BY ORDER OF THE COMMANDER
WRIGHT-PATTERSON AIR FORCE BASE

WRIGHT-PATTERSON AIR FORCE BASE
INSTRUCTION 13-201

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Nuclear, Space, Missile, Command, and Control

AIRFIELD OPERATIONS

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This instruction implements AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management*, AFI 13-204v1, *Airfield Operations Career Field Development*, AFI 13-204v2, *Airfield Operations Standardization and Evaluations*, and AFI 13-204v3, *Airfield Operations Procedures and Programs*. It describes procedures to be used for airfield operations at Wright-Patterson AFB, Ohio (WPAFB OH). It is a directive for all assigned, attached, or transient units and flight crews, but not intended to replace sound judgment in the interest of safety. This publication does not apply to the Air National Guard or the Air Force Reserve Center (ANG/AFRC) units. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This interim change incorporates the changes in flying pattern altitudes from 2,800 ft MSL, 2,300 ft MSL, and 1,800 ft MSL, to be 2,400 ft MSL and 1,900 ft MSL with no third pattern altitude. This publication applies to both ANG and AFRC units while operating at WPAFB.

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Runways and Taxiways.

1.1.1. Patterson Field has two active parallel runways oriented northeast/southwest. Distance between runway centerlines is 1,325 ft. Field elevation is 823 ft MSL as measured at the approach end of RWY 23R (See **Attachment 3**).

1.1.1.1. RWY 05L/23R is a 12,600 ft long, 300 ft wide Class B precision runway with no shoulders and is grooved to USAF standards. It has a 900 ft overrun on the northeast end and 1,000 ft overrun on the southwest end. The first 2,600 ft of RWY 05L is concrete and is the only portion of the airfield where Vertical Takeoff and Landing (VTOL) aircraft operations are authorized. The remaining surface of RWY 5L/23R and all of RWY 05R/23L is asphalt.

1.1.1.2. RWY 05R/23L is a 7,000 ft long 150 ft wide Class A non-precision runway with no shoulders. It is a non-grooved runway with a 345 ft overrun on the southwest end. RWY 05R/23L may be closed during snow removal operations or heavy rainfall due to potential hydroplaning.

1.1.2. Patterson Field has four taxiways designated Alpha, Bravo, Charlie, and Delta (See **Attachment 3**).

1.1.2.1. TWY Alpha is 75 ft wide and runs parallel to RWY 05L/23R for the full length of the runway's western edge. Pilots in Command (PIC) are cautioned not to mistake TWY Alpha for a runway. TWY Alpha 1 is 75 ft wide and connects TWY Alpha with the northwest entrance to the West Ramp.

1.1.2.2. TWY Bravo is 75 ft wide except for TWY Bravo 2 (non-standard 50 ft) and Bravo between RWY 05L/23R and 05R/23L (non-standard 300 ft at widest point). TWY Bravo crosses the approach end of RWY 23L. PICs and vehicle operators are cautioned as this crossing point can be deceiving.

1.1.2.3. TWY Charlie is 75 ft wide and intersects TWY Alpha, RWY 05L/23R, RWY 05R/23L, and TWY Bravo.

1.1.2.4. TWY Delta is 75 ft wide between TWY Alpha and RWY 05R/23L. TWY Delta between RWY 05R/23L and the East Ramp is non-standard 50 ft wide without shoulders. TWY Delta between TWY Bravo and RWY 05R/23L, is restricted to aircraft with a wingspan of 110 ft and smaller. Exception: C-130 aircraft are allowed to taxi on this portion of TWY Delta. Aircraft with four engines shall shutdown outboard engines.

1.2. Parking Plan.

1.2.1. East Ramp Parking Plan (See **Attachment 4**).

1.2.1.1. Delta parking row standard configuration is sited for A-10 aircraft and smaller.

1.2.1.2. Echo parking row standard configuration is sited for A-10 aircraft and smaller.

1.2.1.3. Foxtrot parking row standard configuration is sited for C-172 aircraft and smaller.

1.2.1.4. Golf parking row standard configuration is sited for C-21 aircraft and smaller.

1.2.1.5. Hotel parking row standard configuration is sited for the dimension of four C-17 aircraft and smaller. Aircraft with a wingspan larger than 174 ft will require a non-standard parking plan configuration.

1.2.1.6. India parking row standard configuration is sited for the dimension of two C-5 aircraft and smaller.

1.2.1.7. Hazardous Cargo Pad's (HAZPAD) 1-4 (See **Table 1.2**):

1.2.1.7.1. Any aircraft with a tail height of 49 ft or greater will not park on HAZPAD 2. It violates the 50:1 ratio of the Approach/Departures Clearance Surface (ADCS) for RWY 05R/23L.

1.2.2. West Ramp Parking Plan (See **Attachment 5**):

1.2.2.1. Parking spots A1-A9 standard configuration are sited for C-17 aircraft. Parking spots A10-A12 standard configuration are dual sited for C-5/C-17 aircraft (See **Table 1.2**).

1.2.3. All non-standard parking of aircraft must be prior coordinated and approved by the Airfield Manager (AFM) or designated representative.

1.3. Permanently Closed Airfield Surfaces.

1.3.1. Wright Field (KDWF). Wright Field is closed and arrangements must be coordinated to open it for USAF Museum aircraft deliveries and special aerial events IAW the LOA between 88 ABW and National Museum of the USAF (NMUSAF), *Wright Field Operations*. The USAF Museum originates the request to open Wright Field to the approval authority, HQ AFMC/A3 (See **Attachment 2**).

1.3.1.1. After operation approval is received from HQ AFMC/A3, the following procedures and requirements apply:

1.3.1.1.1. Landings are made on RWY 09 only (elevation 830' MSL).

1.3.1.1.2. The operation is conducted during VFR/daylight hours and with runway surface condition (RSC) DRY.

1.3.1.1.3. The length of RWY 09 (7147 x 150 ft) must be adequate to allow a safe landing for the type of aircraft concerned (runway is marked with yellow X's spaced about 1,000 ft apart along its length and may be used by the PIC as a rough guide for runway distance remaining). RWY 09 runway surface is asphalt. RWY 09 runway markings are IAW ETL 04-2 for a closed runway.

1.3.1.1.4. The Base Weather Station (WX) will supply a portable anemometer to provide wind information for relay to the aircraft. Winds must be within safe limits for the type of aircraft concerned (as determined by the PIC).

1.3.1.1.5. AFM, OSS Director of Special Operations, or designated representative will:

1.3.1.1.5.1. Notify the Fire Department (FD) at least one working day in advance for fire/crash emergency vehicle standby at Wright Field.

1.3.1.1.5.2. Notify Security Forces (SFS) at least one working day in advance for crowd and vehicle control at Wright Field.

1.3.1.1.5.3. Coordinate with Patterson Tower at least one business day in advance.

1.3.1.1.5.4. Coordinate with the Wing Safety Office (SE) and Public Affairs (PA).

1.3.1.1.5.5. Determine if foreign object debris (FOD) sweeping is required on RWY 09 prior to a landing and, if so, will coordinate with Base Civil Engineering (CE) to accomplish sweeping operations.

1.3.1.1.5.6. Brief the PIC on the following:

1.3.1.1.5.7. Traffic pattern direction (left-hand at Wright Field).

1.3.1.1.5.8. Traffic pattern altitude (same as Patterson Field for type of aircraft concerned).

1.3.1.1.5.9. Coordinate with Air Force Research Lab (AFRL), Bldg 622, DSN 785-6361, before a landing is made at Wright Field to de-conflict any possible laser activity encompassing RWY 09.

1.3.1.1.5.10. Be on-scene to inspect the runway before the landing, provide landing advisories to the arrival aircraft and exercise overall supervision.

1.3.1.1.6. Radio frequency for communication between aircraft and AMOPS vehicle use 88 ABW discrete UHF 289.4/VHF 123.225, if possible.

1.3.1.1.7. The aircraft normally lands at Patterson Field (KFFO) prior to USAF Museum delivery so the PIC may be taken to Wright Field for a visual inspection of RWY 09, with any hazards and obstructions specifically pointed out. If this is impractical, a visit by the aircrew to WPAFB prior to the delivery flight for a pre-site survey and/or a detailed visual presentation (i.e. video, PowerPoint, etc.) by the AFM or other authorized designated official of Wright Field's runway is required.

1.3.1.1.8. Flights originating at Patterson Field for a landing at Wright Field requires the PIC to file a flight plan with Patterson Field Airfield Management (AM).

1.3.1.1.9. USAF Museum point of contact is the Special Events Division, NMUSAF/MUS.

1.3.2. TWY Bravo 1 is closed.

1.3.3. Aero Club Apron and Hangars are closed.

1.4. Unusable Airfield Surfaces.

1.4.1. TWY Delta between RWY 05R Approach (APCH) end and East Ramp is unusable.

1.5. Runway Selection Procedures.

1.5.1. RWYs 23L/R are designated the calm wind runways and are used unless an operational advantage makes it necessary to use RWYs 05L/R.

1.5.2. Tower Watch Supervisor (WS) shall coordinate with Columbus (CMH) Approach prior to changing the runway in use. Tower WS is the final authority for runway selection.

1.5.3. Tower shall update the Airfield Automation System (AFAS) and notify the following agencies when a RWY change is complete:

1.5.3.1. CMH.

1.5.3.2. Airfield Management Operations (AMOPS).

1.5.3.3. WX.

1.5.3.4. FD.

1.6. Aircraft Arresting Systems (AAS) (see Attachment 3).

1.6.1. Patterson Field has two installed AAS: BAK-12(B)/TYPE H located 1,676 ft from the approach end of RWY 05L and BAK-12(B)/14 located 1,740 ft from the approach end of RWY 23R. Both AAS cables are bi-directional and primarily operated by Tower.

1.6.2. There are two "Barrier Shacks" on either side of RWY 05L/23R in line with each AAS (4 total on the airfield) and are not equipped with evacuation bailout alarms.

1.6.3. The AAS cables are maintained in the down position unless requested by PIC or as required.

1.6.4. Barrier Maintenance (88 CEOFP) is responsible for daily AAS operating inspections, maintenance, and repair during normal duty hours (weekdays, between the hours of 0730L and 1600L). Results of all AAS daily checks will be reported to AMOPS. Barrier Maintenance must re-certify the AAS after each engagement regardless of date/time.

1.6.4.1. FD assumes responsibility for AAS outside normal duty hours to include holidays, weekends, and during non-availability of Barrier Maintenance personnel.

1.6.5. AMOPS will post AAS status on the AFAS and Airfield Status Display. AMOPS will also perform visual checks of the AAS when Tower reports a suspected malfunction.

1.6.6. AAS Engagement:

1.6.6.1. Engagement of any AAS by an aircraft shall be treated as an emergency except for those instances of planned engagements for system tests and/or certifications. (See **paragraph 5.5**).

1.6.7. AAS Certification Procedures (Must be accomplished annually):

1.6.7.1. AMOPS will be on-site to coordinate operations between aircraft, Tower, FD and any other required responders. AMOPS will also ensure aircraft tug and tow bar are in place. AMOPS shall solicit aircraft's landing weight and speed of engagement from the PIC and relay information to IC. If possible, AMOPS will establish contact with aircraft on 88 ABW discreet frequency UHF 289.4/VHF 123.225. If unable, AMOPS will request Tower to relay data to aircraft.

1.6.7.2. When aircraft is capable of taxiing, tail hook can be raised and the arresting gear cable is clear of the hook, with concurrence from the Incident Commander (IC) and PIC, request the aircraft to taxi clear of the runway.

1.6.7.3. If the arresting system cable won't release from the tail hook, a procedure nicknamed "sling-shoting" may be attempted with PIC and ABW/CC approval. Clear the area fore and aft of the aircraft and ask the PIC to accelerate ahead slightly for a short distance using engine thrust, allowing the cable to reach its maximum run out distance and then reducing engine thrust to idle (aircraft brakes are not applied). The aircraft is gently pulled backward by a natural "slingshot" action of the cable, and the tail hook should "coast" clear of the cable.

1.6.7.4. If aircraft engines are shut down, the tail hook cannot be raised for any reason, or the cable cannot be freed from the hook, then the aircraft must be towed.

1.6.7.5. If aircraft engines are not shut down, TA will pin landing gear as required when cleared by the IC. If cable is free of the tail hook and the hook can be raised, with IC and PIC concurrence, use a "*follow-me*" truck and have PIC taxi aircraft to the parking ramp.

1.6.7.6. When the aircraft is clear of the runway, inspect for FOD and reopen the runway as soon as possible. Ensure Barrier Maintenance inspects and resets the arresting system.

1.6.7.7. TA responsibilities:

1.6.7.7.1. Respond with tug, tow bar, landing gear pins and other tools and equipment as required.

1.7. Airfield Lighting Systems.

1.7.1. RWY 05L/23R:

1.7.1.1. High Intensity Runway Lights (HIRL).

1.7.1.2. Runway Distance Markers (RDM).

1.7.1.3. Runway Guard Lights (RGL), also known as wig-wags, are located at TWY Alpha/RWY 23R VFR mandatory hold line, TWY Alpha INST hold line and TWY Bravo/RWY 23L VFR mandatory hold line and are tied in with the runway edge lights.

1.7.1.4. Arresting Gear Markers (AGM). AAS cable locations are indicated by 40-inch diameter yellow disks (arresting gear markers) on each side of the runway which are internally illuminated for night time use.

1.7.1.5. Approach Light System with Sequence Flashing Lights (ALSF-1).

1.7.1.5.1. RWY 05L/23R Sequenced Flashing Lights (SFLs) are unserviceable because they are not tied into ALSF-1 intensity settings IAW UFC 3-535-01 para 3-1.4.1.

1.7.1.6. Precision Approach Path Indicator (PAPI).

1.7.1.6.1. RWY 23R PAPIs are non-standard as they are positioned on the right side of RWY 23R.

1.7.1.6.2. PAPIs are at a 3 degree angle coincidental to Instrument Landing System (ILS).

1.7.2. RWY 05R/23L.

1.7.2.1. Medium Intensity Runway Lights (MIRL). These lights are preset to the highest step for MIRLs and are not adjustable.

1.7.2.2. RDMs.

1.7.2.3. PAPIs.

1.7.2.3.1. PAPIs are at a 3 degree angle coincidental to ILS. ***NOTE****: No ILS approach to RWY 05R/23L.*

1.7.3. Patterson Field is also equipped with a rotating beacon, and security lighting for the East Ramp, West Ramp, and parking spot N-1.

1.7.4. In the event Tower is unmanned, control of the airfield lighting is transferred to AMOPS or to the lighting vault, as appropriate. In the event of an emergency landing, AMOPS will ensure all of the necessary changes are made to the airfield lighting settings IAW FAAO JO 7110.65, *Air Traffic Control*, Chapter 3, Section 4.

1.7.5. A daily check (Monday through Friday) of the airfield lighting system to include the APCH lights, north of Highway 235 (off base), shall be accomplished by Airfield Lighting (LEX). Results of the check including lighting system reliability and outages shall be reported to AMOPS upon completion.

1.7.6. AMOPS will accomplish an airfield lighting serviceability check IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*, Attachment 11, and OSAM OI 13-201, *Airfield Management*. AMOPS will process an emergency work order if an outage significantly affects flying operations.

1.8. Control of Ground Traffic in the Controlled Movement Area (CMA):

1.8.1. Patterson Field's CMA is defined as runways, overruns/underruns and any area within 100 ft of these areas (See **Attachment 7**). All aircraft, vehicles and pedestrians must contact, receive authorization from and maintain two-way radio contact with Tower prior to entry and while in the CMA. Vehicle operators and pedestrians must also notify Tower immediately upon exiting the CMA.

1.8.2. Lost Communications.

1.8.2.1. In the event of lost communications, Tower will control aircraft, vehicle and pedestrian traffic by light gun signals and/or flashing the runway edge lights on and off to alert vehicle operators/pedestrians to exit the runway immediately. If use of light gun signals and/or flashing lights is unsuccessful, Tower will contact AMOPS to have the vehicle/pedestrian traffic escorted a safe distance from the CMA.

1.8.2.2. Vehicle operators/pedestrians will exit the CMA immediately upon knowledge of lost communications, identification of light gun signals or flashing of runway edge lights and contact Tower or AMOPS immediately and advise off the CMA and include any pertinent information that might affect safe runway operations. If not able to communicate with Tower or AMOPS via radio, use other means of communication such as a cellular phone (when available).

1.8.2.3. Vehicle operators/pedestrians will report all lost communication incidents to AMOPS.

1.8.3. Refer to the local airfield driving instruction (ADI) for all airfield vehicular/pedestrian traffic requirements and communication procedures to include examples of proper radio phraseology and a listing of standard vehicular call signs.

1.9. Air Traffic Control (ATC)/Airfield Operations (AO) Facilities and Airfield Services.

1.9.1. Patterson Tower and AM are operational 24 hours daily unless otherwise specified by NOTAM or in the IFR Supplement.

1.9.2. Transient Alert (TA) is operational from 0500L to 0000L. Services are available during non-operational hours with a one hour prior coordination to AMOPS with TA approval.

1.9.3. Fleet Service is available with a 2 hour prior notification to AMOPS. Payment is required by AVCARD or cash.

1.10. Local Frequencies/Channelization.

Table 1.1. Local Frequencies

Agency	VHF	UHF	
Local Control	126.9	281.45	UHF Backup-253.5
Ground Control	121.8	335.8	
ATIS	124.475	269.9	
Pilot to Dispatch	126.2	372.2	
Pilot to METRO	N/A	348.4	
Columbus APCH/DEPT	118.85	269.275	
445 AW Command Post		349.4	
88 ABW Special Events	123.225	289.4	
***NOTE**: The 88 ABW Special Events frequencies are for special events/contingencies and are available from AMOPS on request.*			

1.11. Automated Terminal Information Service (ATIS) Procedures.

1.11.1. ATIS Frequencies:

1.11.1.1. VHF 124.475.

1.11.1.2. UHF 269.9.

1.11.2. ATIS normally broadcasts from 0700L – 2200L, daily, unless otherwise required for mission requirements.

1.11.3. PICs shall use ATIS to the maximum extent possible.

1.11.4. Tower will notify AMOPS of any ATIS outages.

1.12. Navigational Aids (NAVAIDs).

1.12.1. TACAN.

1.12.1.1. Class: Terminal.

1.12.1.2. Identification: FFO.

1.12.1.3. Frequency: Channel 99.

1.12.1.4. DME: Available on 115.2.

1.12.1.5. Location: On Patterson Field.

1.12.1.6. Restrictions: TACAN unusable between the 295 and 360 degree radials beyond 10NM below 5,000 ft MSL.

1.12.1.7. Checkpoint:

1.12.1.7.1. TACAN Radial and DME: FFO 154/0.3.

1.12.2. ILS RWY 23R:

1.12.2.1. Identification: I-FFO.

1.12.2.2. Frequency: 109.7 MHz.

1.12.3. ILS RWY 05L:

1.12.3.1. Identification: I-FAE.

1.12.3.2. Frequency: 109.7 MHz.

1.13. ATCALS.

1.13.1. A recurring preventative maintenance inspection (PMI) schedule is not required due to the high reliability rate of the modernized NAVAID equipment currently operated on/for Patterson Field.

1.13.2. ATCALS facilities are not equipped with evacuation bailout alarms.

1.14. Auxiliary power for ATCALS Facilities.

1.14.1. All NAVAIDs are equipped with reliable auto-start auxiliary generators.

1.15. Civil Use of Military ATCALS.

1.15.1. Transient civil aircraft may use Patterson Field NAVAIDs for practice approach/training purposes.

1.15.2. These aircraft are handled as routine traffic and approved on a noninterference basis.

1.16. Procedures for Protecting Precision Approach Critical Areas.

1.16.1. There are two Glide Slope (GS) critical areas. One is on TWY Alpha (north end) and the other is on TWY Bravo (south end) marked with instrument hold lines and internally lighted signs.

1.16.2. There are two Localizer critical areas: One includes the overrun on the approach end of RWY 23R and the other is off the departure end of RWY 23R. These are rectangular areas that extend from the localizer transmitting antenna 2,000 ft toward the approach end of the RWY and 150 ft on each side of the RWY centerline. They include a 50 ft wide extension behind each localizer antenna (See **Attachment 3**).

1.16.3. Unless specific approval is obtained from Tower, aircraft and vehicles will hold short of the instrument (INST) hold lines/signs whenever any of the following conditions exists:

1.16.3.1. Advised to “HOLD SHORT OF ILS CRITICAL AREA” by Tower.

1.16.3.2. The reported ceiling is below 800 ft and/or the reported visibility is less than 2 miles.

1.16.3.2.1. Tower will visually verify sterilization of any vehicles operating in the active ILS/GS critical area. All vehicles operating on the TWY must monitor the Tower NET (LMR) IAW the local ADI. When Tower is unable to visually check or contact vehicles via two-way radio, AMOPS will be contacted to physically check the area.

1.16.3.2.2. Upon notification from Tower that ILS critical areas are protected, AMOPS will make a broadcast announcement over the BASE OPS NET (LMR) stating: "ILS CRITICAL AREAS ARE PROTECTED". AMOPS will also inform personnel reporting entry onto the airfield, as applicable.

1.16.4. If in doubt, the vehicle operator will contact Tower for permission to enter any critical area.

1.16.5. Two-way radio contact must be maintained with Tower while operating in the ILS/GS critical area when any of the conditions in paragraph 1.16.3 exist.

1.17. Precision Obstacle Free Zone (POFZ) (See Attachment 6).

1.17.1. The POFZ is an 800 ft wide by 200 ft long rectangular area centered on the RWY centerline, beginning at and extending outward from the threshold, designed to protect aircraft flying precision approaches from ground vehicles and other aircraft when the ceiling is less than 300 ft, or visibility is less than three-quarter (3/4) statute mile (or Runway Visual Range (RVR) below 4,000 ft).

1.17.2. Exception: vehicles less than 10 ft in height operating outside of the movement area and necessary for the maintenance of the airport and/or navigation facilities are allowed to traverse the POFZ. These vehicles will maintain radio contact with Tower when allowed to park in these areas. There are no normal vehicle operations in the POFZ except for mowers.

1.17.3. Prior to access into the POFZ, all personnel will be briefed by AMOPS.

1.17.4. Vehicles over 10 ft in height must remain outside of the POFZ during inclement weather. Vehicle operators must contact Tower to determine if the ceiling and visibility will restrict operations.

1.18. Airfield Restrictions.

1.18.1. The following guidelines apply to parking an aircraft loaded with hazardous materials (HAZMAT) and armament:

1.18.1.1. Aircraft parking areas, in order of preference are:

1.18.1.1.1. Hazardous Cargo Pads (HAZPAD) 1 through 4: All Hazard Class & Division (HC&D). ***NOTE****: Aircraft with a tail height higher than 49 ft will not be parked on HAZPAD 2 whenever possible due to a 50:1 Approach/Departure Clearance Surface violation for RWY 05R/23L.*

1.18.1.1.2. TWY Alpha south of TWY Charlie: Emergency only (All HC&D).

1.18.1.1.3. Park aircraft with exempt explosive devises at designated aircraft parking spots or hangar these aircraft IAW AFMAN91-201, *Explosives Safety Standards*, and

Technical Order (TO) 11A-1-33, *Handling and Maintenance of Explosives Loaded Aircraft –(ATOS). (See Table 1.2 and Figures 1.1. &1.2., Authorized Parking Areas for Aircraft Carrying Explosives.)*

Table 1.2. Authorized Parking Areas for Aircraft Carrying Explosives

	Explosive Hazard Class and Division	Quantity in Pounds
HAZPAD 1-4***	(12)1.1	Daily Tier: 30,000 NEW#
“	1.2.1>450 Max Credible Event	Daily Tier: 30,000 NEW
“	1.2.2	Daily Tier: 30,000 NEW
“	(12)1.2.3</=450 Max Credible Event	Daily Tier: 30,000 NEW
“	1.3	Daily Tier: 100,000 NEW
“	1.4	PC*
Stub A and Stub B	(12)1.1	30,000 NEW
	1.2.1>450 Max Credible Event	30,000 NEW
	1.2.2	30,000 NEW
	(12)1.2.3</=450 Max Credible Event	30,000 NEW
	1.3	100,000
	1.4	PC*
TWY A (Spots 1-11)**	(12)1.1	30,000 NEW
”	1.2.1>450 Max Credible Event	30,000 NEW
“	1.2.2	30,000 NEW
“	(12)1.2.3</=450 Max Credible Event	30,000 NEW
“	1.3	100,000 NEW
“	1.4	PC*
Parking Spots H-1	1.3	5,000 NEW
	1.4	PC*
Parking Spots H-2 thru H-4	1.2.2	5,000 NEW
	1.3	20,000 NEW
	1.4	PC*
Parking Spots I-1 & I-2	1.4	PC*
Parking Spots A-10 - A-12	1.3	20,000 NEW
(West Ramp)	1.4	PC*

#NEW = Net Explosive Weight (in lbs).
PC = Physical Capacity - Spot filled to physical capacity before NEW would be exceeded.		

**TWY Alpha = - Static grounds required to be installed by CE prior to use.

***HAZPAD 1-4 = Implement Aerial Port of Embarkation Tier if stated quantities exceeded.

Figure 1.1. Hotel and India Row Explosives Safety Clear Zone

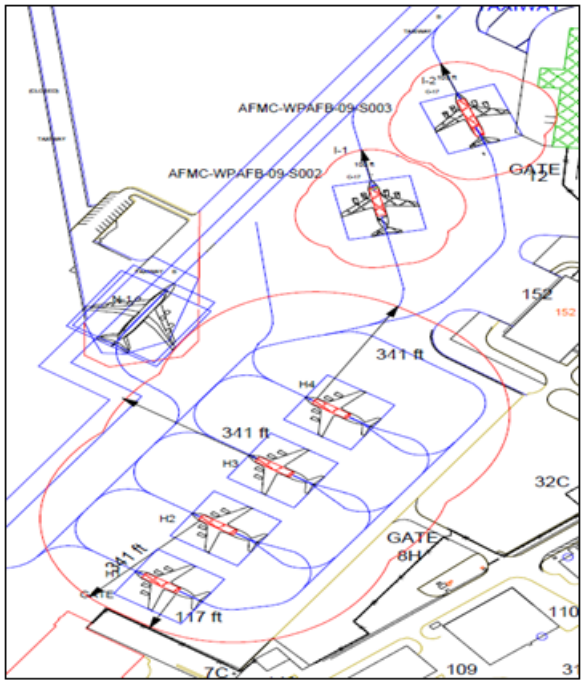
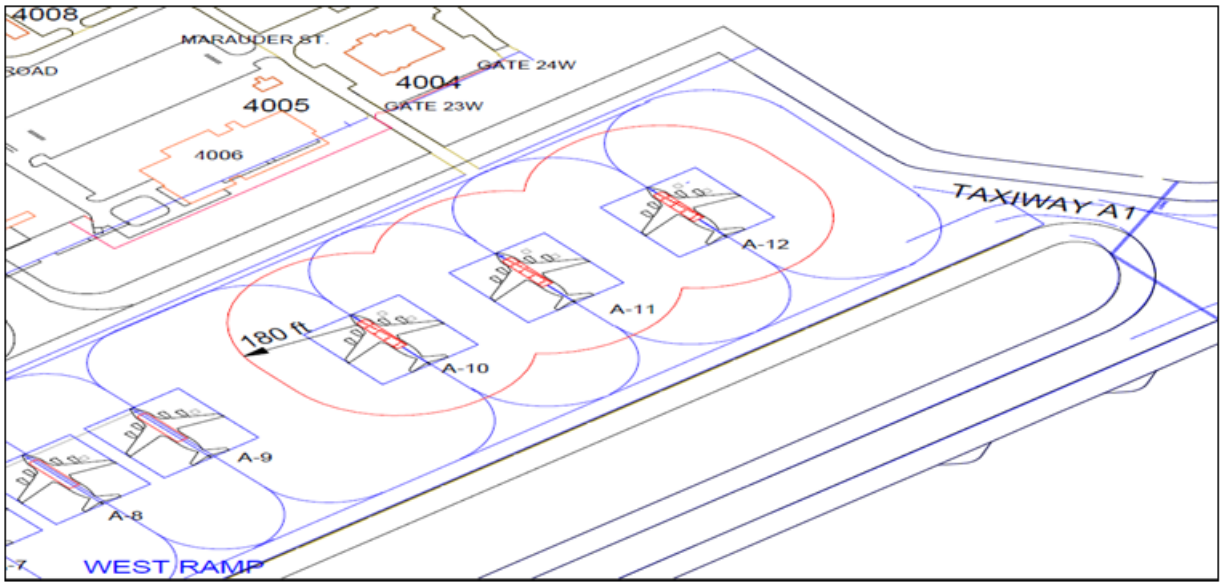


Figure 1.2. West Ramp Parking Spot A10 – A12 Explosives Safety Clear Zone



1.18.2. Tower will ensure no personnel are working within the controlled movement area (CMA) of RWY 05R/23L when 133 ft or larger wingspan aircraft are utilizing RWY 05R/23L.

1.18.3. Engine-Running Offload/On-load (ERO) or Engine-Running Crew Change (ERCC) in front of building 206 and hangar 206 north/south involving aircraft with wingspans greater than 131 require AFM approval.

1.19. Restricted Areas on the Airfield (See Attachment 7).

1.19.1. Restricted areas on Patterson field are delineated by a red painted line on the surface of the pavement or with use of rope and stanchions. Access is through an established entry control point (ECP) marked with a sign or a break in the rope. Restricted areas are secured IAW AFI 31-101, *Integrated Defense (FOUO)*, operators entering restricted areas must be authorized and have the appropriate area designated on their AF Form 1199, *Air Force Entry Control Card (Accountable) (Used with Advanced Automated Entry Control System)*, or listed on an approved Entry Authorization List (EAL).

1.19.1.1. The West Ramp is a permanent Protection Level PL 3 restricted area.

1.19.1.2. E-4B parking area located on the East Ramp is a PL 1 restricted area 30 minutes prior to arrival and 30 minutes upon departure.

1.19.1.3. Transient aircraft that require establishment of a temporary restricted area will be defined by the use of rope and stanchions unless otherwise coordinated by the AFM for FOD and safety concerns.

1.20. Procedures for Suspending and Resuming Runway Operations.

1.20.1. AFM or Tower WS or designated representative will suspend runway operations when any unsafe condition affects runway operations IAW AFI 13-204V3. AFM/Tower WS will inform the other when runway operations are suspended.

1.20.2. Runway operations are automatically suspended immediately following the arrival of an emergency aircraft.

1.20.3. AFM or designated representative will perform a runway check prior to resuming operations. AFM or designated rep is the sole authority for resuming runway operations.

1.21. Procedures for Opening and Closing the Runway.

1.21.1. AFM or designated representative shall temporarily close the runway when any unsafe condition affects runway operations IAW AFI 13-204V3, Chapter 21, and complete local checklists/QRCs, as required.

1.21.2. Runway or airfield closures must be approved by the AFM.

1.21.3. AFM or designated representative shall perform a runway inspection prior to opening the runway and resuming normal runway operations.

1.22. Aircraft Special Operations Areas/Ramps.

1.22.1. Arm/De-Arm Areas (See Attachment 8).

1.22.1.1. Aircraft shall arm and de-arm their weapons in one of the following designated areas:

1.22.1.1.1. North end of TWY Bravo between RWY 23R APCH end and RWY 23L APCH end.

1.22.1.1.1.1. TWY Bravo between RWY 23R APCH end and RWY 23L APCH

end operations will be suspended while arm/de-arm area is in use.

1.22.1.1.2. HAZPAD 4. Armed aircraft shall be parked headed in a southwesterly direction.

1.22.1.1.2.1. When arm/de-arm area on HAZPAD 4 is in use, TWY Bravo south operations will be suspended.

1.22.1.1.2.2. HAZPAD 3 shall not be used for concurrent munitions handling if there are aircraft being armed/de-armed on HAZPAD 4.

1.22.2. Aircraft Drag Chute Procedures:

1.22.2.1. Drag chutes are jettisoned into the grass area after exiting RWY05L/23R at TWY Alpha or Bravo and before taxiing across RWY 05R/23L.

1.22.2.2. The PIC will notify Tower when aircraft chute is deployed.

1.22.2.3. TA will retrieve all transient aircraft chutes.

1.22.3. Hot Refueling Operations:

1.22.3.1. N-1 is the only parking spot authorized for hot refueling (including pit refueling).

1.22.4. Unmanned Aircraft Systems (UAS).

1.22.4.1. Patterson Field is not authorized for UAS Operations.

1.22.4.2. Wright Field is authorized for UAS Operations IAW most current Certificate of Waiver or Authorization (COA) and the MOA between the AFRL and the 88 ABW, Small UAS (SUAS) Operations within Wright-Patterson AFB Class D Airspace, see paragraph 1.3.1.

1.23. Aircraft Towing Procedures.

1.23.1. All aircraft tows will be coordinated and prior approved by AMOPS. AMOPS will coordinate/notify all aircraft movement with Tower via AFAS or landline.

1.23.2. All aircraft tows will gain final approval from Tower prior to the aircraft tow and maintain radio (LMR/Frequency) contact until tow is complete. Tower will be notified when the towing operation is complete. See **paragraph 1.23.3**

1.23.3. 445th Maintenance Group tow operations involving 445th Airlift Wing aircraft that will remain on the West ramp only require AMOPS approval.

1.24. Aircraft Taxiing Requirements/Routes.

1.24.1. Tower approval is required prior to aircraft engine start and/or taxi operations.

1.24.1.1. Contact will be made with GC concerning the nature of the request and the aircraft location. The aircrew is required to follow progressive taxi instructions provided by GC and monitor the GC frequency until Tower provides direction to switch frequencies.

1.24.1.2. When arriving/departing the ramp, the PIC will follow the marshaller's direction.

1.24.1.3. Engine RPM above idle is only used when necessary.

1.24.2. Prior to aircraft movement all fire extinguisher bottles or aircraft ground equipment (AGE) must be greater than 10 ft from edge of wingtip.

1.25. Engine Test/Run-Up Procedures.

1.25.1. Engine Run-Up Areas:

1.25.1.1. TWYs adjacent to the RWYs are used to check aircraft engines and associated equipment before departure.

1.25.1.2. West Ramp.

1.25.1.3. Warm-up pad adjacent to TWY Alpha 1.

1.25.1.4. Trim Pad.

1.25.1.5. Hotel Row (idle engine runs only).

1.25.1.6. Parking spot November 1.

1.25.2. Engine Test/Run-Up Procedures:

1.25.2.1. All aircraft will coordinate and gain approval from AMOPS prior to requesting engine run clearance from Tower. The requestor shall coordinate with AMOPS the type (high forward thrust, high reverse thrust, or low powered engine run), parking spot and the estimated engine run time.

1.25.2.1.1. Base/Tenant flying units will utilize their Maintenance Operations Center (MOC) to coordinate engine runs.

1.25.2.1.2. Transient aircrews will coordinate engine runs through TA.

1.25.2.2. Engine runs:

1.25.2.2.1. Will be conducted between the hours of 0600L-2200L, Mon-Sat and 1200L-2200L, Sundays and federal holidays. **Note**: The 88 ABW/CC is the final approval authority for all engine runs exceeding these criteria.

1.25.2.2.2. Only mission essential requests will be approved outside of the above published hours.

1.25.2.3. Air traffic to RWY 05L/23R shall have priority over engine runs. ***NOTE:*** *National Airborne Operations Center (NAOC) E-4B aircraft are exempt from these procedures.*

1.25.2.4. AMOPS will inform Tower of approved engine run requests and all pertinent information via AFAS or landline.

1.25.2.5. Continuous radio contact (LMR/Frequencies) must be maintained between the aircraft and Tower during engine runs. Aircraft will notify Tower when the engine run is complete.

1.25.2.6. The East Ramp “trim pad” is certified for A-10 aircraft and smaller engine runs.

1.25.2.6.1. The trim pad is located adjacent to TWY Bravo, south of TWY Charlie.

1.25.2.6.2. Turbojet engine run operations involving the afterburners must use the trim pad and will be preapproved by the AFM or designated representative. If the aircraft is too large to use the trim pad, coordinate with AMOPS for an approved alternate engine run up area.

1.25.2.7. The West Ramp is certified for high power engine runs.

1.25.2.8. High power engine runs are defined as any run above idle:

1.25.2.9. High power engine runs warrant the following:

1.25.2.9.1. Tower shall approve or delay forward thrust high power engine runs based on traffic pattern activity.

1.25.2.9.2. Tower will suspend forward thrust high power engine runs on the West Ramp when aircraft operations on RWY05L/23R are in progress. Aircraft engaged in an engine run shall be at idle power prior to:

1.25.2.9.2.1. Departing aircraft starting takeoff roll.

1.25.2.9.2.2. Arriving aircraft reaching a point that is 6 flying miles from the runway threshold.

1.25.2.10. C-17 aircraft low power engine runs are defined as at idle.

1.25.2.11. Tower GC will broadcast a blanket advisory for all West Ramp engine runs on the Tower NET/Tower frequencies.

1.25.2.12. In non-designated engine run areas, power settings shall not exceed idle RPM plus 15 percent for turbojet aircraft or 1,500 propeller RPMs for turboprop or reciprocating engine aircraft.

1.26. Noise Abatement Procedures.

1.26.1. To decrease aircraft noise in the surrounding communities, the following restrictions apply to all training flights:

1.26.1.1. 0100L – 0600L – Only initial departures/full-stop landings are permitted.

1.26.1.2. 2300L – 0100L – All training flights must be held to the absolute minimum necessary for mission requirements.

1.27. Ramp Isolation (ISO) and Quiet Hour Procedures.

1.27.1. Ramp ISO is defined as the act of isolating a portion of the airfield for non-essential aircraft, vehicles and personnel for all General Officers/Civilian equivalent, DV code 3 or above. The AFMC Commander is exempt unless traveling with a person of equal or higher rank.

1.27.1.1. Ramp ISO requests (i.e. airfield location, dates, times, etc.) will be coordinated and approved through AFM or designated representative.

1.27.2. Quiet hours are defined as the act of curtailment of noise producing activity in a designated area for special outdoor events. Operation of aircraft engines or AGE will be held to an absolute minimum and must be prior approved by the AFM or designated representative.

1.27.3. Ramp Isolation/Quiet Hours Procedures:

1.27.3.1. AMOPS will inform Tower, TA, transient aircrew, 445 CP, and SFS. When informing Tower, AMOPS will pass aircraft call sign for whom ramp ISO will be established. AMOPS will also make a blanket announcement on the BASE OPS LMR NET and process an applicable NOTAM.

1.27.3.2. Tower will direct all aircraft not in direct support of the event to remain clear of the ramp isolation area.

1.27.3.3. SFS will report to the airfield 15 minutes prior to the activation of ramp ISO to prevent all non-essential vehicles/pedestrians from accessing the affected ramp at applicable airfield gates, and/or surrounding areas. SFS will not impede aircraft operations or the detail in support of the event.

1.28. Aircraft Rescue and Fire Fighting Capabilities (ARFF).

1.28.1. In the event the FD's ability to provide aircraft fire coverage increases or decreases, due to the availability of firefighting assets, FD will provide AMOPS with ARFF vehicle and aircraft category set status. These procedures are IAW AFPAM 32-2004, *Aircraft Fire Protection for Exercises and Contingency Response Operations.*

1.28.1.1. Category/Status Definitions:

1.28.1.1.1. Red. Fire fighting forces cannot be expected to be successful in interior aircraft fire suppression/rescue operations. Fire fighting forces can perform only limited exterior fire suppression. Aircrew must exit under their own power; rescue of trapped personnel should not be expected.

1.28.1.1.2. Yellow. Interior/exterior aircraft/rescue or fire suppression capability is severely limited. Fire fighting forces can still be expected to fight and control exterior fires in such a manner as to maintain a rescue path for one minute. Aircrew must exit under their own power; attempted rescue of trapped personnel severely endangers rescuers.

1.28.1.1.3. Green. Reasonable expectation fire fighting forces will be successful at interior/exterior aircraft fire suppression and rescue of aircrew.

Table 1.3. USAF ARFF affected Vehicle Sets

USAF ARFF Vehicle Set	Typical USAF Aircraft (IAW AFPAM 32-2004)
6	C-5A/B
5	E-4, VC-25, MD-11, 747, 777, KC-10
4	B-1, B-2, B-52, C-17, C-141, E-3A, KC/EC-135, 767, C-727
3	AC-130, B-1, C-9, C-22, C-32, C-37, C-40, C-130, E-3, E-8, MH53, T-43, VC-137
2	C-20
1	A-10, BQM-34, C-12, C-21, CV-22, C-38, F-15, F-16, F-22, F-117, HH60, T-1, T-37, T-38, T-6, UH-1, UV18, and U-2

USAF ARFF Vehicle Set (IAW AFPAM 32-2004).

***NOTE**: Vehicle and aircraft sets are matched to illustrate the FD's capability of supporting select aircraft operations dependent upon available firefighting assets.*

1.28.1.2. AMOPS will complete ARFF checklist as appropriate.

1.28.1.3. When ARFF capabilities have been downgraded to "red" due to real world events, operations on the airfield for the affected category/set will cease until operations are approved by the 88 ABW/CC. 445 AW assigned aircraft operations are approved by 445 OG/CC with 88 ABW/CC concurrence. Depending on the severity of the ARFF status, additional suspensions of all maintenance, fueling, and other activity may be required for affected aircraft. The 88 OSS/CC will coordinate with the 88 ABW/CC for any aircraft operations curtailment. AMOPS is responsible for coordination with the 88 ABW/CC and issuing an appropriate NOTAMS as required ensuring the flying community is informed of the restriction(s). Any set in "the red" affects all of the sets above it, see Table 1.3

1.28.1.3.1. ARFF Red Status Actions:

1.28.1.3.1.1. AMOPS will contact Tower to suspend all local transition (training) flights for affected aircraft.

1.28.1.3.1.2. Tower will hold all takeoffs and landings for affected aircraft in the immediate vicinity for a minimum of 30 minutes pending approval from appropriate authority. **EXAMPLE 1**: Yellow Set 4 indicates the FD is operating at ARFF capability to support aircraft listed in Set 4 listed above. Ability to support Set 5 will be determined separately by the FD. **EXAMPLE 2**: Red Set 4 indicates the FD is operating at limited capability to support aircraft listed in Set 4

and Set 5 listed above. At this point AM must obtain approval from the 88 ABW/CC to continue airfield/aircraft operations for the affected Sets.

1.29. Control Tower (Tower) Blind Spots.

1.29.1. Visual Blind Spots (See **Attachment 3**):

1.29.1.1. Southern Corner of the East Ramp.

1.29.1.2. Between Hangar 206 North and Hangar 206 South on East Ramp.

1.29.1.3. East Ramp between all hangars/buildings.

1.29.1.4. Foxtrot Row.

1.29.1.5. Golf Row on East Ramp.

1.29.1.6. Hotel Row on East Ramp (only during camera outages).

1.29.1.7. Fuel Cell area accessing TWY Bravo (north).

1.29.1.8. Aero Club parking ramp.

1.29.2. Radio Blind Spots:

1.29.2.1. Hotel parking spot one, intermittent LMR use only.

1.29.2.2. Between Hangar 206 North and Hangar 206 South on East Ramp, intermittent LMR use only.

1.30. Conducting Runway Inspections/Checks.

1.30.1. AFM or designated representative will perform an airfield inspection IAW AFI 13-204V3.

1.30.2. When priority access is requested by AMOPS, airfield inspections/checks will have precedence over aircraft operations.

1.30.3. AMOPS will perform airfield checks IAW AFI 13-204V3, in support of the following:

1.30.3.1. In-Flight Emergencies (IFE).

1.30.3.2. Ground Emergencies (GE).

1.30.3.3. Runway Surface Condition (RSC)/Runway Condition Reading (RCR).

1.30.3.4. Foreign Object Debris (FOD).

1.30.3.5. Bird Air Strike Hazard (BASH)/Wildlife habitat control, ponding, etc.

1.30.3.5.1. Any report of bird activity or wildlife on, near, or around the airfield.

1.30.3.5.2. Upon change of active runway, a bird activity check will be conducted on the arrival/departure end for airborne, standing, roosting, or grazing birds.

1.30.3.6. Airfield lighting and marking retro-reflectivity check.

1.30.3.7. Uncommon airfield events, such as unauthorized landing, severe weather, snow/ice removal operations, cessation of construction activities for the day, etc.

1.30.3.8. Wide Body/Heavy Aircraft. Check must be accomplished after all arrival/departures on RWY 05L/23R and RWY 05R/23L.

1.31. Runway Surface Condition (RSC)/Runway Condition Reading (RCR) Procedures.

1.31.1. RSC Procedures will be determined and reported IAW AFI 13-204V3, Chapter 18.

1.31.1.1. AMOPS will:

1.31.1.1.1. Physically conduct an RSC check to determine a "WET" or "DRY" condition.

1.31.1.1.2. Advise Tower of current RSC.

1.31.1.1.3. Process NOTAM.

1.31.1.1.4. Update AFAS and Airfield Status Display.

1.31.1.1.5. Annotate all action in the AF Form 3616.

1.31.2. RCR Procedures. WPAFB receives significant amounts of snow fall each year. AO personnel will follow procedures in AFI 13-204V3, Chapter 18, Technical Order (T.O) 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings*, Flight Information Handbook (FIH), Bowmonk AFM2 Instructions and local checklists/QRCs.

1.31.2.1. AMOPS will:

1.31.2.1.1. Conduct RCR checks:

1.31.2.1.1.1. During changing conditions (temperature changes, snow fall, and treatment of airfield surfaces), RCR checks must be completed every 2 hours or as mission dictates (from time of last completed check). ***NOTE****: Airfield surfaces are defined as runways, taxiways (to include shoulders), and aircraft parking aprons.*

1.31.2.1.1.2. When RSC is reported as Wet Runway (WR) or Slush on Runway (SLR) and the possibility for freezing conditions exist, conduct RCR checks no less than every 2 hours or as often as mission dictates.

1.31.2.1.1.3. When the RCR is 12 or less (poor braking action condition), accomplish RCR checks as frequently as normal flying operations allow. During periods of slow activity, conduct RCR checks before each aircraft arrival/departure.

1.31.2.1.2. Report/Record RCR Value to the following:

1.31.2.1.2.1. Indianapolis ARTCC via FLT ADVZY message via AIS-R Service B circuit. Advisories will be sent to the appropriate ARTCC (ZRZX) IAW AFJMAN 11-213 paragraph 7.1.4.

1.31.2.1.2.2. Tower.

1.31.2.1.2.3. E-4B Watch Officer (if on station).

1.31.2.1.2.4. 445 CP.

1.31.2.1.2.5. Tenant flying units.

1.31.2.1.2.6. Update AFAS and Airfield Status Display.

1.31.2.1.2.7. Process a Local/Safety NOTAM as applicable to report RSC/RCR for RWY 05L/23R, RWY 05R/23L, all taxiways, aircraft parking apron, and other information essential to safe operations (i.e. depth and location of precipitation).

1.31.2.1.3. When chemicals are applied to airfield surfaces:

1.31.2.1.3.1. Notify Tower, TA, 445 MOC and 445 CP.

1.31.2.1.3.2. Process a Local/Safety NOTAM as applicable.

1.31.2.1.3.3. Annotate all actions on AF Form 3616.

1.31.2.1.3.4. Work with snow operations supervisor to determine when chemicals dissipate or are "washed away" to cancel NOTAM.

1.32. Airfield Snow Removal Operations.

1.32.1. General. Snow and ice can delay operational capability and present hazardous ground operating conditions for aircraft. WPAFB Snow and Ice Plan governs airfield snow removal operations.

1.32.2. The WPAFB Snow and Ice Plan outlines three priority levels: Priority 1, Priority 2, and Priority 3. The AFM or designated representative may amend priority surfaces to ensure safe handling of mission essential airfield/aircraft operations. ***NOTE****: Refer to the WPAFB Snow and Ice Plan for effective Anti-Icing procedures.*

1.32.3. Responsibilities below are in addition to those in *WPAFB Snow and Ice Plan*:

1.32.3.1. The Chief, Snow and Ice Control or a representative, is the Snow Operation Supervisor (SOS) and will conduct airfield snow and ice removal according to the *WPAFB Snow and Ice Plan*, current airfield operational needs, existing weather conditions, and available equipment.

1.32.3.2. The SOS shall:

1.32.3.2.1. Maintain close coordination with AMOPS regarding S&IC removal priorities, activities and progress to include notification of airfield entry and exit.

1.32.3.2.2. Maintain two-way radio communication at all times with Tower and all snow removal vehicles.

1.32.3.2.3. Report to Tower when all snow removal vehicles are off the runway.

1.32.3.2.4. Brief vehicle operators on runway entering/exiting procedures.

1.32.3.2.5. Notify Tower & AMOPS when SOS changes.

1.32.3.2.6. Advise Tower and AMOPS when snow removal operations are suspended/terminated.

1.32.3.3. Snow Removal Vehicle Operators will:

1.32.3.3.1. Monitor the Control Tower NET (LMR) for essential information relating to the runway.

1.32.3.3.2. In case of radio failure, vehicle operators shall inform the SOS immediately. SOS will coordinate with Tower for removal of the vehicle from the CMA(s) and taxiways until radio communication can be reestablished with Tower.

1.32.3.4. Tower will:

1.32.3.4.1. Turn on all airfield lighting when snow removal operations are in progress.

1.32.3.4.2. Request CMH Approach provide a 15 mile from landing advisory on all Patterson Field arriving aircraft, and in turn, relay this promptly to the SOS.

1.32.3.4.3. Advise the SOS of all departing aircraft just before they taxi.

1.32.3.5. AFM or designated representative will:

1.32.3.5.1. Monitor airfield surfaces for snow/ice buildup during winter weather conditions. During changing weather conditions conduct more frequent airfield checks to ensure airfield is mission capable at all times.

1.32.3.5.1.1. As a general rule, begin snow or ice removal operations when airfield markings become obscured or the runway is ice-covered. Contact CE Snow Desk or CE Service Call Desk.

1.32.3.5.1.2. Conduct airfield inspections/checks as snow or ice conditions require. Ensure snow removal activities do not create windrows that interfere with aircraft operations on runways, taxiways, and aircraft parking aprons that violate airfield/airspace criteria. AMOPS personnel shall monitor airfield surfaces to ensure buildup of snow or ice does not exceed a height that creates wingtip clearance hazards.

1.32.3.5.1.3. Taxiways/aprons will be closed when pavement markings are completely covered (not visible) and/or the RCR Value is 5 or below (NIL braking action condition).

1.32.3.5.1.3.1. When taxiway/apron pavement markings are obscured, conduct a RCR and report the value IAW paragraph 1.32.

1.32.3.5.1.4. Coordinate with base/tenant flying units concerning any interruption of flying operations necessitated by airfield snow and ice removal activity. Request base/tenant flying units to terminate training flights, if required. AMOPS will evaluate requests by base/tenant flying units for airfield snow removal and will notify the SOS of any priority changes.

1.32.3.5.2. Conduct RCR and RSC checks, as necessary.

1.32.3.5.3. Relay the current RSC and/or RCR data to Tower and AMOPS to include, restricted/suspended/closed taxiways, runways, and/or aircraft parking aprons , and location of windrows at or above 24 inches in height.

1.32.4. Closing of RWY 05R/23L during snow removal operations:

1.32.4.1. When airfield snow removal is in progress and RWY 05R/23L is closed, snow removal vehicles may cross RWY 05R/23L without Tower authorization provided the following is accomplished:

1.32.4.1.1. SOS coordinates with AM to confirm the closure of RWY 05R/23L, as necessary.

1.32.4.1.2. SOS contacts the Tower to confirm that RWY 05R/23L is closed and advises Tower that vehicles will be crossing the closed RWY 05R/23L as snow removal activity necessitates.

1.33. Airfield Maintenance/Construction.

1.33.1. All airfield maintenance/construction will be coordinated through the AFM IAW AFI 13-204V3.

1.33.2. Airfield maintenance/construction will be handled on a real-time basis through coordination between Tower and AMOPS.

1.33.3. AMOPS will:

1.33.3.1. Brief Tower prior to the start of all maintenance/construction on the airfield that will restrict flight/ground movement and/or pose a safety hazard to aircraft operations..

1.33.3.2. Close/suspend/restrict affected airfield surfaces as appropriate and issue applicable NOTAM(s).

1.33.3.3. Conduct construction checks as required by AFI 13-204V3, *Airfield Operations Procedures and Programs,* and OSAM OI 13-201.

1.33.4. Maintenance/Construction personnel will:

1.33.4.1. Adhere to all airfield requirements outlined in the local ADI.

1.33.4.2. Notify AMOPS upon airfield entry/exit.

1.33.5. Airfield Maintenance agencies are:

1.33.5.1. Airfield Lighting (LEX) (See **paragraph 1.7.4**, and **paragraph 1.7.5**).

1.33.5.2. Barrier Maintenance (See **paragraph 1.6.3** and **paragraph 1.6.4**).

1.33.5.3. Airfield Snow Removal: normally operational from November—April. Operates 24-7 as required. (See **paragraph.1.32**).

1.33.5.4. Airfield Sweeper (See **paragraph 1.35**).

1.33.5.5. Airfield Mowers: normally operational from April – November, Monday-Friday from 0700L – 1630L.

1.34. Digital Audio Legal Recorder (DALR). WPAFB utilizes the DALR system for recording communications IAW AFI 13-204 v3.

1.34.1. Tower will provide the following:

1.34.1.1. Daily recording quality checks will be completed IAW OSAT OI 13-201.

1.34.1.2. Monthly recording quality checks will be accomplished for Tower and AM frequencies and landlines IAW AFI 13-204V3, paragraph 8.4, paragraph 20.2.2.1, and OSAT OI 13-201. The quality check will be documented in the AF Form 3616 on the 1st day of every month between 0730L – 0800L.

1.34.2. AMOPS will conduct a monthly quality check in conjunction with **paragraph 1.34.1.1**.

1.34.3. Tower will notify AMOPS if any AMOPS frequencies or landlines are not recording.

1.34.4. Tower will notify ATCALS if any Tower frequencies or landlines are not recording.

1.35. Airfield Sweeping Plan.

1.35.1. Fully certified airfield sweeping personnel will report on the airfield Monday through Friday by 0830L. The schedule for the week is as follows (See **Attachment 15** for visual diagram):

1.35.1.1. Monday – RWY 05L/23R to include overruns, Taxiway Charlie.

1.35.1.2. Tuesday – No routine sweeping; emergency requirements only. **EXCEPTION**: Monday's routine sweeping requirements will be accomplished on Tuesday when Monday is a federal holiday.

1.35.1.3. Wednesday – West Ramp and Taxiway Alpha.

1.35.1.4. Thursday – RWY 05R/23L to include overrun, Taxiway Bravo from Taxiway Charlie to RWY 23R APCH end.

1.35.1.5. Friday – East Ramp, Taxiway Bravo from Taxiway Charlie to RWY 05L APCH end, and all hazardous cargo pads.

1.35.1.6. Once a month or as needed – Airfield access roads.

1.35.2. AFM or designated representative will coordinate with sweeper of any additional requirements after the daily airfield inspection/checks have been completed. Daily sweeper schedule is subject to change based on mission requirements.

1.35.3. If a sweeper is needed after hours or weekends, AMOPS will notify CE Help Desk.

1.36. Airfield Mowing Operations.

1.36.1. Mower operators will report on and off the airfield at the beginning and end of mowing activity and prior to leaving for lunch and upon returning.

1.36.2. Areas around the taxiways and runways will be mowed to a height of 7 to 14 inches.

1.36.3. Mowers will minimize the use of crossing runways or taxiways due to FOD concerns. In the event the equipment produces FOD on a taxiway or runway, mowers will contact AMOPS immediately and advise them of the location.

Chapter 2

FLYING AREAS

2.1. Local Flying Area/Designation of Airspace (See Attachment 9).

2.1.1. Patterson Field (KFFO) is designated as Class D airspace. It is defined as the airspace extending upward from the surface and including 3,400 ft MSL within a 4.6-mile radius of Patterson Field, and within 1.3 miles each side of the Patterson TACAN 046 degree radial extending from the 4.6-mile radius to 5.6 miles northeast of the TACAN, excluding that airspace within the James M. Cox Dayton International Airport OH (KDAY), Class C airspace area.

2.1.2. KFFO is bordered to the northwest by KDAY Class C airspace.

2.1.3. KFFO is bordered to the east by Springfield Beckley Muni (KSGH) Class D airspace.

2.2. Visual Flight Rule (VFR) Local Training Area.

2.2.1. Buckeye and Brushcreek Military Operations Areas (MOAs)/Air Traffic Control Assigned Airspace (ATCAA). Procedures for scheduling and hours of operations are listed in the Flight Information Publication (FLIP) AP 1/A and AP1/B.

Chapter 3

VISUAL FLIGHT RULES (VFR) PROCEDURES

3.1. VFR Weather Minimums.

3.1.1. The reported ceiling shall be at least 500 ft above the requested pattern altitude and the visibility at least 3 miles in order to operate in the VFR patterns (Exception: SVFR).

3.1.2. Tower may close any, or all, of the VFR patterns at the discretion of the Tower WS/ Senior Controller (SC) if controllers are not able to keep aircraft in sight, regardless of reported weather.

3.2. VFR Traffic Patterns (see Attachment 10).

3.2.1. VFR Patterns are normally flown right traffic to right runways and left traffic to left runways at the following altitudes:

3.2.1.1. Rectangular:

3.2.1.1.1. Fighter/tactical/trainer aircraft: 2,400 ft MSL.

3.2.1.1.2. Other turbojet/turboprop, and light reciprocating engine aircraft (12,500 pounds gross weight or less): 1,900 ft MSL.

3.2.1.1.3. DELETED.

3.2.2. Overhead: 2,400 ft MSL.

3.2.2.1. Overhead Protection:

3.2.2.1.1. Tower shall amend climb out for departing aircraft to "MAINTAIN AT OR BELOW 1,900 UNTIL DEPARTURE END" when the overhead pattern is in use.

3.3. Special Procedures.

3.3.1. AAS Operation:

3.3.1.1. Departures: The departure end cable will be raised by Tower prior to tailhook equipped aircraft departing RWY 05L/23R, unless otherwise requested by the PIC. Tower controller shall verbally relay the status of the cable to the aircraft upon issuing takeoff clearance.

3.3.1.2. Arrivals: The departure end cable will be raised by Tower prior to tailhook equipped aircraft making an approach to RWY 05L/23R, unless otherwise requested by the PIC. Tower controller will verbally relay the status of the cable to the aircraft upon establishing communication.

3.3.2. Helicopter Operations:

3.3.2.1. Initial arrival/departure direct to/from the ramp is not authorized, unless prior coordinated with AM.

3.3.3. Paradrop/Parajump Operations:

3.3.3.1. Paradrops are not authorized unless coordinated with AMOPS, Tower, and appropriate FAA agencies.

3.3.4. Functional Check Flights are not normally conducted. Prior coordination is required.

3.4. Tactical Arrival/Departure (TAD) Procedures.

3.4.1. TAD maneuvers are conducted IAW TAD *Letter of Agreement* with the 445 AW. TAD procedures are only authorized by units designated in the TAD *Letter of Agreement* with the 445 AW.

3.5. AFMC Standardized Reduced Same Runway Separation. (RSRS):

3.5.1. Patterson Tower utilizes AFMC RSRS IAW AFI 13-204V3_AFMCSUP, *Airfield Operations Procedures and Programs*.

3.6. Intersection Departures.

3.6.1. Intersection Departures are authorized IAW procedures outlined in FAAO JO 7110.65, *Air Traffic Control*.

3.6.2. PICs are responsible for determining if sufficient runway length is available to permit a safe departure, and may use the entire runway or a different intersection if they advise the Tower of their intentions and receive an appropriate ATC clearance. See **Table 3.6** and **Attachment 3** for runway remaining (in feet) distances.

3.6.3. RWY 23R at TWY Bravo is the standard departure point for all other aircraft taxiing from the East ramp. Controllers are not required to issue the ft remaining to any aircraft departing from this departure point unless requested by the PIC.

Table 3.1. Runway Remaining for Inter

RWY 23L	RWY 23R	RWY 05L	RWY 05R
TWY C 3,400 ft	TWY B (north end) 11,600 ft	TWY D 8,400 ft	TWY D 6,700 ft
TWY D NOT AUTHORIZED	TWY C 7,100 ft	TWY C 5,400 ft	TWY C 3,600 ft
	TWY D 4,100 ft	TWY B (north end) NOT AUTHORIZED	

Chapter 4

INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

4.1. Radar Traffic Patterns.

4.1.1. CMH Approach controls the radar traffic pattern.

4.1.2. The pattern is normally flown southeast of Patterson Field at 4,000 ft MSL.

4.2. Surveillance (ASR) and Precision Approach Radar (PAR) Approaches.

4.2.1. ASR and PAR approaches are not available at Patterson Field.

4.3. Local Departure Procedures.

4.3.1. Patterson Field has non-standard IFR take-off minimums and departure procedures published in the Terminal FLIP's.

4.3.2. Standard climbout for IFR departures is "FLY RUNWAY HEADING, MAINTAIN 3,000."

4.3.3. Aircraft in the VFR pattern requesting to enter the radar pattern shall coordinate with Tower one pattern prior to entering the radar pattern. Tower shall coordinate a climbout clearance with CMH Approach and issue the following short range IFR clearance to the aircraft prior to radio transfer: "CLEARED TO WRIGHT-PATTERSON AIR FORCE BASE VIA RADAR VECTORS ON DEPARTURE FLY RUNWAY HEADING CLIMB AND MAINTAIN 3,000, SQUAWK (IF NEEDED)."

4.3.4. Tower shall amend climb out for departing aircraft to "MAINTAIN AT OR BELOW 1,900 UNTIL DEPARTURE END" when the overhead pattern is in use.

4.4. Radar Vector to Initial Procedures.

4.4.1. CMH Approach provides vectors to initial upon PIC request.

Chapter 5

EMERGENCY PROCEDURES

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

5.1.1. The PCAS and SCN will be maintained and utilized in accordance with AFI 13-204V3, paragraph 8.5.,15.1.3.3.4., and 20.2.2.3.

5.1.2. The PCAS/SCN may be activated as requested by the EOC Director to support WPAFB CEMP 10-2 outlined in AFI 10-2501. The WPAFB CEMP 10-2 provides comprehensive guidance for emergency response to physical threats resulting from major accidents, natural disasters, conventional attacks, terrorist attack, and CBRN attacks.

5.1.3. Both systems will be checked daily between 0830L-0845L.

5.1.4. PCAS:

5.1.4.1. The following agencies are on the PCAS:

5.1.4.1.1. Tower.

5.1.4.1.2. AMOPS.

5.1.4.1.3. WPAFB Medical Center Emergency Room.

5.1.4.1.4. Flight Surgeon. Will only answer during “normal duty hours (0700L - 1600L, Monday-Friday, excluding holidays).

5.1.4.1.5. Fire Station 1.

5.1.4.1.6. Fire Station 2 (receive only).

5.1.5. Tower will:

5.1.5.1. Activate the PCAS when, but not limited to:

5.1.5.1.1. Notified by the PIC, the agency responsible for the aircraft, or another ATC agency that an aircraft is experiencing an emergency.

5.1.5.1.2. Abnormal activity is seen on the aerodrome/airfield.

5.1.5.1.3. AAS engagement is expected or has occurred.

5.1.5.1.4. No radio (NORDO) aircraft is arriving.

5.1.5.1.5. Inbound aircraft intends to jettison external stores.

5.1.5.1.6. Fuel leak or hydrazine incident.

5.1.5.1.7. Unauthorized aircraft landing/movement.

5.1.5.1.8. Tower evacuation.

5.1.5.1.9. As necessary to update previously passed information.

5.1.5.2. PCAS Outage Procedures:

5.1.5.2.1. Tower will contact AMOPS via AMOPS DL, BASE OPS NET (LMR), or landline and inform AMOPS that the SCN must be activated. Pass all pertinent information to AMOPS.

5.1.5.2.2. Tower will contact the Flight Surgeon via landline, DSN 787-4285, and provide pertinent information that would have been passed via the PCAS.

5.1.6. SCN:

5.1.6.1. AMOPS will activate the SCN to relay information received from Tower or other reliable sources that is critical to the safety and security of airfield/flight operations. Information received will be relayed verbatim.

5.1.6.2. AMOPS will activate the SCN when requested by Tower when the PCAS cannot be utilized. All information received will be relayed verbatim.

5.1.6.3. FD will activate the "All Call" when requested by AMOPS.

5.2. Emergency Response Procedures.

5.2.1. Emergency response vehicles shall stage as directed by IC, and IAW the local ADI.

5.2.2. Emergency vehicles, Fire/Crash Recovery, Medical, AM, SE, and SFS responding to an aircraft emergency have priority over normal vehicular traffic.

5.2.3. Emergency vehicles will not enter the CMA without approval from Tower.

5.2.4. Tower will transmit on Tower Net and Crash Net when emergency aircraft is next to land: "EMERGENCY AIRCRAFT NEXT TO LAND."

5.2.5. To facilitate the fastest possible response time of emergency response vehicles, Tower shall anticipate emergency response vehicle movement on the airfield after activation of the PCAS or SCN. Upon arrival of the In-Flight Emergency (IFE) aircraft, Ground Control (GC) shall announce over the radio, using the CFR-1 Talk Group (crash net), unsolicited emergency response vehicle authorizations to enter the RWY. Example:

5.2.5.1. "ALL EMERGENCY RESPONSE VEHICLES PROCEED ON (*active runway*) AT (*location*)." ***NOTE****: These actions DO NOT relieve emergency response vehicle operators from obtaining Tower approval to enter the active RWY if the Tower fails to automatically provide unsolicited blanket approvals.*

5.2.6. The IC is responsible for advising Tower when all emergency response vehicles have exited the RWY.

5.2.7. Designation and responsibilities of the IC are outlined in the WPAFB Integrated Defense Plan (IDP), WPAFB CEMP 10-2, *WPAFB Preventing and Resisting Aircraft Piracy (Hijacking) Plan*, and OSAM OI 13-201.

5.2.8. All personnel will ensure information and names of personnel allegedly involved in an aircraft incident/accident are not released to any agency outside of the official chain of command without 88 ABW Public Affairs approval.

5.2.9. On Base Emergency Procedures.

5.2.9.1. Tower will:

5.2.9.1.1. Activate PCAS.

5.2.9.1.2. Complete all actions IAW locally developed checklists.

5.2.9.2. AM will:

5.2.9.2.1. Activate SCN, pass information verbatim from PCAS.

5.2.9.2.2. Complete all actions IAW locally developed checklists.

5.2.9.2.3. Respond appropriately to all airfield emergencies unless specifically stated in this operating instruction.

5.2.10. Off Base Emergency Procedures.

5.2.10.1. Tower will:

5.2.10.1.1. Activate PCAS.

5.2.10.2. AM will:

5.2.10.2.1. Activate SCN, pass information verbatim from PCAS.

5.2.10.2.2. Complete all actions IAW locally developed checklists.

5.3. External Stores Jettison Area Procedures.

5.3.1. External Stores Jettison Area:

5.3.1.1. The infield between RWY 05L/23R and TWY Alpha, southwest of TWY Delta (see **Attachment 8**). This area is used when external stores can be jettisoned while the PIC keeps visual contact with the ground.

5.3.1.2. If the drop is at night, Tower defines TWY Delta for the PIC by turning out all taxiway lights west of RWY 23R except TWY Alpha and TWY Delta.

5.3.1.3. Tower and AMOPS will not call or be responsible for the jettison of external stores.

5.3.2. External Stores Jettison Procedures:

5.3.2.1. PIC:

5.3.2.1.1. Flies an IFR approach to RWY 23, descending not lower than IFR approach minimums or safe stores separation altitude, whichever is higher, until the runway is visually acquired and then positions the aircraft between the RWY and TWY Alpha.

5.3.2.1.2. Keeps a safe separation altitude above the ground for the type stores involved while maintaining visual contact with the airfield.

5.3.2.1.3. Maintains aircraft release speed as specified in the current aircraft-operating manual.

5.3.2.1.4. Ensures all stores jettisoned/released are dropped “SAFE.”

5.3.2.1.5. Jettisons/releases the stores upon passing TWY Delta (the drop point).

5.3.2.1.6. If the drop cannot be made, starts a right turn upon reaching the departure end of RWY 23R to enter closed traffic, avoiding populated areas and positions aircraft for a straight-in approach.

5.3.3. When notified of an impending jettison/release,

5.3.3.1. Tower will:

5.3.3.1.1. Activate the PCAS.

5.3.3.1.2. Broadcast a blanketed advisory over Tower NET, "ALL VEHICLES WEST OF RWY 05L/23R, EXIT THE AIRFIELD."

5.3.3.2. AMOPS will:

5.3.3.2.1. Activate the SCN.

5.3.3.2.2. Broadcast a blanketed advisory over BASE OPS NET "ALL VEHICLES WEST OF RWY 05L/23R, EXIT THE AIRFIELD."

5.3.3.2.3. If adequate time is available, AMOPS will ensure the drop area is free of personnel and equipment.

5.3.3.2.4. Respond and conduct an airfield check.

5.4. Fuel Dumping.

5.4.1. Fuel dumping will be handled IAW FAAO JO 7110.65, *Air Traffic Control*. Facilities concerned shall broadcast an advisory on appropriate radio frequencies at 3-minute intervals until the dumping stops.

5.5. Emergency Aircraft Arresting System Procedures.

5.5.1. Tower will activate the PCAS for all unplanned engagements and automatically suspend runway operations upon engagement. AMOPS is the only authority to resume runway operations.

5.5.1.1. AMOPS will:

5.5.1.1.1. Key up frequency UHF 289.4/VHF 123.225 and monitor frequency.

5.5.1.1.2. Position the AMOPS vehicle to observe the engagement and ensure Fire/Crash personnel and aircraft tug and tow bar are standing by.

5.5.1.1.3. Request Transient Alert (TA) to send a tug and tow bar and give the location as needed.

5.5.1.1.4. Ensure Barrier Maintenance is called to inspect, re-rig and recertify the arresting gear.

5.5.1.1.5. Maintain a record of arresting gear engagements to include date, time, aircraft type, tail number, speed and weight at engagement, arresting system used, distance the AAS tape traveled, and determine if aircraft is left/right or on runway centerline (RCL).

5.5.2. After an AAS engagement, the average delay to re-rig and recertify an AAS is 20-25 minutes. The IC advises Tower if this time will be exceeded.

5.5.3. After Barrier Maintenance recertifies the AAS, AM will conduct an airfield check and resume RWY operations.

5.6. Hot Brake Area and Procedures (see Attachment 8).

5.6.1. The primary hot brake areas are the north and south ends of TWY Alpha, TWY Bravo between RWY 05R/23L and RWY 05L/23R, or the south end of TWY Bravo.

5.6.2. Aircraft with hot brakes should be kept clear of other aircraft, equipment, and personnel.

5.7. Abandonment of Aircraft (Controlled Bail-Out).

5.7.1. Prior to bailout, PICs should notify an ATC facility of intentions.

5.7.2. Controlled Bail-Out Areas:

5.7.2.1. Primary: FFO 145 Radial, 45 NM fix.

5.7.2.2. Alternate: CVG 077 Radial, 63 NM fix.

5.7.3. Upon request of the IC or if bailout is in an area other than the designated bailout area, FFO Tower will plot coordinates based on information obtained from CMH Approach and/or other sources and pass this information to emergency response personnel via PCAS.

5.8. Personnel Locator Beacon (PLB)/ Crash Position Indicator (CPI)/ Emergency Locator Transmitter (ELT) Response Procedures.

5.8.1. Tower will notify the following agencies upon receipt of an unscheduled emergency locator beacon, personal locator beacon or crash position indicator signal:

5.8.1.1. AMOPS. When notified, will begin an airfield search and keep Tower informed of status until situation is resolved.

5.8.1.2. CMH Approach Control.

5.8.1.3. Indianapolis ARTCC.

5.8.2. Tower will keep above agencies informed of changes in status of PLB, CPI or ELT signal.

5.9. Hung Ordnance Procedures (See Attachment 8).

5.9.1. Aircraft landing or identified during post flight recovery with hot/jammed weapons or unsafe ordnance shall inform Tower of their weapon's status.

5.9.2. Hot/jammed weapon aircraft shall be parked on HAZPAD 4 with the aircraft headed in a southwesterly direction, and in such a manner so as to not endanger operations on adjoining pads, until qualified personnel can de-arm/safe the weapon.

5.9.3. Tower will notify AMOPS whenever there are aircraft with hot/jammed weapons or unsafe ordinance.

5.9.4. AMOPS will:

5.9.4.1. Notify the National Park Service (Huffman Prairie Flying Field), and SFS whenever there are such aircraft parked on HAZPAD 4.

5.9.4.2. Contact EOD to respond and pin emergency aircraft. *After hours:* contact AFMC CP to dispatch EOD. ***NOTE****: EOD will ONLY respond to emergency aircraft with hung ordinance.*

5.9.5. Tower will:

5.9.5.1. Avoid taxiing aircraft into an area or position that could threaten personnel or equipment.

5.9.6. 88 ABW EOD will remove hung chaff/flare on the north warm-up pad if hung chaff/flares are discovered during post flight recovery of 445 AW assets. Secondary location for 445 AW asset hung chaff/flare will be HAZPAD 4.

5.10. Hydrazine Response Procedures.

5.10.1. If an F-16 reports Emergency Power Unit (EPU) activation, the FD will act to isolate the aircraft from equipment and personnel, and will work to safe the aircraft and flight crew. ***NOTE****: Hydrazine is a toxic and highly flammable liquid having the physical properties similar to oily water with an ammonia odor.*

5.10.2. When a hydrazine incident is anticipated or suspected the following actions will be taken:

5.10.2.1. Tower will:

5.10.2.1.1. Activate PCAS, indicating a hydrazine incident is suspected.

5.10.2.1.2. If the aircraft is able to taxi and the PIC concurs, instruct aircraft to the appropriate holding area (See **Attachment 8**):

5.10.2.1.2.1. Landing RWY 23R: Exit RWY and hold on TWY Bravo South until further instructions from FD.

5.10.2.1.2.2. If the aircraft is not able to taxi, direct aircraft to hold position on the RWY.

5.10.2.1.2.3. Landing RWY 05L: Exit RWY and hold on TWY Bravo between RWY 05L departure end and RWY 05R departure end until further instructions from FD.

5.10.2.1.3. Coordinate with the IC to isolate the aircraft from equipment and personnel and obtain affected cordon with ECP and obtain crash grid coordinates and Military Grid Reference System (MGRS) coordinates.

5.10.2.1.4. Restrict airspace as appropriate and request AMOPS to send appropriate NOTAM .

5.10.2.2. AM will notify airfield users of hydrazine incident and relay the affected cordon/ECP location, adhere to OSAM OI 13-201 and complete the following: ***NOTE****: Non-essential vehicles and personnel only increase danger of injury and hamper the operation of the rescue and recovery team and shall remain clear of the cordon and maintain radio silence.*

5.10.2.2.1. AMOPS will not respond to the airfield until the IC deems area “safe.”

5.10.2.2.2. AFM or designated representative will coordinate with the IC for continued airfield operations.

5.10.2.2.3. Close/Restrict/Suspend affected airfield/airspace surfaces as appropriate.

5.10.2.3. The IC will accomplish the following:

5.10.2.3.1. Direct emergency response vehicles/operations.

5.10.2.3.2. Establish affected cordon, ECP, and crash grid coordinates and MGRS coordinates.

5.10.2.3.3. Coordinate with Tower.

5.10.2.3.4. Coordinate with AFM or designated representative for continued airfield operations, as appropriate. Request response from AM as necessary IAW HRT LOA.

5.10.2.3.5. Coordinate with the Hydrazine Response Team (HRT).

5.10.2.3.6. Advise Tower and AFM of the estimated delay time until resumption of normal airfield operations is possible.

5.11. Wind Limitations on Patterson Tower.

5.11.1. Patterson Tower is able to withstand wind (gusts/sustained) up to 88 knots. Tower will evacuate at 70 knots (gusts/sustained). Tower WS may evacuate at a lower wind speed if it is deemed necessary for safety.

5.11.2. Tower personnel will relocate to AMOPS.

5.12. Evacuation of Airfield Operations Facilities.

5.12.1. Evacuation of Tower:

5.12.1.1. There is no fixed alternate Control Tower at WPAFB.

5.12.1.2. If Tower is evacuated, air traffic control services shall be suspended and the airfield will temporarily close. In the event of a tornado, personnel will relocate to the designated tornado shelter in building 206. In the event of any other evacuation, Tower personnel will evacuate to designated areas as appropriate.

5.12.1.3. Tower evacuation procedures:

5.12.1.3.1. Tower will accomplish the following (time permitting):

5.12.1.3.1.1. Activate PCAS and relay all pertinent information, (i.e., reason for evacuation, traffic conditions, field conditions, etc.).

5.12.1.3.1.2. Notify CMH Approach Control of evacuation and relay all pertinent information and status of NAVAIDs.

5.12.1.3.1.3. Time permitting, broadcast an evacuation notice three times on all frequencies including 243.0 / 121.5.

5.12.1.3.1.4. Broadcast evacuation notice on the ATIS.

5.12.1.3.1.5. Transfer control of airfield lighting to AMOPS.

5.12.1.3.1.6. Time permitting; notify WX if evacuation is based on a significant weather observation.

5.12.1.4. AMOPS will accomplish the following:

5.12.1.4.1. Process NOTAMs as appropriate.

5.12.1.4.2. Notify local flying units and other base agencies that are affected.

5.12.2. Evacuation of AMOPS:

5.12.2.1. The primary evacuation facility is located at Building 101, Room B-153.

5.12.2.1.1. The 445th will provide AM alternate facility IAW the LOA between 445th AW and 88 OSS, *Alternate Airfield Management Operations (AMOPS) Facility*:

5.12.2.2. Service restrictions/delays may be encountered due to limited resources (i.e., telephones, computers, FLIP's, etc.).

5.12.2.3. AMOPS will notify the following agencies of evacuation/arrival at alternate facility:

5.12.2.3.1. Tower.

5.12.2.3.2. CMH Approach Control.

5.12.2.3.3. AFMC CP.

5.12.2.3.4. 445 CP.

5.12.2.3.5. FD.

5.12.2.4. AMOPS will complete the following:

5.12.2.4.1. Process NOTAMs as appropriate.

5.12.2.4.2. Complete applicable checklists/QRCs.

5.12.2.5. If Tower is not evacuating, Tower will maintain communication with AMOPS via LMR.

5.12.2.6. Request Tower to monitor PTD frequencies until AMOPS can monitor frequencies at evacuation site.

5.12.3. When it's safe to return to the primary facility, Tower and AMOPS will notify affected agencies when services are restored.

5.13. Alternate Facility Procedures.

5.13.1. Patterson Tower does not have a dedicated alternate facility.

5.13.2. AMOPS Procedures:

5.13.2.1. AMOPS alternate facility is located at Bldg 101, Room B-153. Complete all actions in paragraph 5.12.2., and all locally derived checklists/QRCs IAW OSAM OI 13-201.

5.14. Preventing and Resisting Aircraft Piracy (Hijacking) Procedures. The 88 OSS/OSA, Airfield Operations Flight, will adhere to the WPAFB Preventing and Resisting Aircraft Piracy (Hijacking) Plan, AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, and FAAO 7610.4, *Special Operations.*

Chapter 6

OTHER EMERGENCY PROCEDURES AS LOCALLY DETERMINED (SIMULATED FLAME-OUT, PRECAUTIONARY APPROACHES)

6.1. Simulated Flame-out (SFO) Approaches (Overhead and Straight-in).

6.1.1. Description:

6.1.1.1. Procedures apply only to F-16 aircraft assigned to the 180 FW from Toledo, OH.

6.1.1.2. Patterson Tower and CMH Approach shall exchange information for relay to SFO aircraft.

6.1.1.3. Patterson Tower shall apply standard ATC procedures while handling these operations.

6.1.1.4. Patterson Tower and CMH Approach may disapprove SFOs because of traffic or other reasons, either before or after the start of the maneuver.

6.1.1.5. SFOs shall only be approved between official sunrise and sunset.

6.1.1.6. SFOs shall only be requested/approved when Patterson Tower is operational.

6.1.1.7. SFOs shall only be flown to RWY 23R and RWY 05L.

6.1.1.8. Opposite direction operations are prohibited when SFOs are in progress.

6.1.1.9. Maximum airspeed for Straight-In SFOs (SI-SFO) will be 250 knots.

6.1.1.10. PICs shall continue to squawk assigned transponder code unless otherwise directed by ATC.

6.1.1.11. All SFOs and SI-SFOs shall be verbally coordinated and approved by Patterson Tower based on local conditions and traffic.

6.1.1.12. Unless otherwise coordinated, CMH Approach shall obtain approval from and transfer communications to Patterson Tower prior to 10 NM from the airport, forwarding callsign, number in flight, position and SFO procedure to be flown.

6.1.1.13. When SFOs are in progress, CMH Approach and Patterson Tower shall control traffic so as to remain clear of the immediate vicinity of the SFO pattern.

6.1.2. SI-SFO (see **Attachment 11**).

6.1.2.1. Maneuvering altitude shall be requested by the PIC or assigned by ATC, 8,000-10, 000 ft MSL, descent beginning 7-10 NM from the end of runway.

6.1.2.2. The aircraft must be aligned with +/- 5 degrees at 6 DME for RWY 23R and RWY 05L.

6.1.2.3. CMH Approach shall coordinate with Patterson Tower prior to approving SI-SFO.

6.1.2.4. CMH Approach shall not sequence any aircraft in front of a 10-mile SI-SFO except for another SI-SFO. Once an aircraft commences the SI-SFO, that aircraft is number one to the runway IAW SFO *Letter of Agreement* (LOA).

6.1.2.5. SI-SFOs will be flown as a single ship or flight of two. If the flight of two is non-standard, inform CMH approach and Patterson Tower prior to commencing SI-SFO.

6.1.2.6. The following position reports shall be made by the 180 FW PICs and Patterson Tower:

PIC: "PATTERSON TOWER, (Aircraft ID), (number in flight), 10-MILE STRAIGHT-IN SIMULATED FLAMEOUT FINAL, AIPORT IN SIGHT."

Control Tower: "(Aircraft ID), PATTERSON TOWER, REPORT 6-MILE SIMULATED FLAMEOUT FINAL."

PIC: "PATTERSON TOWER, (Aircraft ID), 6-MILE SIMULATED FLAMEOUT FINAL, GEAR DOWN."

Control Tower: "(Aircraft ID), CHECK WHEELS DOWN, (wind), RUNWAY (number), CLEARED LOW-APPROACH (or alternate instructions)."

6.1.2.7. Should traffic or other considerations preclude continuation of the SI-SFO at 6 DME, Patterson Tower shall instruct the aircraft to abandon the approach and issue alternate instruction, coordination with CMH Approach as necessary.

6.1.2.8. Weather Requirements:

6.1.2.8.1. SI-SFOs are only authorized when the ceiling is above 10,000 ft AGL and the visibility is at least 5 statute miles.

6.1.3. Overhead SFO (see **Attachment 12**).

6.1.3.1. High Key altitude shall be no higher than 10,000 ft MSL and Low Key altitude shall be 4,000 ft MSL to 6,000 ft MSL or as requested by the PIC and assigned by ATC.

6.1.3.2. Aircraft shall make right turns for RWY 23R or left turns to RWY 05L or as designated by Patterson Tower.

6.1.3.3. Maneuvering airspace shall be limited to a 4 NM radius of the geographical center of the airport.

6.1.3.4. Once the SFO is approved by CMH Approach and Patterson Tower, CMH Approach shall consider the pattern in use (HOT) at or below the Low/High Key altitude approved until advised otherwise by Patterson Tower.

6.1.3.5. Patterson Tower will advise the PIC of the estimated delay if an SFO cannot be granted upon request. In the event a PIC is not cleared for an immediate SFO, the aircraft shall continue to orbit at High Key within 4 NM of the geographical center of the airport.

6.1.3.6. PICs shall make "High Key/Low Key, and/or Base Key" radio calls.

6.1.3.7. Weather Requirements:

6.1.3.7.1. Overhead SFOs are only authorized when the ceiling is at least 1,000 ft above the approved High Key altitude and the reported flight and ground visibility is at least 5 statute miles.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Planning Procedures. Flight plan procedures will be IAW AFJMAN 11-213, AFI 13-204V3, paragraph 15.1.3.3.11, FLIP General Planning and applicable LOAs.

7.1.1. Aeronautical Information System – Replacement (AIS-R). AMOPS is equipped with the Federal Aviation Administration (FAA) AIS-R, worldwide telecommunications system and will utilize this system for the following:

7.1.1.1. AMOPS assumes all flight following and flight plan transmission duties and responsibilities through the AIS-R to include IFR/VFR flight plans, flight notification, en-route change of destination, and other relevant messages as applicable to appropriate ATC facilities, FAA Air-Route Traffic Control Center (ARTCC) facility, FAA Flight Service Stations (FSS), military Base Operations/Airfield Management facilities, and other interested agencies.

7.1.2. Original flight plans may not be accepted via radio. All flight plan(s) must be filed with AMOPS IAW the following:

7.1.2.1. PIC Flight Planning Responsibilities:

7.1.2.1.1. 445 AW is authorized to file a DD Form 175, DD Form 1801, or electronic equivalent, via fax and/or hand carried (in cases of telephone/computer communication outage.) The PIC is responsible for verifying receipt and accuracy of the flight plan with AMOPS. The 445 AW will maintain the original flight plan on file IAW Air Force RDS, Table 13-07, Rule 3.00.

7.1.2.1.2. Transient PICs Flight Planning Responsibilities:

7.1.2.1.3. U.S. Air Force Transient PICs:

7.1.2.1.3.1. Must file flight plans in person unless flight plan was processed by a MAJCOM Flight Planning Cell IAW AFI 13-204V3. AMOPS will not modify/change flight plans for Flight Managed Missions without approval from the flight planning cell/flight managers *(IAW AFI 11-255V3, Flight Manager Responsibilities and Procedures).*

7.1.2.1.3.2. PICs from the 89th Airlift Wing, Joint Base Andrews and 55th Wing, Offut AFB may file an electronic non-alert flight plan solely through Jeppesen but must still contact AMOPS in person, via Pilot-to-Dispatch or by land line to confirm receipt. If no flight plan is received via AIS-R message originating from "KDENXLDI", the PIC must provide AMOPS with a signed copy at least one hour prior to departure. The 89th Airlift Wing and 55th Wing will ensure flight plans filed through Jeppesen are kept on file IAW Air Force RDS, Table 13-07, Rule 3.00.

7.1.2.1.4. Non-Air Force U.S. Military Transient PICs:

7.1.2.1.4.1. Must file flight plans (DD Form 175 and/or DD Form 1801) or provide a copy of an electronically filed flight plan in AMOPS. If a transient

aircraft has full stopped at Patterson Field, and a flight plan is not stored in FAA system(s), and AMOPS cannot verify an original flight plan clearance was filed from the original departure location, the aircraft will not be approved for engine run, taxi, or departure from Patterson Field, until a flight plan has been processed and received through AMOPS with an original signature.

7.1.2.1.5. Foreign Military:

7.1.2.1.5.1. Must file an accurate flight plan (DD Form 175 or DD Form 1801) with an original signature, prior to engine start, taxi, and departure from Patterson Field.

7.1.2.1.6. Civilian Transient PICs:

7.1.2.1.6.1. Must file an accurate flight plan (DD Form 175 or DD Form 1801 and/or electronic computer generated flight plan) with AMOPS. If PIC filed an electronic computer generated flight plan, AMOPS must obtain a copy of the flight plan prior to engine start, taxi, and departure from Patterson Field.

7.1.3. Any deviations from the original filed flight plan prior to ATC clearance issuance must be coordinated through AMOPS via telephone, fax, or radio. Tower will advise AMOPS of any deviations to the issued clearance (i.e. local pattern delays, route change, en-route time, etc.). ***NOTE****: If Tower cannot locate a clearance contact AMOPS for coordination.*

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB) Membership:

8.1.1. Airfield Operations Board (AOB) membership:

8.1.1.1. Mandatory Members:

8.1.1.1.1. 88th Air Base Wing (88 ABW/CV, Board Chairperson).

8.1.1.1.2. 445th Airlift Wing (445 AW).

8.1.1.1.3. 55th Airlift Wing (55 AW).

8.1.1.1.4. Flight Safety (88 ABW/SEF, 445 AW/SE).

8.1.1.1.5. Commander, Operations Support Squadron (88 OSS/CC).

8.1.1.1.6. Commander, Airfield Operations Flight (AOF/CC).

8.1.1.1.7. Control Tower Chief Controller (88 OSS/OSAT).

8.1.1.1.8. Airfield Manager (88 OSS/OSAM).

8.1.1.1.9. Base Weather (88 OSS/OSW).

8.1.1.1.10. CMH Approach Control (FAA).

8.1.1.1.11. Civil Engineer Directorate (88 ABW/CE).

8.1.1.1.12. Logistics Readiness (88 MSG/LGR).

8.1.1.2. Members Not Required to be Present:

8.1.1.2.1. Terminal Instrument Procedures Specialist (TERPS).

8.1.1.2.2. ATCALS (88 OSS/OSM).

8.1.1.2.3. WPAFB E-4B Liaison (88 ABW/XPX).

8.2. AOB Mandatory Review Board Briefing Requirements.

8.2.1. Quarterly. The AOB mandatory quarterly briefing items are outlined in AFI 13-204V3, *Airfield Operations Procedures and Programs*, Attachment 3, and will be briefed at every AOB Quarterly meeting.

8.2.2. Annual. AOB must review annually IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*, see Table 1 for annual review items.

Table 8.1. AOB Annual Review Items

Results of annual self-inspection	March
Special Interest Items	March
MOA's, MOU's, Ops Letters, AICUZ	June
Aircraft Parking Plan	July
Operating Instructions	July
TERPS	July
Results of Annual Airfield Certification and Safety Inspection	October
Waiver Package	October
Base OPLANS	October

8.3. Notice to Airmen (NOTAM) Procedures.

8.3.1. The AFM is the designated primary airfield NOTAM facility monitor for Wright-Patterson AFB. The AFM will coordinate with AMOPS to ensure appropriate NOTAMs are sent to provide advanced notification to aircrews of local airfield/airspace restrictions or deviations from published information.

8.3.2. AMOPS will process NOTAMs IAW AFI 11-208_IP.

8.3.3. Tower is designated as the primary NAVAID monitor facility for ATCALS. Tower is responsible for notifying AM of all outages to ensure the proper submission of required NOTAMs.

8.4. FLIP Accounts, Procedures for Requesting Changes.

8.4.1. Non-Procedural and DoD FLIP changes will be coordinated and approved through AFM.

8.4.2. Procedural changes to Instrument Approach Procedures (IAP) will be coordinated though the AOF/CC and approved by HQ AFMC/TERPS Specialist.

8.5. Prior Permission Required (PPR) Procedures.

8.5.1. Patterson Field is PPR only and pertinent information is published in the IFR Supplement.

8.5.2. All transient aircrew/aircraft must obtain a PPR number generated by AMOPS.

8.5.2.1. AMOPS or designated representative will generate and monitor all PPR numbers issued to all aircrew and will de-conflict any issues that may arise due to any airfield restrictions/event prior to issuance IAW OSAM OI 13-201.

8.6. Air Evacuation Notification and Response Procedures.

8.6.1. Tower will notify AMOPS and TA at or before 10NM from the runway, via the "DV Line."

8.6.2. AMOPS will perform subsequent coordination.

8.7. Unscheduled/Unauthorized Aircraft Arrivals:

8.7.1. In the event of an unscheduled military aircraft, AMOPS shall obtain and log required flight data from crews of military aircraft that arrive without prior notification.

8.7.2. All aircraft that land without prior authorization from AMOPS shall be handled IAW *WPAFB Preventing and Resisting Aircraft Piracy (Hijacking) Plan*.

8.8. Distinguished Visitor (DV) Notification Procedures.

8.8.1. AMOPS will:

8.8.1.1. Request a 10 NM notification on the arrival of a DV aircraft, utilizing the AFAS.

8.8.1.2. Complete all actions as required by local derived checklists/QRC's.

8.8.2. Tower will make a single landline notification via "DV" line to AMOPS and TA of DV aircraft at or before 10 NM from the runway. ***NOTE****: Ramp Isolation/Quiet Hours Procedures may be required for military/civilian DV code 3 or above. Refer to paragraph 1.27 for further details.*

8.9. Dangerous/Hazardous Cargo. Refer to paragraph 1.18, Table 1.18, 1.18.1, 18.2, Airfield Restrictions.

8.10. Night Vision Device (NVD) Operations. Patterson Field AO personnel are not equipped with NVDs.

8.10.1. NVD /blacked-out airfield operations are conducted at Patterson Field IAW *C-17A Portable Night Vision Goggle Lighting Concept of Operation* LOA between 445 AW and 88 ABW. NVD/blacked-out procedures are only authorized by units designated in the *C-17A Portable Night Vision Goggle Lighting Concept of Operation* LOA.

8.10.2. Driving with NVDs is not authorized on Patterson Field.

8.11. Local Aircraft Priorities: Aircraft priorities set by 14 CFR, *Aeronautics and Space,* Part 91, FAAO JO 7110.65, *Air Traffic Control,* and this instruction are:

8.11.1. Emergency aircraft (aircraft in distress have right of way over all other traffic).

8.11.2. Air Evac/MED EVAC.

8.11.3. Search and Rescue.

8.11.4. Flight Check.

8.11.5. E-4B Alert.

8.11.6. TACC-directed missions.

8.11.7. Distinguished Visitors (DV).

8.11.8. Hurricane Evacuation (HUREVAC) aircraft.

8.11.9. TAD Procedures/Training Missions.

8.11.10. NVD Procedures. ***NOTE****: These priorities are not absolute. ATC will adjust as necessary to affect minimum delay based on the actual traffic mix using good judgment.*

8.12. Aircraft Lost Communications Instructions.

8.12.1. No radio (NORDO) is treated as an emergency unless the PIC has signaled that radio failure is the only problem, using procedures in the FLIP Flight Information Handbook. Tower is able to give landing instruction on all appropriate frequencies and by light gun signals.

8.13. Standard Climb-Out Instructions.

8.13.1. Standard climb out for initial IFR departures is "FLY RUNWAY HEADING, MAINTAIN 3,000."

8.13.2. Standard climb out for SVFR/Class C Participants/Flight Following is "maintain AT OR BELOW 2500, FLY RUNWAY heading."

8.13.3. Standard climb out for multiple instrument/practice approaches is "CLIMB AND maintain 4000, FLY heading 140."

8.13.4. When overhead pattern is in use tower shall amend climb out for departing aircraft to "MAINTAIN AT OR BELOW 1,900 UNTIL DEPARTURE END."

8.14. Opposite Direction Take-Offs and Landings.

8.14.1. Requests for opposite direction IFR arrivals or departures will be coordinated between Patterson Tower and CMH Approach Control.

8.14.1.1. Requestor will state the landing runway when an aircraft is conducting a circling approach.

8.14.2. The following separation standards shall be followed:

8.14.2.1. IFR Arrival versus IFR Arrival. Arriving aircraft shall not proceed closer than 10 NM final to the runway in use until the opposite direction aircraft has landed or circling aircraft has crossed the landing threshold.

8.14.2.2. IFR Arrival versus IFR Departure. Departing aircraft must be established on a diverging course and changed to CMH Approach's frequency prior to the arriving aircraft reaching 10 NM final.

8.14.2.3. IFR Arrival versus VFR Departure. VFR departures shall be airborne and turned to avoid conflict prior to IFR arrival reaching 5 NM final for same runway operations.

8.14.2.4. Heavy VFR Arrival versus Heavy VFR Departure. Tower shall not allow the arriving/departing H/VFR aircraft to proceed closer than 5 NM final to the runway in use until the opposite direction H/VFR aircraft has landed or is airborne and turned to avoid conflict.

8.14.2.5. VFR Arrival versus VFR Departure. Tower shall ensure that the departing VFR aircraft is airborne and turned to avoid conflict prior to the arriving VFR aircraft reaching 3 NM final. Appropriate advisories must be given to both aircraft prior to issuing takeoff clearance. ***NOTE****: This applies to same and parallel runway operations.*

8.14.3. All opposite direction operations are approved/disapproved by Patterson Tower.

8.15. Breakout/Go Around/Missed Approach Procedures.

8.15.1. Breakout/Go Around instructions will be issued by ATC.

8.15.2. Missed Approach procedures shall be IAW published Instrument Approach Procedures located within each FLIP.

8.16. Civil Aircraft Operations.

8.16.1. AFM or designated representative is the approving authority for WPAFB Civil Landing Permit.

8.16.2. Civil aircraft require prior permission from AMOPS and an approved Civil Landing Permit to land at Patterson Field, unless exempt per AFI 10-1001.

8.16.3. PICs must coordinate with AMOPS 24 hours prior to landing at Patterson Field, to confirm PPR.

8.16.4. AMOPS coordinates with Tower prior to the estimated time of arrival (ETA) of known inbound civil aircraft authorized to land at Patterson Field.

8.16.5. If unable to determine approval status, Tower shall direct the aircraft to contact AMOPS on Pilot-To-Dispatch (PTD), see Table 1.1., AMOPS will determine if the aircraft is authorized/unauthorized and inform Tower accordingly.

8.16.6. If the aircraft insists on landing and no known emergency exists, Tower shall take the following actions:

8.16.6.1. State that they are unable to issue a landing clearance, and request the PIC to restate intentions.

8.16.6.2. Immediately inform AMOPS.

8.16.6.3. Implement unauthorized landing procedures IAW *WPAFB Preventing and Resisting Aircraft Piracy (Hijacking) Plan*.

8.17. Aero Club Operations.

8.17.1. Patterson Field does not conduct Aero Club operations.

8.18. Weather Dissemination and Coordination Procedures:

8.18.1. Hazardous/Severe weather notification procedures; lightning response shall be IAW WPAFBI 15-101, *Weather Support*.

8.19. Variable Winds.

8.19.1. The issuance of variable winds to base assigned aircraft is waived for reduced verbiage and operational advantage IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*.

8.20. 445 AW Aircraft Ground Operations Concept Operations (CONOPS).

8.20.1. The 445 OG will conduct C-17A ground operations on Patterson Field including aircraft backing, star turns, engine-running crew changes (ERCC), and engine-running onload/offload (ERO) operations in accordance with governing technical orders and AFIs . The following paragraphs define the roles and responsibilities for 445 AW and 88 ABW

agencies regarding C-17A ground operations. See **Attachment 13** for a depiction of designated locations.

8.20.2. Star Turn Operations:

8.20.2.1. The primary locations for C-17A star turn training operations will be the warm-up pad near TWY Alpha 1 and HAZPAD 4. Both locations will afford the minimum 90 ft of taxiway width required for a C-17A star turn.

8.20.2.2. Star turns on any active runway may be conducted as a contingency operation, resulting from runway/taxiway closures, restrictions, etc., and will not be pre-planned as part of aircrew training.

8.20.2.3. Aircrew will contact Tower and request permission to proceed with star turn operations. Tower will respond with "Star turn operations approved."

8.20.3. Backing Procedures:

8.20.3.1. Backing operations will be conducted on operational runways/taxiways as approved by Tower and in conjunction with safe airfield operations.

8.20.3.2. The primary location for C-17A backing training operations will be TWY Alpha between TWY Alpha 1 and the south entrance to the West Ramp ("Alpha North"), TWY Alpha between TWY Delta and the approach end of RWY 05L ("Alpha South"), the warm up apron near TWY Alpha 1 and HAZPAD 4.

8.20.3.3. Backing operations are approved for C-17A aircraft to back out of all parking spots on the West Ramp (Spots A1 thru A12).

8.20.3.4. In order to allow Tower the flexibility to manage aircraft movement on the airfield, backing may be approved anywhere on the paved surfaces where the aircrew is unable to taxi forward.

8.20.3.5. Backing on any active runway will be considered a contingency operation and will not be pre-planned as a part of aircrew training sorties.

8.20.3.6. Backing operations for training purposes in locations other than those defined in paragraphs 8.20.3.2., and 8.20.3.3., must be coordinated with AM prior to engine start.

8.20.3.7. Aircrew will contact Tower and request permission to proceed with backing operations.

8.20.4. Engine-Running Onload/Offload (ERO):

8.20.4.1. The primary locations for C-17A ERO training operations will be the West Ramp parking spots, anywhere on TWY Alpha between TWY Alpha 1and TWY Charlie, and the warm up apron adjacent to TWY Alpha 1.

8.20.4.2. Consideration will be given for operational EROs anywhere on the airfield with prior coordination between AM and 445 OSS/OSO (Current Operations). Aircrews will check applicable NOTAMs prior to sortie execution, contact AM directly if there are any conflicts between training requirements and RWY/TWY closures, restrictions, etc. ***NOTE****: Aircraft with a wingspan equal to or greater than 131 ft are prohibited from conducting an ERO in front of Bldg 206 and Hangar 206 North/South unless approved by the AFM.*

8.20.5. Engine-Running Crew Change (ERCC):

8.20.5.1. The primary location for C-17A ERCC Operations will be TWY Alpha 1. The secondary location will be TWY Alpha between the south entrance to the West Ramp and TWY Charlie. ERCC aircraft will be clear of all active RWY hold short lines when performing ERCC's.

8.20.5.2. ERCCs at locations other than the primary/secondary locations designated in **paragraph 8.20.5.1**, will be at Towers discretion.

8.20.5.3. Aircrew will notify Tower of their intentions to perform an ERCC NLT 15 minutes prior. ***NOTE****: Aircraft with a wingspan equal to or greater than 131 ft are prohibited from conducting an ERCC in front of Bldg 206 and Hangar 206 North/South unless approved by the AFM.*

8.20.6. Miscellaneous Operations:

8.20.6.1. The C-17A ground operation maneuvers contained in paragraphs 8.20.2., 8.20.3., 8.20.4., and 8.20.5., will be coordinated with Tower real time and do not require prior day coordination through AM or 445 OSS/OSO. Aircrews will check applicable NOTAMs prior to sortie execution and contact AM directly if there are any conflicts between training requirements and airfield restrictions.

8.20.6.2. Aircrews are not required to receive any additional approval to conduct repeating ground operations once initially approved to do so unless they depart a specific ground operations area by more than 200 ft, or block or intend to block any intersecting runway/taxiway. If multiple/different ground operations contained in paragraphs 8.20.2., 8.20.3., 8.20.4., and 8.20.5., are to be conducted sequentially, the aircrew will relay their intentions to Tower and provide an estimated time of completion for that series of ground operations at that airfield location.

8.20.6.3. Tower may suspend/terminate C-17A ground operations any time for higher operational needs or in the event of an emergency.

8.20.6.4. Aircrews will conduct C-17A ground operations as outlined in AFI 11-2C-17V3, T.O. 1C-17A-1, and other governing instructions for aircraft operations.
8.20.6.5. Aircrews will not cross runway hold short lines while conducting ground operations on adjacent taxiways without approval from Tower.

8.20.7. Combat Offload Operations.

8.20.7.1. The 445 OG will conduct C-17 combat offload operations on TWY Alpha IAW governing technical orders and AFIs .

8.20.7.2. Responsibilities:

8.20.7.2.1. 445 OSS/OSO (Current Operations) will:

8.20.7.2.1.1. Notify AMOPS the day prior to a planned combat offload and provide aircraft callsign and local time of anticipated operation.

8.20.7.2.1.2. Verify coordination with 87 APS for pallet recovery from TWY Alpha.

8.20.7.2.2. 89 AS Aircrew will:

8.20.7.2.2.1. Immediately notify AMOPS of a combat offload after the pre-flight aircrew briefing. Notification must include aircraft callsign, number of pallets to be dropped, location of drop point (TWY Alpha north or south), and local time that combat offload will occur.

8.20.7.2.2.2. Contact 87 APS prior to aircraft departure to confirm combat offload time and ensure recovery team is ready.

8.20.7.2.2.3. Provide notification to Tower after engine start that the mission will conduct a combat offload at TWY Alpha south (primary drop location) or TWY Alpha north (alternate drop location).

8.20.7.2.2.4. Provide notification to Tower when initiating combat offload operations and when complete. Notify Tower that download is complete with number of pallets ready for recovery. NOTE: Tower will not provide take-off clearance until this information is passed.

8.20.7.2.2.5. Notify "Buckeye" (445 AW/CP) that combat offload pallets are ready for recovery. Buckeye will dispatch 87th APS personnel to recover pallets.

8.20.7.2.3. 87 APS will:

8.20.7.2.3.1. Recover combat offload pallets from TWY Alpha, once notified from "Buckeye."

8.20.7.2.4. Tower will:

8.20.7.2.4.1. Immediately suspend all aircraft operations on the portion of TWY Alpha where the combat offload occurred, and notify AMOPS. Operations will resume once AMOPS conducts a FOD sweep and TWY damage assessment and deems that portion of the taxiway suitable to resume operations.

8.20.7.2.5. AMOPS will:

8.20.7.2.5.1. Once combat offload pallets are recovered, inspect TWY Alpha for FOD or damage to pavement prior to resuming operations.

8.20.7.2.5.2. Notify Tower when operations on TWY Alpha are resumed.

8.20.7.2.5.3. Airfield snow removal priorities have precedence over combat offload operations. The primary and alternate combat offload locations are considered priority 2 for snow removal operations.

8.20.7.2.5.4. During snow removal operations, AM personnel will conduct an RCR check at the primary or alternate offload location one hour prior to proposed offload. Information will be passed to 445 AW/CP who will relay this information to the PIC.

8.21. Explosive Ordinance Disposal (EOD) Range Procedures.

8.21.1. The WPAFB EOD Range is located southeast of HAZPAD 3, just outside of the airfield fence and enables EOD to detonate a maximum of 5 pounds net explosive weight per detonation within the confines of a pre-cast concrete blast containment structure. EOD range activities will be conducted IAW this instruction and EODOI 91-01.

8.21.1.1. All airfield operations take priority over EOD Range activity.

8.21.1.2. Concurrent operations on HAZPADs 1-4 and the EOD range are prohibited.

8.21.1.3. The "Clear Zone" is a 500 ft radius around the EOD Proficiency Training Range. A Clear Zone must be maintained from all above ground buildings, structures, runways, and taxiways.

8.21.1.4. The "Combustible Free Zone" is a 200 ft radius around the detonation point. The Combustible Free Zone must be maintained free of all readily combustible material such as dry grass, leaves, or brush.

8.21.2. EOD must obtain 88 ABW/CC approval to conduct operations and notify AMOPS 24 hours in advance via email of start time, duration, and altitude affected to **88OSS.BaseOperations@wpafb.af.mil.** AMOPS will issue NOTAM upon receipt of 24 hours of notice. EOD will notify AMOPS at least one hour prior to activating the range via phone call to verify start time, duration, and altitude affected. EOD will establish radio contact with Tower 10 minutes prior to activating the range and will receive ATC approval one minute prior to detonation.

8.21.2.1. EOD will notify Tower and AMOPS of any MISFIRE, Clear MISFIRE, or any delay of a detonation. ***NOTE****: In the event of a failed detonation attempt (misfire), the EOD Range must remain active for a minimum of 30-60 minutes.*

8.21.3. Upon notification of pending range activation:

8.21.3.1. AMOPS will provide proposed times and altitude affected to Tower, TA, AGE, 445 CP and ATCALS and ensure all agencies whose ground operations may be impacted (to include but not limited to mowers, snow removal equipment, airfield lighting, contractors, A/C tow ops, national park service) are notified via whatever means possible.

8.21.3.2. Tower will verify with AMOPS that no ground ops will be affected.

8.21.4. During range activation:

8.21.4.1. Tower will restrict RWY 23R/L departures from making southbound turns prior to reaching 1400 ft MSL and ensure IFR aircraft arriving RWY 05R/L are established on final prior to 3 DME. Tower will also notify EOD of any wx watches, advisories, and/or warnings via tower net.

8.21.4.2. VFR operations will be restricted over the EOD range to at or above 1400 ft MSL.

8.21.4.3. All taxi operations will be prohibited on TWY Bravo south of TWY Delta. Vehicle activity in the field east of TWY Bravo adjacent to HAZPADs 1 & 2 will also be prohibited.

8.21.5. Termination of EOD activity may be required at any time during these procedures. When termination of EOD is requested by AMOPS or Tower, EOD will immediately terminate activity and report termination to ATC and 88 ABW/CC. Tower will notify AMOPS when EOD Range is deactivated for the day and all EOD ops ceased.

8.21.6. Upon termination of EOD training activities, aircraft ops on TWY Bravo south of TWY Delta will resume. Exception: Emergency disposal operations require a FOD check by AMOPS prior to resuming aircraft ops within the affected area.

8.21.7. In the event of an accident or fire, Range Safety Officer or most available person will notify Tower via tower net. Tower will activate the PCAS.

8.22. Bird/Wildlife Control: Local Bird/Aircraft Strike Hazard (BASH) Program.

8.22.1. WPAFB Bird/Wildlife Aircraft Strike Hazard (BASH) Plan establishes a BASH program and is designed to minimize aircraft exposure to harmful effects of bird and wildlife.

8.22.2. **RESPONSIBILITIES**. All required actions are outlined in the current WPAFB BASH Plan; all users on/around Wright Field and Patterson Field will adhere to the current BASH Plan. All personnel who work around the airfield should be alert for bird activity and should report such activity directly to Tower on the LMR Tower talk group, or AMOPS on PTD frequency (UHF 372.2, VHF 126.2), landline, or the Base Ops LMR talk group. The responsibility to declare a bird watch condition lies (primarily) with Airfield Management. Using information from any credible source, Airfield Management personnel will use the below definitions as a guide in determining bird watch conditions. Under MODERATE or SEVERE bird watch conditions, disperse bird concentrations as required.

8.23. Bird Watch Conditions (BWC).

8.23.1. BWCs are provided to indicate the level of activity around WPAFB, estimate the hazard, and allow aircrews and flying units to implement their internal BASH procedures. BWCs are based on continuous bird activity lasting for more than one minute. Large birds are considered any bird that appears or is known to weigh more than four pounds each. Small birds are all other birds. Conditions are defined as follows:

8.23.1.1. **BWC LOW**. Unless specifically notified of moderate or severe conditions, all agencies should assume a low condition is in effect.

8.23.1.1.1. Definition. Normal bird activity on and above the airfield with minimal bird hazard.

8.23.1.1.2. Actions required. Post conditions in AMOPS.

8.23.1.2. **BWC MODERATE**. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews.

8.23.1.2.1. Definition. Either of the following:

8.23.1.2.1.1. Concentration of 3-5 large birds or 15-20 small birds near the runways, in the approach/departure areas, in areas that are likely to infringe on aircraft flight paths, or in areas that may represent an increased potential for strike.

8.23.1.2.1.2. Concentration of 5-20 large birds or 20-30 small birds on or in close proximity to taxiways and areas inside the airfield fence.

8.23.1.2.1.3. Actions required. All aircraft takeoff and landings allowed at the discretion of the PIC. No transition training simulated flameout or formation landings/takeoffs allowed.

8.23.1.3. **BWC SEVERE**. Aircrews and supervisors must thoroughly evaluate mission needs before operating in areas under this condition. Aircraft operations will be suspended except for emergency or military operational necessity aircraft, which will be given priority.

8.23.1.3.1. Definition. Either of the following:

8.23.1.3.1.1. Any large bird(s) or more than 20 small birds on the runway.

8.23.1.3.1.2. Concentration of more than 5 large birds or more than 20 small birds above the runways, in the approach/departure areas, in areas that are likely to infringe on aircraft flight paths.

8.23.1.3.1.3. Concentration of more than 20 large or 20 small birds on taxiways or inside the airfield fence that represent an immediate hazard to safe flying operations.

8.23.1.3.2. Actions required. Aircraft operations will be suspended except for emergency. Non-emergency aircraft operations must be approved by 88 ABW/CV.

8.23.1.4. Bird Watch Alert: Weather, time of day, and seasonal conditions that make an influx of birds onto the airfield likely.

8.24. Supervisor of Flying (SOF) Operating in the Tower.

8.24.1. The 445th AW and deployed units each have SOF programs that are only responsible for their own flying activity. SOF responsibilities and interface with other tenant units and the 88 Operations Support Squadron (88 OSS) are as follows:

8.24.1.1. Units administer their own SOF programs from vehicles or the Tower after receiving approval from the AOF/CC.

8.24.1.2. SOFs are responsible for the conduct of their unit's flying activities.

8.24.1.3. When advice is extremely technical, or when the SOF feels that relay of information by the Tower controller could cause an unacceptable delay, the SOF coordinates with the ATC facility WS or SC for permission to transmit directly to the affected aircraft. Limit instructions to preventing a mishap.

8.24.1.4. The SOF must not perform ATC functions or transmit ATC instructions or clearances to an aircraft. A person who commandeers an ATC frequency assumes responsibility for separation of aircraft.

8.24.1.5. SOFs or other unit representatives may provide assistance during transient aircraft emergencies upon request of AMOPS.

8.24.1.6. SOFs shall have no responsibilities to other flying units unless specifically requested to render assistance by AMOPS, or the commander/representative of another unit.

8.25. Airfield Photography.

8.25.1. The AFM or designated representative is the approval authority for all airfield photography. Route all airfield photography requests through Base Public Affairs first.

8.26. Wear of Hats.

8.26.1. Headgear will not be worn on the airfield.

8.26.2. Headgear/clothing authorized for extreme cold weather protection may be worn; however, every effort must be made to prevent such headgear from coming loose during duty performance. Special attention to the FOD potential and safety of personnel will be prime considerations when determining extreme cold weather clothing authorizations.

8.27. Airfield Smoking Policy.

8.27.1. Smoking on the airfield is not authorized. Exception: Commanders and Directors may designate smoking areas that are located only on non-aircraft movement area sides of hangars or other airfield support facilities. Prior coordination with and approval by the Fire Emergency Services Flight and Airfield Manager is required.

8.28. Military Assumes Responsibility for Separation of Aircraft (MARSA) Procedures.

8.28.1. WPAFB conducts operations IAW FAA Order JO 7110.65 Air Traffic Control.

8.29. Customs, Agriculture, and Immigration.

8.29.1. Arrivals.

8.29.1.1. A customs, agriculture and immigration inspection is required for all aircraft, flight crew, passengers, and cargo arriving from outside the Customs Territory of the United States (CTUS), which is defined as the 50 states, District of Columbia, and Puerto Rico.

8.29.1.1.1. Aircrew or mission scheduler(s) shall contact AMOPS at least 24 hours in advance of a scheduled arrival from a non-CTUS location and provide call sign, type of aircraft, country of origin, airport/country of departure prior to U.S., cargo/hazardous material status, number of crew and passengers, and estimated arrival and departure information.

8.29.1.1.2. Upon notification of an aircraft requiring customs, AMOPS shall coordinate requirements IAW local checklists to include notifying U.S. Customs of Dayton, OH, and 88 SFS.

8.29.1.1.3. U.S. Customs is subject to respond to all arrivals, however, may authorize designated Military Custom Inspectors (MCI) assigned to 88 SFS to clear U.S. military aircraft arrivals from non-CTUS locations. If U.S. Customs responds, designated MCIs will assist with the agricultural portion of the inspection by removing and/or storing international trash.

8.29.1.1.4. Foreign aircraft arrivals from non-CTUS locations must be cleared by a U.S. Customs Officer. Designated MCIs will provide assistance, as required.

8.29.2. Departures.

8.29.2.1. All foreign aircraft require a permit to proceed prior to departure from Patterson Field. Aircrew and/or liaison shall provide AMOPS and 88 SFS with required information and grant inspectors access onto the aircraft.

8.29.2.2. Upon notification of an aircraft requiring a notice to proceed, AMOPS shall coordinate requirements IAW local checklists.

8.29.2.3. Designated MCIs can issue a permit to proceed to foreign aircraft as long as the aircraft had arrived Patterson Field from another U.S. port of entry. All others must receive clearance from U.S. Custom

Chapter 9

AIRFIELD AUTOMATED SYSTEMS (AFAS) PROCEDURES

9.1. AFAS Procedures.

9.1.1. Patterson Field AFAS (IDS5 Network) consists of 15 software licenses that are assigned as follows (see **Attachment 14**):

9.1.1.1. #01 – AM Office (OSA).

9.1.1.2. #02 – Tower WS.

9.1.1.3. #03 – Tower FD. (Backup interface computer).

9.1.1.4. #04 – Tower LC. (Primary interface computer).

9.1.1.5. #05 – AMOPS Position #2.

9.1.1.6. #06 – AMOPS Position #1.

9.1.1.7. #07 – Tower GC.

9.1.1.8. #08 – Flight Planning Room (AMOPS section), left workstation.

9.1.1.9. #09 – Flight Planning Room (AMOPS section), right workstation.

9.1.1.10. #10 – 445 AW Maintenance Operations Control Center (MOCC).

9.1.1.11. #11 – WX.

9.1.1.12. #12 – 445 AW CP.

9.1.1.13. #13 – FD.

9.1.1.14. #14 – 89th Airlift Squadron Operations Center (89 AS).

9.1.1.15. #15 – Spare.

9.1.2. Data is transmitted as follows:

9.1.2.1. Tower:

9.1.2.1.1. Updates the RUNWAY IN USE.

9.1.2.1.2. Updates the ATIS code.

9.1.2.2. AMOPS updates the following statuses:

9.1.2.2.1. Runway Status.

9.1.2.2.2. RSC/RCR.

9.1.2.2.3. Runway braking action.

9.1.2.2.4. NAVAIDS status.

9.1.2.2.5. Barrier Status.

9.1.2.2.6. Bird Watch Condition (BWC).

9.1.2.2.7. ARFF.

9.1.2.2.8. Force Protection Condition (FPCON) (Actual).

9.1.2.2.9. FPCON (Exercise).

9.1.2.2.10. Snow Removal Status map.

9.1.2.2.11. "Message to Tower" notepad:

9.1.2.2.11.1. To communicate VFR Arrivals/Departures, Engine Runs, Aircraft Tows, and any other airfield or air traffic message pertinent to operations at Patterson Field or WPAFB Special Event to Tower.

9.1.2.2.12. "10 Mile Final" notepad:

9.1.2.2.12.1. To request a 10 nautical mile final call from Tower for DV arrivals or other aircraft requiring special handling.

9.1.3. Weather Information:

9.1.3.1. Weather information for WPAFB and several other CONUS stations is disseminated via the New Tactical Forecast System (NTFS) and Joint Environmental Toolkit (JET) interfaces to multiple workstations. The information is as follows:

9.1.3.1.1. Wind data (direction, speed, gusts, crosswind, and variability).

9.1.3.1.2. Altimeter.

9.1.3.1.3. Runway Visual Range (RVR).

9.1.3.1.4. Temperature (Celsius).

9.1.3.1.5. Pressure Altitude.

9.1.3.1.6. Density Altitude.

9.1.3.1.7. KFFO METAR Observation.

9.1.3.1.8. KFFO Forecast.

9.1.3.1.9. KFFO Weather Watches.

9.1.3.1.10. KFFO Weather Advisories.

9.1.3.1.11. KFFO Weather Warnings.

9.1.3.1.12. KFFO Arrival Pilot Report (PIREP).

9.1.3.1.13. KFFO Departure PIREP.

9.1.4. 445 CP.

9.1.4.1. The 445 CP updates FPCON and INFOCON status (actual/exercise) for 445 AW assigned units only.

9.1.5. 445 MOC.

9.1.5.1. The 445 MOC updates the West Ramp interactive map which displays aircraft parking location (by aircraft tail number) on Alpha Row spots A1-A12. The mission capability status for each aircraft is also included on this display.

9.1.6. All of the above displays with the exception of the snow removal status map are programmed with "Visual Alerts" to notify the user of a status change.

9.2. AFAS System Security.

9.2.1. IAW the *Airfield Automation System Security Plan*, the following guidelines must be followed for protection of the IDS5 network.

9.2.1.1. Only authorized personnel and personnel with a need to know are grated physical access to computing facilities.

9.2.1.2. Protection of the AFAS network will rely on the physical controls inherent to each facility to include enforcement of identification and authentication controls for facility access.

9.2.2. Classified information will not be transmitted on WPAFB AFAS network.

9.3. AFAS User Responsibilities.

9.3.1. The AFAS network contains trusted information. Trusted information is defined as information that when received is accepted as authentic. Due to the negative impact that could result from unreliable information, NO PERSONS other than the AFAS System administrator or sub administrators are allowed to Structure Edit any AFAS display page. ***NOTE****: The only exception to this is the West Ramp Interactive Page, which is modified by the 445 MOC using the Structure Edit command.*

9.3.2. All AFAS stations will be restarted once every seven days. The AFAS Display Application must be shut down prior to restarting. All users have been supplied with a username/password that permits application shutdown.

9.3.3. In the event the AFAS display reads "Repair in Progress", the user will allow the repair operation to complete prior to operating AFAS.

9.3.4. In the event of an AFAS malfunction, contact the system administrator or sub administrator via AMOPS.

9.4. System Maintenance.

9.4.1. The AFAS auto-logon account is created and maintained by the Integrated Network Operations and Security Centers (INOSC) with the WPAFB Network Control Center (NCC) retaining rights to the account. Management of the auto-logon account is a responsibility of the INOSC.

9.4.1.1. The auto-logon account requires a password reset every 60 days, the system administrator or a sub administrator will coordinate with INOSC no later than the 59TH day to change the Group Policy Object (GPO) password.

9.4.2. The system administrator is responsible for management of the AFAS and StarCaster privileged accounts.

9.4.3. The system administrator or sub administrator will ensure the AFAS database is backed up on any AFAS machine at least once per month and to an external storage device at least once quarterly.

9.4.4. The system administrator or sub administrator are responsible for the objects contained within and overall design of the AFAS display.

9.4.5. All system troubleshooting, repair, and modification will be accomplished by the system administrator or a sub administrator.

9.4.6. Systems Atlanta maintains a technical support line for IDS5 questions (770-790-5345) but all support requests must first go through the AFAS help desk (DSN 884-8425).

9.5. System Training.

9.5.1. All user training will be accomplished by the AFAS administrator, a sub administrator, or a designated trainer.

9.5.2. Training and certification of AFAS sub administrators can be accomplished by one of the two methods:

9.5.2.1. Attending a USAF or Systems Atlanta formal training class.

9.5.2.2. "In house" training by the AFAS system administrator.

CASSIE B. BARLOW, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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DD Form 175, *Military Flight Plan*, 1 May 1986

DD Form 1801, *DoD International Flight Plan*, 1 May 1987

Abbreviations and Acronyms

AAFM—Assistant Airfield Manager (Civilians Only)

ACCTLR—Assistant Chief Controller

ABS—Anti-Lock Braking System

ADI—Airfield Driving Instruction

ADPM—Airfield Driving Program Manager

AF—Air Force

AFAS—Airfield Automation System

AFCESA—Air Force Civil Engineering Support Agency

AFFSA—Air Force Flight Standards Agency

AFH—Air Force Handbook

AFI—Air Force Instruction

AFJI—Air Force Joint Instruction

AFJMAN—Air Force Joint Manual

AFM—Airfield Manager

AFMAN—Air Force Manual

AFJQS—Air Force Job Qualification Standard

AFPAM—Air Force Pamphlet

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFREP—Air Force Representative

AFSC—Air Force Specialty Code

AICUZ—Air Installation Compatible Use Zone

AIM—Aeronautical Information Manual

AIREVAC—Aeromedical Evacuation

AIS—Automatic Identification System

AFRIMS—Air Force Records Information Management System

AM—Airfield Management

AMOC—Airfield Management Operations Coordinator

AMOM—Airfield Management Operations Manager (Civilian Only)

AMOPS—Airfield Management Operations

AMOS—Airfield Management Operations Supervisor

AMSL—Airfield Management Shift Lead

AMTM—Airfield Management Training Manager (Civilians Only)

ANAAM—Assistant NCOIC, Airfield Automation Manager

ANATCT—Assistant NCOIC, Air Traffic Control Training

ANG—Air National Guard

ANSE—Assistant NCOIC, Standardization and Evaluation

AO—Airfield Operations

AOB—Airfield Operations Board

AOC—Air Operations Center

AOF—Airfield Operations Flight

AOF/CC—Airfield Operations Flight Commander

AOI—Airfield Operations Instruction

AOSS—Airfield Operations System Specialist

ARFF—Aircraft Rescue and Fire Fighting

ARTCC—Air Route Traffic Control Center

ASR—Airport Surveillance Radar

ASRR—Airfield Suitability and Restrictions Report

ATARS—Air Traffic Activity Reporting System

ATC—Air Traffic Control

ATCS—Air Traffic Control Specialist

ATCALS—Air Traffic Control and Landing Systems

ATCSE—Air Traffic Control Simulation Equipment

ATCT—Air Traffic Control Tower

ATCTS—Air Traffic Control Training Series

ATIS—Automatic Terminal Information Service

ATSEP—Air Traffic System Evaluation Program

ATSN—Assistant NCOIC, ATC Training and Standardization

BAS—Basic Allowance for Subsistence

BASH—Bird/Wildlife Aircraft Strike Hazard

BHWG—Bird Hazard Working Group

BLOS—Beyond Line of Sight

BWC—Bird Watch Condition

CAT—Category

CBMS—Capabilities-Based Manpower Standard

CBT—Computer Based Training

CBRNE—Chemical, Biological, Radiological, Nuclear and high-yield Explosives

CCG—Combat Communications Group

CCT—Special Tactics Combat Control Team

CCTLR—Chief Controller

CD (-R)——Compact Disc (Recordable)

CDR—Continuous Data Recording

CE—Civil Engineering

CEMP—Comprehensive Emergency Management Plan

CFETP—Career Field Education and Training Plan

CFM—Career Field Manager

CFR—Code of Federal Regulations

CMA—Controlled Movement Area

CMAV—Controlled Movement Area Violation

CMS—Case Management System

COA—Certificate of Authorization

COMSEC—Communications Security

CoP—Community of Practice (Air Force Portal registration required)

CP—Command Post

CPD—Core Personnel Document

CPF—Civilian Personnel Flight

CRM—Crew Resource Management

CSIL—Customer Service Information Line

CTO—Control Tower Operator

CTRD—Certified Tower Radar Display

CWW—Cooperative Weather Watch

DAAS—DoD Advanced Automation System (also known as STARS)

DAFM—Deputy Airfield Manager

DALR—Digital Audio Legal Recorder

DAT—Digital Audio Tape

DBRITE—Digital Bright Radar Indicator Tower Equipment

DD Form——Department of Defense Form

DH—Decision Height

DLT—Digital Linear Tapes

DNIC—Duties Not to Include Controlling

DoD—Department of Defense

DoT—Department of Transportation

DSM—Diagnostic and Statistical Manual

DSN—Defense Switched Network

DTAS—Digital Terminal Automation Systems

DTM—Digital Terrain Maps

DV—Distinguished Visitor

DVA—Diverse Vector Area

DVD(-R)——Digital Video Disc (-Recordable)

DVRS—Digital Voice Recorder System

EDIT—Experiencing Difficulty In Training

EMI—Electromagnetic Interference

EOC—Emergency Operations Center

EO/IR—Electro-Optical Infrared

ETCA—Education and Training Course Announcement

ETL—Engineering Technical Letter

ETVS—Enhanced Terminal Voice Switch

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FAF—Final Approach Fix

FCG—Foreign Clearance Guide

FCT—Facility Continuation Training

FD—Fire Department

FDS—Flight Data System

FEQ—Field Evaluation Questionnaire

FFM—Far Field Monitor

FLIP—Flight Information Publication

FLT—Front Load Training

FOD—Foreign Object Damage

FOIA—Freedom of Information Act

FOUO—For Official Use Only

FSS—Flight Service Station

FTOR—Failure To Obtain (or Maintain) a Rating

FUB—Facilities Utilization Board

FWG—Facility Working Group

GAS—Graduate Assessment Survey

GATR—Ground Air Transmitter Receiver

GCA—Ground Controlled Approach

GE—Ground Emergency

GENOT—General Notice

GPS—Global Positioning System

HATh——Height Above Threshold

HATR—Hazardous Air Traffic Report

HDL—High Density Logger

HFS—High Friction Surface

HIRL—High Intensity Runway Lights

HQ AFFSA—Headquarters Air Force Flight Standards Agency

IAW—In Accordance With

ICAO—International Civil Aviation Organization

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Conditions

ILS—Instrument Landing System

INST—Instrument or Instrument Hold Line

IR—Ice on Runway

ISD—Instructional Systems Development

ISR/RSTA—Intelligence, Surveillance and Reconnaissance/Reconnaissance Surveillance and Target Acquisition

JO—Joint Order

KSA—Knowledge, Skills and Abilities

LAAS—Low Altitude Alert System

LAN—Local Area Network

LDA—Localizer Directional Aid

LMR—Land Mobile Radio

LOA—Letter of Agreement

LOI—Local Operating Instruction

LOP—Local Operating Procedure

LOS—Line of Sight

LRF/D—Laser Range-Finder/Designator

LSR—Loose Snow on Runway

MAJCOM—Major Command

MARE—Major Accident Response Exercise

MASZ—Military Alert Suppression Zones

MCI—Mode C Intruder

MDS—Mission Design Series

MEARTS—Micro En Route Automated Radar Tracking System

MIA—Minimum IFR Altitude

MLS—Microwave Landing System

MM—Middle Marker

MMLS—Mobile Microwave Landing System

MOU—Memorandum of Understanding

MRI—Master Reference Index

MSAW—Minimum Safe Altitude Warning

MTI—Moving Target Indicator

MTL—Master Task Listing

MTP—Master Training Plan

MTTR—Master Task and Technical Reference

MVA—Minimum Vectoring Altitude

NAAM—NCOIC, Airfield Automation Manager

NAF—Numbered Air Force

NAMO—NCOIC, Airfield Management Operations

NAS—National Airspace System

NATCT—NCOIC, Air Traffic Control Training

NAVAID—Navigational Aid

NLT—No Later Than

NM—Nautical Mile

NOTAM—Notice to Airmen

NSE—NCOIC, ATC Standardization and Evaluation

N-TFS—New Tactical Forecast System

OBO—Official Business Only

OCL—Operational Capability Level

OG—Operations Group

OG/CC—Operations Group Commander

OI—Operating Instruction

OJT—On the-Job Training

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

ORE—Operational Readiness Exercise

ORI—Operational Readiness Inspection

ORM—Operational Risk Management

OSF—Operations Support Facility

OSS—Operations Support Squadron

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCA—Permanent Change of Assignment

PCAS—Primary Crash Alarm System

PCS—Permanent Change of Station

PCG—Position Certification Guide

PHA—Preventive Health Assessment

PIDP—Programmable Indicator Data Processor

POFZ—Precision Obstacle Free Zone

POV—Privately Owned Vehicle

PM—Preventive Maintenance

PPR—Prior Permission Required

PSR—Packed Snow on Runway

PWS—Performance Work Statement

QA—Quality Assurance

QRC—Quick Reaction Checklist

QTP—Qualification Training Package

RABM—Range Azimuth Beacon Monitor

RAC—Risk Assessment Code

RAPCON—Radar Approach Control

RAPTOR—Radar Audio Playback Terminal Operations Recording

RCR—Runway Condition Reading

RCS—Runway Control Structure

RDS—Records Disposition Schedule

RFC—Radar Final Control

RIF—Recent Information File

RMP—Radar Monitoring Position

RPA—Remotely Piloted Aircraft

RPI—Runway Point of Intercept

RRF—Ready Reference File

RSC—Runway Surface Condition

RSI—Remote Status Indicator

RSRS—Reduced Same Runway Separation

RVR—Runway Visual Range

RWY—Runway

SAA—Senior Airfield Authority

SAR—Synthetic Aperture Radar

SATCOM—Satellite Communications

SAV—Staff Assistance Visit

SC—Senior Controller

SCN—Secondary Crash Net

SCPD—Standard Core Personnel Document

SDF—Simplified Directional Facility

SE—Safety

SEI—Specialty Experience Identifier

SF—Security Forces

SIGINT—Signals Intelligence

SIGNAL—Simulation and Integration of Ground, Network, and Air Links

SII—Special Interest Item

SLR—Slush on Runway

SM—Statute Mile

SMS—Safety Management System

SNMPc——Simple Network Messaging Protocol

SOF—Supervisor of Flying

STANAG—Standardization Agreement (NATO)

STAR—Standard Arrival Route

STARS—Standard Terminal Automation Replacement System

STS—Specialty Training Standard

SUA—Special Use Airspace

SUI—Sensitive Unclassified Information

TACAN—Tactical Air Navigation

TCAS—Traffic Alert and Collision Avoidance System

TCW—Tower Controller Workstation

TDW—Tower Display Workstation

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures

TO—Technical Order

TOI—Training Operating Instruction

TR—Technical Reference

TRB—Training Review Board

TSC—Training Status Codes

TSN—NCOIC, ATC Training and Standardization

TSS—Tower Simulation System

UA—Unmanned Aircraft

UAS—Unmanned Aircraft System

UGT—Upgrade Training

UHF—Ultra High Frequency

UMD—Unit Manning Document

UPS—Uninterruptible Power Supply

US—United States

USAF—United States Air Force

USAFR—United States Air Force Reserve

USNO—United States Naval Observatory

UTC—Unit Type Code

UTC—Universal Time Coordinated

UTG—Upgrade Training Guide

UTM—Unit Training Manager

VCO—Vehicle Control Officer

VCNCO—Vehicle Control Noncommissioned Officer

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

VHF—Very High Frequency

WR—Wet Runway

WFHQ—War-Fighting Headquarters

WS—Watch Supervisor

XP—Plans

Attachment 2

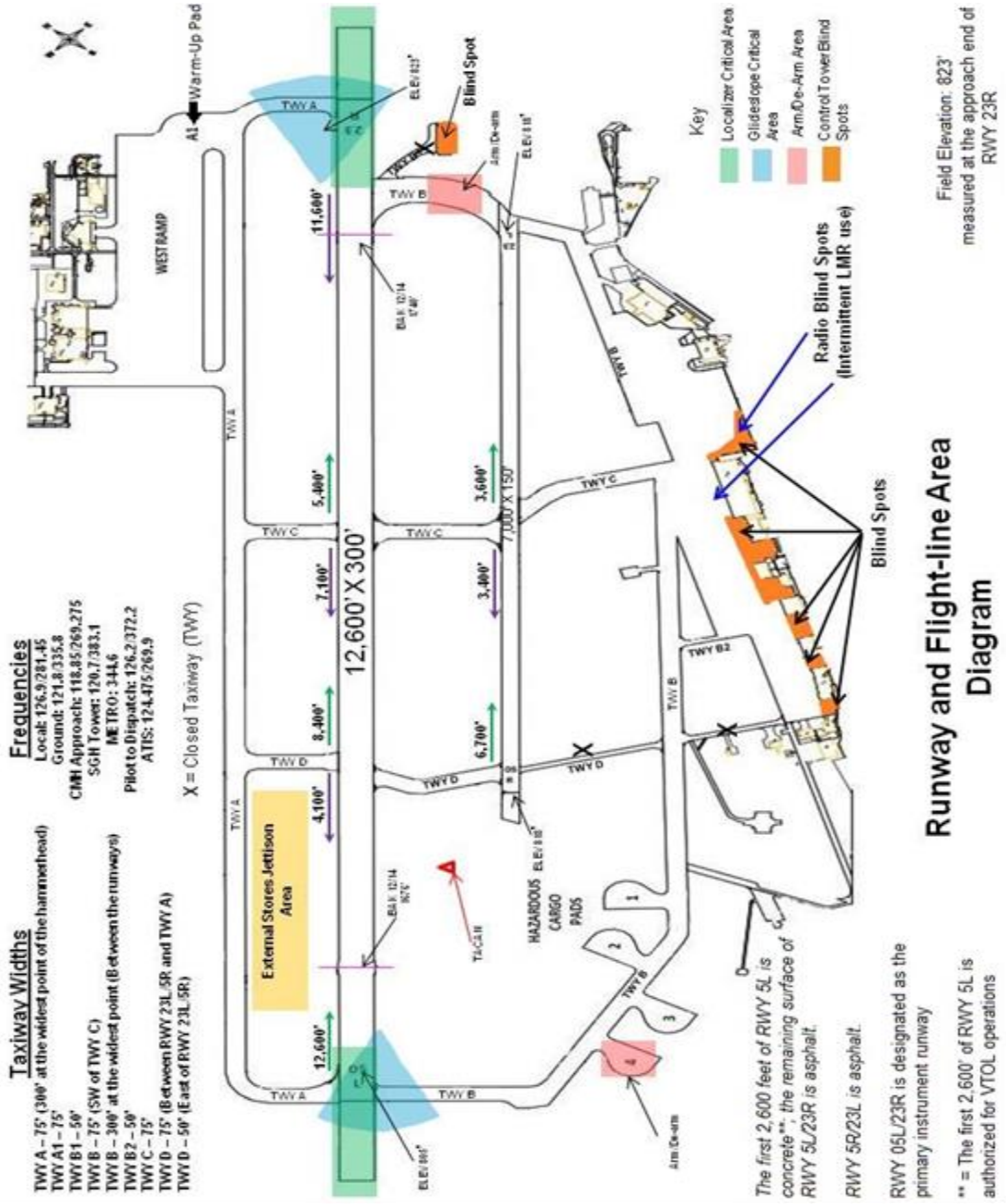
WRIGHT FIELD AIRFIELD DIAGRAM

A2.1. Wright Field Airfield Diagram

Attachment 3

PATTERSON FIELD AIRFIELD DIAGRAM

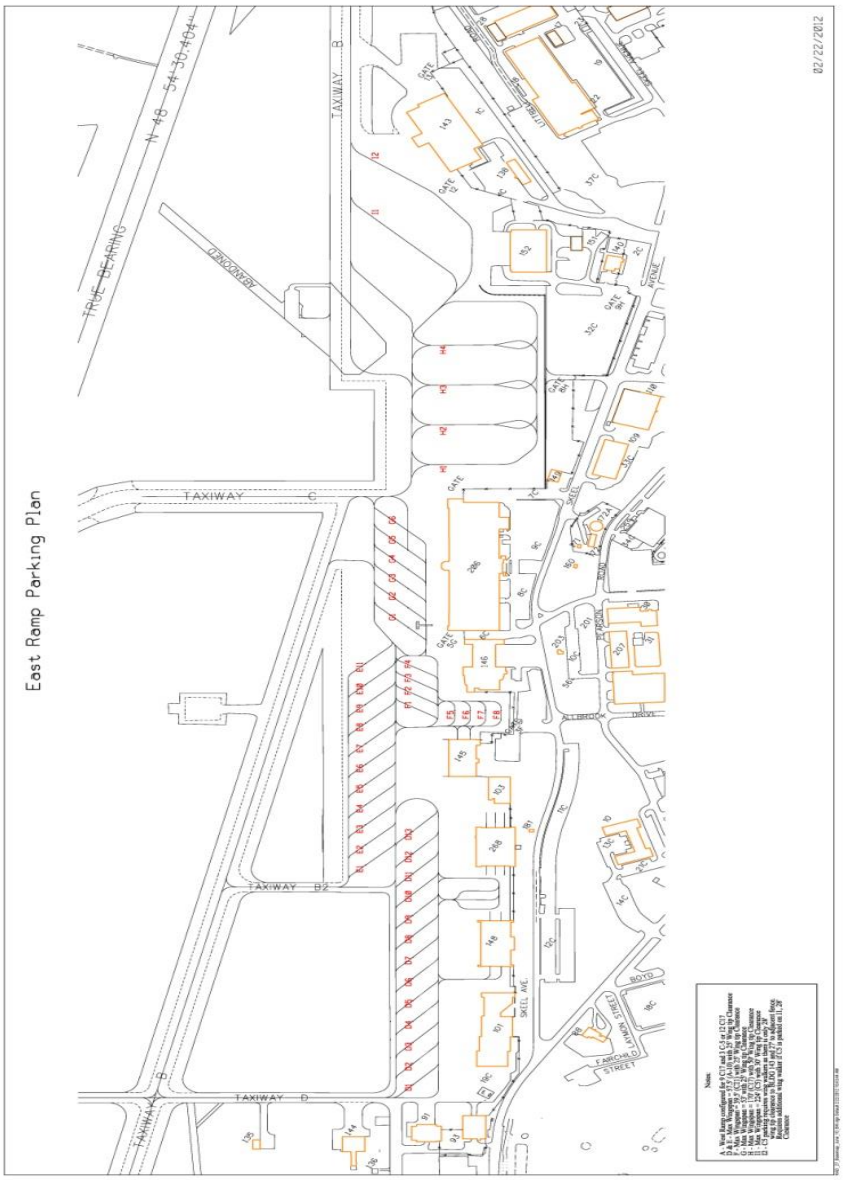
A3.1. Patterson Field Airfield Diagram



Attachment 4

PATTERSON FIELD EAST RAMP PARKING PLAN

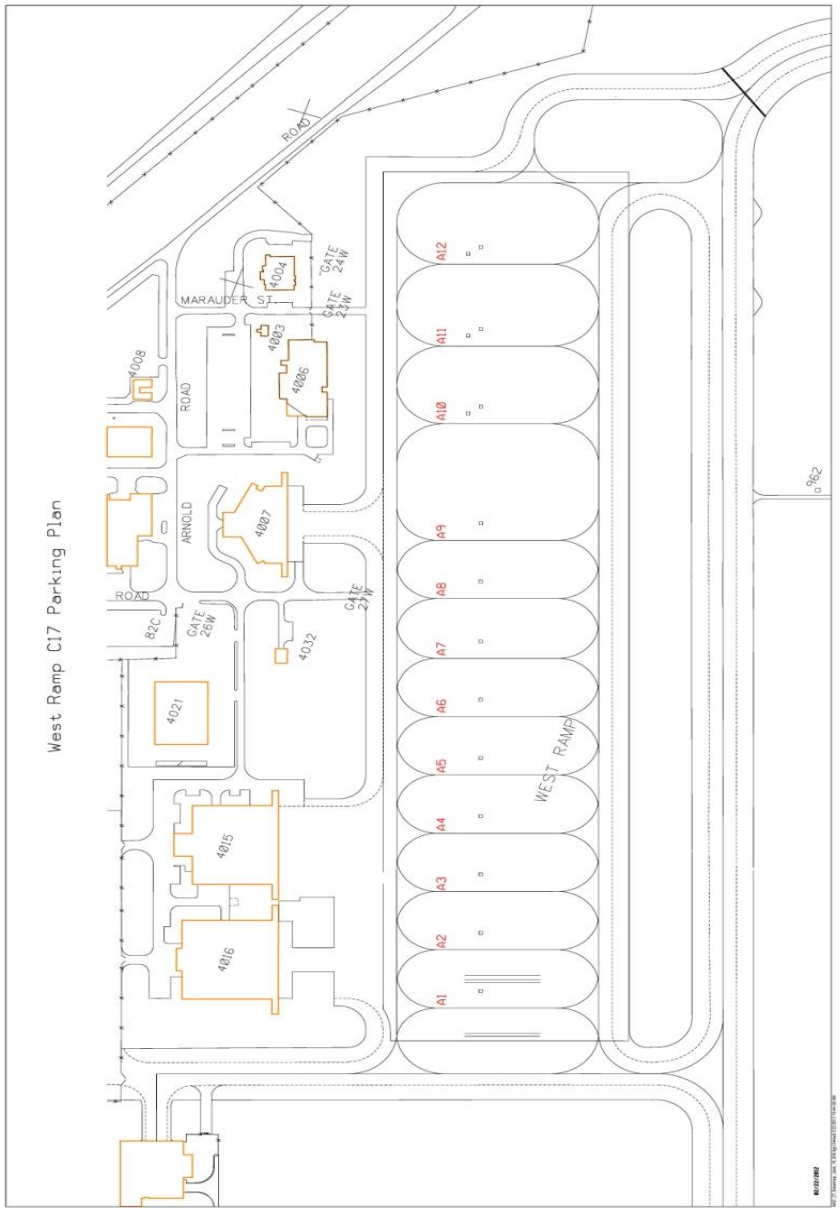
A4.1. East Ramp Parking Plan Diagram



ATTACHMENT 5

PATTERSON FIELD WEST RAMP PARKING PLAN

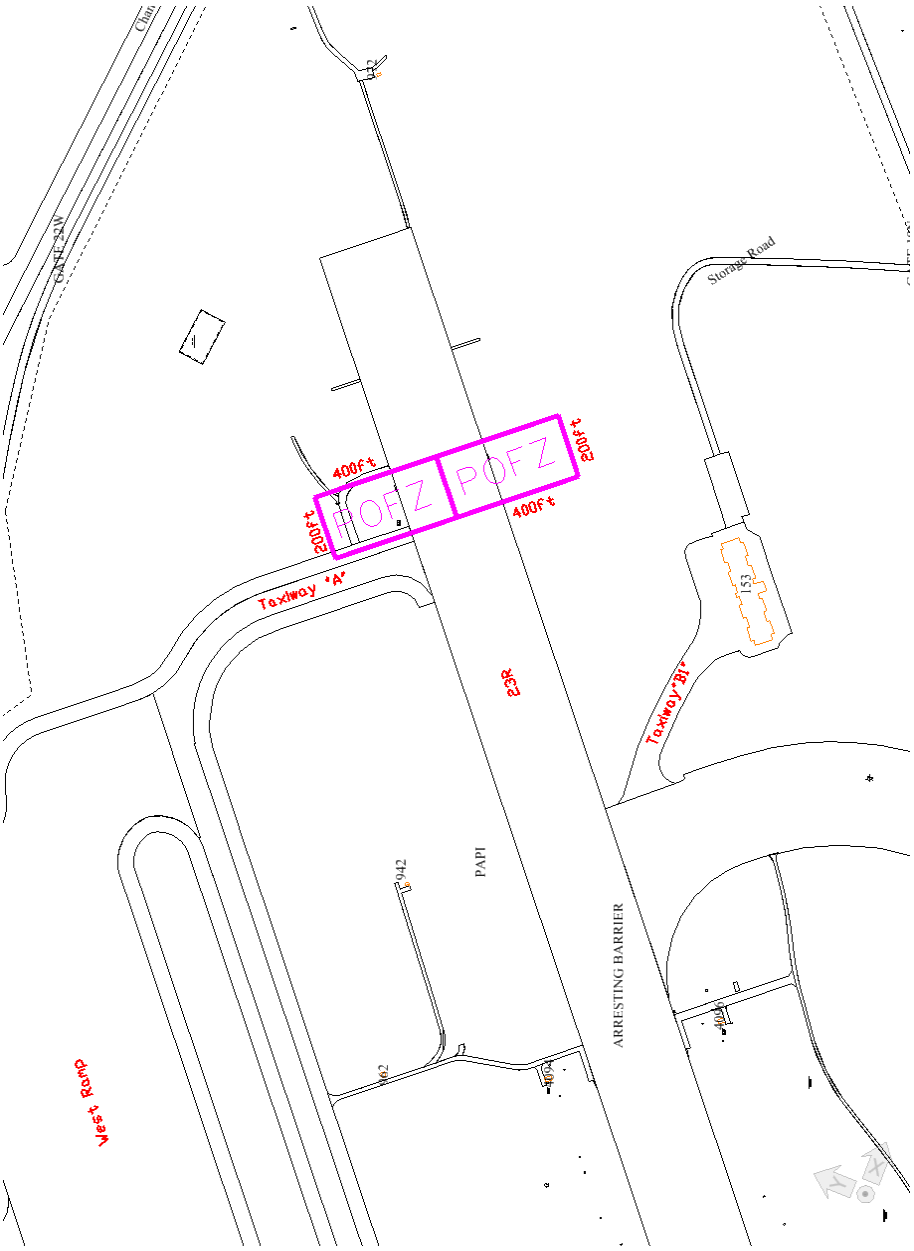
A5.1. West Ramp Parking Plan Diagram



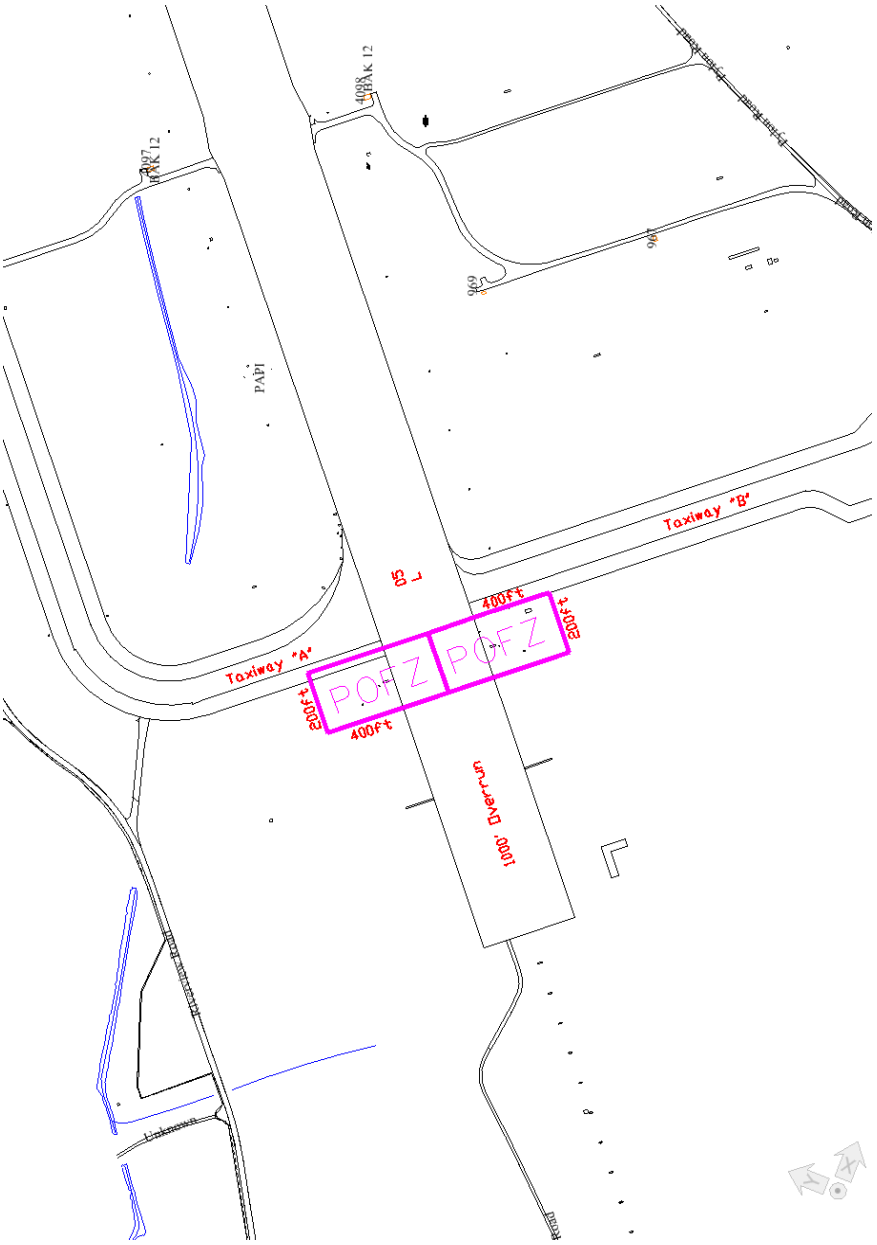
Attachment 6

PATTERSON FIELD RUNWAY 05L/23R PRECISION OBSTACLE FREE ZONE (POFZ)

Table A6.1. POFZ RWY 23R Approach End



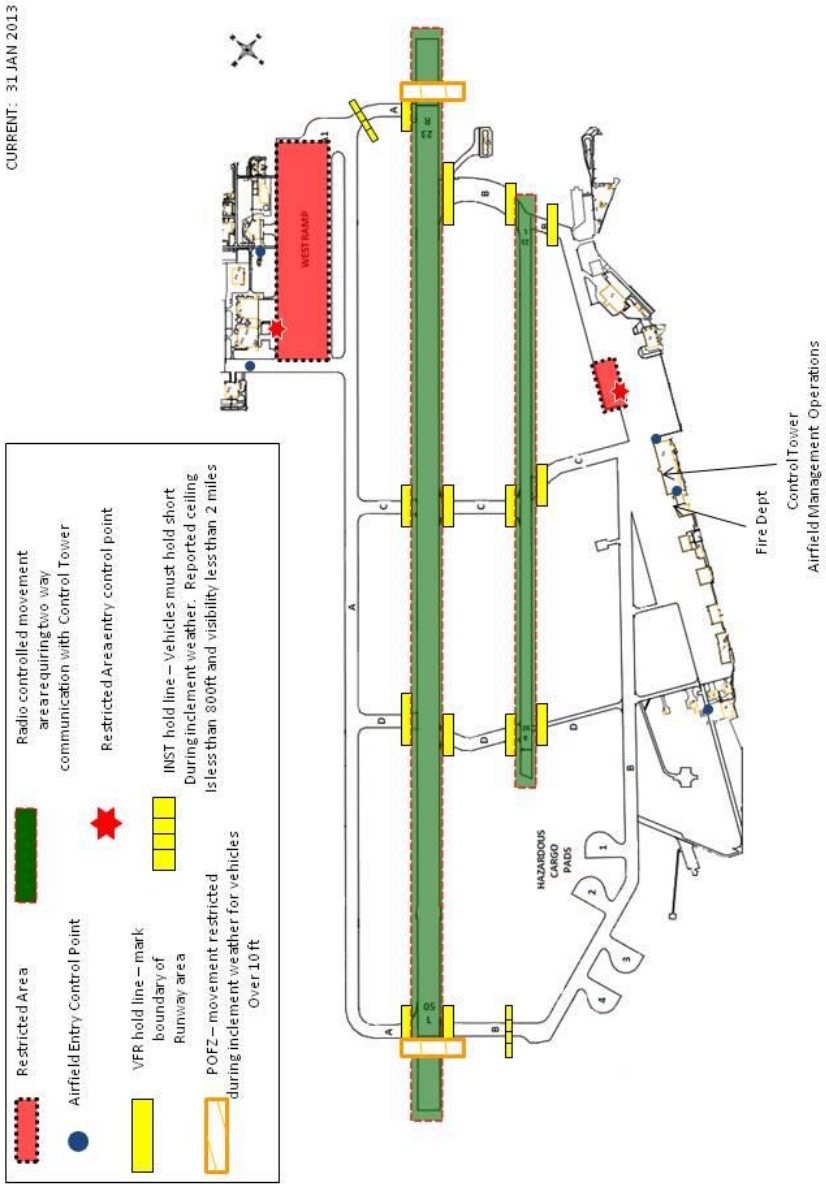
A6.2. POFZ RWY 05L Approach End Diagram



Attachment 7

PATTERSON FIELD CONTROLLED MOVEMENT AREA/ RESTRICTED AREA

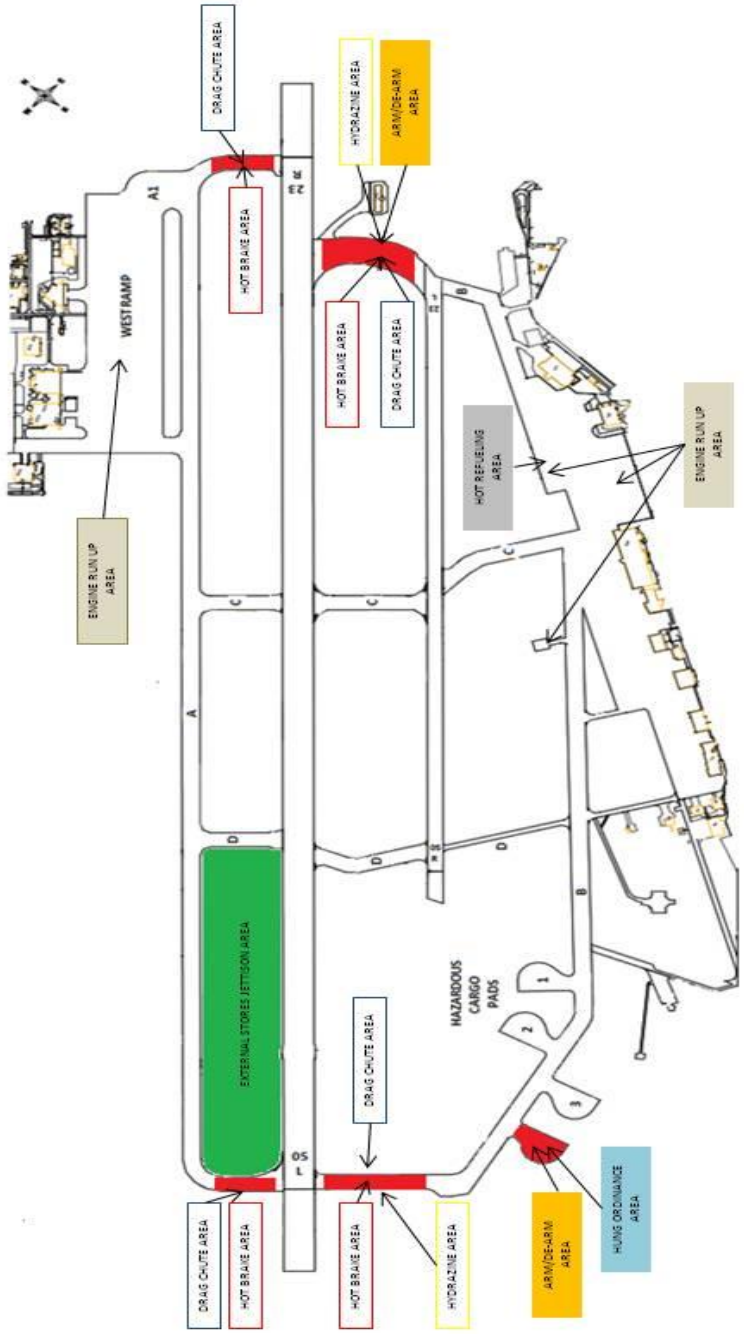
A7.1. CMA/Restricted Area Diagram



Attachment 8

PATTERSON FIELD AIRFIELD SPECIAL OPERATIONS AREAS/RAMPS

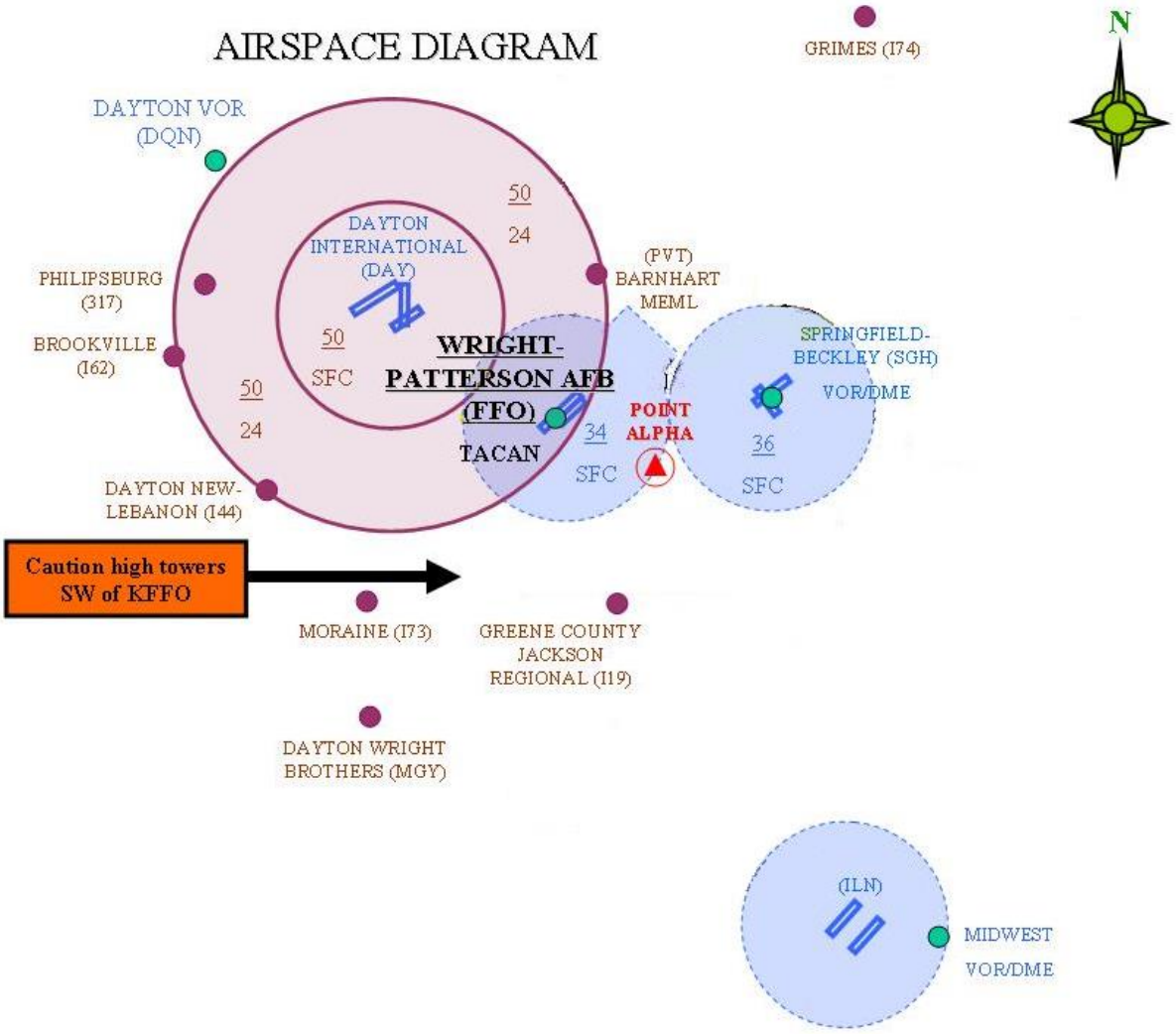
A8.1. Airfield Special Operations Areas/Ramps Diagram



Attachment 9

FLYING AREAS

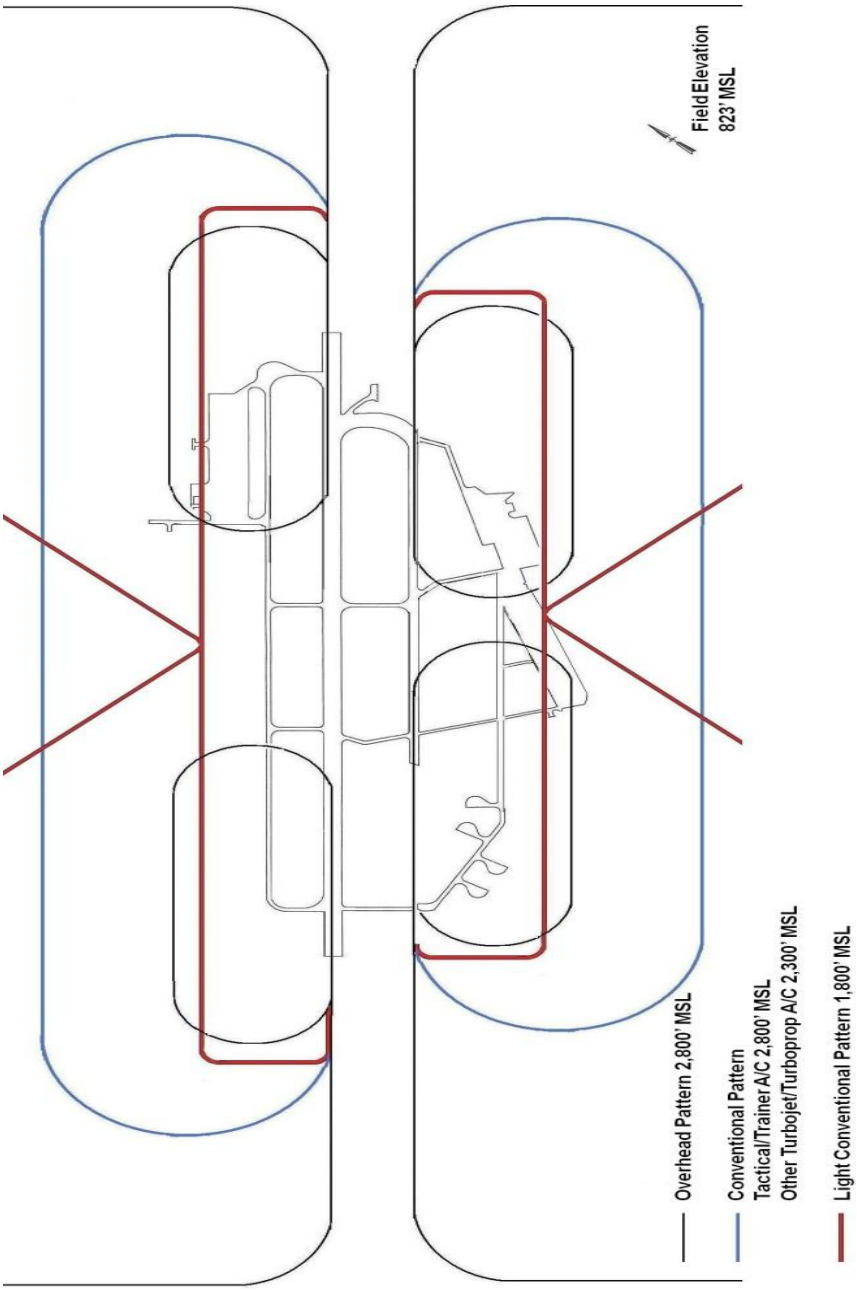
A9.1. Flying Areas Airspace Diagram



Attachment 10

VFR TRAFFIC PATTERNS

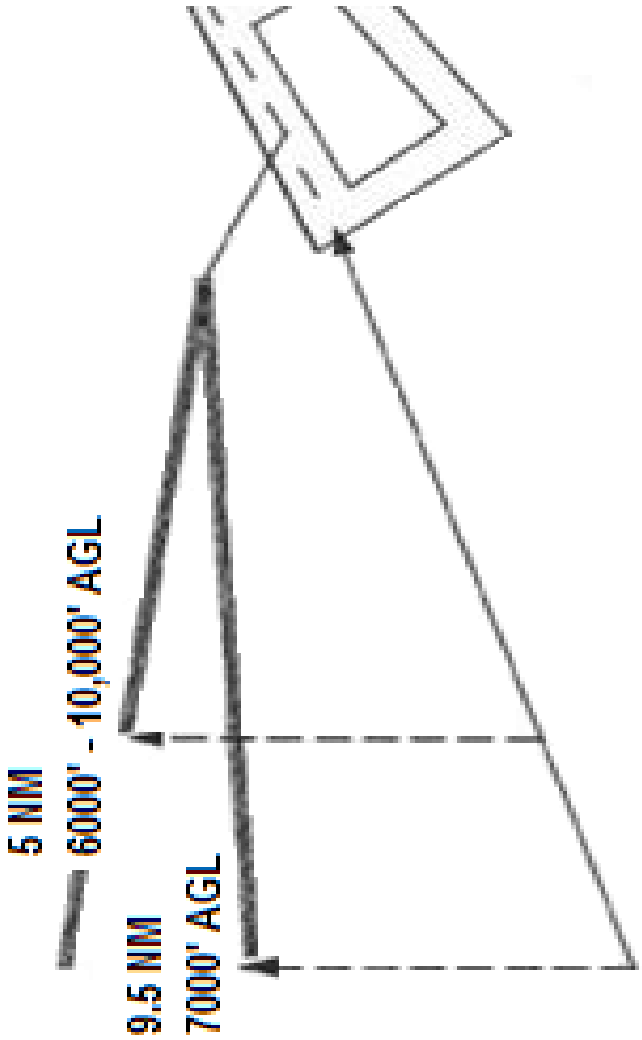
A10.1. VFR Traffic Patterns Diagram



Attachment 11

STRAIGHT IN SIMULATED FLAME-OUT (SI-SFO)

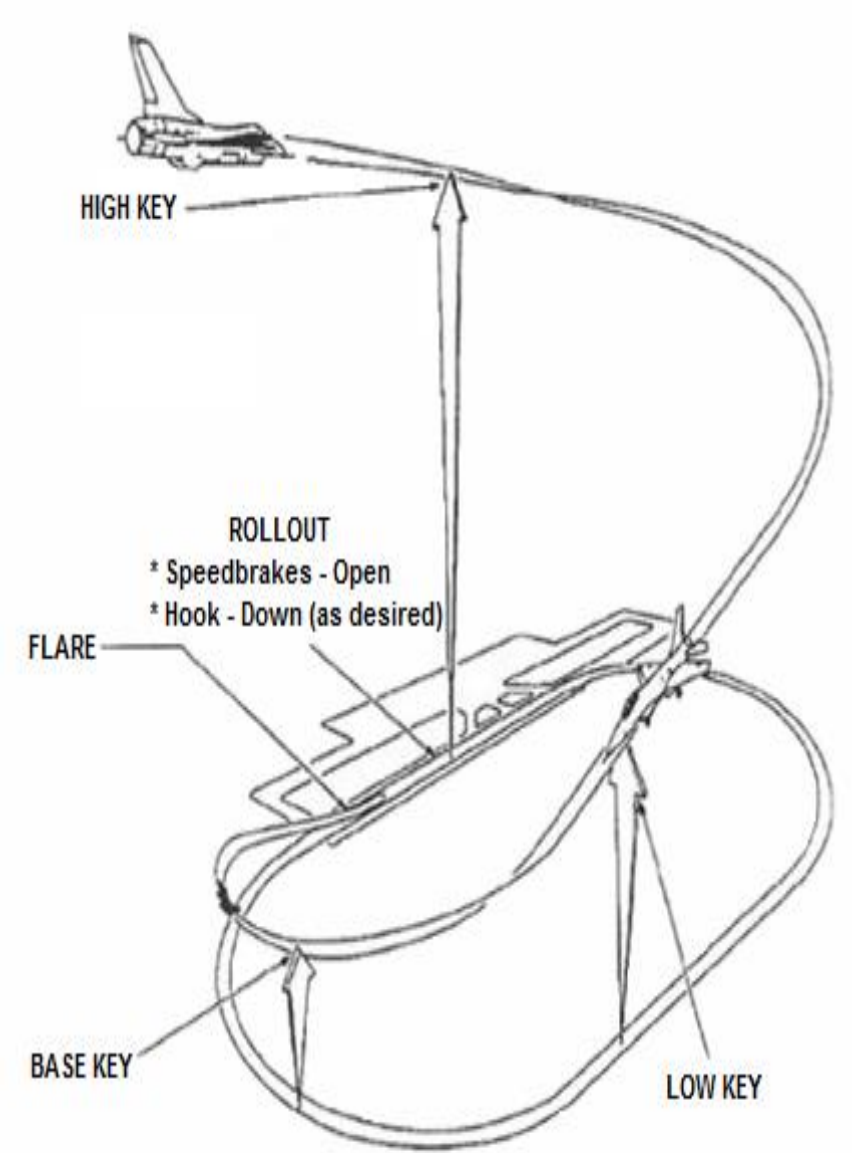
A11.1. SI-SFO Figure



Attachment 12

OVERHEAD SIMULATED FLAME OUT (SFO)

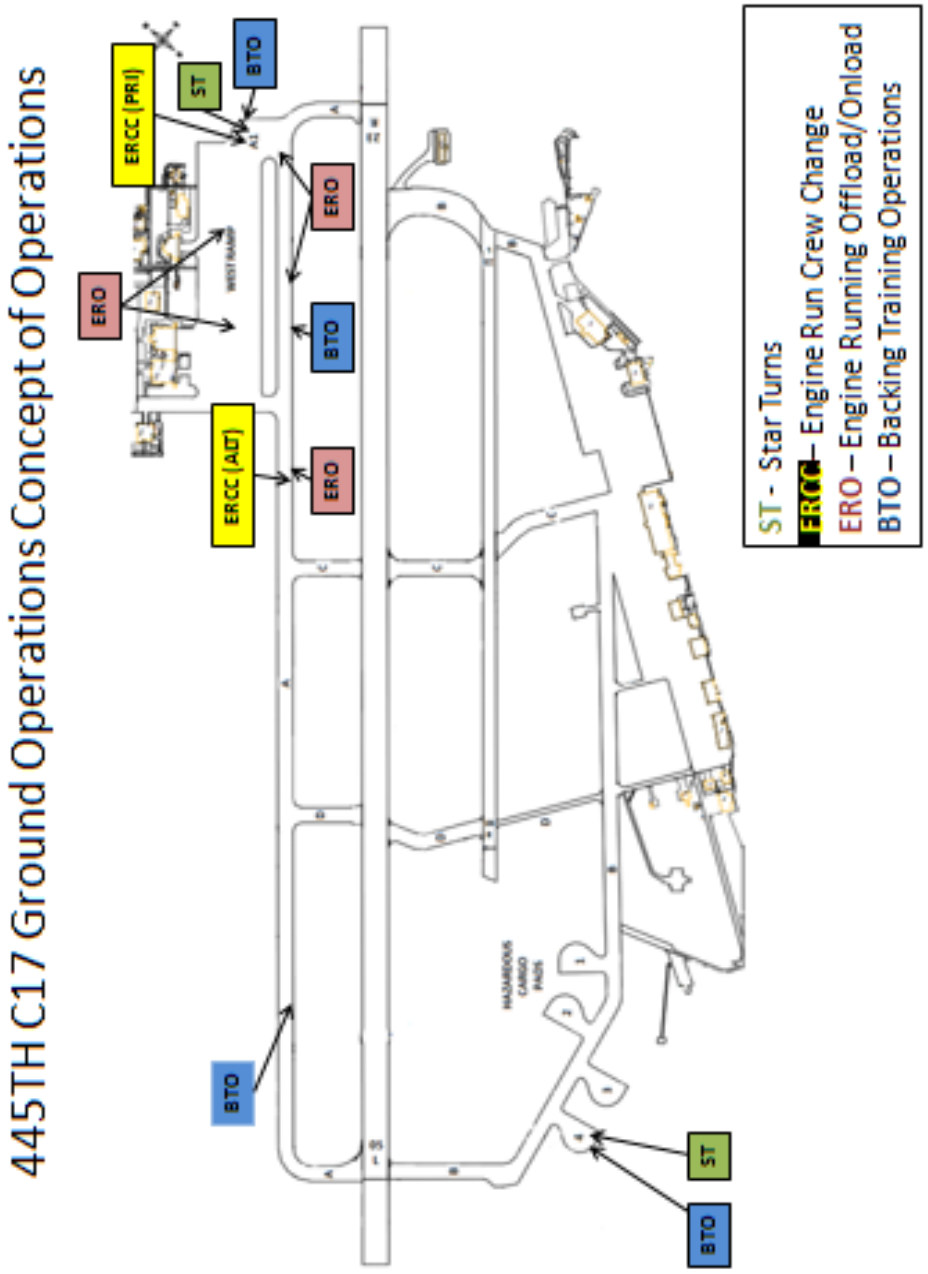
A12.1. Overhead SFO Figure



Attachment 13

445 AW C17 GROUND OPERATIONS CONCEPT OF OPERATIONS (CONOPS)

A13.1. 445 AW C17 Ground CONOPS Diagram



ATTACHMENT 14

AIRFIELD AUTOMATED SYSTEMS (AFAS) PROCEDURES

A14.1. Information disseminated by Tower AFAS Table

Product Displayed -> / Viewed by:	RUNWAY IN USE	ATIS CODE
IDS5-01 Airfield Management Office	X	
IDS5-02 Control Tower Watch Supervisor	X	X
IDS5-03 Control Tower Flight Data	X	X
IDS5-04 Control Tower Local Control	X	X
IDS5-05 Airfield Management Operations, Pos 2	X	
IDS5-06 Airfield Management Operations, Pos 1	X	
IDS5-07 Control Tower Ground Control	X	X
IDS5-08 Flight Planning Room , left workstation	X	X
IDS5-09 Flight Planning Room, right workstation	X	X
IDS5-10 445th Airlift Wing MOCC	X	
IDS5-11 Weather Station (WX)	X	
IDS5-12 445th Airlift Wing CP	X	
IDS5-13 Fire Department	X	
IDS5-14 89th AS Operations Center	X	
IDS5-15 Spare		

A14.2. Information disseminated by AMOPS AFAS Table

Product Displayed -> / Viewed by:	RUNWAY STATUS	RSC/RCR	Runway BRAKING ACTION	NAVAIDS STATUS	BARRIER STATUS	AIRFIELD FIRE FIGHTING STATUS	FPCON (Actual)	FPCON (Exercise)	Snow Removal Status Map
IDS5-01 Airfield Management Office	X	X	X	X	X	X	X	X	X
IDS5-02 Control Tower Watch Supervisor		X	X		X	X			X
IDS5-03 Control Tower Flight Data		X	X		X	X			X
IDS5-04 Control Tower Local Control		X	X		X	X			X
IDS5-05 Airfield Management Operations, Pos 2	X	X	X	X	X	X	X	X	X
IDS5-06 Airfield Management Operations, Pos 1	X	X	X	X	X	X	X	X	X
IDS5-07 Control Tower Ground Control		X	X		X	X			X
IDS5-08 Flight Planning Room , left workstation	X	X	X	X	X		X	X	X
IDS5-09 Flight Planning Room, right workstation	X	X	X	X	X		X	X	X
IDS5-10 445th Airlift Wing MOCC						X			X
IDS5-11 Weather Station (WX)	X	X	X						
IDS5-12 445th Airlift Wing CP	X	X	X			X			X
IDS5-13 Fire Department					X	X			X
IDS5-14 89th AS Operations Center	X	X	X	X		X			X
IDS5-15 Spare									

A14.3. Information disseminated by WX Interface Table

Product Displayed -> / Viewed by:	Wind Data	Altimeter	Runway Visual Range (RVR)	Celcius Temp	Pressure Altitude	Density Altitude	KFFO METAR Obs	KFFO Forecast	KFFO Weather Watch	KFFO Weather Advisory	KFFO Weather Warning	KFFO Arrival PIREP	KFFO Departure PIREP
IDS5-01 Airfield Management Office	X	X	X				X	X	X	X	X		
IDS5-02 Control Tower Watch Supervisor	X	X	X				X	X	X	X	X	X	X
IDS5-03 Control Tower Flight Data	X	X	X				X	X	X	X	X	X	X
IDS5-04 Control Tower Local Control	X	X	X				X	X	X	X	X	X	X
IDS5-05 Airfield Management Operations, Pos 2	X	X	X				X	X	X	X	X		
IDS5-06 Airfield Management Operations, Pos 1	X	X	X				X	X	X	X	X		
IDS5-07 Control Tower Ground Control	X	X	X				X	X	X	X	X	X	X
IDS5-08 Flight Planning Room , left workstation	X	X		X	X	X	X	X	X	X	X		
IDS5-09 Flight Planning Room, right workstation	X	X		X	X	X	X	X	X	X	X		
IDS5-10 445th Airlift Wing MOCC	X			X			X	X	X	X	X		
IDS5-11 Weather Station (WX)	X	X		X	X	X	X	X	X	X	X		
IDS5-12 445th Airlift Wing CP	X						X	X	X	X	X		
IDS5-13 Fire Department	X			X			X	X	X	X	X		
IDS5-14 89th AS Operations Center	X	X					X	X	X	X	X		
IDS5-15 Spare													

A14.4. Information disseminated by 445 AW CP Table

Product Displayed -> / Viewed by:	FPCON (Actual)	FPCON (Exercise)	INFOCON (Actual)	INFOCON (Actual)
IDS5-01 Airfield Management Office				
IDS5-02 Control Tower Watch Supervisor				
IDS5-03 Control Tower Flight Data				
IDS5-04 Control Tower Local Control				
IDS5-05 Airfield Management Operations, Pos 2				
IDS5-06 Airfield Management Operations, Pos 1				
IDS5-07 Control Tower Ground Control				
IDS5-08 Flight Planning Room , left workstation				
IDS5-09 Flight Planning Room, right workstation				
IDS5-10 445th Airlift Wing MOCC	X	X	X	X
IDS5-11 Weather Station (WX)				
IDS5-12 445th Airlift Wing CP	X	X	X	X
IDS5-13 Fire Department				
IDS5-14 89th AS Operations Center				
IDS5-15 Spare				

A14.5. Information disseminated by 44 MOCC Table

Product Displayed ->	West Ramp Interactive Map
Viewed by:	
IDS5-01 Airfield Management Office	X
IDS5-02 Control Tower Watch Supervisor	X
IDS5-03 Control Tower Flight Data	X
IDS5-04 Control Tower Local Control	X
IDS5-05 Airfield Management Operations, Pos 2	X
IDS5-06 Airfield Management Operations, Pos 1	X
IDS5-07 Control Tower Ground Control	X
IDS5-08 Flight Planning Room , left workstation	
IDS5-09 Flight Planning Room, right workstation	
IDS5-10 445th Airlift Wing MOCC	X
IDS5-11 Weather Station (WX)	
IDS5-12 445th Airlift Wing CP	X
IDS5-13 Fire Department	X
IDS5-14 89th AS Operations Center	X
IDS5-15 Spare	

Attachment 15

AIRFIELD SWEEPING PLAN

A15.1. Sweeping Diagram