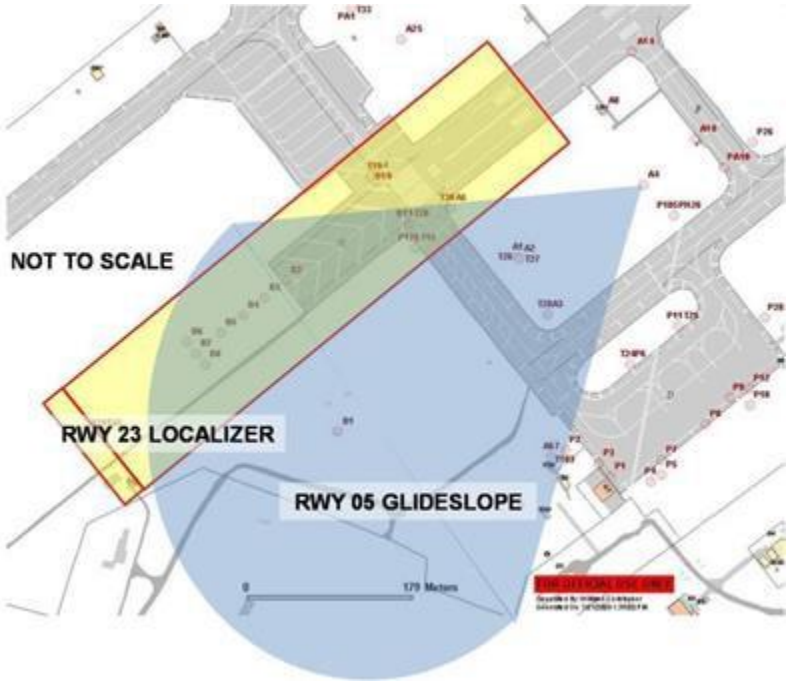
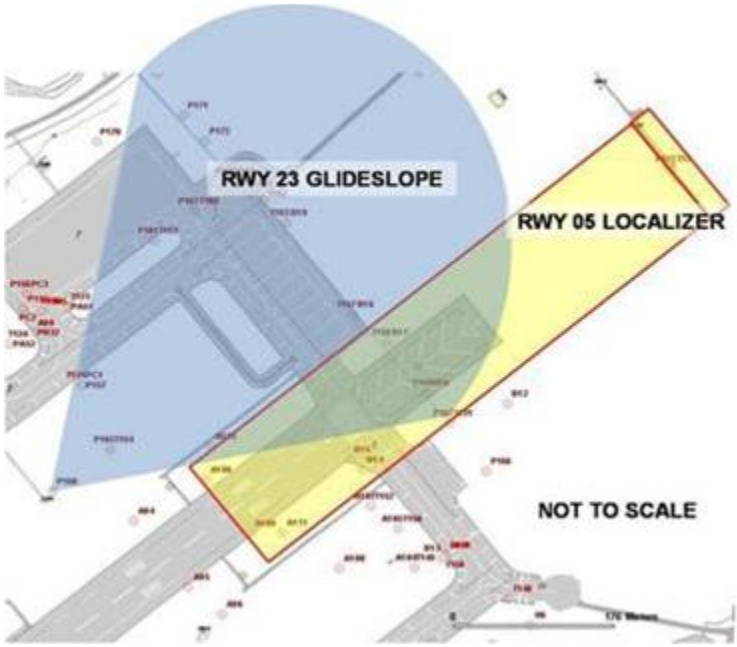


Figure A6.2. Runway 23 Approach End.



Attachment 7

LOCAL AIRSPACE DIAGRAMS

Figure A7.1. Local Airspace Diagram.

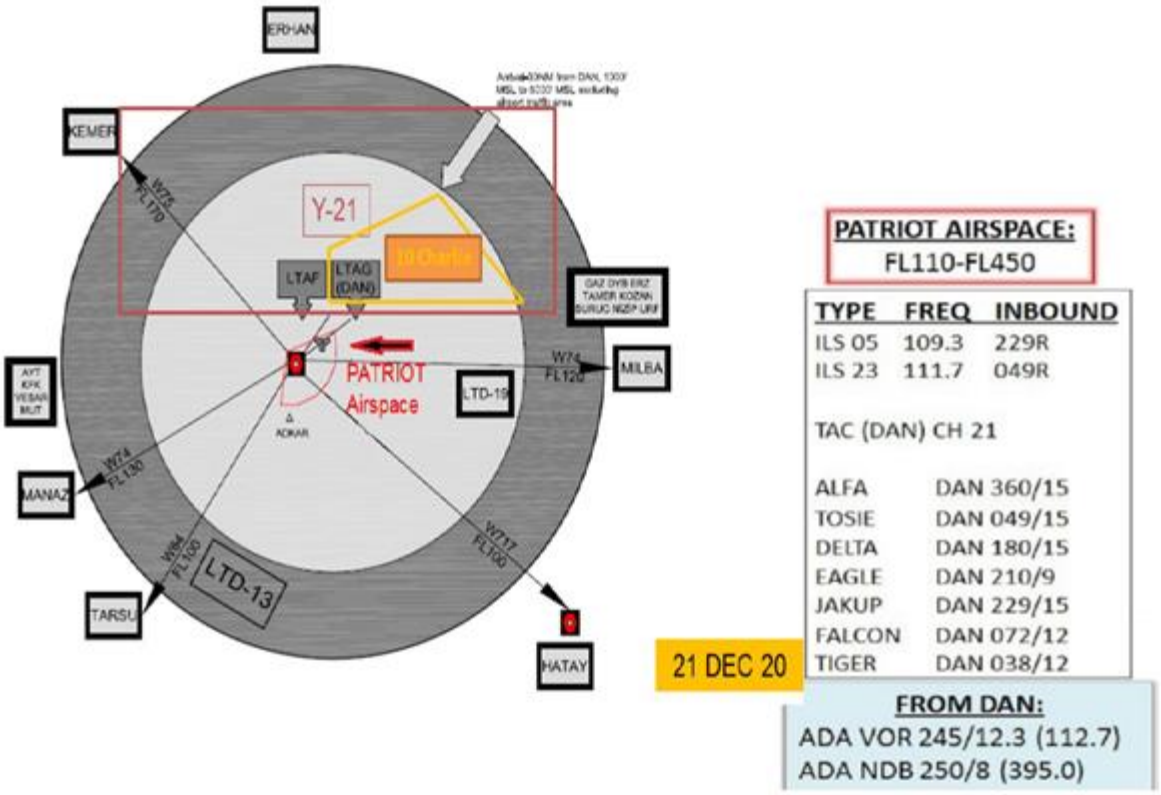


Figure A7.2. Local Airspace Map.

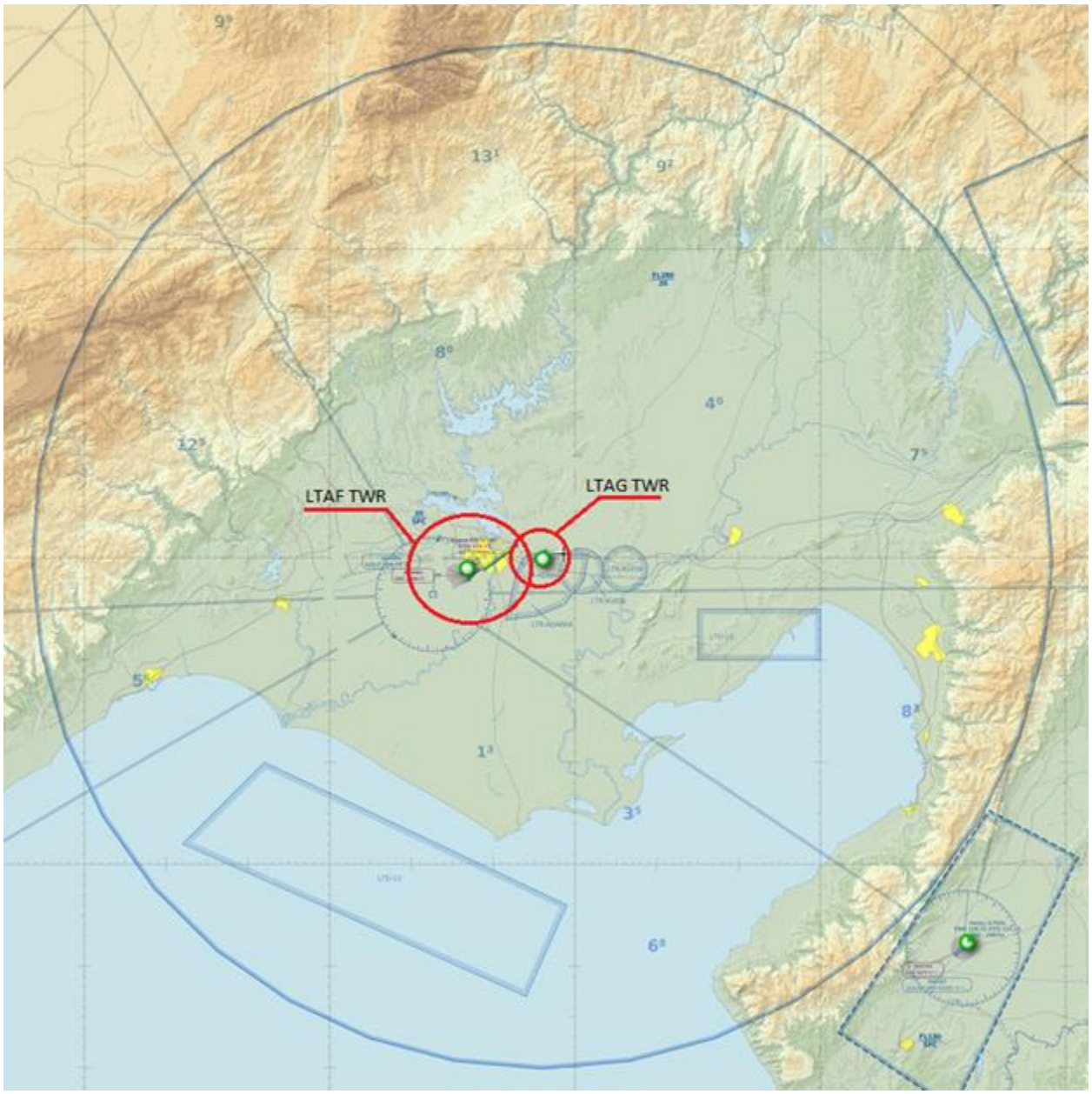


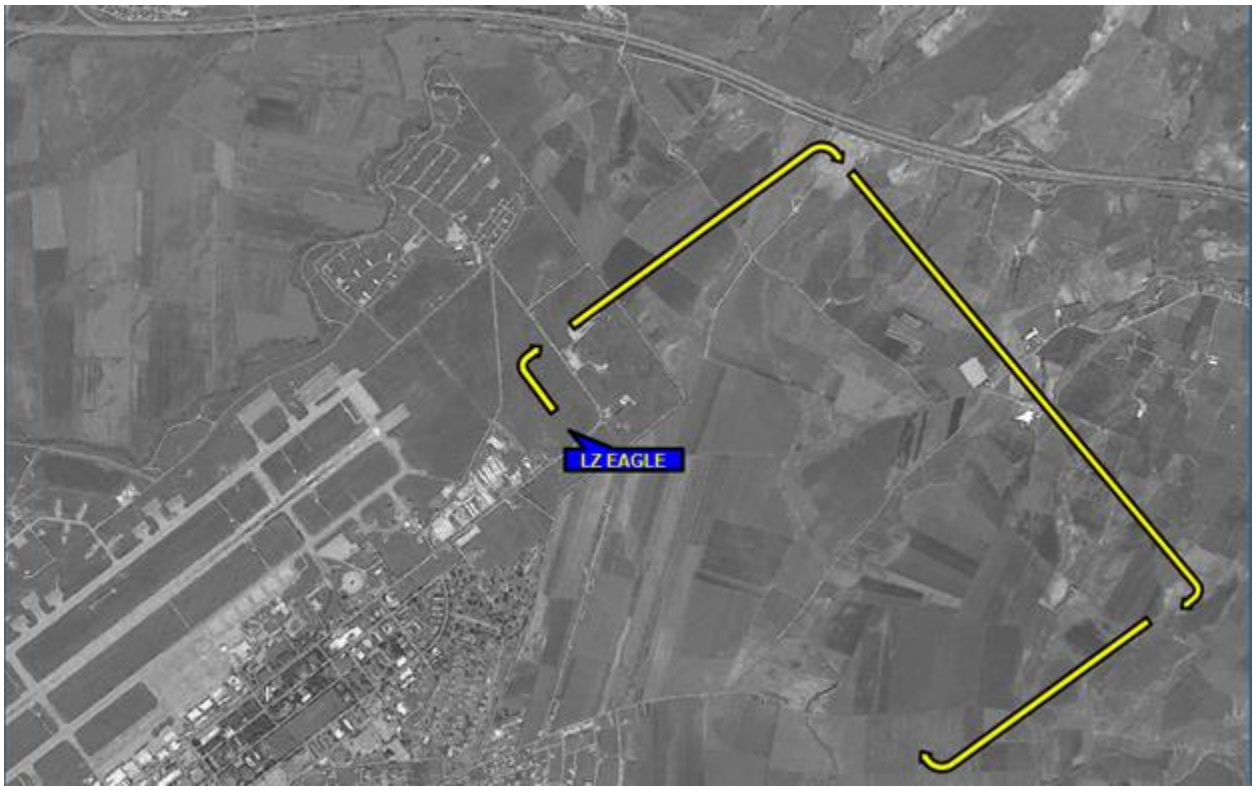
Figure A7.3. UH-60 Training Area.

Attachment 8

LANDING ZONE (LZ) EAGLE

Figure A8.1. LZ Eagle.

Figure A8.2. LZ Eagle Helicopter Traffic Pattern.



Attachment 9

INCIRLIK AIR BASE FREQUENCIES

Table A9.1. Incirlik Air Base Frequencies.

ATC TOWER		
USAF	**VHF Frequency**	**UHF Frequency**
Ground Control	123.025	371.35
Local Control	129.4	360.1
ATIS	129.75	377.475
TurAF	**VHF Frequency**	**UHF Frequency**
Local Control	122.1	371.8
RAPCON		
USAF	**VHF Frequency**	**UHF Frequency**
Approach/Departure Control	130.275	340.775
Arrival Control	134.1	370.225
RAPCON Discrete	140.95	246.8
Emergency Discrete	N/A	277.25
TurAF	**VHF Frequency**	**UHF Frequency**
Approach/Departure Control	120.2	N/A
Additional Frequencies		
	VHF Frequency	**UHF Frequency**
Pilot-Dispatch	N/A	339.05
Command Post	N/A	281.45
Ankara Center	125.95/130.125	240.8/318.125