

**BY ORDER OF THE COMMANDER
21ST SPACE WING**

**21ST SPACE WING INSTRUCTION
13-204**



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***Nuclear, Space, Missile, Command and
Control***

BASE AIRFIELD OPERATIONS

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This publication applies to Air Force Reserve Command (AFRC) Units and also implements APPD 13-2, Air Traffic Control, Airspace, Airfield, and Range Management. It establishes procedures for safe and efficient airfield operations at Peterson Air Force Base (PAFB). This instruction also supplements the following Air Force instructions (AFI): AFI 24-301, Vehicle Operations; AFI 10-1001, Civil Aircraft Landing Permits; AFI 10-1002, Agreements For Civil Aircraft Use Of Air Force Airfields; AFI 11-202V3, General Flight Rules; AFI 11-209, Aerial Event Policy And Procedures; AFI 13-202, Overdue Aircraft; AFI 13-204 V1-V3, Airfield Operations Procedures and Programs; AFI 13-207, Preventing and Resisting Aircraft Piracy (Hijacking); AFI 13-213, Airfield Driving; AFJI 11-204, Operational Procedures For Aircraft Carrying Hazardous Materials; AFMAN 91-201, Explosive Safety Standards; Air Force Pamphlet (AFPAM) 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques; and all applicable Federal Aviation Administration (FAA) Orders/Regulations, Department of Defense (DoD) Flight Information Publications (FLIP), local operating procedures and Colorado Springs Airport Certification Manual. It further establishes policy, duties, responsibilities, and procedures for the day- to-day operations of Airfield Management personnel for airfield operations and consolidates information pertinent to airfield operations, management, flight and ground operations and emergency procedures at PAFB. It directs pilots and affected tenant flying organizations, to include the Aero Club, USAF Reserve, Air National Guard, and civilian aircraft, with regard to the techniques and procedures for the control of aircraft and the overall operation of the airfield. The provisions contained herein are directive in nature but deviations are authorized in the interest of safety. It includes general procedures not covered by other operating instructions or policy letters. All changes, additions and deletions are coordinated with the PAFB Base Airfield

Operations Board prior to formal change to the instruction. The Chief Operations Flight (21 OSS/OSA) may publish endorsement memos as necessary to effect priority changes until the base Airfield Operations Board formally approves the recommended change. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://my.af.mil/afrims/afrims/afrims/rims.cfm>. This publication may not be supplemented. See Attachment 1 for a glossary of references and supporting information.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include, Air Traffic Control Facilities/Local frequency changes; Aircraft towing procedures; Airfield maintenance; Runway Surface Condition and/or Runway Condition Reading values; Operation of the Primary Crash Net and Secondary Crash Net; Airfield Operations Board Membership meeting will occur twice annually; Unmanned Aerial Systems Operations since the previous version, 21SWI 13-2, 6 June 2012 and must be completely reviewed.

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Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Location: Peterson AFB (PAFB) is located on KCOS. It is a shared-use airport but PAFB does not have ownership or operational control of the tower, taxiways, runways or airspace. KCOS is owned and operated by the City of Colorado Springs (Attachment 2A). The airport is located approximately ten miles southeast of downtown Colorado Springs, with a field elevation of 6187 ft. mean sea level (MSL). Refer to FLIP - General Planning (GP) and IFR Supplement, United States for complete details.

1.2. Authority: KCOS operates and maintains each runway, taxiway, Instrument Landing System (ILS) critical area and safety area that is available for military and air carrier operations to conform to FAA standards. Maintenance includes the markings, signs, lighting systems, wind direction indicators, vegetation control, wildlife control and snow/ice removal associated with the aforementioned facilities. PAFB personnel cannot enter KCOS property, also referred to as the Airport Operating Area (AOA), without a Security Identification Display Area (SIDA) badge and airport drivers training/certification from KCOS Operations if they are operating a vehicle (see Attachment 4A).

1.2.1. The KCOS Air Traffic Control Tower (ATCT), Approach Control and supporting facilities are owned, operated and maintained by the FAA. The FAA ATCT provides 24- hour service and controls all ground movement of aircraft and vehicles on all runways, taxiways, ILS critical areas and safety areas.

1.2.1.1. ATCT controls all aircraft flying in its airspace regardless of their intentions to park at PAFB. The inner 5-mile ring of the Class C airspace extends from the surface to 10,200 mean sea level (MSL). The 21 SW does not own or control any airspace. See FLIP for more detailed information.

1.2.2. Airfield Management Operations (AMOPS), also referred to as 21 OSS/OSA, is the liaison for military airfield operations with KCOS Operations. AMOPS provides oversight and management of the airfield facilities and services on the PAFB ramp only.

1.2.3. Waivers to this instruction will be coordinated with 21 OSS/OSA. Who will, in turn, furnish the 21 SW/CC with information on conditions requiring a waiver.

1.3. Runways and Taxiways: KCOS has three usable runways served by Instrument Landing Systems (ILS), a Non Directional Beacon (NDB), and a Global Positioning System (GPS). See Attachment 2A for the Airfield Diagram depicting KCOS runways and taxiways.

1.3.1. The only ILS critical area on KCOS is located on the south end of Taxiway C (Attachment 2A). This area is defined by the FAA standard yellow double dashed instrument hold line (Attachment 2B). The remaining hold lines on KCOS are Visual Flight Rules (VFR) hold lines.

1.3.2. KCOS does not designate a primary instrument runway.

1.4. Runway Selection Procedures: KCOS and ATCT are responsible for runway selection and change procedures. Aircrews will follow ATCT instructions.

1.5. Controlled Movement Area (CMA): The KCOS CMA is within the AOA and is defined as the runways, taxiways, and other areas of the airport that are used for taxiing, hover taxiing, air taxiing, and takeoff and landing of aircraft, exclusive of loading ramps and aircraft parking areas (Attachment 4B). It is identified by a Movement/Non-Movement Area Boundary Marking (Attachment 4C). Movement areas are considered "positive control", meaning that all vehicle operators will need two-way radio contact with and permission from ATCT before entering the area. Personnel requiring access to the CMA must coordinate with KCOS Operations for a SIDA badge and drivers training/certification.

1.5.1. The PAFB ramp is not in the CMA. The KCOS CMA borders the entire PAFB ramp at Taxiway B and is identified by a Movement/Non-Movement Area Boundary Marking (**Attachment 3** and Attachment 4B). Vehicle access to the PAFB ramp is available with AMOPS approval through the entry gates shown in **Attachment 3**.

1.6. Airfield Lighting Systems: KCOS runway lights are high intensity white lights and are located on the edges and centerline (Runway 17L/35R) of the entire length of the runways (Attachment 5A). KCOS taxiway lights are blue and outline the taxiways (Attachment 5B). Refer to FLIP for detailed information regarding KCOS taxiway, runway and approach lighting.

1.6.1. KCOS is responsible for all maintenance and inspections of runway and taxiway lights. KCOS also inspects the obstruction lights on the military hangars and reports outages to AMOPS.

1.6.2. AMOPS is responsible for inspecting the floodlights illuminating the PAFB ramp and the obstruction lights on the military hangars. Report light outages located on PAFB ramp to 21 CES/CEOFE (Exterior Electric) for immediate repairs and send a Safety NOTAM, if applicable.

1.6.3. The 21 CES/CEOFE will repair all light outages that are reported by AMOPS. The current status of each light will be communicated to AMOPS after an assessment or repair has been accomplished.

1.7. Permanently Closed/Unusable Portions of the Airfield: KCOS has not designated any taxiways or runways permanently unusable or closed. Temporary changes in the usability of airport surfaces due to weather, repair or construction are published in the Notice to Airmen (NOTAM) system by KCOS Operations.

1.8. Aircraft Arresting Systems: KCOS does not have aircraft arresting systems.

1.9. Parking Plan/Restrictions (PAFB ramp, Attachment 3):

1.9.1. A area (Trainer Aircraft Area) is the primary parking location for small non-priority resource aircraft.

1.9.2. B Area is the primary parking/staging area aircraft units using Hangar 140.

1.9.3. Restricted Area 2 is the primary parking location for large aircraft (i.e., C-5, KC-10, etc.). This area consists of parking rows C through H. The numbers depicted represent inboard, outboard and center parking locations. For example, an aircraft assigned a parking location as C1 would be parked inboard along hangar row. Only Gulfstream IV and smaller aircraft will be parked inboard and outboard in this area unless approved by the Airfield Manager (AFM).

The AFM must apply measures to ensure required lateral clearance distances from mobile obstacles are met to use inboard/outboard spots for larger aircraft. Aircraft too big to park (i.e., C-130, C-5, KC-135, KC-10) either inboard or outboard will have a parking location with a “2” (i.e., E2, G2, etc.). This is a restricted area and entry must be approved by AMOPS.

1.9.4. Parking rows India, Juliet, and Kilo are primarily used for Distinguished Visitor (DV) aircraft parking, with I row being primary, J row secondary, and K row tertiary.

1.9.5. Parking row Lima is the primary parking area for UV-18B and may be used as overflow for transient aircraft not remaining overnight without impeding UV-18B operations.

1.9.6. Parking rows Mike through Oscar in Restricted Area 4 are the primary locations for fighter aircraft. The size of the aircraft parked in this area will determine how many rows of aircraft can be parked there. This is a restricted area and entry must be approved by AMOPS.

1.9.7. Parking rows Quebec through Victor in Restricted Area 4 are the primary parking locations for the 302 AW’s C-130 aircraft. Utilization of this area for transient aircraft parking must be coordinated through the 302 AW.

1.9.8. Transient 21 FSS/FSCA (Rocky Mountain Flight Training Center/also known as Aero Club) aircraft will normally be parked on the Aero Club parking ramp. Pilots will coordinate parking with the Aero Club. If parking space is not available, the Aero Club refueling area will normally be used. When parking space is not available at either of these locations, the aircraft will be directed to the Colorado Jet Center.

1.9.9. The Infield Military Operating Surface (IMOS) is owned by Fort Carson and consists of North and South parking pads. The South pad is the primary parking area. Parking aircraft on the North pad creates a visual obstruction to ATCT personnel and will only be used for real-world contingencies after coordination with ATCT.

1.10. Air Traffic Control Facilities: ATCT, Approach Control and supporting facilities are owned, operated and maintained by the FAA.

1.10.1. ATCT provides 24-hour service and controls all ground movement of aircraft and vehicles on all runways, taxiways, ILS critical areas and safety areas.

1.10.2. ATCT controls all aircraft flying in its airspace regardless of their intentions to land at PAFB. The inner 5-mile ring of the Class C airspace extends from the surface to 10,200 MSL. See FLIP for more detailed information.

1.10.3. Air Traffic Control frequencies:

1.10.3.1. Clearance Delivery – VHF 134.45 & UHF 385.5

1.10.3.2. Springs Approach – VHF 124.0 & 120.6

1.10.3.3. Springs Tower – VHF 119.9, 133.15, and UHF 335.55 & 360.6

1.10.3.4. Springs Departure – UHF 257.875 & 370.87

1.10.3.5. Springs Ground – VHF 121.7 & UHF 348.6

1.11. Local Frequencies:

1.11.1. Colorado Springs Regional Command Post (CSRCP) – UHF 318.05; 328.025

1.11.2. PAFB Pilot to Metro Service – UHF 226.1

1.11.3. PAFB Pilot to Dispatch – VHF 122.85; UHF 372.2

1.11.4. Summit Operations (302 AW, C -130 Operations) – UHF 298.4

1.12. Navigational Aids (NAVAIDS): KCOS runways are served by ILSs, a NDB and a GPS. The FAA is responsible for all NAVAIDS, including the Preventative Maintenance Inspection (PMI) and Generator Power procedures.

1.13. Transient Alert Services/Facilities (PAFB): The 21 OSS/MA Transient Alert contractor provides transient aircraft services such as aircraft movement, AGE, aircraft operations, concurrent servicing operations, arrival and departure services, routine inspections, refueling and deicing operations. Limited aircraft maintenance and repair service is available. Drag chute maintenance and packing is not available. Hangar space is extremely limited and parking transient aircraft inside hangars must be coordinated with AMOPS.

1.13.1. Consumables: Jet-A fuel is available at a military Fixed Base Operator (FBO) adjacent to the airport. Transient Alert can provide J-8, liquid oxygen (LOX), high pressure oxygen and military specification oil and lubricants.

1.13.2. Life Support: The 21 MDG flight line medical support capability is extremely limited and is available only during normal business hours. An altitude chamber is located on PAFB.

1.14. Automated Terminal Information Service (ATIS) Procedures: ATCT is responsible for providing ATIS. The frequencies are VHF 125.0 or UHF 254.3.

1.15. Aircraft Special Operations Areas/Ramps: Arm/de-arm areas, drag chute jettison areas and hot pit refueling areas do not exist at KCOS or the PAFB ramp.

1.15.1. KCOS is authorized to handle up to 10,000 lbs Net Explosive Weight (NEW) Department of Defense (DOD) Class/DIY 1.1 (DOT Class A) for contingency and emergency support only. Loading or unloading of this category (including Class/DIY 1.2 & 1.3) must be done at Fort Carson's IMOS located south of runway 13/31 (see Attachment 2A). An aircraft will not be allowed to remain on the IMOS for more than four hours without KCOS approval. The aircraft will be positioned on the IMOS only long enough to complete explosive cargo loading or unloading requirements.

1.15.1.1. Restricted Areas 2 and 4 are approved for single aircraft loads of 1.3G (M-206 flares) and 1.4S ammo (NEW is N/A) anywhere within the areas.

1.15.2. ATCT is responsible for determining parking location for any aircraft requiring special handling.

1.15.3. A hazardous cargo advisory message should be sent by the unit sending the hazardous material (if known in advance), excluding DOD Classification/Division 1.4 explosives. The pilot in command will contact AMOPS and CSRCP at least 30 minutes prior to arrival.

1.15.4. Aircraft with hot armament are not authorized to land at KCOS except in the case of an in-flight emergency. Procedures for handling these aircraft are the responsibility of KCOS and ATCT personnel. AMOPS will coordinate all requests with military agencies if applicable.

1.16. Aircraft Towing Procedures: Tow vehicle drivers must coordinate all aircraft movement and parking with AMOPS. Personnel towing aircraft onto taxiways or runways must have two-way radio contact with ATCT and receive appropriate clearance before proceeding on to any taxiway or runway. **EXCEPTION: Units operating from Hangar 140 do not have to coordinate with AMOPS when towing to spots 1 through 4 and the north ramp. UV-18B maintenance are not required to coordinate with AMOPS for aircraft towing between Hanger 121 and Lima row.**

1.17. Aircraft Taxi Procedures: All pilots are expected to operate their engines and taxi according to their aircraft's technical order.

1.17.1. Pilots will use the minimum amount of thrust required to maintain taxi speed. Pilots will use taxi lines to the maximum extent possible, unless following the direction of a marshaller or —Follow Me vehicle. Marshallers will be used for all aircraft blocking in or out except Aero Club aircraft and local units operating on the north ramp.

1.17.2. Pilots must receive clearance from KCOS Ground Control before departing the PAFB ramp onto Taxiway Bravo

1.17.3. Pilots will hold short of the runway until cleared by ATCT for taxi onto a runway.

1.17.4. Taxi procedures in and out of the Aero Club aircraft parking area: Under no circumstances will Aero Club pilots taxi between a marshaller or —Follow Me vehicle and an aircraft being guided in or blocked out. Aero Club pilots in the Aero Club parking area must yield to aircraft being marshalled in or out near PAFB Hangar 133 and turn off taxi lights until marshalling procedures are complete. Aero Club aircraft cannot be parked in the restricted area in front of Hangar 133 without prior approval from AMOPS.

1.17.5. Vehicle operators and personnel will remain clear (at least 300 ft) of the area behind an aircraft with operating engines to avoid hazardous blast risks.

1.17.5.1. Vehicle operators will not park vehicles in the driving lane. The driving lane must be kept clear at all times for ramp vehicles and fire department equipment. AMOPS will report any vehicles parked in the driving lane to 21 SFS (Security Forces).

1.18. Airfield Maintenance: Custodial and maintenance responsibilities for facilities are listed in [Attachment 6](#).

1.18.1. Flight line sweeping (PAFB ramp): The PAFB ramp will be inspected for Foreign Object Debris/Damage (FOD) and swept on a daily basis Monday through Friday (as required).

1.18.1.1. AMOPS will call 21 CES/CEOH (Horizontal) and request a sweeper for problem areas of the ramp immediately following their daily morning inspection. Horizontal will respond to daily sweeper requests within one hour. If sweeper support cannot be provided within one hour, Horizontal will advise on the problem and anticipated time of availability.

1.18.1.2. AMOPS will call and coordinate for sweeper support Monday through Friday and on weekends on an as-needed-basis. Horizontal will advise AMOPS of the anticipated time of availability.

1.18.1.3. If immediate sweeper support is needed due to operational necessity, AMOPS will call in the sweeper request as an emergency. Horizontal will respond immediately.

1.18.2. KCOS is responsible for mowing the infield and sweeping the runways and taxiways.

1.19. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values: KCOS is responsible for determining and disseminating RSC and/or RCR values for the runways and taxiways. AMOPS determines and disseminates RSC and/or RCR values for the PAFB ramp. RSC/RCR checks will be accomplished when requested by the 21 SW/CC, ATCT, KCOS Operations or any aircraft commander. These checks will be accomplished by certified drivers only.

1.19.1. RCR checks on the PAFB ramp will be conducted IAW T.O. 33-1-23, Equipment and Procedures for Obtaining Runway Condition Readings. Conditions warrant an RCR when:

1.19.1.1. RSC consists of snow or ice.

1.19.1.2. RSC is wet and actual or equivalent wind chill temperature is 32°F or less.

1.19.1.3. Surface conditions are constantly/rapidly changing.

1.19.2. Additional information for military RCR and airport braking action advisories can be found in the DoD Flight Information Handbook and FAA Order JO 1770.65, Air Traffic Control.

Table 1.1. Civilian Braking Action Chart.

Civilian Braking Action
GOOD
GOOD TO MEDIUM
MEDIUM
MEDIUM TO POOR
POOR
NIL

Table 1.2. Military Runway Condition Reading Chart.

MILITARY RCR
19 to 25
13 to 18
06 to 12
02 to 05

1.20. Procedures/Requirements for Runway Inspections/Checks: KCOS is responsible for conducting all runway inspections/checks. AMOPS inspects the PAFB ramp only.

1.20.1. PAFB ramp inspections and checks will be performed by qualified AM personnel.

1.20.2. AMOPS will conduct at least one inspection of the military ramp daily prior to 0800L.

1.20.2.1. Daily morning inspections are essential to ensure safe flight operations on and off the PAFB ramp. They comprise of visual inspections of the parking apron for potential hazardous conditions (e.g. FOD, pavement cracking and joint seal, etc.); construction areas to ensure they do not present hazard to aircraft operations, markings and signage along the ramp (ensure taxiway and apron clearance requirements are met or covered by a waiver); and seasonal snow wind rows to ensure heights are no more than 181 along Taxiway Bravo during snow removal operations. All airfield maintenance or security requirements will be immediately coordinated with the agencies listed in [Attachment 6](#).

1.20.3. Ramp checks will be conducted as needed for FOD, security, RSC/RCR, airfield driving violations, severe weather and habitat control. In addition, a nighttime check will be conducted during hours of darkness to ensure PAFB ramp lights are operational and pavement marking are within the reflectivity requirements.

1.20.3.1. The AFM airfield inspection is more comprehensive, to include checking the regulated garbage container/area for cleanliness, ensuring perimeter fence security, ensuring clearance and height standards are met, checking crane operations on base, checking the Pete East fire station access road, and ensuring the recreational vehicle storage area clearance criteria are met.

1.20.4. The AMOPS vehicle will be used for all inspections and checks. Vehicles used for inspections and checks on runways or taxiways must have communications equipment and operational vehicle lights. Any replacement vehicle must have the capability to communicate with the ATCT and an amber flashing light.

1.20.5. AMOPS will document all inspections/checks on the AF Form 3616, Daily Record of Facility Operation.

1.20.6. If ATCT requests a FOD pickup or inspection on the runways or taxiways, refer them to KCOS Operations. AMOPS personnel will perform inspections or checks of the KCOS CMA unless requested KCOS Operations (Attachment 4B). If requested, coordinate with KCOS Operations for applicable NOTAMs and corrective actions and notify ATCT of any hazards found.

1.20.7. Qualified AMOPS personnel must possess a valid SIDA badge and KCOS driver's certification to access the KCOS AOA or CMA.

1.21. Engine Test/Run-up Procedures: All local flying units will coordinate maintenance engine runs for all aircraft assigned to PAFB through AMOPS. Note: Resident 302 AW is exempt from this restriction. Test stand runs and engine runs for 302 AW aircraft will be conducted IAW AFI 21-101, 302 AW Supplement.

1.21.1. Transient aircrews will coordinate with AMOPS for all aircraft maintenance engine runs. Engine runs for transient aircraft will be accomplished in Restricted Areas 2 or 4 on the outboard parking spots. Aircraft will be repositioned if necessary.

1.21.2. Aero Club aircraft requiring idle engine runs will be towed to the aero club aircraft parking area. High speed engine runs will be coordinated through AMOPS.

1.21.3. Crews performing engine runs on PAFB ramp are not required to request engine run clearance from ATCT.

1.22. Noise Abatement Procedures: Colorado Springs is a noise sensitive area. Crews must be familiar with KCOS noise abatement procedures published in FLIP.

1.22.1. All afterburner takeoffs must have prior coordination with AMOPS. AMOPS will, in turn, obtain approval from KCOS Operations. Runway 17L/35R is used for all afterburner takeoffs unless otherwise directed.

1.23. Protecting Precision Approach Critical Areas: KCOS is responsible for procedures to ensure precision approach critical areas are protected. Aircrews and vehicle operators will follow all ATCT instructions.

1.24. Restricted/Classified Areas on the Airfield: The PAFB ramp has two Restricted Areas, Restricted Area 2 and Restricted Area 4 (**Attachment 3**). Personnel will enter these areas only through the Entry Control Points and must possess a PAFB Controlled Area Badge with areas 2 and 4 annotated. Security Forces is responsible for responding to any unauthorized entry on the airfield.

1.25. Procedures for Suspending Runway Operations: KCOS is responsible for suspending runway operations. Aircrews will follow ATCT instructions.

1.26. Procedures for Opening and Closing Runways: KCOS is responsible for opening and closing the runways.

1.27. Procedures for the Temporary Storage of Classified Materials by Transient Aircrews: AMOPS will direct transient aircrews to the CSRCP for storage of classified materials. The CSRCP will provide temporary storage of classified materials for transient aircrews during their time at PAFB up to SECRET. Any Top Secret material will have to be coordinated with the 21 SW Intel Vault. **NOTE: ALL INFORMATION IN THIS INSTRUCTION REGARDING THE CITY OF COLORADO SPRINGS AIRPORT (KCOS) IS PROVIDED FOR SITUATIONAL AWARENESS ONLY. IT IS SUBJECT TO CHANGE WITHOUT NOTICE AND BEYOND THE SCOPE/AUTHORITY OF THE 21 SW. PERSONNEL OPERATING ON OR NEAR KCOS WILL KNOW AND FOLLOW THE LATEST GUIDANCE PUBLISHED BY KCOS AND THE FEDERAL AVIATION ADMINISTRATION (FAA) IN FLIGHT INFORMATION PUBLICATIONS (FLIP).**

Chapter 2

FLYING AREAS

2.1. Local Flying Area/Designation of Airspace: The 21 SW does not define a local flying area or designate airspace. KCOS is designated as Class —C airspace, which requires all aircraft operating within its boundaries to be equipped with an operable transponder with Mode C capability and be in two-way radio contact with Air Traffic Control.

2.2. Local Training Areas: Each tenant flying unit that operates at PAFB is responsible for its own directives governing its local training area.

2.2.1. KCOS and the area around the airport are noise sensitive areas. Aircrews must be aware of noise abatement procedures and comply as required. Turbo jet training flights (multiple traffic patterns) are prohibited from 2200L – 0700L.

2.2.2. 98 FTS (UV-18) local area is the state of Colorado and Cheyenne, Wyoming.

2.2.3. 302 AW (C-130) local area is a 350 nautical mile (NM) radius of KCOS.

2.2.3.1. The 302 AW conducts extensive low level tactical training in the low altitude tactical navigation (LATN) area from surface to 3000 ft above ground level (AGL) in the area bounded to the north by N39°20' latitude, to the south by N37°00' latitude, to the west by W108°00' longitude, and to the east by W102°45' longitude. Training includes single ship, formation, airdrop, and defensive maneuvers.

2.2.4. The Aero Club Flying Area is a circle with a 75 NM radius centered at KCOS with the following exceptions:

2.2.4.1. The designated mountainous terrain lying generally west of KCOS.

2.2.4.2. The restricted area (R2601) at Fort Carson or any other restricted or prohibited areas published in FLIP.

2.2.5. PAFB assigned aircraft cannot enter Alert Area A-260, controlled, prohibited, or restrictive airspace without approval from the controlling agency. Operations inside Alert Area A-639A and A-639B should be conducted with increased vigilance due to the presence of extensive United States Air Force Academy (USAFA) flight training. Prior coordination with the 557 FTS and monitoring their training area frequency is highly encouraged. Refer to FLIP for current information.

2.2.6. Flights below 1000' AGL over Colorado Springs, Pueblo, or other populated areas cannot be conducted unless:

2.2.6.1. Required for traffic pattern entry or landing.

2.2.6.2. Required due to emergencies.

2.2.6.3. Required by the controlling agency.

2.3. Restrictions and Hazards to Flight. Refer to FLIP for additional information.

- 2.3.1. Avoid over flying PAFB military housing area on the downwind leg of runway 13/31.
- 2.3.2. High terrain: The terrain 6 miles west of the airport rises sharply to a maximum of 14,110' MSL at the top of Pikes Peak. The terrain rises to an elevation of approximately 7500' MSL within 10 miles north of the airport.
- 2.3.3. Flights within USAFA Class D Airspace are prohibited without radio contact with the Academy Tower. Contact with the Academy Tower for all flights in the USAFA area below 17,500' MSL is recommended. Use extreme caution for active USAFA parachute, glider, and light aircraft training from the surface to 17,500' MSL between the hours of sunrise and sunset. Areas of glider activity extend from Castle Rock to Garden of the Gods between I-25 and the Front Range. Altitudes normally extend from the surface to 13,000' MSL, but may occasionally reach altitudes up to 17,500' MSL in coordination with ATC. Additionally, civilian paraglider activity frequently occurs in the vicinity of Mt Herman near Monument.
- 2.3.4. Alert Area A-260 is located over the United States Air Force Academy. A-639A and A-639B are large geographic areas located east of Colorado Springs. A-260 encompasses the airspace from surface to 17,500' MSL sunrise to sunset. A-639A/B encompasses airspace from 500' AGL to 12,000' MSL sunrise to sunset, Monday – Friday, except for holidays.
- 2.3.5. USAFA training Area: The USAFA training area extends from Castle Rock to Pueblo, east of I-25 to Highway 71 (approximately 35 NM north and south and approximately 50 NM east of Colorado Springs Municipal Airport). Altitudes extend from 500' AGL to 12,000' MSL. Contact Eagle on 123.5 or 257.2 for advisories.
- 2.3.6. Meadowlake Airport: Extensive glider activity in the vicinity of Meadowlake Airport can present a hazard to aircraft operations due to the low radar reflectivity of the gliders. Extensive light aircraft and ultra-light activity also occurs around this airport. Use extreme caution when operating near Meadowlake Airport, as approach control may not be able to provide traffic advisories.
- 2.3.7. Fort Carson Gunnery Range R2601: R2601 is divided into four tiers. R2601A is restricted from the surface to 12,499' MSL. R2601B is restricted from 12,500' to 22,499' MSL. R2601C is restricted from 22,500' MSL to 34,999' MSL. R2601D is restricted from 35,000' MSL to 59,999' MSL. See FLIP AP/1A for days and times.
- 2.3.8. Combined Space Operations Center airspace (R2602) is restricted from the surface to 1000' AGL at all times.
- 2.3.9. Airburst Military Operating Areas (MOAs) A, B, and C, are located southwest of Colorado Springs. They are scheduled by 140 WG, Buckley AFB, CO, (See FLIP AP/1A). **NOTE: THE 21 SW DOES NOT OWN/CONTROL AN ASSIGNED FLYING MISSION, AIR TRAFFIC CONTROL FACILITIES OR ANY AIRSPACE. THE 21 SW IS NOT RESPONSIBLE FOR ANY AIRCRAFT MOVEMENT OUTSIDE THE MILITARY RAMP AND THEREFORE DOES NOT DEFINE A LOCAL FLYING AREA OR DESIGNATE AIRSPACE. THE FOLLOWING INFORMATION IS FLIP AND/OR TENANT FLYING UNIT INSTRUCTIONS FOR THE MOST ACCURATE AND UP-TO-DATE INFORMATION REGARDING FLYING OPERATIONS AT OR NEAR KCOS.**

Chapter 3

VFR PROCEDURES

3.1. VFR Weather Minimums: ATCT determines VFR weather minimums at KCOS. Aircrews will follow ATCT instructions.

3.2. VFR Traffic Patterns: Visual traffic patterns require ATCT approval.

3.2.1. Aircrews should expect radar sequencing and separation by Approach Control.

3.2.2. Traffic pattern direction is specified by ATCT or Approach Control. Small aircraft use a pattern altitude of 7000' MSL. Other aircraft use pattern altitudes as directed by ATCT, normally between 7500' to 8000' MSL.

3.2.3. Breakout/go-around: ATCT does not have published breakout or go-around procedures. Comply with aircraft Tech Order or procedure published by aircraft manufacturer, and follow ATCT direction.

3.3. Special Procedures: The FAA is responsible for procedures for helicopters, Functional Check Flights (FCF) and paratroop operations. Aircrews will follow Air Traffic Control and ATCT instructions.

3.4. Reduced Same Runway Separation Procedures: The FAA is responsible for Reduced Same Runway Separation Procedures. Aircrews will follow ATCT instructions.

3.5. Intersection Departures: The FAA is responsible for intersection departure procedures. Aircrews will follow ATCT instructions. **NOTE:** THE 21 SW DOES NOT OWN/CONTROL AN ASSIGNED FLYING MISSION, AIR TRAFFIC CONTROL FACILITIES OR ANY AIRSPACE. THE 21 SW IS NOT RESPONSIBLE FOR ANY AIRCRAFT MOVEMENT OUTSIDE THE MILITARY RAMP AND THEREFORE DOES NOT DEFINE VFR PROCEDURES. THE FOLLOWING INFORMATION IS PROVIDED FOR SITUATIONAL AWARENESS ONLY. REFERENCE FLIP AND/OR TENANT FLYING UNIT INSTRUCTIONS FOR THE MOST ACCURATE INFORMATION REGARDING FLYING OPERATIONS AT OR NEAR KCOS.

Chapter 4

IFR PROCEDURES

4.1. Radar Traffic Patterns: The FAA is responsible for radar traffic pattern procedures. Aircrews will follow Air Traffic Control instructions.

4.2. Airport Surveillance Radar (ASR) and Precision Approach Radar (PAR) Approaches/Monitoring: KCOS does not have ASR or PAR approaches.

4.3. Local Departure Procedures: The FAA is responsible for local departure procedures. Aircrews will follow Clearance Delivery instructions and remain on ATCT frequency until instructed to change.

4.4. Radar Vector to Initial Procedures: The FAA is responsible for radar vector to initial procedures. Aircrews will follow Air Traffic Control instructions. **NOTE: THE 21 SW DOES NOT OWN/CONTROL AN ASSIGNED FLYING MISSION, AIR TRAFFIC CONTROL FACILITIES OR ANY AIRSPACE. THE 21 SW IS NOT RESPONSIBLE FOR ANY AIRCRAFT MOVEMENT OUTSIDE THE MILITARY RAMP AND THEREFORE DOES NOT DEFINE IFR PROCEDURES. THE FOLLOWING INFORMATION IS PROVIDED FOR SITUATIONAL AWARENESS ONLY. REFERENCE FLIP AND/OR TENANT FLYING UNIT INSTRUCTIONS FOR THE MOST ACCURATE INFORMATION REGARDING FLYING OPERATIONS AT OR NEAR KCOS.**

Chapter 5

EMERGENCY PROCEDURES

5.1. Operation of the Primary Crash Net (PCN) and Secondary Crash Net (SCN)

5.1.1. PCN: KCOS and the FAA are responsible for the PCN procedures. AMOPS has a listen-only capability.

5.1.2. SCN: The SCN is a multi-line telephone system used to pass critical aircraft and airfield information to required agencies. Activation of the SCN is the responsibility of the AMOPS.

5.1.2.1. The 21 OSS/CC owns the SCN and as OPR approves/disapproves all additions, deletions, and changes in locations.

5.1.2.2. Upon receipt of emergency information from ATCT, 21 CES/CEF (Fire Department) or CSRCP, AMOPS will activate the SCN using the 21 OSS/OSA SCN Notification Checklist and annotate all information transmitted.

5.1.2.3. AMOPS will conduct a check of the SCN daily at approximately 0900L. This check is to verify system operability and continuity of all circuits. All stations are polled for operating initials and clarity to indicate a good check.

5.1.2.4. SCN agencies are limited to agencies requiring emergency action/response to military aircraft mishaps. AMOPS will not pass information pertaining to civil aircraft over the SCN.

5.1.2.4.1. The SCN users are:

5.1.2.4.2. 21 MDG/SGP (Flight Medicine).

5.1.2.4.3. Colorado Springs Regional Command Post

5.1.2.4.4. Fire Department

5.1.2.4.5. Security Forces (BDOC)

5.1.2.4.6. 21 MSG/CC.

5.1.2.4.7. 21 CES/CEX (Readiness Flight).

5.1.2.4.8. 21 SW/SE (Safety).

5.1.2.4.9. 302 MXG/MXOO (Maintenance Control).

5.1.2.4.10. 21 OSS/MA (Transient Alert).

5.1.2.4.11. 21 OSS/OSW (Weather Flight).

5.1.2.4.12. 21 LRS/LGSFA (Fuels).

5.1.2.4.13. 21 SW/PA (Public Affairs).

5.1.2.5. The SCN is normally used only to relay information critical to aircraft and airfield operations. Only the CSRCP or 21 SW leadership may direct other information to be passed on the SCN.

5.2. Emergency Response Procedures: The following procedures are for military aircraft only. All civilian aircraft response procedures are coordinated through KCOS Operations.

5.2.1. AMOPS will immediately activate the SCN upon receipt of emergency information from ATCT, CSRCP or Fire Department. Information received from any other source will be verified by the CSRCP or Fire Department prior to activation of the SCN. All information will be passed verbatim.

5.2.2. AMOPS will use Quick Reaction Checklists (QRCs) applicable to the nature of emergency to ensure proper notification and updates are given to any agencies not listed on SCN.

5.2.3. AMOPS will not release information regarding aircraft incidents or mishaps, to include personnel information, to any entity outside US Air Force channels. All inquiries from non-mishap response personnel must be directed to Public Affairs.

5.2.4. Aircraft emergency (airborne/ground): All emergency response vehicles will respond to the emergency location as directed by ATCT. The Fire Department should make contact with ATCT. All emergency response vehicles will remain clear of active runways until directed by ATCT to proceed onto the runway. AMOPS will not respond into the CMA for aircraft emergencies unless requested by KCOS Operations personnel. AMOPS will escort responding vehicles to the scene of the emergency, if required. The senior fire official responding to the emergency assumes the On-Scene Commander role and will determine crash and rescue equipment responsibilities.

5.2.5. Terminating emergencies: Once an emergency has been declared, only the On-Scene Commander may terminate the emergency. ATCT will advise AMOPS of emergency termination via land line.

5.2.5.1. After an emergency aircraft lands and returns to the PAFB ramp, AMOPS will conduct a ramp check to ensure there is no debris left from the aircraft during its taxi to parking. AMOPS will report any debris found to Safety and coordinate for an airfield sweeper to remove the debris after Safety clears them to do so. AMOPS will coordinate with Safety and KCOS Operations for any discrepancies found on Taxiway Bravo or other locations on the CMA.

5.3. External Stores Jettison Procedures: The external stores jettison area is the east side of Artillery Impact Area in R2601.

5.3.1. Military aircrews requiring jettison of external stores will advise ATCT.

5.3.2. ATCT contacts the Fort Carson Range officer for requirements. Normally, a 15 minutes lead time is required.

5.3.3. The Fort Carson Range Officer ensures that R2601 is clear and issues clearance instructions to ATCT for relay to the aircraft.

5.3.4. ATCT vectors the aircraft to or along the Black Forest VORTAC 187° radial and advises the aircraft when it is within the boundaries of R2601. If radar is inoperative, the aircraft proceeds via the 187° radial into R2601.

5.3.5. The aircrew drops the stores while flying from northeast to southwest, on the BRK 187° radial between 20 to 24 DME.

5.3.6. The aircrew cannot descend below the minimum vectoring altitude, the minimum obstruction clearance altitude, or the minimum enroute altitude, whichever is appropriate.

5.3.7. The aircrew maintains communications with ATCT at all times. In the event communications cannot be established or maintained, the aircrew cannot jettison stores, exits R2601 and applies lost communication procedures, if appropriate.

5.4. Fuel Dumping Procedures: Fuel dumps are normally accomplished between the BRK VORTAC 080° and 120° radials, 30 to 90 DME, at or above 5000' AGL. Aircrews requiring fuel dumping coordinate with Air Traffic Control. Aircrews should be aware that the 302 AW (C-130) FCF area extends from 1,000' AGL to 18,000' MSL in the same area.

5.5. Hot Brakes Procedures: Aircrews experiencing or suspecting hot brakes advise ATCT as soon as practical. The pilot follows technical order procedures and ATCT directs the aircraft to one of the following areas:

5.5.1. Aircraft landing on runways 31 and 35L are directed to taxiway B-1.

5.5.2. Aircraft landing on runway 13 are directed to taxiway F, between B & E.

5.5.3. Aircraft landing on runway 17L are directed to taxiway E-8.

5.5.4. Aircraft landing on runway 35R are directed to taxiway E-1.

5.5.5. Aircraft landing on runway 17R are directed to taxiway A-7.

5.6. Abandonment of Aircraft: Aircrews proceed outbound on the BRK 150° radial at 10,000' MSL. At BRK 150/15 on a 150° heading, eject using applicable technical order procedures.

5.7. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures: ATCT notifies AMOPS of an ELT activation, and should specify the frequency transmitted is UHF or VHF. AMOPS will then contact the following agencies to check aircraft for which they are responsible:

5.7.1. CSRCP

5.7.2. Aero Club.

5.7.3. Transient Alert.

5.7.4. Flying units occupying Hangar 140

5.7.5. 302 AW Maintenance Control.

5.7.6. 302 Aircrew Flight Equipment

5.7.7. 98 FTS.

5.7.8. Group 3 Colorado Wing Civil Air Patrol (CAP).

5.7.9. If the ELT is from a transient aircraft, AMOPS will contact the crew member(s). If the crew is in crew rest status, CSRCP will make contact. If the source of the ELT cannot be determined, AMOPS will contact the Air Force Rescue Coordination Center. After the ELT has been located and the signal terminated, AMOPS will notify all agencies previously contacted to include CSRCP.

5.8. Hung Ordnance or Explosive Cargo: KCOS prohibits aircraft carrying explosive cargo exceeding 10,000 lbs. NEW or Department of Transportation (DOT) Class 1.1, 1.2, or 1.3 ordnance from landing except in emergency situations. ATCT directs any military aircraft reported to have hot ordnance or explosive cargo to the Fort Carson IMOS. AMOPS will coordinate with the appropriate PAFB agencies under the direction of KCOS Operations.

5.9. Wind Limitations on Control Tower: The FAA is responsible for wind limitations on the control tower procedures.

5.10. Evacuation of Air Traffic Control and AMOPS Facilities:

5.10.1. Air Traffic Control evacuation procedures: The FAA is responsible for evacuation of Air Traffic Control facilities.

5.10.2. AMOPS/Building 122 evacuation procedures: Building 122 personnel will evacuate for bomb threats, fires, or other situations as deemed necessary for safety of personnel. The primary evacuation location is the PAFB Eagle Park gazebo. The alternate location is the back patio of Building 350. All AMOPS personnel not actively working a dispatch shift will follow these procedures. AMOPS personnel actively working a dispatch shift will follow Alternate Facility Location evacuation procedures.

5.11. AMOPS Alternate Facility Location Evacuation Procedures: AMOPS personnel actively working a dispatch shift will ensure they are accounted for, evacuate to Hangar 140 and set up the alternate airfield management operations section. If Hangar 140 cannot be used, the AMOPS vehicle will be used as the alternate facility. **NOTE: ALL INFORMATION IN THIS INSTRUCTION REGARDING KCOS IS PROVIDED FOR SITUATIONAL AWARENESS ONLY. IT IS SUBJECT TO CHANGE WITHOUT NOTICE AND BEYOND THE SCOPE/AUTHORITY OF THE 21 SW. PERSONNEL OPERATING ON OR NEAR KCOS WILL KNOW AND FOLLOW THE LATEST GUIDANCE PUBLISHED BY KCOS AND THE FAA IN FLIGHT INFORMATION PUBLICATIONS (FLIP).**

Chapter 6

PAFB RAMP AND KCOS AOA/CMA VEHICLE/PEDESTRIAN OPERATIONS

6.1. SEE 21SWI 13-213, Airfield Driving.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Tenant Flying Units: Between the hours of 0600L-2200L, tenant flying unit aircrews will file a flight plan with AMOPS.

7.1.1. Flight plans may be faxed to DSN 834-8160/Commercial (719) 556-8160 or emailed - 21OSS.OSA@us.af.mil. Aircrew will call AMOPS to verify the flight plan was received and is correct. All flight plans filed by email, fax or phone require the filing agency to retain the original signed copy IAW the Air Force Records Disposition Schedule. AMOPS will file IFR and VFR Flight plans with the FAA.

7.1.2. AMOPS can accept flight plan data needed to complete a canned or stereo flight plan for the 98 FTS and 302 AW.

7.1.2.1. Aircrews may call on a land line. When transient aircrews are conducting local flying operations with a local unit, they may file a canned or stereo flight plan that belongs to that agency with prior coordination through AMOPS.

7.1.3. In the event of an accident or incident involving an aircraft flying on a canned/stereo or faxed/emailed flight plan, AMOPS will call the applicable agencies wing operations center, or on-call representative to obtain any applicable additional information.

7.2. The 21 FSS/FSCA (Aero Club): Aero Club personnel will file flight plans with the FAA when flying cross-country to a civilian airport. When flying cross-country to a military installation, Aero Club personnel will file with AMOPS. Local area flights, as defined in the aero club Standard Operating Procedures Manual, will be filed with and flight followed by the Aero Club. Aero Club personnel will maintain a copy of all flight plans IAW the Air Force Records Disposition Schedule.

7.3. Transient Aircrews: Transient aircrews must file flight plans with AMOPS. If the flight plan was electronically filed, the aircrew will provide AMOPS with a copy of the form.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB) Membership: The AOB will convene semi-annually and is chaired by the 21 SW/CV (normally delegated to the 21 OG/CC). The organizations listed below are members of the Airfield Operations Board (AOB):

- 8.1.1. The 21 OG/CC.
- 8.1.2. The 21 MSG/CC.
- 8.1.3. The 21 OSS/CC.
- 8.1.4. The 21 OSS/OSA Flight Commander and staff.
- 8.1.5. The 21 OSS/OSW delegate(s).
- 8.1.6. The 21 CES delegate(s).
- 8.1.7. The 21 LRS delegate(s).
- 8.1.8. The 21 OSS/MA delegate(s).
- 8.1.9. CSRCP delegate(s).
- 8.1.10. The 21 COMM delegate(s).
- 8.1.11. The 21 SW/SEF delegate(s).
- 8.1.12. The 21 FSS/FSCA.
- 8.1.13. The 98 FTS delegate(s).
- 8.1.14. The 302 AW delegate(s).
- 8.1.15. The KCOS Operations delegate(s).
- 8.1.16. ATCT delegate(s).

8.2. NOTAM Procedures: The services required by AFI 11-208, Department of Defense Notice to Airmen System and this instruction will be provided by AMOPS. Timely coordination and dissemination of the most current and accurate information for the PAFB ramp and facilities are essential and critical for safe flight operations.

- 8.2.1. AMOPS will verify NOTAMs via the DoD NOTAM web site for the four letter identifier — KCOS. At the end of the duty day, electronically file NOTAMs with AF Form 3616.
- 8.2.2. AMOPS will log each Local NOTAM generated for the PAFB ramp on the NOTAM Log Tracker, and process within 15 minutes of receipt of any condition requiring a Local NOTAM. AMOPS will only process Local NOTAMS pertaining to the PAFB ramp.
- 8.2.3. AMOPS will ensure information is passed immediately to KCOS Operations when conditions on KCOS require a NOTAM (KCOS Operations is the responsible agency for KCOS NOTAMS).

8.2.4. AMOPS will only issue NOTAMs for the PAFB ramp after verifying with KCOS Operations that they have not already done so. Advise the Airfield Manager or designated representative when new NOTAMs are issued.

8.2.5. AMOPS will ensure the FAA Domestic/International NOTAM FLIP book is posted and current in the flight planning room.

8.2.6. KCOS Operations is responsible for documentation of the NOTAMs they generate.

8.3. Flight Information Publications (FLIP) Accounts, Procedures for Requesting Changes:

8.3.1. AMOPS will order FLIP products for all PAFB tenant flying units except the 302 AW. AMOPS will also order FLIP products for 21 OSS/OSW and the Aero Club.

8.3.1.1. AMOPS will document the account requirements for each agency they service and maintain the documentation in the AMOPS FLIP binder.

8.3.2. AMOPS will complete an annual FLIP survey for each unit they service and adjust the account as required. Units will coordinate through AMOPS if they desire to change their account prior to the yearly review.

8.3.3. Units will ensure at least a two weeks' notice is given to AMOPS if they require a special FLIP order (TDYs, contingencies, deployments, etc.).

8.4. Waivers to Airfield/Airspace Criteria: KCOS is responsible for all waivers regarding the runways, taxiways and airspace. AMOPS will identify areas of concern for PAFB ramp and coordinate airfield waivers through 21 CES, as necessary. The 21 CES will accomplish and staff waiver packages for the PAFB ramp through AFSPC/A3RA.

8.5. Prior Permission Required (PPR) Procedures: PPRs are designed to regulate the flow and volume of transient aircraft based on transient alert servicing and handling capabilities, fuel and parking space availability.

8.5.1. The AFM manages the PPR process. When PPRs for a given date have been cut off by the AFM, no further PPRs will be issued without explicit case-by-case approval.

8.5.2. PPRs will only be issued 14 days in advance, unless approved by the AFM. This is in place to ensure support of 21 SW, Fort Carson, and Air Force Academy contingencies.

8.5.3. PPRs will not be given for —Out and Back missions during the weekend (Friday through Sunday) without prior approval from a Transient Alert advisor.

8.5.4. AMOPS will document aircraft information in the 21 OSS/OSA PPR Request Log and the will be updated daily, as necessary.

8.5.4.1. All cancellations, changes (i.e., estimated time of arrival (ETA), estimated time of departure (ETD), fuel, etc.), and additions must be annotated. Any changes or PPR additions must be entered into the daily PPR Log and coordinated with the appropriate agencies.

8.5.4.2. The PPR Request Log is updated daily and uploaded to the 21 SW Airfield Operations SharePoint site NLT 1700L. Note: a hard copy document will be provided to Transient Alert.

8.5.4.3. In the event, the SharePoint site is unavailable due to system degradation the AMOPS will email a copy of the document to all agencies involved.

8.5.4.4. Parking locations on the PPR Log are for planning purposes. Unless otherwise advised, AMOPS may alter parking locations during their duty hours to enhance operations.

8.6. Arriving Air Evacuation Notification and Response Procedures: AMOPS will disseminate pertinent information about air evacuation flights to the Fire Department, 21 LRS/LGRT (Passenger Terminal), Transient Alert, 21 MDG Flight Medical and Fort Carson Evacuation (if applicable).

8.7. Unscheduled Aircraft Arrivals:

8.7.1. Military aircraft: Unscheduled arrivals will not be turned away unless space is not available on the PAFB ramp, but the pilot will be told that he/she is the last priority for servicing.

8.7.2. Civil Aircraft: The potential exists that civilian aircraft will taxi onto the PAFB ramp. Upon notification of an unauthorized entry onto the ramp, AMOPS will:

8.7.2.1. Notify Security Forces.

8.7.2.2. Notify the Chief Airfield Operations Flight and/or AFM.

8.7.2.3. Respond to the aircraft after Security Forces completes their actions, request the pilot in command sign a DD Form 2400, Civil Aircraft Certificate of Insurance, and DD Form 2402, Hold Harmless Agreement, and complete a report explaining the incident.

8.7.2.4. The AFM will advise the 21 SW/CC of possible actions to be taken and provide an information copy to AFSPC/A3RA.

8.8. DV Flight Following and Notification Procedures: PAFB has a very high volume of DV traffic that requires strong emphasis on flight-following and notification procedures. DV Code 6 and higher are provided special protocol privileges by 21 SW/CCP (Protocol). However, anyone listed on Protocol's daily DV schedule will be tracked as a DV. DVs are high visibility traffic and require the complete attention of the AMOPS specialist handling them. At PAFB, DV tracking ranks just below aircraft emergencies and/or accidents and airfield incidents when prioritizing duties. AMOPS will immediately record and pass all DV information received through various aviation channels to all appropriate agencies.

8.8.1. Problems supporting any DV flight (i.e., parking, notification breakdown, unknown, early or late arrivals) should be brought to the attention of the Chief Airfield Operations Flight, AFM, and DAFM immediately, day or night.

8.8.2. AMOPS will notify Protocol, CSRCP, and Transient Alert of all DV's actual time of arrival (ATA), actual time of departure (ATD), ETA and any changes.

8.8.2.1. AMOPS will immediately notify 21 SW/CCP (Protocol) or their on-call representative of any information on a DV arrival or departure that is not on the published DV schedule. Any DV cancellation, change or addition will also be immediately passed to Protocol and the name of the Protocol representative will be annotated on the DV schedule. AMOPS, working with Protocol and Transient Alert, will determine parking spots for the next day's DV schedule. Normally, DV aircraft departing or arriving within 30 minutes of each other will not be assigned the same parking spot.

8.8.3. DV transportation and baggage handling (including use of a conveyor belt) will normally be arranged by the protocol office responsible for the arriving/departing DVs (NORAD/NORTHCOM, AFSPC, USAFA, Fort Carson, etc.). If Protocol is not available, AMOPS will arrange DV transportation if necessary.

8.8.4. AMOPS will notify the US Customs office whenever a DV aircraft is arriving from a non-CONUS station.

8.8.5. AMOPS will contact the base of the departure/support airlift element to verify the status of the aircraft if a departure message has not been received by 15 minutes after the scheduled departure time, and the aircraft has not appeared in the FAA Web Situational Display (WSD).

8.9. Dangerous/Hazardous Cargo: AMOPS will notify KCOS Operations NLT 48 hours before a planned special handling operation or as soon as possible after notification of an unplanned operation if the Fort Carson IMOS must be used.

8.9.1. AMOPS will immediately notify the AFM or the on-call representative upon receiving notification of an aircraft requiring explosive cargo handling and advise them when the aircraft is 30 minutes from arrival. AMOPS will complete the appropriate QRC.

8.9.2. AMOPS will ensure KCOS Operations is notified once the aircraft has departed the IMOS.

8.10. Wear of Hats. Hats, other than hard hats for protection in a construction or repair area or watch caps fastened to the wearer's head during cold weather, are prohibited on the PAFB military ramp. **EXCEPTIONS: Medical requirements, or at the discretion of the ranking officer when greeting or sending off DVs.**

8.11. Local Aircraft Servicing Priorities and Limitations: The order of priority for providing servicing support to aircraft parked on PAFB's ramp is as follows:

8.11.1. Aircraft to receive priority refueling at all times:

8.11.1.1. Presidential, Vice Presidential, and Aero Medical aircraft.

8.11.1.2. National Airborne Operations Center (NOAC) aircraft.

8.11.1.3. Presidential Back-up Support and Senior Executive (SENEX) aircraft.

8.11.1.4. Real-world Contingency Support and Civil Reserve Air Fleet (CRAF) aircraft, i.e., war mobilization, homeland defense, and forest firefighting (associate unit or transient aircraft).

8.11.2. Through-flight support will be given priority over remaining overnight (RON) support to the following aircraft:

8.11.2.1. DV aircraft (associate unit or transient aircraft).

8.11.2.2. Associate unit aircraft assigned to PAFB.

8.11.2.3. Transient aircraft.

8.11.3. Defueling operations will be prioritized with refueling operations based on safety considerations and mission requirements.

8.11.4. Transient alert servicing may be ceased during severe weather conditions. Such conditions might include lightning reported within 5 NM of the ramp, wind chill factors at or below -25°F, or at any time the Quality Assurance Evaluator (QAE) or Transient Alert personnel deems conditions to be unsafe.

8.11.4.1. All aircraft will be safely secured prior to the departure of Transient Alert.

8.12. Lost Communications Instructions: Refer to FLIP for the most accurate information. After following the Flight Information Handbook (FIH) —Radio Out procedures, aircrews continue as follows:

8.12.1. Jet - enter initial at 1800' AGL, 8000' MSL rocking wings until pitchout.

8.12.2. Conventional - enter downwind at 7200' MSL.

8.12.3. Check the Colorado Springs Airport Tower for light signals on base leg, final approach, and after landing.

8.12.4. If unable to proceed VFR to landing, follow the IFR Supplement procedures.

8.13. Standard Climb-Out Instructions: The FAA is responsible for standard climb-out instructions. Aircrews will follow Clearance Delivery instructions.

8.14. Opposite Direction Take-Offs and Landings: The FAA is responsible for opposite direction take-offs and landings procedures. Aircrews will follow ATCT instructions.

8.15. Breakout/Go Around/Missed Approach: The FAA is responsible for breakout/go around/missed approach procedures. Aircrews will follow ATCT instructions.

8.16. Flight line Smoking Policy: Smoking is not allowed on the PAFB ramp. This includes smoking inside vehicles. All smoking is prohibited on PAFB, except in designated smoking areas.

8.17. Civilian Aircraft Operations: AMOPS will:

8.17.1. Process civil aircraft landing permits (see **AFI 10-1001**).

8.17.2. Maintain a file copy of the civil aircraft landing permit and supportive information IAW the Air Force Records Disposition Schedule, Table 10-9, Rule 1.00.

8.17.3. Coordinate with base agencies for the determination, assessment, collection and disposition of appropriate civil aircraft landing, parking and storage fees.

8.17.4. Ensure appropriate actions are accomplished in the event of an unauthorized civil aircraft landing.

8.18. Civilian Use of Military NAVAIDs: The FAA controls all NAVAIDs.

8.19. Aero Club Operations: See Paragraphs **1.9.8; 1.17.1; 1.17.4; 1.21.2; 2.2.4; 7.2; 8.1.12; 8.3.1.**

8.20. Weather Dissemination and Coordination Procedures: AMOPS will coordinate with 21 OSS/OSW and use all available communication methods, to include the SCN, to disseminate hazardous or severe weather information and notifications. All personnel on PAFB military ramp will immediately seek safety and appropriate shelter if the situation dictates.

8.20.1. Hazardous weather is defined as the following:

8.20.1.1. Lightning within 5 NM of PAFB.

- 8.20.1.2. Wind chill of -25°F or colder.
- 8.20.1.3. Tornados.
- 8.20.1.4. Hazardous effects from local thunderstorms.
- 8.20.1.5. Wind warnings.

8.21. Airfield Snow Removal Operations.

- 8.21.1. Normally, snow removal operations are accomplished when a sufficient level of measured snow has accumulated on the ramp and more is predicted. The AFM or on-call representative will decide when snow removal will commence.
- 8.21.2. Snow plow drivers and the snow supervisor will not start ramp plowing operations until briefed by AMOPS.
- 8.21.3. The fire lane in front of the Fire Station must be kept clear of snow buildups higher than 18 inches.
- 8.21.4. AMOPS will place cones in areas that do not require plowing (i.e., any non-stressed areas or areas under construction).
- 8.21.5. AMOPS will contact KCOS Operations before directing snow removal on Taxiway Bravo. KCOS Operations will contact ATCT for approval to open or close the taxiway.
 - 8.21.5.1. AMOPS will remain with the snow plows when operating on Taxiway Bravo.
- 8.21.6. The snow removal team will work around operational aircraft and clear a path whenever possible to support a mission.
- 8.21.7. AMOPS will coordinate with the Fuels Management Office for snow removal operations at the entrance and exit of the fuel yard.
- 8.21.8. Snow removal procedures outlined in this section are not all encompassing. For more detailed information, contact 21 CES or consult the 21 SW Snow and Ice Control Plan.

8.22. Bird/Wildlife Control and Bird Watch Conditions (BWC): AMOPS will include bird activity as part of their ramp inspections. When the bird activity on the airfield changes, AMOPS will establish current bird condition (based on direct observations or reports received from ATCT, Safety, aircrews, etc.) and contact all affected agencies. AMOPS is not authorized to make changes on BWC for KCOS. Any BWC established by AMOPS is for the PAFB ramp only.

- 8.22.1. AMOPS will coordinate with the contracted United States Department of Agriculture (USDA) Wildlife Biologist to respond to hazardous bird conditions and assist as necessary. AMOPS may act independently if the USDA Wildlife Biologist is not available.
- 8.22.2. Bird Watch Conditions are define as:
 - 8.22.2.1. **LOW:** normal bird activity on and above the airfield with a low probability of hazard.
 - 8.22.2.2. **MODERATE:** increased bird population in locations which represent increased potential for bird strikes, AMOPS will contact ATCT and Security Forces and the Golf Course Manager if pyrotechnics or propane cannons will be used for bird dispersal.

8.22.2.3. **SEVERE:** high population on, or immediately above the active runway or other specific locations that represents a high potential for bird strikes. AMOPS and/or the USDA Wildlife Biologist will respond to the area affected and use all means available to disperse the wildlife after coordination with KCOS Operations.

8.23. Supervisor of Flying (SOF) Operating from the Tower: ATCT is an FAA facility. There is not a military SOF operating from the Tower.

8.24. Airfield Photography:

8.24.1. Photography in Restricted Areas 2 and 4 requires approval, in writing, and a phone call to the Security Forces Operations Desk before allowing the individual(s) to proceed into the Restricted Area. AMOPS personnel are the approval authority for photography in Restricted Area 2 and the fighter portion of Restricted Area 4. The 302 AW is the approval authority for the C-130 parking area within Restricted Area 4 and the controlled area adjacent to their aircraft parking area. Personnel using photographic equipment in a Restricted Area must have a valid restricted area badge or be escorted by an individual with a valid restricted area badge.

8.24.2. Photography on the remaining areas of the ramp requires verbal approval from AMOPS and a phone call to the Security Forces Operations Desk before allowing the individual(s) to proceed onto the flight line.

8.24.3. Photography from the surrounding fence is authorized and no approval or phone calls are required. Security Forces personnel will challenge suspicious individuals in accordance with their security procedures.

8.24.4. Transient aircrew members with home station restricted area badges can provide escort into PAFB Restricted Areas. Aircraft commanders cannot authorize photographers to enter restricted areas or to photograph other aircraft in the restricted areas other than their own aircraft. Approval authority to enter a restricted area rests solely with AMOPS or 302 AW personnel.

8.24.5. Individuals will not be authorized anywhere on the flight line when aircraft movements in or out of the area present a safety hazard.

8.25. PAFB Ramp Opening/Closing Procedures : The PAFB ramp is open daily from 0600L – 2200L. AMOPS will initiate Opening/Closing Checklist for daily ramp activities and notify CSRCP when ramp is open or closed.

8.26. Daily Record of Events: AMOPS will keep a daily log of airfield activity on the AF Form 3616 IAW AFI 13-204V3.

8.27. Concurrent Refueling: Aircrews will coordinate with AMOPS before requesting concurrent refueling.

8.28. KCOS Officials Requiring Access to PAFB: KCOS officials requiring access to PAFB may be issued Controlled Access Cards. Coordination will be accomplished through the 21 OSS/CC.

8.29. Quiet Hours: The authority to establish quiet hours rests with the 21 SW/CC and is normally delegated to the AFM. The AFM will establish quiet hours when requested by appropriate authorities or for special DV aircraft. Quiet hours normally begin 15 minutes prior to the scheduled DV arrival or departure and extend until 15 minutes after the DV party has departed the ramp. Aircraft located on parking rows Oscar through Charlie will not be permitted to start engines or taxi during quiet hours. Other aircraft outside this area may start engines but will not taxi in front of AMOPS during quiet hours.

8.29.1. Quiet hours may also be established for special events and ceremonies on the flightline or in adjacent hangars. Arrangements and specific restrictions for these quiet hour periods will be coordinated with the Airfield Manager. AMOPS will complete notification to local and transient aircrews, and will request assistance from ATCT and KCOS Operations to restrict aircraft taxiing on Taxiway Bravo adjacent to the area affected by quiet hours.

8.30. After-hour Arrivals or Departures.

8.30.1. AMOPS will be open for all DV Code 6 and above arrivals or transient aircraft missions. Transient aircraft missions outside normal operating hours must be coordinated with the AFM.

8.30.2. The following procedures apply for flight following and safe operations of local aircraft during AMOPS' non-operational hours, 2200-0600 local, federal holidays, and other approved closures:

8.30.2.1. Local units affected by these procedures are: 98 FTS, 302 AW, Aero Club and Civil Air Patrol.

8.30.2.2. Each local flying unit will send daily/monthly flying schedules to AMOPS as soon as practical but no later than the day prior to scheduled flights. These schedules may be faxed to AMOPS at 556-8160 or emailed. Changes to a flying schedule will be sent/called into AMOPS as soon as known, but in no case after 2200L. **EXCEPTION: CAP and Aero Club do not have to comply with this policy.**

8.30.2.3. AMOPS will contact the CSRCP and notify them of closure and any inbound/outbound local aircraft. The CSRCP will pass this information to the BDOC, 556-4000, who will relay it to their ramp patrols **NOTE: Should the aircraft be overdue, the CSRCP will contact the AMOPS on-call representative for assistance.**

8.30.3. During AMOPS closure hours, local tenant units arriving to or departing from PAFB will adhere to the following flight planning procedures:

8.30.4. Aircrews departing PAFB will file flight plans with the FAA and fax (556-8160) a copy. The aircrew must maintain the original signed copy of the flight plan IAW the Air Force Record Disposition Schedule. Aircrews may also fax a copy of the Passenger manifest to AMOPS (if applicable) to fulfill **AFI 11-202V3** requirements of filing with a responsible agency during Passenger Terminal closure hours. Upon departure, pilots will notify Denver Flight Service Station (FSS) via frequency 122.25 of the actual departure time.

8.30.5. Aircrews returning on a VFR flight plan will add to the remarks section of their flight plan, in bold letters, —SEND DEPARTURE MSG TO DEN. The pilot will close the flight plan with Denver FSS via frequency 122.25 or phone, 1-800-843- 5619. Failure to do so within 30 minutes of ETA will result in Denver FSS initiating OVERDUE AIRCRAFT search and rescue procedures.

8.30.5.1. For IFR arrivals, the flight plan is closed automatically upon landing.

8.30.5.2. Units are encouraged to contact the Security Forces Operations Desk (556- 4000) prior to any personnel operating on the ramp in support of launch or recovery of an aircraft after-hours to prevent any communication errors or unnecessary delays.

8.30.5.3. Units will perform FOD/safety checks around the aircraft and from the ramp out to Taxiway Bravo. If sweeper support is needed, contact the 21 CES work order desk at 556-4030. **NOTE: This number is transferred to the Fire Department after normal duty hours. Final approval to safely operate an aircraft always rests with the aircraft commander.**

8.30.5.4. AMOPS will inspect all construction sites within an aircraft operational area for proper marking and lighting prior to closing ramp at night.

8.30.5.5. Local aircraft assigned to PAFB may perform DV operations during periods when AMOPS is closed with prior coordination. AMOPS will notify Protocol for all after-hours DV Code 4 and above arrivals and departures. However, if a DV code 6 or higher is involved, AMOPS will normally be open. **NOTE: Chief Airfield Operations Flight will determine on when AMOPS must be open for DV operations.**

8.31. Construction Procedures: All construction projects on PAFB, to include new or expansion of buildings, crane operations or digging permits, must be coordinated through the AFM.

8.32. Space-Available Passengers: AMOPS will inform the Passenger Terminal of any inbound space-available passengers.

8.33. Hydrazine Precautions, F-16 Aircraft: ATCT directs F-16 aircraft requiring hydrazine precautions to park in one of the areas designated for hot brakes.

8.34. Anti-Theft and Anti-Hijack Procedures: When notified that a possible unauthorized military aircraft movement, aircraft theft, or hijack is in progress, AMOPS will coordinate with all appropriate KCOS and PAFB authorities using the SCN and applicable QRC. AMOPS may be used as an on-scene command post or negotiation team center.

8.34.1. The senior Security Forces representative at the scene will establish a perimeter and function as On-Scene Commander until relieved by higher authority. If the aircraft is in the movement area (everywhere except the military ramp), Security Forces must be escorted by AMOPS or the Fire Department.

8.34.2. For additional information, refer to 21 SW Integrated Defense Plan 31-1.

8.35. Unmanned Aerial Systems (UAS) Operations: There are currently no UAS operations at KCOS or the PAFB ramp, however, the local policies as determined by the Colorado Springs Airport are as follows:

8.35.1. UAS Operations are not allowed within 5 miles of the Colorado Springs Airport Area of Operations.

8.35.2. Military/FAA Concerns:

8.35.2.1. FAA will not approve UAS operations for a hobby or commercial asset. Ordinance is in place specifying hobbyist cannot operate UAS within 5 NM of airport. Peterson AFB is a no-fly zone.

8.35.2.2. The 21SW/CV requests Public Affairs notified base housing occupants of the FAA ban on drone operations. POC: 21CES/CC.

8.35.2.3. City of Colorado Springs City Ordinance, Part 2, General Provisions, Section 14.1.212, Regulation of Model Aircraft and Rockets, prohibit, except as authorized and regulated by Federal law or FAA regulation, it is unlawful for any person to "fly or launch any model aircraft, model rocket, or similar device, powered by engine, rocket type motor or similar device within the restricted area." Colorado Springs defines the "restricted area" as that area located south of Constitution Avenue, west of the Jimmy Camp Creek creekbed, north of Fontaine Boulevard and east of Academy Boulevard.

8.36. Safeguarding Records: AMOPS will retain and safeguard all written and recorded records pertaining to alleged flying deviations, Hazardous Air Traffic Reports, aircraft mishaps or accidents IAW AFI 13-204V3 and the Air Force Records Disposition Schedule.

THOMAS G. FALZARANO, Colonel, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 13-2, Air Traffic Control, Airspace, Airfield, and Range Management, 3 January 2019

AFI 24-301, Vehicle Operations, 01 November 2018

AFI 10-1001, Civil Aircraft Landing Permits, 23 August 2018

AFI 10-1002, Joint Use Agreements For Military And Civilian Flying Facilities, 8 August 2018

AFI 11-202V3, General Flight Rules, 10 August 2016

AFI 11-209, Participation in Aerial Events, 22 May 2018

AFI 13-202, Overdue Aircraft, 11 March 2010

AFI 13-204V3, Airfield Operations Procedures and Programs, 1 September 2010

AFI 13-204 V1, Airfield Operations Career Field Development, 1 September 2010

AFI 13-207-O, Preventing and Resisting Aircraft Piracy (Hijacking), 5 February 2019

AFI 13-213, Airfield Driving, 01 June 2011

AFI 36-2651, Air Force Training Program Training Management, 3 January 2019

AFI 11-208_IP, Department Of Defense Notice To Airmen (NOTAM) System, 13 February 2018

AFJI 11-204, Operational Procedures For Aircraft Carrying Hazardous Materials, 11 Nov 1994

AFMAN 91-201, Explosive Safety Standards, 21 March 2017

DOD 60-55.6, Flight Information Publications (FLIP)

Federal Aviation Regulations (FAR); www.faa.gov/regulations_policies/faa_regulations

Federal Aviation Administration (FAA) documents;

www.faa.gov/regulations_policies/faa_regulations

City of Colorado Springs Airport Certification Manual; City of Colorado Springs Airport Operations; 770 Milton E. Proby PKWY, Ste 50, Colorado Springs CO, 80916

Prescribed Forms

There are no prescribed forms

Adopted Forms

AF Form 483, Certificate of Competency

AF IMT 847, Recommendation for Change of Publication

AF IMT 3616, Daily Record of Facility Operation

DD Form 175, Military Flight Plan

DD Form 2349, NOTAM Log

DD Form 2400, Civil Aircraft Certificate of Insurance

Prescribed Forms DD Form 2402, Hold Harmless Agreement

Abbreviations and Acronyms

AGL - Above Ground Level

ATA - Actual Time of Arrival

ATD - Actual Time of Departure

AOB - Airfield Operations Board

AOF - Airfield Operations Flight

AMOPS - Airfield Management Operations

AFM - Airfield Manager

AOB - Airfield Operations Board

ATCT - Air Traffic Control Tower

ATIS - Automatic Terminal Information Service

BASH - Bird/Wildlife Aircraft Strike Hazard

BWC - Bird/Wildlife Watch Condition

CAP - Civil Air Patrol

CRAF - Civil Reserve Air Fleet

CSRCP - Colorado Springs Regional Command Post

DOT - Department of Transportation

DV - Distinguished Visitor

ELT - Emergency Locator Transmitter

ETA - Estimated Time of Arrival

ETD - Estimated Time of Departure

FAA - Federal Aviation Administration

FBO - Fixed Base Operator

FIH - Flight Information Handbook

FLIP - Flight Information Publication

GP - General Planning

GPS - Global Positioning System

IMOS - Infield Military Operating Surface

ILS - Instrument Landing System

LOX - Liquid Oxygen
LATN - Low Altitude Tactical Navigation
MSL - Mean Sea Level
MOA - Military Operating Area
NAOC - National Airborne Operations Center
NM - Nautical Miles
NEW - Net Explosive Weight
NDB - Non Directional Beacon
NORDO - No Radio
NOTAM - Notice to Airmen
PAFB - Peterson AFB
PPR - Prior Permission Required
PCN - Primary Crash Net
QAE - Quality Assurance Evaluator
QRC - Quick Reaction Checklist
RSRS - Reduced Same Runway Separation
RCR - Runway Condition Reading
RSC - Runway Surface Condition
SCN - Secondary Crash Net
SIDA - Security Identification Display Area
USAFA - United States Air Force Academy
USDA - United States Department of Agriculture
UAS - Unmanned Aerial System
VFR - Visual Flight Rules
WSD - Web Situational Display

Terms

Airport Operating Area (AOA)—The AOA refers to all airport areas owned and operated by KCOS

Base Operations—The facility that contains Airfield Operations functional areas.

Concurrent Refueling—Simultaneously refueling the aircraft while other servicing is in progress on the aircraft. This time-saving operation carries additional risk due to external fuel transfer to a fully powered aircraft.

Controlled Area—Any area that limits access to qualified or approved personnel. The entire PAFB Ramp is a controlled area.

Controlled Movement Area (CMA)—Refers to any portion of the airfield where aircraft, vehicles or pedestrians are required to obtain specific air traffic control approval for access normally via two-way radio contact with the FAA ATCT. Runways and taxiways are considered to be —controlled movement areas|. The PAFB and ADAC/G military ramps are not —controlled movement areas| and ATCT clearance is not required for aircraft or vehicle movement.

Emergency Vehicles—Ambulance, fire vehicles, SF vehicles or other vehicles designated or authorized by the AOF/CC —First Responder|.

Foreign Object Damage/Debris (FOD)—Objects that may cause damage to an aircraft or vehicle.

Ground Emergency (Ground)—A condition exists prior to take-off or after landing which presents a danger to aircrew or aircraft.

In—Flight Emergency (Airborne)-A crash has occurred, has been reported, or an in-flight condition exists which makes further safe flight uncertain or presents a clear danger to aircrew or aircraft.

KCOS—City of Colorado Springs Airport. Also, The airfield designator for PAFB.

No Radio (NORDO)—Loss of the ability to communicate by radio.

Parking Ramp—Portion of the airfield marked for aircraft parking.

Runway Environment—Any portion of a runway and the area within 100 ft laterally and 1000 ft from each end of the runway used for aircraft and helicopter landings and departures.

Taxiways—Parts of the airfield marked and used specifically for taxiing and towing aircraft

Figure A2.2. ILS Critical Area Markings.



Figure A2.3. ILS Hold Position Sign for Critical Area.



Figure A2.4. ILS Holding Position Marking.



Attachment 4

KCOS AIRPORT OPERATING AREA (AOA)/CONTROLLED MOVEMENT AREA (CMA)

Figure A4.1. KCOS Airport Operating Area (AOA)/Controlled Movement Area (CMA).



Figure A4.2. Controlled Movement Area (Red Line).

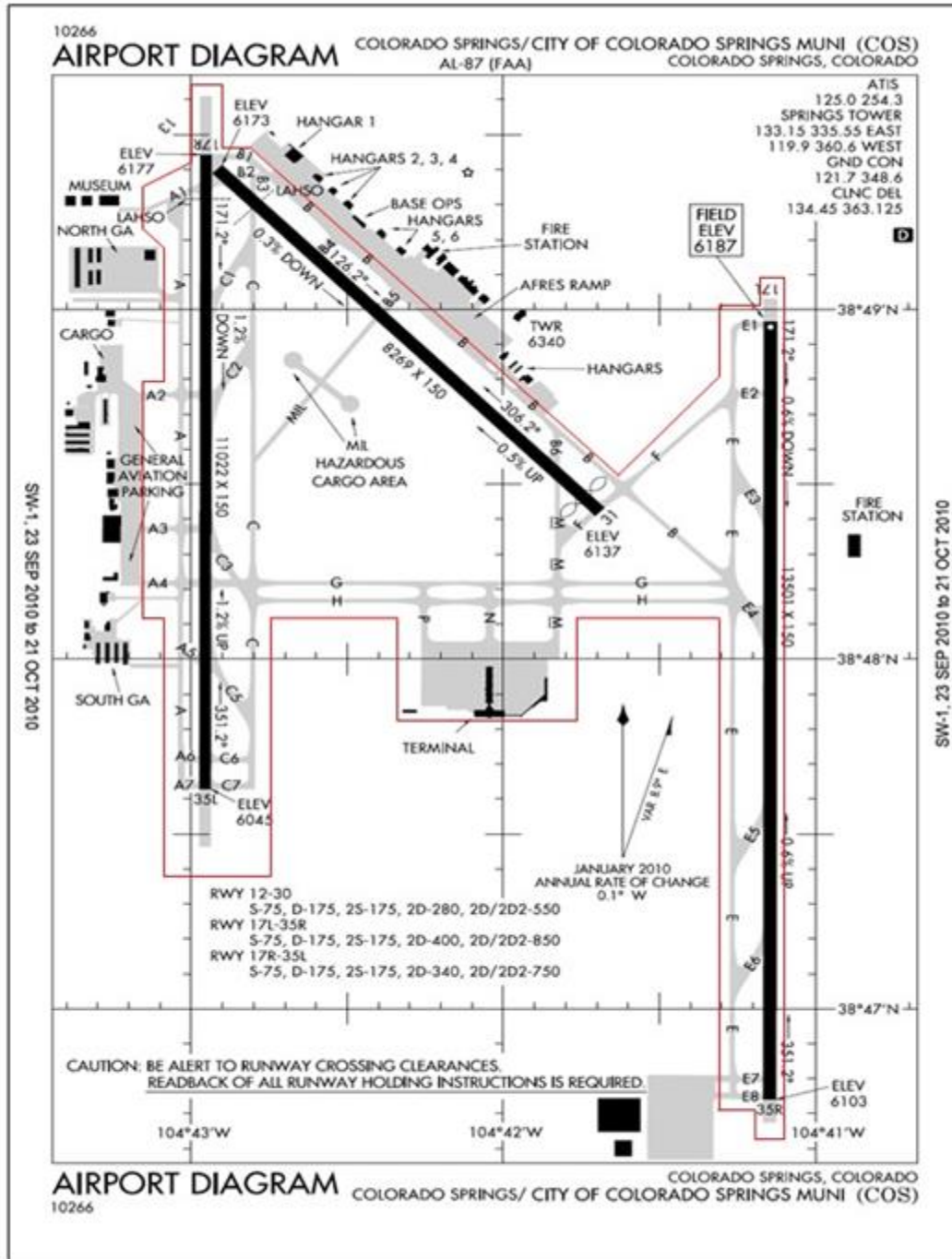
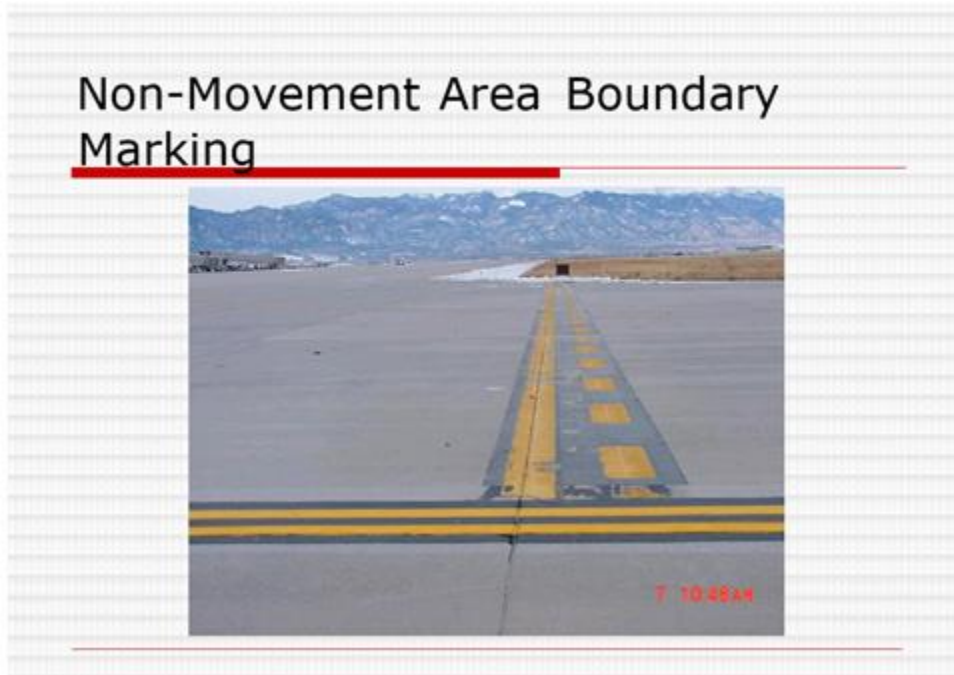


Figure A4.3. Controlled Movement Area Marking.



Attachment 5

KCOS RUNWAY AND TAXIWAY LIGHTING

Figure A5.1. Runway Lights.



Figure A5.2. Taxiway Lights.



Attachment 6

CUSTODIAL AND MAINTENANCE RESPONSIBILITIES FOR FACILITIES

Figure A6.1. Custodial and Maintenance Responsibilities Table.

Facility	Responsible Agency	Telephone
Runways (mx/snow removal)	City Aviation Division	550-1936/19/81
Runway/Taxiway Lighting	City Aviation Division	550-1936/19/81
*Taxiways (mx/snow removal)	City Aviation Division	550-1936/19/81
Grass Mowing/infield mx	City Aviation Division	550-1936/19/81
Radar	FAA ATCT	HL/6-9105/6
ILS	FAA ATCT	HL/6-9105/6
Strobe lights	FAA ATCT	HL/6-9105/6
VORTAC (COS)	FAA ATCT	HL/6-9105/6
AMIS	Weather Flight	556-4337
AIS/R	KXABYFYA	(DSN) 994-4205
FAA Phone (Black)	Denver FSS	HL/1-800-843-5619
PTD Radio	21 CSS	6-4145, select option 3
Centracom Console	21 CSS/Motorola	556-4250
Taxi 1 Radios	21 CSS	6-4145, select option 3
Base Ops Telephone/PA	21 CSS	6-4145, select option 3
Ops Vehicle Radios	21 CSS	6-4145, select option 3
AF Ramp Pavement/IMOS	21 CES	556-4030
PAPI Lights (RWY 35L/31)	City Aviation Division	556-4030
PAPI Lights (RWY 17R/13)	City Aviation Division	556-4030
Runway Distance Remaining Markers (DRMs) (RWY 17R/35L)	City Aviation Division	556-4030
Hangar Flood Lights	21 CES	556-4030
Facility Obstruction Lights (Mil Ramp)	21 CES	556-4030