BY ORDER OF THE COMMANDER
36TH WING

36TH WING INSTRUCTION 13-204

13 JULY 2023

Space, Missile, Command, and Control

AIRFIELD OPERATIONS INSTRUCTION

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This instruction implements Air Force Policy Directive 13-2, *Air Traffic Control, Airfield, Airspace, and Range Management*. It implements local Andersen AFB (AAFB) policy directives and procedures to be used in Air Traffic Control (ATC), Radar Airfield and Weather Systems (RAWS), Airspace, Emergency and Airfield Management (AM). This instruction applies to all personnel and agencies involved in flying or airfield operations at AAFB. TDY aircraft operating from AAFB are considered "base assigned" and subject to the provisions of this instruction. This publication supplements Federal Aviation Administration Order Job Order (FAAO JO) 7110.65, *Air Traffic Control*, AFI 11-418, *Operations Supervision*, AFMAN 11-502, *Small Unmanned Aircraft Systems*, AFMAN 13-204V1, *Management of Airfield Operations*, AFMAN 13-204V2, *Airfield Management*, AFMAN 13-204V3, *Air Traffic Control*, AFMAN 13-204V4, *Radar, Airfield, and Weather Systems*, DAFI 13-213, *Airfield Driving*, and rescinds all previous versions of 36 WGI 13-204, *Andersen AFB Airfield Operations*. Deviations are authorized in the interest of safety or in an emergency; however, full details and justification concerning deviations from these procedures will be briefed to the squadron commander/operations officer who will, in turn, brief the 36 OG/CC. Waiver authority for this instruction is 36 OG/CC. The use of a name of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force. Ensure all records created as a result of processes prescribed in this publication are maintained according to AFMAN 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Air Force Records Disposition Schedule (RDS). 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 847 from the field through the

appropriate functional chain of command. This publication may be supplemented at any level, but all direct supplements must be routed to the OPR of this publication for coordination prior to certification and approval.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed.

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Airfield Operations Facilities Operating Hours. Andersen Air Traffic Control Tower (ATCT) and Airfield Management Operations (AMOPS) are open 24 hours a day, 7 days a week.

1.1.1. Airfield Operations Facility closures will be IAW AFMAN 13-204V1 and distributed via PGUA Notice to Air Missions (NOTAM).

1.1.2. Runway 06L/24R closed 0600-0900L/2000-2300Z the second Thursday of each month, Runway 06R/24L closed 0600-0900L/2000-2300Z the fourth Thursday of each month for maintenance.

1.2. Runway Description. AAFB (ICAO Code: PGUA) has two parallel runways (Attachment 2). Both Runways 06R/24L and 06L/24R are constructed of grooved-concrete and support Category I instrument operations. Current weight bearing capacity can be found in the PACAF Instrument Flight Rules (IFR) supplement or from AMOPS.

1.2.1. Runway and overrun lengths are as follows:

Table 1.1. Runway, Displaced Thresholds, and Overrun Lengths and Widths.

RWY	OVERRUN	DISPLACED THRESHOLD	RUNWAY LENGTH	MAX TO RUN AVAILABLE
06R	1,018’	983’	11,200’	12,147’
24L	1,034’	0’	11,200’	11,118’
06L	1,034’	1,029’	10,527’	11,534’
24R	1,069’	660’	10,527’	11,072’

1.2.2. Displaced thresholds are not authorized for takeoff (taxi only) without 36 OG/CC, or designated representative, approval to prevent damage to the ILS localizer antennas. **Note**: exceptions will only be considered when aircraft mission requirements dictate an operational need for additional takeoff distance.

1.2.3. All runways have a down slope that changes to an upslope. Runway gradients are as follows:

Table 1.2. Runway Gradients.

RUNWAY	GRADIENT	RUNWAY	GRADIENT
06R (normal entry)	0.51% Up	06L (normal entry)	0.77% Up
06R (overrun entry)	0.36% Up	06L (overrun entry)	0.71% Up
24L (normal entry)	0.43% Down	24R (normal entry)	0.77% Down

1.2.4. The distance between runway centerlines is 1,800 feet.

1.3. Taxiway Description. Taxiways are identified by the letters A through K (**Attachment 2**). All taxiways are a minimum of 75 feet wide, with the following exceptions: Taxiway F south of Runway 06R has a 200-foot warm-up pad on the east side, adjacent to the runway.

1.4. Airfield Elevation. The Airfield Elevation is 618’ Mean Sea Level (MSL). The runway threshold elevations are as follows:

1.4.1. Runway 06L: 539’ MSL

1.4.2. Runway 06R: 557’ MSL

1.4.3. Runway 24R: 618’ MSL (Field Elevation)

1.4.4. Runway 24L: 607’ MSL

1.5. Supervisor of Flying (SOF) Air Traffic Control Tower (ATCT) Procedures.

1.5.1. The SOF is a qualified aircrew member certified by the 36 OG/CC. The ATCT Watch Supervisor (WS) serves as the expert for ATC related issues. Together, they will jointly assure a safe and efficient flow of air traffic. The SOF has been delegated frequency 377.8 to communicate with the flying squadrons regarding airfield status, emergencies, WX, alternates, etc.

1.5.2. SOF Responsibilities.

1.5.2.1. The SOF in the AAFB ATCT is responsible for supervising flight operations at both PGUA and NWF. NWF should have an Instructor Pilot to coordinate with the SOF in the AAFB ATCT.

1.5.2.2. Receive an orientation of the ATCT prior to performing SOF duties. It is desired the SOF receive an orientation of both Andersen ATCT and AMOPS prior to performing SOF duties.

1.5.2.3. All coordination will be routed through the WS.

1.5.2.4. Shall not perform ATC functions or transmit ATC instructions or clearances to any aircraft. The SOF shall coordinate with the ATCT WS whenever the need arises to relay non-ATC related transmissions on an ATC frequency.

1.5.2.4.1. Occasionally, it is necessary for non-ATC individuals to transmit on ATC frequencies. This will only be permitted as a last resort and shall be coordinated with the WS prior to broadcast. No ATC instructions are permitted to be broadcast by the SOF and controllers will interrupt to provide ATC services if necessary.

1.5.2.5. Alert the WS of any potential or actual emergencies or any abnormalities as soon as possible.

1.5.2.6. To avoid distracting controllers, the SOF shall route all coordination through the WS.

1.5.2.7. Advise the WS of any equipment malfunctions or requests for additional resources.

1.5.2.8. The SOF’s callsign is “Foxtrot”.

1.5.3. ATC Responsibilities.

1.5.3.1. Provide the oncoming SOF with an airfield status briefing to include runway, barriers, NAVAIDS, air traffic and any other situations that may affect flying operations. Update the SOF on any changes that occur during their shift.

1.5.3.2. Provide the SOF with timely updates on all in-flight emergencies (IFE) and ground emergencies (GE).

1.5.3.3. When requested by the SOF, include any mission essential messages in the ATIS broadcast, if not prohibited by FAAO JO 7110.65.

1.5.3.4. Will advise the SOF of Pilot Reported (PIREP) information received from aircrews

1.5.3.5. Provide SOFs with equipment familiarization training, as required, to include use of radio, telephone, and WX receiving equipment.

1.5.4. Assigned unit Stan/Eval Responsibilities.

1.5.4.1. Provide operational training for all SOF-qualified wing personnel.

1.5.4.2. Ensure all publications are current.

1.5.4.3. Maintain all equipment specifically for SOF use.

1.5.5. SOF Position Equipment.

1.5.5.1. The ATCT will maintain and provide at a minimum, one UHF and one VHF multi-channel radio. ATC may require use of the SOF multi-channel radio during equipment outages. Every attempt will be made to prioritize this radio for SOF use. The SOF may request additional radios or a Land Mobile Radio (LMR) from the WS when necessary. The WS will provide as much material support as possible if ATC services are not disrupted.

1.5.6. SOF Access to ATCT.

1.5.6.1. The 36 OG/OGV SOF Program Lead will provide the ATCT a validated EAL for SOF personnel. Only personnel listed on the EAL will be permitted unescorted access to the ATCT.

1.5.7. Use of Headsets.

1.5.7.1. To reduce unnecessary noise levels that can lead to a possible hazardous situation, the SOF will use the ATC provided headset to the maximum extent possible. The SOF may monitor control positions for traffic information, arrival/departure times, etc.

1.6. Selection of Primary Runway.

1.6.1. The ATCT WS will determine the runway in use based on current and forecasted winds. The Supervisor of Flying (SOF) will coordinate with the ATCT WS for opposite direction operations or runway change based on mission requirements. As appropriate, ATCT will notify FAA Guam Center Radar Approach Control (CERAP), AMOPS, Agana ATCT, and the Weather Flight of all runway changes.

1.6.1.1. In the event conflicting wind information is obtained, the ATCT WS will consult with the Weather Flight before determining the runway in use.

1.6.1.2. Runway 06R is designated as the primary instrument runway.

1.6.1.3. Runways 06R and 06L are designated as the calm wind runways.

1.7. Controlled Movement Area (CMA). See **Attachment 3**. Operations in the controlled movement area requires two-way radio contact with and approval from Andersen ATCT prior to entering. The CMA includes runways (06L/24R and 06R/24L), overruns, all service roads to NAVAIDs within the Clear Zone Graded Area (i.e. localizer antennas), and the area around the

runway/overruns as defined by the runway hold lines. This includes a 100-foot perimeter of the runway. CMA portions of taxiways are defined by the VFR hold short lines and grassy areas which are not marked. The CMA also applies to the precision approach critical areas as required by weather conditions. Andersen ATCT will not approve "convenience crossings" of the active runways. Units will utilize perimeter roads to the maximum extent possible when operating in and around the CMA.

1.7.1. Procedures for vehicle and/or pedestrian operations on the airfield, to include procedures for operating in the CMA, the precision approach critical areas, and radio failure, are contained in 36 WGI 13-213, *Airfield Driving*. In the event Ground Control loses radio contact with vehicles operating in the CMA, the runway lights will be flashed on and off at the highest setting and/or the ATCT light gun signals will be used.

1.7.2. Protection of the Precision Approach Critical Areas.

1.7.2.1. Precision Approach Critical Areas include the Glideslope Critical Areas, the Localizer Critical Areas, and the Precision Obstacle Free Zone (POFZ) (Attachment 4). Consult UFC 3-260-01, *Airfield and Heliport Planning and Design*, for Instrument Critical Areas and FAA AC 150/5300-13, *Airport Design*, for POFZ dimensions.

1.7.2.2. Whenever an aircraft executing an Instrument Landing System (ILS) approach is inside the Final Approach Fix (FAF), with a reported ceiling less than 800 feet and/or visibility less than 2 miles, the ATCT will restrict all taxiing aircraft from proceeding beyond the instrument hold lines using the following phraseology: "HOLD SHORT OF RUNWAY 06/24 L/R ILS CRITICAL AREA." The ATCT will turn the vehicle traffic light to red to stop traffic as soon as the aircraft reaches 15 mile final, but not later than 10 mile final.

1.7.2.2.1. In the event that a vehicle stop light is inoperative, ATCT will notify AMOPS. AMOPS will follow the procedures outlined in 36 WGI 13-213.

1.8. Airfield Lighting Systems.

1.8.1. All runways have High Intensity Runway Light (HIRL) and Precision Approach Path Indicators (PAPI) installed. Approach light configurations are as follows:

1.8.1.1. Runway 06R: Approach Lighting System with Sequenced Flashing Lights (ALSF)-1 standard with the following exception: one sequence flasher at the 1,000-foot roll bar has been removed (roll bar on paved taxiway shoulder).

1.8.1.2. Runway 06L: Short Approach Lighting System (SALS).

1.8.1.3. Runway 24L: Modified SALS system, shortened to 1,300 feet due to terrain (outer two barrettes omitted).

1.8.1.4. Runway 24R: ALSF-1.

1.8.2. No-Light Minima. Changes to Approach Lighting System will be published by NOTAM by AMOPS. Refer to current DoD FLIP for Pacific, Australia, and Antarctica, Volume 1 for effects on minima.

Table 1.3. Runway Lighting.

RWY	LIGHTING TYPE

06R	HIRL, PAPI, ALSF-1
06L	HIRL, PAPI, SALS
24R	HIRL, PAPI, ALSF-1
24L	HIRL, PAPI, SALS

1.9. Permanently Closed/Unusable Portions of the Airfield. Refer to current DoD FLIP.

1.10. Arresting Systems. All runways are equipped with a Barrier Arresting Kit (BAK)-12. BAK-12 locations and reference numbers are as follows and are depicted in **Attachment 2**.

Table 1.4. BAK-12 Locations from Thresholds.

BARRIER # - RUNWAY	DISTANCE
#1 - 06R	1,610’
#2 - 24L	1,794’
#3 - 06L	1,565’
#4 - 24R	1,790’

1.10.1. Standard BAK-12 Configuration. The approach and departure end cables will be raised on Runway 06L/24R and the 06R/24L will be lowered.

1.10.1.1. If fighter aircraft are training or operating (not transient) at AAFB, the Runway 06R departure end cable will be configured in the raised position. **Note**: During single runway operations, the standard BAK-12 configuration will be departure end cable raised.

1.10.1.2. The RQ-4/MQ-4C cannot taxi, depart, or land over BAK-12 arresting gear. 4th RS or VUP-19 will call AMOPS 2 hours prior to an RQ-4/MQ-4C departure or arrival to confirm the runway’s arresting systems are deconfigured.

1.10.2. AMOPS, with concurrence of the ATCT WS, is responsible for directing changes in configuration of the BAK-12 arresting system and will ensure that the cables are set for operational requirements.

1.10.3. AMOPS will notify Barrier Maintenance when an arresting system reconfiguration change is required. Barrier Maintenance is responsible for advising AMOPS and the ATCT of any change in barrier status. The terms “operational”/“not operational,” and whether the cable is “raised”/“lowered”/“laid to the side” will be used when reporting status.

1.10.4. Post Barrier Engagement Procedures. To ensure rapid reopening of the runway after an arresting system engagement, follow these procedures:

1.10.4.1. To preclude damage to personnel and equipment, all aircrew actions (up to the point of being cleared to taxi) will be as directed by the ground Incident Commander (IC) via hand signals as shown in AFMAN 11-218, *Aircraft Operation and Movement on the Ground*, or via UHF radio.

1.10.4.2. If a cable disengagement cannot be accomplished or the aircraft is unable to taxi clear of the runway safely, the aircraft will be shut down when directed by the OSC and be removed from the cable by tow procedures. “Sling-Shot” procedures are not authorized.

1.10.4.3. If feasible, aircrew will stay in the cockpit during the towing operation to operate the brakes for expeditious runway reopening.

1.10.4.4. The pilot will provide estimated aircraft gross weight and speed at time of cable engagement to the SOF or the Fire Department (36th Civil Engineering Squadron/CEF; Fire Chief at AAFB) prior to leaving the scene.

1.10.4.5. AMOPS will conduct a runway check and report the status prior to resuming normal operations.

1.11. Parking Plan/Restrictions. The Airfield Manager (AFM) will re-designate parking spots when contingency or real-world priorities require the use of assigned parking spots. See **Table 1.5** for designated parking locations.

Table 1.5. Parking Locations/Restrictions.

PARKING LOCATION	DESIGNATION	NOTES/RESTRICTIONS
SR3	DV Primary Visitor Parking	Wingspan 130’ or less
SR6/7	734th Air Mobility Squadron	
NR1/H1 thru H10	Helicopter Sea Combat Squadron 25	
C29 thru C58	Expeditionary Bomb Squadron	
C16 thru C28	Expeditionary Air Refueling Squadron	S4 thru S18 with Airfield Manager approval
NR3	USMC Marine Aircraft Group	
Bldg. 19028 Lot & Airfield	Aerospace Ground Equipment	
S52, S54, S56	RQ-4 4th RS	
S76	MQ-4 VUP-19	
SR1 Sunshades	Fighter Aircraft	Maximum 45’ wingspan
N13	H-60 Compass Calibration Pad	
S45 & S79	UAS Engine Run Spots	S45 Primary. S79 Alternate (requires 734 AMS approval)

1.12. Local Frequencies/Channelization. Local frequencies and channelization are outlined in **Table 1.6**.

1.12.1. All aircraft under the operational control of the 36th Wing should use standardized UHF preset channels as defined in **Table 1.6** and depicted in the 36th Wing In-Flight Guide (IFG).

1.12.2. UHF equipped aircraft will use UHF frequencies to the maximum extent possible.

Table 1.6. Local Frequencies/Channelization.

AGENCY	VHF	UHF	CHANNEL	OTHER
ATIS	118.175	254.325	1	
Clearance Delivery	126.725	256.7	2	
Ground	121.7	275.8	3	
Tower	126.2	233.7	4	
Guam CERAP (Primary)	118.7	279.5	5	
Guam CERAP (Alternate)	119.8	269.0	6	
Guam App/Dep	120.5	239.3	7	
Supervisor of Flying (SOF)		377.8	8	

Pilot-To-Dispatch	139.3	372.2	9	
Emergency		363.325	10	
NWF	139.25	238.3		
36 WG CP (Primary)		311.0		
36 WG CP (Alternate)		321.0		
AMC CP	128.0	349.4		
PMSV METRO		346.6		
Andersen TACAN (UAM)				CH 54
Nimitz VORTAC (UNZ)				CH 105
Bomber Ops		252.1		
Tanker Ops		375.725		
Fighter Ops		379.4		
W-11 Common		355.2		
W-12/W-517 Common		364.2		
W-13/FDM Primary Common		309.2		
W-13/FDM Secondary Common		238.825		
Agana International Tower	118.1	340.2		
Agana International Ground	121.9			
Agana International ATIS	119.0			

1.13. Radar, Airfield, and Weather Systems (RAWS). AAFB is equipped with an ILS and Tactical Air Navigation (TACAN) instrument flight procedures to all four runways. RAWS operations will be accomplished IAW the RAWS Operations Letter.

1.13.1. There are five ground TACAN checkpoints on the airfield. See **Attachment 5** for locations.

1.13.2. RAWS Preventative Maintenance Inspections (PMIs)/unscheduled maintenance require OG/CC approval and are scheduled on an as needed basis and coordinated with PRMC, AMOPS, ATC, and AOF/CC to initiate NOTAM action as required.

1.13.3. All PMIs will be scheduled and completed based on priority/mission requirements. RAWS will notify AMOPS and ATC prior to removing and after returning equipment to operation.

1.13.4. Auxiliary Power Procedures. The commercial power grid is the primary power source for all RAWS systems. All systems are supported with an automatic start and transfer generator capability.

1.13.4.1. Should RAWS facilities power sources fail to respond during a power outage, Base Civil Engineering will respond and restore power IAW 36th Communication Squadron (CS) Network OPLAN.

1.14. Transient Alert (TA) Services. AAFB TA operates continuously 24 hours a day. See DoD FLIP (Enroute) Supplement Pacific, Australasia, and Antarctica for TA services available to support transient aircraft.

1.15. Automatic Terminal Information Service (ATIS). The ATIS will be operated IAW FAAO JO 7110.65 and AFMAN 13-204V3. All pilots shall attempt to receive ATIS information before initial contact with ATC.

1.16. Aircraft Special Operations Areas/Ramps.

1.16.1. Primary Arm/De-Arm Areas. The primary arm/de-arm areas are located on Taxiway F, south of Runway 06R and on South Ramp 7 (**Attachment 2**). The only area with painted lines designating aircraft orientation and spacing is Taxiway F. Aircrew/marshallers are responsible for ensuring wingtip clearance at all times, especially if multiple airframe types are using arming areas, or painted taxi/aircraft orientation lines are not being used.

1.16.1.1. Taxiway F Arm/De-arm. Six available arming slots are painted on Taxiway F. The painted lines on Taxiway F provide adequate wingtip clearance for aircraft with wingspans of 46’ or less.

1.16.1.1.1. Aircraft will fill arm/de-arm slots in sequence starting with the first available spot furthest from the runway, oriented toward the overrun (Heading 300°). Aircraft waiting to be armed will not block Taxiway B. Prior to the mission, Mission Commanders will coordinate with AMOPS for overflow parking on South Ramp 7 if required.

1.16.1.1.2. Aircraft will exit arming via a right turn to the runway and exit de-arming via a left turn to Taxiway B.

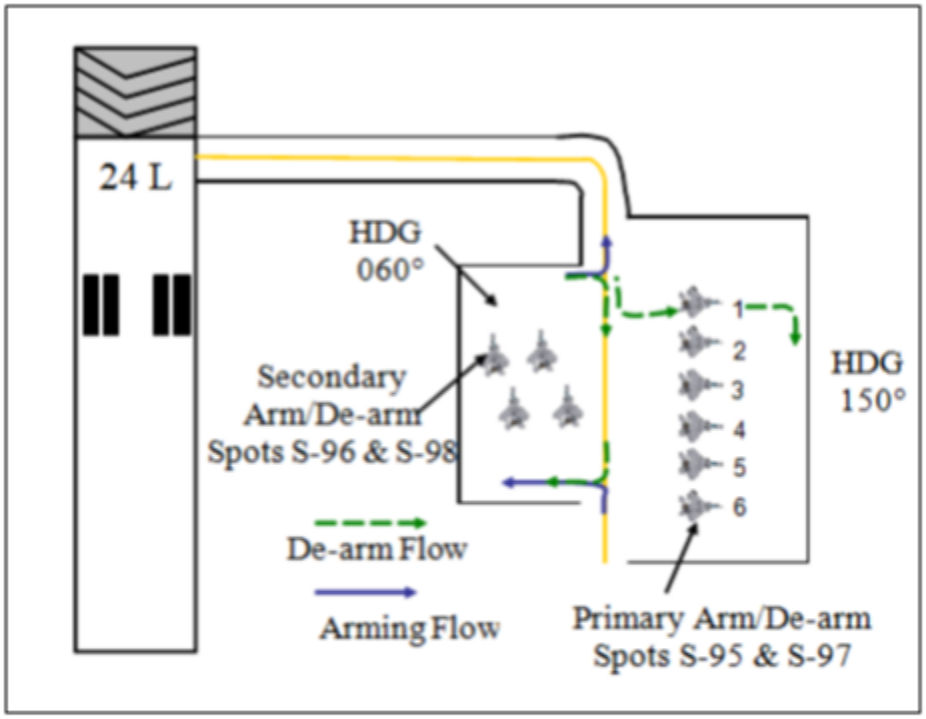
1.16.1.2. South Ramp 7 Arm/De-arm. Spots S95 and S97 are the primary arm/de-arm locations, and spots S96 and S98 are the secondary locations (**Figure 1.1**.).

1.16.1.2.1. This arm/de-arm area may not be available if transient aircraft are required to utilize the area for parking. Contact AMOPS for approval prior to use.

1.16.1.2.2. Aircraft will fill the primary South Ramp 7 arm/de-arm location in sequence, starting with the first available furthest to the northeast (S97). Aircraft will orient perpendicular to the runway, pointing away from the runway environment (Heading 150°) and exit via a right turn.

1.16.1.2.3. Aircraft will fill the secondary South Ramp 7 arm/de-arm location in slots stacked 2 + 2 in an offset container. Aircraft will orient parallel to the runway (Heading 060°).

Figure 1.1. South Ramp 7 Arming and De-Arming Locations.



Notes:
1. Taxi lines are not painted. Crews must ensure wingtip clearance is maintained.
2. Do not taxi in front of aircraft carrying live forward firing ordnance when pins are being removed or installed.
3. If using the second arm/de-arm pad and loaded with forward firing ordnance, the second element will wait for the lead element to taxi clear then taxi forward prior to arming/de-arming.

1.16.2. Alternate End of Runway (EOR) locations for exercises and unusual events. These are located on Taxiway F and Taxiway K at the Taxiway C intersection. Aircraft will be positioned to present the minimum hazard to personnel and resources in the event of a mishap. During FFO EOR operations, aircraft utilizing Taxiway F will face 300 degree heading. Aircraft utilizing Taxiway K will face 060 degree heading.

1.16.3. Drag Chute Jettison Area. Taxiways F and K are designated as drag chute jettison areas. If another area must be used, the aircrew will inform the ATCT of that location. While turning off the runway, pilots will use sufficient power to prevent the chutes from contacting the runway or taxiway lights. Aircraft will not drop chutes on the active runway except for an emergency or when the winds exceed 15 knots. Pilots shall immediately notify the ATCT after jettisoning a chute on or near the runway. The ATCT will suspend operations to the affected runway and notify AMOPS who will verify drag chute recovery and that the runway is free of debris prior to resuming runway operations.

1.16.3.1. 36th Expeditionary Aircraft Maintenance Squadron (EAMXS) or TA are responsible for notifying the ATCT after drag chute retrieval.

1.16.3.2. When an aircraft notifies the ATCT that a drag chute will be employed upon landing and no chute is observed on landing roll, the ATCT controllers shall transmit "(CALL SIGN) APPEARS NO CHUTE" on the Tower or emergency frequency.

1.16.4. Hot Pit Refueling Areas. Hot pit refueling operations are permitted on the parking areas listed below in **Table 1.7** and as depicted in **Attachment 6**.

Table 1.7. Authorized Hot Pit Refueling Locations.

RAMPS	PARKING SPOTS
North	North Ramp 1: H1 through H10, N3 through N6 North Ramp 2: Spots N8 through N24 North Ramp 3: NR3A through NR3E
Center	C12, 16, 20, 54, 55, 58, 62, 64, 66
South	South Ramp 2: 4, 6, 8, 10, 12, 14, 18, 20, 22 South Ramp 1: 35, 37, 39, 41, 43, 45 South Ramp 5: 64, 66, 68 South Ramp 6: S79, 81, 85, 87, 89
Northwest Field ACE Pad	Entire Pad
Note: Approved Hot Pit locations are dependent on the type of aircraft. Reference "Andersen AFB Hot Pit Site Certification" Memorandum" available from AMOPS.	

1.16.4.1. A standby crash truck is required for all hot refueling operations since areas do not contain installed fire suppression systems. Units should coordinate coverage with the Fire Department no later than one week prior and notify the Fire Department 30 minutes prior to performing hot pit refueling operations.

1.16.5. Open Fuel Cell Maintenance. The primary parking spots for open fuel cell maintenance are C4, C40 and C55. AMOPS must be notified prior to conducting open fuel cell maintenance at these locations and notified once again upon completion. AMOPS will issue a NOTAM restricting aircraft movement in front of fuel cell maintenance operations.

1.16.5.1. Additional locations require AMOPS, 36th Wing Safety (WG/SE), Civil Engineering Squadron (CES) Environmental, Fire Department, and Bioenvironmental Engineering approval.

1.16.6. Heavy Jacking. Hangars 1-8 and parking spots S6, S12, S20, S41, S43, S83, S89, and S95 are approved for heavy aircraft jacking.

1.17. Engine Test/Run-Up and Towing Procedures.

1.17.1. Aircraft engine runs and towing operations must first be coordinated through AMOPS via the "Ramp Net" or telephone. AMOPS in-turn notifies the ATCT of all planned engine runs and towing operations. In order to expedite the tow of emergency aircraft from the runway or taxiway after landing, prior coordination with AMOPS is not required.

1.17.1.1. Aircraft repositioning on NR3, to include the hangars, are exempt from contacting ATC for movement. All other requirements of **paragraph 1.17** apply.

1.17.1.2. If ATCT controllers observe any engine run or aircraft tow that has not been coordinated, they must first call AMOPS to determine if the operation was coordinated. If the operation has not been coordinated, the ATCT must activate the primary crash alarm system or notify agencies via landline to initiate a 36th Security Forces Squadron (SFS) response.

1.17.2. Ground personnel will contact the ATCT to request approval for initiation of all aircraft engine runs and/or towing operations via the "Airfield Net" or ground control UHF/VHF frequencies.

1.17.3. During engine runs and towing operations, maintenance personnel will remain in contact with the ATCT by monitoring the "Airfield Net" or frequencies 121.7/275.8.

1.17.4. Towing operations to include the use of wing walkers, marshallers, and aircraft lights will be conducted IAW AFMAN 11-218. Wing walkers will be used for aircraft tows not conducted along taxiway centerlines.

1.17.5. Engine Run Operating Areas.

1.17.5.1. Maintenance engine runs, up to 80% power can be conducted on all airfield parking spots except for heavy aircraft. Heavy aircraft are limited to idle/reverse idle engine runs unless specified in the **Table 1.8** below.

Table 1.8. Full Power Engine Run Locations.

AIRCRAFT	PARKING SPOTS
B-52, B-1, B-2	With AMOPS approval, Center Ramp hardstands and hardstands on the south side of Taxiway Delta may be used.
C-5/C-17/KC-10	South Ramp 6/South Ramp 7 and adjacent hardstands (when parked parallel with runway). With AMOPS approval; North Ramp 2, South Ramp 2 (two spots directly behind aircraft must be empty)
KC-135, C-130 and smaller	South Ramp 1, (line up with blast deflectors, no aircraft parked directly behind) South Ramp 2 (two spots directly behind aircraft must be empty) and South Ramps 6 & 7 with 734th AMS approval.
Fighter	N1/S45 (line up with blast deflectors, no aircraft parked directly behind blast deflector). With AMOPS approval; South Ramps 2, 6, and 7. NR2 anchor point.
RQ-4	S45 or S79 (S79 requires AMOPS and 734th AMS approval).
MQ-4	S74

1.17.5.2. Aircraft full power engine runs on spots not listed above must be evaluated by AMOPS and 36 WG/SE prior to approval.

1.18. Aircraft Taxiing Procedures.

1.18.1. Aircrews requesting taxi shall contact the ATCT for approval. Aircrews will ensure they comply with local Brown Tree Snake inspection requirements.

1.18.2. Taxilane Edge Markings (Wingtip Clearance Lines) are marked at 143 feet from taxiway centerlines (for B-52 operations).

1.18.3. Taxiway Restrictions

1.18.3.1. Taxiway and apron weight bearing restrictions are published in the DOD Area Planning or can be obtained from AMOPS.

1.18.3.1.1. The 36 OG/CC will approve or delegate to the Airfield Manager weight bearing capacity waivers. The AFM will obtain a recommendation from the 36 CES Pavements Engineer prior to requesting approval from the 36 OG/CC.

1.18.3.2. Aircraft with wingspans greater than 261 feet cannot operate at AAFB. Aircraft with wingspans up to and including 261 feet may operate using the following guidance:

1.18.3.2.1. Aircraft with wingspans up to and including 236 feet do not require marshallers or wing walkers when taxiing or being towed on taxiways.

1.18.3.2.2. Aircraft with wingspans of 237 to 261 feet require marshallers and wingtip walkers when taxiing or being towed and are restricted to the taxiways and parking aprons depicted in **Attachment 7**. Aircraft with wing spans greater than 261 feet require prior coordination with the Airfield Management section and Airfield Operations Flight Commander approval.

1.18.3.3. All aircraft and equipment must remain behind wing-tip clearance lines to ensure proper lateral clearance is available for taxing aircraft with wingspans up to and including 261 feet.

1.18.4. Heavy Aircraft Taxi Procedures. To reduce Foreign Object Damage (FOD) potential on taxiways after landing, large or heavy aircraft with more than three engines must taxi with outboard engines at idle or off, unless operational necessity dictates otherwise. Consider all airfield construction areas as high risk for FOD and use caution to minimize blowing FOD around airfield.

1.18.4.1. During mass launches and recoveries, heavy aircraft will take off as early as possible and land as late as practical in the launch and recovery windows to minimize potential FOD hazards and delays for other aircraft.

1.18.4.2. Multi-engine jet aircraft will maintain at least 500-foot separation from other aircraft when taxiing. This procedure does not apply to formation operations.

1.18.4.3. Vehicles and/or pedestrians will follow procedures IAW 36 WGI 13-213, Airfield Driving for jet thrust avoidance.

1.18.5. In those areas designated as blind areas for the ATCT (Attachment 2) and when TA does not provide “Follow Me” assistance, the ATCT will instruct taxiing aircraft to “USE CAUTION, PORTIONS OF THE TAXIWAY ARE NOT VISIBLE FROM THE TOWER.”

1.19. Airfield Maintenance.

1.19.1. Airfield Maintenance Team:

1.19.1.1. AMOPS shall:

1.19.1.1.1. Submit emergency and routine work orders as necessary.

1.19.1.1.1.1. Routine airfield maintenance needs will be briefed at the bi-weekly 36 CES/MEP meeting.

1.19.1.2. 36 CES shall:

1.19.1.2.1. Ensure an airfield maintenance team, to include an on-call repair team, is available based on work requirements.

1.19.1.2.2. An emergency repair assumes fix action in two hours or less. Emergency repairs for runway pavements, primary taxiways, or critical parking locations require 1-hour response.

1.19.1.2.2.1. If an emergency repair is larger in scope, the AFM will be contacted to assist in developing a plan of action. In these instances, 36th Operations Support Squadron (OSS) and CES leadership will be engaged to approve the plan of action.

1.19.1.2.3. Ensure urgent and routine work orders are scheduled and tracked until completed. This maintenance shall include, but is not limited to, spall repairs, joint sealant repairs, asphalt patches, weed control, grounding point upkeep, pest control, erosion control, etc.

1.19.1.2.4. Coordinate the repair schedule with the AFM as needed prior execution.

1.19.2. Sweeper Operations:

1.19.2.1. The sweeper and operators will be under the operational control of AMOPS while assigned to airfield sweeping duties.

1.19.2.2. Sweepers will not be used to collect contaminated absorbent material or other materials associated with a fuel, oil, or hazardous material spill. However, the sweeper can be used for final cleaning prior to aircraft operations after hazardous material cleanup is complete.

1.19.2.3. AMOPS will:

1.19.2.3.1. Monitor and evaluate all airfield sweeping activities.

1.19.2.3.2. Notify the sweeper of any special requests. Ensure an airfield check is conducted after all special requests are completed and that it is documented on the Daily Events Log.

1.19.2.3.3. Brief sweeper supervisors of any airfield operations that will affect sweeper activities after duty hours, weekends, and holidays.

1.19.2.4. 36 CES will:

1.19.2.4.1. Provide at least one sweeper physically on the airfield from 0700-1630 Monday-Friday. During the lunch hour, a sweeper will be on standby unless mission needs dictate otherwise. An additional sweeper will be made available upon request from AMOPs. During Large Force Exercises, the 36 CES Operations Superintendent and the AFM will establish an additional sweeper shift to ensure the entire daily flying window is covered for the duration of the exercise.

1.19.2.4.2. Provide standby sweeper, during inclement weather, after duty hours, weekends and holidays with a 60-minute response time when requested by AMOPS.

1.19.2.4.3. Ensure all sweeper operators obtain an AF Form 483, *Airfield Driving Certificate of Competency*, with "CMA Access" qualifications and line badges that permit access to all airfield restricted areas.

1.19.2.4.4. Notify AMOPS anytime there are less than two sweeper vehicles available and give an estimated in-service time as to when the sweeper will be available.

1.19.2.4.5. Ensure that sweeper operators understand their duties and keep a copy of the Airfield Sweeper Responsibilities Checklist in each sweeper.

1.19.2.5. Sweeper Operators will:

1.19.2.5.1. Report to AMOPS at the start of each shift to receive any special requests.

1.19.2.5.2. Contact AMOPS when leaving and returning to the airfield and if unable to respond to a sweeper request within five minutes.

1.19.2.5.3. Notify AMOPS when any special request for sweeping other than the normal schedule has been completed.

1.19.2.5.4. Complete the Airfield Sweeper Responsibilities as follows:

1.19.2.5.4.1. Daily. Both runways & overruns, Taxiway B and Taxiways E, F, H, J, and K, and all entry control points to the airfield.

1.19.2.5.4.2. Monday. Taxiway C and all adjacent parking spots.

1.19.2.5.4.3. Tuesday. West and East Perimeter roads and all access roads behind and adjacent to hangars.

1.19.2.5.4.4. Wednesday. All South ramps to include parking spots and access road between South Ramps 1 and 2, and Taxiway A.

1.19.2.5.4.5. Thursday. Taxiway D & Delta Loop, adjacent parking spots, and North Ramps 1, 2, and 3.

1.19.2.5.4.6. Friday. Hangar entrances and Taxiway G and Golf Access Road.

1.19.2.5.4.7. Any changes to this schedule must be agreed upon by the AFM, 36 CES/Operations Superintendent and Horizontal Repair.

1.19.3. Grass Cutting Operations.

1.19.3.1. All grass on the airfield shall be maintained between 7 and 14 inches.

1.19.3.2. 36 CES will provide dedicated airfield grass cutters Monday-Friday. Grass cutters will report to AMOPS to coordinate operations and receive additional requests.

1.19.3.3. AMOPS will provide grass cutters with additional areas requiring mowing, as required and notify the ATCT of planned grass cutter activity.

1.20. Runway Visual Range (RVR) and Runway Surface Condition (RSC). RVR equipment is installed on both runways at AAFB. AMOPS will report the RSC as either "wet" or "dry" and relay the information to the ATCT. Wet RSCs will be reported in increments of 1/10th of an inch.

1.21. Procedures for Conducting Airfield Inspections and Checks.

1.21.1. AMOPS will conduct airfield inspections and checks IAW OSAA OI 13-204, *Airfield Management Operations*. A minimum of one airfield inspection per day will be accomplished by the AFM or trained representative. Inspections will be performed on runways, overruns, taxiways, parking, and service areas in search of discrepancies in clearance criteria, lighting, marking, signs, FOD or any other potential hazard to aircraft operations. The inspection will be documented, and discrepancies reported to appropriate agencies for correction.

1.21.1.1. Airfield checks will be accomplished IAW OSAA OI 13-204. Additional checks to be accomplished (at a minimum): RSC, BAK-12 activation/deactivations, Ground/In-Flight Emergency, FOD, and BASH.

1.21.2. Quarterly Joint Airfield Inspections and Annual Certification and Safety Inspection

1.21.2.1. A quarterly joint airfield inspection comprised of representatives from Airfield Management (AFM/Deputy AFM), Airfield Operations Flight Commander (AOF/CC), WG/SE (flight and ground), 36 CES/CEN (waivers/pavements), and 36 SFS should be conducted. The AFM will also invite representatives from CES Operations Flight, Barrier Maintenance, Airfield Lighting, 36 WG FOD Manager, and Radar Airfield and Weather Systems (RAWS).

1.21.2.1.1. The AFM will publish an inspection report containing noted discrepancies to the above agencies. This report will also cite open items from previous inspections.

1.21.2.2. The Annual Airfield Certification and Safety Inspection is conducted IAW AFMAN 13-204V2, Airfield Management. The inspection results will be staffed to the 36 WG/CC for signature by the AOF/CC and the final report will be forwarded to PACAF/A313.

1.21.3. Airfield Lighting Inspections

1.21.3.1. AMOPS will use the Airfield Lighting Inspection Checklist and conduct daily checks of the airfield lighting system. Detected outages will be documented and passed to Airfield Lighting with a restoration priority for multiple outages.

1.21.3.1.1. After normal duty hours, the AMOPS Shift Supervisor will determine the severity of the outage and report any problems to the AFM, implement corrective actions, or establish work orders, as necessary.

1.21.3.2. 36 CES Airfield Lighting will:

1.21.3.2.1. Report to AMOPS daily, Monday through Friday, excluding holidays, to review documented outages.

1.21.3.2.2. Report to AMOPS within 30 minutes of notification of mission critical lighting outages (such as runway, main taxiways, etc.).

1.21.3.2.3. Provide the status of all reported outages from identification to repair, including information regarding part and equipment shortages.

1.21.3.2.4. Report any problems with documentation to the AFM.

1.21.3.2.5. Report broken or missing airfield lighting parts (i.e. missing bolts) to the 36 WG FOD Program Manager.

1.22. Procedures for Suspending, Opening, Closing and Resuming Runway Operations.

1.22.1. AMOPS shall temporarily suspend or close runway operations when an unsafe condition affects runway operations. Only AMOPS has the authority to open, close or resume operations to a runway.

1.22.2. The ATCT will suspend runway operations whenever the WS considers the runway unsafe for operations.

1.22.3. Runway operations will automatically be suspended for the following:

1.22.3.1. An aircraft that declares an emergency has landed or is within the CMA.

1.22.3.2. An aircraft or vehicle is disabled within the CMA.

1.22.3.3. ATCT or AMOPS is notified of observed or possible FOD on the runway.

1.22.3.4. A FOD check shall be accomplished by AMOPS immediately following the recovery of affected airborne aircraft.

1.22.3.4.1. When a SOF is operating under authority from the 36 OG/CC, they may waive a FOD check. ATCT shall notify AMOPS in the event the SOF has waived a FOD check.

1.22.3.5. Active barrier engagement and anytime Barrier Maintenance performs system maintenance/reconfiguration which requires rigging and de-rigging of cables.

1.22.4. Requested runway closures of an extended period of time or in situations where runway operations cannot be quickly resumed will be coordinated through all base flying units and approved by the 36 OG/CC.

1.22.5. The AFM or the designated representative will complete an airfield inspection or check to determine the official runway status prior opening the runway and resuming normal operations.

1.23. Noise Abatement Procedures.

1.23.1. To minimize the impact of aircraft noise on the local community, noise abatement procedures will be employed between 2200L-0600L unless mission or flight safety dictates otherwise.

1.23.1.1. To the maximum extent possible, arriving and departing aircraft shall avoid overflight of base housing and populated areas.

1.23.2. Afterburner use will be minimized as soon as practical on departure and not used in the overhead pattern unless required for safety of flight.

1.23.3. All other imposed restrictions will be disseminated via NOTAM.

1.24. Airfield Restricted Areas.

1.24.1. Controlled Areas (PL-4).

1.24.1.1. The airfield is designated a controlled area by the 36 WG/CC. Entry to the airfield is only authorized for personnel conducting official business IAW 36WG IDP 31-101, *AAFB Integrated Defense Plan*. All personnel working, visiting or transiting the airfield must possess identifying credentials and present them on demand.

1.24.1.2. In all cases where activity appears suspicious or you are unable to verify a person's identity and/or need to be in the area, contact the Andersen Security Forces Base Defense Operations Center (BDOC) at 366-2910/2911.

1.24.1.3. Copies of lists of contractors performing airfield duties will be provided to the BDOC and AMOPS in the form of an Entry Authorization List (EAL) for verification purposes.

1.24.2. Restricted Areas (PL-1-3).

1.24.2.1. Everyone in the Restricted Area must be knowledgeable of entry requirements, challenging procedures, and capable of identifying unauthorized intruders. Anyone who notices a suspicious person must challenge and detain that person or alert others in the immediate area and immediately notify Security Forces.

1.24.2.2. Personnel in a Restricted Area observing a security violation will report the incident to the BDOC or the Security Incident Hotline at 366-7777.

1.24.2.3. Crossing the Restricted Area boundary (painted red line, red rope or other SFS approved boundary marking method) at locations other than designated Entry Control Points (ECPs) without prior coordination is unauthorized and constitutes SFS response. Entry points are either depicted by white signs with large white letters that show "ECP", or white letters painted on the ramp with a black background. See **Figure 1.2**.

Figure 1.2. Entry Control Point.

1.24.2.4. Escort and control procedures are contained in 36WG IDP 31-101, *AAFB Integrated Defense Plan*.

1.24.2.5. Free zones (areas containing no protection level resources) are established within restricted areas when construction projects (and similar activities) make it impractical to apply normal circulation controls.

1.24.2.6. Requests for the establishment of a "Free Zone" will be submitted IAW 36WG IDP 31-101, *AAFB Integrated Defense Plan*.

1.24.3. Aircraft Anti-Hijacking.

1.24.3.1. All airfield personnel will be alert to unauthorized movement or attempted hijack of aircraft. Strange behavior of persons in aircraft parking areas will be reported immediately to supervisory personnel or SFS. Suspicious persons will be held under close security pending arrival of proper authority.

1.24.3.2. Detailed anti-hijacking instructions are contained in AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, and 36WG IDP 31-101, *AAFB Integrated Defense Plan*.

1.25. Energy Conservation (ENCON).

1.25.1. The 36th Wing has a goal to achieve no less than nine hours of energy conservation (ENCON) per week. When ENCON is in effect, all airfield lighting is turned off and the aerodrome is unavailable for airfield operations (there are exceptions for emergencies). Contact Airfield Management at 366-4188 for the current ENCON schedule.

1.25.2. Refer to 36 WG OI 90-1701, *Energy Conservation Initiative*, for additional information.

1.25.3. During ENCON, the airfield is closed and all air and ground operations (this includes aircraft maintenance activities) must cease; all personnel must exit the airfield no later than the posted closure time. Violators will be detained by Security Forces and removed from the airfield.

1.26. Command Relationships.

1.26.1. IAW AFMAN 13-204V1, the 36 OG/CC is the Senior Operations Commander, responsible for all flight and airfield operations at Andersen AFB, including responsibility for current operations, development strategy, and strategic flight operations scheduling in accordance with applicable requirements. Due to its proximity to Andersen AFB's main runways, this authority encompasses Northwest Field (NWF) sustainment, development, and utilization during exercises and unit training.

1.26.2. The CRG/CC, in coordination with the 36 OG/CC and 36 MSG/CC, is the OPR for rehabilitation of NWF in accordance with the NWF Area Development Plan. Additionally, the 36 CRG executes LZ/DZ operations at NWF (when operated as an LZ/DZ) in accordance with DAFMAN 13-217 and the standing PACAF Event Waiver.

Chapter 2

FLYING AREAS

2.1. Local Flying Area. The local flying area is defined as the Marianas Island Range Complex (MIRC) containing Warning Areas (WA) and Restricted Areas (RA) within 250 nautical miles of AAFB (see **Attachment 8**).

2.1.1. Aircrew operating from AAFB or NWF must receive a local area briefing from 36 OSS/OSA prior to flying. If operations include use of NWF LZ/DZ, aircrew will also receive a local area brief from the 36 CRG. The 36 OG/OGV is the point of contact for the 36 WG IFG.

2.2. Designated Airspace, Training Areas and Scheduling. The source document for training areas and airspace scheduling is the COMNAVMAR INSTRUCTION 3500.4D, *Marianas Training Manual* (MTM).

2.2.1. Andersen Designated Airspace. The Andersen Class Delta surface area (Attachments **9** and **27**) is defined as: 4.3 NM radius around the airport reference point, extending from the surface up to and including 2,600 feet MSL.

2.2.2. Local Training Areas. There are ten WA's (W11A/B, W12, W517, W13ABC/HI/LOW), seven published aerial refueling tracks (AR-800, AR-801, AR-802, AR-803, AR-804, AR-805, AR-809), two restricted areas (RA) (R-7201, R-7201A), (See **Attachment 8**) and one Instrument Flight Rules (IFR) military training route (IR-983) established for local flight training. Refer to FLIP AP/3 & AP/3A for detailed information. The primary bombing range used within the MIRC is R-7201(Farallon De Medinilla (FDM) and can be expanded by activation of R-7201A which is located in the southern portion of WA-13A. Training Areas are managed and maintained the JRM/MIRC aircraft will operate within the above airspaces in accordance with COMNAVMARIANASINST 3500.4D published 24 Nov 2021.

2.2.3. Scheduling.

2.2.3.1. Range procedures are outlined in COMNAVMAR INSTRUCTION 3500.4D. All aircrew operating out of AAFB shall contact JRM/MIRC Operations (349-6399) to schedule training airspace, range activity and aerial refueling tracks via the Data Collection and Scheduling Tool (DCAST). The 36 WG Airspace Manager (366-2385) can assist with unusual requests but is not a scheduler. Units desiring to conduct operational training within controlled MIRC training areas will submit training requests via the DCAST website **https://dcast.csd.disa.mil**.

2.2.3.2. In accordance with COMNAVMARIANASINST 3500.4D and MIRC Ops, all visiting unit commanders are responsible for reviewing the MTM and ensuring personnel are adhering to the training airspace and range restrictions and procedures as published.

2.3. Warning Area Entry Procedures. Aircraft will be cleared in accordance with Guam CERAP and Joint Region Marianas, Marianas Islands Range Complex Operations, *Inter-Agency Coordination Procedures for Restricted Areas, Warning Areas and Air Traffic Control Assigned Airspace within the Guam Control Area* LOA.

2.3.1. While operating within the WAs, all aircraft will operate within the provisions of Military Assumes Responsibility for Separation of Aircraft (MARSA), time, lateral, or altitude deconfliction and adhere to the Airspace Approval Notification plan.

2.3.2. Guam CERAP will not provide IFR service to aircraft operating within the WAs.

2.3.3. Aircraft will be cleared to the entry point for the associated WA at an appropriate altitude for direction of flight. Aircraft will advise Guam CERAP when switching tactical prior to entering the WA boundary. At that time, the aircraft will be advised of radar service termination. When entering and exiting the assigned WA, set altimeter IAW the Flight Information Handbook.

2.3.4. Aircraft will maintain ATC assigned altitude until entering the lateral boundary of the WA.

2.3.5. Once advised to "Change to Tactical Frequency" by Guam CERAP, flight leads will direct a switch to the common area frequency and make a call prior to range entry with number in flight and expected working time.

2.3.6. Flight leads will monitor appropriate area common frequency (**Table 1.6**) while in their working airspace to the maximum extent possible.

2.3.7. To avoid spill-outs from assigned airspace when operating at or above 18,000 feet MSL, use the appropriated flight level adjustment factor based on altimeter setting IAW FAAO JO 7110.65.

2.4. Warning Area Exit Procedures. When exiting the WAs, flights will return to original call sign and squawk used prior to WA entry and contact Guam CERAP 10 to 15 NM prior to exiting the airspace via the appropriate exit point. Aircrew will not exit the WA until approved by Guam CERAP. Aircrew should report current ATIS code on initial check-in for range exit with Guam CERAP. Separation responsibility rests with the pilot until, radar contact has been established, the aircraft has received a clearance from Guam/CERAP, and the aircraft has exited the airspace boundary. Flights departing in standard formation will ensure they are joined up prior to exiting assigned airspace and wingmen are squawking standby.

2.4.1. Split-ups and Join-ups. Flight split-ups and join-ups will be conducted under MARSA and completed prior to departing the WAs. Be prepared to hold as required by Guam CERAP to establish appropriate IFR spacing. Upon establishing contact with Guam CERAP, flight leads will state the type of recovery desired. All aircraft within the flight will use the same recovery procedure.

2.5. Non-standard Formation Flights. Non-standard Formation Flights shall have the last element in the flight squawk appropriate subset.

2.6. Avoidance Areas. Avoid overflight of the following areas (**Attachment 11**):

2.6.1. AAFB Explosive Ordnance Disposal (EOD) Range, along the beach at UAM R- 295/1.5 Distance Measuring Equipment (DME). When active, avoid overflight within 2 NM radius below 1,600' MSL or as directed by ATC.

2.6.2. 36th Munitions Squadron (MUNS) Munitions Storage Area (MSA) 1, 1.5 NM east-southeast of the Pacific Regional Training Center-Andersen (PRTC-A), NWF, and MSA 2,

just north of AAFB runway 06L/24R, between taxiways H and K. Avoid overflight below 1,600’ MSL.

2.6.3. Naval Magazine is located 9.2 miles southwest of Guam International Airport (1 NM north of Fena Valley Reservoir). Avoid overflight below 1,400’ MSL.

2.6.4. Guam Memorial Hospital is located 1 mile northwest of Guam International Airport. Avoid overflight within 1 NM radius below 1,200’ MSL.

2.6.5. U.S. Naval Hospital Guam is located 3.5 miles south of Guam International Airport. Avoid overflight within 1 NM radius below 1,200’ MSL.

2.6.6. 22d Space Operations Squadron/Det 2, Guam Satellite Tracking Station. To avoid radio frequency (RF) radiation hazard, aircraft are to avoid the area within 700’ AGL of UNZ R-033/12.2 DME (“golf balls” IVO the main ramp area, NWF) when they are operating at “high power.” Aircraft will be notified when this restriction is in effect via the ATIS and ATC broadcasts.

2.6.7. Cliff-line Restriction. Flight along Andersen’s cliff line is restricted to 1,000’ above ground level (AGL) or above due to environmental concerns. HSC-25 helicopters on an actual search and rescue mission are exempt from this requirement.

2.6.8. Andersen Combat Arms Training Maintenance (CATM) site is located near Serena Beach at UAM R-295/1.3 DME. Aircraft will avoid direct overflight below 1,600’ MSL when active.

2.6.9. THAAD TFR. See **Attachment 12**. Issued under Title 14 CFR section 99.7. Altitude: From the surface up to and including 6,000 feet MSL, the area bounded by:

2.6.9.1. Latitude/Longitude/FRD:

2.6.9.1.1. From:13º33'32"N144º50'54"EUNZ045009.2

2.6.9.1.2. To:13º33'08"N144º50'02"EUNZ043008.3

2.6.9.1.3. To:13º32'29"N144º49'23"EUNZ043007.4

2.6.9.1.4. Clockwise on a 0.92 NM ARC Centered on:13º33'08"N144º50'02"EUNZ043008.3

2.6.9.1.5. To:13º33'32"N144º50'54"EUNZ045009.2

2.6.9.1.6. No pilots may operate an aircraft in the areas covered (except as described). The above defined airspace contains continuous military activity which creates a serious hazard to aviation. Aircraft flying within the above airspace will be exposed to direct radiation which may produce harmful effects to personnel and equipment. Radiation is not visually apparent and should be presumed by all pilots to continuously exist.

2.7. Terminal Radar Service Area (TRSA). A 15 NM TRSA is centered on AAFB (Attachment 13). Within 5 miles, it extends from the surface to 9,000’ MSL. From 5 miles to 15 miles, it exists between 2,000’ and 9,000’ MSL. Radar control service is provided by Guam CERAP.

2.8. Class A Airspace. The Oakland Oceanic Control Area/Flight Information Region, unless otherwise specified, is classified as Class A airspace above FL055 (IFR only). Visual

Meteorological Condition (VMC) flight are not authorized in Class A airspace but may operate within the Oakland Oceanic FIR as follows:

2.8.1. At or below FL055 (Class G).

2.8.2. In Class D and E airspace.

2.8.3. In the airspace surrounding the Pacific Islands between sunrise and sunset and operating less than 100 NM of the shoreline of any landmass, and below Flight Level (FL) 200.

2.9. Aircraft Divert Locations. Prior to usage the list below should be checked against current FLIP guidance.

Table 2.1. Aircraft Divert Locations.

AIRPORT	AVAILABLE NAVAIDS/SERVICES
Guam International (PGUM) *(Referred to as Won Pat (International Airport))*	(Radar available) ILS, VORTAC, NDB, ATCT
Saipan International (PGSN)	ILS/DME, NDB, RNAV, ATCT
Rota International (PGRO)	NDB, RNAV (No services)
Tinian International (PGWT)	NDB, RNAV (Limited services)
Ninoy Aquino International, Manila, Philippines (RPLL)	ILS/DME, NDB, VOR/DME, ATCT
Iwo To (RJAW)	TACAN, NDB

2.9.1. Upon notification from Guam CERAP of an aircraft's intention to divert from AAFB to Guam International Airport, the ATCT shall gather the following information: aircraft call sign, type aircraft, Estimated Time of Arrival (ETA) at Guam International Airport (Won Pat), fuel remaining, personnel onboard, and reason for diversion.

2.9.1.1. After obtaining the necessary information, the ATCT will notify AMOPS and the ATCT Chief Controller (CCTLR).

2.9.1.2. AMOPS shall in turn notify the AOF/CC and 36th Wing Command Post (WG/CP) for further dissemination.

Chapter 3

VISUAL FLIGHT RULES PROCEDURES

3.1. Visual Flight Rules (VFR) Weather Minimums. Andersen is considered Class D airspace and VFR rules apply when the ceiling is at or above 1,000' and the visibility is 3 miles or greater. The ATCT will not allow VFR operations when the weather deteriorates below VFR conditions, or when controllers are unable to provide visual separation between aircraft in the VFR pattern, regardless of the official weather observation.

3.2. VFR Traffic Patterns. The ATCT WS is the final approving authority for use of the VFR traffic patterns (**Attachment 14**) and will ensure Guam CERAP is notified of any change in pattern status.

3.2.1. Normal direction of traffic for Runways 06R/24R is right turns and the normal direction of traffic for Runways 06L/24L is left turns. Pattern altitudes are as follows:

Table 3.1. Pattern Altitudes.

PATTERN	ALTITUDE (MSL)
Overhead Maneuver Pattern	2,100’
Rectangular Pattern	1,600’
Helicopter Pattern	1,100’

3.2.2. Closed Patterns. Aircraft will not turn crosswind prior to the departure end of RWY, unless approved by ATCT.

3.2.3. Functional Check Flight. Aircraft will request an appropriate WA or coordinate with FAA for an appropriate area based on traffic conditions.

3.2.4. Overhead Maneuver Pattern. The standard overhead pattern is flown at 2,100' MSL with a breakout to 2,600' MSL back to a VFR Entry Point or as directed by the ATCT. The overhead traffic pattern is available when the ceiling is 2,000’ or higher. The ATIS will be updated to advise aircraft when the overhead pattern is closed.

3.2.5. Tactical Initial. Fighters may request and must be approved by the ATCT for a Tactical Initial at 2,100' MSL. The Tactical Initial is only available when the Overhead Pattern is open. Fighters will fly Tactical Initial at 350 knots indicated airspeed (KIAS) and 4,000' Line Abreast by element. Flight leads will fly up initial aligned with the landing runway. Wingmen will be line abreast on the opposite side of the break. Aircraft will break at the approach end of the runway. Trailing elements will maintain 2 NM trail.

3.2.6. Simulated Flameout Operations (SFO). SFOs are authorized for fighter aircraft deployed as a Theater Support Package (TSP).

3.2.7. Random Steep approaches, Random Shallow approaches, Aircraft Carrier Breaks, or any similar maneuvers are not authorized.

3.3. Special Procedures.

3.3.1. Protection of 360 Overhead Pattern: When aircraft are using the overhead pattern, The ATCT will issue the following instruction to departing aircraft: “MAINTAIN AT OR BELOW 1,600’ UNTIL DEPARTURE END OF RUNWAY” to protect the pattern.

3.3.2. Helicopter Operations. Helicopters shall not take-off or land from South Ramp parking areas with the exception of South Ramp 3. Helicopters may be authorized departure/landing from any other paved spot on the airfield, in lieu of using the runway, provided the helicopter does not fly over any personnel, aircraft, or populated portion of the base.

3.3.3. Fixed Wing Functional Check Flight (FCF) Procedures. The primary FCF area is W-517. However, FCFs can be done in any Warning Area (WA). When a WA is not available, contact Guam CERAP WS (commercial number 473-1210) prior to filing the DD Form 1801, *International Flight Plan*. Aircrews will annotate FCF profile in the remarks of the flight plan. Aircraft will remain on Guam CERAP frequency as long as possible for additional coordination.

3.3.4. Special VFR (SVFR) Operations. SVFR operations shall be conducted IAW FAAO JO 7110.65 and the Guam CERAP and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

3.3.5. Standard and Nonstandard Formations. All fixed wing aircraft will fly standard formation (100 feet vertical, 1 mile horizontal from lead) unless the flight lead has requested, and ATC has approved, a nonstandard formation. Departing flights of three or more will automatically be considered a non-standard formation.

3.3.6. Dissimilar Formation Flights. Aircraft are authorized to fly in dissimilar formations during departure and recovery. Dissimilar aircraft may fly close formation provided it is briefed, emphasizing proper position, responsibilities, airspeeds, signals, and aircraft-unique requirements. Flight members will ensure safe runway separation is maintained. This does not preclude ATC from taking action in the event of an unsafe condition.

3.3.7. Unusual Maneuvers. Except for emergencies or special missions, deviations from local traffic patterns will not be approved. Air traffic controllers may not approve unusual maneuvers within the Class D airspace unless specifically covered in an approved LOA and/or the Federal Aviation Administration (FAA) grants a waiver.

3.4. Andersen Air Force Base Drop Zone Operations. There are two drop zones identified for use on AAFB property. Machete DZ located on Andersen Main Airfield and Fortress DZ located approximately 6 NM northwest of AAFB at NWF. Procedures for Machete DZ are detailed in **Chapter 8**, contact 36 WG Airspace Management (366-2385) for scheduling. Procedures for Fortress are detailed in **Chapter 9**, contact 36 CRG/XP (**36CRG.XP.PLANNING@US.AF.MIL** for scheduling.

3.5. Reduced Same Runway Separation (RSRS) Standards. RSRS is authorized IAW Joint LOA, *RSRS at Pacific Air Forces (PACAF) Bases* and FAAO JO 7110.65. Any other requirements for the application of RSRS beyond the scope of this reference, must establish a LOA between the affected units involved.

3.6. Intersection Departures. See **Attachment 2** for Intersection Takeoff Diagram.

3.6.1. Specific intersections and distances remaining are as follows:

Table 3.2. Intersection Departures Authorized.

RUNWAY	TAXIWAY	DISTANCE AVAILABLE
06R	G	6,623’

06R	H	4,629’
06R	E	12,147’
06R	F	10,892’
06L	H	4,433’
06L	E	11,534’
06L	F	10,469’
24L	H	6,557’
24L	J	8,423’
24L	G	4,558’
24R	H	6,116’
24R	J	8,420’

3.6.2. Intersections which are not authorized for departure are as follows:

Table 3.3. Intersection Departures Not Authorized.

RUNWAY	TAXIWAY	DISTANCE AVAILABLE
06R	J	Not Authorized
06L	J	Not Authorized

Chapter 4

INSTRUMENT FLIGHT RULES PROCEDURES

4.1. Radar Traffic Pattern. Guam CERAP provides enroute and terminal radar services and controls the AAFB radar traffic pattern.

4.1.1. Standard climb out into the IFR traffic pattern for Runways 06L/06R is: "FLY RUNWAY HEADING, CLIMB AND MAINTAIN 3,000."

4.1.2. Standard climb out into the IFR traffic pattern for Runways 24L/24R is: "AT DEPARTURE END OF RUNWAY, TURN RIGHT HEADING THREE ZERO ZERO, CLIMB AND MAINTAIN 3,000."

4.2. Approach Surveillance Radar (ASR) and Precision Approach Radar (PAR) Approaches/Monitoring. ASR/PAR approaches are not available at AAFB.

4.3. Local Departure Procedures. Local departure procedures are conducted IAW the Guam CERAP and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

4.3.1. Standard departure for Runways 06L/06R is: Fly runway heading, climb and maintain 9,000.

4.3.2. Standard departure for Runways 24L/24R is: Turn right heading three zero zero, climb and maintain 9,000.

4.3.3. Pilots will advise AAFB ATCT when:

4.3.3.1. Planned departure formation is non-standard.

4.3.3.2. Unrestricted climb. If an unrestricted climb is requested, include the desired altitude. Approval for unrestricted climb will be given by Guam CERAP via the ATCT.

4.3.3.3. Actual or anticipated departure delay.

4.3.4. There are no departure restrictions for practice ordnance, hot guns, or internally carried inert/live ordnance when the bomb bay doors are closed, or for captive-carry ordnance that cannot be jettisoned from the aircraft (either by combat or emergency jettison). Aircraft carrying heavyweight inert (≥500 lbs.) ordnance, live external ordnance, or forward firing ordnance (FFO), must depart Runway 06R/L.

4.3.4.1. If winds or other special circumstances require aircraft with heavyweight inert ordnance must depart Runway 24R/L, 36 OG/CC (or designated representative) approval is required. **Note**: The SOF does not have approval authority and will coordinate for 36 OG/CC approval.

4.4. Radar Vectors to Initial/Recovery Procedures.

4.4.1. Guam CERAP will provide radar vectors to initial.

4.4.2. VFR Recoveries. VFR recoveries will normally be used to expedite the flow of traffic into AAFB. During LFEs, aircraft will recover as instructed by Guam CERAP to ease sequencing of large number of aircraft. If unable to maintain VMC, notify Guam CERAP immediately.

4.4.2.1. Pilots will request to "Cancel IFR and proceed VFR" with Guam CERAP. If request is approved, this constitutes clearance into the AAFB Class D airspace, but not into the Guam International Airport Class D airspace. Avoid Guam International Airport by 5 NM laterally and 3,100 feet MSL. While on a VFR recovery, flights must maintain their own terrain clearance. Guam CERAP will continue to offer traffic advisories and TRSA separation unless the pilot requests negative TRSA service. Flights should utilize TRSA service to the maximum extent possible. All fixed wing fighter aircraft will recover to the overhead unless otherwise requested and approved.

4.4.2.2. Fighters planning to enter the overhead pattern will cross South Point at 2,600' MSL unless otherwise directed by ATC and then descend to the pattern altitude.

4.4.2.2.1. "South Point" (S) is defined as 2NM south of Mt. Santa Rosa.

4.4.3. Night Recoveries. For night recoveries from the WAs, expect vectors from Guam CERAP for recovery to the airfield. Slow to 250 KIAS, or as directed by CERAP, when on vectors for an ILS or TACAN approach.

4.4.4. Unexpended/Retained Ordnance Recovery. Aircraft configured with external heavyweight inert ordnance will fly a straight- in approach to the active runway. Aircraft with FFO will avoid pointing the aircraft nose at populated areas. If munitions can be properly safed, to included clearing the chamber for FFO, aircraft can taxi to the normal parking area.

4.5. Breakout/Go Around/Missed Approach Procedures. Missed approach procedures are conducted IAW the Guam CERAP and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

4.6. Circling Maneuvers.

4.6.1. When circling to the opposite runway, the approach lights will be switched from the runway in use to the landing runway when the aircraft conducting the approach is at mid-field on the downwind leg on the circling maneuver.

4.6.2. When circling to the parallel runway, pilots will fly the approach to circling minimums and will determine when to commence the circling maneuver. Pilots shall advise the ATCT when they are commencing the circling maneuver.

4.7. Multiple Approaches/Landings. Multiple approaches are not authorized for civilian aircraft.

Chapter 5

RQ-4/MQ-4 OPERATIONS

5.1. Operational Procedures.

5.1.1. Pilots will comply with each Certificate of Authorization (COA) and LOA in effect between AAFB and other Air Traffic Control facilities. Currently, United States Air Force Air Combat Command (ACC) and USN VUP-19 both maintain a COA with the FAA for RQ- 4 Global Hawk and MQ-4 Triton Unmanned Aircraft Operations, respectively. Additionally, AAFB maintains a LOA specific to RQ-4/MQ-4 operations with 4 RS, VUP-19, and Guam CERAP.

5.1.2. Scheduling. A Launch Recovery Element (LRE) pilot will coordinate RQ-4 scheduling and Temporary Flight Restriction (TFR) inputs/conflicts with the Global Hawk Operations Center (GHOC), 36 OSS, Guam CERAP and appropriate liaison officers (LNO). An MQ-4C representative shall coordinate scheduling of the TFR with the 4 RS representative. An RQ-4/MQ-4C pilot will submit a DD-1801 flight plan and the RQ-4 will request a local weather mission execution forecast IAW 36 OSS procedures. RQ-4/MQ-4C LRE pilots will abide by 36 WG local operating procedures.

5.1.2.1. The 36 WG Airspace Manager (or FAA-approved designee) will assist 319 OSS, if required, to ensure TFR scheduling has been accomplished. All TFR scheduling requests and changes will be made in accordance with FAA requirements.

5.1.3. Designated Start Areas: The primary RQ-4 designated start areas are parking spots S52, S54, S56. The primary MQ-4 designated start area is S76. Other start locations will be coordinated with the AFM prior to use.

5.1.4. Engine Start. The RQ-4/MQ-4 mission initiates with maintenance towing the aircraft to the mission start point. The LRE/ Forward Operating Base (FOB) pilot, RQ-4 Mobile/MQ- 4 Phoenix, and the crew performing the engine start will monitor ground frequency during engine start operations.

5.1.5. Taxi. Once notified of RQ-4/MQ-4 taxi, Andersen Ground will ensure the RQ-4/MQ-4's proposed taxi route is deconflicted. The RQ-4 Mobile/MQ-4 Phoenix will clear the taxi path and expeditiously notify Andersen Ground of any required taxi delay. **Note**: All vehicles must contact ATCT for permission to enter the runway.

5.1.6. Takeoff. The RQ-4/MQ-4 LRE/FOB pilot will ensure RQ-4 Mobile/MQ-4 Phoenix visually clears the approach and departure corridors for potential conflicts upon receiving the RQ-4/MQ-4 pilot's request for access to the active runway. **Note**: All vehicles must contact ATCT for permission to enter the runway. Vehicles shall report off the runway after aircraft departures

5.1.7. Departure. From the time the RQ-4/MQ-4 aircraft takes the runway for departure, until it reaches 5 minutes airborne ATC will ensure no aircraft are cleared to land or depart from that runway. Prior to this point, the RQ-4/MQ-4 has the potential to land opposite direction to the same runway for an emergency return. Once airborne for 5 minutes, normal operations will be resumed.

5.1.8. RQ-4 Termination Procedures. If the pilot deems the RQ-4 incapable of continued controlled flight, successful divert, landing, or safety is jeopardized, it may be desirable to terminate (crash) the aircraft at a pre-planned location. In the event the aircraft is controllable and the pilot elects to terminate the aircraft, pilots will direct the aircraft to an area defined as a five nautical mile radius around 13° 37.577N/144° 48.509E. ATC will clear the airspace enroute to the crash point and assist in response efforts.

5.1.9. MQ-4C does not have a pre-determined Termination Point. Flight termination is at the pilot's discretion.

5.2. Communications.

5.2.1. Andersen ATC will maintain UHF/VHF and Land Mobile Radio connectivity with the RQ-4/MQ-4 pilot and RQ-4 Mobile/MQ-4 Phoenix. A Radio check between Unmanned Aircraft System (UAS) pilot/operator and ATC will be conducted prior to operations.

5.2.2. RQ-4/MQ-4 LRE/FOB pilot communicates with RQ-4 Mobile/MQ-4 Phoenix and Air Traffic Control (ATC) agencies via LMR or UHF/VHF radios.

5.2.3. The RQ-4 Mobile/MQ-4 Phoenix communications suite will consist of an LMR and UHF/VHF radio. RQ-4 Mobile/MQ-4 Phoenix shall monitor ATCT frequencies during all RQ-4/MQ-4 taxi, takeoff and landing operations. RQ-4 Mobile/MQ-4 Phoenix shall not perform ATC functions and will limit use of ATC frequencies to those transmissions necessary for safe RQ-4/MQ-4 operations.

5.3. Mobile/Phoenix Operations.

5.3.1. Responsibility. The RQ-4 Mobile/MQ-4 Phoenix is responsible to visually clear for the pilot-in-control during all ground operations from engine start through takeoff and landing until the aircraft is off the runway and the engine is shut down.

5.3.2. Departures. RQ-4 Mobile/MQ-4 Phoenix must request access onto the runway from ATCT when the RQ-4/MQ-4 is approved onto the runway. RQ-4 Mobile/MQ-4 Phoenix shall coordinate with the ATCT if additional vehicles are required on the runway. After aircraft departure, the RQ-4 Mobile/MQ-4 Phoenix will depart the runway at the next available taxiway and notify ATCT when off the runway.

5.3.3. Arrivals. RQ-4 Mobile/MQ-4 Phoenix must request access onto the runway from ATCT behind the RQ-4/MQ-4 when the aircraft has passed their position. When the aircraft and RQ-4 Mobile/MQ-4 Phoenix are clear of the runway, RQ-4/MQ-4 Pilot shall report off to ATCT and then request taxi to park.

Chapter 6

EMERGENCY PROCEDURES

6.1. General. The following procedures ensure the safe and effective recovery of emergency aircraft. No directive can address all possible circumstances; therefore, situations not covered must be handled IAW flight manual procedures, SOF assistance and common sense. Aircraft emergencies can occur in flight or on the ground. Emergency response procedures will be IAW 36 WG Plan 91-204, *Mishap Response Plan* and IEMP 10-2, *Installation Emergency Management Plan*.

6.1.1. Situations affecting safety of flight, air worthiness, or necessitate other than normal handling require declaration of an emergency and termination of the mission. Emergencies may be declared by the aircrew, air traffic control, the SOF or officials responsible for the operation of the aircraft.

6.2. Primary Crash Alarm System (PCAS).

6.2.1. The ATCT shall activate the PCAS for the conditions listed below and for any situation the WS or SOF deems as requiring immediate response for both on and off base incidents.

6.2.1.1. In-Flight emergencies declared by pilot/officials responsible for operation of the aircraft.

6.2.1.2. Ground emergencies.

6.2.1.3. Any aircraft in a distress or urgency condition which includes the terms MAYDAY and/or PAN-PAN.

6.2.1.4. Dropped Object (Canopy, Fuel Tanks, etc.).

6.2.1.5. AAS Engagement. **Note**: This does not include preplanned engagements when coordinated with all concerned agencies.

6.2.1.6. Known or suspected hijack and/or theft.

6.2.1.7. Aircraft landing with hung ordnance, except inert practice ordnance.

6.2.1.8. Fuel spills.

6.2.1.9. Hot brakes.

6.2.1.10. Lost aircraft.

6.2.1.11. Aircraft mishap.

6.2.1.12. No Radio (NORDO) aircraft, unless accompanied by a chase aircraft and the chase pilot can confirm no other problems exist with the NORDO aircraft.

6.2.1.13. Base exercises involving ATC facilities, airfield, or air traffic operations.

6.2.1.14. ATCT evacuation.

6.2.1.15. Blown tire.

6.2.2. The PCAS will only be activated for exercises in response to an exercise inject or at the direction of a Wing Inspection Team (WIT) member.

6.2.3. Preface and terminate all exercise PCAS activations with "EXERCISE, EXERCISE, EXERCISE."

6.2.4. The PCAS will be reactivated to forward updated information as required.

6.2.5. An operational check of the PCAS will be conducted daily between 0800L and 0830L.

6.2.6. Information to relay over the PCAS.

6.2.6.1. At a minimum, the ATCT will relay the: call sign, type of aircraft, nature of the emergency, and the pilot's desires/intentions.

6.2.6.2. If the nature and/or location of the emergency are such that it precludes immediately obtaining all of the required information, the ATCT will activate the PCAS and relay what information is known.

6.2.7. As time permits, the ATCT will attempt to obtain and relay additional information, such as: the aircraft's estimated time of arrival, location, number of personnel on board, fuel remaining, tail number, landing runway, type/quantity of hazardous cargo, and any additional information that will aid response efforts.

6.2.8. If the PCAS is out of service or malfunctioning, the ATCT shall notify AMOPS to activate the Secondary Crash Net (SCN) to alert all base agencies.

6.3. Secondary Crash Net.

6.3.1. AMOPS has authority for SCN activation, with an additional extension for monitoring and training purposes.

6.3.1.1. When mission requirements dictate, the SCN may be activated by the 36 WG/CP IAW 36 OSS/OSAA and 36 WG/CP, *Secondary Crash Net Activation Authority* LOA.

6.3.2. The SCN is limited to agencies requiring emergency action/response to aircraft incidents/mishaps and will include, at a minimum, the agencies listed in AFMAN 13-204V2.

6.3.2.1. All stations on the SCN will be on dedicated lines and equipped with noise reduction feature (push-to-talk handsets or a feature that filters out background noise).

6.3.2.2. Requests for additions/deletions to SCN must be coordinated through the AFM and forwarded to the 36 OSS/CC for approval/disapproval. Full justification for talk back or listen only capability must be annotated.

6.3.2.2.1. The total number of agencies on the SCN is limited by system capacity.

6.3.3. A daily operational check will be conducted by AMOPS between 0800L and 0845L.

6.3.3.1. Backup procedures will be tested at least quarterly and documented on the daily events log.

6.3.4. The SCN will only be used to relay information critical to aircraft and airfield operations. Use other forms of communication to relay non-critical information.

6.3.4.1. Questions, requests for clarifications, or requests for retransmissions will be made after the initial message has been passed. Users will be polled one at a time in the order of those remaining on the net after message transmission.

6.3.4.2. When supporting wing exercises, each message will be prefaced and ended with "EXERCISE, EXERCISE, EXERCISE."

6.4. In-Flight/Ground Emergency Response (On/Off Base).

6.4.1. AO facilities shall utilize their respective/applicable Quick Response Checklists in accordance with this OI and Installation Emergency Management Plan (IEMP) 10-2.

6.4.2. Responsibilities. The 36 WG Supervisor of Flying supervises flying activities from the ATCT, RSU or SOF vehicle for all aircraft operating out of AAFB. All flying unit commanders, with the exception of 4 RS and VUP-19, must have a fully qualified Squadron Duty Officer (SDO) available during unit flying. SOFs will contact the LRE via the ATCT direct phone line for RQ-4/MQ-4 operations/emergencies. See AFI 11-418, *Operations Supervision*, for guidance on SOF/ATCT personnel interaction and SOF/SDO responsibilities.

6.4.3. When on duty, the On Scene Commander (OSC) for IFEs is the Andersen SOF or designated rep, unless assumed by the 36 WG/CC or 36 OG/CC. The OSC for ground emergencies and IFEs after landing is the Senior Fire Officer, 36 MSG/CC, or designated representative.

6.4.3.1. The OSC responsibility may be delegated to the 36 MXG/CC or appointed Recovery Operations Chief (ROC) once the 36 MSG/CC or the Fire Chief declares the area safe.

6.4.4. The Senior Fire Officer is in charge of directing aircrew or ground recovery operations.

6.4.4.1. The primary IFE staging area for response vehicles will be the on the taxiway at the approach end of the emergency landing runway, unless directed otherwise by the ATCT or OSC. Exception: Fire Department will stage on the approach, midfield and departure ends for expeditious response.

6.4.4.1.1. Medical Center personnel will respond with the Fire Department on all emergencies and will respond from the Fire Department on weekends, holidays and wing down days. The Flight Doctor will respond from the clinic as needed.

6.4.4.2. The ATCT will release the appropriate UHF frequency to the Senior Fire Officer when communications between ATC and the aircrew are no longer required.

6.4.5. The AFM or the designated representative will respond to all IFEs. After the aircraft has cleared the runway, the AFM or designated representative will conduct a runway check.

6.4.5.1. Under special circumstances, when in the interest of flight safety, the SOF may direct the immediate opening of the runway for subsequent emergency recoveries. If the SOF directs runway opening, they shall assume risk for all runway operations until AMOPS completes a runway check.

6.4.6. The Senior Fire Officer or the OSC makes the decision to terminate an emergency on the ground.

6.4.6.1. Emergency termination shall not be relayed over the PCAS. The Senior Fire Officer shall notify the ATCT of termination; in-turn, the ATCT will notify AMOPS of termination. AMOPS will then relay termination via the SCN.

6.5. External Stores Jettison Area Procedures. Hung inert or live ordnance should be jettisoned if able.

6.5.1. Restricted Area R-7201, Farallon De Medinilla Island (16°01'N, 146°05'E, UAM 022/160), is the primary jettison area for AAFB.

6.5.2. For aircraft that cannot proceed to R-7201, or during emergency conditions, aircrews will ensure the aircraft is a minimum 2,000 feet AGL, 12 NM from any land mass, clear of all shipping lanes, and visually clear the area of surface vessels prior to jettison of external stores.

6.5.3. Guam CERAP will provide radar assistance to the extent able.

6.6. Fuel Dumping Procedures.

6.6.1. Fuel dumping shall be conducted in the vicinity of AAFB TACAN (UAM) 150 Radial 015-025 DME, with standard right turns at or above 6,000' feet.

6.6.2. Advise Guam CERAP of intentions, altitude and location prior to commencing fuel dumping operations and when fuel dumping is complete.

6.7. Emergency Aircraft Arresting System Procedures. Refer to **paragraph 1.10**.

6.8. Hot Brakes Areas and Procedures.

6.8.1. The primary hot brake areas are the intersections of Taxiway C and Taxiway K, and Taxiway C and Taxiway F. See **Attachment 2**.

6.8.2. Aircrew and or maintenance personnel will notify the ATCT anytime hot brakes are suspected.

6.8.3. The ATCT upon notification or suspicion of an aircraft with hot brakes, will activate the PCAS and direct the aircraft to a designated Hot Brake Area. Other aircraft or vehicles should proceed via alternate routes to avoid passing within 300 feet of the aircraft with actual/suspected hot brakes.

6.8.4. The Fire Department will respond to all suspected hot brake situations and assume a surveillance position not closer than 300 feet unless the Senior Fire Officer determines a fire is imminent.

6.8.5. The 734 AMS will assume responsibility for AMC aircraft with hot brakes, the 36 EAMXS will assume responsibility for aircraft under the control of the 36 OG/CC, and TA will assume responsibility for transient aircraft.

6.8.6. If a hot brake condition is confirmed, pilots will shut down the engines and egress the aircraft after the aircraft has been chocked. If a hot brake condition is not present and has been verified by ground personnel, the aircraft may taxi to the parking area.

6.8.7. Hot Brake Aircraft Detected in the Parking Area.

6.8.7.1. Engines running. The ATCT will direct the aircraft to taxi to the nearest clear area on the main parallel taxiway and stop. This will be done at the discretion of the aircrew.

6.8.7.2. Engines shut down. All non-essential personnel will be evacuated and, if practical, nearby aircraft within a 300-foot radius, will be removed.

6.8.8. After declaration of a hot brake condition, the Senior Fire Officer is the only official authorized to declare the aircraft fire safe.

6.9. Aircraft Abandonment. The controlled bailout and ejection area is 1,000' wide, centered on, and extending the length of Runway 06R/24L (see **Attachment 15**).

6.9.1. If the flight crew elects to abandon the aircraft due to an emergency situation and conditions permit, the pilot will fly over the controlled bailout/ejection area on a track of 064 degrees and bail out/eject.

6.9.2. Guam CERAP will assist the pilot in maneuvering to a safe bailout area to the extent possible.

6.9.3. The ATCT will plot coordinates of aircraft impact area and relay to AMOPS, if able.

6.10. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter Response Procedures.

6.10.1. Emergency Locator Transmitter (ELT). When ELT signal is observed outside of the approved testing periods, the following procedures will apply:

6.10.1.1. The ATCT will determine frequency and notify Guam CERAP and AMOPS of the signal, its frequency and advise termination. The ATCT and Guam CERAP will solicit assistance from other aircraft and forward information on bearing fixes to AMOPS, if available.

6.10.1.2. AMOPS will notify the WG/CP.

6.10.1.3. WG/CP will notify the Joint Rescue Coordination Center if the signal is on 121.5 or TA to initiate an on base search for the source if the signal is on 243.0

6.10.1.3.1. When notified that the ELT has been found or has stopped, advise AMOPS. If the ELT cannot be found, consider it an actual emergency and pass/confirm all information to AMOPS.

6.10.1.4. Aircrews shall inform appropriate ATC agencies upon detection of an emergency signal and assist in locating the source if possible.

6.10.1.5. Aircrew Flight Equipment will assist in locating emergency signals, as required.

6.10.2. Overdue Aircraft Procedures. AMOPS will request a preliminary search when neither communication nor radar contact can be established after an aircraft is 30 minutes overdue. Upon detection or report of overdue aircraft, the ATCT will notify AMOPS and WG/CP.

6.10.3. Downed Aircraft and Search and Rescue Procedures. Use the following procedures when providing rescue combat air patrol for a downed aircrew:

6.10.3.1. At a minimum, broadcast an emergency distress call on frequencies 121.5 / 243.0. Then, provide the location of the crash site (TACAN Radial/DME, INS coordinates, geographic references), the call-sign of the downed aircraft, and any other pertinent information to the appropriate ATC agency, WG/CP, or the SOF.

6.10.3.2. Guam CERAP will become the Rescue Coordination Center for all Search and Rescue (SAR) inside Guam airspace for DoD assets.

6.10.3.3. The on-scene commander will remain at the site until relieved by another aircraft or reaching "Bingo" fuel. All nonessential aircraft will return to base. A high combat air patrol may be used to provide a radio relay, if required.

6.10.4. The SOF or WG/CP will contact HSC-25 on frequency 234.85 or at 366-6410/6412 and Coast Guard Rescue Center Alert Number at 355-4826/4827 to initiate SAR procedures.

6.11. Hung Ordnance Procedures.

6.11.1. Aircrew will confirm proper release of any ordnance that was attempted to be released. If aircrew cannot positively confirm weapons expenditures, aircrew will perform hung ordnance procedures. If ordnance was not attempted to be released, the ordnance will be considered unexpended/retained.

6.11.2. When recovering with hung ordnance, aircrew will notify the ATCT and SOF. Hung ordnance does not mean an emergency will be declared. The pilot or SOF will notify ATC as soon as this decision has been made. If EOD is required, the pilot or designated agency must declare an emergency.

6.11.3. Aircraft configured with external hung ordnance will safe all armament switches and fly a straight-in approach to Runways 24R/L with a chase aircraft if available, avoiding populated areas to the maximum extent possible. If conditions do not allow for a landing on Runway 24L/R, circle to the South (avoiding base housing and populated areas) to land on Runway 06L/R. If weather is below minimums, a straight in approach to Runway 06L/R is permitted.

6.11.4. Aircraft landing with hung ordnance will park at C4 or C68. Fighters with guns on spot C4 will point on a heading of 290 degrees. If on spot C68, point east to northeast.

6.11.5. Hung Flare Procedures. Aircraft will inform the SOF of hung flare indications and estimated landing time for the coordination of a runway sweep after landing. Regardless of cockpit indications, stop the aircraft after exiting the runway at the intersection of Taxiway C and Taxiway F or K to allow weapons personnel to check flare status. If flares remain on the aircraft but present no hazard (as determined by weapons personnel), the aircraft may taxi to parking. If flares are hung or present a hazard, shut down engines and proceed with an emergency egress.

6.12. Aircraft Isolation Procedures. If an aircraft requires isolation after landing for fuel leaks, contamination, or any other reason, the initial primary isolation areas are at intersections of Taxiway C and Taxiway K, and Taxiway C and Taxiway F unless otherwise directed by the ATCT, SOF, or OSC.

6.13. Hydrazine Isolation Procedures.

6.13.1. When a hydrazine equipped aircraft declares an emergency, the ATCT will request Emergency Power Unit (EPU) status. If the pilot indicates the EPU has been activated, then hydrazine has been introduced into the aircraft systems and a 300-foot cordon must be maintained around the aircraft. The ATCT shall instruct all aircraft in the vicinity of the EPU aircraft to utilize 100% oxygen until fire department declares the aircraft safe.

6.13.2. The primary aircraft hydrazine isolation areas are the intersections of Taxiway C/Taxiway K and Taxiway C/Taxiway F.

6.13.3. AMOPS will not respond until after the area has been cleared by the Fire Department or OSC.

6.14. Airborne Incident Reporting.

6.14.1. Aircrew will give airborne reports to the controlling ATC facility. After landing, aircrews must immediately provide details of the incident to their unit leadership. Airborne incidents include:

6.14.2. Any known inadvertent release or loss of stores, suspension equipment, panels or drag chute in flight.

6.14.3. Any near mid-air collision.

6.14.4. Any incident or near accident when immediate dissemination of details would contribute to increased safety and efficiency.

6.15. Tower Fly-By for Abnormal Gear Indications or Gear Malfunctions. Aircraft with abnormal gear operation or signs of gear malfunction during any part of flight should request a low approach prior to landing for a visual check of the landing gear. The SOF will be responsible for the visual check of all aircraft and ATC will assist as required.

6.16. No Radio (NORDO) Procedures.

6.16.1. If radio failure occurs during taxi, aircraft will squawk 7600 and follow tower light gun signals.

6.16.2. VFR Recovery. Continue squawking in accordance with the Flight Information Handbook (FIH) and fly the recovery to Andersen per last assigned ATC instruction or flight plan routing. If no other problems exist, execute the recovery to a south visual entry point to enter the overhead pattern for Runway 06R/24L (inside runway). Rock wings on initial, break at midfield and look for a light gun signal from the ATCT.

6.16.3. IFR Recovery:

6.16.3.1. Single-Ship: Comply with the NORDO procedures contained in FIH. If at any point prior to the instrument approach fix the recovery can be flown in VMC, proceed to the overhead pattern.

6.16.3.2. Formation flights: Aircraft in formation that experience NORDO will be led back to Andersen for a straight in, full stop landing. NORDO aircraft will be dropped off on final once landing clearance has been received from the ATCT.

6.16.4. HSC-25 NORDO procedures will be executed IAW 36 OSS and HSC-25 ATC Procedures LOA. All aircraft will make every attempt to contact the ATCT through alternate means.

6.16.5. Aircraft with compound emergencies to include NORDO will squawk 7700 and fly the VFR or IFR recovery unless the aircraft has hung ordnance.

6.16.5.1. NORDO aircraft with hung ordnance will comply with the hung ordnance procedures in **paragraph 6.11**.

6.17. Emergency Frequency Procedures.

6.17.1. The primary discrete emergency frequency for AAFB is 363.325.

6.17.1.1. Guam CERAP will assign 363.325 or a UHF/VHF discrete frequency to radio equipped emergency aircraft as soon as practical unless otherwise requested by aircrew.

6.17.2. Guam CERAP will provide emergency information to the ATCT, as soon as practical.

6.17.3. Once the IFE aircraft establishes contact with Andersen ATCT, the controller will request pilot intentions. Andersen ATCT will ensure the aircraft comes to a complete stop prior to relinquishing control of 363.325 or UHF/VHF discrete frequency to the OSC.

6.17.3.1. Once the aircraft comes to a complete stop use the phraseology: "CHIEF #, ANDERSEN GROUND, (CHANNEL 10 OR UHF/VHF DISCRETE FREQUENCY) IS YOUR CONTROL, ADVISE TERMINATION."

6.17.4. When an aircraft declares a ground emergency or has an emergency abort on departure, Andersen ATCT will coordinate with Guam CERAP for the use of 363.325 or an UHF/VHF discrete frequency if requested by the OSC.

6.17.5. Once the emergency is terminated, the OSC shall relinquish control of 363.325 or the assigned UHF/VHF discrete frequency back to the ATCT using the phraseology: "ANDERSEN GROUND, CHIEF 1/2, TERMINATE EMERGENCY ON (AIRCRAFT CALL SIGN), (CHANNEL 10 OR UHF/VHF DISCRETE FREQUENCY) IS YOUR CONTROL."

6.17.6. The ATCT WS will be responsible for ensuring the appropriate frequency is released back to Guam CERAP upon emergency termination.

6.17.7. Andersen ATC may take control of 363.325 or the UHF/VHF discrete frequency from the OSC at any time another aircraft declares an IFE. The OSC will then communicate with the IFE/GE aircraft through the ATCT on the Crash Net. Once the additional IFE aircraft lands, ATCT shall give the appropriate frequency back to the OSC.

6.18. Wind Limitations on the Control Tower.

6.18.1. The ATCT shall evacuate when wind velocity reaches sustained 60 knots or peak gusts of 72 knots.

6.18.2. The ATCT shall resume operations when wind gusts diminish to less than 60 knots and are forecasted to remain so, unless otherwise directed.

6.19. Evacuation of Airfield Operations Facilities.

6.19.1. Evacuation of the ATCT. The Tower WS shall evacuate the facility when he/she determines personal safety is in jeopardy or in the interest of flight safety.

6.19.1.1. For all evacuations, ATC personnel not immediately reporting to the alternate tower location will proceed to AMOPS. Exception: When evacuating for high winds, all tower personnel shall proceed to the first floor of the ATCT.

6.19.2. Evacuation of AMOPS and the Weather Flight. Determination to evacuate AMOPS and Weather will be made by the senior person on duty in each section. For all evacuations other than typhoon, AMOPS and Weather will proceed to the alternate facility, Hangar 5, 3rd floor (Room #305).

6.20. Alternate ATCT Procedures.

6.20.1. ATC Alternate Location Operating Procedures. The alternate ATCT operating location is the Runway Supervisory Unit (RSU) building at the east end of Taxiway C and southwest of parking spot C70.

6.20.1.1. The alternate tower location provides a clear view of the airfield except for Taxiway E, Delta Loop, and the western portion of Taxiway A, which are not visible from the alternate location.

6.20.1.2. During operations from the alternate ATCT location, limited operations utilizing tunable UHF/VHF radios will be allowed and the following restrictions shall apply:

6.20.1.2.1. Aircraft operations should be restricted to departures and full-stop arrivals only. Additionally, the volume of operations should be limited based on WS discretion.

6.20.1.2.2. Reduced Same Runway Separation is not authorized.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Plan Procedures. A flight plan (DD Form 1801) is mandatory for all aircraft arriving and departing AAFB, except in the case of an emergency, or else otherwise coordinated in a LOA.

7.1.1. Arriving aircraft without a flight plan shall contact AMOPS, as soon as possible, on frequency 372.2 for coordination. AMOPS will coordinate with TA/734 AMS to determine the parking location of the aircraft and will advise the ATCT. In the event of an emergency, if coordination has not been completed prior to the aircraft's actual landing, the aircraft will be held on Taxiway K or E between the runways and SFS will be notified. If an emergency is not declared and an aircraft attempts to land, ATC will withhold a landing clearance and will notify AMOPS who will in-turn notify SFS, and all parties will follow procedures IAW AAFB Integrated Defense Plan 31-101 and paragraph 8.9..

7.1.2. Any aircraft requesting to depart without a flight plan on file shall contact AMOPS on frequency 139.3/372.2 for coordination. Aircraft shall not be allowed to taxi until the ATCT receives a flight plan from AMOPS or is approved by the OG/CC or SOF. No aircraft shall be allowed to depart until a flight plan has been entered into the system without 36 WG/CC approval. Flight Plans will not be accepted by AMOPS over the radio.

7.1.3. Unless covered by a LOA, all other agencies must file a signed DD Form 1801 in person at AMOPS or via E-mail no later than 2 hours prior to flying.

7.1.4. Organizations requesting the ability to file flight plans through means other than in-person must coordinate a LOA between the requesting unit's commander and the AFM.

7.1.5. Aircrew Responsibilities:

7.1.5.1. Email the completed and signed DD Form 1801 (to include formation flight plans) to AMOPS no later than two hours prior to the proposed departure time.

7.1.5.2. Flying units must maintain the original, signed copy of the flight plan on file for 90 days according to Air Force Records Disposition Schedule Table **13**-**07**., Rule 03.00.

7.1.5.3. Confirm receipt of the emailed flight plan with AMOPS. Give operating initials to the AMOPS dispatcher.

7.1.5.4. Advise AMOPS with any updates (additions/deletions) to the flight plan as soon as possible. Changes inside of 30 minutes prior to estimated time of departure are likely to result in clearance delays from FAA.

7.1.6. AMOPS Responsibilities:

7.1.6.1. Review received flight plans for accuracy and completeness. Input the flight plan into the AIS-R flight data system as soon as practical. Any problems or questions will be addressed to the unit's operations desk.

7.1.6.2. AMOPS will forward all necessary information concerning a formation operation to the ATCT and Guam CERAP upon receipt of the formation flight plans.

7.1.6.3. Relay arrival and departure times to the appropriate agencies.

7.1.7. Units shall provide AMOPS a Master DD Form 1801 for desired “Canned/Stereo” flight routes no later than 48 hours prior to first requested use.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB). The AOB provides a forum for discussing, updating, and tracking various activities associated with support of the flying mission. Additionally, the board resolves airfield operations problem areas, coordinates and proposes new or revised procedures, methods, techniques, equipment, and facilities for the local ATC system.

8.1.1. IAW AFMAN 13-204V1, the AOB will be chaired by the 36 WG/CV or designated representative; not to be delegated lower than the Senior Operations Commander. Mandatory Board Members. The following are the minimum required participants of Andersen's AOB:

8.1.1.1. 36 OG/CC (Chairperson)

8.1.1.2. 36 MSG/CC

8.1.1.3. 36 CRG/CC

8.1.1.4. 4 RS (When on station)

8.1.1.5. VUP-19 (When on station)

8.1.1.6. HSC-25

8.1.1.7. 734 AMS

8.1.1.8. 506 EARS

8.1.1.9. 36 OSS/CC

8.1.1.10. 36 OSS AOF Staff (ATC, AM, and RAWS)

8.1.1.11. 36 OSW

8.1.1.12. 36 CES/CC

8.1.1.13. 36 WG/SEF

8.1.1.14. 36 WG/CP

8.1.1.15. Guam FAA Representative

8.1.1.16. Marine Corps Base Camp Blaz Aviation

8.1.1.17. Flying Unit Commanders (When on station)

8.1.1.18. PACAF TERPS

8.1.1.19. 36 CRG/XP

8.1.2. Recommended Board Members. The following participants below are highly encouraged to attend:

8.1.2.1. 36 MXG Representatives

8.1.2.2. 36 CS/CC/SCO

8.1.2.3. 36 CES/CC/CEO/CEC

8.1.2.4. 36 SFS

8.1.2.5. 36 CRG/XP

8.1.2.6. 554 RHS/CC

8.1.3. AOB Frequency. Meetings will be conducted IAW AFMAN 13-204V1. The AOB agenda will include, at a minimum, the mandatory briefing items listed in AFMAN 13-204V1.

8.1.3.1. Required annual review of the following items will occur during the month(s) indicated and will be briefed during the following AOB.

8.1.3.1.1. Aircraft Parking Plan (January-March).

8.1.3.1.2. Local Operating Procedures (LOP) Review (April-June).

8.1.3.1.3. Annual Airfield Certification/Safety Inspection & TERPS (July-September).

8.1.3.1.4. Status of Existing Airfield Waivers (October-December).

8.2. Airfield Maintenance and Construction Planning.

8.2.1. 36 CES shall:

8.2.1.1. Host a bi-weekly airfield coordination meeting to discuss/coordinate current and future construction taking place on and around the airfields. The agenda will include all known projects that may have an impact on the airfield environments and will be tracked until complete. The agenda will also include discussion of all active TRIRIGA Work Requests that pertain to the airfields and their upkeep. 36 CES shall ensure all appropriate 36 CES flights (Engineering, Environmental, Operations, etc.) are present as required to discuss and act upon issues needed to execute construction and maintenance while ensuring minimal impact to flying operations. 36 CES will publish meeting minutes and provide them to the 36 OG/CC and 36 MSG/CC.

8.2.1.2. IAW UFC 3-260-01 complete an annual review of the Wing's airfield/airspace waivers at the 4th quarter AOB.

8.2.1.3. Effectively schedule the use of non-wing flying windows with AMOPS to complete routine airfield maintenance. This includes airfield painting, rubber removal, minor pavement repairs, grass cutting, etc. The goal is to minimize impact on wing flying operations. The appropriate 36 CES flight shall coordinate with AMOPS prior to the start of any activity in order to allow for coordination with flying units and other users of the airfields.

8.2.1.4. Ensure that the AFM and the 36 CRG/XP are invited/coordinated with on all construction projects on or near the airfields, prior to the start of construction. Coordination will include appropriate maps of affected areas, copies of temporary construction waivers, etc., to provide oversight and ensure UFC 3-260-01 requirements are satisfied. 36 CES shall also ensure that AMOPS and Wing Safety are part of the final inspection process, and that the final inspection is documented and a copy of this documentation is forwarded to AMOPS.

8.2.1.5. Ensure that waivers to airfield criteria as defined by UFC 3-260-01 and other directives are processed in a timely manner. This will include processing temporary waivers for construction a minimum of 60 days prior to the start of construction. 36 CES

will ensure that construction does not take place until AMOPS has been provided a copy of the 36 WG/CC signed temporary construction waiver no later than 45 days in advance (IAW UFC 3-260-01). All waivers shall include appropriate scaled drawings and supporting construction plans/data so that AMOPS and PACAF TERPS, may accomplish effective oversight.

8.2.1.6. Provide AMOPS a contact list to coordinate with on each construction activity affecting the airfields. This list shall include the 36 CES assigned project manager, the contracting officer, and a lead contractor representative so that the construction schedule, airfield driving, and airfield operations issues are adequately coordinated and can be immediately addressed if necessary.

8.2.1.6.1. Ensure that long-term airfield construction plans, to include pavement maintenance and repair, that effect the airfield environments are coordinated through AMOPS at least annually. 36 CES will provide AMOPS a copy of the completed plan as required.

8.2.1.7. Assist AMOPS in processing and tracking of all TRIRIGA Work Requests that pertain to maintenance and repair of the airfield environments.

8.2.1.8. Assist AMOPS in controlling contractor personnel that operate on the airfield by ensuring appropriate items are inserted into the Temporary Airfield Construction Waiver (TACW) that adequately cover FOD prevention, access to and from work site, airfield driving requirements and vehicle pass requirements.

8.2.1.9. Assist AMOPS in securing appropriate construction priority for unfunded projects discussed at the 36 WG Facility Utilization Board by providing support materials such as maps, diagrams, estimated costs, etc.

8.2.1.10. Establish a recurring annual budget to fund maintenance, such as airfield painting, rubber removal, joint sealant, etc. at both AAFB and NWF.

8.2.1.11. Shall provide airfield drivers training to contractors working on the airfield and maintain documentation as required by 36 WGI 13-213. 36 CES shall ensure that all contractors that are working on the airfield are trained and certified prior to 36 CONS approving the Notice to Proceed with the contracting officer.

8.2.2. AMOPS shall:

8.2.2.1. Attend airfield biweekly 36 CES coordination meetings to discuss and coordinate on current and future airfield construction projects.

8.2.2.2. Coordinate on all airfield construction (e.g. TRIRIGA Work Requests, project design documents and waivers to design criteria) to ensure compliance with directives and ensure waivers are processed, as required, prior to the start of any known construction.

8.2.2.2.1. AMOPS shall not approve any maintenance/construction to take place without proper coordination. If construction is started that was not properly coordinated with AMOPS, AMOPS may halt construction through the contracting officer until proper coordination is completed to maintain airfield and airspace safety.

8.2.2.3. Provide airfield waiver oversight and ensure that all airfield construction has a temporary construction waiver coordinated prior to authorizing construction start. AMOPS will ensure PACAF/TERPS, has coordinated on all waivers as required.

8.2.2.4. Maintain a contact list and copies of construction plans for airfield construction projects and advise 36 CES when they are not received.

8.2.2.5. Initiate TRIRIGA Work Requests as required for airfield construction and maintenance. AMOPS shall establish a tracking mechanism that can be used to track and update airfield maintenance/construction requests.

8.2.2.6. Establish procedures to control contractors operating on the airfield. AMOPS will ensure owner/user agencies have provided escorts as required.

8.2.2.6.1. AMOPS will not provide escorts.

8.2.2.7. Advocate for the appropriate priority of airfield projects with the aid of 36 CES to ensure the airfield is properly maintained to support mission requirements through avenues such as the Facility Utilization Board.

8.3. Notice to Air Missions (NOTAM) Procedures. AMOPS is the authority for publishing NOTAM(s) and shall perform these functions as outlined in AFMAN 13-204V2, AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System,* and FAAO JO 7110.10, *Flight Services*.

8.3.1. AMOPS will:

8.3.1.1. Process local/flight safety NOTAMs on RAWS outages, airfield hazards (runway/ taxiway/parking spot closures, airfield lighting outages, construction activity, etc.), and as required.

8.3.1.2. Provide all flight safety and local NOTAMs to transient aircrews, when requested.

8.3.1.3. Notify all required agencies IAW AMOPS NOTAM Checklist when flight safety or local NOTAM are initiated or canceled.

8.3.2. The ATCT is the designated as the NOTAM monitoring facility and will advise AMOPS of airfield and RAWS status (including applicable FAA radio equipment) as soon as possible for appropriate NOTAM action(s).

8.4. Airfield Closures and On-Call Procedures.

8.4.1. The AOF/CC is authorized to reduce to on-call operations for AMOPS and ATC during 36 WG/CC approved airfield closures. The AOF/CC shall ensure an on-call roster is completed and forwarded to the 36 WG/CP prior the scheduled closure.

8.4.2. The AFM and the Tower CCTLR shall ensure opening and closing checklists are developed and published in each facility.

8.4.2.1. AMOPS and the ATCT shall crosscheck the flying schedule before reducing to on-call operations.

8.4.3. Facilities will be promptly opened to support flying operations as required (not applicable to HSC-25 aircraft).

8.4.3.1. ATCT shall open 30 minutes prior to a scheduled departure and/or arrival.

8.4.3.2. AMOPS shall open 90 minutes prior to a scheduled departure and/or arrival.

8.4.3.3. The airfield will close once the last departure reaches 100 flying miles or 30 minutes have elapsed, whichever occurs first.

8.4.4. Notification of On-Call Operations.

8.4.4.1. The ATCT shall notify the following agencies prior to closing: AMOPS, 36 OSS/OSW, WG/CP, 36 MXS/TA, 36 SFS, Fire Department, the HSC-25 Duty Desk, Guam CERAP, and Agana ATCT.

8.4.4.2. The ATCT shall brief Guam CERAP to call the WG/CP if re-opening the airfield is required.

8.4.4.3. AMOPS shall notify the following agencies prior to closing: WG/CP, Maintenance Operations Center, SFS, Fire Department, and the HSC-25 Duty Desk.

8.4.5. Movement Area Procedures. When the ATCT is closed, the airfield shall be considered uncontrolled. The ATCT shall broadcast in the blind on all frequencies and FM nets (Airfield/Ramp/Crash) when the airfield is uncontrolled and controlled.

8.4.5.1. When the airfield is uncontrolled WG/CP shall monitor the Ramp/Airfield Nets. All personnel requiring access onto or across a runway shall obtain approval from WG/CP. WG/CP is responsible for maintaining accountability for vehicles requesting access onto or across runways while the airfield is closed.

8.4.5.2. Personnel operating on the airfield shall continue to monitor the appropriate frequency/FM net at all times. When the ATCT reopens, they will make a broadcast stating the intention to open and request that all vehicles report with call sign and location. When this broadcast is made, vehicle operators will contact the ATCT as requested. The ATCT shall establish radio contact with all known vehicles prior to declaring the airfield controlled.

8.4.6. Unscheduled/Emergency Airfield Opening. During airfield closures, WG/CP shall serve as the communications focal point for all schedule changes and unscheduled airfield openings and notify Airfield Operations personnel of any such changes not included on the flying schedule.

8.4.6.1. Mandatory response time for on-call personnel is 60 minutes.

8.4.6.2. AMOPS will complete an airfield inspection prior to opening the airfield.

8.4.7. Engine Runs/Aircraft Tows. The Maintenance Operation Center shall have approval authority for all aircraft engine runs and aircraft tows when the ATCT is closed. All actions will be prior coordinated with WG/CP to ensure proper notifications and security protocols.

8.4.8. Class Delta Airspace. When the ATCT is closed, the Andersen AFB Class Delta is released to Guam CERAP and considered Class Echo airspace.

8.4.9. Secondary Crash Net. IAW 36 OSS/OSAA and 36 WG/CP, Secondary Crash Net Activation Authority Letter or Agreement, the 36 WG/CP shall be responsible for the operation of the SCN when airfield is closed.

8.4.10. NOTAMS. AMOPS shall coordinate all required NOTAM action.

8.4.11. Commander's Information Net. During on-call operations, the WG/CP shall be responsible for all activations (e.g. weather warnings/watches/advisories, exercise messages, Force Protection Condition (FPCON) levels, senior commander-directed messages, etc.).

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

8.5.1. The primary/alternate FLIP managers are appointed by the AFM and will:

8.5.1.1. Review each new FLIP edition for the accuracy and consistency of airfield data. Compare local base data with data published in other FLIP products (approach plates, enroute supplement, area planning), operating instructions (Airfield Operations Instruction, OPLANs), and flight planning room displays. Document the FLIP product title, date of product, date completed, discrepancies noted, fix action, date corrected, and name/initials of individual performing the review. Maintain results of each review for at least three months.

8.5.1.2. Prepare and coordinate non-procedural FLIP changes with appropriate local agencies before submission IAW *General Planning*.

8.5.1.2.1. The AFM approves non-procedural FLIP change requests and will monitor and track non-procedural FLIP changes until corrected.

8.5.1.3. If a new FLIP product is not received by the effective date, mark material as "OUTDATED."

8.5.2. All local flying units maintain their own FLIP accounts. AMOPS only stocks and maintains a limited quantity of FLIPS in the flight planning room for transient crew use.

8.6. Prior Permission Required (PPR) Procedures. Transient aircraft must request a PPR number from AMOPS at least 24 hours prior to arrival, except for weather evacuation aircraft. A valid AMOPS-issued PPR number is required for all transient aircraft.

8.6.1. AMOPS will ensure ramp space is available prior to issuing a PPR number and with WG/CP for all weather evacuation requests.

8.6.2. CP will utilize the Command-and-Control Management System (C2IMERA) to track inbound PPR's for inclusion into the daily flying schedule. If the system is unavailable, AMOPS will forward PPR information to the WG/CP upon request.

8.7. Air Evac Notification and Response Procedures. The WG/CP is designated as the single base agency responsible for coordinating Air Evac notification and response procedures for aeromedical airlift aircraft.

8.7.1. The ATCT will notify WG/CP and when an arriving aeromedical airlift aircraft is 15 miles out and will relay any other requested information if able.

8.8. Search and Rescue Notification Procedures. Upon notification of an HSC-25 search and rescue mission, AMOPS will immediately notify the ATCT and WG/CP.

8.9. Unscheduled/Unauthorized Aircraft Arrivals.

8.9.1. The ATCT will activate the PCAS when an unscheduled/unauthorized aircraft intends to land at Andersen AFB.

8.9.2. AMOPS will activate the SCN.

8.9.3. The ATCT will direct the aircraft to the east or west end of Taxiway C, unless otherwise directed by AMOPS or the OSC.

8.9.4. The WG/CC or designated representative will identify an unauthorized landing as either an emergency, inadvertent, or intentional landing and assess applicable fines and/or landing fees IAW AFI 10-1001, Civil Aircraft Landing Permits.

8.9.4.1. Andersen is an approved designated weather alternate for all scheduled air carriers IAW AFI 10-1001.

8.10. Distinguished Visitor (DV) Notification Procedures.

8.10.1. The ATCT will request a 100-mile out-call from Guam CERAP for DV arrivals and notify AMOPS. Advance DV notifications are secondary in nature to ATC services and will be provided on a workload permitting basis.

8.10.2. AMOPS will forward this notification to the AOF/CC, SFS, Protocol, TA, Customs, and WG/CP, as required.

8.11. Special Quiet Hours.

8.11.1. To request special quiet hours, contact the NAMO or AFM. Special quiet hours are approved by 36 OG/CC and must be routed through 36 OSS/OSA three weeks prior to the event start date. The request must include the type of event, location and expected start and end times (in Local and Zulu). Any changes to information submitted in the request must be forwarded to 36 OSS/OSA as soon as possible or may result in the change request being disapproved.

8.11.1.1. Quiet hours are not applicable to emergencies, lifeguard (or med-evac/air-evac requesting priority), search and rescue, presidential movement/support, or flight check aircraft.

8.11.2. 36 OSS/OSA will determine a quiet hour category based on the information in the quiet hour request to provide a reasonable balance between flying operations and reduced noise for the event. This quiet hour category recommendation will be forwarded to the 36 OG/CC for final approval.

8.11.3. The special quiet hour categories are:

8.11.3.1. Category One. The airfield will be NOTAM closed to arrivals, departures, practice approaches, aircraft movement, engine starts, engine runs, and AGE operations will be terminated.

8.11.3.2. Category Two. Only straight-in full stop arrivals or departures on the runway furthest from event location will be authorized. Arriving aircraft may taxi to park provided they do not pass in close proximity to the event location. Engine starts, engine runs, practice approaches, and AGE operations will be terminated. If required, vehicle traffic adjacent to the event location will be terminated. This category will mainly be used for high-visibility events.

8.11.3.3. Category Three. Aircraft and maintenance operations will be restricted only in the immediate vicinity of the scheduled event.

8.11.3.3.1. Hangar 1 Quiet Hour Event. Aircraft taxi, tow and engine run ops not authorized on Taxiway A/B and associated hardstands/parking ramps between Taxiway F and G. Tows will be allowed if hangar doors are closed for the event.

8.11.3.3.2. Hangars 2-5 Quiet Hour Event. Aircraft taxi, tow and engine run ops not authorized on Taxiway B and associated hardstands/parking ramps between Taxiway G and H. Tows will be allowed if hangar doors are closed for the event.

8.11.3.3.3. Hangar 8 Quiet Hour Event. Aircraft taxi, tow and engine run ops are not authorized on Taxiway B and associated hardstands/parking ramps between Taxiway G and K. Tows will be allowed if hangar doors are closed for the event.

8.11.3.3.4. Arc Light Park Quiet Hour Event. Aircraft taxi, tow and engine run ops not authorized on Taxiway A/B and associated hardstands/parking ramps between Taxiway E and G. Tows will be allowed if hangar doors are closed for the event.

8.11.3.3.5. HSC-25 Hangar Quiet Hour Event. Aircraft taxi, tow and engine run ops not authorized on Delta Loop and associated hardstands/parking ramps and engine run up pads. Tows will be allowed if hangar doors are closed for the event.

8.12. Aircraft Cargo/Passenger Loading and Unloading. Aircraft cargo/passenger loading and unloading is only authorized on aircraft parking spots, with the following exceptions:

8.12.1. Aircraft scheduled to park on South Ramp 3.

8.12.2. Aircraft parking in front of the HSC-25 hangar.

8.12.3. Locations previously coordinated through and approved by AMOPS.

8.13. Dangerous/Hazardous Cargo. The *Joint Federal Travel Regulation* (JFTR) and AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments*, govern handling of all aircraft carrying hazardous cargo landing at or departing from AAFB.

8.13.1. A requirement for an Andersen PPR is the declaration of dangerous/hazardous cargo. If such cargo is aboard a non-combat-coded aircraft, AMOPS will consult Air Terminal Operations Center (ATOC) to ensure adequate handling capability exists prior to issuing the PPR. On combat-coded aircraft, parking arrangements based on necessary separation will be reviewed by AMOPS prior to issuing a PPR. A PPR will not be issued to an aircraft carrying unknown hazardous cargo. AMOPS will coordinate parking assignment with TA, as required. Most aircraft parking locations on the center ramp may be used for explosives laden aircraft. Standard parking locations for aircraft carrying hazardous material and/or inert devices are depicted on Andersen's D-8 Tab, Explosive Safety Zone.

8.13.2. The ATCT will contact AMOPS for aircraft parking assignments if not previously coordinated.

8.13.3. Any request for EOD support to aircraft loaded with munitions or aircraft weapon systems will require the aircraft be shut down prior to EOD personnel approaching the aircraft.

8.14. Firing Range/Explosive Ordnance Disposal Activities. When the AAFB EOD or Firing Range (both located near Serena Beach) are activated, the following actions will be accomplished:

8.14.1. Firing Range Activities IAW 36 WG/CC's ORM Assessment:

8.14.1.1. Engineering Technical Letter 08-11, Small Arms Range Design and Construction, requires the firing range to have an established Vertical Danger Zone (VDZ) covering the entire Surface Danger Zone based on the weapons utilized for training. Due to the location of the range, the Surface Danger Zone covers much of the airfield and cantonment areas. Therefore, to mitigate risk to aircraft and personnel, the procedures outlined below preclude range overflight during live fire operations by low flying aircraft.

8.14.1.1.1. 36 SFS/S4/CATM NCOIC or authorized range users will contact the ATCT 30 minutes prior to and immediately upon termination of all live fire operations. SFS or users will verify with the ATCT 5 minutes prior to commencing live fire operations to ensure approval is granted. Should the ATCT request cease- fire, SFS will notify the ATCT when firing has ceased to allow aircraft to over fly the range.

8.14.1.2. The ATCT will:

8.14.1.2.1. Inform all aircraft of live fire operations at the small arms range and to avoid direct overflight below 1,600’ MSL of the range safety area.

8.14.1.2.2. If air traffic conditions require direct overflight of the range safety area (i.e. HSC-25 search and rescue launch), contact range personnel to direct a cease-fire and provide an estimated cease fire duration time. The ATCT will advise rotary wing aircraft upon notification of cease fire. The ATCT will call back when conditions are safe to resume firing.

8.14.1.2.3. Notify AMOPS prior to and immediately after all live fire operations.

8.14.1.2.4. If the ATIS is operational, announce live fire operations are in progress.

8.14.2. For EOD Range Activities:

8.14.2.1. 36 CES will coordinate with AMOPS via email at least 72 hours in advance of any planned EOD detonations and as soon as possible for emergency detonations. EOD is responsible for providing AMOPS dimensions of affected airspace and duration of activity.

8.14.2.2. Obtain permission from the ATCT 30 minutes prior to detonating ordnance/activating the AAFB EOD range and provide emergency contact number for activity termination.

8.14.2.3. Verify permission from the ATCT 5 minutes prior to detonating ordnance/activating the AAFB EOD range to ensure final approval. Advise the ATCT when the activated areas are inactive.

8.14.2.4. AMOPS will coordinate the issuance of a local NOTAM of proposed activity to include the area(s) affected, altitude clearance required, and date/time of occurrence.

8.14.2.5. The ATCT will:

8.14.2.5.1. Ensure affected airspace within Andersen’s Class Delta is protected and coordinate with Guam CERAP to ensure any airspace required outside of Andersen’s Class Delta is protected by Guam CERAP.

8.14.2.5.2. Inform affected aircraft when areas are active and inform aircraft of airspace to avoid.

8.14.2.5.3. Notify Guam CERAP and AMOPS when activities are complete and areas are cold.

8.15. Radio Frequency Radiation Hazard Avoidance Procedures.

8.15.1. When it becomes necessary for the 22d Space Operations Squadron/Det 2, Guam Satellite Tracking Station, to generate higher than normal power on their transmitters, the following procedures shall apply to reduce the potential hazard to aircraft operating in the area.

8.15.1.1. Det 2 will notify the ATCT prior to running antenna transmitters at higher than normal power and when normal operations have resumed. Specific aircraft restrictions are identified in **Paragraph 2.6.6**.

8.16. Andersen AFB Uncontrolled Airfield Operation Procedures. Uncontrolled airfield operations are in place solely for HSC-25 operations, should the ATCT be closed for any reason and will be conducted IAW the 36 OG and HSC-25, AAFB *Uncontrolled Airfield Operations*, LOA.

8.17. Clear Water Rinse System. Aircraft requesting to use the clear water rinse system will request system activation through the ATCT on the ground frequency.

8.17.1. Once the system is armed, it will remain armed for 7 minutes or until it is activated. Activation of the system begins when the aircraft taxis over the pressure sensor, which is located approximately 30 feet prior to either side of the metal grates running across the taxiway.

8.17.2. Aircraft will taxi through the system at 2 mph unless otherwise directed.

Figure 8.1. Clear Water Rinse Diagram (Facing West).

8.18. Airfield Lighting Control.

8.18.1. The ATCT will release control of airfield lighting at the request of airfield lighting personnel, providing no aircraft are scheduled inbound or outbound within 30 minutes. During IFR conditions, release will only be allowed in conjunction with the above operational restrictions and a five-minute recall availability.

8.18.2. All reported or identified lighting outages will be passed to AMOPS for notification of airfield lighting personnel.

8.18.3. 36 CES Airfield Lighting will control the airfield lighting systems from the lighting vault during ATCT control panel outages.

8.18.4. 36 CES Airfield Lighting will be responsible for the operation of the airfield lighting systems when the ATCT is closed or operating from the alternate ATCT location.

8.19. Night Vision Device (NVD) Operations.

8.19.1. NVD operations are authorized at AAFB with the following conditions.

8.19.1.1. All NVD operations conducted at AAFB require 36 OG/CC approval. Aircraft utilizing NVDs will operate at their own risk and must inform the ATCT prior to use. The Tower WS is the final approval authority.

8.19.1.2. Airfield Operations personnel will not use NVDs in the performance of duties.

8.19.1.3. Airfield lighting will be operated IAW FAAO JO 7110.65.

8.19.1.4. ATCT shall not mix aircraft utilizing NVDs with non-participating aircraft in the same traffic pattern. No more than two aircraft may conduct NVD operations within Andersen AFB Class D airspace at a time.

8.19.1.5. All aircraft operating inside Andersen Class D airspace will have at least one exterior light illuminated.

8.19.2. NWF NVD operations are addressed is **paragraph 9.33**.

8.20. Local Aircraft Priorities. ATC services are provided on a first come, first served basis as circumstances permit, with the exception of the operational priorities listed in FAAO JO 7110.65.

8.20.1. Andersen AFB aircraft priorities are in the following order:

8.20.1.1. Emergencies. Manned aircraft have priority over unmanned aircraft.

8.20.1.2. Air evac missions (requesting priority).

8.20.1.3. Search and rescue (SAR) missions.

8.20.1.4. Alert launch.

8.20.1.5. Distinguished visitor aircraft.

8.20.1.6. RQ-4/MQ-4 departures.

8.20.1.7. IFR operations.

8.20.1.8. VFR operations.

8.20.2. The SOF may coordinate with the ATCT WS to adjust these priorities in the interest of safety/operational concerns.

8.21. Airfield, Ramp and Crash Net Monitoring Procedures.

8.21.1. The following procedures outline the ATCT and AMOPS responsibilities for monitoring the Airfield, Ramp and Crash Nets. These procedures are established to reduce the number of non-essential discussions being monitored in the ATCT.

8.21.1.1. The ATCT will monitor the Airfield Net for vehicles requiring access to or operating within the CMA.

8.21.1.2. AMOPS will monitor the Airfield and Ramp Nets at all times. When AMOPS hears a vehicle/agency calling the ATCT on the Ramp Net for access to the CMA, AMOPS will advise vehicle or agency to switch to Airfield Net.

8.21.2. The following procedures outline the ATCT and Fire Department responsibilities for monitoring the Crash Net.

8.21.2.1. The ATCT will:

8.21.2.1.1. Monitor the Crash Net whenever requested by the Fire Department to assist vehicles responding to an emergency on the airfield.

8.21.2.1.2. Automatically monitor the Crash Net whenever the PCAS is activated, broadcast "TOWER IS ON THE CRASH NET" upon initial monitoring, and broadcast "TOWER IS OFF THE CRASH NET" upon termination of monitoring.

8.21.2.2. Fire Department will:

8.21.2.2.1. Use the Airfield Net for all non-emergency ATCT communications (to include CMA access).

8.21.2.2.2. Call the ATCT on a landline for Crash Net activation, whenever vehicle access into the CMA is required and the PCAS has not been activated.

8.21.2.2.3. Acknowledge all on/off Crash Net calls by the ATCT.

8.22. Complete ATC Radio Failure. If either Guam CERAP or the Andersen ATCT has a complete loss of radios, pilots can expect clearance and other ATC instructions to be relayed via landline through the following communications channels:

8.22.1. Loss of Guam CERAP radios:

8.22.1.1. Andersen ATCT-UHF and VHF.

8.22.1.2. Agana ATCT-VHF and UHF.

8.22.1.3. Honolulu ARINC-HF 11384 KHz.

8.22.2. Loss of Andersen ATCT Radios:

8.22.2.1. Guam CERAP-VHF and UHF.

8.23. ATC Clearances and Instructions Relay. Personnel outside of ATC agencies will not engage, at any time, in the control of air traffic. However, the WG/CP and other operations personnel may relay ATC clearances and instructions as received from Guam CERAP or Andersen ATCT. Information that will be relayed to an aircraft by a non-ATC facility will be prefixed with "A-T-C CLEARS", "A-T-C ADVISES", or "A-T-C REQUESTS", IAW FAAO JO 7110.65, Air Traffic Control. Clearances and instructions will be relayed verbatim at all times.

8.24. Opposite Direction Traffic. Opposite direction operations may be authorized dependent upon mission requirements and will be conducted IAW the Guam CERAP and Andersen ATCT, *Inter-Facility Coordination Procedures*, LOA.

8.25. Bomber Engine Running Crew Change (ERCC) Procedures. The primary location for a B-1/B-52 ERCC is on Taxiway C and the primary location for a B-2 ERCC is South Ramp-5. ERCC operation will be conducted IAW all applicable aircrew and maintenance procedures.

8.26. Exercises Involving ATC Facilities or Controlled Movement Areas. IAW AFMAN 13-204V1, the Airfield Operations Flight Commander or designated representative must be briefed at least 48 hours in advance of wing/base exercises that involve Airfield Operations personnel, facilities (to include ATCALS), or the airfield. The purpose of this participation is to evaluate exercises for impact on airfield and flying operations.

8.26.1. The ATCT WS will ensure ATC participation in exercise does not degrade ATC services. The ATCT WS may interrupt or discontinue facility participation in any exercise if flight safety is in question or if it interferes with the recovery of emergency aircraft.

8.27. Exercise Scramble Procedures.

8.27.1. Communications:

8.27.1.1. Primary notification of an Air Defense Scramble will be via Scramble Hotline.

8.27.1.2. All aircraft will adhere to normal departure procedures.

8.27.1.3. Frequency 239.3 has been designated for air defense scramble operations and shall be monitored at all times during the exercise. This frequency will be used for issuing clearances and taxiing aircraft for departure unless otherwise coordinated. Frequency 269.5 shall be used as an alternate scramble frequency.

8.27.2. Departure Procedures:

8.27.2.1. Alert fighter aircraft, upon notification of "Hot Scramble", will taxi via Taxiway F and depart Runway 06R, regardless of runway in use. If Runway 06R is closed, alternate taxi routes will be provided for aircraft to depart Runway 06L.

8.27.2.2. Approach and departure end runway arresting gear will be in the raised position for both runways. If unable to raise all four arresting gear, the SOF will be notified.

8.27.2.3. Once notified of a scramble, the ATCT shall clear all conflicting traffic from the area.

8.27.2.4. Upon notification of taxi, the ATCT shall issue all pertinent airfield information and the following canned clearance based on prior approval/coordination with Guam CERAP for participating aircraft: "AIRCRAFT CALLSIGN, CLEARED TO POINT (appropriate entry point) AS FILED, SQUAWK ####".

8.27.2.5. After the aircraft is cleared for take-off on the Tower frequency (233.7), aircraft will be switched to departure frequency. Additional transmissions concerning safety of flight will be broadcast over frequency 243.0

8.28. Min-Comm/Comm-Out Launch.

8.28.1. Due to the various airframes transiting AAFB, min-comm/comm out launches will be approved on a case-by-case basis by the 36 OG or designated representative a minimum of 10 days prior.

8.28.2. Visiting and tenant units will submit a concept of operations to the 36 OSS/OSA flight prior to conducting any reduced comm procedures.

8.28.2.1. At a minimum these procedures will include:

8.28.2.1.1. Level of reduced comms requested.

8.28.2.1.2. Procedures for receiving departure clearance, taxi clearance and takeoff clearance.

8.28.2.1.3. Methods for aircrew or ATCT to terminate exercise if pertinent messages need to be relayed or the safety of operation is in doubt.

8.29. Air Base Defense. Procedures shall be executed as outlined in the Memorandum of Understanding between the FAA and US INDOPACOM regarding intercept procedures and authorization for interceptor operations.

8.30. Civilian Aircraft Operations and Use of Military ATCALS. Civil aircraft desiring to operate at AAFB and/or use military ATCALS must comply with procedures in AFI 10-1001, *Civil Aircraft Landing Permits,* AFI 10-1002, *Joint Use Agreements for Military and Civilian Flying Facilities,* and AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations,* as applicable.

8.31. Off-Station Operations and Use of Civilian Airfields.

8.31.1. Aircrews are responsible for ensuring the security of their aircraft at the destination. For diverts, ensure WG/CP has coordinated for aircraft security. If aircraft security is in question, remain with the aircraft until security is confirmed.

8.31.2. Off-station operations will be conducted IAW the "Cross-Country and Divert" procedures described in the 36 WG IFG.

8.31.3. Aircraft operating from AAFB will coordinate the usage of civilian airfields in conjunction with local operations (within 200 NM).

8.31.4. Off-Station transitions. Low approaches (including simulated emergency patterns) are permitted at Guam International Airport when approved by ATC. Use of CNMI airfields require approval from JRM/MIRC Operations. Transition at other locations requires 36 OG/CC approval.

8.32. Noise Complaints. 36 WG/PA is the focal point for tracking and responding to aircraft noise complaints. PA will contact 36 WG Airspace Manager to investigate and attempt to determine the unit and circumstances involved with the incident.

8.33. Weather Dissemination and Coordination Procedures. Hazardous and severe weather notification procedures, including lightning response actions, are addressed in 36 WGI 15-101, *Andersen Weather Support*.

8.33.1. Weather Recall. Weather recalls are initiated by SOF in coordination with the 36 OG/CC. The ATCT will broadcast a weather recall on guard frequencies. Aircrews will terminate the mission and contact the SOF or ops desk for instructions.

8.33.2. Weather Warnings, Watches, and Advisories. ATCT will relay information verbatim to aircraft under its control until the information is published on the ATIS. AMOPS will transmit weather warnings via the SCN, Airfield Net, and Ramp Net.

8.33.2.1. ATCT will report the following items to the Weather Flight as part of the Cooperative Weather Watch (CWW) program:

8.33.2.1.1. Visibility values IAW FAAO JO 7110.65.

8.33.2.1.2. When lightning, tornado, waterspout, funnel clouds are first observed, or a thunderstorm or precipitation begins or ends.

8.33.2.1.3. When obscuring phenomena (e.g. fog, haze, smoke) are first observed and any subsequent changes in intensity.

8.33.2.1.4. When ceiling or sky cover raises, lowers, forms, or dissipates and could necessitate a change in airfield status.

8.33.2.1.5. Any condition which may affect the safety of arriving/departing aircraft.

8.33.2.2. The Weather Flight observer, upon notification by the ATCT of any of the above items shall make a visual weather observation and disseminate an official observation as required.

8.33.2.3. ATCT will check the Pilot-to-Metro-Service (PMSV) frequency, ATC duties permitting, when requested by the Weather Flight. System problems will be relayed to the Weather Flight for resolution.

8.33.2.4. ATCT will relay PIREPs to the Weather Flight.

8.33.3. Aircraft Procedures for Lightning within 5 NM. When Andersen Weather declares lightning within 5 NM, take the following action:

8.33.3.1. All Non-Fighter, Non-Attack, Non-Bomber Aircraft. The pilot in command is responsible for compliance with AFI 11-202v3, General Flight Rules and will advise ATC of intentions after receiving notification that there is lightning within 5 NM.

8.33.3.2. Fighter, Attack and Bomber Aircraft.

8.33.3.2.1. On the Ground Prior to Engine Start. Evacuate aircraft and seek immediate shelter.

8.33.3.2.2. On the Ground After Engine Start. Unarmed fighter aircraft on the ground, prior to arming or after de-arming will taxi back to the chocks. Armed fighter aircraft on the ground will hold in the appropriate arm/de-arm location. Contact the SOF to determine the anticipated length of delay and fuel load of appropriate aircraft. Based on the SOF's information, the production superintendent will determine whether the aircraft needs to return to chocks and shut down or stay at the appropriate arm/de-arm area until lightning is no longer within 5 NM. Only the minimum personnel required to safely recover/ground aircraft will be used.

8.33.3.2.2.1. The SOF will coordinate with the 36 OG/CC to determine the proper course of action for fighter aircraft. The SOF will inform the 36 OG/CC of weather cell location and direction of movement. Note: Without additional guidance from the SOF, or when a SOF is not available, the pilot in command is responsible for compliance with AFI 11-202v3, General Flight Rules.

8.33.3.2.2.2. When fighter aircraft reach emergency fuel, the SOF will coordinate with the MOC for de-arming (in the de-arm area) and engine shutdown at the aircraft's assigned parking area using the minimum number of personnel as possible. After de-arm, aircraft will taxi to parking. Flights of aircraft in the same parking area will be shut down together to minimize personnel exposure.

8.34. Bird & Wildlife Control, Bird/Wildlife Aircraft Strike Hazard (BASH) & Bird Conditions. Guidelines for the BASH program are outlined in 36 WG OPLAN 91-212, *Bird/Wildlife Aircraft Strike Hazard Plan*.

8.35. Airfield Photography. Photography is not permitted within restricted or controlled areas without the approval of the commander responsible for the area. Approved requests must remain with the individual authorized to take pictures after authentication by Security Forces personnel.

8.35.1. Requests for photography must be in writing and sent to 36 OSS/CSS. 36 OSS/CSS will route the request to 36 OSS/CC and 36 OG/CC for approval and then to 36 SFS/S5 for authentication. Once the request is returned to 36 OSS/CSS, the requesting individual will be notified. **Note**: An approved airfield photography request does not authorize entry to the airfield. Airfield access can be obtained via an EAL or RAB.

8.35.2. Any photos planned for public release must be reviewed by 36 WG/PA. Unauthorized photography will result in apprehension by Security Forces for possible disciplinary action. The film or media card will be confiscated and turned over to Security Forces or Office of Special Investigations.

8.36. Airfield Cell Phone Use Policy. Cell phone use on the airfield is prohibited while driving unless a hands-free device is used. If a hands-free device is not available, all users in non-CMAs will pull over behind the wingtip clearance line and come to a complete stop before using a cell phone. In all instances, use of a cell phone on the airfield cannot interfere with the safe, efficient handling of aircraft or the airfield's ability to support operations.

8.37. Airfield Smoking Policy. Smoking is prohibited on the airfield and in aircraft maintenance facilities.

8.38. Foreign Object Damage Prevention and Control. Refer to 36 WGI 13-213, *Airfield Driving*, for more detailed procedures.

8.39. DoD UAS Operations. DoD UAS operations at AAFB (to include PRTC-A and NWF) must comply with the requirements in DoD/FAA UAS Memorandum of Understanding (9 May 19), DoD UAS Guidance Memo (18 Aug 18), AFMAN 11-502, *Small Unmanned Aircraft Systems* (19 Jul 19), and this instruction. UAS operations are prohibited at Andersen AFB without 36 WG/CC approval (or their designated representative, as identified below).

8.39.1. The first requirement to operate UAS at AAFB is to obtain FAA approval. This can be done via a Certificate of Authorization (COA) from the FAA or by complying with the requirements in DoD/FAA UAS MOU, DoD UAS Guidance Memo, and AFMAN 11-502.

8.39.2. The second requirement is to obtain the appropriate level of military approval to protect privacy and civil liberties associated with DoD UAS operating in domestic airspace. This is outlined in DoD UAS Guidance Memo and AFMAN 11-502.

8.39.3. The third requirement applies to Air Force units operating small UAS (SUAS); they must have a unit-specific, installation commander approved, Concept of Employment (CONEMP).

8.39.4. DoD Group 1 & 2 UAS (maximum gross takeoff weight of 55 pounds or less) can operate in uncontrolled Class G Airspace without an FAA COA, provided they comply with the provisions of the DoD/FAA MOU and local requirements. All UAS Groups (1-5) can

operate in the AAFB Class D Airspace provided they are in compliance with the DoD/FAA UAS MOU and local requirements.

8.39.5. UAS Operations in the AAFB Class D Airspace. DoD UAS can operate in the AAFB Class D Airspace without a FAA COA if all of the other requirements in **paragraph 5** of the DoD/FAA UAS MOU are met. UAS operations conducted within the confines of the AAFB Class D Airspace will be IAW AFMAN 11-502, FAA policies, regulations, and memoranda of agreement concerning DoD operation of UAS in the national airspace system, and consistent with applicable laws. No coordination with Guam CERAP is required. Per AFMAN 11-502, Attachment 9, based on the type of domestic UAS operation, the appropriate approval authority must approve the operation. A NOTAM must be issued not more than 72 hours in advance, but not less than 24 hours prior to the operation.

8.39.6. UAS Operations in uncontrolled Class G Airspace (this applies to PRTC-A and NWF). Per the DoD/FAA UAS MOU, paragraph 7, only DoD Group 1 & 2 UAS (maximum gross takeoff weight of 55 pounds or less) can operate in uncontrolled Class G Airspace without a FAA COA if all of the other requirements in paragraphs **5** and **7** of the DoD/FAA UAS MOU are met. UAS operations will be conducted at or below 699 feet above ground level (AGL), IAW AFMAN 11-502, FAA policies, regulations, and memoranda of agreement concerning DoD operation of UAS in the national airspace system, and consistent with applicable laws. No coordination with FAA Guam CERAP is required. Per AFMAN 11-502, Attachment 8, based on the type of domestic UAS operation, the appropriate approval authority must approve the operation. A NOTAM must be issued not more than 72 hours in advance, but not less than 24 hours prior to the operation.

8.39.7. UAS Operations in Class E Airspace. DoD UAS can operate in Class E Airspace with a FAA COA. Coordination with Guam CERAP is required. Per AFMAN 11-502, Attachment 8, based on the type of domestic UAS operation, the appropriate approval authority must approve the operation.

8.39.8. A footnote in the DoD UAS Guidance Memo, under the Domestic UAS Operations category for "Training, Exercises, and Repositioning Operations Within Airspace Delegated by the FAA for DoD Use," says, "Airspace delegated by the FAA for DoD use" includes: …airspace above land with express permission of the landowner or government-owned or -leased land as permitted by DoD-FAA MOA." This is interpreted to mean DoD UAS operating under this category can only fly inside the installation boundary.

8.39.9. Installation approval authority for domestic use of SUAS IAW AFMAN 11-502, *Small Unmanned Aircraft Systems*, is delegated to the 36 OG/CC. This delegation is limited to the following:

8.39.9.1. Group 1 & 2 UAS (maximum gross takeoff weight of 55 pounds or less), operating at less than 250 KIAS, only under the domestic UAS operations category for "Training, Exercises, and Repositioning Operations within Airspace Delegated by the FAA for DoD Use," and within the AAFB installation boundary.

8.39.9.2. UAS Operations in the AAFB Class D Airspace IAW the requirements in **paragraph 8.39.5**.

8.39.9.3. UAS Operations in uncontrolled Class G Airspace within the AAFB installation boundary IAW the requirements in **paragraph 8.39.6**.

8.39.9.4. All Air Force units operating SUAS must have a unit-specific installation commander approved Concept of Employment (CONEMP) when operating on or off military installations. This instruction does not delegate CONEMP approval authority; all CONEMPs require 36 WG/CC approval.

8.39.9.5. UAS operations that do not meet the aforementioned criteria must be coordinated through the 36th Wing Airspace Manager (366-2385) to ensure compliance with all applicable regulatory requirements.

8.39.10. Once UAS approval is granted, the UAS operator will comply with FAA, DoD, USAF, and 36th Wing guidance to ensure UAS operations are safe and will not interfere with any manned aircraft. The following procedures shall be followed:

8.39.10.1. Operation of the UAS will be conducted IAW the OEM operating manual.

8.39.10.2. The UAS operator will coordinate with the 36th Operations Support Squadron (ATC Tower and Airspace Manager), 36th Contingency Response Group (for PRTC-A or NWF), and 36th Security Forces Squadron minimum of ten (10) days prior.

8.39.10.3. In the event of a lost link, the aircraft will be programmed to return to launch point or land immediately.

8.39.10.4. The SUAS Operator's (SUAS-O) name and contact number will be provided to the Andersen ATC Tower at 366-4300 prior to each operation. The SUAS-O shall be immediately available, via LMR or phone, to the AAFB ATC Tower throughout the UAS operation.

8.39.11. Base residents are encouraged to report unauthorized use of UAS to the BDOC at 366-2910/2911 or 362-4638. Violators may be held accountable under FAA, DoD, and USAF regulations.

8.40. Civilian UAS Operations. Civilian UAS operations off-base, but inside the AAFB Class D airspace, require: an FAA-approved COA, AAFB ATCT coordination and approval, and compliance with the FAA COA's provisions. Civilian UAS operations on AAFB are generally prohibited. Contact the 36 WG Airspace Manager at 366-2385 for additional information.

8.41. Machete Drop Zone Operations (Andersen Main Airfield).

8.41.1. Machete Drop Zone operations are conducted IAW DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, and are conducted at the unit's own risk. **Note**: Due to the adverse impact Machete DZ use has on AAFB airfield operations, use is highly restricted. Recommend using Fortress or Thunder DZs (see **Chapter 9**) when available.

8.41.2. At least 30 days prior to mission, submit initial request and associated CONOP to the 36 WG Reception Working Group (**36WG.IDRC@US.AF.MIL**) and 36 OSS Airfield management at **36OSS.OSAA.AMOPS@US.AF.MIL**.

8.41.3. 10 days prior to operations, the unit Airborne POC(s) will ensure the DZ has been secured and deconflicted from flying and maintenance operations on the airfield. A diagram of Machete DZ is provided in **Attachment 16**. Refer to **Attachment 17** for DZO and aircrew requirements.

8.41.4. Once cleared through the Reception Working Group (RWG), the Airborne POC(s) will contact Andersen Airfield Management for coordination assistance.

8.41.5. The Airborne POC must attend and brief the jump timeline and planned DZ operations at the weekly Thursday Ops/MX 1500L Meeting to ensure the operation does not conflict with flying operations. 36 WG/CC or CV approval is obtained at this briefing.

8.41.6. For Machete DZ operations outside Andersen's Class Delta airspace (above 2,600' MSL), coordination with FAA/Guam CERAP is required to ensure appropriate NOTAM action is initiated for Echo airspace no later than one week prior to scheduled operations.

8.41.7. Upon jump timeline approval from 36 WG/CC or CV, the Unit Airborne POC(s) will schedule an Aircraft Commander (AC) and Drop Zone Controller (DZC) brief with AMOPS. It is the responsibility of the Airborne POC(s) to coordinate with WG/CP to ensure that all airborne missions are added to the daily flying schedule and to coordinate with AMOPS to ensure NOTAMs are published.

8.41.8. It is the Airborne POC(s) responsibility to ensure that the Jump Master (JM) and DZC perform the proper coordination with the airborne aircrew and perform daily jump briefs. Pertinent changes during jump operations must be briefed to AMOPS to ensure safety of flight and to assist potential deconfliction issues with the flying schedule.

Chapter 9

PACIFIC REGIONAL TRAINING CENTER-ANDERSEN (PRTC-A) AND NORTHWEST FIELD (NWF)

9.1. Northwest Field. NWF is an Andersen AFB auxiliary airfield, currently undergoing rehabilitation to offer special use as a Landing Zone/Drop Zone to facilitate recurring exercises and continuation training for both Mobility and Combat Air Forces. The 36 CRG facilitates LZ/DZ training IAW DAFMAN 13-217.

9.1.1. The following applies to all personnel and agencies involved in the use of NWF Landing Zones/Drop Zone (Fortress & Thunder):

9.1.2. Operations at NWF will be at the unit's own risk. Any risk assessments and/or waivers, based on mission requirements, aircraft compatibility with NWF, etc., will be completed by the unit for the appropriate level of approval per applicable regulations.

9.1.3. Deviations are authorized in the interest of safety or in an emergency; however, full details and justification concerning deviations from these procedures will be briefed to the owning squadron commander/operations officer who will brief the 36 OG/CC and 36 CRG/CC.

9.2. Scope. The procedures outlined in this instruction are designed to promote safe and efficient airfield operations and flying activities within Andersen AFB's airfield environment. Flying operations at NWF occur in close proximity to a Temporary Flight Restriction (TFR) and the AAFB Class D Airspace and requires coordination prior to operations. Commanders of assigned, tenant, deployed, and TDY units under the operational control of the 36 WG will ensure that their personnel comply with this instruction.

9.2.1. **Administration.** All procedural changes affecting these procedures must be submitted to the 36th Operations Support Squadron (36 OSS).

9.2.2. **Terms.** The terms "Landing Zone Officer (LZO) and Drop Zone Officer (DZO)" encompass the following individuals: Landing Zone Controller (LZC), Landing Zone Safety Officer (LZSO), Drop Zone Controller (DZC), Drop Zone Safety Officer (DZSO).

9.3. Pacific Regional Training Center-Andersen Information. PRTC-A is a former World War II airfield that is now an Andersen AFB auxiliary airfield. It consists of a cantonment area and airfield that is now called Northwest Field and is used as a LZ/DZ consisting of two LZs and aprons, approximately 6 NM northwest of AAFB. Use of PRTC-A (to include NWF) requires a minimum of 72-hours prior notice and scheduling is accomplished via the 36 CRG/XP at **36CRG.XP.PLANNING@US.AF.MIL**. **Note**: Some operations require FAA coordination that requires a minimum 30 day notice; contact 36 CRG as soon as possible to maximize the chance of success.

9.4. Pacific Regional Training Center-Andersen LZ/DZ. Fortress LZ/DZ and Thunder LZ are located at NWF on the PRTC-A grounds where training facilities are used to prepare Airmen for real-world contingency and deployment missions. NWF is depicted in **Attachment 18**. Fortress DZ overlaps many of these facilities and requires air-to-ground deconfliction and coordination between affected agencies.

9.5. Fortress and Thunder Landing Zones. Fortress LZ is 7,900’ by 160’ asphalt with 10’ paved asphalt shoulders. The asphalt overruns at each end of the landing zone are 300’ long by 180’ wide and are constructed to the same standard as the runway. Fortress LZ dimensions are depicted in **Attachment 19**. Reference the Fortress LZ Survey for official, current data. Thunder LZ dimensions are depicted in **Attachment 20**.

Table 9.1. Landing Zone Data Table (all numbers displayed in feet).

FORTRESS LZ 06L/24R LENGTH AND WIDTH
7,900’ x 160’
OVERRUNS
300’ x 180’
THUNDER LZ 06R/24L LENGTH AND WIDTH
3,250’ x 60’
OVERRUNS
300’ x 80’

9.5.1. Landing Zone Selection Procedures. The LZO designates the LZ in use. Landing Zone 06 is designated as the calm wind LZ. The calm wind LZ is utilized when the wind is less than 5 knots.

9.5.1.1. Fighter aircraft will only use Landing Zone 06 as the Glide Slope Ratio for LZ 25 does not meet fighter aircraft requirements.

9.5.2. LZ change requests (or opposite direction arrivals) must be coordinated and approved through the LZO on duty.

9.5.3. Upon opening, the LZO will notify Andersen Tower and all supporting ground vehicles of the active landing zone and any subsequent changes thereafter.

9.5.4. Landing/Drop Zone Lighting. The LZ/DZ has no permanent lighting systems installed. In the event lighting is requested, the LZO/DZO will establish AZL-15 (Phantom Lights) IAW DAFMAN 13-217 or IAW aircrew requirements. Covert and overt lighting configurations may be coordinated through the LZO/DZO.

9.5.5. Opening and closing procedures will be completed IAW the appropriate LZ operating checklist (See **Attachments 21** & 22).

9.5.6. Suspension Procedures.

9.5.6.1. The LZO on duty is the landing zone suspension authority.

9.5.6.2. In-flight emergencies should return to Andersen AFB main as the primary option. In the event of an in-flight/ground emergency or any other reason requiring immediate landing zone suspension, the LZO shall notify the following: other aircraft under the LZO’s control, Andersen Tower, Fire Department, and other vehicles/personnel, as required. **Note**: Immediate notification to Andersen Tower is required to initiate base emergency response procedures.

9.5.6.3. The LZO shall complete all respective landing zone suspension checklists and inspections prior to resuming normal operations.

9.6. Fortress Drop Zone. Fortress DZ dimensions are depicted in **Attachment 23**. Reference the Fortress DZ Survey for official, current data.

9.6.1. Drop Zone Lighting. The DZ has no permanent airfield lighting systems installed. In the event airfield lighting is requested, the DZO will manually erect omni-directional visible lighting systems with a minimum output rating of 15 candela and strobe lights. Covert and overt lighting configurations may be coordinated through DZC.

9.6.2. Opening and closing procedures will be completed IAW the appropriate DZ operating checklist (See **Attachments 21** & 22).

9.6.3. Drop Zone Suspension Procedures.

9.6.3.1. The DZO on duty is the drop zone suspension authority.

9.6.3.2. In the event of an in-flight/ground emergency or any other reason requiring immediate suspension, the DZO shall notify the following: Other aircraft under the DZC's control, Andersen Tower, Fire Department and other vehicles/personnel, as required.

9.6.3.3. The DZO shall complete all DZ landing zone suspension checklists prior to resuming normal operations.

9.7. Taxiways. See below and **Attachment 24**.

Table 9.2. Taxiway Dimensions and Apron Classification.

TAXIWAY	WIDTHS	PAVEMENT CLASSIFICATION NUMBER (PCN)
TWY ALPHA	80' (asphalt)	38 F/B/W/T
ACE (APRON)	165' (asphalt)	61 F/A/W/T
Note: 36 OG/CC is approval authority for all weight bearing waivers.		

9.8. Permanently Closed/Unusable Portions of Airfield. N/A. **Note**: TWY A is not approved for aircraft use without prior coordination with 36 OSS.

9.9. Aircraft Arresting Systems (AAS). NWF does not have an arresting system in place. Prior coordination is required if a Mobile Aircraft Arresting System (MAAS) is required. Operational units requesting to land/depart without a departure end cable will do so at pilot's own risk and according to Air Force (MAJCOM/A3 or WG/CC) waiver requirements.

9.10. Parking Plan/Restrictions. The ACE Apron (See **Attachment 24**) is currently the only authorized aircraft parking location. It includes a VFR hold-short line located 125' from LZ edge. Due to rapidly expanding capabilities, contact 36 CRG/XP (**36CRG.XP.PLANNING@US.AF.MIL** DSN 315-366-5655) for the most current parking plan.

9.11. ATC Facilities. An ATC facility does not exist on NWF.

9.12. Landing Zone/Drop Zone Control Point Location. The LZO/DZO locates the most suitable control point after considering the following pertinent factors: Security, landing zone in use, view of the airfield and surrounding airspace. Separation of aircraft and the ability to detect hazards on or near the operating area supersede other concerns.

9.13. Local Frequencies. See **Attachment 25** for local frequencies/channels.

9.14. Navigational Aids (NAVAIDs). There are no permanent NAVAIDS established on NWF. Local NAVAIDS nearby consist of Andersen TACAN (UAM) and Nimitz VORTAC (UNZ). A mobile TACAN (TRN-41) may be requested on a case-by-case basis. Contact 36 OSS/OSA at 366-1439 or CRG/XP for further information. NAVAID downtime requests outside the no-NOTAM PMI window requires 36 OG/CC approval.

9.15. ATIS Procedures. NWF does not have its own airfield information system. Local weather specific to Andersen Air Force Base only is available on 118.175/254.325 and updated hourly unless significant weather or airfield conditions dictate more frequent updates. The LZO/DZO on duty can provide current surface conditions for the NWF LZ/DZ.

9.16. Refueling Areas. Hot pit refueling/de-fueling, and Forward Arming and Refueling Point (FARP) operations are available at NWF and only conducted on the ACE apron areas that are certified for fueling operations IAW T.O. 00-25-172. ACE Ramp refueling operations can support a maximum of 4 aircraft with wing spans up to 44ft, or, two C-130s and two aircraft with a 44ft max wingspan. (See **Attachment 24**).

9.17. Aircraft Tow Procedures. Aircraft towing equipment is not readily available for NWF. Anticipated towing requirement must be coordinated prior to utilization through the 36 LRS Reception Working Group.

9.18. Aircraft Taxiing Requirements/Routes. NWF has limited taxiing options. Aircraft may expect primary taxiing on the active landing zone and 180 degree turns for departure. Use of the ACE Apron will be approved by LZO.

9.18.1. Airfield Maintenance.

9.18.1.1. 36 OSS Airfield Management shall perform recurring inspections IAW AFMAN 13-204V2 requirements and address airfield discrepancies with 36 CES and 36 WG/SE. 36 CRG/XP will perform daily LZ/DZ assessments IAW DAFMAN 13-217 prior to LZ/DZ operations.

9.18.1.2. Sweeper/Mowing Operations. Airfield sweeper and mower operations will be accomplished by 36 OSS/Airfield Management, who will make the request IAW the 36 CRSS and 36 CES MOA.

9.18.1.3. All planned/active maintenance and repair to the NWF Landing Zone will be coordinated IAW **paragraph 1.19**.

9.19. Runway Surface Condition (RSC) and Runway Condition Reading (RCR) Values. The LZO is responsible for determining and reporting RSC as required IAW DAFMAN 13-217.

9.20. Restricted Areas on the Airfield. Aprons and hangars on the north end of TWY Alpha are restricted to authorized aircraft only.

9.21. Airspace.

9.21.1. NWF Landing Zone/Drop Zone. NWF is in close proximity to a TFR; operations are conducted IAW Federal Aviation Regulations (FARs) in Class Echo airspace.

9.21.2. Areas of Potential Conflict. The Landing Zone/Drop Zone is adjacent to areas that pose potential conflict with operations in addition to areas listed in **paragraph 2.6**.

9.21.3. Andersen Class D Airspace. Andersen Control Tower Class D airspace lies within close proximity to NWF. As such, RWY 06 departures and RWY 24 arrivals require Class Delta transition approval from Andersen Tower.

9.21.4. Marine Corps Base Camp Blaz (MCBCB) Live Fire Training Range Complex (LFTRC). When construction is completed, MCBCB LFTRC is planned to be a Controlled Firing Area (CFA) located on the outer northeast boundary of NWF that will consist of a known distance rifle range, a modified record of fire range, a nonstandard small arms range, and a multi-purpose machine gun range.

9.21.5. The southeastern boundary of the Surface Danger Zone (SDZ) lies in close vicinity to the landing zone RWY 06 departure corridor (See **Attachment 26**).

9.21.6. 21 SOPS Det 2 Avoidance Area. See **paragraph 2.6.6** for restrictions and 8.15. for procedures.

9.22. Daily Scheduled Events. Current events and scheduling for NWF and PRTC-A are available on the Intelink site at **https://intelshare.intelink.gov/sites/PRTC**. All users will need to create an Intelink account in order to view or schedule daily ops. 36 CRG/XP will monitor the website daily and initiate training area workflow requests as needed.

9.23. Andersen AFB and NWF LZ/DZ Approval Authority. All air operations are conducted at the operating unit's own risk. 36 CRG and 36 OG will work together to ensure operations are deconflicted from non-participants prior to approval. If ATC service is required while operating outside of the NWF traffic pattern (**Attachment 27**) and within Class Echo airspace, aircraft should contact FAA Guam CERAP for assistance IAW FARs.

9.23.1. All air operations on NWF Fortress Landing Zone/Drop Zone, and Thunder LZ are conducted IAW the procedures outlined in this operating instruction and DAFMAN 13-217. Refer to paragraph 9.27. for scheduling procedures.

9.23.2. Weather Minimums. All air operations at NWF (day/night) will be performed in visual meteorological conditions based on Andersen AFB weather observations.

9.23.3. VFR Rectangular and Overhead Traffic Patterns. Procedures outlined in this paragraph may be adjusted based on real-time traffic conditions, status of the Marine Corps Firing Range, and approval by ATC agencies.

9.23.4. Aircraft shall establish two-way communications with LZO (when required) prior to entering the LZ traffic pattern. If an LZO is present for pattern operations, comply with instructions unless otherwise in the interest of safety. Pattern altitudes are as follows: Helicopters (1,100' MSL), Conventional (1,600' MSL), Overhead (2,100' MSL, north break).

9.23.4.1. Operate in a north rectangular pattern orientation while avoiding the CFA if active. RWY 24 arrivals and RWY 06 departures will need to ensure a Class Delta transition has been approved with Andersen ATCT. Operations to the south are not authorized without prior coordination with Andersen ATCT.

9.23.4.2. Departures. The LZO (if present) will provide a 5-minute departure call to Andersen ATCT for RWY 06 departures. Additionally, aircraft will make two-way communications with Andersen Tower prior to entering the AAFB Class Delta Airspace.

9.23.5. Go-Around Instructions. NWF has wildlife that can present a hazard to aircraft operations. Pilots are reminded to be vigilant when operating at NWF. The LZO is instrumental to flight safety.

9.23.6. Go-Around. When instructed to "GO AROUND" aircraft should climb straight ahead or maintain at/below 1,100 ft. MSL. Remain clear of Andersen Class D and the CFA (if active). Aircraft should re-enter the pattern via a north downwind. If needed, contact FAA Guam CERAP for service.

9.23.7. Carry Through. When instructed to "CARRY THROUGH" aircraft enroute for the overhead shall maintain 2,100 ft. MSL, unless otherwise directed. Fly directly over the runway to the departure end and execute re-entry into north closed. Remain clear of AAFB Class D and the CFA (if active). If needed, contact FAA Guam CERAP for service.

9.24. Emergency Procedures. Units conducting air operations over NWF do so with the acknowledgement that emergency services are limited. Aircraft Rescue and Fire Fighting (ARFF) will meet requirements (unless specifically waived) for all CAF operations. MAF operations will adhere to guidance in DAFMAN 13-217. **Note**: Safety of flight permitting, pilots should make every effort to recover emergency aircraft at AAFB (PGUA) rather than attempting to land at NWF. Immediate notification to Andersen Tower is required to initiate base emergency response procedures.

9.24.1. The LZO/DZO shall pass all pertinent emergency information to Andersen Control Tower as soon as possible in the event of an in-flight emergency.

9.24.2. In-flight emergencies (IFE) unable to divert to PGUA as well as ground emergencies (GE) will be assessed by the LZO/DZO on duty and be relayed to the on-site Fire Chief/Senior Fire Official.

9.24.3. The LZO/DZO will advise the Fire Chief/Senior Fire Official when the emergency aircraft is next to land.

9.24.3.1. The Fire Chief/Senior Fire Official shall report to the LZO/DZO when all Fire response vehicles are off the LZ/DZ.

9.24.3.2. The Fire Department will pass termination times for emergencies to the LZO/DZO in a timely manner.

9.24.4. Landing Zone Suspension.

9.24.4.1. The LZO/DZO is the landing zone suspension authority.

9.24.4.2. Based on the situation/nature of the emergency, the LZO/DZO may suspend landing zone operations as necessary.

9.24.4.3. Prior to resuming normal operations, the LZO/DZO shall complete all respective checklists for IFEs, GEs, or Foreign Object Debris (FOD), etc.

9.25. Aircraft Arresting System. An aircraft arresting system does not exist on NWF. Aircraft requiring a cable engagement should attempt landing at Andersen AFB. **Note**: Units will be informed prior to operations when a Mobile Aircraft Arresting System is installed.

9.26. Lost Comm/NORDO Procedures.

9.26.1. Aircraft. In the event of lost communications with the LZO/DZO, maintain VFR and try to re-establish communication with Andersen ATCT or FAA/Guam CERAP by all means available. If unable to establish communication, squawk 7600 and exit the airspace using procedures outlined in 4.4.2. (or as directed by ATC). Utilize NORDO procedures established in **paragraph 6.16**, proceed to Andersen AFB for landing.

9.26.2. LZO/DZO. Attempt to re-establish communications with the pilot by any means necessary. This includes, but not limited to, aircraft relay, guard frequency (121.5/243.0) or by Andersen Tower relay.

9.27. Scheduling. Units requesting to use NWF (Fortress LZ/DZ & Thunder LZ) will coordinate their request through the 36 OSS and 36 WG/XP Gatekeeper. The 36 CRG/XP is the designated scheduling agency for all PRTC-A and NWF activities, to include ground and air operations. All users shall review the daily events schedule below for conflicting events prior to submitting training area requests. **https://intelshare.intelink.gov/sites/PRTC.Contact36CRG/XPvia36CRG.XP.PLANNING@US.AF.MIL** to schedule operations.

9.27.1. At least 30 days prior to mission, submit initial request and associated CONOP (template located on PRTC-A share point site) and associated NWF CONOP & Coordination Package (Attachment 28) to the 36 WG/XP Gatekeeper for approval. **Note**: All air operations requested are an initial request; approval is not granted until the coordination has been reviewed and signed.

9.27.2. **(14)** days prior.

9.27.2.1. Confirm status of NWF Coordination Package (**Attachment 28**).

9.27.2.2. CONOP will be briefed to the 36 WG/CV.

9.27.3. **(7)** days prior. The LZO/DZO will:

9.27.3.1. Present the NWF Coordination Package for 36 WG/CV signature at the Thursday Ops/MX 1500L Meeting prior to execution.

9.27.4. **(10)** minutes prior.

9.27.4.1. The aircraft commander will advise LZO/DZO when participating aircraft is 10 minutes from entering the pattern. This will allow the LZ/DZ airspace to be sterilized and perimeter roads secured.

9.27.4.2. The LZO/DZO will contact the aircraft commander once airspace/airfield is sterilized/secured.

9.27.4.3. If applicable, the LZO/DZO will notify Andersen ATCT when aircraft is 5 minutes from RTB/exiting LZ/DZ airspace.

9.27.5. Machete Drop Zone (Andersen Main Airfield). Procedures are addressed in **Paragraph 8.41**.

9.27.6. HSC-25 scheduling procedures. HSC-25 regularly uses the Helicopter Landing Zones listed in **paragraph 9.34** for unit-level training events, and adheres to a reduced approval timeline for operations in PRTC-A. All HSC-25 PRTC-A requests shall be submitted to the 36

CRG/XP Gatekeeper no later than Monday at 1600L the week prior to requested operations, to be briefed at the Thursday Ops/MX 1500L Meeting the same week. Requests with lead times shorter than this will need to be endorsed by the HSC-25 Commanding Officer and will be reviewed on a case-by-case basis.

9.28. Landing Zone/Drop Zone Operations. All air operations or drops are conducted IAW DAFMAN 13-217 and the approved PACAF Event Waiver and are at the operational unit's own risk. All NWF LZ/DZ ground support personnel will perform a visual inspection of the LZ/DZ prior to use. In addition to the LZ Opening/Closing Checklist (**Attachments 21** & 22), the designated 36 CRG/XP rep shall ensure the following is completed prior to executing landings or drops at NWF.

9.29. Pertinent Airfield Information.

9.29.1. Use caution; active road crosses both Fortress LZ and Thunder LZ at the approach end of 06. Road guards should be used when available to eliminate hazard.

9.29.2. Additional pertinent information related to NWF Landing Zone/Drop Zone will be relayed by 36 CRG/XP to the operational units prior to mission execution.

9.30. Airfield Support Services. Airfield support agencies such as airfield sweeper, mowing, fire emergency services, lavatory servicing, and fuel availability are not normally available and must be coordinated prior to LZ or DZ operations.

9.31. Bird/Wildlife Control and Bird Watch Conditions (BWCs). Bird Watch Condition restrictions and procedures will be conducted IAW ANDERSEN AFB 91-212, Bird Aircraft Strike Hazard Plan.

9.31.1. BASH Survey will be conducted by 36 CRG/XP in conjunction with Daily and Weekly Inspections. LZO will be responsible for BASH during active LZ operations and AMOPS will not have ability to respond IAW 36 WG OPLAN 91-212.

9.32. FOD Checks.

9.32.1. The LZO shall conduct a FOD check following all heavy departures and arrivals. Suspension of the landing zone will be at LZO discretion.

9.32.2. In the event airfield sweeper services are unavailable during LZ/DZ operations, the mission commander will be notified prior to mission execution and associated risks will be re-evaluated at that time.

9.32.3. Fighter aircraft operations require a sweeper present at all times. The landing area and taxi route must be swept prior to use.

9.33. Night Vision Device (NVD) Operations. NVD operations require approval by the 36 OG/CC and shall be IAW DAFMAN 13-217. NVD use by MDS not covered in DAFMAN 13-217 is not authorized. NVD use (to include potential use) shall be included in the initial mission request and/or CONOP sent to 36 CRG/XP at **36CRG.XP.PLANNING@US.AF.MIL**. NVD use outside of the AAFB Class D Airspace shall be IAW applicable laws and regulations.

9.34. Helicopter Landing Zones (HLZ). HLZs are located in two areas (defined as the Northern and Southern Op Areas) in PRTC-A and NWF (see **Attachment 29**). Scheduling these areas will be accomplished IAW the procedures in **paragraph 9.27.2**.

9.34.1. Northern Op Area. This area is located in uncontrolled Class G Airspace. HLZ operations in this area will be conducted below 500 feet AGL. Aircraft will squawk 1200 (or an ATC-assigned squawk). Aircraft must contact AAFB ATC Tower for permission prior to entering the AAFB Class D Airspace.

9.34.2. Southern Op Area. This area is located in, and adjacent to, the AAFB Class D Airspace. HLZ operations in this area will be conducted below 500 feet AGL. Aircraft must contact AAFB ATC Tower prior to HLZ operations in this area and will squawk 1200 (or an ATC-assigned squawk). Aircraft will contact AAFB ATCT prior to entering or exiting the Southern Op Area. Aircraft must remain within the defined area (**Attachment 29**) of the Southern Op Area unless coordinated with Andersen Tower.

PAUL R. FAST, Brigadier General, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits*

AFI 10-1002, *Joint Use Agreements for Military and Civilian Flying Facilities*

AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations*

AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*

AFI 11-418, *Operations Supervision*

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

AFMAN 11-202V3, *General Flight Rules*

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

AFMAN 13-204V1, *Management of Airfield Operations*

AFMAN 13-204V2, *Airfield Management*

AFMAN 13-204V3, *Air Traffic Control*

AFMAN 13-204V4, *Radar, Airfield, and Weather Systems*

AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments*

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

DAFI 13-213, *Airfield Driving*

DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*

FAA AC 150/5300-13, *Airport Design*

FAAO Job Order 7110.10, *Flight Services*

FAAO Job Order 7110.65, *Air Traffic Control*

UFC 3-260-01, *Unified Facilities Criteria*

Prescribed Forms

AF 3822, *Landing Zone Survey*

AF 3823, *Drop Zone Survey*

Adopted Forms

AF Form 332, *Base Civil Engineer Work Request*

AF Form 483, *Airfield Driving Certificate of Competency*

AF Form 847, *Recommendation for Change of Publication*

DD Form 1801, *International Flight Plan*

Abbreviations and Acronyms

AAFB—Andersen Air Force Base

ACE—Agile Combat Employment

AFB—Air Force Base

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

ALSF—Approach Lighting System, Flashing

AM—Airfield Management

AMS—Air Mobility Squadron

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOCI—Airfield Operations Compliance Inspection

AOF/CC—Airfield Operations Flight Commander

APU—Auxiliary Power Unit

ARFF—Aircraft Rescue and Fire Fighting

ASR—Approach Surveillance Radar

ATC—Air Traffic Control

ATCAA—Air Traffic Control Assigned Airspace

ATCALS—Air Traffic Control and Landing System

ATCT—Air Traffic Control Tower

ATIS—Automatic Terminal Information Service

ATOC—Air Terminal Operations Center

BAK—Barrier Arresting Kit

BASH—Bird/wildlife Aircraft Strike Hazard

BDOC—Base Defense Operations Center

CATM—Combat Arms Training Maintenance

CCTLR—Chief Controller

CERAP—Center Radar Approach Control

CES—Civil Engineer Squadron

CFA—Controlled Firing Area

COA—Certificate of Authorization

CONEMP—Concept of Employment

CMA—Controlled Movement Area

CS—Communications Squadron

DAFI—Department of the Air Force Instruction

DCAST—Data Collection and Scheduling Tool

DME—Distance Measuring Equipment

DoD—Department of Defense

DV—Distinguished Visitor

DZC—Drop Zone Controller

EAL—Entry Authorization List

ECP—Entry Control Point

ELT—Emergency Locator Transmitter

ENCON—Energy Conservation

EOD—Explosive Ordnance Disposal

EPU—Emergency Power Unit

ERCC—Engine Running Crew Change

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAAO JO—Federal Aviation Administration Job Order

FAF—Final Approach Fix

FAR—Federal Aviation Regulation

FARP—Forward Arming and Refueling Point

FCF—Functional Check Flight

FFO—Forward Firing Ordnance

FIH—Flight Information Handbook

FL—Flight Level

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FPCON—Force Protection Condition

HSC-25—Helicopter Sea Combat Squadron Two Five

HF—High Frequency

HLZ—Helicopter Landing Zone

IAW—In Accordance With

IFE—In-Flight Emergency

IFG—In-Flight Guide

IFR—Instrument Flight Rules

ILS—Instrument Landing System

JM—Jump Master

JRM—Joint Region Marianas

KIAS—Knots Indicated Airspeed

LFE—Large Force Exercise

LMR—Land Mobile Radio

LNO—Liaison Officer

LOA—Letter of Agreement

LOC—Localizer

LRE—Launch Recovery Element

MARSA—Military Assumes Responsibility for Separation of Aircraft

MAAS—Mobile Aircraft Arresting System

METAR—Meteorological Aviation Report

MHz—Megahertz

MIRC—Marianas Islands Range Complex

MOC—Maintenance Operations Center

MSA—Munitions Storage Area

MSL—Mean Sea Level

NAVAID—Navigational Aid

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Air Missions

NR—North Ramp

NVD—Night Vision Device

NWF—Northwest Field

OG—Operations Group

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

OSC—On-Scene Commander

OSS—Operations Support Squadron

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PIREP—Pilot Report

PMSV—Pilot-to-Metro Service

POFZ—Precision Obstacle Free Zone

POV—Privately Owned Vehicle

PPR—Prior Permission Required

PRTC-A—Pacific Regional Training Center-Andersen

RAB—Restricted Area Badge

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RTB—Return to Base

RVR—Runway Visual Range

SALS—Short Approach Lighting System

SAR—Search and Rescue

SC—Air Traffic Control Tower Senior Controller

SCN—Secondary Crash Network

SFL—Sequenced Flashing Lights

SFO—Straight-in Flame-Out

SFS—Security Forces Squadron

SII—Special Interest Items

SOF—Supervisor of Flying

SR—South Ramp

SUA—Special Use Airspace

SUAS—Small Unmanned Aircraft Systems

SUAS-O—Small Unmanned Aircraft System Operator

SVFR—Special Visual Flight Rules

RAWS—Radar, Airfield and Weather Systems

ROC—Recovery Operations Chief

TA—Transient Alert

TACAN—Tactical Air Navigation

TERPS—Terminal Instrument Procedures

TFR—Temporary Flight Restriction

THAAD—Terminal High Altitude Area Defense

TORA—Take Off Run Area

TRSA—Terminal Radar Service Area

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—Very high frequency Omnidirectional Range

VORTAC—Very high frequency Omnidirectional Range-Tactical Air Navigation

UAS—Unmanned Aircraft System

UHF—Ultra High Frequency

WA—Warning Area

WS—Air Traffic Control Tower Watch Supervisor

Attachment 2

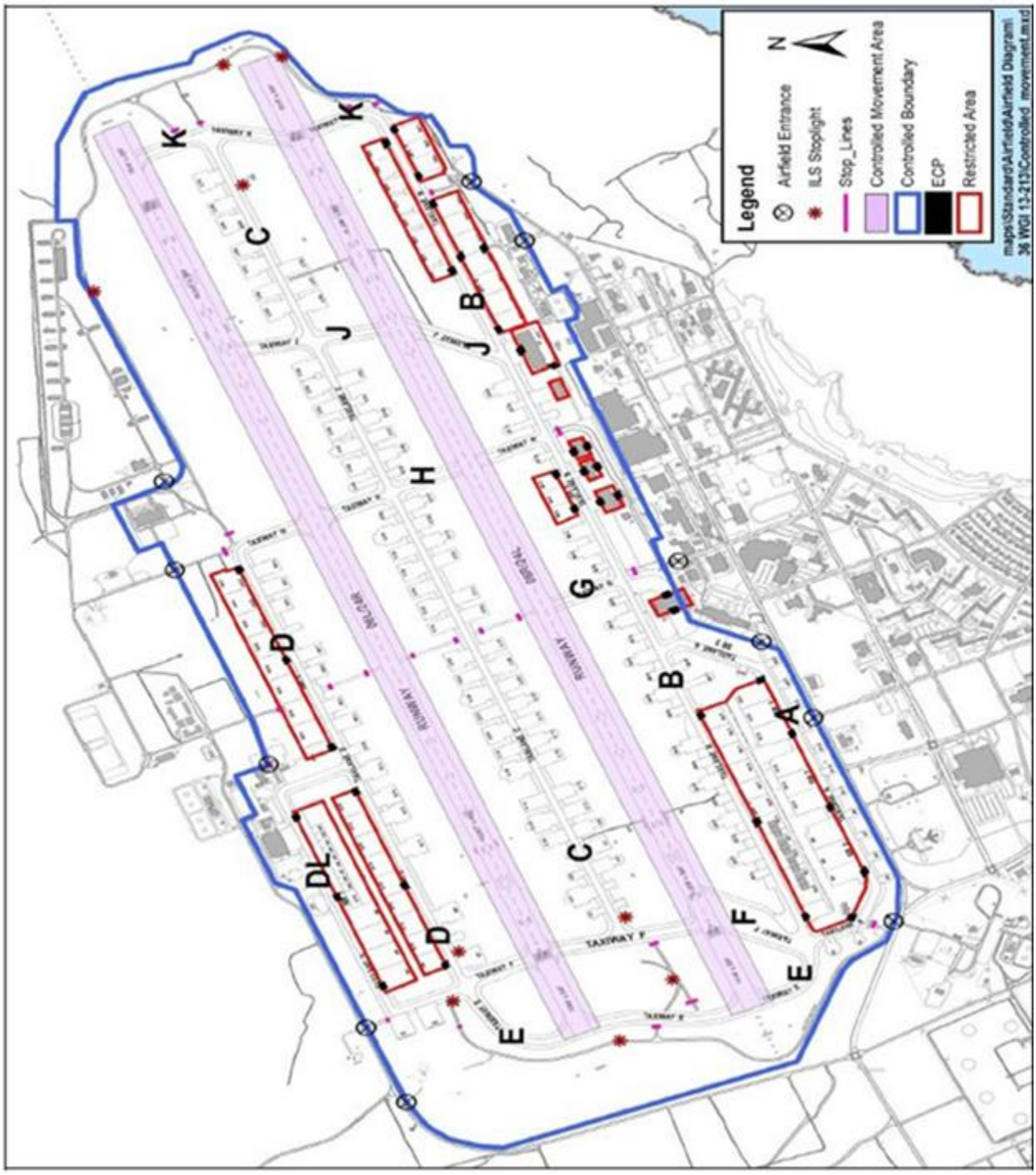
AIRFIELD DIAGRAM (E-9E)

Figure A2.1. Airfield Diagram (E-9E).

Attachment 3

CONTROLLED MOVEMENT AREAS

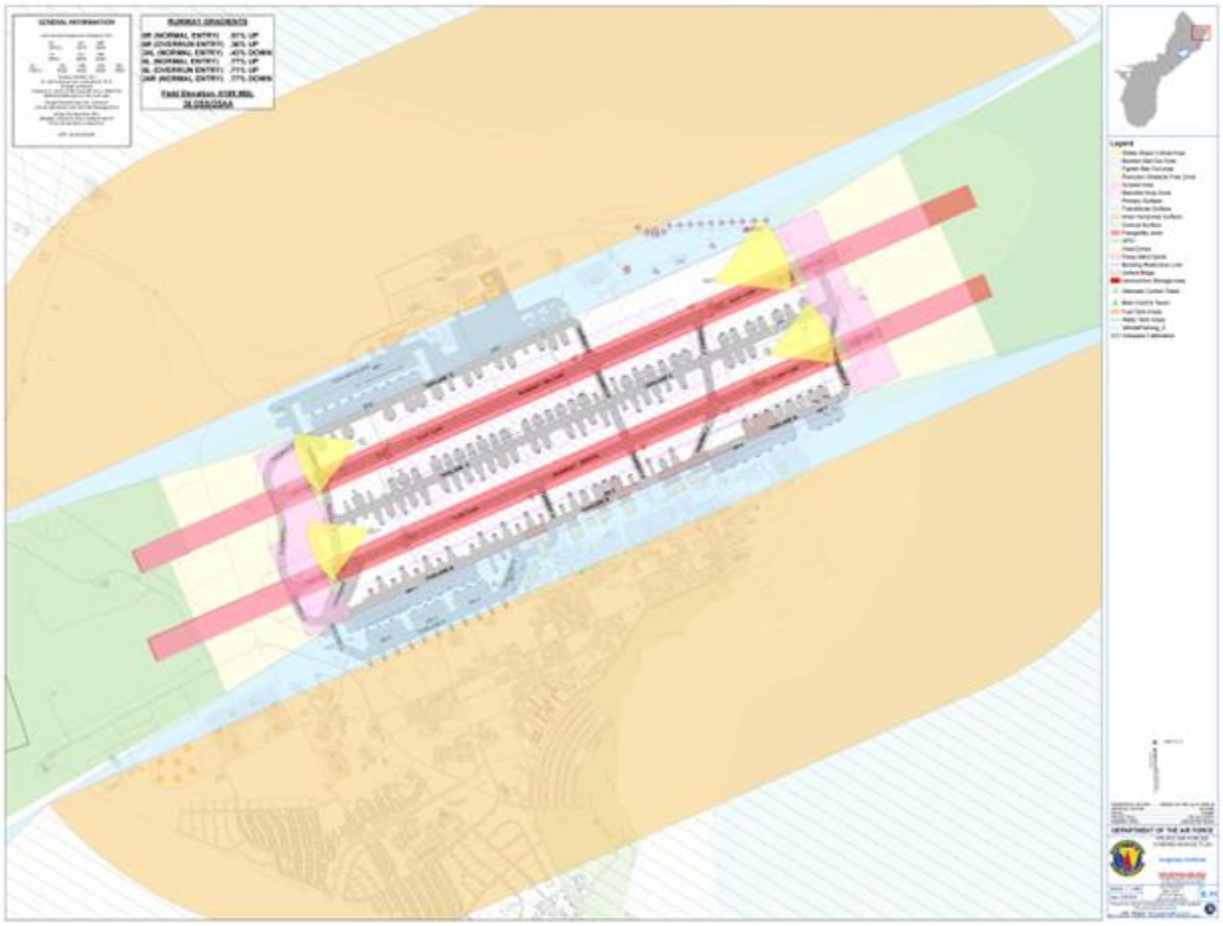
Figure A3.1. Controlled Movement Areas.



Attachment 4

SURFACE TYPES AND CRITICAL AREAS

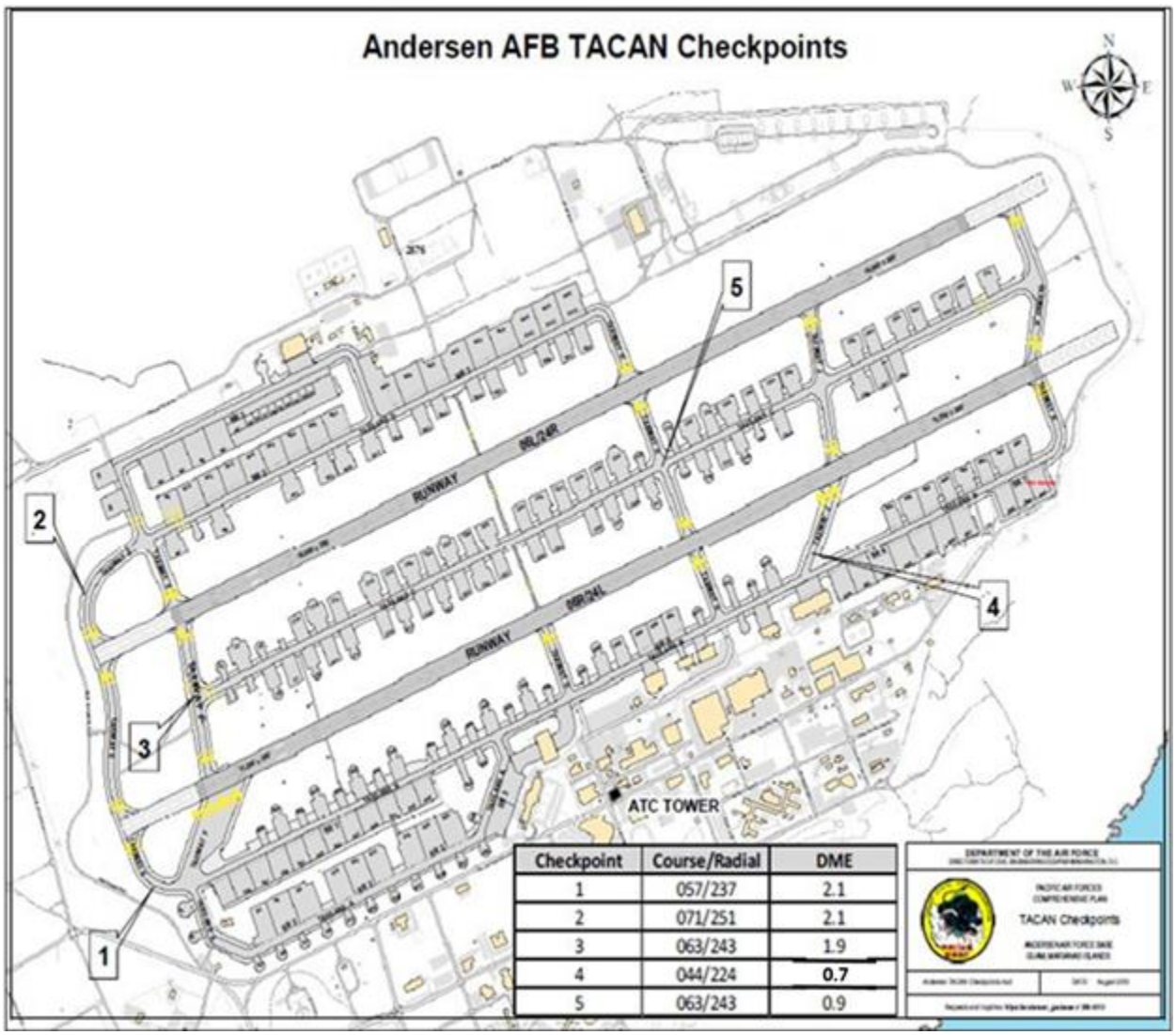
Figure A4.1. Surface Types and Critical Areas.



Attachment 5

TACAN CHECKPOINTS

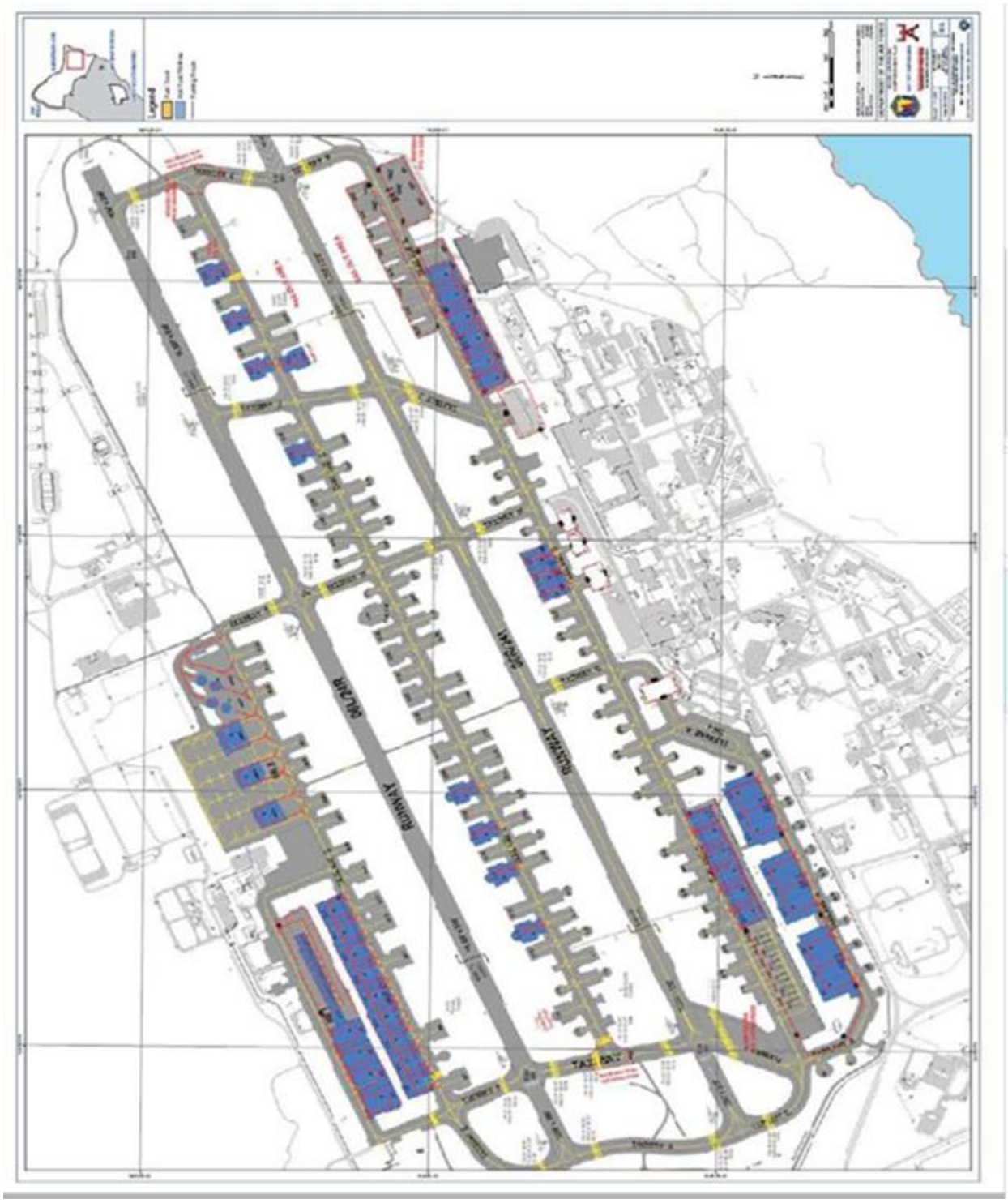
Figure A5.1. TACAN Checkpoints.



Attachment 6

HOT REFUELING AREAS

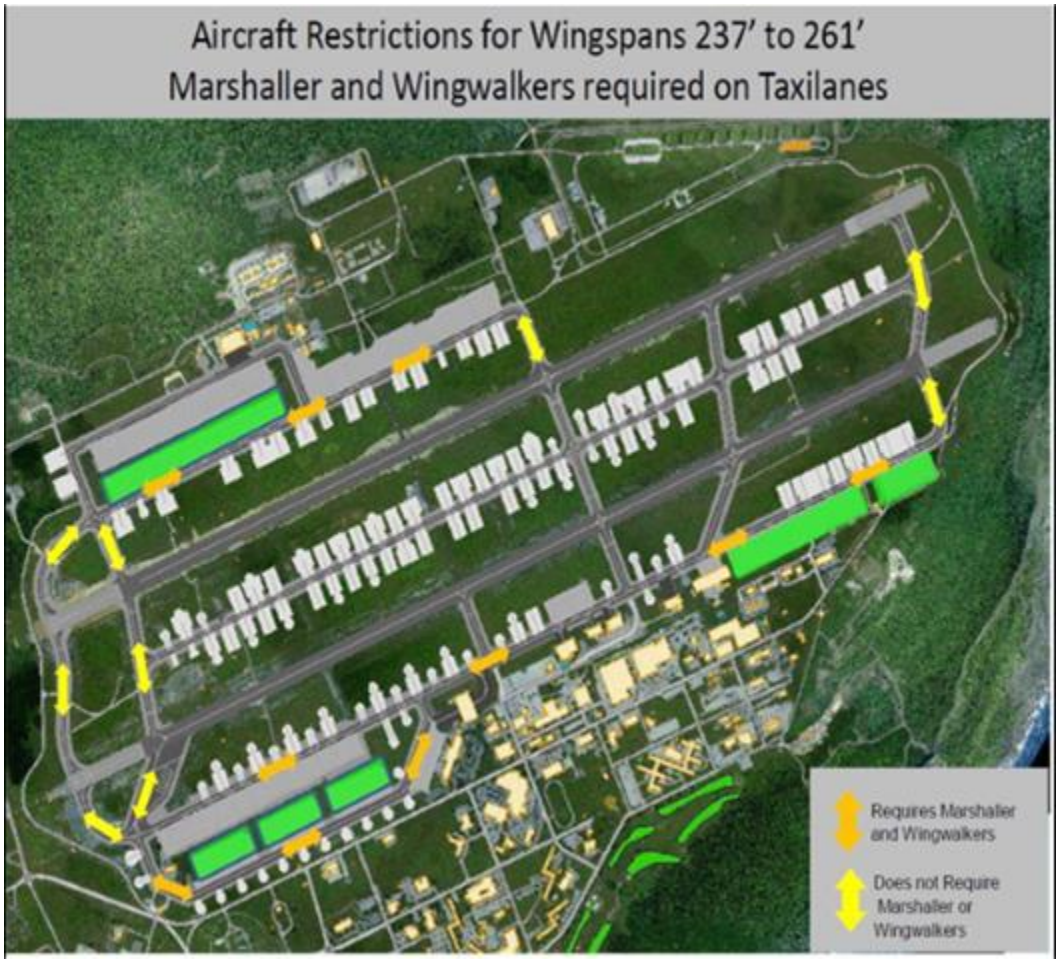
Figure A6.1. Hot Refueling Areas.



Attachment 7

AIRCRAFT RESTRICTIONS FOR WINGSPANS 237’ TO 261’

Figure A7.1. Aircraft Restrictions For WINGSPANS 237’ TO 261’.



Attachment 8

SPECIAL USE AIRSPACE

Figure A8.1. Special Use Airspace.

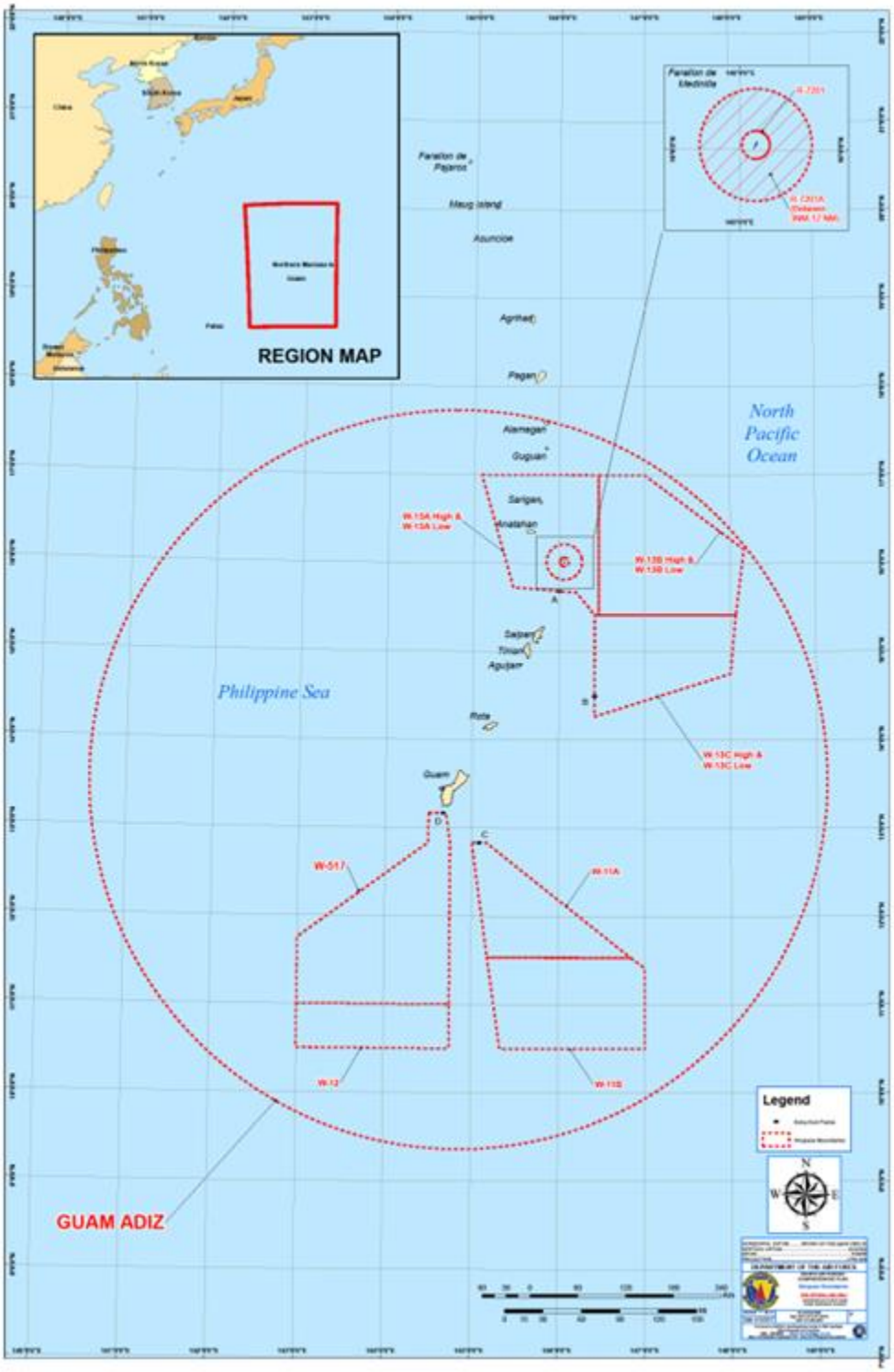
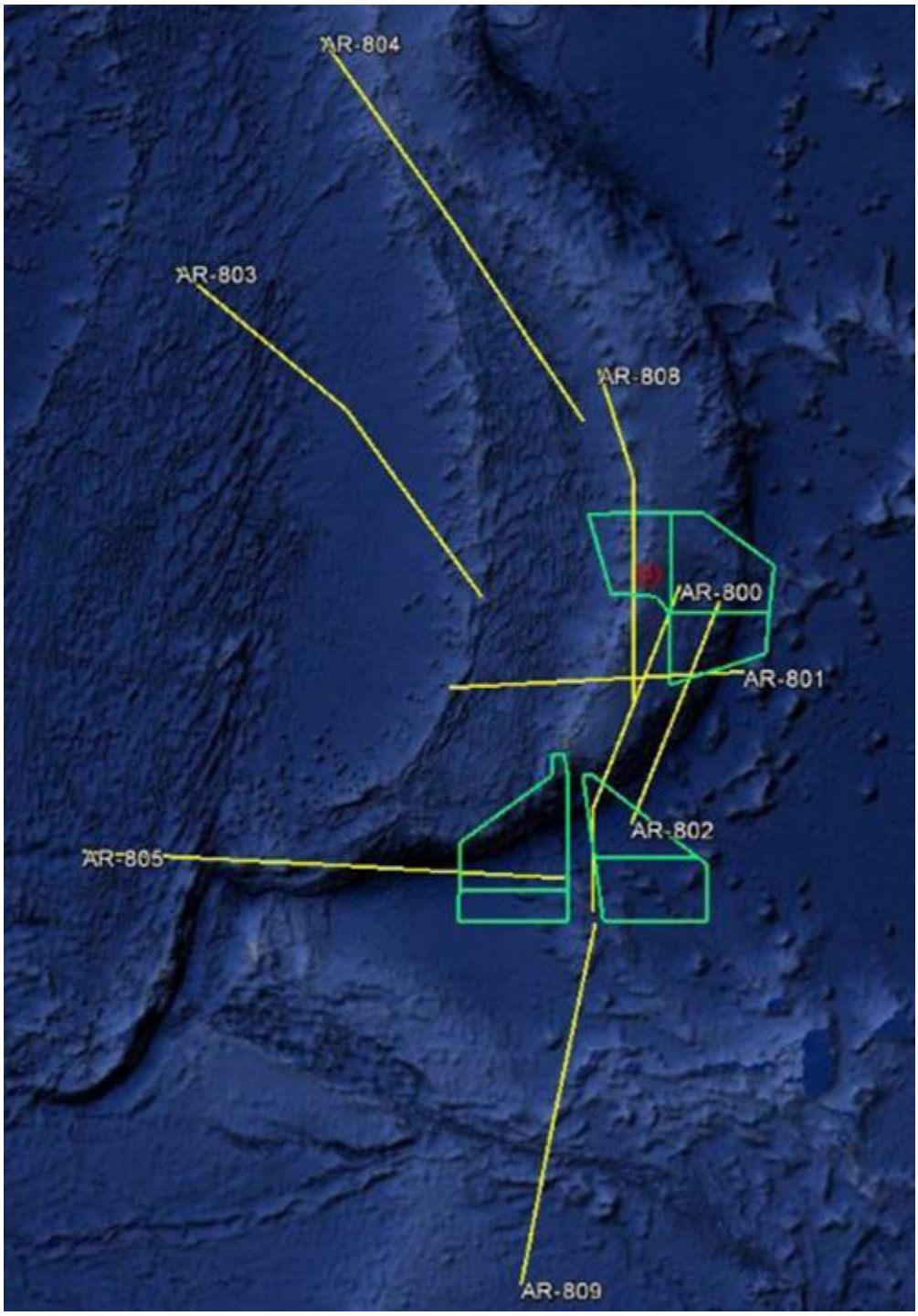


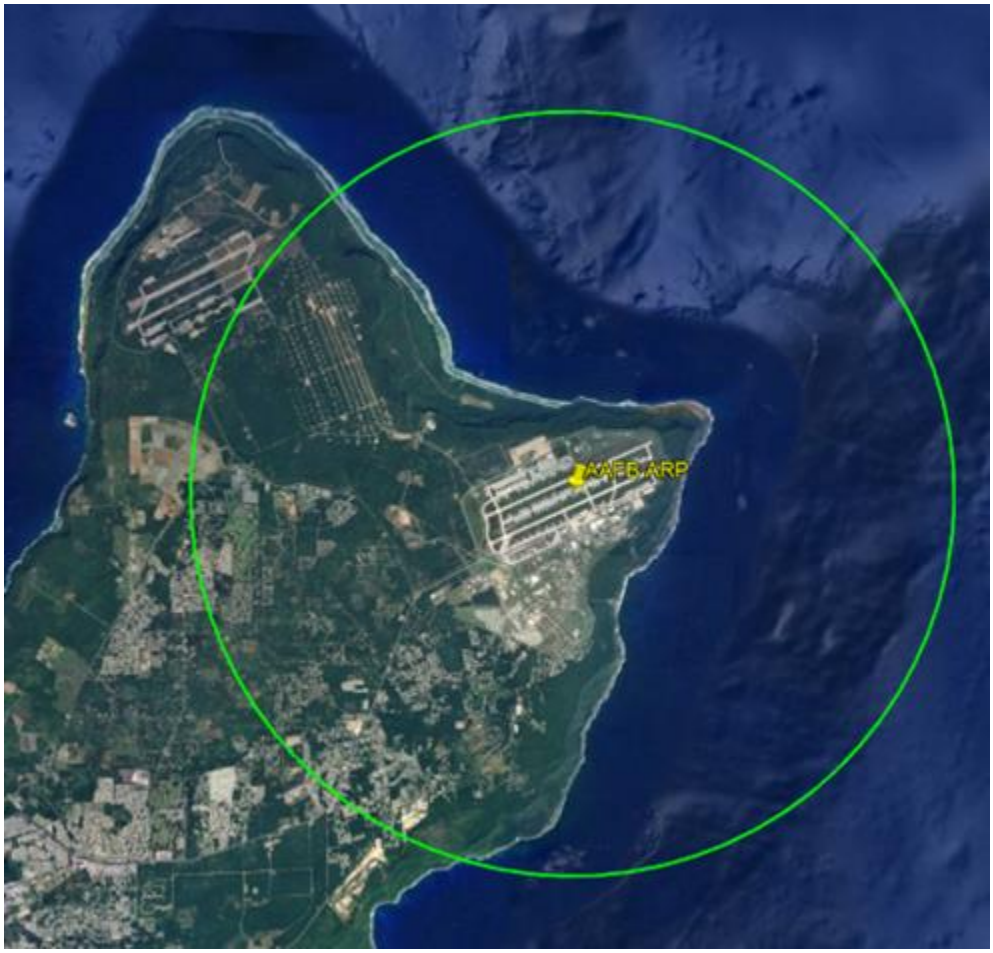
Figure A8.2. Special Use Airspace.



Attachment 9

ANDERSEN AFB CLASS DELTA SURFACE AREA

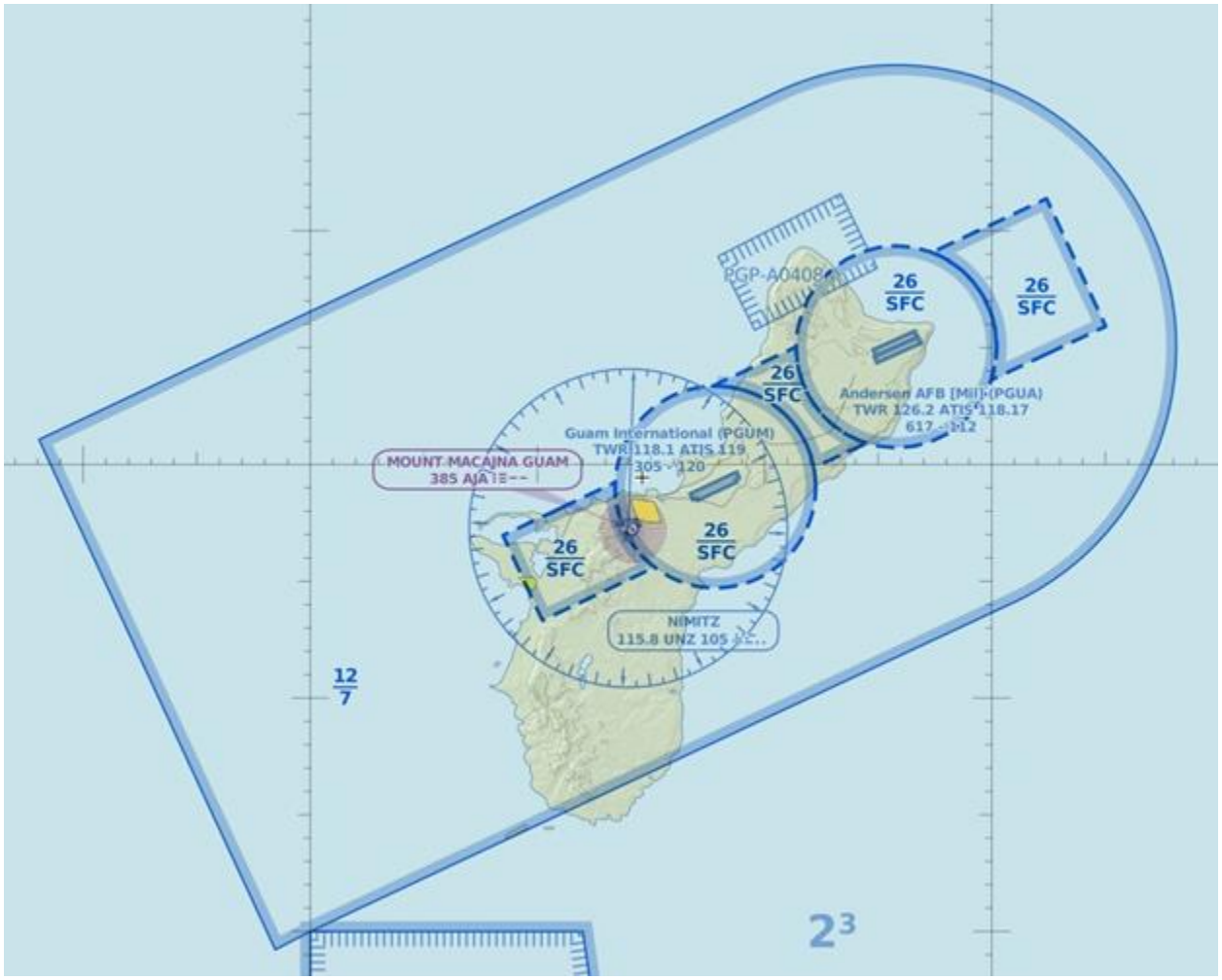
Figure A9.1. Andersen AFB Class Delta Surface Area.



Attachment 10

GUAM AIRSPACE

Figure A10.1. Guam Airspace.



Attachment 11

AVOIDANCE AREAS

Figure A11.1. Avoidance Areas.

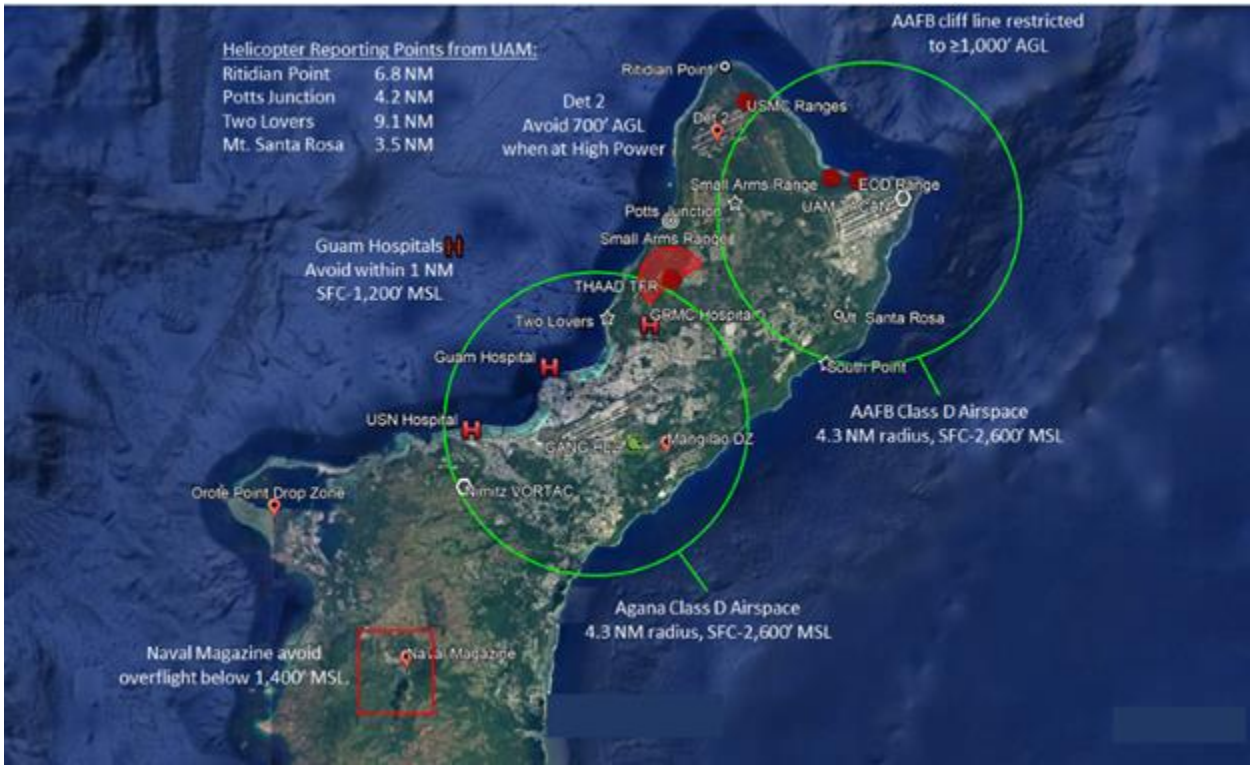
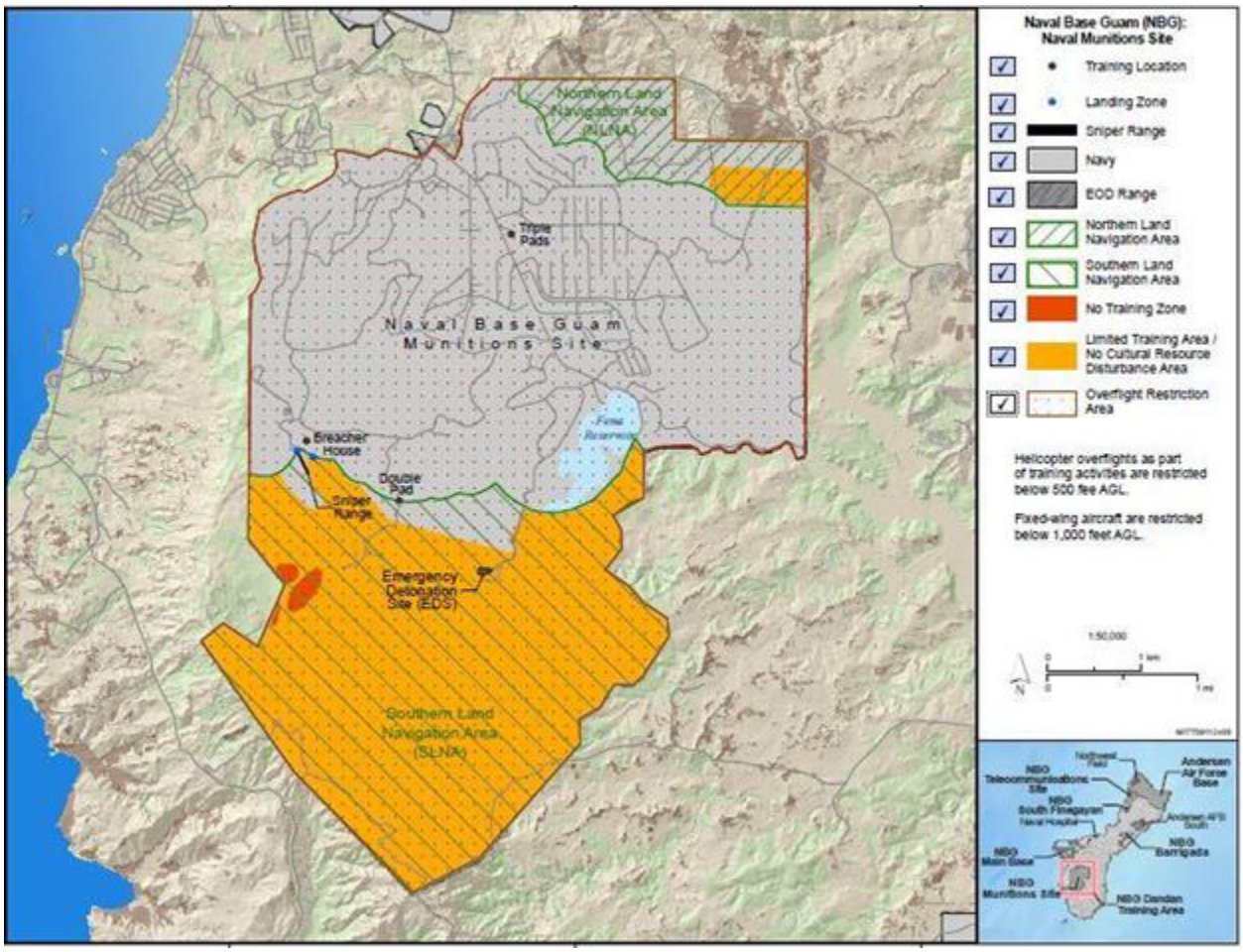


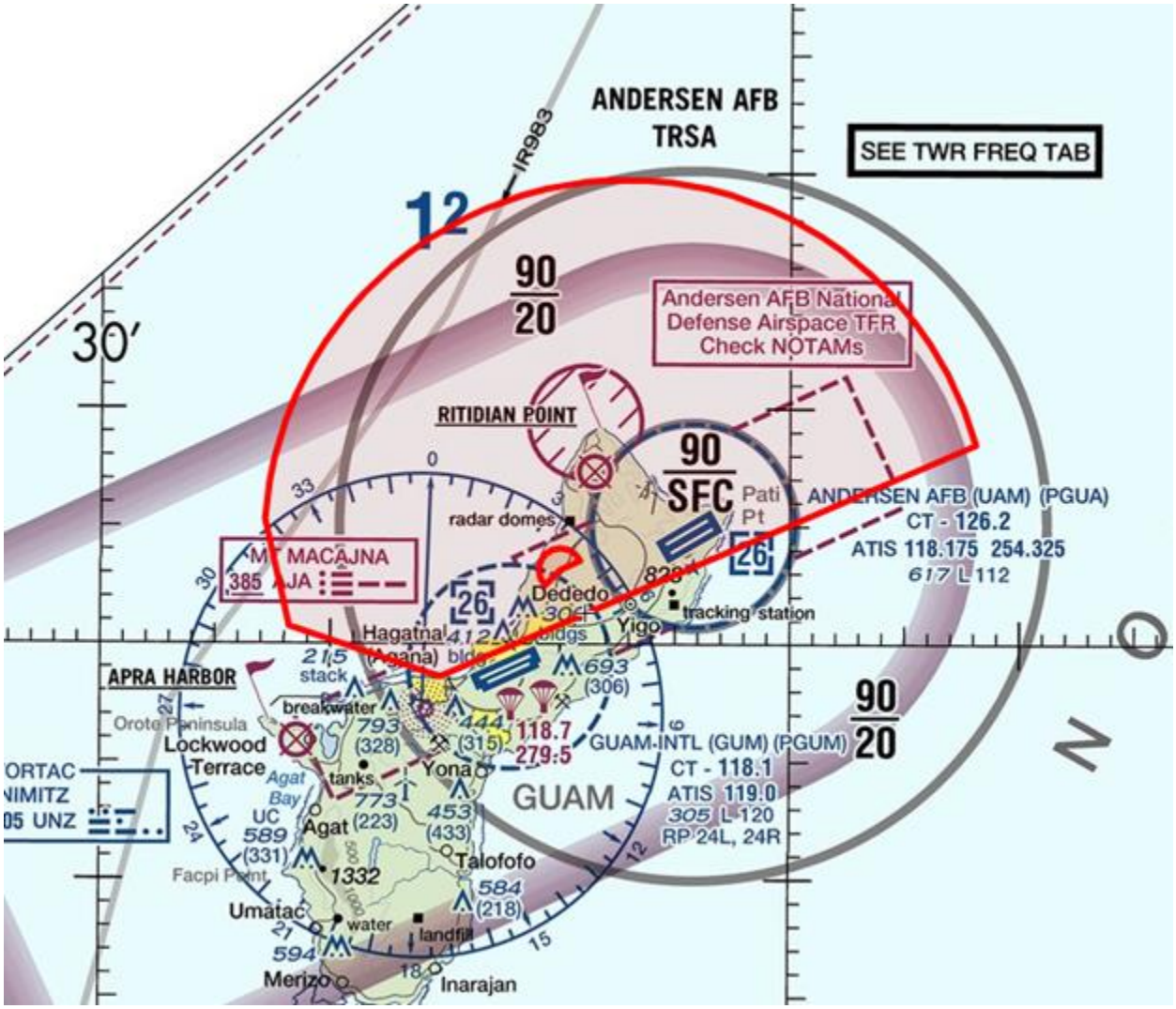
Figure A11.2. Avoidance Areas.



Attachment 12

TEMPORARY FLIGHT RESTRICTION

Figure A12.1. Temporary Flight Restriction.



Attachment 13

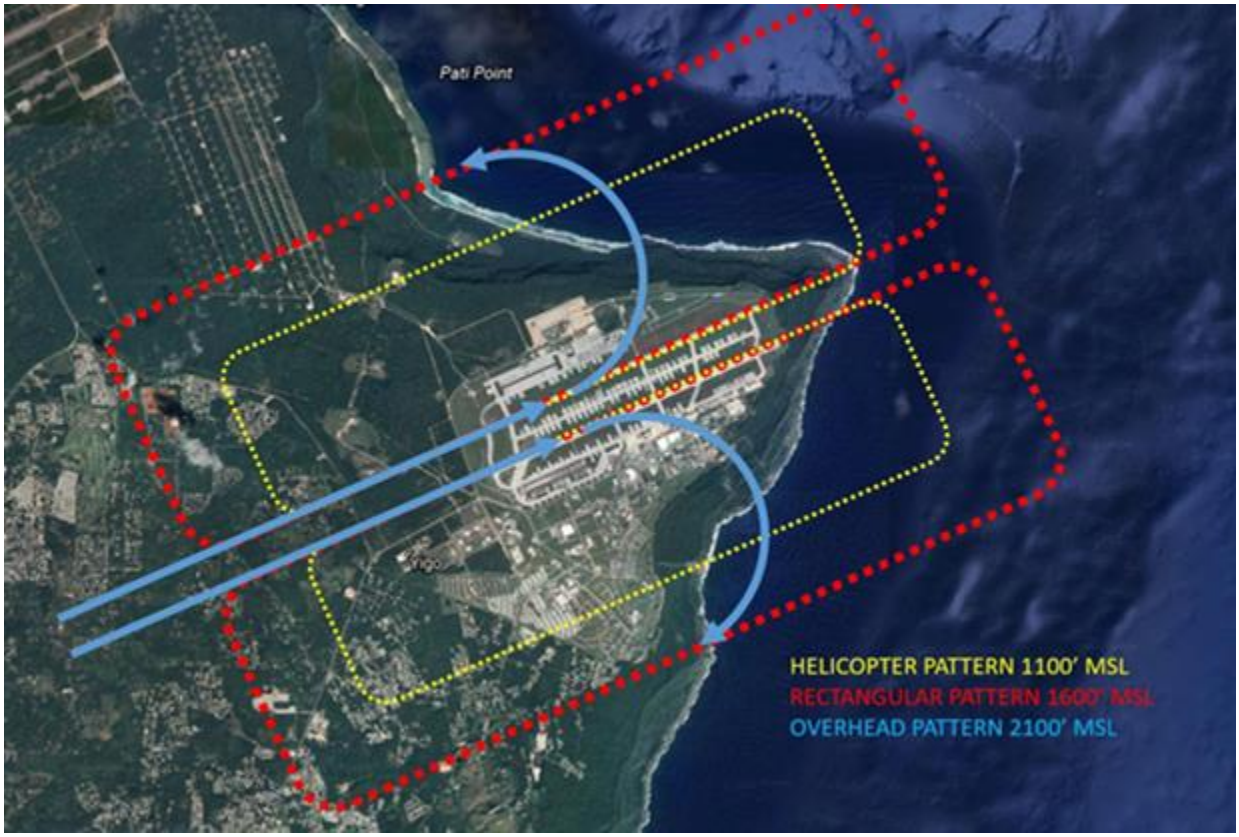
TERMINAL RADAR SERVICE AREA (TRSA)

Figure A13.1. Terminal Radar Service Area (TRSA).

Attachment 14

LOCAL TRAFFIC PATTERNS

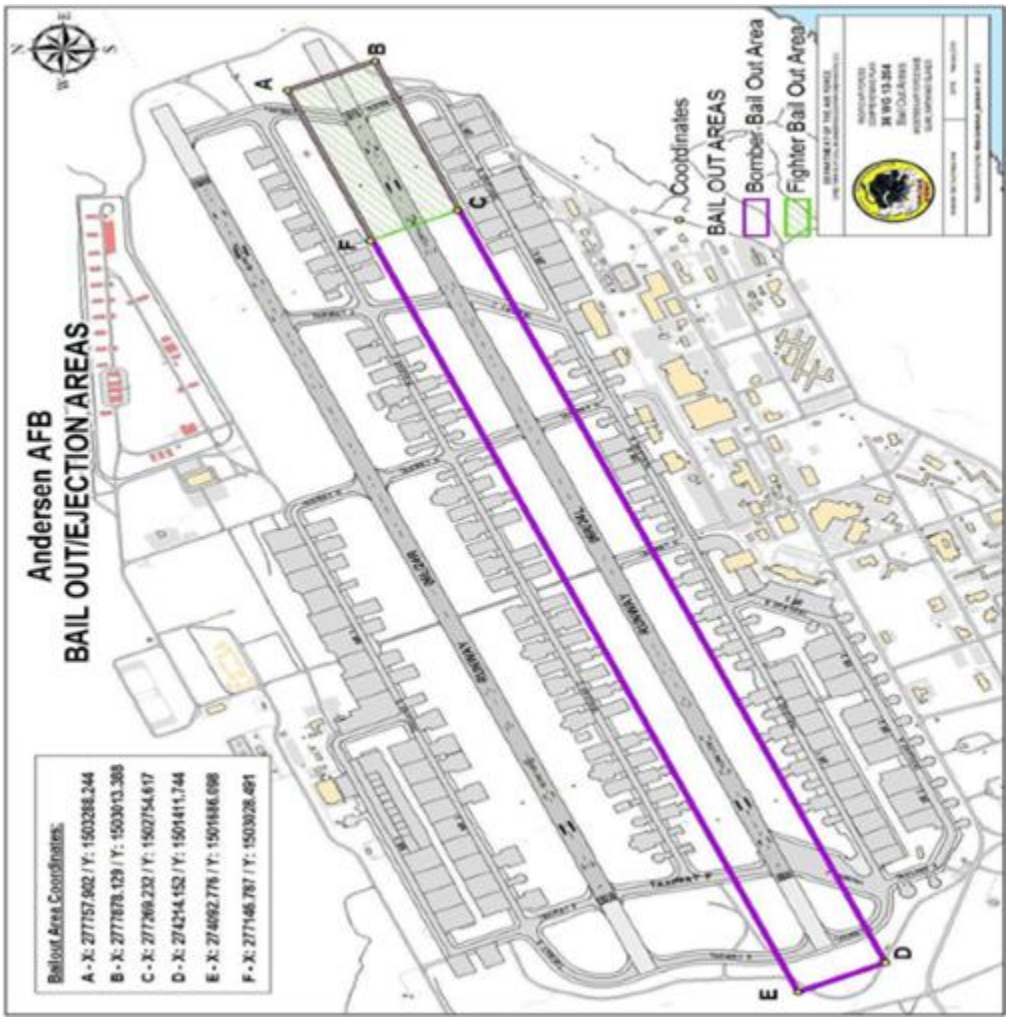
Figure A14.1. Local Traffic Patterns.



Attachment 15

CONTROLLED BAILOUT/EJECTION AREA

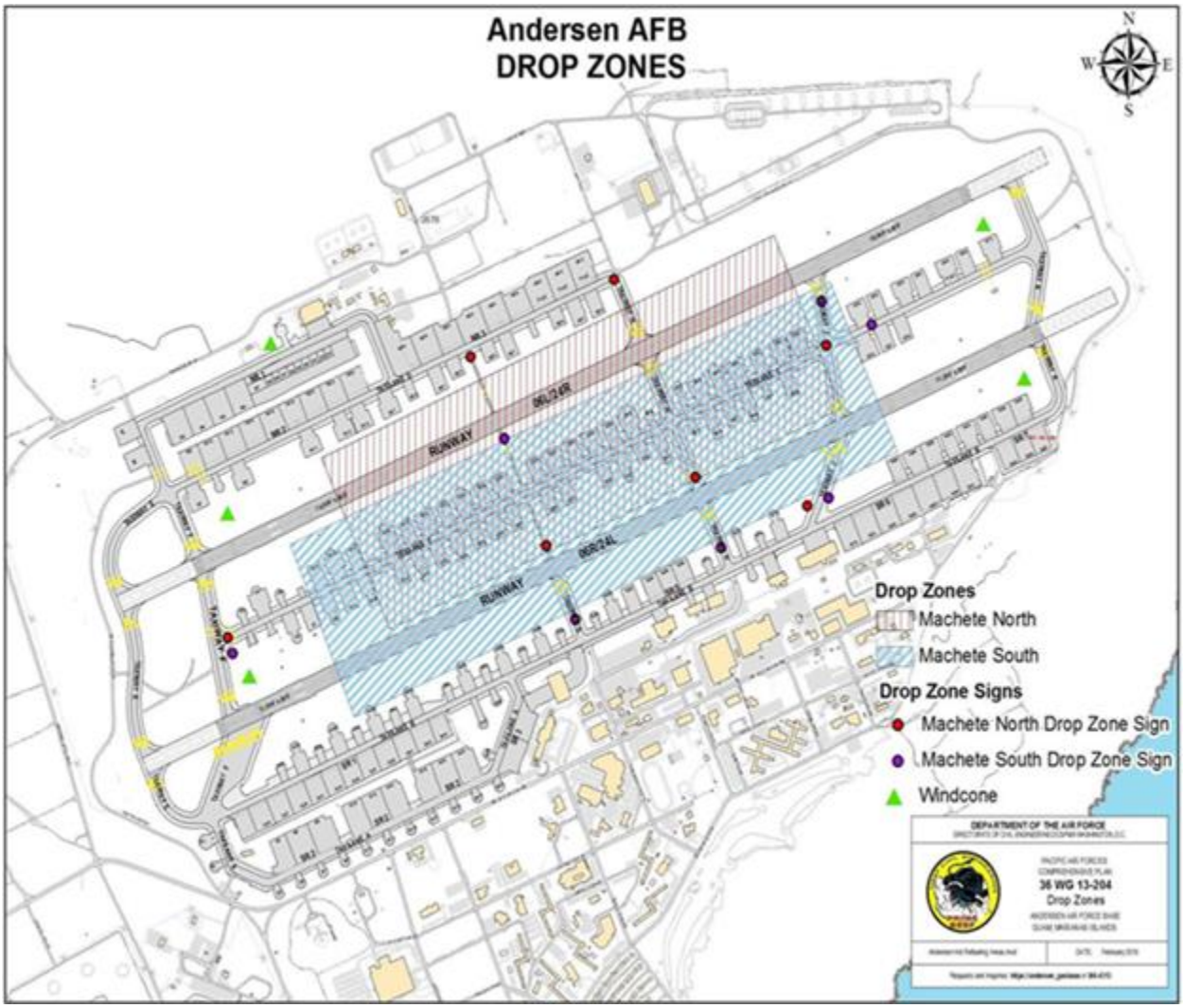
Figure A15.1. Controlled Bailout/Ejection Area.



Attachment 16

AAFB MACHETE DROP ZONE

Figure A16.1. AAFB Machete Drop Zone.



Attachment 17

MACHETE DROP ZONE CONTROLLER REQUIREMENTS

A17.1. The DZC will report to AMOPS (Bldg. 17002) a minimum of 2 hours prior to DZ operations beginning. All DZ times will be verified and a LMR radio, if not already obtained by DZ party, will be signed out. In addition, AMOPS will provide a briefing on the following items as required:

A17.1.1. Airfield Driving: All personnel operating a vehicle on the airfield will be provided training by AMOPS or designated representative. The briefing will include designated route to and from DZ, airfield layout, speed limits, CMA locations (to include critical areas and runways), airfield radio procedures, safety hazards, restricted areas, and location of perimeter roads.

A17.1.2. DZ Security. The DZC is responsible for securing the DZ during airborne operation block times. Post drop zone signs and cones prior to DZ operations beginning. Ensure all signs and cones located at taxiway/runway intersections remain behind the runway hold line. All cones will be removed from the airfield upon completion of DZ operations.

A17.1.3. Radio Communications: Coordinate with the ATCT prior to conducting DZ operations and entering the CMA. In the event jumpers land in an area other than the designated DZ, do not enter the CMA without the ATCT's approval. The DZC is responsible for ensuring all personnel supporting the DZ operation are under their control at all times. ATC UHF/VHF frequencies will not be used for coordinating between aircrew and DZC. Such use is in violation of Federal Aviation Administration and USAF ATC policies. Maintain strict radio discipline as the assigned LMR radio frequency is used by several other base agencies.

A17.1.4. Reporting Incidents: Any damage or irregular incident that occurs while conducting DZ operations will be reported to AMOPS immediately by the most direct means available (radio, telephone, etc.). Failure to report such an incident may terminate future operations on the airfield.

A17.2. DZC will conduct a thorough FOD check upon completion of paradrop operations. Ensure all jumpers and DZ support personnel have accounted for all gear and equipment. Report the approximate location of any lost items to AMOPS, so an immediate check can be conducted to ensure no FOD hazards exist for aircraft operations.

A17.3. Report to AMOPS when operations are complete. Return all cones, signs, and radios as necessary.

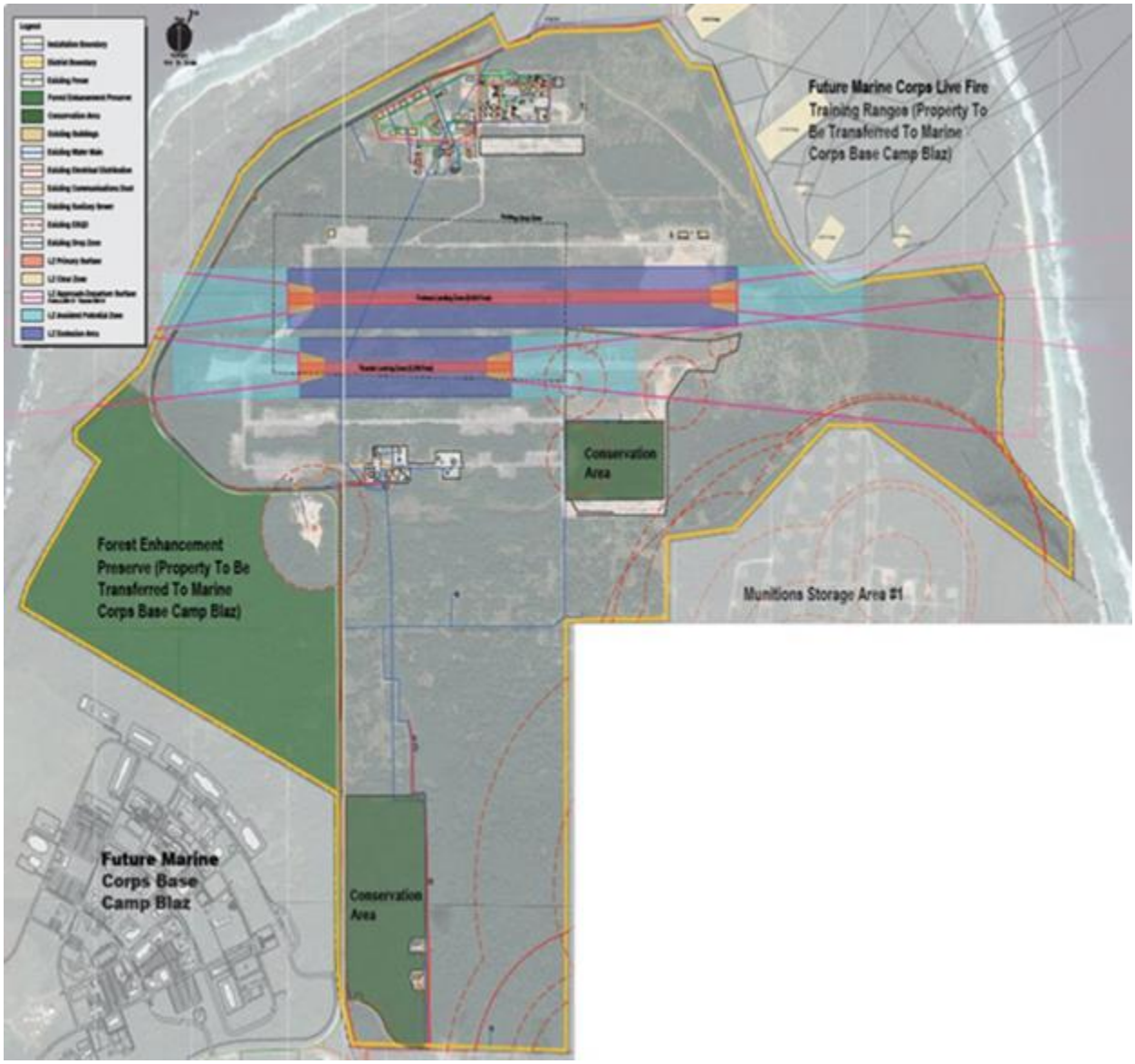
Note: Sign below to acknowledge you have read and understand the requirements above.

Sign, print name and rank, and date

Attachment 18

PACIFIC REGIONAL TRAINING CENTER-ANDERSEN DIAGRAM

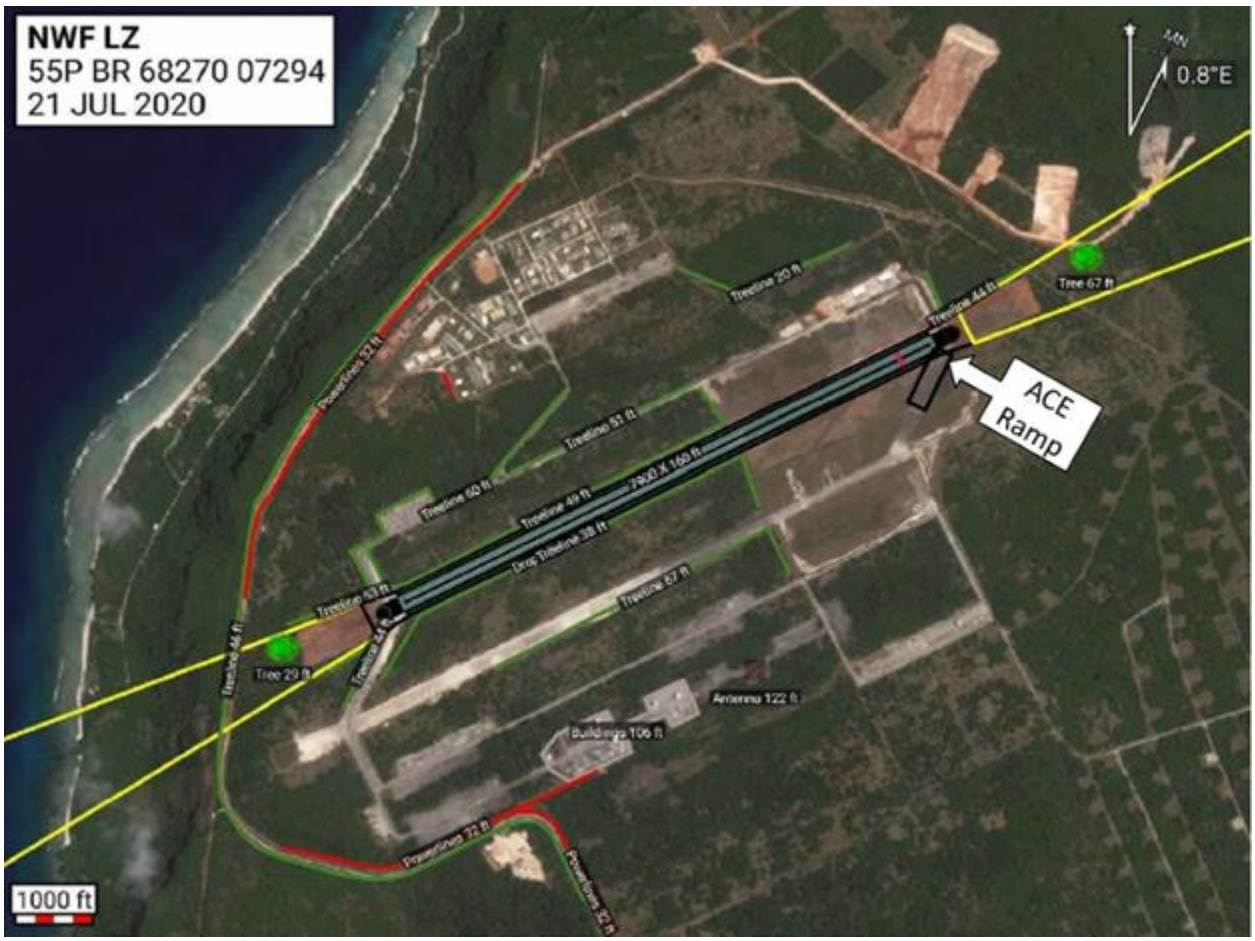
Figure A18.1. Pacific Regional Training Center-Andersen Diagram.



Attachment 19

NWF FORTRESS LANDING ZONE

Figure A19.1. NWF Fortress Landing Zone.



Attachment 20

THUNDER LZ

Figure A20.1. Thunder LZ.

Attachment 21

NWF LANDING ZONE/DROP ZONE OPENING CHECKLIST

Figure A21.1. NWF Landing Zone/Drop Zone Opening Checklist.

36th Contingency Response Group
Landing Zone Safety Officer
LANDING ZONE OPENING PROCEDURES

PURPOSE: To establish LZSO procedures for opening Fortress Landing Zone
REFERENCES: DAFMAN 13-217, NWF OI, PACAF Event Waiver
PPROCEDURES: LZSO (or designated representative) will:

1. _____ Ops check/inspect all equipment (24 hours prior)
   - _____ KVAMP Panels
   - _____ PRC 152/117 Radio
   - _____ Range Finder
   - _____ Kestrel
   - _____ Measuring Wheel
   - _____ Straight Edge
   - _____ LZ Survey, Regulations
   - _____ Phantom Lights (as required)
   - _____ NVDs (as required)
   - _____ TRN-41 (as required)
2. _____ Conduct runway inspection (1 hour prior)
3. _____ Establish Landing Zone AIW DAFMAN 13-217 (1 hour prior)
4. _____ Ensure Aircraft Rescue and Fire Fighting (ARFF) is in place (30 minutes prior)
5. _____ Post roadblocks and RCP IAW NWF OI (two-way communication; 30 minutes prior)
6. _____ Contact MDA to advise Fortress LZ/DZ is active (30 minutes prior)
7. _____ Contact Andersen AFB Tower to advise Fortress LZ/DZ is active (30 minutes prior)
8. _____ Activate roadblocks (15 minutes prior)

CHECKLIST COMPLETE:

DATE: _____

Z TIME: _____

L TIME: _____

Attachment 22

LANDING ZONE/DROP ZONE CLOSING CHECKLIST

Figure A22.1. Landing Zone/Drop Zone Closing Checklist.

36th Contingency Response Group
Landing Zone Safety Officer

LANDING ZONE CLOSING PROCEDURES

PURPOSE: To establish LZSO procedures for opening Fortress Landing Zone
REFERENCES: DAFMAN 13-217, NWF OI, PACAF Event Waiver
PPROCEDURES: LZSO (or designated representative) will:

1. _____ Deactivate roadblocks/RCP (15 minutes after departure)
2. _____ Dismiss Aircraft Rescue and Fire Fighting (ARFF) (15 minutes after departure)
3. _____ Contact MDA to advise Fortress LZ/DZ is closed (15 minutes after departure)
4. _____ Contact Andersen Tower to advise Fortress LZ/DZ is closed (15 minutes after departure)
5. _____ Tear down LZ/DZ and inspect equipment/runway for any changes in condition
6. _____ Reconstitute equipment within 24 hours

CHECKLIST COMPLETE:

DATE: _____

Z TIME: _____

L TIME: _____

Attachment 23

NWF FORTRESS DROP ZONE

Figure A23.1. NWF Fortress Drop Zone.

Figure A23.2. NWF Fortress Drop Zone.

Attachment 24

NWF ACE APRON

Figure A24.1. NWF ACE APRON.

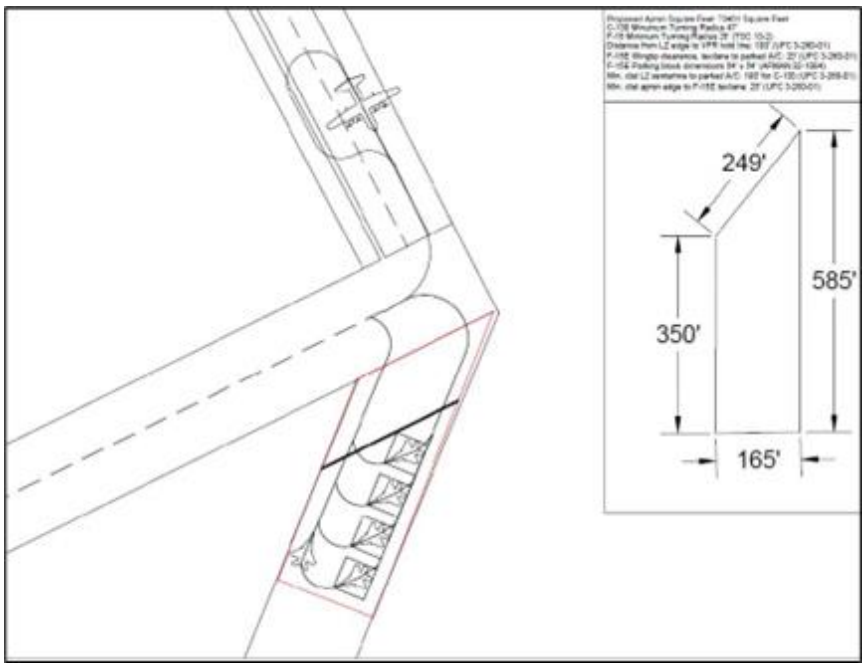


Figure A24.2. NWF ACE APRON.

Attachment 25

NWF LOCAL FREQUENCIES

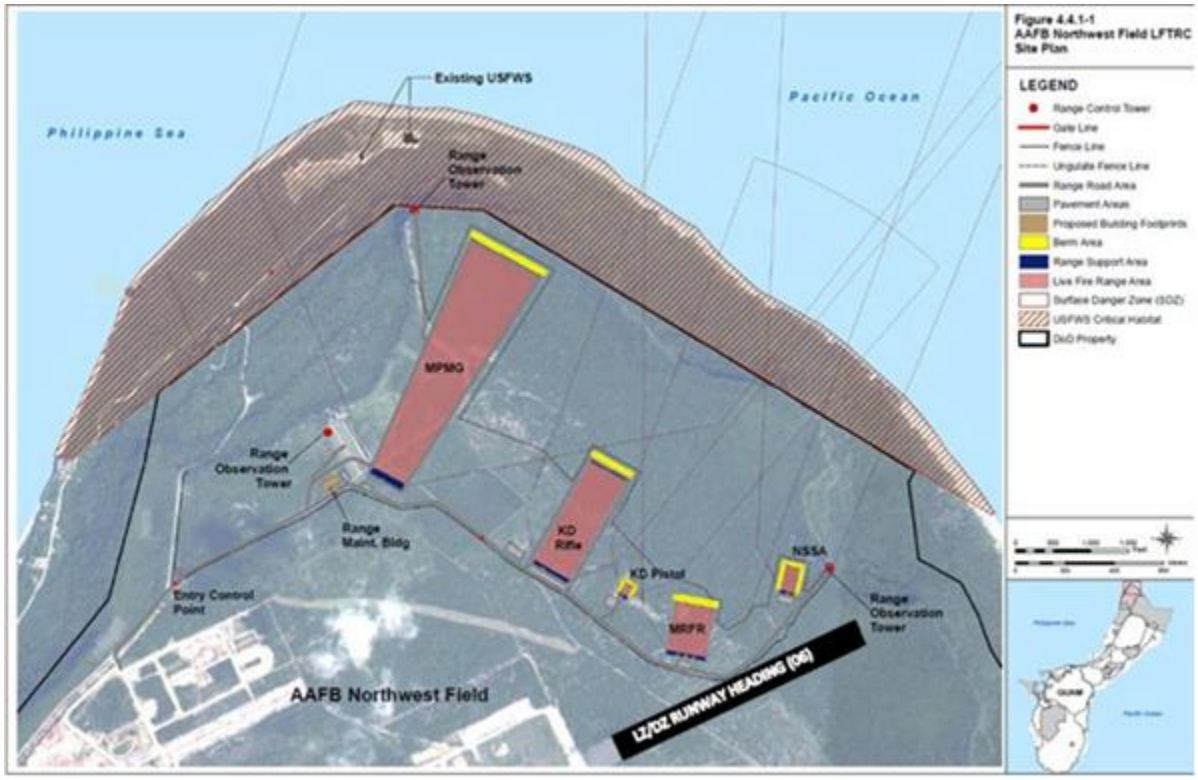
Figure A25.1. NWF Local Frequencies.

NWF NON-CHANNELIZED FREQUENCIES	
AGENCY	**FREQUENCY (VHF/UHF)**
Fortress LZ/DZ	Located on current TAC card (contact 36 CRSS)
Fortress Ground	Located on current TAC card (contact 36 CRSS)
Andersen Tower (PGUA)	126.2/233.7
Andersen ATIS	118.175/254.325
PTD	372.2
PMSV METRO	346.6
Guam Int'l Approach/Departure	119.8/269.0
Agana Tower	118.1/340.2

Attachment 26

MARINE CORPS BASE CAMP BLAZ LIVE FIRE TRAINING RANGE COMPLEX

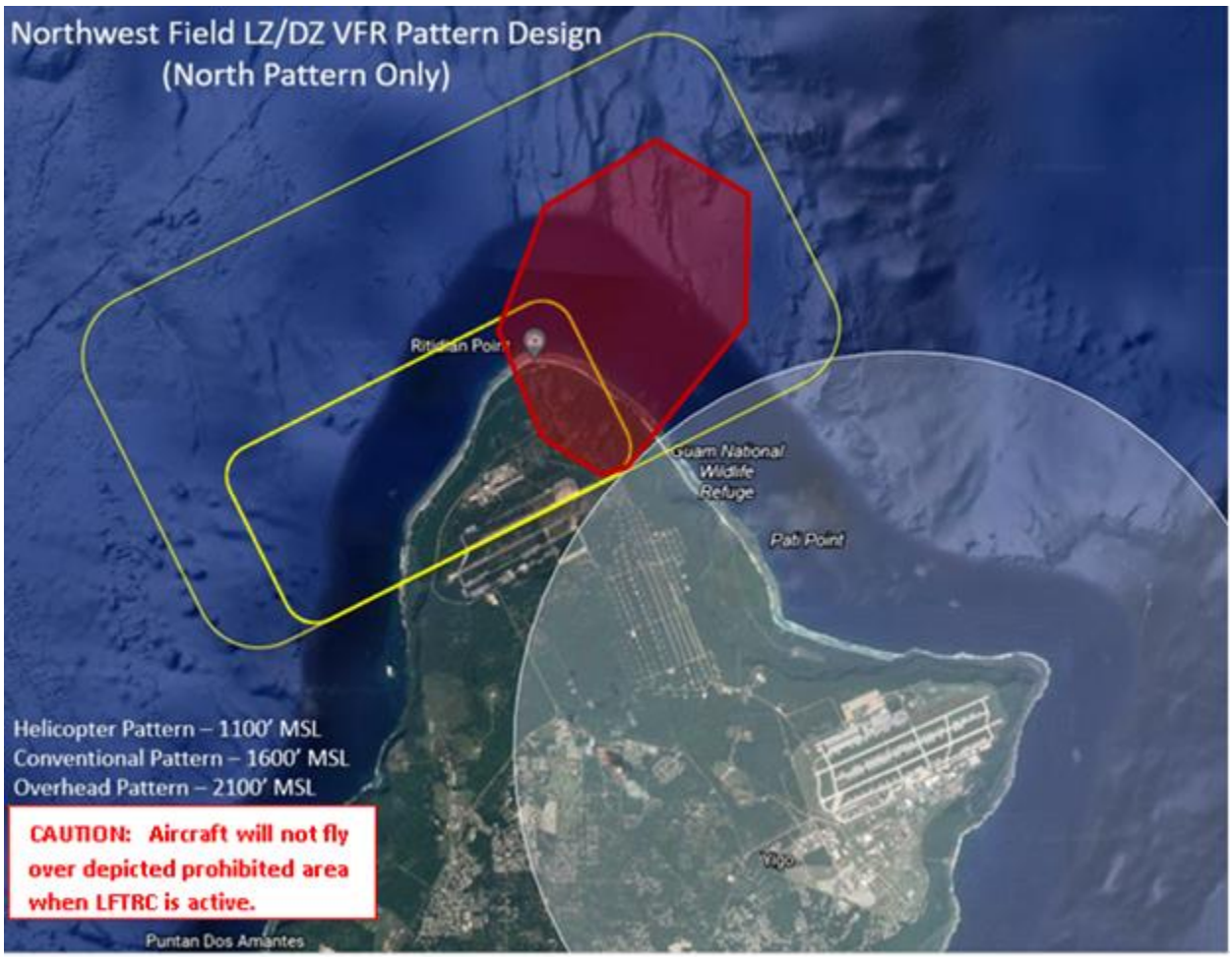
Figure A26.1. Marine Corps Base Camp Blaz Live Fire Training Range Complex.



Attachment 27

NWF LANDING ZONE VFR TRAFFIC PATTERN

Figure A27.1. NWF Landing Zone VFR Traffic Pattern.



Attachment 28

NWF CONOP & COORDINATION PACKAGE

Figure A28.1. NWF CONOP & Coordination Package.

NWF CONOP & Coordination Package

This documented must be completed and signed by the appropriate parties prior to any air operations at Northwest Field

Requestor Operations Information	
Unit & POC:	
Date(s):	
Time(s):	
Aircraft Number and Type:	
Altitude:	
Bundle Type (DZ only):	
Number of parachutists (if any):	
Callsign:	
Beacon Code:	1200 (or as assigned by ATC)
Remarks:	

I have read and understand the procedures, operational requirements, waiver(s), and hazards to operate at NWF.

Name, Rank, Unit

Participating Unit OG/CC*

*Note: Only required for CAF and MAF MDS not specifically authorized to conduct LZ operations IAW DAMAN 13-217. OG/CC signature acknowledges they have read the PACAF waiver and understand the increased risks to NWF flight operations.

Coordination	Initial / Date	Coordination	Initial / Date
554 RHS		36 CES/CEF (Fire)	
736 SFS		36 CES/CEOHP (Sweeper)	
644 CBCS		36 WG/SE	
21 SOPS/Det 2		36 CRSS	
36 OSS/OSA		36 CRS	
FAA Guam CERAP*		ACE PMO/ETEG	
MDA		TENCAP	

*Note: Guam CERAP Coordination not required for VFR rotary wing ops operating at 699' AGL and below (in Class G Airspace).

36 CRG/CC

36 OG/CC

36 WG/CV

Attachment 29

NWF HELICOPTER OPERATING AREAS AND LANDING ZONES

Figure A29.1. NWF Helicopter Operating Areas and Landing Zones.

Figure A29.2. NWF Helicopter Operating Areas and Land.