BY ORDER OF THE COMMANDER
THULE AIR BASE

THULE AIR BASE INSTRUCTION 13-204

27 AUGUST 2014
Certified Current 16 October 2015

Space, Missile, Command and Control
AIRFIELD OPERATIONS

COMPLIANCE WITH THIS INSTRUCTION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions on this publication

OPR: 821 SPTS/OS

Certified by: 821 SPTS/CC
(Major Jeffrey R. Brandenburg)
Pages: 34

This instruction supplements AFI 13-204, Volume 3, *Airfield Operations Procedures and Programs*, FAAO 7110.65, and AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management* and prescribes standard operating procedures to be used by pilots, air traffic controllers, airfield management personnel, flight data coordinators and others involved in the flying operations at Thule Air Base. Procedures established in this instruction apply to assigned and attached units, and personnel who transit Thule Air Base in a temporary duty, including Air Force Reserve Command (AFRC) and Air National Guard (ANG) members and contractors who operate or administer functions in facilities in the airfield operations flight (AOF) or in the local flying area. Compliance with this publication is mandatory. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) This publication may not be supplemented). See (**Attachment 1**) for a glossary of references and supporting information used in this instruction.

1. Roles and Responsibilities.

1.1. The Thule Air Base Group Commander will ensure this instruction is carried out and retains overarching responsibility for the policy guidance herein.

1.2. 821 ABG/SE shall:

1.2.1. Act as the central point of contact ensuring explosive movement notification is accomplished with SF, TRACAB, AMOPS, Air Freight, and Fire Department. This notification shall consist of the estimated movement time, quantity, origin, destination, and route.

1.2.2. Ensure the HAZMAT owner provides at least one qualified explosive handling individual to supervise the movement. Ensure all personnel engaged in explosive handling are trained.

1.2.3. **Transient Alert shall:**

1.2.3.1. Ensure the HAZMAT owner provides vehicular support including trucks, forklifts, and drivers. Vehicles shall display placards, and meet minimum requirements established in AFMAN 91-201, *Explosive Safety Standards.*

1.2.4. **Security Forces shall:**

1.2.4.1. Ensure personnel are kept at a minimum safe distance to reduce exposure and risk.

1.2.4.2. Provide a radio-equipped vehicle to escort all required explosives movements, while observing criteria established in AFMAN 91-201.

1.2.4.3. Provide sufficient radio-equipped vehicles to close access from side roads if the route requires use of heavily traveled roads.

1.2.4.4. Conduct a pre-convoy sweep as close to the actual explosives movement time as possible.

1.2.4.5. Ensure the TRACAB is advised of any abnormality during the movement that occurs on the airfield.

1.2.4.6. Inform TRACAB immediately upon beginning/termination of movement emergency conditions.

1.2.4.7. Prohibit aircraft from over-flying the convoy.

1.2.4.8. Resume normal operations following notification that the movement is complete.

1.2.5. **AMOPS shall**:

1.2.5.1. Inform AOF/CC who shall advise the 821 ABG/CC.

1.2.5.2. Initiate a ramp search by contacting each flying organization at Thule.

1.2.5.3. Inform TRACAB and AOF/CC when the search has been completed and the findings of the search.

1.2.6. **TRACAB shall:**

1.2.6.1. Ensure aircraft remain clear of the movement route by at least 500 feet.

1.2.6.2. Not stop a convoy once authorization to proceed has been given except under

2. General Information Regarding Airfield Facilities.

2.1. **Runway(s) and Taxiways.** The Thule Air Base (BGTL) Airport Reference Point (ARP) is located at geographical coordinates 76 31 52.33N 068 42 11.38W. Magnetic variation is not applied at Thule AB. All NAVAIDs, runways, instrument approaches, vectors and winds are aligned to true north. Non-standard airfield markings are required due to arctic conditions. The airfield is painted white with red runway, taxiway and apron markings.

2.1.1. Runway 08/26 is 9,997 feet by 140 feet and made of asphalt. Runway overruns are 240 feet by 140 and made of asphalt.

2.1.2. Taxiways Alpha, Bravo, and Charlie are 75 feet wide and made of asphalt. Due to the slope of the airfield and potential for accumulation of snow and ice, Greenland Contractor Airfield Manager (GC/AMO) will determine daily availability of Taxiway Charlie.

2.1.3. Field elevation is 251 feet. Note: Airfield Diagram Depicting Runway/Taxiway Designations, runway length, width and surface type, Field Elevation/Gradient, Designation of Primary Instrument Runway, Depiction of Critical Areas, Intersection Departure Distances, and Instrument Hold Lines (INST) is depicted in (Attachment 2).

2.2. **Runway Selection Procedures.** For primary runway operations, aircraft will land Runway 08 and depart Runway 26. Any deviation from this procedure requires prior coordination with Air Traffic Control (ATC).

2.3. **Control of Ground Traffic in the Controlled Movement Area (CMA).**

2.3.1. The CMA consists of the runway and any surface within 150 feet of the runway edge. Additionally, the first 1,500 feet of Taxiway Alpha from Runway 08 becomes a CMA when the ceiling is 800 feet or less, and/or the visibility is 2 miles or less, and Airfield Management will respond IAW para 1.24.1.1. This extra precaution is necessary to ensure the instrument landing system (ILS) glideslope critical area is not penetrated due to inability to identify precautionary markings during aircraft arrival operations. This additional CMA provides protection for the ILS glide slope critical area when ceiling/visibility values are below required minimums (see Attachment 2).

2.3.2. When the Terminal Radar Approach Control in Cab (TRACAB) is open, entry to the CMA is gained by contacting Thule Ground on the Tower Net. Vehicles must maintain visual contact with the tower and remain alert to light gun signals. When the TRACAB is closed, entry to the CMA is gained by contacting GC/Airfield Management Operations (AMOPS) on the Ramp net during airfield opening hours and GC/Service Call net during all other times. Direct two-way radio communication via these FM Nets must be maintained until out of the CMA. English shall be the only language used on the Tower Net.

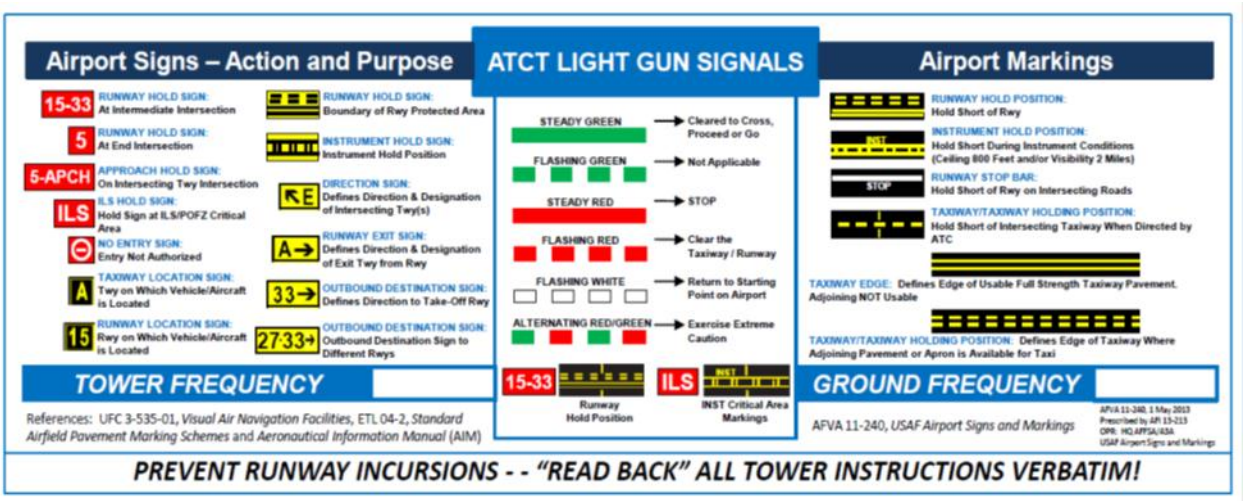
2.3.2.1. Vehicles without a radio are required to have an escort with two-way radio communication with the tower while on the airfield. The escort vehicle is responsible to gain CMA entry approval before any vehicle enters the CMA, must remain with the escorted vehicle(s) until exit and shall not report out of the CMA until all vehicles have exited. The escort vehicle shall use his approved call sign and then indicate the number of vehicles being escorted; for example*:* If Chief2 was escorting six vehicles to the fire training area, transmit: *"*GROUND, CHIEF2 PLUS SIX, REQUEST TO CROSS RUNWAY 26 AT TAXIWAY BRAVO.*"*

2.3.2.2. Communication-out procedures. In the event that communication with vehicle traffic on the airfield is lost, the TRACAB will immediately recall all vehicles from the CMA using the following methods.

2.3.2.2.1. Ground may use light gun signals to control ground traffic in the CMA.

2.3.2.2.2. All vehicles in the CMA, except for vehicles under escort, are required to display AFVA 11-240 (Figure 1).

Figure 1. Light Gun Signals



2.3.3. Procedures for Recalling Personnel from the CMA:

2.3.3.1. When directed by the tower to exit the CMA, personnel will immediately exit via the closest available taxiway and remain at least 150' from the runway.

2.3.3.2. In the event it becomes necessary to recall personnel from the CMA and radio contact cannot be established, ATC shall use the following methods to re-establish contact:

2.3.3.2.1. Use the appropriate light gun signals (**Figure 1**).

2.3.3.2.2. Cycle the runway lights alternately from the highest intensity to the lowest, repeating as necessary, until all personnel and equipment are removed from the CMA.

2.3.3.2.3. As a last resort contact AMOPS and request a radio-equipped vehicle be dispatched to establish contact.

2.3.4. When airfield construction exists, GC/AMO will coordinate with the AOF/CC to establish a "free zone" so that construction teams can travel into a designated portion of the CMA without requesting permission from ATC. GC/AMO will coordinate with TRACAB and all applicable agencies if a "free zone" is needed. All "free zones" will be established and coordinated IAW the Thule AB Integrated Defense Plan.

2.3.5. Movement Area. The movement area includes the runway and overruns, Taxiways Alpha, Bravo, and Charlie and all aircraft parking areas. Any vehicle operating on the movement area must obtain airfield drivers training and possess a valid AF IMT 483, Certificate of Competency.

2.4. **Airfield Lighting Systems.** During the period of 15 Sep - 14 May, airfield lighting shall be operated continuously to prevent freezing (dates may be adjusted due to weather conditions by GC/AMO).

2.4.1.1. High Intensity Runway Lights (HIRL).

2.4.1.2. Distance Remaining Markers.

2.4.1.3. Threshold Lights and Runway End Lights.

2.4.1.4. Standard High Intensity Approach Lighting System and Sequenced Flashing Lights (ALSF-1). The ALSF-1 is available for Runway 08 only.

2.4.1.5. Precision Approach Path Indicator (PAPI) Lights. PAPIs are installed for Runway08 only.

2.4.1.6. Taxiway Edge Lights.

2.4.1.7. Rotating Beacon. Due to after-hours Air Greenland helicopter operations, the rotating beacon operates 24 hours a day on top of South Mountain.

2.4.2. When TRACAB is closed, airfield lighting shall be operated IAW the following procedures:

2.4.2.1. Airfield lighting personnel shall be responsible for operating airfield lighting from the vault.

2.4.2.2. When airfield lighting personnel are not on the airfield, airfield lighting control at the vault shall be in the "TRACAB" position.

2.4.3. GC/AMO shall perform a check of all airfield lighting systems 30 minutes prior to airfield opening.

2.4.4. When notified of an airfield lighting outage, GC/AMO or AMOPS shall notify the TRACAB and Airfield Operations Flight Commander (AOF/CC) of the outage, coordinate with Service Call to repair the effected system, and issue a Notice to Airman (NOTAM).

2.5. **Permanently Closed/Unusable Portions of the Airfield.** Taxiway Delta (the first 1,000’ is available for aircraft use when hazardous cargo is on the aircraft), all other pavement south of Runway 08, Strategic Air Command Ramp, Cluster Pits 1, 2, 3, 4, 5 and 6 and parking spots 1-4 are closed to aircraft operations.

2.6. **Aircraft Arresting Systems.** None available.

2.7. **Parking Plan/Restrictions.** AMOPS will establish transient aircraft parking. **Note.** GC/AMO and AOF/CC have final approval over parked aircraft.

2.7.1. Summer Season (15 May – 14 Sep). Aircraft will not park inside hangars due to weakening caused by ice/permafrost melt.

2.7.2. Winter Season (15 Sep – 14 May). Aircraft will be authorized use of Hangar 7 and 8 in the priority order, according to Table 1:

Table 1. Hangar Priority

1	All Department of Defense (DoD) aircraft directly supporting Thule AB
2	Air Mobility Command (AMC) contracted commercial aircraft directly supporting Thule
3	All DoD aircraft performing any military mission
4	DoD contracted aircraft in support of government or military mission
5	All other aircraft to include foreign governments
Note: Due to possible structural damage to hangars and aircraft, the hangar doors will remain closed when winds exceed 30 knots.	

2.8. **Air Traffic Control Facilities: Operating Hours and Designated Airspace**

2.8.1. Published operating hours (controlled airfield) are 0800L – 1600L Monday through Friday. Closed any other time including Saturday, Sunday, and all U.S. federal holidays. On duty TRACAB personnel will be in the facility 30 minutes prior published opening hours.

2.8.1.1. Outside of published hours, TRACAB personnel shall open the facility 30 minutes prior to all departures and 60 minutes prior to all arrivals. TRACAB shall close 15 minutes after the last departure aircraft has exited Thule airspace or the last arrival aircraft is parked with engines shut down, whichever is later. During standby operations personnel must be able to return facilities to operations within 45 minutes of being notified.

2.8.2. Air Traffic Control On-Call Procedures:

2.8.2.1. AOF/CC or TRACAB Complex Chief Controller (CCC) will assign on-call status to provide service to operations that occur outside normal TRACAB hours of operation instead of staffing the facility continuously.

2.8.2.2. Controllers assigned on-call/standby status must meet/maintain all medical requirements in accordance with AFI 13-204v3, until released by the AOF/CC or CCC.

2.8.3. Organizations forecasting operational requirements for services outside published airfield operating hours must submit their request to AOF/CC at least three days prior to the requested date of service. AOF/CC determines manning availability and validity of the request.

2.8.4. Thule airspace, as defined in paragraph 2.1 of this publication, becomes uncontrolled whenever the TRACAB is closed and is not authorized for aircraft operations, unless a waiver is granted.

2.8.5. A minimum of four (4) qualified controllers will be available for duty on Thule AB at all times. Manning may be reduced to a minimum of three (3) qualified controllers available for duty during emergency leave situations, with approval from the SPTS/CC and AFSPC/A3SR notification.

2.9. **Local Frequencies/Channelization.**

Table 2. Local Frequencies

Function	VHF	UHF
Clearance Delivery	119.9	275.8
Ground Control	119.9	275.8
Local Control	126.2	255.6
Approach Control	134.1	363.8
Pilot to Dispatch	131.1	

2.10. Air Traffic Control and Landing Systems (ATCALS)

2.10.1. Navigational Aids (NAVAID) and no-NOTAM Preventive Maintenance Inspection (PMI) periods.

Table 3. Preventative Maintenance Inspection times

Facility	Identifier	Frequency	PMI Time
AN/FRN-45 TACAN	THT	Ch 47	Mon 1530-1730L
AN/FRN-44 VOR	THT	111.0	Wed 1530-1730L
AN/GPN-24 DBRITE	N/A	N/A	Mon-Wed 0630-0830L
AN/GPN-20 ASR	N/A	N/A	Mon-Wed 0600-0800L
AN-GPN-29 ILS	I-TL	109.5	Tue 1300-1500L Fri 0900-1100L

2.10.2. The TRACAB is the primary NAVAID monitoring facility and shall notify AMOPS and Reykjavik Oceanic Area Control Center (OACC) of any NAVAID malfunctions or changes of NAVAID status.

2.10.3. IAW the ATCALS Letter of Agreement (LOA), Thule ATCALS equipment has auto- start capability; therefore there is no requirement to place them on backup power in the event of severe weather. If auto-start capability is inoperative, or at the discretion of ATC, ATCALS equipment shall be placed on backup power at least 30 minutes before the estimated arrival of severe weather.

2.10.4. When the FMQ-19 cannot be properly certified and/or validated in accordance with maintenance requirements ATCAL maintenance will advise the CCC and the AOF/CC.

2.10.4.1. When the FMQ-19 is not properly certified and/or validated, the TRACAB will issue the wind as “Estimated”.

2.11. **Transient Alert.** Transient Alert (TA) provides follow-me services to all aircraft. Flight line maintenance is not available. Fleet service is not available. TA, Oil & lubrications (POL) services available 0630L-1630L Monday - Thursday, 0630L-1530L Friday.

2.12. **Automatic Terminal Information Service (ATIS) Procedures.** Not installed.

2.13. **Aircraft Special Operations Areas/Ramps.** Arm/De-Arm and Aircraft run-up areas are located on Taxiway Alpha at each end of the runway. These areas are to be used for

engine runs in excess of idle power. Note: Thule AB does not have Drag Chute Jettison, Hot Pit Refueling, or UAS Designated Start areas.

2.14. **Aircraft Towing Procedures**

2.14.1. The Tow Team will contact AMOPS to request towing operations. Tow Team will identify time of towing operations, location of aircraft to be towed, and destination.

2.14.2. AMOPS will notify the TRACAB and provide type of aircraft, location, destination, estimated duration of towing operations. AMOPS may approve towing operations outside TRACAB operating hours.

2.14.3. Tow team will contact the TRACAB/AMOPS prior to start and at the conclusion of the towing operation.

2.15. **Aircraft Taxiing Requirements/Routes.** Heavy aircraft (as defined by FAAO JO7110.65, Air Traffic Control) are not allowed to perform 180-degree turns on the runway without prior approval from AMOPS.

2.15.1. No aircraft larger than a C-130 is authorized to utilize Taxiway Charlie due to pavement classification restrictions.

2.15.2. Heavy Jet Thrust Avoidance Procedures. Heavy aircraft are marshaled into position via follow me vehicles which ensures safe jet blast distances. In the event that such operation may pose a jet blast hazard due to parking position or engine maintenance run-up, Transient Alert will post spotter(s) to ensure personnel and vehicles do not penetrate the hazardous jet blast zone.

2.16. **Airfield Maintenance.**

2.16.1. Sweeper Operations are conducted in accordance with the Summertime Sweeper Schedule, maintained in Base Operations, and as determined by the GC/AMO.

2.16.2. Snow Removal IAW CDRL CEO-7, *Snow & Ice Control/Removal Plan*, and paragraph7.20 of this publication.

2.17. **Runway Surface Condition (RSC) and Runway Condition Reading (RCR).** Airfield Management will inspect the airfield during adverse weather conditions to determine the RSC and RCR as appropriate. Results will be documented and disseminated to the TRACAB and appropriate agencies.

2.17.1. Normal RSC is reported as either dry, wet or "slush on runway."

2.17.2. When the runway is reported wet, use caution and expect a RCR 18 or less due to painted surface. Use Caution: High potential for hydroplaning exists. ***Note***: ***Wet = A RSC where visible water is the only form of moisture on the runway surface.***

2.17.3. When slush is on the runway without snow or ice then the RSC will be reported as "slush on runway" (Do not report an RCR). When water or slush is present on an ice covered runway, report the predominant RSC and determine the RCR or use the value 12, whichever is lower.

2.17.4. When ice or snow is present RCR's values will be established in accordance with the following chart:

Table 4. Runway Condition Reading Equivalent

Runway Condition Reading (RCR)	Equivalent Braking Action
≤5	Nil
06-11	Poor
12-17	Fair
>17	Good

2.18. **Airfield/Runway Inspections/Checks.** GC/AMO or designated representative shall:

2.18.1. Conduct airfield/runway inspections IAW AFI 13-204v3,. After each inspection, notify the TRACAB of RSC and/or RCR, and the airfield status (closed taxiways, partly visible airfield markings, etc.) as appropriate.

2.18.2. Conduct an airfield/runway check after an aircraft accident/mishap, an emergency landing, after each storm, during rapidly changing weather conditions or as deemed necessary by GC/AMO.

2.19. **Opening and Closing the Runway.**

2.19.1. The runway shall be closed by GC/AMO when an aircraft is disabled in the CMA, or if other conditions render the runway unusable. In the event the runway is blocked, GC/AMO or designated representative shall consult with TA to determine the best method of removing the aircraft and determine if a NOTAM is required.

2.19.2. The runway shall be checked prior to resuming flight operations after it has been closed for any reason. GC/AMO or designated representative shall determine when the runway can be opened for normal operations.

2.19.3. AMOPS shall notify AOF/CC of runway closing and opening as soon as practical.

2.20. **Suspending/Resuming Runway Operations.**

2.20.1. Runway operations shall be suspended upon completion of an emergency landing that could adversely affect runway conditions (emergency landings involving aircraft mechanical failure, blown tires, firefighting and rescue, etc.).

2.20.2. ATC and GC/AMO may suspend runway operations when it appears that safe operations cannot be conducted. ATC must immediately notify AMOPS of suspended runway operations and the reason for doing so.

2.20.3. The runway shall be checked prior to resuming flight operations after it has been suspended for any reason. GC/AMO or designated representative shall determine when runway operations can be resumed.

2.20.4. AMOPS shall notify AOF/CC of runway suspension and resumption as soon as practical.

2.21. **Engine Start/Test/Run-up Procedures.**

2.21.1. Engine Starts. AMOPS coordination is required for all engine starts. Engine starts include main engines and auxiliary power units.

2.21.1.1. AMOPS shall notify TRACAB for all engine starts without a flight plan.

2.21.1.2. AMOPS shall instruct aircrew to contact TRACAB prior to engine start during TRACAB operating hours.

2.21.1.3. AMOPS may approve engine starts outside of TRACAB operating hours. The TRACAB shall be open prior to commencing any flight or taxi activity. **(Note**: Exceptions are granted by Letter of Agreement or Memorandum of Understanding only, i.e., Air Greenland base-assigned helicopter operations).

2.21.1.3.1. Engine starts outside of AMOPS operating hours require 24-hour prior coordination. AOF/CC approval is required for all engine starts outside of AMOPS normal operating hours.

2.21.1.3.2. Prior to engine starts outside of normal TRACAB operating hours, make "blind" radio calls over ground frequency.

2.21.1.3.3. AMOPS shall coordinate engine starts with TA and Alarm Center when TRACAB is closed.

2.21.1.4. TRACAB shall coordinate with AMOPS prior to approving engine starts of aircraft without a flight plan.

2.21.2. Aircraft Run-Up Areas and Procedures. Aircraft run-up areas are located on Taxiway Alpha at each end of the runway. These areas are to be used for engine runs in excess of idle power.

2.21.2.1. Fixed-wing aircraft cannot exceed idle power for in-place engine maintenance runs. If power in excess of idle is required, approved run-up areas must be used.

2.21.2.2. Aircraft shall remain behind the hold line during engine runs. If the hold line is not visible due to snow buildup, aircraft shall remain behind lighted red runway signs. When runway 08 weather conditions deteriorate below 800ft and/or 2 miles visibility, engine runs are not authorized and aircraft will be removed from the ILS critical area ASAP.

2.21.2.3. Aircraft shall maintain radio contact with the TRACAB during operating hours.

2.21.2.4. Fire Department stand-by in the aircraft run-up areas is not required unless specifically requested by aircrew or AMOPS.

2.22. **Noise Abatement Procedures.** None.

2.23. **Protecting Precision Approach Critical Areas.** The first 1,500 feet of Taxiway Alpha from Runway 08 is included in the CMA to protect the glide slope critical area when weather conditions deteriorate below 800 feet and/or 2 miles visibility. Aircraft and vehicles requiring access to the runway shall use the instrument hold lines at all times when the red lights at the taxiway and airfield entrances are on, and shall not cross the instrument hold line unless approved by ATC.

2.23.1. Airfield Management will respond to the airfield after receiving the aircraft 50 mile notification call when weather conditions warrant the protection of the critical areas

to ensure vehicles do not penetrate the critical area. The critical area lights will be turned on during final approach.

2.24. **Restricted/Classified Areas on the Airfield.** There are no permanent restricted areas on the Thule AB airfield. Temporary restricted areas will be designated when heightened security requirements are necessary to protect a PL 1, 2, or 3 aircraft or as required by Air Force Instructions.

2.25. **Non-standard airfield systems or configurations.**

2.25.1. The Approach Light System with Sequence Flashing Lights (ALSF-1) is not configured to standard as set in UFC 3-535-01, *Visual Air Navigation Facilities*. The ALSF-1 has two extra lights (10 instead of standard 8) on the 300m (1,000ft) crossbar and the centerline barrette at station -2+00 contains red lights instead of the standard white lights.

2.25.2. Runway 26 is a Visual Flight Rules (VFR) runway; however, it is marked as an instrument runway in order to increase safety and increase visual cues to pilots.

3. Flying Areas.

3.1. **Local Flying Area/Designation of Airspace.** All Thule AB airspace (depicted on attachment 3) is delegated by AIP Greenland, and centered on the Thule AB ARP is located at geographical coordinates 76 31 52.33N 068 42 11.38W.

3.1.1. Thule Control Zone (CTR). A circle, 5.2 NM radius, from surface up to but not including 2,800 feet Mean Sea Level (MSL). Airspace classification: Class D.

3.1.1.1. Aircraft not already receiving service from Approach Control shall establish 2-way radio communications with Local Control prior to operating within this airspace.

3.1.2. Thule Control Areas (CTA). Airspace classification: Class E.

3.1.2.1. CTA A. A circle, with a radius from 5.2 NM to 40 NM, from surface up to but not including 2,800 feet MSL.

3.1.2.2. CTA B. A circle, with a 40 NM radius, from 2,800 up to but not including 7,000 feet MSL.

3.1.2.3. CTA C. A circle, with a 90 NM radius, from 7,000 feet MSL up to but not including FL 195.

3.1.3. BG R10 is restricted airspace over the 12th Space Warning Squadron compound from surface up to 16,000 feet MSL. All aircraft operations within BG R10 will be coordinated with the 821 ABG/CC prior to approving any flights within this airspace. TRACAB is the controlling agency and will contact the Missile Warning Operations Center at extension 5225 for emergency situations in which aircraft may enter the restricted area

3.2. **VFR Local Training Areas.** There are no VFR local training areas within Thule airspace. All discussion items for local airspace development will be addressed in the quarterly Airfield Operation Board.

4. Visual Flight Rules (VFR) Procedures.

4.1. **VFR Weather Minimums.** Basic VFR minima 1000' ceiling and/or 3 miles visibility as cited in AFI 13-204v3.

4.1.1. Special Visual Flight Rules (SVFR) operations may be conducted within that portion of the Class D airspace designated to the TRACAB. Aircraft must obtain ATC approval prior to commencing SVFR operations and maintain continuous radio communications.

4.2. **VFR Traffic Patterns.** The airfield environment is surrounded by high terrain which prevents aircraft from conducting multiple/practice approaches or flying successive approach patterns. There is no VFR traffic patterns established at Thule and IFR/VFR practice approaches are not authorized. Flying areas are designated IAW FLIP policy.

4.3. **Special Procedures.**

4.3.1. Emergency notification procedures. If outside of CTR or CTA airspace described in Chapter 2, Flying Area, any aircraft experiencing an in-flight emergency will attempt contact with Iceland Radio (High Frequencies 8891/4675), Søndrestrøm Flight Information Center (FIC) (High Frequencies 8945/5526), or another aircraft on 121.5 and provide emergency information along with pilot's desires. The appropriate facility will contact 821 SPTS/OS or GC/AMO and relay all emergency information.

4.3.1.1. Any aircraft within the CTR or CTA will attempt contact with Thule ATC for in flight emergencies during published airfield hours and provide emergency information along with pilot's desires.

4.3.2. **Emergency notification procedures outside of published hours (uncontrolled airfield).** Air Greenland will notify Søndrestrøm FIC or the applicable flight information service center prior to conducting helicopter flight operations outside published hours to ensure rescue operations will be initiated in accordance with Greenland flight service guidelines.

4.3.2.1. Air Greenland will immediately notify the 821 SPTS/OS and GC/AMO if the helicopter experiences an emergency or is determined to be missing outside of published hours. Note: In the event Air Greenland cannot notify the 821 SPTS/OS or GC/AMO, Air Greenland will contact the 821ABG/CC or their designated representative of emergency situations.

4.3.3. **Uncontrolled Airfield Procedures:**

4.3.3.1. Uncontrolled airfield operations apply only to Air Greenland locally assigned pilots and helicopter operations.

4.3.3.2. It is the responsibility of Air Greenland to notify/coordinate with Søndrestrøm FIC prior to departures in the event Search and Rescue (SAR) services are needed for being overdue, missing, etc. Air Greenland shall also assume all responsibility for anti-hijack procedures concerning their aircraft. Aircrews must exercise extreme vigilance during uncontrolled airfield operations. The aircrew maintains the responsibility for separation from other aircraft or vehicles operating on or near the runway.

4.3.3.3. Since normal flight planning procedures are unavailable outside published hours the aircrews must notify the following agencies with their proposed departure and arrival times prior to leaving the aircraft operations desk:

4.3.3.3.1. Contact the Fire Department/Service Call, and SF BDOC.

4.3.3.3.2. Pilots must also ensure fire/rescue support is available.

4.3.3.3.3. When notifying Service Call, the pilots will also request and obtain the status of vehicles operating on the runway.

4.3.4.1. **Uncontrolled Airfield Departure Operations**. Air Greenland helicopter shall make a "blind" radio call over Ground Control frequency prior to engine start and before taxiing; for example, "(AIRCRAFT CALL SIGN) COMMENCING ENGINE START" or "(AIRCRAFT CALL SIGN) TAXIING TO RUNWAY 26." Helicopter shall monitor ground frequency prior to engine start until switching to Local Control frequency for departure.

4.3.4.1.1. Helicopter shall switch to Local Control frequency prior to taking the runway for departure and make a "blind" radio call relaying departure intentions; for example, "THULE TRAFFIC, (AIRCRAFT CALL SIGN) TAKING RUNWAY 26 FOR DEPARTURE, LEFT TURNOUT."

4.3.4.2. **Uncontrolled Airfield Arrival Operations.** Air Greenland helicopter shall make a "blind" radio call on Local Control frequency prior to entering a 5-mile radius of the airfield and state intentions; " THULE TRAFFIC, (AIRCRAFT CALL SIGN) IS 5 MILES NORTHEAST FOR LANDING RUNWAY 08."

4.3.4.2.1. Helicopter shall scan the runway/movement area for vehicles prior to making a landing.

4.3.4.2.2. Air Greenland manager shall notify the BDOC, Fire Department/Service Call upon completion of their flight within 15 minutes of landing.

4.4. **Reduced Same Runway Separation (RSRS) Procedures.** RSRS procedures are not authorized.

4.5. Intersection Departures. ATC or aircraft may initiate intersection departures.

4.5.1. Runway 08 distances remaining:

4.5.1.1. Taxiway B - 7,000 feet available.

4.5.1.2. Taxiway C - 3,550 feet available.

4.5.2. Runway 26 distances remaining:

4.5.2.1. Taxiway B - 3,000 feet available.

4.5.2.2. Taxiway C - 6,400 feet available.

5. Instrument Flight Rules (IFR) Procedures.

5.1. **Radar Traffic Patterns.** There are no standard radar traffic patterns or local climb out/go- around procedures at Thule AB. Any aircraft not making a full stop landing shall

execute the published missed approach until reaching the minimum vectoring altitude (MVA). Practice approaches are not authorized.

5.2. **Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring. Thule AB does not have ASR or PAR approaches.**

5.3. **Local Departure Procedures.** No Diverse Vector Area (DVA) exists at Thule. IFR departures must execute the WENSA ONE departure until above the MVA, or execute a Visual Climb Over Airport (VCOA).

5.3.1. IFR aircraft shall depart via the Standard Instrument Departure (SID)/Departure Procedure unless otherwise coordinated with ATC. In the event IFR aircraft cannot depart via the SID, aircraft should expect to depart VFR, due to terrain.

5.3.2. Departing VFR aircraft shall not enter BG R10 (surface to 16,000 feet MSL) or over fly Detachment 1, south east of the runway.

5.4. **Radar Vector to Initial Procedures.** Not available.

5.5. **Visual Approaches.** Local Control is authorized to clear aircraft executing an instrument approach for a visual approach IAW FAAO JO 7110.65. Local Control will verbally advise Approach Control when clearing an aircraft for a visual approach.

6. Emergency Procedures.

6.1. **Operation of the Primary Crash Alarm System and Secondary Crash Net.**

6.1.1. Primary Crash Alarm System (PCAS). The TRACAB activates the PCAS exclusively. It is connected to the stations identified in table 5:

Table 5. Primary Crash Phone Stations

Station	Location
1	Alarm Center (Fire Dept)
2	AMOPS
3	Hospital
4	BDOC (Security Forces)
Note: BDOC shall not transmit over the PCAS IAW AFI 13-204v3.	

6.1.1.1. If the PCAS is inoperative, the TRACAB shall pass emergency information to AMOPS using the direct line. AMOPS shall then activate the secondary crash net.

6.1.1.2. The PCAS shall be activated for:

6.1.1.2.1. Emergency airfield situations and known or suspected aircraft accidents on or off base.

6.1.1.2.2. Situations that present an immediate hazard to personnel or equipment during airfield ground operations.

6.1.1.2.3. Evacuation of the TRACAB for reasons other than equipment failure or storm conditions.

6.1.1.2.4. An aircraft landing with complete radio failure unless it can be determined that no other emergency condition exists.

6.1.1.2.5. Unauthorized aircraft landing, taxiing, or engine run/start. Note: Controllers shall make every effort to contact the aircraft before activating the PCAS.

6.1.1.2.6. As deemed necessary by TRACAB Watch Supervisor/Senior Controller (WS/SC).

6.1.1.3. For aircraft emergencies, as a minimum TRACAB shall relay the information in Table 6 over the PCAS:

Table 6. Aircraft Emergency Information

Aircraft call sign, or tail number for ground emergency
Aircraft type
Nature of emergency
Souls on board
Pilot's desires
Note: TRACAB shall activate the PCAS as soon as the emergency information is obtained; however, activation will not be delayed in order to collect all the information. All additional or updated information shall be passed over the landlines or FM radios.

6.1.1.4. When activating the PCAS outside normal hours for an EMERGENCY and AMOPS does not pick up the PCAS, state the following: "BDOC, ACTIVATE THE SECONDARY CRASH NET, ADVISE TRACAB VIA LANDLINE OF ACTIVATION."

6.1.1.5. TRACAB shall conduct a check of the PCAS circuit between 0800 and 0830L Monday through Friday or as soon as practical thereafter. This check shall be conducted on Saturday/Sunday only if missions (e.g., BOXTOP, NORTHERN FALCON, etc.) require scheduled ATC support. When the TRACAB is open for limited hours to accommodate special operations, the PCAS will be checked as part of the opening checklist.

6.1.2. Secondary Crash Net (SCN). The SCN originates in AMOPS and is activated whenever the PCAS is activated, an airfield emergency is reported by alternate means, or when notified that an emergency has been terminated.

6.1.2.1. The SCN is connected to the stations listed in table 7:

Table 7. Secondary Crash Net Stations

BDOC (Base Defense Operations Center)
Missile Warning Operations Center
Base Weather
Alarm Center (Fire Department)
Emergency Management
Hospital

6.1.2.2. The SCN shall be activated for the daily check within 30 minutes of the PCAS daily check, or as soon as practical thereafter.

6.1.2.3. BDOC is the alternate activator of the SCN. They shall activate it only when requested by AMOPS, TRACAB, 821 ABG/CC, or AOF/CC. In addition to daily testing conducted by AMOPS, BDOC shall test the net on the first Tuesday of each month at 0830 local or as soon as practical thereafter. Results of the check shall be forwarded to AMOPS.

6.2. **Emergency Response Procedures.**

6.2.1. Aircraft emergencies shall be handled in accordance with FAAO JO 7110.65 and locally developed checklists.

6.2.2. At a minimum, GC/AMO and Fire Department shall respond to emergencies. The Senior Fire Official is the Incident Commander (IC). Other agencies respond as required by the IC or AOF/CC.

6.2.3. If the emergency aircraft Estimated Time of Arrival (ETA) is verified to be greater than 30 minutes, all response units shall remain at their duty stations and wait for further information.

6.2.3.1. TRACAB shall reactivate the PCAS when the aircraft ETA is 15 minutes. At the time of the second call, agencies shall dispatch appropriate personnel and equipment to their assembly points.

6.2.4. AOF/CC shall contact the GC/AMO and the Alarm Center as necessary for recall of required personnel, and instruct AMOPS to activate the secondary crash net, if required.

6.2.5. The IC shall advise TRACAB when an emergency on the airfield has been terminated.

6.2.5.1. TRACAB shall relay emergency termination time to AMOPS.

6.2.6. Ground Handling of Aircraft and Vehicles During Emergencies. The IC does not have UHF/VHF dial-up capability; therefore Ground Control must relay all communications between the IC and pilot.

6.2.6.1. Handling of Aircraft.

6.2.6.1.1. Aircraft that declare an in-flight emergency cannot terminate the emergency on their own, once on the ground. All emergencies will be evaluated and terminated by the IC.

6.2.6.1.2. TRACAB will direct aircraft experiencing an emergency with a specific handling location (hot brakes, hazardous cargo, etc) to the appropriate spot on the airfield. **Note:** Moving an aircraft with suspected or confirmed hot brakes can make the condition worse. Any aircraft with suspected or confirmed hot brakes that desires to hold position shall be permitted to do so.

6.2.6.2. Handling of Vehicles.

6.2.6.2.1. Ground Control shall broadcast an alert on all frequencies, including FM nets that an emergency is in progress and the ETA for in-flight emergencies.

An additional broadcast shall be made when the emergency aircraft is next to land.

6.2.6.2.2. Responding vehicles must have ATC approval to enter or cross the runway. Normally the IC will be the only fire department vehicle communicating with Ground Control and will use the escort procedures described in paragraph 1.3.2.1.2. of this publication.

6.2.6.2.3. All vehicles and personnel not involved in the emergency response must give way to emergency vehicles and withdraw from the emergency area.

6.2.6.2.3.1. Any required cordons must be initiated by the IC and relayed to Ground Control.

6.2.6.2.4. If possible, emergency response vehicles should not block other aircraft in the vicinity of the emergency.

6.3. **External Stores Jettison Area Procedures.** The jettison area is located on the THT 264T radial between 20 and 30 DME, 5 NM either side of the radial. All aircraft will contact ATC for directions and coordinate pilot's intentions after external stores jettison.

6.4. **Fuel Dumping.** The fuel dumping location is between the THT 264T and 274T radials between 40 and 50 DME, between FL 180 and FL 190. All aircraft will contact ATC for directions and coordinate pilot's intentions after fuel dumping.

6.5. **Hot Brake Area and Procedures.**

6.5.1. Landing Runway 08. Turn left at end of runway onto Taxiway Alpha and hold as instructed.

6.5.2. Landing Runway 26. Turn right at end of runway onto Taxiway Alpha and hold as instructed.

6.5.3. Pilots suspecting hot brakes shall notify TRACAB. TRACAB shall direct the pilot to the nearest hot brake area and activate the PCAS.

6.5.4. If TA discovers hot brakes after the aircraft has been parked, the aircraft will shut down, evacuate the area, and TRACAB shall be notified. TRACAB shall activate the PCAS.

6.5.5. The Fire Department or TA shall determine if hot brakes exist. The Fire Department shall remain at the aircraft until the emergency is terminated.

6.5.5.1. Any required cordons must be initiated by the IC and relayed to Ground Control.

6.5.6. If hot brakes are not detected the Fire Department or TA shall notify the TRACAB. Once the IC terminates the emergency, TA will lead the aircraft to its parking area.

6.6. **Abandonment of Aircraft.** The bail-out area is overhead Thule AB. If possible ATC shall request the number of people on board the aircraft. The pilot shall set the aircraft heading east and trimmed to crash over the ice cap.

6.6.1. Approach Control shall monitor the aircraft on radar and obtain a fix on the approximate crash area. A good bearing and distance from the ASR should be attainable using the cursor and strobe on the radar display. If possible convert this location to crash grid coordinates.

6.6.2. Local Control shall immediately activate the PCAS to announce a bailout. Relay the number of people on board if known. Local Control must then make every attempt to visually locate parachutes and see where they land. Direct the emergency response to those sites via the FM Nets.

6.7. **Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures.**

6.7.1. Søndrestrøm FIC is responsible for initiating all search and rescue efforts in Greenland.

6.7.2. Testing of emergency beacons is restricted to three audio sweeps within the first 5 minutes of each hour. If testing is required at times other than during the first 5 minutes of each hour, AMOPS and ATC must be notified prior to, and upon completion of, the testing.

6.7.3. When receiving an emergency ELT signal outside the authorized test period, TRACAB shall:

6.7.3.1. Notify AMOPS, Søndrestrøm FIC, and Reykjavik OACC advising them of the ELT frequency (121.5, 243.0, or both) involved.

6.7.3.2. Make appropriate notifications when the source of the signal is located or the signal terminates. **Note:** Unless another indication of an aircraft emergency or accident has been received, an ELT signal shall not require the activation of the PCAS**.**

6.8. **Hung Ordnance Procedures.** Aircraft landing with hung ordnance shall rollout to the end of the landing runway and keep the nose pointed runway heading until the ordnance can be pinned and/or returned to a safe condition, as determined by the on-scene commander.

6.9. **Wind Limitations on Control Tower and ASR antenna.**

6.9.1. The structural limitation of the control tower has been determined as 165kts. The windowpanes have not been evaluated for strength. Therefore, the tower will be evacuated when the sustained wind velocity reaches 60 knots or gusts reach 80 knots, similar to procedures at other Air Force control towers worldwide.

6.9.2. ASR Operation in High Wind. The antenna will be powered off, or "freewheeled", when closing the facility and whenever sustained or gusting winds reach 50 knots. The antenna may also be "freewheeled" at WS/SC discretion for forecasted winds.

6.9.2.1. In an emergency situation the antenna may continue to operate outside of the "freewheel" wind limits. The WS/SC will advise the CCC or AOF/CC, and Communications Management Office (NCMO) whenever this occurs.

6.9.2.2. Winds to determine the "freewheel" of the ASR antenna will be taken from the antenna alarm wind indicator.

6.10. **Evacuation of Airfield Operations (AO) Facilities.**

6.10.1. Under certain conditions (i.e. weather, bomb threat, power loss, fire, etc.) TRACAB operations may be terminated or interrupted and all personnel evacuated. When TRACAB evacuation is necessary, controllers will relocate to AMOPS. At this point, Thule becomes an uncontrolled airfield. Sample radio call: "ATTENTION ON THE NET; TOWER IS EVACUATING DUE TO (weather, bomb threat, fire, high wind, etc). AIRCRAFT OPERATIONS WILL BE AT YOUR OWN RISK."

6.10.1.1. AMOPS shall dispatch a NOTAM advising that Thule ATC Services are off the air and all aircraft should monitor emergency frequency 121.5 or 243.0.

6.10.2. AMOPS shall clear the runway of vehicles and personnel when notified by ATC of an arrival or departure.

6.10.2.1. Service Call will coordinate requests for any changes in the airfield lighting during TRACAB closures.

6.10.2.2. GC/AMO shall perform an airfield check immediately prior to all aircraft arrivals or departures. GC/AMO shall ensure AMOPS notifies ATC when the runway is available for use.

6.10.2.3. AMOPS shall notify ATC when the runway is clear of all vehicles and personnel including the GC/AMO.

6.10.2.4. ATC will provide limited advisories and follow established evacuation procedures.

6.10.3. If conditions exist whereby all personnel must be evacuated from AMOPS then AMOPS will send a NOTAM closing the airfield and coordinate closure with Service Call.

6.10.3.1. All personnel will report to their barracks immediately and await instruction from the supervisor.

6.11. **Other Emergency Procedures.**

6.11.1. Aircraft Accidents/Emergency Management Exercise (EME). In the event of an accident or EME, the provisions of Thule AB Installation Emergency Management Plan (IEMP) 10-2/Continuity of Operations (COOP), and the 821 ABG Mishap Response Plan (MRP) 91-4 shall be implemented.

6.11.1.1. Release of Aircraft Accident/Incident Information. Requests for information concerning an accident shall be directed to 21 SW/PA. ATC information shall be secured IAW AFI 13-204v3.

6.11.2. Aircraft Hijack. In addition to the provisions of FAA JO 7610.4, *Special Operations*, and AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, the following procedures contained in the Thule Integrated Defense Plan will be followed.

6.11.2.1. If a suspected or confirmed hijacked aircraft lands at Thule, SF will set up a cordon around the aircraft, blocking the plane with vehicles while maintaining direct radio contact with the tower.

6.11.2.2. Covert communication to be used by ATC and AMOPS on the PCAS and SCN.

6.11.2.3. Although geographically located in Greenland, Thule AB is part of the Domestic Events Network (DEN). ATC will contact the DEN.

6.12. **Alternate Facility Procedures.**

6.12.1. TRACAB alternate facility is AMOPS and procedures will be conducted IAW Thule ATC OI 13-204v3. When required to evacuate, Airfield Management will initiate the applicable Quick Reaction Checklist (QRC) and evacuate the facility. Limited Airfield Management functions can be accomplished by the GC/AMO and AOF/CC from their dormitory rooms.

7. Flight Planning Procedures.

7.1. **Flight Plan Procedures.** All aircraft departing Thule AB must file a flight plan except Air Greenland Helicopter. BOXTOP aircraft may file an abbreviated flight plan IAW the BOXTOP Letter of Agreement.

7.1.1. VFR Flight Plans.

7.1.1.1. VFR flight plans must be filed prior to engine start.

7.1.1.2. Air Greenland local area VFR flight plans may be telephonically filed with Airfield Management. Flight information should be passed in the following sequence: aircraft call sign, number/type of aircraft, personnel on board, proposed departure time, time enroute (including all delays), and fuel on board.

7.1.1.3. For flight plans filed telephonically, Air Greenland must maintain the original VFR flight plan for at least 3 months.

7.1.2. IFR Flight Plans.

7.1.2.1. IFR flight plans must be filed at least 1 hour prior to the estimated departure.

7.1.2.2. IFR flight plans can either be filed at AMOPS or via message transmittal. Originator of the flight plan is responsible for ensuring all information is accurate.

8. Miscellaneous Procedures.

8.1. **Airfield Operations Board (AOB) Membership.**

8.1.1. The AOB provides a forum for discussing and tracking various issues in support of Thule AB flying activities. The AOB is chaired by the 821 ABG/CC and shall convene at least once per quarter.

8.1.2. Personnel or representatives as identified in table 8 shall attend the AOB:

Table 8. AOB Membership Roster

821 ABG/CC - Chairman
Danish Liaison Officer (DLO)
821 SPTS/CC
Airfield Operations Flight Commander (AOF/CC)
Base Safety (821 ABG/SE)
Chief of Civil Engineering (821 SPTS/CE)
Air Traffic Control Complex Chief Controller (CCC)
Communication Flight Commander (821 SPTS/SC)
Civil Engineering Flight Commander (821 SPTS/CE)
GC Airfield Manager/Operations Superintendent (GC/AMO)
GC Superintendant Non-Sensitive Communications (GC/LGC) gemment (GC/AMO)
GC Superintendent, Operations and Maintenance Management /CEMR) GC Supervisor,
Air Greenland Site Manager
821 SPTS/LGT Transportation Manager

8.1.3. All wing, base and local LOPs that impact or affect airfield operations shall be reviewed annually in the month of August for currency and accuracy. The name of each LOP and the date each LOP was reviewed will be briefed during the 3rd quarter AOB. The review information will be recorded in the AOB minutes. The following additional items will be reviewed in accordance with Table 9:

Table 9. Annual Review Items

Annual Review Item	**Review Month**
Crash Grid Maps	July (IAW AFI 13-204V3)
Visibility Checkpoint Charts	July
Runway Diagram	July
Minimum Vectoring Chart	July
Minimum IFR altitude chart	July
Non-radar Board	July
Training Programs, Guide time limits, Aircraft	August (Documented in the TRB)
Wing/Base/Local Letters of Procedure (OI,	August
Permanent and Temporary Waivers	October
Aircraft Parking Plan	October
Annual Airfield Inspection	October

8.1.4. The annual Airfield Certification/Safety Inspection will be conducted and documented annually in the month of October.

8.1.5. AOF/CC will normally publish an agenda 1 week prior to each AOB. It is the responsibility of each office of primary responsibility (OPR) to work their issues and be prepared to discuss corrective actions and status at each AOB. In addition, each OPR will provide AOF/CC with an electronic copy of corrective actions and status.

8.2. **Notice to Airmen (NOTAM) Procedures.**

8.2.1. AMOPS is the NOTAM dispatch center and shall notify TRACAB of all NOTAMs.

8.2.2. AMOPS shall send the appropriate NOTAM when the airfield is scheduled to open or close outside published airfield operating hours.

8.2.3. TRACAB is the NOTAM monitor facility and will coordinate with AMOPS. The NOTAM monitor facility coordinates with AMOPS to ensure appropriate NOTAMs are sent to protect airspace when the control tower will be open outside of published airfield operating hours, to advise of non-published airfield closures, and to ensure notification of ATCALS interruptions and malfunctions.

8.3. **Flight Information Publication (FLIP) Accounts.** AMOPS is the OPR for acquisition and updating/changing the FLIP account. Requests for publications changes shall be made through the GC/AMO.

8.4. **Number and Status of Permanent/Temporary Waivers.** The current airfield waiver package is maintained at Base Civil Engineer (GC/CE) and Airfield Management Administration (GC/AMOA).

8.5. **Prior Permission Requested (PPR) Procedures.** PPR required except AMC flights, 72 hours prior notice.

8.5.1. Request through 821 ABG Thule AB GL/AMO/DSN 312-629-1110 or 312-629-3840 Thule Ext 2717/Commercial +299-976-606 Ext 2717 / Fax commercial +299-976-606 Ext 3033 / US commercial 719-474-3840 Ext 2717.

8.5.2. Civil aircraft through HQ USAF/A3O-BC 703-696-0011, DSN 426-0011.

8.5.3. Foreign Government aircraft through HQ USAF/A3O-BF 703-588-5001 DSN 426-5001.

8.6. **Air-Evac Notification and Response Procedures.** Arriving Air Evacuation Notification and Response Procedures will be issued in accordance with FAAO JO 7110.65.

8.7. **Unscheduled/Unauthorized Aircraft Arrivals.** AMOPS shall pass an inbound notification to ATC for every inbound flight.

8.7.1. ATC shall immediately coordinate with AMOPS on any unexpected or uncoordinated inbound aircraft.

8.7.1.1. Pilot to Dispatch 131.1 should be utilized to permit AMOPS to discuss the issue directly with the pilot.

8.7.1.2. If AMOPS informs ATC that the aircraft cannot land, ATC shall not clear the aircraft to land unless the aircraft declares an emergency.

8.7.2. ATC shall activate the PCAS for any unauthorized aircraft landing.

8.7.2.1. ATC shall attempt to hold the unauthorized aircraft on the runway if traffic permits, or on the nearest taxiway.

8.7.2.2. If the unauthorized aircraft refuses ATC instructions to hold position after landing, ATC will instruct SFS to attempt to block the aircraft's path IAW Thule Installation Defense Plan (IDP).

8.8. **Distinguished Visitor Notification Procedures.** TRACAB will notify AMOPS when the DV is 50 miles from Thule. This duty is secondary to providing ATC services.

8.9. **Dangerous/Hazardous Cargo.**

8.9.1. AMOPS shall advise the TRACAB of all scheduled hazardous or explosive cargo flights. TRACAB shall notify AMOPS when an arriving aircraft advises it is carrying hazardous or explosive cargo not previously coordinated by AMOPS.

8.9.2. AMOPS shall notify the agencies listed in Table 10 of the aircraft's estimated and actual arrival times:

Table 10. Notification Roster for Dangerous/Hazardous Cargo

Airfield Operations Flight Commander
Fire Department
Transient Alert
Security Forces: Base Defense Operations Center (BDOC)
821 ABG/SE: Safety Office
Airfield Manager

8.9.2.1. Dangerous/Hazardous Cargo Movement Procedures.

8.9.2.1.1. Twenty minutes prior to the explosives movement, SF escort shall call BDOC with an estimated local time of convoy movement. 821 ABG/SE and the SF escort must agree upon this time. This 20-minute estimate shall be updated if it changes by more than 5 minutes.

8.9.2.1.2. Upon advisement of estimated time of convoy movement, the TRACAB shall advise all traffic in local area to land or be prepared to hold for 30 minutes.

8.9.2.1.3. Five minutes prior to planned convoy start time, the SF escort shall ensure all pre- movement requirements have been met.

8.9.2.1.4. After TRACAB permission is given to proceed, SF shall relay vehicle breakdowns or other delays to the TRACAB and 821 ABG/SE with an estimated time the movement shall resume. TRACAB shall take the appropriate action based upon the length of delay anticipated.

8.9.3. Transient aircraft to be loaded, unloaded, or serviced with hazardous cargo on board shall be parked at a location as determined by GC/AMO or AOF/CC.

8.9.4. The owner of the hazardous material shall ensure the appropriate placards are displayed.

8.9.5. Priorities. Explosive movements shall be scheduled so as not to conflict with handling of Air Mobility Command (AMC) aircraft. However, once in progress, all explosive movements shall be given PRIORITY over routine aircraft and vehicular traffic.

8.9.6. Any agency desiring to move explosives, from or to the airfield, shall coordinate with AOF/CC, 821 ABG/SE, 821 SFS, and AMOPS at least 24 hours in advance. Provide the following information: estimated start time, class, quantity, line number, origin, name of crew leader, destination, and route. A properly placarded vehicle and certified handler are required to transport explosives

8.10. **Night Vision Device (NVD) Operations.** Thule AB is not an airfield with reduced lighting configurations and therefore does not meet the criteria established in AFI 13-204v3 for NVD use in terminal airspace.

8.11. **Local Aircraft Priorities.** Tower will provide priority ATC service to aircraft in accordance with FAAO JO 7110.65 and the following local priorities.

8.11.1. Aircraft carrying Distinguished Visitors, Code 7 or above, as defined in the DoD Flight Information Publication General Planning guide.

8.11.2. Thule contracted support aircraft (Air Transport International and Air Greenland).

8.11.3. Transient aircraft nonessential missions.

8.12. **Lost Communications Instructions.** IAW published ILS approach plates, "In the advent of loss communication upon reaching 9000 aircraft are to proceed to HUXEL via own navigation, after 1 turn in holding execute the ILS approach."

8.13. **Standard Climb-Out Instructions.** There are no local climb out instructions at Thule. Any aircraft not making a full stop landing shall execute the published missed approach until reaching the MVA.

8.14. **Opposite Direction Take-Offs and Landings.** Opposite direction procedures apply to all aircraft regardless whether or not the aircraft is operating VFR or IFR. All verbal coordination will include the phraseology "OPPOSITE DIRECTION ARRIVAL/DEPARTURE, RWY 08/26".

8.14.1. Arrival versus arrival. TRACAB shall not allow an arriving aircraft to proceed closer than 15 mile final until a proceeding opposite direction arrival has landed or turned to avert on the missed approach.

8.14.2. Arrival versus departure. TRACAB shall not allow an arriving aircraft to proceed closer than 15 mile final until a proceeding opposite direction departure has crossed the departure end, and is established on a course diverging by at least 45 degrees from the reciprocal of the final approach course.

8.15. **Breakout/Go Around/Missed Approach Procedures.** There are no break out/go-around procedures at Thule. Any aircraft not making a full stop landing shall execute the published missed approach until reaching the MVA.

8.16. **Civilian Aircraft Operations.** AFI 10-1001, *Civil Aircraft Landing Permits*, governs civil aircraft landings. The 821 ABG/CC is the approval authority for civil aircraft landings for aircraft that meet the requirements in AFI 10-1001.

8.17. **Civil Use of Military Navigational Aids (ATCALS).** Unless Emergency Security Control of Air Traffic (ESCAT) is initiated, all Thule ATCALS are available for civil use as an aid to navigation. Practice approaches are not authorized.

8.18. **Weather Dissemination and Coordination Procedures.** Upon notification from weather forecasters, ATC shall broadcast all on and off base hazardous weather warnings to all aircraft under their control.

8.19. **Airfield Snow Removal Operations.**

8.19.1. Program Overview: CDRL CEO-7, Snow & Ice Control/Removal Plan, establishes procedures and responsibilities for continuing airfield operations after severe arctic weather.

8.19.2. During snow removal operations at least one snow removal vehicle (normally Snow Bird4) shall be in radio contact with ATC on the Tower Net and is responsible for all snow removal vehicles operating on or near the runway.

8.19.3. ATC's authorization for the controlling snow removal vehicle to enter the runway is also authorization for the controlling vehicle to bring other snow removal vehicles on and off the runway as needed. When instructed to depart the runway, the controlling vehicle shall be responsible for ensuring that all snow removal vehicles are off the runway. The controlling vehicle shall report off the runway, and state "ALL snow removal vehicles are off the runway." **Note:** If vehicles are entering the runway for reasons other than snow removal (i.e., crossing the runway to transport equipment), the lead vehicle in contact with the TRACAB must request permission for his vehicle and the additional vehicles that will follow; for example: If Mach 4 was escorting two vehicles across, transmit: *"*GROUND, MACH 4 PLUS 2, REQUEST TO CROSS RUNWAY 26 AT TAXIWAY BRAVO*."*

8.20. **Bird/Wildlife Control.**

8.20.1. Program Overview: 821 ABG Plan 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH), establishes procedures and responsibilities for minimizing potential wildlife hazards to aircraft operating on and around the airfield.

8.20.2. Program Oversight. 821 ABG/SE is the OPR for the BASH Program, and as such shall work closely with AOF/CC and GC/AMO on all BASH matters that pertain to the airfield. Management of the BASH Program is conducted via the Bird Hazard Working Group (BHWG) which meets in conjunction with the AOB.

8.20.3. Anyone working on the airfield that observes bird/wildlife activity in the vicinity of the airfield shall immediately notify AMOPS at ext 2717.

8.21. **Bird Watch Conditions (BWC).** In many situations, aircrew awareness that increased bird activity exists will be sufficient action. However, some situations will require positive actions to reduce the potential for bird strike such as delaying takeoff or landing. Aircrews will determine their own course of action after considering the recommendations of 821 ABG/SE and GC/AMO.

8.21.1. Thule BWCs are defined in 821 ABG Plan 91-212. GC/AMO is the final authority for changing BWCs.

8.21.2. ATC will inform all aircraft of observed and/or reported bird/wildlife activity.

8.21.3. ATC will inform AMOPS of any suspected or confirmed bird strikes.

8.22. **Airfield Photography.** The 821 ABG/CC has delegated photography permissions to the 821 SPTS/CC, AOF/CC or GC/AMO with the exception of PL-1 resources.

8.23. **Wind Cone Requirements.** Wind Cones are not available or required at Thule AB, due to the required maintenance, replacement expenses, low traffic volume and the fact that practice/multiple approaches are not authorized at Thule AB. Air Traffic Control provides the wind direction and velocity to landing and departing aircraft. Winds can reach excessive velocity and coupled with the extreme temperatures wind cones become easily damaged, which could lead to false readings. Aircraft should use extreme caution during critical phases of flight when high winds are issued by air traffic control or forecasted by weather.

8.24. **Drinks, Smoking and Smokeless Tobacco Use.** Drinks may be consumed inside vehicles, but the empty containers must be disposed of properly. Soda cans are prohibited outside of the vehicles on the airfield. Glass bottles are prohibited on the airfield, with the exception of sample kits. Smoking and the use of smokeless tobacco on the airfield is prohibited, including inside vehicles. Tobacco is only to be used in designated tobacco use areas.

8.25. **Foreign Object Damage (FOD) Prevention.**

8.25.1. Wear of Hats and Restricted Area Badges. Personnel will not wear hats on the airfield, except as noted. Wear of the winter watch cap is authorized and may be worn during aircraft operations, when using the following procedures: Ear defender/communication headsets devices can be worn over the watch cap or a jacket hood will be used over the watch cap. The watch cap must be firmly set on individual's head, ensured by pulling watch cap down over the ears, to prevent it from inadvertently coming off, and posing a FOD hazard. The wear of a ball cap style hat during daylight operations is authorized when it is secured with a lanyard to prevent a FOD hazard. Restricted area badges and passes will be secured with a lanyard or arm band with protective cover. **Note:** When conducting official protocol duties on the airfield, the senior officer present, or his/her representative, will consider risk factors including weather and proximity to operating aircraft engines, and dictate if hats are to be worn for a particular occasion (this does not include baggage and aircraft support personnel). No individual wearing a hat, regardless of position or rank, will pass within 25 feet of an operating engine.

8.25.2. Organizations with personnel operating on the airfield must ensure newly assigned personnel receive a FOD prevention orientation/familiarization briefing prior to beginning work on the airfield. The newcomers' FOD briefing will be documented by the responsible organization.

8.25.3. Personnel operating on the airfield will take an active part in the daily policing of the airfield for foreign objects to reduce the potential of damage to aircraft. Facilities adjacent to aircraft parking ramps, taxiways, or engine run areas, as well as any shops or hangars used for aircraft/component maintenance, will be policed by the owning organization. Particular attention to securing dumpster lids during high winds must be addressed by each facility manager.

8.25.4. Personnel will be constantly alert for any form of FOD during all phases of a job. Special attention must be given to small items of debris, such as safety wire, bolts, nuts,

screws, etc. Loose materials of this kind will be placed in FO containers during the normal course of job performance. After the job is complete, a final check of the entire work area will be conducted and all foreign objects removed.

8.25.5. Aircraft/weapons safety pins will not be placed on or left unsecured on aircraft parking ramps/movement areas at any time. At no time will aircraft forms be left unsecured on the ramp or any external area of the aircraft.

8.26. **Tools on the Airfield.** Personnel will not use or possess personal tools in any aircraft maintenance area or on the airfield. Personnel will follow guidance established in AFI 21-101, *Aircraft and Equipment Maintenance Management*, for the Tool Control program. All questions or concerns regarding tool use on the airfield will be directed to the Airfield Manager or Airfield Operations Flight commander.

TODD L. DIEL, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits*

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

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*

AFI 13-213, *Airfield Driving*

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

AFMAN 91-201, *Explosive Safety Standards*

Air Traffic Control and Landing Systems (ATCALS) Interruptions, Restoration Policy, and Outage Reporting Letter of Agreement

CDRL CEO-7, *Thule Snow & Ice Control/Removal Plan*

Comprehensive Emergency Management Plan, Plan 10-2

Federal Aviation Administration (FAA) Orders. (Available on the FAA homepage)

FAA JO 7110.65, *Air Traffic Control*, 9 February 2012

FAA JO 7610.4, *Special Operations*, 27 August 2009

http://www.faa.gov/regulations_policies/orders_notices/index.cfm

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

821 ABG Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard Plan*

821 ABG Plan 91-4, Mishap Response Plan

Prescribed Forms

There are no prescribed forms

Adapted Forms

AF IMT 483, *Certificate of Competency*.

AF IMT 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AIP—Aeronautical Information Publication

AM—Airfield Management

AMC—Air Mobility Command

AO—Airfield Operations

AOB—Airfield Operations Board

AOF/CC—Airfield Operations Flight Commander

ALSF—1 - Sequenced Flashing Lights

AMOPS—Greenland Contractor Airfield Management Operations

ARP—Airport Reference Point

ASR—Airport Surveillance Radar

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

BASH—Bird/Wildlife Aircraft Strike Hazard

BDOC—Base Defense Operation Center

BHWG—Bird Hazard Working Group

BWC—Bird Watch Conditions

CCC—Complex Chief Controller

CMA—Controlled Movement Area

CTA—Thule Control Area

CTR—Thule Control Zone

DEN—Domestic Event Network

DLO—Danish Liaison Officer

DoD—Department or Defense

DPI—Danish Police Inspector

DVA—Diverse Vector Area

ELT—Emergency Locator Transmitter

EME—Emergency Management Exercise

ESCAT—Emergency Security Control of Air Traffic

ETA—Estimated Time of Arrival

FIC—Flight Information Center

FLIP—Flight Information Publication

FOD—Foreign Object Damage

GC/AMO—Greenland Contractor Airfield Manager

HIRL—High Intensity Runway Lights

IAW—In Accordance With

IC—Incident Commander

IFE—In-Flight Emergency (not listed)

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Conditions (not listed)

ILS—Instrument Landing System

INST—Instrument or Instrument Hold Line

LOA—Letter of Agreement

LOP—Local Operating Procedure

MSL—Mean Sea Level

MVA—Minimum Vectoring Altitude

NAVAID—Navigational Aids

NCMO—Communications Management Office

NOTAM—Notice to Airman

NVD—Night Vision Device

OAC—Oceanic Area Control Center

PAP I—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PMI—Preventive Maintenance Inspection

POL—Oil and Lubrications

PPR—Prior Permission Requested

QRC—Quick Reaction Checklist

RCR—Runway Condition Reading

RSR—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RWY—Runway

SAR—Search and Rescue

SCN—Secondary Crash Net

SF—Security Forces

SID—Standard Instrument Departure

SVFR—Special Visual Flight Rules

TA—Transient Alert

TAB—Thule Air Base

TRACAB—Terminal Radar Approach Control in Cab

VFR—Visual Flight Rules

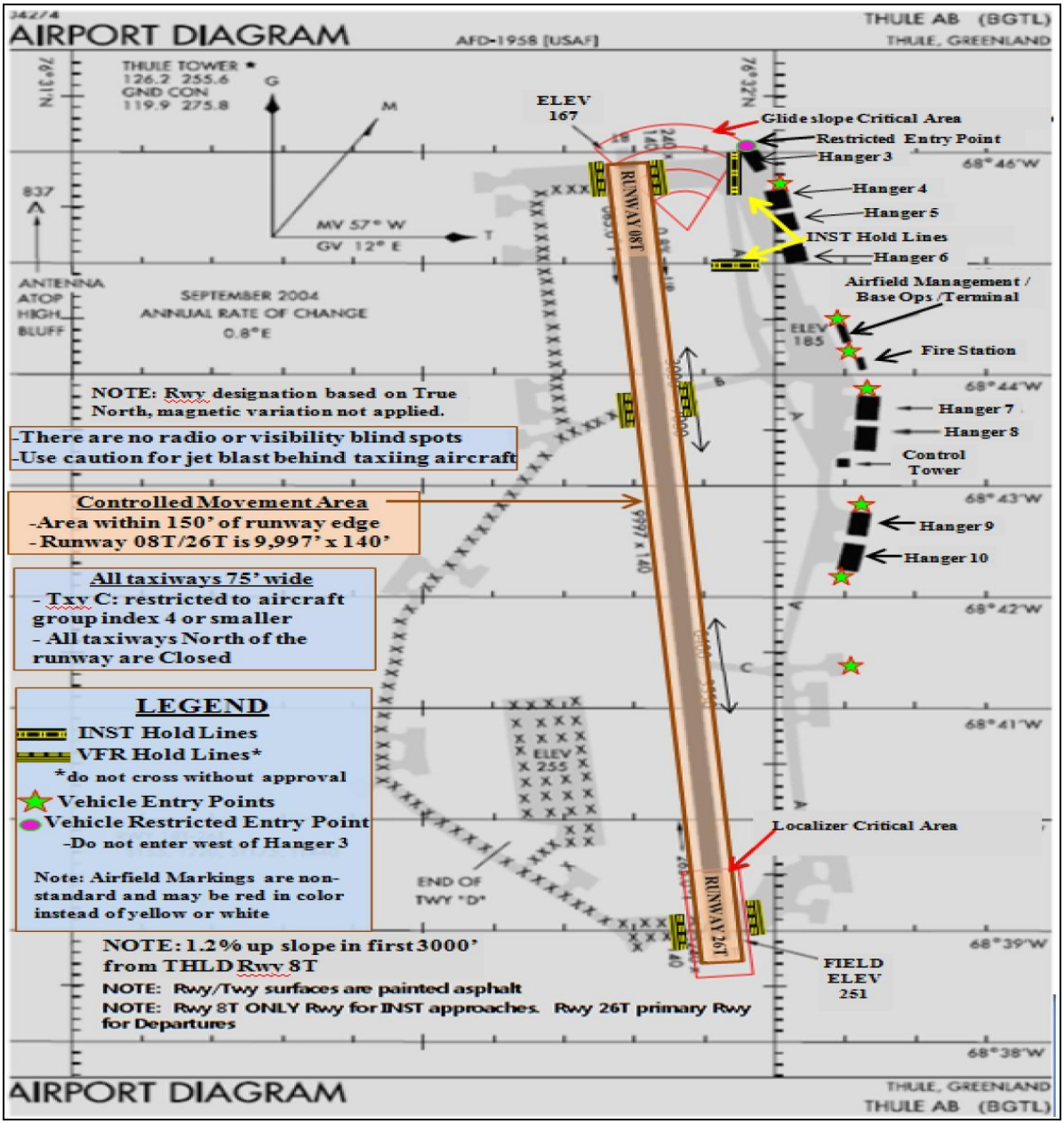
VCOA—Visual Climb Over Airport

WS/SC—Watch Supervisor/Senior Controller

Attachment 2

THULE AB AIRPORT DIAGRAM

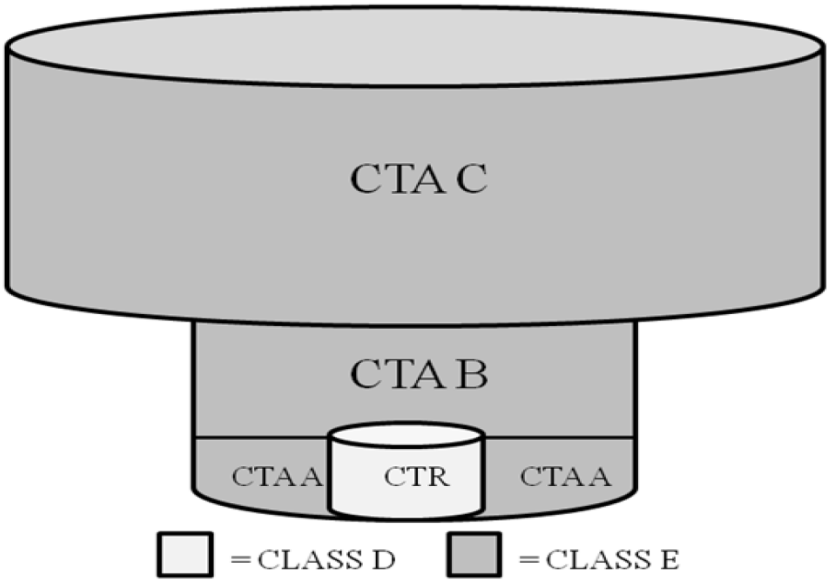
Figure A2.1. AIRPORT DIAGRAM



Attachment 3

AIRSPACE DIAGRAM

Figure A3.1. Thule Airspace Diagram: Lateral and Overhead



CTA C: 90NM radius, from 7,000 ft MSL up to but not including FL195
CTA B: 40NM radius, from 2,800 ft MSL up to but not including 7,000 ft MSL
CTA A: radius from 5.2NM to 40NM, from surface up to but not including 2,800 ft MSL
CTR: 5.2NM radius, from surface up to but not including 2,800 ft MSL