BY ORDER OF THE COMMANDER
3RD WING (PACAF)

3RD WING INSTRUCTION 13-204

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Nuclear Space, Missile, Command, and Control

AIRFIELD AND AIR TRAFFIC CONTROL PROCEDURES

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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airfield, Airspace, and Range Management*, and prescribes procedures for controlling and conducting aircraft ground, flight, and Air Traffic Control (ATC) operations at Elmendorf Air Force Base (EDF). It applies to all personnel conducting or supporting flying operations at EDF to include Reserve and Guard units. All crew members, including Temporary Duty (TDY) aircrew, operations, support, and ATC personnel assigned to EDF will be familiar with the operating procedures in this instruction. This instruction is used in conjunction with Air Force Manual (AFMAN) 13-204V1, *Management of Airfield Operations*, DAFMAN 13-204V2, *Airfield Management*, AFMAN 13-204V3, *Air Traffic Control*, AFMAN13-204V4_PACAF SUP, *Radar, Airfield, and Weather Systems*, and applicable Federal Aviation Administration (FAA) directives. Refer to Air Force 11-series instructions, or service specific directives for procedures not covered here and/or unique to individual type aircraft. Deviations from the procedures in this regulation are not authorized except for safety of flight considerations. The approval authority for amending this publication is the 3 WG/CC. Compliance with this instruction cannot be waived or supplemented. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Department of Air Force (DAF) Form 847, *Recommendation for Change of Publication*. Route DAF Form 847 from the field through the appropriate chain of command. Ensure that all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, *Records Management and Information Governance Program*, and are disposed of in accordance with (IAW) the Air Force Records Disposition Schedule which is located in the Air Force Records Information Management System. See **Attachment 1** for a Glossary of References and Supporting Information.

SUMMARY OF CHANGES

This change included substantially revising the entire document to follow the guidance in AFMAN 13-204V1 and should be reviewed in its entirety. Significant changes include all figures, tables, attachments, and removing all operational information as part of the Elmendorf Runway 16/34 closure and supporting information.

Chapter 1

INTRODUCTION

1.1. Scope and Purpose of this Instruction. The Airfield Operating Instruction provides guidance regarding airfield and terminal environment activities, which directly affect flying operations. It is the primary source document for describing local Air Traffic Control (ATC), airfield, and flying operations applicable to base-assigned aircrews such as Instrument Flight Rules (IFR), radar traffic patterns, In-Flight Emergency (IFE)/Ground Emergency (GE) response procedures, and local aircraft priorities, etc. The required items to be covered are based on AFMAN 13-204V1 Attachment 2.

1.2. Implementation. Commanders and supervisors at designated echelons are responsible for implementing the procedures of this instruction as they pertain to their assigned function. Many procedures contained herein task specific agencies for certain actions.

1.3. Roles and Responsibilities. The 3 WG/CC is the Senior Airfield Authority and responsible for flying operations at Elmendorf AFB. Requests for airfield waivers and/or airspace are made through the 3 WG/CC.

1.3.1. The Supervisor of Flying (SOF) is the direct representative of the 3 OG/CC. The SOF supervises flying activities from Elmendorf Air Traffic Control Tower (ATCT) during 3 WG operations when required by AFI 11-418, *Operations Supervision*. In addition, the SOF works directly with the Tower Watch Supervisor (WS) to determine recovery options. **Note**: The SOF shall not attempt to regulate the flow of air traffic nor perform any air traffic control function. The SOF may coordinate with the WS to transmit critical information to an emergency aircraft over ATC frequencies when the nature of the situation warrants and is essential to prevent a mishap.

1.3.2. The 3 WG Scheduling (3 OSS/OSO, Comm 907-552-0339) is the scheduling authority for the PAED airspace. The 11th Airborne Division is the scheduling authority for Restricted Area 2203, Small Arms Range, Davis Range, and Southern Training areas.

1.3.3. Airfield Management (3 OSS/OSAA) is responsible for the oversight of the airfield, associated facilities, and support services to provide a safe, efficient, and effective airfield environment for aircraft operations. All airfield obstruction waivers will be reviewed and processed IAW Air Installation Compatible Use Zone (AICUZ) and airfield/heliport design criteria and will reviewed annually. More responsibilities are listed within specific topics throughout this instruction.

1.4. Dimensional Unit. Except for visibility, which is stated in statute miles (SM), all distances referred to in this instruction are in nautical miles (NM).

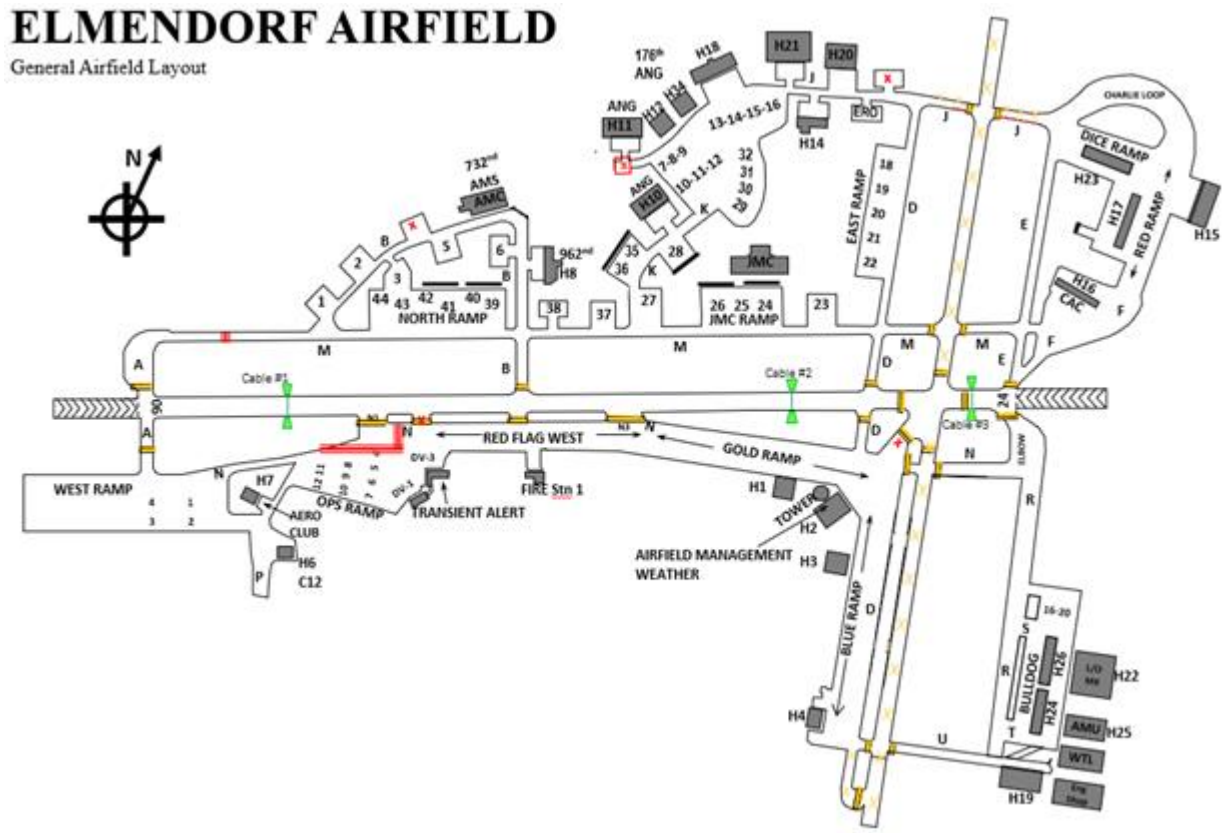
1.5. Review. The Airfield Operations Flight Commander (AOF/CC) and 3 OG/OGV will review this instruction annually and any changes that occur must be coordinated between the agencies for 3 OG/CC approval.

Chapter 2

AIRFIELD FACILITIES

2.1. General Airfield Information. Elmendorf Air Force Base (EDF) has intersecting runways (RWYs), RWY 06/24 and RWY 16/34 (as depicted in **Figure 2.1**.). RWY 06/24 is 9,988'(feet) x 200' (marked at 150'). RWY 16/34 is permanently closed and not forecasted to reopen until 2027 as RWY 17/35. All EDF taxiways (Twy) are at least 75' wide. There is a limited use helipad (for AH, OH, HH, and UH helicopters only) located on Twy J south of Hangar 11 as well as adjacent to the hospital on the east side. EDF field elevation is 212' Mean Sea Level (MSL). RWY 06 is the primary instrument RWY and has a 4,000' by 90' Landing Zone (LZ) painted 2,500' from the approach end of RWY 06. RWY 24 has a 4,000' by 90' LZ painted 3,500' from the approach end. RWY 06 has a +0.27% gradient and RWY 24 has a -0.27% gradient.

Figure 2.1. General Airfield Layout.



2.2. RWY Selection Procedures. The ATCT WS will use the criteria outlined below to determine the RWY in use, but may deviate in the interest of safety and/or to maintain an expeditious and orderly flow of traffic.

2.2.1. RWY 06 is the designated "Calm Wind" RWY.

2.2.1.1. When the wind speed is less than 10 knots, RWY 06 will be in use.

2.2.1.2. When the wind speed is 10 knots or more, the RWY most nearly aligned with the wind will be in use.

2.2.2. When the official weather observation is less than 1,200' Above Ground Level (AGL) ceiling or 3 Statute Miles (SM) visibility, RWY 06 will be in use based on instrument approach capability. **Note:** ATCT WS will coordinate with the SOF and consider the effects of weather, e.g., fog, effecting a portion of the airfield, snow removal operations, barrier configurations, instrument approach capability, and closed/unsafe portions of the airfield.

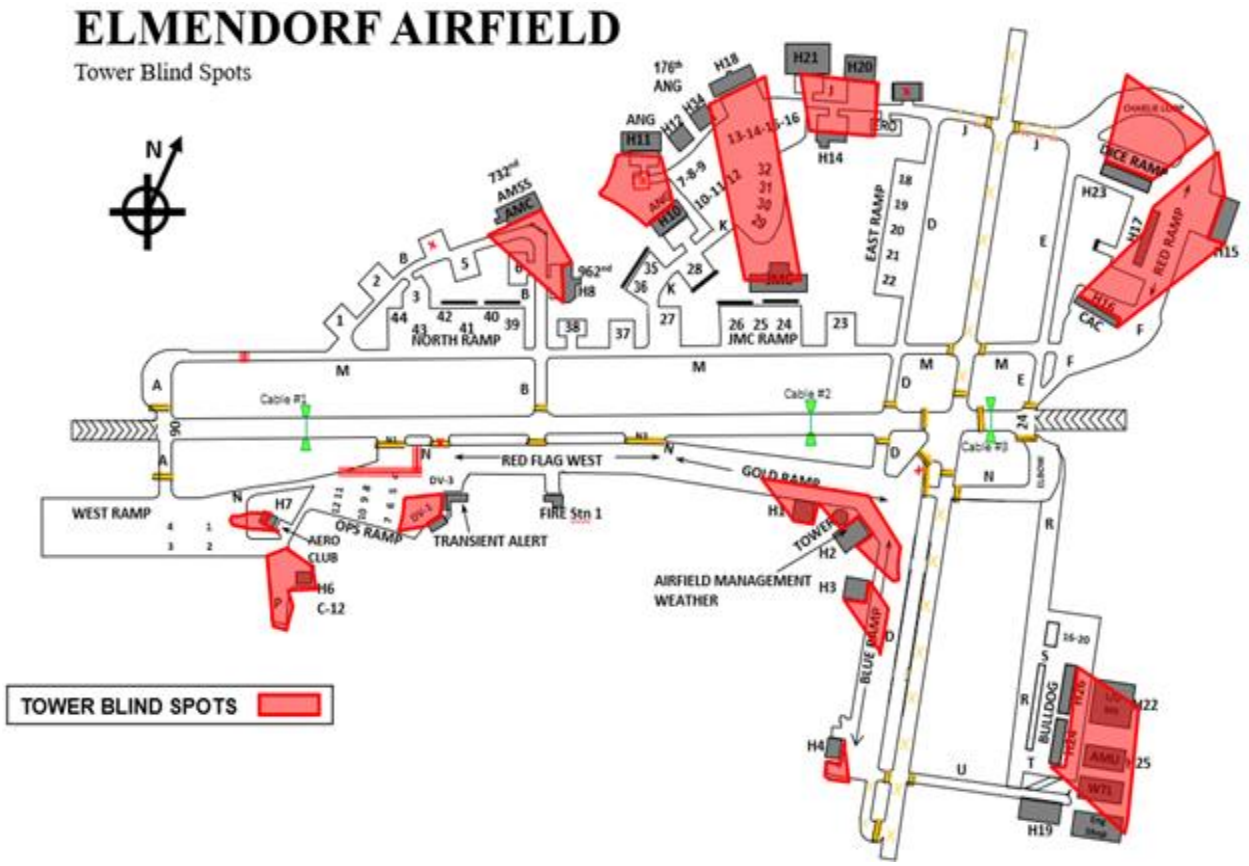
2.2.3. ATCT will notify Anchorage Terminal Radar Approach Control (A11), Radar Final Control (RFC), Airfield Management Operations (AMOPS), and 3 OSS/Weather (OSW) of all RWY changes.

2.2.4. AMOPS will notify 673 Air Base Wing/Command Post (ABW/CP), Barrier Maintenance, Fire Department (FD), Transient Alert, and Civil Engineering (CE) Roads and Grounds of all RWY changes.

2.3. Wind Information. Wind direction and speed will be issued from the Airfield Automation System (AFAS) wind displays. When wind displays are unavailable, wind information contained in the latest weather sequence will be used and will be prefaced with the term "ESTIMATED". EDF is equipped with a Low-Level Wind Shear Advisory System.

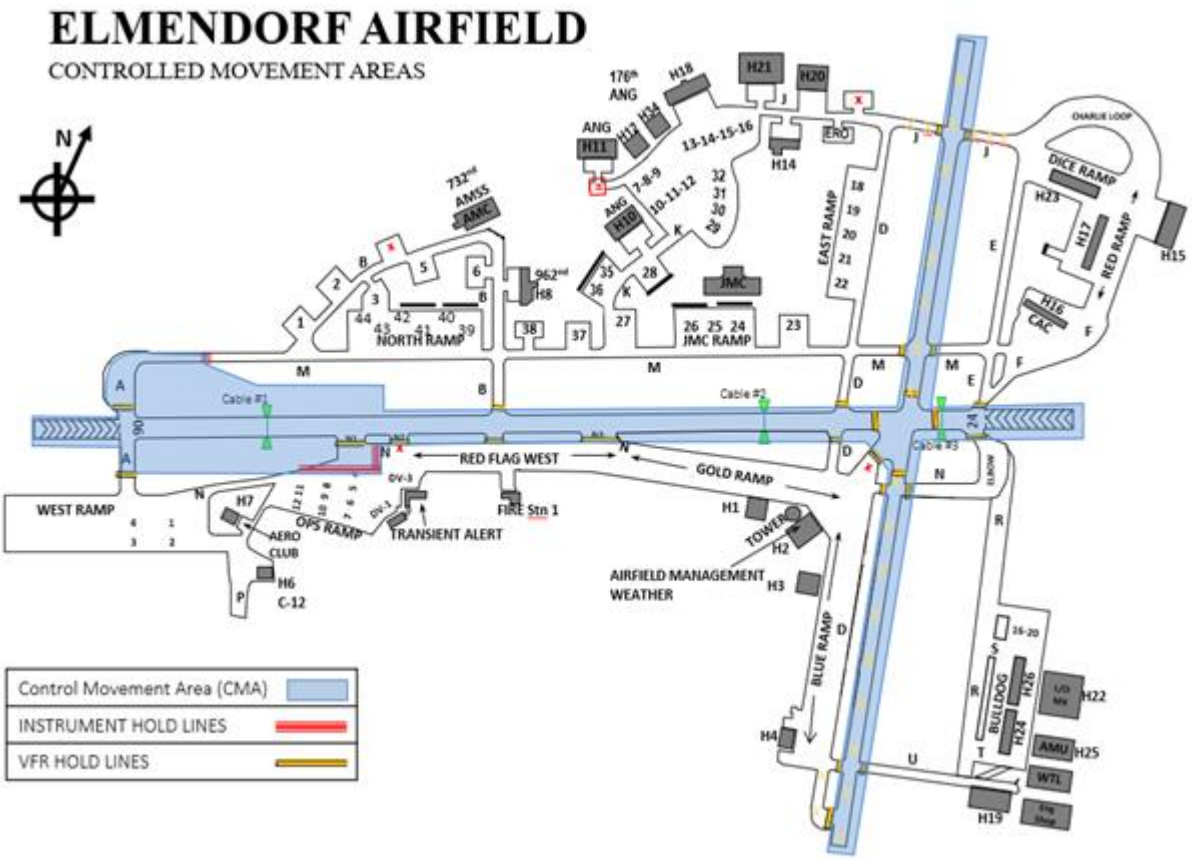
2.4. Areas Not Visible from the Air Traffic Control Tower (ATCT). The areas not visible from the ATCT are depicted in **Figure 2.2**.

Figure 2.2. ATCT Blind Spots.



2.5. Controlled Movement Areas (CMA). The controlled movement area (depicted in **Figure 2.3**) is defined as the RWYs and overruns to include an area no less than 100' extending out from each side of the RWY edge and overruns. Twy A-North, Twy A-South (north of the instrument hold line), the access roads leading to Cable 1, Twy M west of the Instrument Hold Line (located in between Twy Bravo and Twy A-North), and Twy N (inside the instrument hold lines between Twy N-1 and the Ops Ramp).

Figure 2.3. CMA Map.



2.5.1. Personnel and vehicles must obtain ATC approval prior to entering the CMA and will maintain two-way radio contact with ATC at all times while within the confines of the CMA. CMA entry access/exit procedures can be found in the 3 WGI 13-213, *Airfield Driving*. ATCT approval must be received prior to operating within the CMA to include access beyond "Stop Bars". **Note:** ATC approval is required for Power Production/Barrier Maintenance personnel to perform duties in the arresting system pit areas. Approval from ATC for this operation does not constitute approval on any RWY surface and vehicles will remain behind the Barrier Arresting Kit-12 (BAK-12) system housings.

2.5.2. In the event of ATCT radio communication failure, ATCT will utilize light gun signals to gain visual communication. If visual communication cannot be achieved, ATCT will attempt to attain the attention of the driver/personnel by flashing the RWY edge lights; all vehicles/personnel operating in the CMA must exit the CMA at the nearest exit without crossing the intersecting RWY and establish communications with AMOPS (907-552-2107/1202) by any means necessary.

2.5.3. Airfield Vehicle/Pedestrian Operations. Authorized vehicles and pedestrians may operate on aprons, ramps, and Twys without ATCT approval.

2.5.4. Runway Incursions/Controlled Movement Area Violations. When an unauthorized entry into the CMA occurs, Elmendorf Tower shall attempt to make contact with the violator and notify AMOPS to respond.

2.5.4.1. Information identifying the perpetrator and duty section/employer will be obtained for inclusion onto an DAF 457, *Hazard Report* or AF 651, *Hazardous Air Traffic Report (HART).*

2.5.4.2. Procedures for disposition of personnel involved in a runway incursion are defined in DAFI13-213_3WGSUP, *Airfield Driving*.

2.5.4.3. In an effort to educate airfield drivers and protect against controlled movement area violations, the Wing Airfield Driving Program Manager is a required briefer at the 3 Wing annual safety briefing.

2.6. Airfield Lighting Systems and Procedures. All airfield lighting will be operated IAW Federal Aviation Administration Job Order (FAA JO) 7110.65, *Air Traffic Control*, with the following exceptions: **Note:** If lighting is not suitable for environmental conditions, aircrew can request ATC to "step up/down lighting" as required.

2.6.1. RWY 06 is equipped with an Approach Lighting System with Sequenced Flashing Lights (ALSF-1), High Intensity RWY Lights (HIRLs), Touchdown Zone Lights (TDZL), Precision Approach Path Indicators (PAPI), Threshold Lights, Runway End Identifier Lights (REILs), and Centerline Lights.

2.6.2. RWY 24 is equipped with High Intensity RWY Lights (HIRLs), Precision Approach Path Indicators (PAPI), Threshold Lights, Runway End Identifier Lights (REILs), and Centerline Lights.

2.6.3. During periods of active snowfall, snow removal operations, freezing precipitation, and/or ice fog, all airfield lighting will be turned on with a minimum of Step 2 for all vehicle operators to see and avoid the lights. Twy lights will also be turned on during the hours of darkness as requested by 773 CES/CEOH, Snow Control Center, or when aircraft towing operations are in effect.

2.6.4. Due to the high volume of traffic and to maintain safety of the CMA, RWY Guard Lights (wig-wags) will remain on 24/7.

2.6.5. Sequenced Flashing Lights (SFLs) will be turned on prior to aircraft reaching 10 miles from touchdown during periods of darkness and/or in Instrument Meteorological Conditions (IMC).

2.6.6. AMOPS will conduct an airfield lighting check nightly and will report all lighting discrepancies to 773 CES/Airfield Lighting (CEOFE) upon completion of the inspection. Lighting discrepancies will be documented on AF Form 3616, *Daily Record of Facility Operation*, and the airfield discrepancy log. A Notice to Airmen (NOTAM), if required, will be published IAW DAFMAN 13-204V2 and AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*.

2.6.7. AMOPS is the OPR for logging and tracking airfield lighting outages and will be notified immediately of any discrepancies. ATCT may work directly with Airfield Lighting if they are already on scene, and will notify AMOPS of all outages.

2.7. Permanently Closed Portions of the Airfield. Twy N-2 and Twy N-5 are permanently closed to all aircraft operations. **Exception:** When operationally deemed necessary, there may be the requirement to use Twy N-5 to enable aircraft to taxi to/from its parking location. The Airfield Manager (AFM), 773d Civil Engineering Squadron (CES) pavements team, and 673 CES Pavements Engineer will assess the Twy prior to operations to determine usability. The AFM is the approving authority for opening and closing Twy N-2 and N-5.

2.8. Aircraft Arresting Systems. AMOPS is the focal point for all arresting system activity and will coordinate with the appropriate agencies to request maintenance assistance. Barrier Maintenance (CE Power Production Flight) has primary responsibility for arresting system maintenance and inspections, and will immediately notify AMOPS of any known changes in the barrier status.

2.8.1. Arrivals and departures are <u>not</u> authorized over a loose, tripped or disconnected cable without 3 OG/CC approval with the exception of real-world North American Aerospace Defense Command (NORAD) alert launches or emergency landings. Aircraft may taxi past a loose/tripped cable prior to takeoff.

2.8.2. Due to aircraft specifications and published technical orders, cables may need to be lowered to allow safe operations for certain aircraft. AMOPS will coordinate with the SOF (if present), Barrier Maintenance, and ATCT WS to facilitate cable adjustment as necessary/able.

2.8.3. All EDF arresting systems are BAK-12. Each arresting system will be referred to by its number designator (Cable 1-3) which are located on RWY 06/24. BAK-12 system designations and locations are listed below:

2.8.3.1. Cable 1 – 1,770’ from approach end of RWY 06 and 8,218’ from approach end of RWY 24.

2.8.3.2. Cable 2 – 7,366’ from approach end of RWY 06 and 2,622’ from approach end of RWY 24.

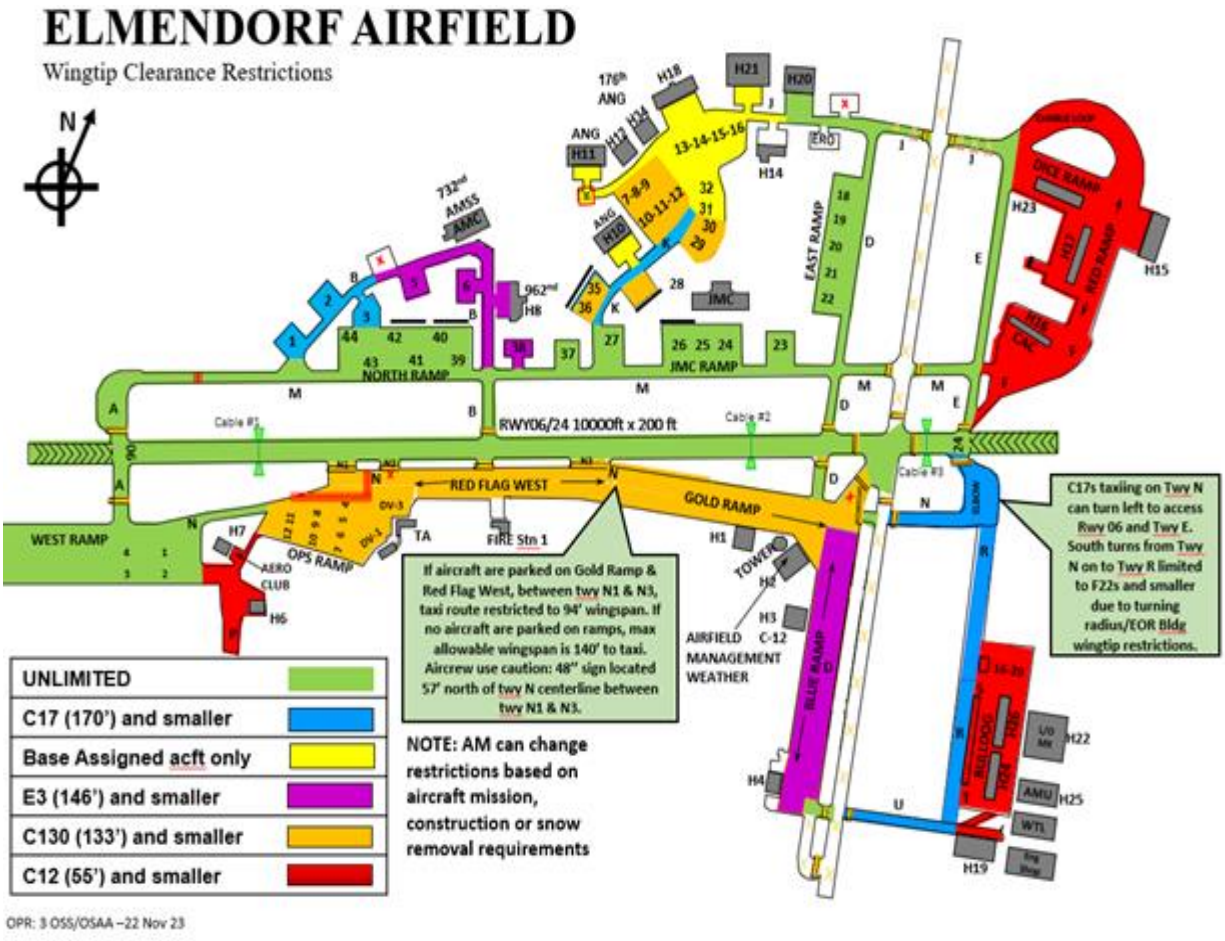
2.8.3.3. Cable 3 – 9,420’ from approach end of RWY 06 and 568’ from approach end of RWY 24.

2.8.4. Standard arresting system configuration during the 3 WG fighter flying window and Elmendorf alert status is Cables 1 and 3 raised. The Supervisor of Flying (SOF) can request Cables 2 to be raised if deemed necessary (expect a 10 to 15-minute response during WG flying). Outside the weekday flying window for 3 WG and 354 FW, the approach cable (typically Cable 1) will normally be removed to optimize snow removal, reduce damage, and increase aircraft compatibility . After the final fighter landing at the end of a duty week, Cables 1 and 3 will be lowered pending there being no fighter flying the following day (typically Friday unless preceding a Unit Training Assembly (UTA) weekend, holiday, or down-day). Cables will be reconfigured to the normal 3 WG flying configuration no less than 1 hour prior to the first fighter departure on flying days. Unique circumstances will be coordinated through AMOPS. Response time is 1 hour outside of 3 WG flying.

2.8.4.1. When a 354 FW alert aircraft departs from Eielson, and Rwy 06/24 cables are lowered, Eielson ATC will notify Elmendorf ATC. In turn, Elmendorf Airfield Management will be contacted to dispatch Barrier Maintenace to raise the departure cable.

2.9. Parking Plan/Restrictions. AMOPS is the overall approval authority for aircraft parking and will utilize this authority to accomplish the 3 WG mission in accordance with directives received from the 3 OG/CC. The authority to curtail wingtip restrictions IAW AFMAN 11-218 *Aircraft Operations and Movement on the Ground* is delegated to the AFM from the 3 WG/CC. Elmendorf Wingtip restrictions are identified in **Figure 2.4** seen below. See **Table 2.1** below for normal parking considerations, deviations will be coordinated through the AFM. See **Table 2.2** for unit-controlled parking areas not normally controlled by AMOPS. **Exception:** When deemed operationally necessary AMOPS will redelegate parking authority to meet mission requirement. The AFM will direct and approve adjustments to the parking plan and authorities.

Figure 2.4. Wingtip Restrictions.



2.9.1. Under normal parking operations AMOPS maintains control of the following aircraft parking areas to facilitate transient aircraft parking: Ops ramp, West Ramp, DV1, DV3, Herc Ramp 11-12, Firebird 29-31, Charlie Loop, HS28, 35-36, Blue Ramp, Gold Ramp, and Red Flag West.

2.9.2. Aircraft with low engine nacelles (eg. KC-135s and RC-135s) should deviate 15' south of centerline on Twy N when no aircraft are parked on Gold Ramp or Red Flag West to avoid 48" signs located 57' from Twy N centerline. When aircraft are parked on Gold Ramp and Red Flag West, aircraft with low engine nacelles should avoid using Twy N adjacent to these areas.

Table 2.1. Normal Maximum on Ground (MOG) Parking.

Ramp/Location	Type & Number of Aircraft	Ramp/Location	Type & Number of Aircraft
Blue Ramp	4-E-3s* + 14 fighters or 6-C-130s*	Gold Ramp	27 fighters or 9 fighters + 8 C-130s*
Red Flag West	26 fighters or 13 aircraft w/folding wings	Ops Ramp	9 C-130s*
DV1	1 C-40*	DV 3	1 C-32*
Twy B HS[1]	4 KC-135s* HS3: 1 KC-10*	HS6	1 E-3*
Twy M HS[1]	3 C-17s*	Twy K HS	3 KC-135s or 4 C-130s* HS 27 & 37: 1 C-17*
Herc Ramp	6 C-130s*	Firebird	7 C-17s* or 6 C-17s & 2 C-130s*
Charlie Loop	13 fighters	North Ramp	4 C-5s*
West Ramp	4 B-747/C-5s*	East Ramp	5 C-17s* or 1 C-5/B-747 & 2 C-17s*
JMC[2]	3 C-17s* or 1 C-5/B-747	HS 38	1 E-3

* = or smaller wingspan
[1] – HS = Hard Stands
[2] – JMC = Joint Mobility Compound

Table 2.2. Unit Controlled Parking Locations.

732 AMS[2]	176th WG/517th AS	3 MXG
North Ramp East Ramp JMC Ramp HS 1, 2, 3, 5, 23, 27, 37	Herc Ramp 1-10 FireBird13-16, 32, Hangar 6 HS	Red Ramp Dice Ramp CAC[1] Bulldog Ramp HS38

[1] – CAC = Combat Alert Cell
[2] – AMS = Air Mobility Squadron

2.10. Air Traffic Control Facilities. EDF and the associated Class D is open 24/7 with support from the ATCT and AMOPS facilities. Due to manning constraints, RFC hours of operation are published by NOTAM weekly, driven by the 3 WG flying mission, and can be closed with 3 WG/CC approval. RFC on-call procedures are available, as required, to support aircraft operations, with 3 OG/CC approval. Base quiet hours are weekdays from 2130-0500 and weekends 2130-0700 local time based on current daylight savings time as published in the FAA Chart Supplement Alaska. For additional noise abatement, quiet hour procedures, and waiver authority see **paragraph 2.24**.

2.11. Local Air Traffic Control (ATC) Frequencies. The local ATC frequencies are outlined below in **Table 2.3**.

Table 2.3. Local ATC Frequencies.

Location	UHF	VHF	Fighter Channels
Automatic Terminal Information Service (ATIS)	273.5	124.3	5
Clearance Delivery	306.925	128.8	9
Ground Control	275.8	121.8	1
Tower	352.05	127.2	2
Anchorage Departure	290.5	118.6	3
Radar Final Control (RFC)	259.1	134.9	8
RFC Alternate	271.3	-	-
Single Frequency Approach (SFA)	327.1	-	7
Pilot to Dispatch (Airfield Operations)	372.2	134.1	-
Pilot to Metro (Weather)	346.6	-	-
Warrior SOF (Supervisor of Flying)	395.15	-	6
Arctic Warrior Ops (Command Post)	381.0	-	50
11 AF Rescue Coordination Center (RCC)	282.8	123.1	-

2.12. Navigational Aids (NAVAIDs). EDF is equipped with a Tactical Air Navigation (TACAN) (Ch 81X), Category I Instrument Landing System (ILS) (localizer 110.3, 3-degree glide slope), and Precision Approach Radar (PAR). The ILS, PAR and TACAN approach capabilities are available to RWY 06. Further information regarding these NAVAIDS can be found in the FAA Chart Supplement Alaska. TACAN checkpoints are defined in **Table 2.4**.

Table 2.4. TACAN Checkpoints.

Location	Radial	Distance Measuring Equipment (DME)
Elbow	234	0.5
Twy F	252	0.5
Twy U - Twy D Intersection	219	1.1
Twy A North	244	2.2
Twy A South	237	2.2

2.12.1. The Radar, Airfield, and Weather Systems (RAWS) work center (3 OSS/OSAM) is on-call at all times. On-duty personnel will be immediately available to respond to outages/impairments from their primary duty location. Outside normal duty hours on-call personnel can be contacted via the 3 OSS/OSAM emergency standby phone number (907-227-6813) and will respond to equipment outages within one hour of notification.

2.12.2. NAVAID Preventive Maintenance Inspection (PMI). No-NOTAM preventive maintenance times are published in the FAA Chart Supplement Alaska.

2.13. Transient Alert. Transient Alert services are published in the FAA Chart Supplement Alaska.

2.14. Automatic Terminal Information Service (ATIS) Procedures. EDF's ATIS is operated 24/7 IAW the 3 OSS/Air Traffic Control (OSAT) ATC Operating Instruction (OI) 13-204. The

ATIS provides basic airport information for departing aircraft, pilots and aircrew will check the ATIS for current aerodrome information prior to requesting taxi with ATC. Arriving aircraft will check ATIS for current aerodrome information prior to initial contact with ATC.

2.15. Aircraft Special Operations Areas/Ramps/Hazardous Cargo.

2.15.1. Arm/De-Arm Locations. Locations identified for use as arm/de-arm locations for fighter-type aircraft with Class/Division (C/D) 1.1, 1.2, 1.3 and 1.4 explosives only (as depicted in **Table 2.5** and **Figure 2.5**.). F-22 arm/de-arm operations are allowed when in chocks, regardless of location, including when chocked in F-22 hangars/shelters IAW F-22 technical order directives. Fighter "Last Look" locations are identified in **Table 2.6**.

Table 2.5. Hazardous Cargo Parking and Arm/De-Arm Areas.

Location	Authorized Headings	Notes
Elbow	Aircraft will park on a 060 degree heading, parallel to RWY 06.	Arm location for RWY 24 ops, de-arm location for RWY 06 ops.
Combat Alert Cell (CAC) South Apron	Aircraft will park on a 030-050 degree heading for de-arm and on a 210 degree heading for arming.	Arm location for RWY 24 ops, de-arm location for RWY 06 ops, in front of cells 1 & 2.
West Ramp End of Runway (EOR)	Aircraft will arm/de-arm on the lines on a 310 degree heading.	Arm location for RWY 06 ops, de-arm location for RWY 24 ops.
Twy D, west of Twy U at approach end of RWY 34	Aircraft will arm/de-arm on the lines, facing south.	Arm location for RWY 34 ops, de-arm location for RWY 16 ops.
Intersection of Twy D and Twy N, north of Blue Ramp.	Aircraft will arm/de-arm on a 060 degree heading.	This is a backup location in the event of Twy/RWY closures or low Runway Condition Reading (RCR)s.
Hardstand 19	Aircraft will park oriented as marshalled/directed by ground maintenance personnel.	Primary hazardous cargo parking location for transient aircraft carrying 1.1 and 1.2 munitions. Limitations will be IAW explosives safety plan (ESP).
Hardstand 44	Aircraft will park oriented as marshalled/directed by ground maintenance personnel.	Secondary hazardous cargo parking location for transient aircraft carrying 1.1 and 1.2 munitions. Limitations will be IAW ESP.

Various Locations	Parking of transient/exercise aircraft with hazardous cargo will be coordinated through 732 AMS/Maintenance Operations Center (MOC) and 3 OSS/Airfield Management (OSAA) IAW ESP limitations.	

Figure 2.5. Arm/De-Arm Areas.

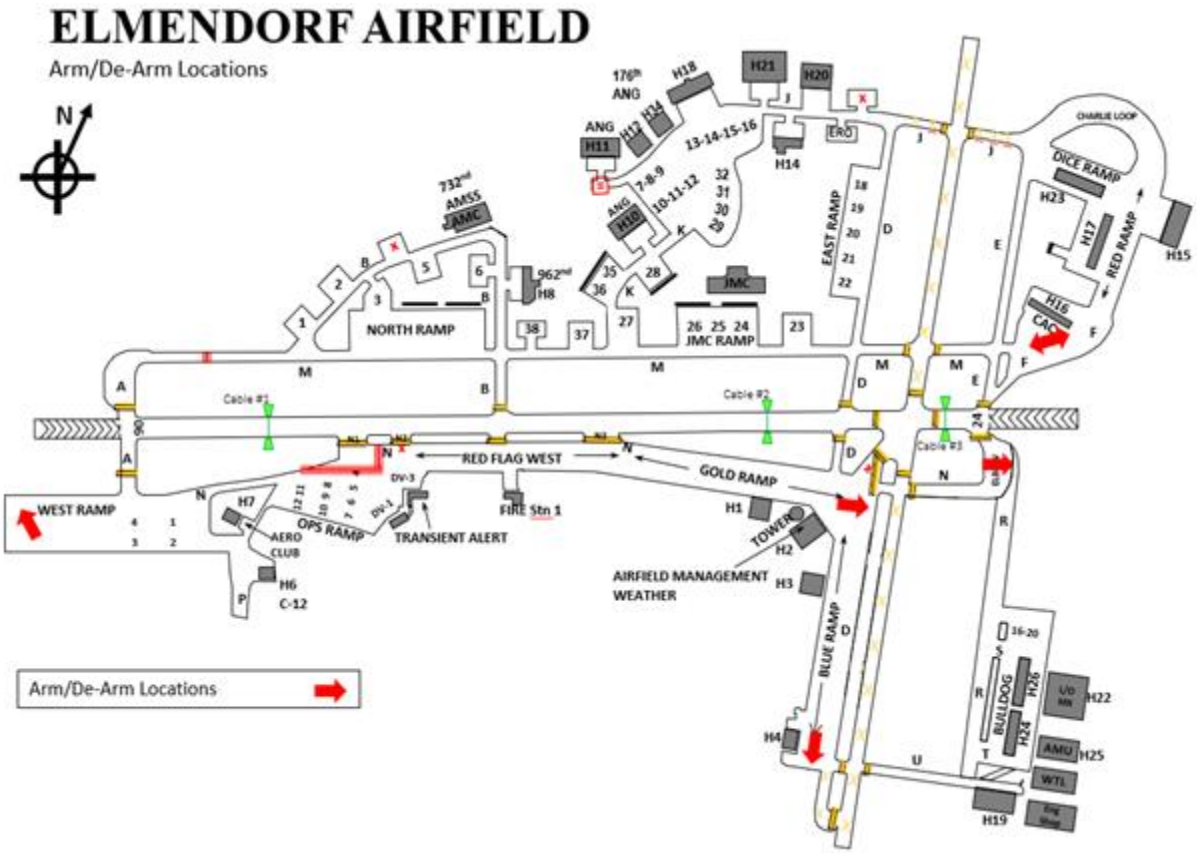
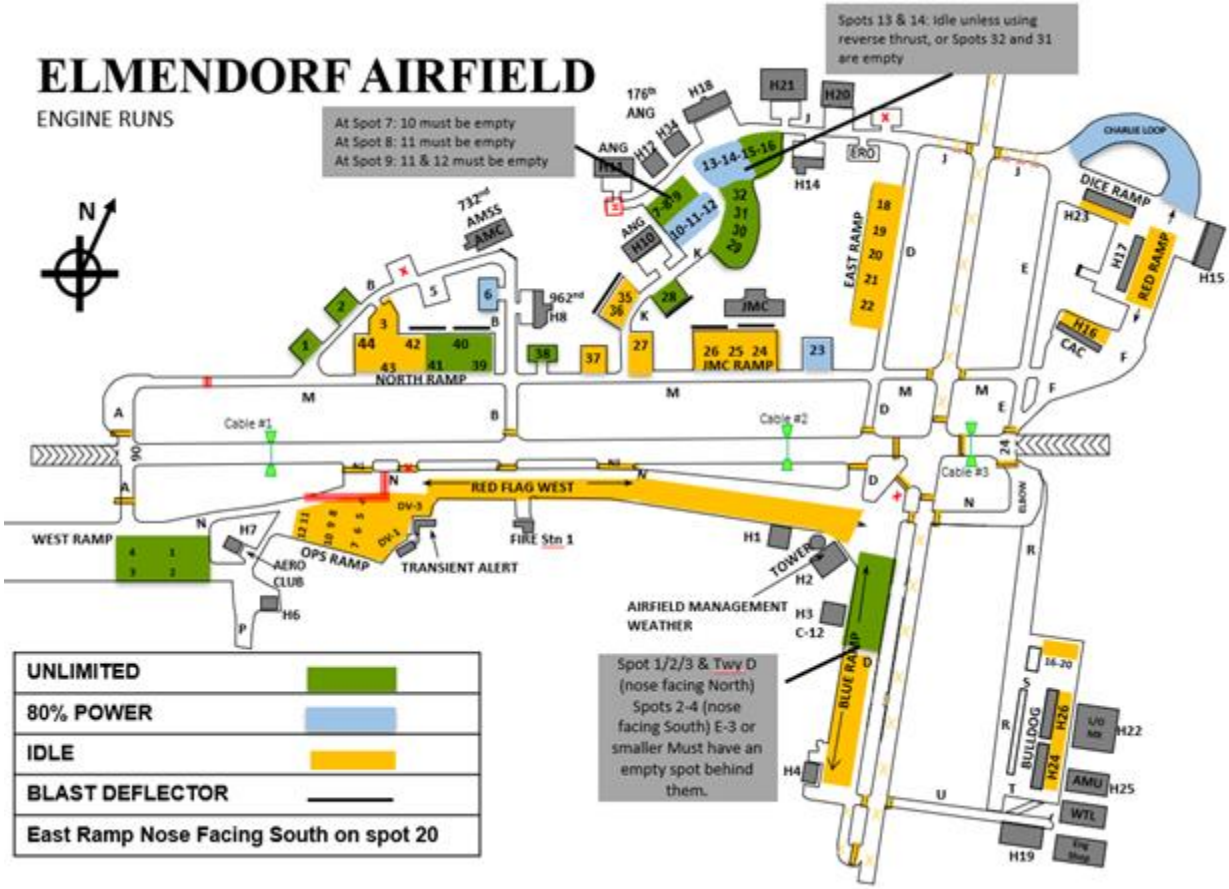


Table 2.6. Non-F-22 Fighter "Last Look" Locations.

Location	Heading/Notes
West Ramp EOR	Aircraft will park on EOR lines on a 310-degree heading
West Ramp Pits 1-4	Aircraft will park on Hot Pit lines on a 350-degree heading, spots will be used during hot pit ops on the West Ramp
Alpha North	Aircraft will face northwest on a 310-degree heading
Gold Ramp Spots 18-27	Aircraft will park on parking spots on a 002-degree heading
Red Ramp Spots 8-11	Aircraft will park on parking spots on a 90-degree heading
Blue Ramp Spots 24-29	Aircraft will park on parking spots on a 90-degree heading
Blue Ramp North	Aircraft will park on EOR lines on a 90-degree heading
East Ramp North	Aircraft will park on EOR line on a 210-degree heading
Elbow	Aircraft will park on a 060-degree heading, parallel to RWY 06
Charlie Loops Spots 13-16	Aircraft will park on parking lines on a 110-degree heading
In front of CAC	Aircraft will park on taxi lines in a 200-degree heading
In front of Hangars 24 and 26	Aircraft will park on taxi lines on a 270-degree heading
Taxi lane Tango or Sierra	Aircraft will park on taxi lines on a 310-degree heading
Twy U	Aircraft will park on taxi lines on a 270-degree heading

2.15.2. Engine Run-Up Areas. West Ramp, Hard Stand (HS) 7-9, HS28, HS29-32, HS35-36 HS38, HS39 and HS40 are rated for 100% power. Aircraft conducting engine runs on the West Ramp must have the nose facing east with no aircraft or vehicles behind. The Blast deflectors on HS26 and HS24 (JMC Ramp) are rated to 50% power for C-5, C-17, and KC-10s. Fighters will conduct engine runs on the trim pad (west of Hangar 17) and the hush house (west of Blue Ramp). Idle engine runs on Blue, Gold, Red Flag West, and Ops Ramps are authorized after obtaining engine start clearance from ATCT. All other parking spots will utilize minimum power to taxi in and out. All locally assigned and transient maintenance crews are responsible for understanding and complying with engine run-up procedures IAW **para 2.21**. Areas are depicted in **Figure 2.6**.

Figure 2.6. Engine Run-Up Areas.



2.15.2.1. Air National Guard C-130 or Transient Propeller Aircraft Propulsion Checks. Options for conducting these checks are listed in the order of preference below.

2.15.2.1.1. Option 1. If the weather is Visual Meteorological Conditions (VMC), use Twy A-North Hammerhead with the aircraft facing east.

2.15.2.1.2. Option 2. At the intersection of Twy M/Bravo Loop , with the aircraft facing southeast to direct jet blast toward the grass on the north side of the intersection.

2.15.2.2. C-12 Propulsion Check. Unrestricted propulsion checks are authorized on any designated parking ramp.

2.15.2.3. Transient Aircrew. Coordinate run-up locations and power settings with AMOPS and Transient Alert.

2.15.3. Combat/Engine-Running On & Offload (ERO). C-17 and C-130 aircraft may periodically conduct ERO activities on the airfield. The loads must be coordinated with AMOPS 24 hours prior to expected ERO Load activity.

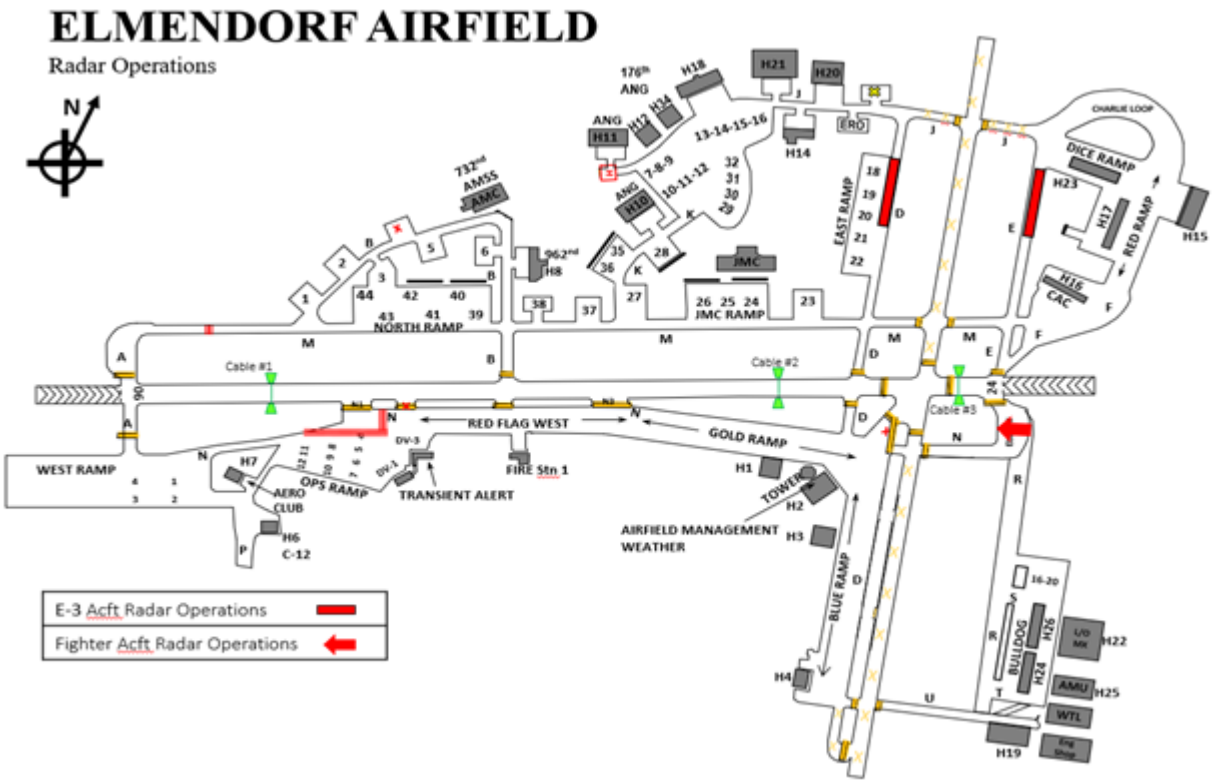
2.15.3.1. The primary location for ERO Loads is Twy D between Twy J and Twy M. The secondary location is on the East Ramp. The tertiary location is on Twy M in front of the Joint Mobility Compound (JMC). All other areas will be determined on a case-by-case basis with the AFM.

2.15.4. Aircraft Radar Operations on the Airfield. All aircraft will comply with applicable guidance and regulations prior to activation of their aircraft radar. For base assigned aircraft, the following locations will be used (as depicted in **Figure 2.7**.):

2.15.4.1. Primary location is Twy D adjacent to East Ramp Spots 18, 19 and 20 with the alternate location being Twy E. Both locations require the aircraft to be facing south on the Twy with the rotodome radar beam aimed up and to the north. During this operation, all aircraft in the local pattern are required to maintain at or above 1,700' MSL. Additionally, all vehicles, aircraft, and explosive materials will be kept at a minimum of 1,500' from the aircraft. E-3 maintenance will notify ATCT prior to rotodome radar operations and again when rotodome radar operations are complete.

2.15.4.2. Fighters. Primary location is on the Elbow at Spot 1. The aircraft will face toward the approach end of RWY 06. This operation is prohibited during the 3 WG flying window.

Figure 2.7. Radar Operations.



2.15.5. Hot Pit Refueling Areas. West Ramp Spots 1-4 are designated as the primary hot pit refueling area. Hardstands 18/20/22 (East Ramp), Hardstand 23, and the JMC Ramp are designated as the alternate hot pit refueling areas. Use of hot pit refueling areas require prior coordination with 3 OSS. Flying Squadron Directors of Operations should normally coordinate hot pit usage one month prior with the 3 OSS/DO, 3 OSS/ADOs, or Airfield Management. In most cases (outside of major exercises), hot pits can be coordinated the week prior. Coordination may be accomplished through email, during the weekly Ops/Mx Scheduling Meeting, or via phone as a last resort.

2.16. Aircraft Towing Procedures. Aircraft tow operations will be accomplished IAW AFMAN 11-218 and/or applicable aircraft towing procedures. Maintenance Operations Center (3 WG MOC, AMC/MOC, 176 WG/MOC, Exercise MOC) will notify ATCT of pending tow operations on the airfield, stating the type of aircraft, tail number, starting point, and destination. The Tow Team Supervisor will contact Ground Control via aircraft or mobile radios for tow approval. In this request, the Tow Team Supervisor will "request approval to tow (aircraft tail number) from (starting point) to (ending point) via (taxiways to be utilized and any runway crossing points)." Radio communication will be maintained at all times. Notify Ground Control when the tow is complete.

2.16.1. Limited Visibility Towing Procedures. These procedures will be placed in effect by ATCT when degraded visibility may affect safety between aircraft and vehicle operations. The appropriate MOC will notify ATCT of towing routes. ATCT will notify the Snow Removal Supervisor and AMOPS of active tows and taxiing aircraft to include the aircraft's point of origin, destination and routing when limited visibility procedures are in effect.

2.17. Aircraft Taxi Requirements. Non-Fighter aircraft are required to call ground control for engine start clearance, with the exception of C-12s on taxiway P in front of Hangar 6 and HH-60s parked in vicinity of Air National Guard hangars. All taxiing aircraft are responsible for de-confliction into and out of parking areas. For Aero Club, Civil Air Patrol (CAP), or General Aviation (GA) aircraft see **paragraph 8.18**.

2.17.1. Aircraft will not taxi on RWYs, Twys, or ramps without two-way radio communications and approval from ATCT. Contact will be made with Ground Control prior to taxiing.

2.17.2. Anti-hijack measures will be activated if any aircraft are observed taxiing without ATCT approval. See **paragraph 6.14**.

2.18. Airfield Maintenance.

2.18.1. Airfield Management coordinates preventative and routine maintenance, and reports airfield discrepancies to CE. CE/Contractors will coordinate with AMOPS before any work is conducted on the airfield. CE/Contractors will properly mark work zones and ensure a sweeper is in the area prior to starting and during construction operations to mitigate a potential Foreign Object Debris (FOD) hazard to aircraft operations.

2.18.2. Airfield markings are repainted every summer.

2.18.3. Due to frequent snow removal throughout the winter, Elmendorf Airfield does not require a rubber removal program.

2.18.4. Snow removal will be accomplished IAW JBER OPLAN 32-1002, *Snow and Ice Control Plan*. Airfield snow Removal Operations can be found in **paragraph 8.21** of this regulation.

2.18.5. Sweeper Operations will be accomplished IAW 673 ABWI 32-1004, *JBER Airdrome Sweeping*, 20 March 2013.

2.18.6. Airfield Mowing Operations. Airfield Mowing will be IAW 3 WGI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program*, and AFI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program.*

2.18.7. 773 CES Airfield Lighting, Roads and Grounds, and Barrier Maintenance will provide Airfield Management a weekly status on any ongoing maintenance to include proposed fix actions and estimated completion date.

2.19. Runway Surface Condition (RSC)/Runway Condition Reading (RCR). Airfield RSC/RCR checks will be conducted at least every 2 hours, or during weather events (e.g., snow accumulation on pavement, heavy snowfall, freezing precipitation, etc.). RSC/RCR checks will be conducted more frequently during changing conditions, or at the request of the SOF, ATCT, flying units, or as directed from the AFM. Determine and report RSC/RCR IAW DAFMAN 13-204v2 **Chapter 7**, the Real Time Traction Tool (RT3) Training Operations Guide, and Technical Order (TO) 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings* for Vericom readings only.

2.19.1. An RSC/RCR check will be conducted 1 hour prior to the start of wing flying activities when conditions are other than dry.

2.19.2. An RSC/RCR check will be conducted on the runway whenever snow removal equipment has completed operations. This check is conducted to update RSC/RCR information, ensure conditions are adequate for safe aircraft operations, and that no potential hazards have been created or remain on the runways. Snow control will advise AMOPS personnel if potential obstructions exist on the runway whenever snow removal equipment has exited.

2.19.3. AMOPS will issue a NOTAM at the start of the snow season providing the RT3 website link password that personnel can use to obtain real-time RSC/RCR information.

2.20. Procedures/Requirements for Conducting Runway (RWY) Inspections/Checks. AMOPS will perform airfield inspections and checks as needed to meet local flying activities and DAFMAN 13-204V2 requirements. The SOF and 3 WG Flight Safety will also conduct periodic airfield checks. AMOPS is the only agency that can give the official airfield status report. Agencies that suspect a safety hazard, such as FOD or poor RWY surface conditions, will notify AMOPS.

2.21. Procedures for Opening/Closing the RWY. AMOPS is the only agency that can open or close a RWY.

2.22. Procedures for Suspending and Resuming RWY Operations. The AFM/designated authority or EDF Watch Supervisor may suspend RWY operations when a hazard exists on or near the runway or in the immediate approach area.. Common reasons for suspension of operations include, but are not limited to: FOD check following an emergency aircraft arrival, snow removal operations, BAK-12 system resets, unsafe surface conditions, safety checks of the RWY by AMOPS personnel. **Note:** Runway operations shall remain suspended until AMOPS completes a runway check and determines the runway environment is safe to resume operations. Only the AFM or AFM designated authority can resume runway operations. Only AMOPS personnel can resume RWY operations.

2.22.1. RWY operations will be suspended for the following conditions: Snow and ice removal operations on the RWY when snow removal equipment is operating between the RWY side stripes.

2.22.2. RWY suspension is not required when snow removal equipment is operating on the Twys immediately adjacent to the RWY or operating “up to but not on” the RWY.

2.22.3. AMOPS Duties During Suspended RWY Operations.

2.22.3.1. RWY suspensions are intended to be short in duration. RWY suspension lasting greater than 1-hour may likely be changed to a closure unless coordinated through AMOPS. AMOPS will notify ATCT, 673 ABW/CP, the SOF (if present) and provide an estimated time when RWY operations will resume.

2.22.3.2. During Snow and Ice removal between the RWY Side Stripes. A full Runway Surface Condition (RSC)/Runway Condition Reading (RCR) check and FOD sweep must be completed prior to resuming aircraft operations. This includes AMOPS personnel reporting an updated RSC/RCR to the appropriate agencies.

2.22.3.3. Following a report of FOD on the RWY, a full RWY sweep will be conducted. AMOPS personnel will report if FOD was removed or if no FOD was found on the RWY to the appropriate agencies. If a sweeper is required, AMOPS will contact 773 CES Roads and Grounds for a sweeper to respond to the affected area. AMOPS personnel will provide estimated time of resumption of RWY operations to ATCT.

2.22.3.4. During Aircraft Arresting System Configuration Changes. An inspection by AMOPS personnel is required of the area within 200’ either side of the arresting system for tools, proper donut spacing, and tie-downs prior to resuming RWY operations.

2.22.4. ATCT Duties During Suspended RWY Operations.

2.22.4.1. Notify AMOPS and A11 of all RWY suspensions and the reason.

2.22.4.2. Aircraft that are operating on ATC frequencies will be informed of the estimated suspension/delay time as soon as possible. In the event of a lengthy suspension, include the information on the ATIS. Example: "SNOW REMOVAL OPERATIONS IN EFFECT, 10 MINUTE NOTIFICATION REQUIRED TO REMOVE VEHICLES."

2.22.4.3. Following in-flight emergencies, notify AMOPS and request a RWY check (unless waived by the SOF). Inform AMOPS personnel if the RWY check is waived. The SOF may waive RWY checks for 3 WG fighter aircraft following in-flight emergencies. Once all fighters have been recovered, or at the first available opportunity, RWY operations will be suspended. Additionally, the SOF may waive a RWY check involving any aircraft for non-FOD producing emergencies such as physiological, emergency fuel, avionics, etc.

2.23. Engine Test/Run-up Procedures. IAW JBER Integrated Defense Plan, Approval from ATCT is required prior to moving any aircraft on the airfield. All engine starts will be coordinated through the ATCT and/or MOC. ATCT and/or MOC will immediately notify Base Defense Operations Center (BDOC) of all unauthorized engine runs, taxis, and launches. Exception: Fighter-type aircraft departing on an approved flight plan are not required to call the ATCT prior to engine start. All aircraft movements/engine starts will be first cleared through the appropriate MOC. The MOC will relay this notification to ATCT, BDOC and appropriate flight line personnel. AMOPS will provide ATCT with prior notice of aircraft departures.

2.24. Noise Abatement/Base Quiet Hour Procedures.

2.24.1. Aircraft will avoid over flying the base hospital as well as the SW quadrant of the main base between Rwy 06 and Rwy 34. Base quiet hours are weekdays from 2230-0600 and weekends 2130-0700 local time based on current daylight savings time as published in the FAA Chart Supplement Alaska. Full stop landings and departures are authorized during base quiet hours. Exceptions will be coordinated by the 673 ABW Command Post (673 ABW/CP) and must be approved by the 3 OG/CC, 3 MXG/CC, or 732 AMS/CC, as appropriate.

2.24.2. Exceptions to Base Quiet Hours:

2.24.2.1. The 517 AS/144 AS C-17s and 176 WG C-130/HH-60s may conduct multiple approaches to Rwy 06. Limit the use of thrust/propeller reversing, to the maximum extent possible.

2.24.2.2. The 3 WG MOC is the coordination agency for approval/disapproval and engine run requirements during base quiet hours. 3 WG/176 WG aircraft requiring idle engine runs may run during base quiet hours.

2.24.2.3. Fighter aircraft will only run in the engine test cell facility. The test cell facility is authorized to perform installed/uninstalled engine runs at any power settings during quiet hours.

2.24.2.4. Heavy aircraft north of Rwy 06/24 may conduct high power/reverse thrust runs during base quiet hours (see **para 2.13.2** for engine run up locations). Heavy aircraft south of Rwy 06/24 and not on alert status will standby until quiet hours expire. Heavy aircraft south of Rwy 06/24 and on alert status require 3 MXG/CC approval for high power/reverse thrust runs during base quiet hours. The 3 WG MOC will notify ATC and AMOPS of 3 MXG/CC approval for engine runs during published base quiet hours.

2.24.2.5. Visiting units that require engine runs during base quiet hours will coordinate through the 3 WG MOC for 3 MXG/CC approval. The 3 WG MOC will notify ATC and AMOPS of 3 MXG/CC approval for engine runs during published base quiet hours.

2.24.2.6. Aero Club may conduct Rwy 06/24 departures and landings with patterns flown to the north side of the rwy during base quiet hours.

2.24.3. Base and Ceremonial Quiet Hour Procedures. Ceremonial quiet hour requests templates are available by contacting 3 OSS/OSO at: **3oss.scheduling@us.af.mil**. Requests must be submitted at least 2 weeks in advance for inclusion in the flying schedules. Requests must include the purpose of the event, location, event start/finish times, and noise reduction measure requested. Measures will be in accordance with one of the following options:

2.24.3.1. Option 1. Airfield Closed (Requires 3 OG/CC Approval). The airfield will be limited to no arrivals, departures, practice approaches, aircraft movement, engine starts/runs, and Aerospace Ground Equipment (AGE) operations will be terminated. Vehicle traffic adjacent to the event location will be prohibited.

2.24.3.2. Option 2. Restricted Operations (Requires 3 OSS/CC Approval). Only straight-in full stop arrivals will be authorized. Arriving aircraft may taxi to park provided they do not pass in close proximity to the event location. Alternate taxi and parking locations may need to be coordinated with AMOPS. Departures, engine starts/runs, practice approaches, and AGE operations will be terminated. Vehicle traffic adjacent to the event location will be prohibited.

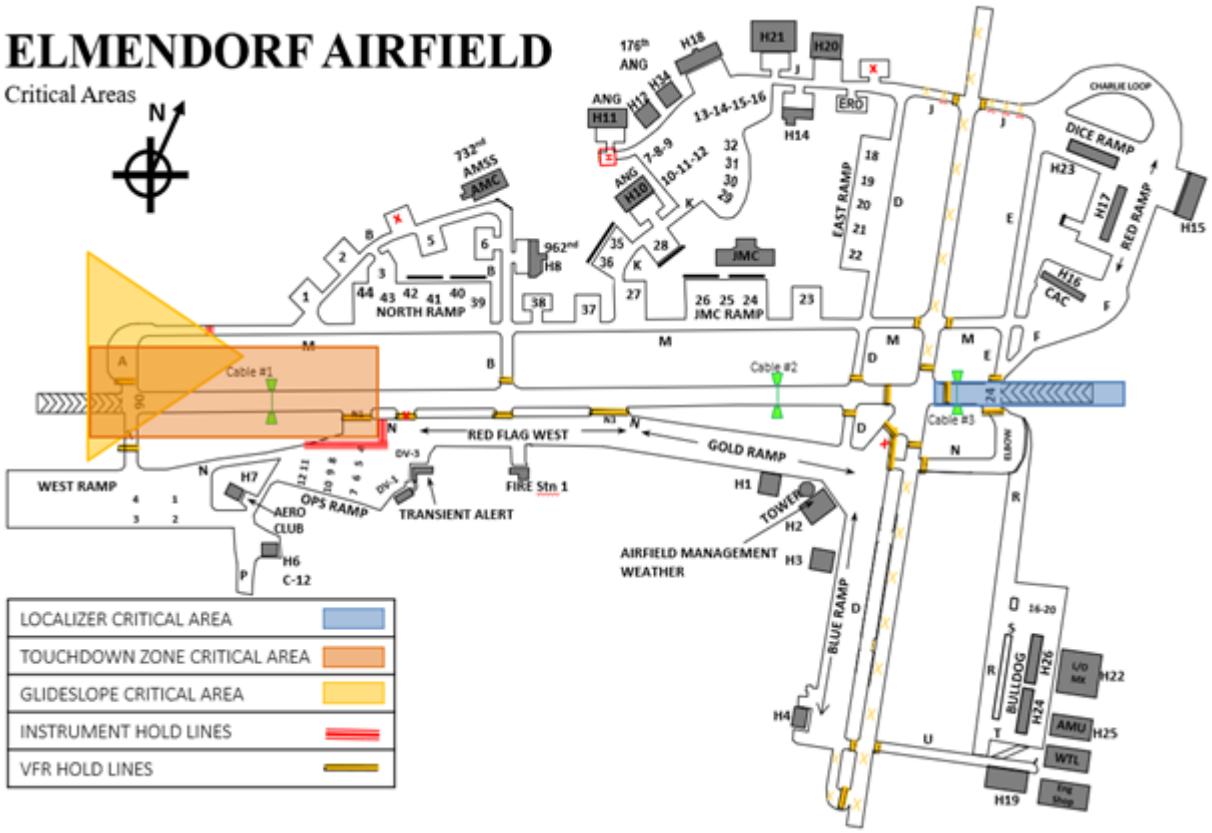
2.24.3.3. Option 3. JBER-Richardson Ceremonies (Requires 3 OSS/Director of Operations [DO] Approval). Unless mission dictates otherwise, RWY 06 departures will be delayed for a 30-minute period for the ceremony, unless Runway 24 is used. Arrivals will be to RWY 06, straight-in to a full stop, unless operational necessity dictates otherwise. An advisory to avoid over-flight of the Bryant Segment will be placed on the EDF ATIS.

2.24.3.4. Option 4. Selected Measures (Requires 3 OSS/CC Approval). Closures and/or restrictions will be customized from the above options and included in the NOTAM.

2.24.3.5. Upon approval, 3 OSS/OSO will pass quiet hours to AMOPS who will then issue the appropriate NOTAM or airfield advisory no earlier than 7 days prior to the event.

2.25. Procedures for Protecting Precision Approach Critical Areas. Criteria outlined in AFMAN 13-204V3 4.21 and FAA JO 7110.65, *Air Traffic Control* will be used to protect the precision approach critical areas depicted in **Figure 2.8**.

Figure 2.8. Instrument Critical Areas.



2.25.1. Localizer Critical Area. This rectangular area extends from the localizer transmitting antenna 2,000’ toward the approach end of RWY 24 and 200’ on each side of the RWY centerline. It includes a 50’ extension behind the localizer antenna. The Visual Flight Rules (VFR) Hold Lines are located on Twys E, F, R, and the Elbow to protect the localizer critical area.

2.25.2. Glideslope Critical Area. This is a fan-shaped area that extends from the glideslope antenna 1,300’ toward the approach end of RWY 06. It covers an area 30 degrees each side of a line drawn through the glideslope antenna and parallel to the RWY centerline. An Instrument Flight Rules (IFR) hold line for the glideslope critical area is located on the west end of Twy M.

2.25.3. Touchdown Zone Critical Area. This is a 3,200’ long by 1,000’ wide rectangle centered on the RWY centerline at the approach end of RWY 06. It begins 200’ prior to the landing threshold and extends 3,200’ in the direction of landing. Instrument hold lines are located on Twy N, west of Twy N-2, and along the intersection of Twy N and the Ops Ramp.

2.26. Restricted Areas on the Airfield. The red lines on aircraft parking ramps indicate restricted areas. These areas are considered active when aircraft are parked within the confines of the marked restricted area. Entry into active restricted areas is only authorized via designated Entry Control Points.

2.26.1. Free Zone Waiver. AMOPS will coordinate with Security Forces to give permission for contractors requiring a construction “Free Zone” waiver.

2.26.2. Non-Winter Red Line Clearance Operations. Agencies requiring a red line clearance will coordinate with Security Forces on a real-time basis prior to commencing operations for a red line clearance. Security Forces will need to know the number of vehicles, number of individuals, agency affiliation, location on the airfield, and time requirements before they will issue a red line clearance.

2.26.3. Winter Red Line Clearance Operations. Due to the inability to observe red lines during the snow season, vehicle access to aircraft parking areas should be limited to mission essential vehicles only. AMOPS and 773 CES Road and Grounds require normal day-to-day access to aircraft parking ramp areas to conduct snow removal and pavement friction reading measurements.

2.27. Auxiliary Power Generators. All EDF RAWS facilities are equipped with auto start auxiliary generators or battery backups. The 773 CES Power Production Shop will precoordinated and schedule downtimes with 3 OSS/OSA to obtain approval prior to performing a preventive maintenance generator run on the facilities identified in **Table 2.7**. Additionally, 773 CES Power Production Shop will obtain ATCT WS approval prior to performing required maintenance.

Table 2.7. Airfield Facilities Equipped With Auxiliary Power.

ATCT (Building 11535)
ILS Localizer (Building 76-523)
ILS Glideslope (Building 76-521)
TACAN (Building 14777) Should be accomplished 4th week of every month.
Ground to Air Transmit and Receive (GATR) Site (Building 18877) Should be accomplished 4th week of every month.
FPN-68 PAR (Building 76-529)
Main airfield lighting vault (Building 14524)
Airfield Lighting Power Center (ALPC) (Building 10105)
Bull Dog ramp vault (Building 10695)

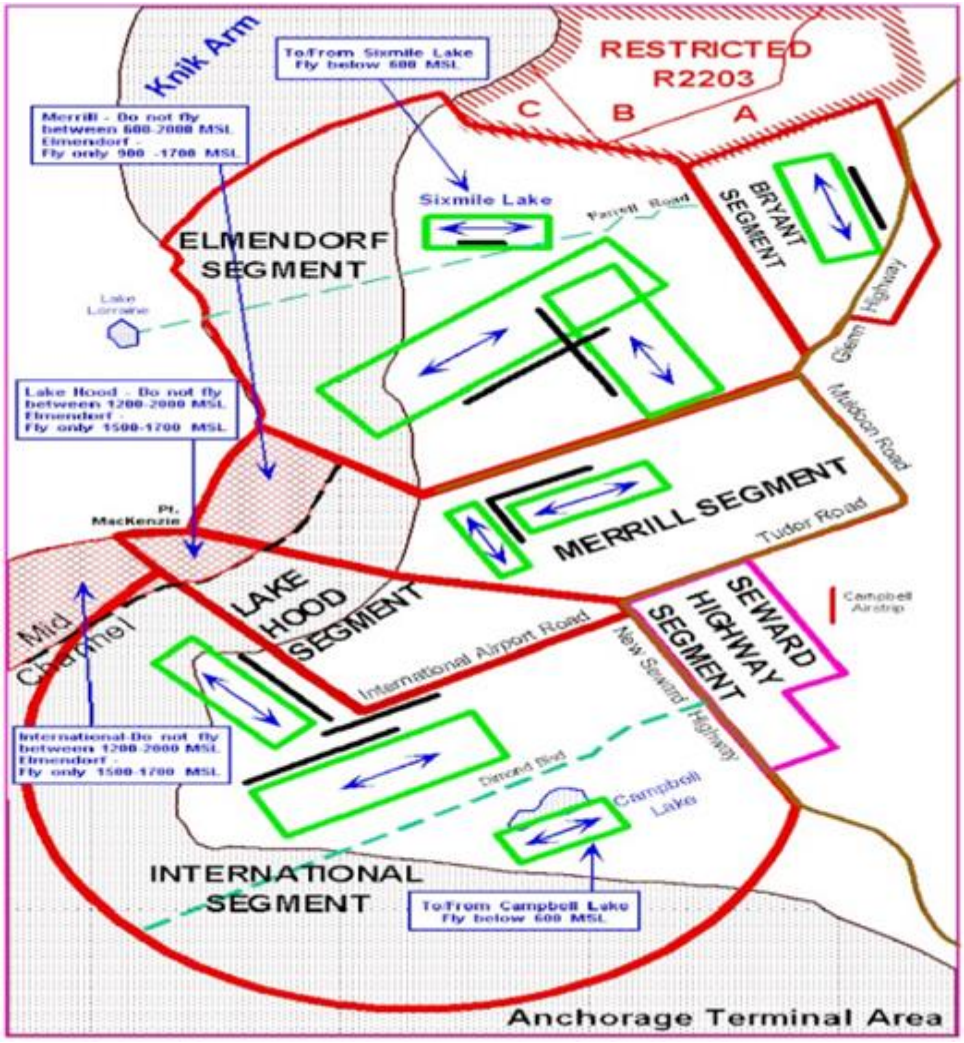
Chapter 3

FLYING AREAS

3.1. Local Flying Area/Designation of Airspace. EDF Class D segment (as depicted in **Figure 3.1)** is designed around the Title 14 Code of Federal Regulations (CFR) Part 93, *Special Air Traffic Rules* airspace (as depicted in **Figure 3.2**) and is the area from the surface up to and including 3,000’ MSL, within a line beginning at Point No-Name; moving along the north bank of the Knik Arm to the 4.7-mile radius intersection of EDF; then clockwise along the 4.7-mile radius of EDF to longitude 149° 46' 44"W; then south along longitude 149° 46' 44"W to latitude 61° 19' 10"N; then to latitude 61° 17' 58"N, longitude 149° 44' 08"W; then to latitude 61° 17' 30"N, longitude 149° 43' 08"W; then south along longitude 149° 43' 08"W to the Glenn Highway; then south and west along the Glenn Highway to Muldoon Road; then direct to the mouth of Ship Creek; then back to Point No-Name.

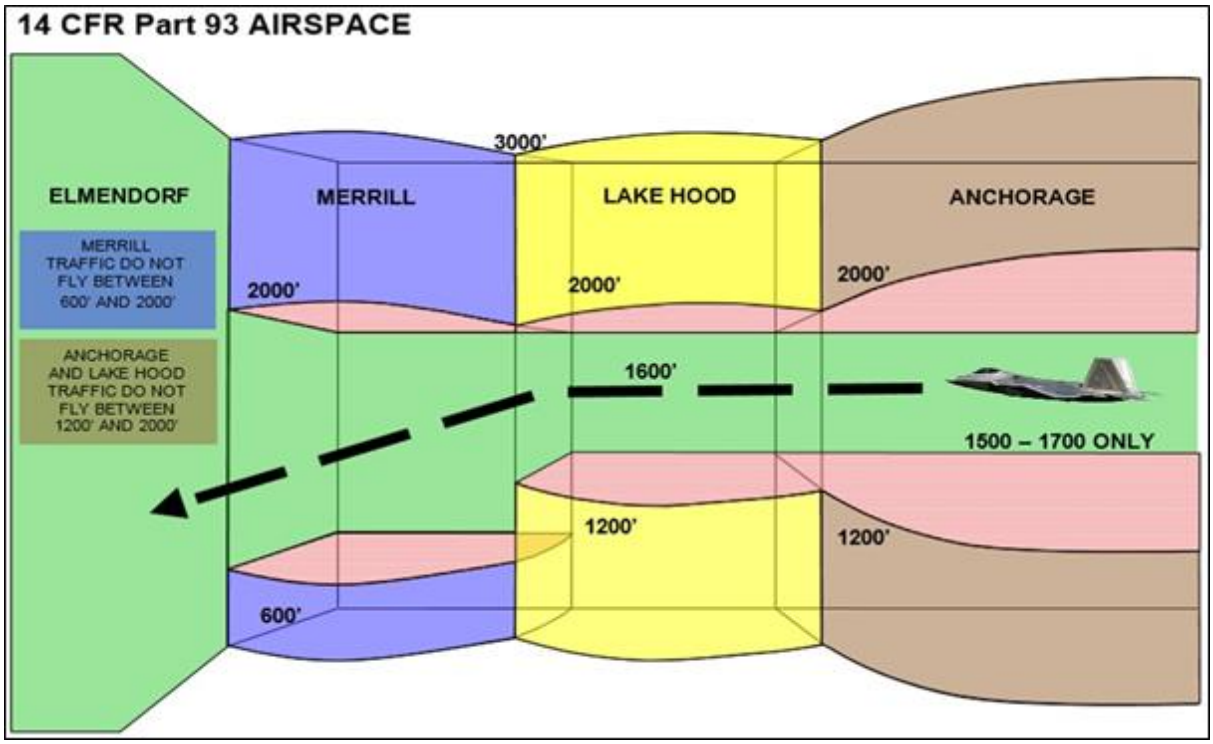
3.1.1. In accordance with 14 CFR Part 93, a person operating in VFR conditions at/below 600’ MSL, north of a line (depicted in **Figure 3.1**) beginning at the intersection of Farrell Road and the longitude 149°44’08”W; then west along Farrell Road to the east end of Six-Mile Lake; then west along a line bearing on the middle of Lake Lorraine to the northwest bank of the Knik Arm; is not required to establish two-way radio communication with ATC.

Figure 3.1. Local Airspace.



3.1.2. EDF final segment in **Figure 3.2** is only protected when IFR traffic is on final to EDF. The EDF final segment airspace is released to the appropriate towers for altitude deviations when there are no IFR arrivals to EDF. A11 is the controlling agency of status changes. General Aviation aircraft are legally authorized and may be observed flying up to the EDF Class D lateral border within the Merrill segment at or below 3,000’ MSL.

Figure 3.2. Part 93 Airspace.



3.2. Visual Flight Rules (VFR) Local Training Areas. The area over the farms west of Point MacKenzie is used by civil pilots as a training area. The following points (depicted in **Figure 3.3**, defined in **Table 3.1**) are local VFR reporting points.

Figure 3.3. VFR Reporting Points.

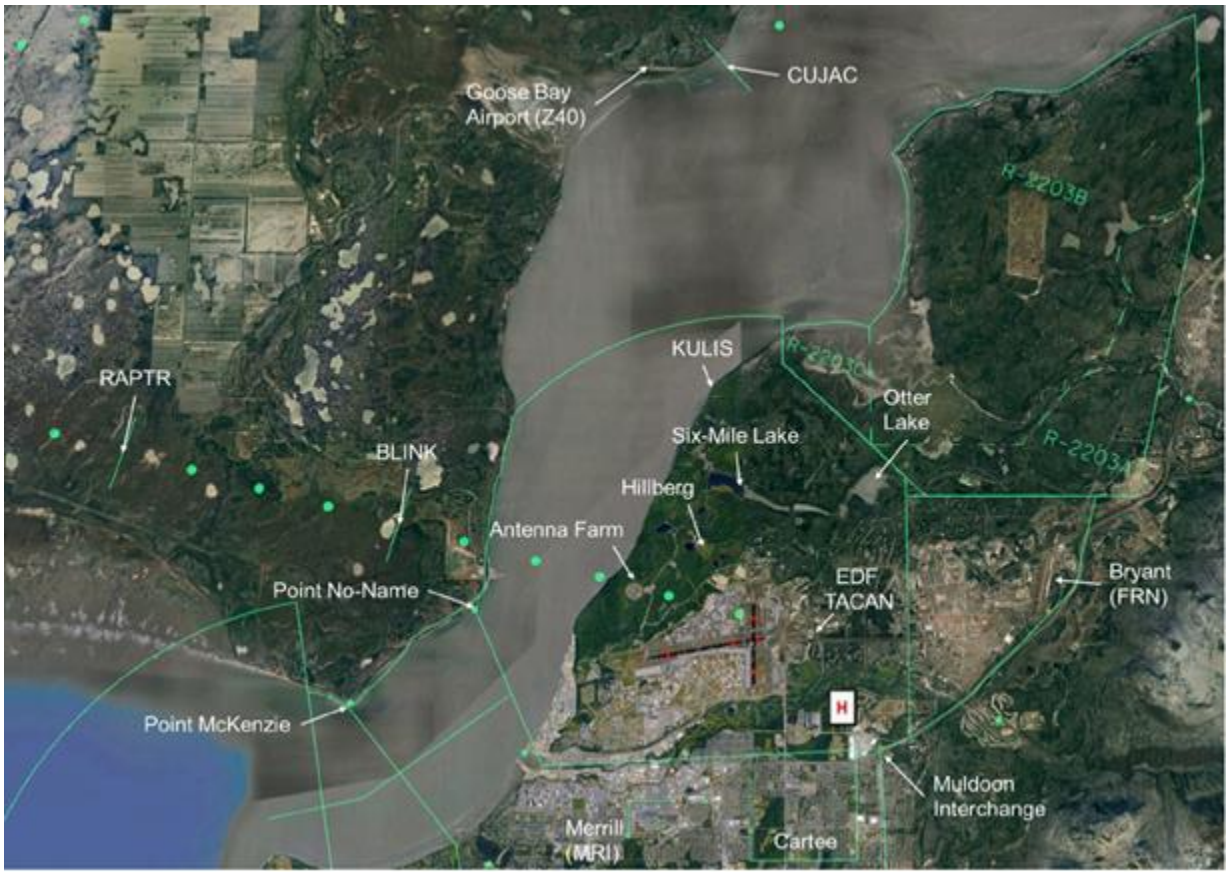


Table 3.1. VFR Reporting Points.

Local Point	Latitude	Longitude	Radial/DME
BLNKK	61°16.88’ N	149°58.26’ W	EDF 267/6
CUJAC	61°24.18’ N	149°48.26’ W	EDF 335/09
KULIS	61°18.57’ N	149°49.31’ W	EDF 318/3.5
RPTOR	61°17.86' N	150°06.18’ W	EDF 267/10
Goose Bay Airport	61°23.68’ N	149°50.54’ W	EDF 327/8.7
Point McKenzie	61°14.29’ N	149°59.20’ W	EDF 247/6
Six-Mile Lake	61°17.46’ N	149°48.62’ W	EDF 314/2.3
JBER Hospital Helipad	61°14.12' N	149°44.96' W	EDF 135/1.3
Otter Lake	61°17.40’ N	149°44.19’ W	
Point No-Name	61°15.60’ N	149°55.20’ W	
Muldoon Intersection	61°13.37’ N	149°44.00’ W	
Antenna Farm	61°15.86’ N	149°51.07’ W	
Hillberg Ski Slope	61°16.50’ N	149°49.00’ W	

Chapter 4

VFR PROCEDURES

4.1. Weather Minimums. Weather, as reported in the official observation, should allow use of visual entry/reentry points for the respective RWY in use. The ATCT WS has the discretion of closing all or a portion of the VFR traffic pattern when weather minimums are met but weather phenomena such as clouds or fog prevent ATCT personnel from visually acquiring aircraft in the traffic pattern. ATCT may allow one "pattern check" for the purpose of passing a Pilot Report (PIREP) to the 3 OSS/OSW when conditions appear to differ from what is reported in the observation. **Note:** Meteorological Aviation Reports record cloud heights in AGL, weather minimums for VFR patterns below are also AGL altitudes.

4.1.1. RAPTR to Tactical Initial: 4300' / 5 SM

4.1.2. CUJAC to Tactical Initial: 3800' / 5 SM

4.1.3. Re-Entry/Break-out: 2500' / 3 SM

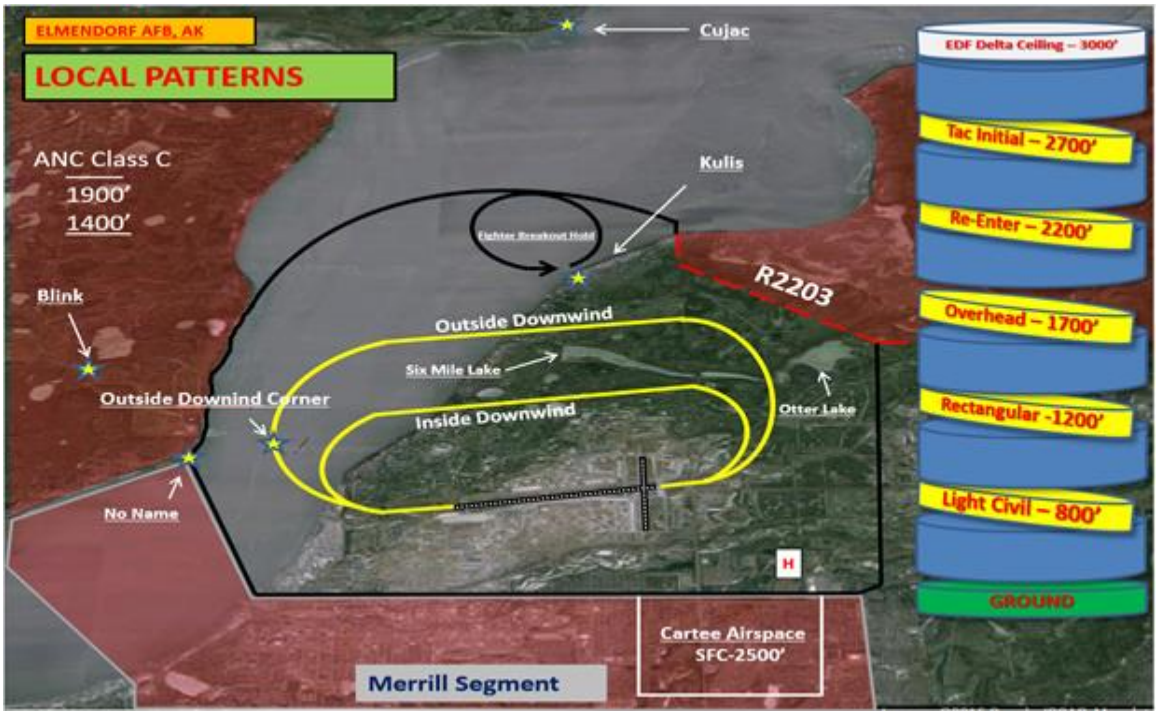
4.1.4. Overhead/ILS transition to initial: 2000'/ 3 SM

4.1.5. Rectangular: 1500'/ 3 SM

4.1.6. Light Civil: 1100' / 3 SM

4.2. Pattern Altitudes/Procedures. All patterns to RWY 06 will be left turns, all patterns to RWY 24 will be right turns. Two commonly used terms are "Feet Dry" which means the aircraft is over EDF land, in contrast "Feet Wet" means the aircraft is over water. **Note:** All altitudes for aircraft will be MSL unless otherwise specified. Pilots over-flying the Six-Mile Lake area should be alert for aircraft operating below 600'. This area is not visible from the EDF ATCT. VFR operations occur without radio contact with EDF ATCT.

Figure 4.1. Local Patterns.



4.2.1. Overhead Pattern: 1,700' to join the inside downwind ground track depicted on **Figure 4.1**. **Note:** Descending break to 1,200' for non-fighters available with ATCT approval.

4.2.1.1. Initial (RWY 06): Downwind for all three RWYs is entered from the point of initial 1 Nautical Mile (NM) to 2NM from the approach end of RWY 06. Aircraft will overfly RWY 06 at 1,700', and then break to enter the inside downwind of RWY 06.

4.2.1.2. Initial (RWY 24): Due to airspace constraints to RWY 24 with Bryant Field, there is not an entry procedure to fly the overhead to RWY 24 besides the "High-initial", "Tac-initial", "Right turn back to initial" or "KULIS Transition to Initial" as described later in this chapter.

4.2.1.3. 360 Overhead Pattern Protection: To provide separation from the overhead pattern during VMC, pilots executing other than full stop landings on RWY 06/24 will remain at or below 1,200' until the departure end of the RWY, unless ATCT approves a deviation. **Note:** For all departures, the ATCT controller will issue: "MAINTAIN AT OR BELOW 1,200' UNTIL DEPARTURE END OF THE RWY", when required, see 5.4.1.5.

4.2.1.4. "Left-Turn to Initial": (RWY 06/24) When flying on inside downwind, aircraft may be directed to make a left turn back to initial. If directed to execute a left turn to initial, pilots will maintain pattern altitude and execute a left turn at the approach end of the RWY to proceed back to a 1NM initial. **Note:** For all above mentions of a "left turn", a "right turn" will be used for RWY 24.

4.2.2. Rectangular/Inside Downwind: Pattern altitudes are 1,700’ fighters/1,200’ non-fighters/800’ light civil aircraft. Pilots will fly standard traffic patterns and will not initiate a crosswind turn until the departure end of the RWY, unless ATCT approves or directs a deviation. Extended downwind legs require ATCT approval. **Note:** “Closed Traffic Approved” alone does not indicate a deviation is approved and the crosswind turn will not be initiated until the departure end.

4.2.3. Tactical Initial.

4.2.3.1. RAPTR and CUJAC Transitions to Tac-Initial: The RAPTR and CUJAC arrivals are IFR recoveries. The RAPTR transition proceeds VFR from BLNKK and the CUJAC transition proceeds VFR from CUJAC. They then transition to tactical initial as outlined in the Anchorage Terminal Radar Approach Control, Anchorage Air Route Traffic Control Center and United States Air force 3rd Operations Group Letter of Agreement (LOA) for Terminal Arrival Procedures (BRODE/CRUZR LOA).

4.2.3.2. RWY 06: Aircraft will fly the RAPTR or CUJAC Transitions. Prior to reaching 10 DME, pilots will request tactical initial to a specific RWY with Anchorage Approach. Pilots will start a descent to 2,700' once feet wet. Then proceed to the intersection of RWY 06 and RWY 34 at 2,700’ and execute a descending turn to 1,700’ to enter the downwind for the appropriate RWY, unless directed otherwise by ATCT. See **Figure 4.2** for RWY 06/16/34 Tactical Initial.

4.2.3.3. RWY 24: Aircraft will fly VFR direct to KULIS starting descent to 2,700' once feet wet from CUJAC or BLNKK. From KULIS, aircraft will fly between Six-Mile Lake and Otter Lake, report initial for RWY 24 and break midfield to enter a right downwind pattern for RWY 24 while descending from 2,700’ to 1,700’, unless directed otherwise by ATCT. See **Figure 4.3** below.

4.2.3.4. In the event of an aircraft conflict at BLNKK, EDF ATCT should resolve the conflict by using one of the following options:

4.2.3.4.1. Direct the aircraft from the north to execute a VFR left 360 southeast of CUJAC remaining over the water.

4.2.3.4.2. In the event that a left 360 would cause additional conflict with additional traffic on the CUJAC transition, the aircraft from the north will be directed to breakout to KULIS.

4.2.3.4.3. As a last resort, the aircraft on the RAPTR transition will be directed to maintain VFR at 4,000’ and continue the tactical initial ground track.

Figure 4.2. Tactical Initial RWY 06.

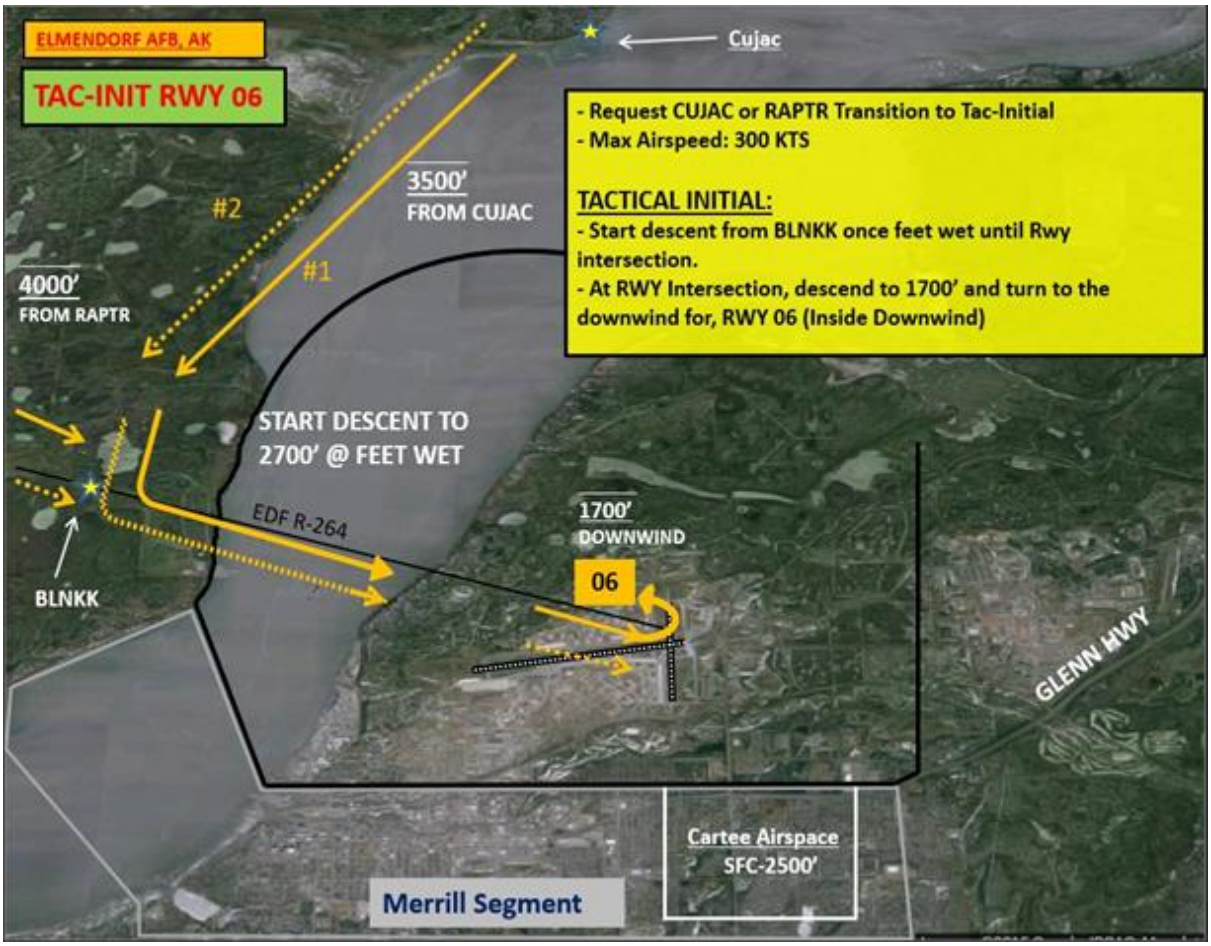
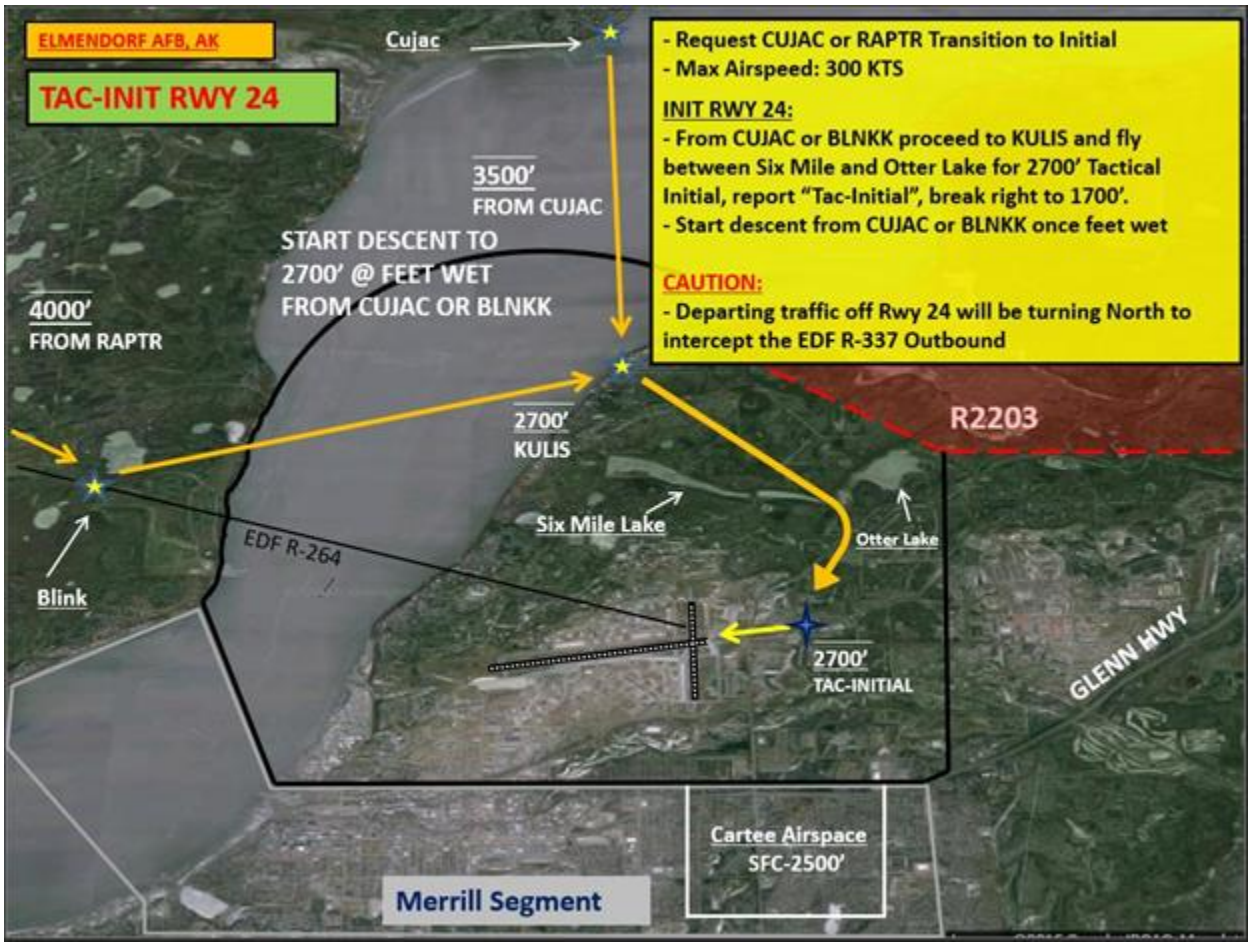


Figure 4.3. Tactical Initial RWY 24.



4.2.4. VFR Straight-in (RWY 06 only): Altitude for a VFR straight-in approach is 1,200' on a 2 NM final. Approval for a VFR straight-in will be issued from either the outside downwind or KULIS. Remain inside Elmendorf's Class D and adhere to Part 93 restrictions.

4.2.5. Go-Around: Aircraft instructed "CALL SIGN, GO AROUND, (Reason, time permitting)" after turn to final has been started, the pilot will complete the final turn then overfly the RWY and maintain at or below 1,200' until departure end.

4.2.6. VFR Breakouts: VFR breakout procedures will be used only for traffic conflicts, emergencies, or landing gear problems, and are not to be confused with re-entry procedures.

4.2.6.1. Aircraft will maintain VFR, maintain altitude, and turn away from the traffic pattern towards KULIS. Once at KULIS, aircraft will hold "Feet Wet", left turns, and climb to 2,200', remaining clear of Restricted Area (R-number) R-2203, and standby for instruction from ATCT.

4.2.7. VFR Tactical Arrival and Departure Procedures. Procedures are internal to the 3WG and not defined in a LOA with A11. Aircrew must cancel IFR to transition to VFR maneuvers.

4.2.7.1. KULIS Transition: C-130s and C-17s may request to enter the VFR pattern via the KULIS Transition. Aircraft will cross CUJAC, descend to 2,000' and proceed VFR direct KULIS. See **Figure 4.4**.

4.2.7.1.1. KULIS Transition Straight-In RWY 16: After passing KULIS, aircraft will descend to 1,200', unless otherwise directed by ATCT, and execute a straight-in approach to RWY 16. Aircraft will use the following phraseology for this request: "CALL SIGN, REQUEST KULIS TRANSITION STRAIGHT-IN RWY 16."

4.2.7.1.2. KULIS Transition to Shallow Abeam: Shallow abeams may only be authorized with a sterile pattern due to safety concerns with other traffic. Additionally, helicopters must be on the ground at the Jolly Pad. The KULIS Shallow Abeam maneuver will be flown at or above 700' (500' AGL). Aircraft will cross KULIS at 2,000' and execute a descent to maintain at or above 700' (500' AGL), unless otherwise directed by ATCT. Aircraft will request to proceed to the intersection of RWY 16/34 and RWY 06/24 for a left/right turn to RWY 16, RWY 06 or RWY 34. Phraseology for this request will be: "CALL SIGN, REQUEST KULIS TRANSITION SHALLOW ABEAM RWY XX". **Note:** When below 800', aircraft inbound for these approaches should broadcast position and intentions on Six-Mile Lake Common Traffic Advisory Frequency (CTAF) 122.9.

4.2.7.1.3. KULIS Transition to Downwind: After crossing KULIS, aircraft will descend to 1,200', unless otherwise directed by ATC, and request to enter a downwind pattern for RWY 06, RWY 34 or RWY 24. Phraseology for this request will be: "CALL SIGN, REQUEST KULIS TRANSITION TO DOWNWIND RWY XX."

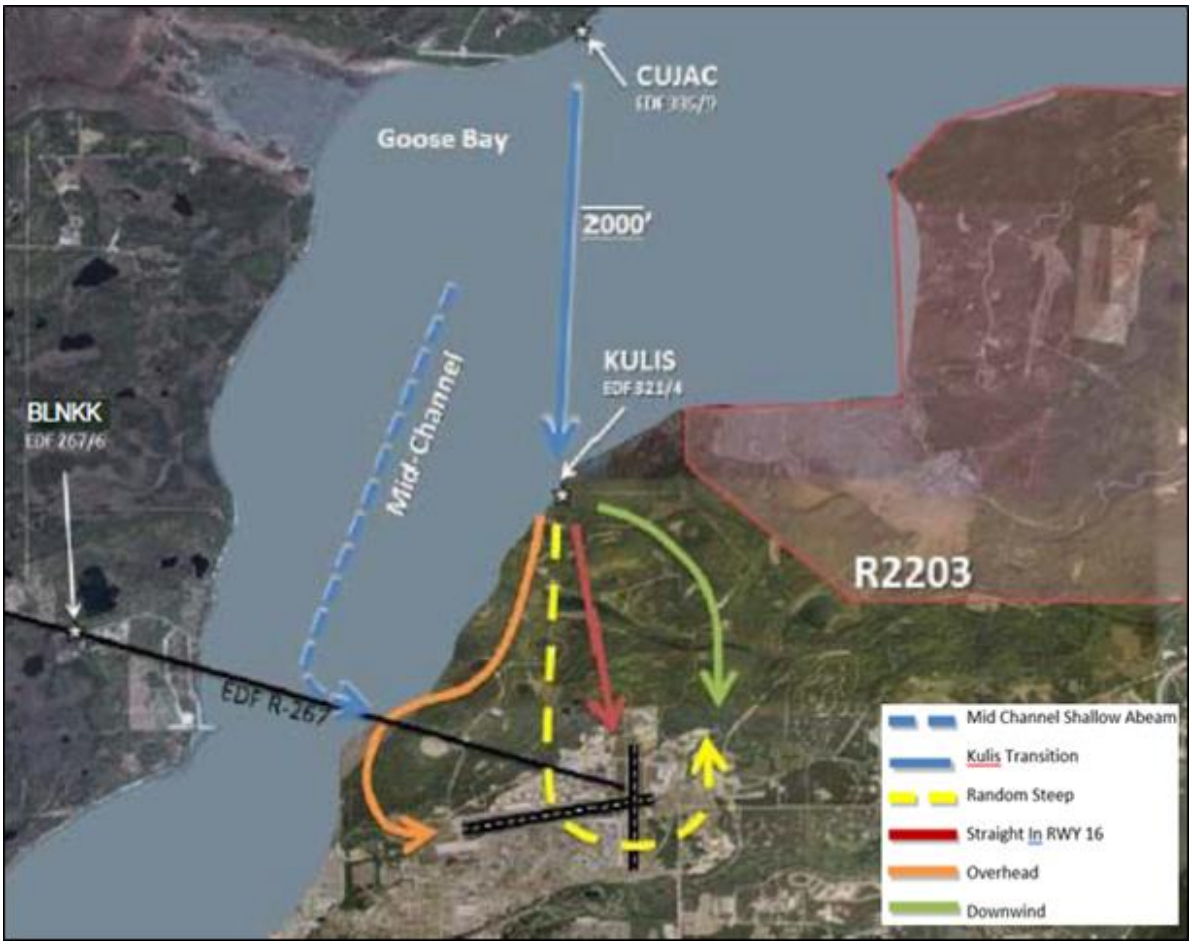
4.2.7.1.4. KULIS Transition to the Overhead: Aircraft will cross KULIS and execute a descent to 1,700', unless otherwise directed by ATC, and will request to enter initial to RWY 16, RWY 06 or RWY 24. Phraseology for this request will be: "CALL SIGN, REQUEST KULIS TRANSITION OVERHEAD RWY XX."

4.2.7.2. Mid-Channel Transition to Shallow Abeam: Shallow abeams/mid-channel transitions may only be authorized with a sterile pattern due to safety concerns with other traffic. Additionally, helicopters must be on the ground at the Jolly Pad. The Mid-Channel Shallow Abeam maneuver will be flown by C-130/C-17 pilots at or above 700' (500' AGL). Aircraft will cross mid-channel (between BLNKK and KULIS) at 2,000' intercepting the EDF R-267 and execute a descent to maintain at or above 700' (500' AGL), unless otherwise directed by ATC. Aircraft will request to proceed to the intersection of RWY 06/34 for a left/right turn to RWY 16, RWY 06 or RWY 34. Phraseology for this request will be: "CALL SIGN, REQUEST MID-CHANNEL SHALLOW ABEAM, RWY XX". Note: When below 800', aircraft inbound for these approaches should broadcast position and intentions on Six-Mile Lake CTAF 122.9.

4.2.7.3. Random Steep Approach: Random Steep approaches may only be authorized with a sterile pattern due to safety concerns with other traffic. Additionally, helicopters must be on the ground at the Jolly Pad. A VFR maneuver allowing base assigned C-130/C-17 pilots to practice approaches and landings in a simulated hostile environment. This maneuver is subject to ATC approval and consists of a high altitude, steep spiral, and descent over the airport to the RWY/LZ. Procedures are as follows:

4.2.7.3.1. The random steep maneuver requires coordination with Anchorage Approach if performed above 3,000'. Standard procedure will be a left break, one turn to final, and only flown to RWY 16 unless otherwise approved by ATC.

Figure 4.4. C-17/C-130 VFR Traffic Patterns.



4.2.7.4. LZ Operations: C-130/C-17 aircrew will, to the maximum extent possible, contact ATCT at least 15 minutes prior to the requested LZ operations to allow time for re-sequencing of existing or known traffic. Aircrew must advise ATCT if planning to depart after landing as soon as possible to allow time for sequencing of other traffic.

4.3. Entry Procedures. Pilots will contact ATC with the ATIS code prior to entering the EDF Class D airspace and state intentions. Unless otherwise advised by ATC, pilots not on a published arrival procedure will enter EDF Class D airspace through KULIS at traffic pattern altitude and fly a 45-degree entry leg to downwind or enter via initial.

4.3.1. ILS Ground Track to Initial: (Minimum Ceiling 2,000’ AGL /3 SM) Fly the published ILS approach until VMC and aircrew cancel IFR. Upon cancellation of IFR, continue with ILS ground track and maintain 1,500' – 1,700' IAW 14 CFR Part 93, until mid-channel. If not VMC by the Final Approach Fix (FAF), inform the controller and continue the ILS. Aircrew will not transition to the overhead inside the FAF.

4.3.1.1. Aircraft may not transition to RWY 24 due to opposite direction separation requirements (see **paragraph 8.14**.).

4.4. Fighter Re-entry. Re-entry is used to bring fighters back to "High Initial" at 2,200' via the outside downwind. Fighters will make their westernmost turn via the "outside downwind corner", which is mid-channel, abeam Point No-Name for RWY 06/34 and between Six-Mile Lake and Otter Lake for RWY 24. The radio call for re-entries is "CALL SIGN, RE-ENTER". See Figures **4.5 and 4.6** below.

4.4.1. From Initial:

4.4.1.1. When directed to, or when requesting to re-enter, aircraft will fly straight through initial, maintain 1,700' until the departure end of the RWY.

4.4.1.2. Once past the inside downwind/overhead traffic, they will fly the outside downwind at 2,200'.

4.4.2. From Low Approach/Touch-and-go:

4.4.2.1. Aircraft will maintain at or below 1,200' until the departure end of the RWY and will remain clear of inside downwind traffic.

4.4.2.2. Once past the inside downwind/overhead traffic, they will fly the outside downwind at 2,200'.

4.4.3. From Tactical Initial: Aircraft will maintain 2,700' until reaching outside downwind and then descend to 2,200' once established on outside downwind.

Figure 4.5. Re-Enter RWY 06.

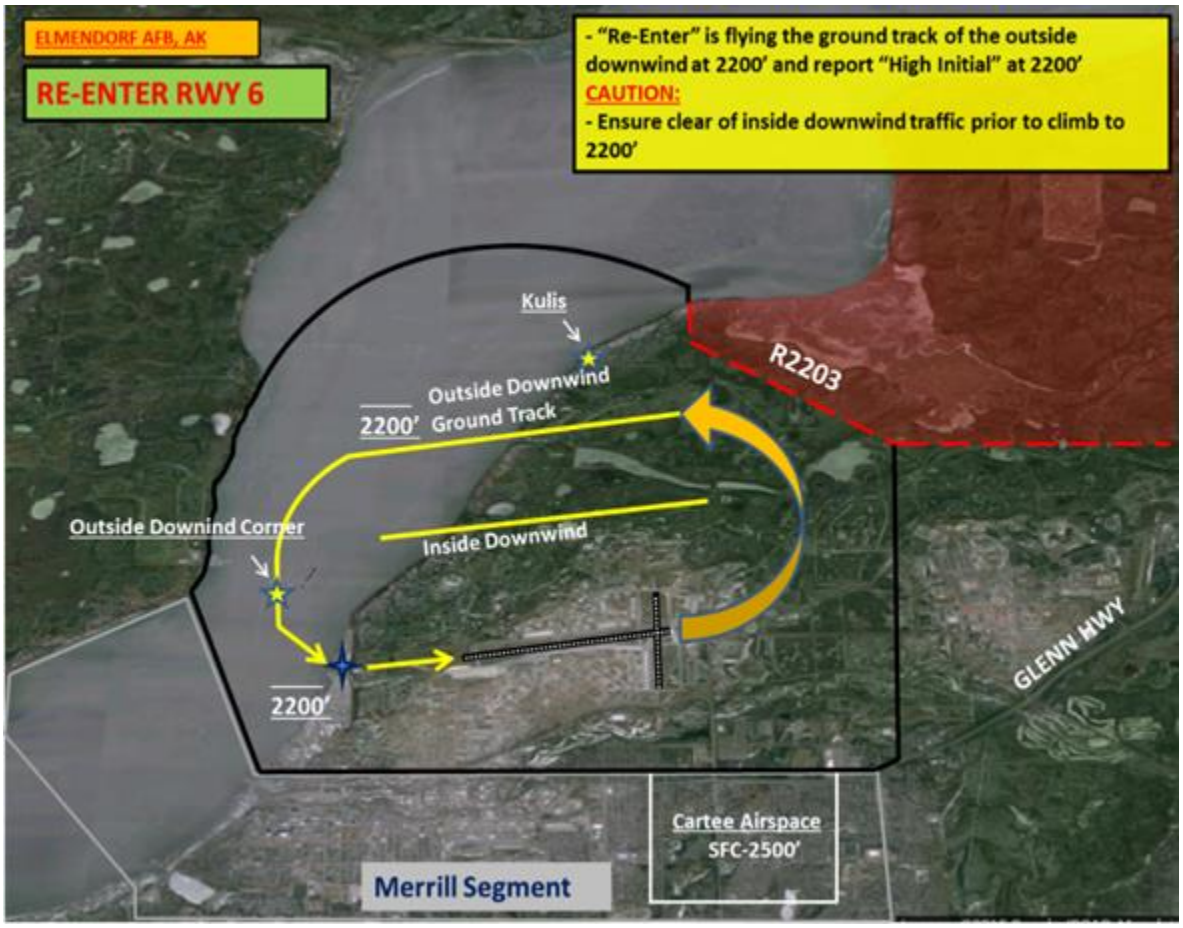


Figure 4.6. Re-Enter RWY 24.

4.5. General Departure Procedures.

4.5.1. Ground Control Coordination. VFR aircraft departing EDF (depicted in **Figure 4.7**) will coordinate departure requests, VFR clearance, and taxi instructions with Ground Control. **Note:** Specifically request beacon code and frequency if departing VFR and requesting radar advisories/flight following.

4.5.2. Altitude Deviation. Unless authorized by ATC, all VFR civilian aircraft are to remain at or below 800' until outside the EDF Class Delta. Requests for altitude deviation should be made as soon as possible with ATC for traffic planning purposes. **Note:** An approval of an altitude deviation indicates that the 800' altitude restriction on departure is deleted but does not remove the restriction to remain at or below 1,200' until the departure end of the RWY.

4.5.3. Early Turn Out. The approval of an early turn out indicates that an aircraft may make a turn prior to reaching the departure end of the RWY but does not authorize approval to over-fly parked or taxiing aircraft.

4.5.4. EDF VFR Departures:

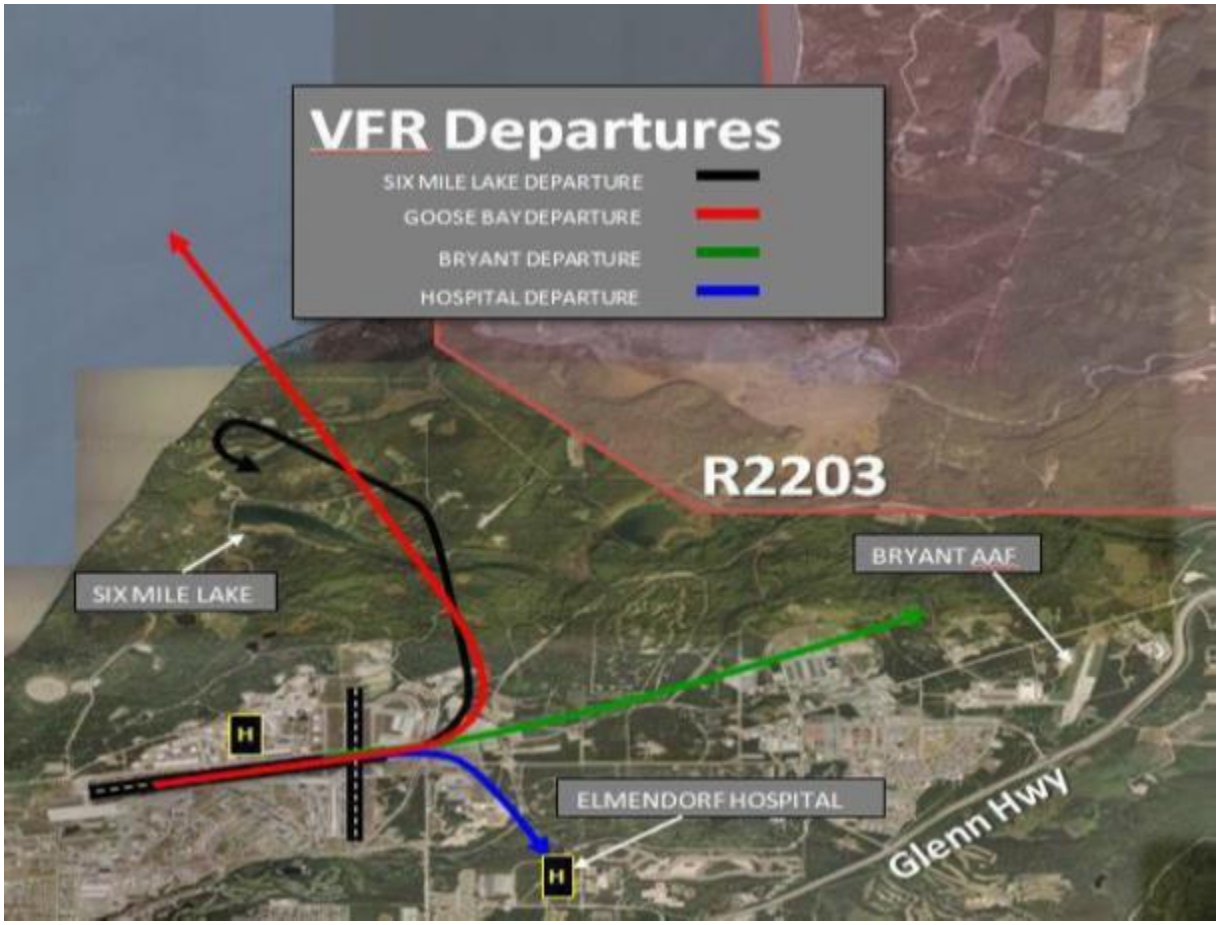
4.5.4.1. Bryant Departure. Proceed direct Bryant Army Air Field (AAF).

4.5.4.2. Hospital Departure. Proceed direct to the JBER Hospital (avoid over-flight of the JBER Hospital).

4.5.4.3. Goose Bay Departure. Proceed northbound to Goose Bay.

4.5.4.4. Six-Mile Lake Departure. Proceed direct to the west end of Six-Mile Lake.

Figure 4.7. General VFR Departures.



4.6. Special Procedures.

4.6.1. Fighter Chase Procedures. Chase formation is a standard formation flown by fighter type aircraft to observe and assist an emergency aircraft, to observe the performance of a pilot in training, or to evaluate a check ride. All communication to ATC should come from the lead aircraft and include the word "chase." The chase aircraft will not take spacing on downwind or final, but will remain with the lead aircraft until one of the following:

4.6.1.1. Full Stop with Chase. Both aircraft will never simultaneously full stop in chase formation. The lead aircraft will land, and the chase aircraft will execute a go-around after dropping off the lead. A separate clearance is not required for the chase aircraft. Phraseology for this request will be: "CALL SIGN, BASE (or 5-mile FINAL), GEAR, STOP, CHASE." Controller: "CALL SIGN, RWY (number), WIND (surface wind direction and velocity), CLEARED TO LAND WITH CHASE."

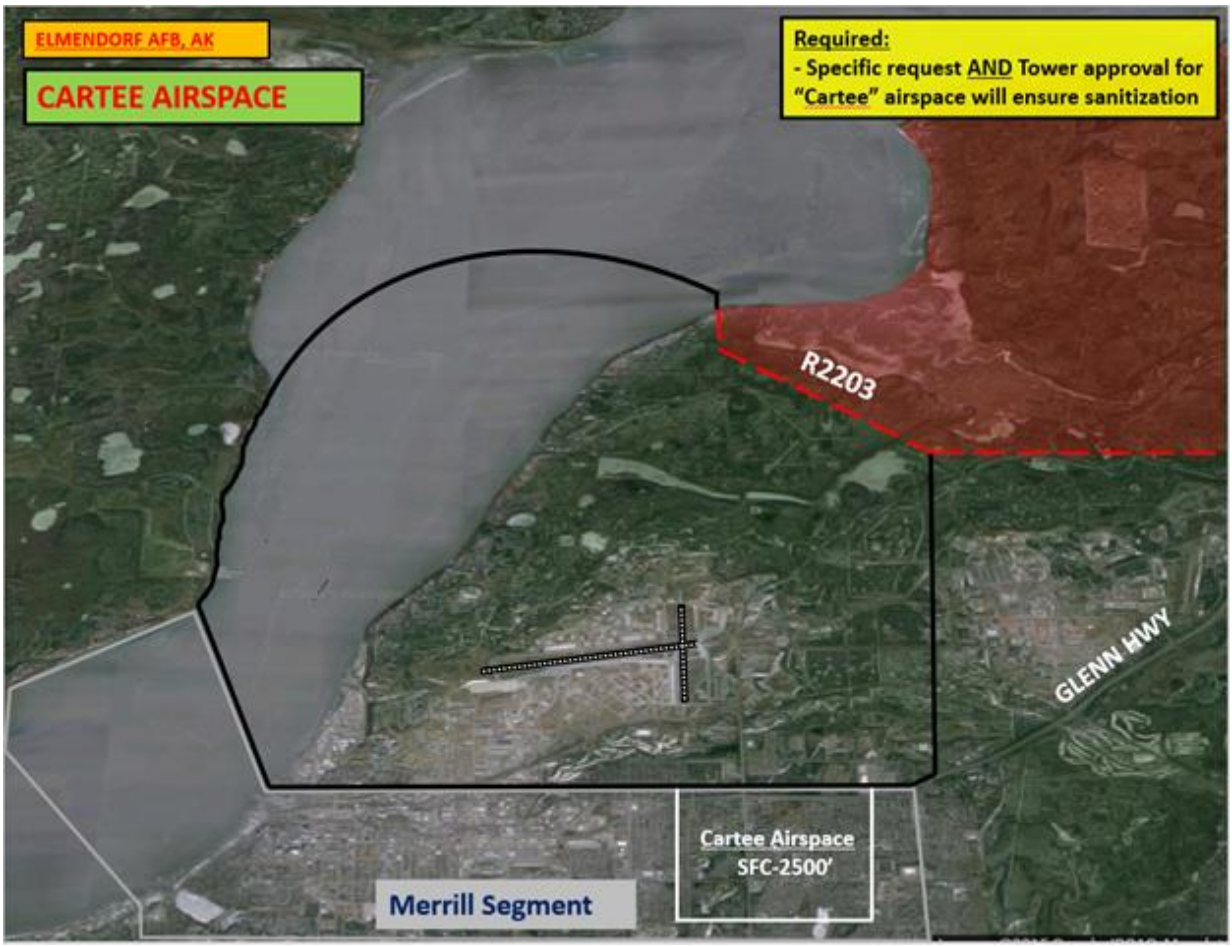
4.6.1.2. Sequential Closed Traffic from Chase. Aircraft will turn crosswind one at a time to establish downwind spacing. For the purpose of RWY separation, aircraft that execute sequential closed traffic remain a flight until completing individual low approaches. Phraseology for this request will be: Aircraft: "CALL SIGN, REQUEST SEQUENTIAL CLOSED TRAFFIC, (TYPE LANDING.)" Controller: "CALL SIGN, SEQUENTIAL CLOSED TRAFFIC APPROVED."

4.6.2. Unusual Maneuvers. The 3 OG/CC, or designated representative, is responsible for approving unusual maneuvers in EDF Class D airspace, i.e. aerial demonstrations, etc.

4.7. R-2203 Procedures. Fort Richardson Live Firing Range procedures are outlined in the Joint Use Letter of Procedures for use of Restricted Area 2203 Agreement. Contact the 3 OSS/OSA Airfield Operations Flight (AOF) for a current copy of this letter of procedure.

4.7.1. Cartee Airspace. The Cartee airspace (depicted in **Figure 4.8**) is a sanitized airspace within the Merrill Field Airport (MRI) Class D Surface Area released to EDF ATC for extended RWY 16/34 operations. Upon release, EDF ATC has approval for control purposes of this area. The Cartee airspace is defined in the current MRI/EDF ATC LOA and requires a 5-minute advance notice from EDF to MRI. **Note:** ATC will inform each aircraft when the Cartee airspace is available (i.e. "CALL SIGN, REPORT TAC-INITIAL RWY 34, CARTEE AVAILABLE").

Figure 4.8. Cartee Airspace.



4.8. Helicopter Operations. Helicopters are only authorized to land/depart from RWYs, helipads, parallel Twys and Twy J and K provided there is not aircraft parked within 500' of landing location. Operations to surfaces other than runways will occur in non-CMAs. Aircrew will use caution for vehicles. ATCT will approve operations at pilots' own risk IAW FAA JO 7110.65.

4.8.1. IFR Operations. To minimize FOD hazard, air taxi operations will be preferred for arriving and departing helicopters transiting between the Jolly Pad and the active IFR RWY unless visibility conditions require hover or ground taxi.

4.8.2. VFR Jolly Pad Operations (Helipad adjacent to Hangar 11). Helicopter operations arriving and departing the Jolly Pad will remain at or below 600'. The Jolly Pad is not a CMA and is located in a ATCT blind spot. Helicopters will be issued the following instructions when requesting an arrival/departure from the Jolly Pad: "CALL SIGN, DEPARTURE / ARRIVAL TO / FROM THE JOLLY PAD WILL BE AT YOUR OWN RISK (additional instructions as necessary). USE CAUTION (if applicable)."

4.8.2.1. Departures will depart:

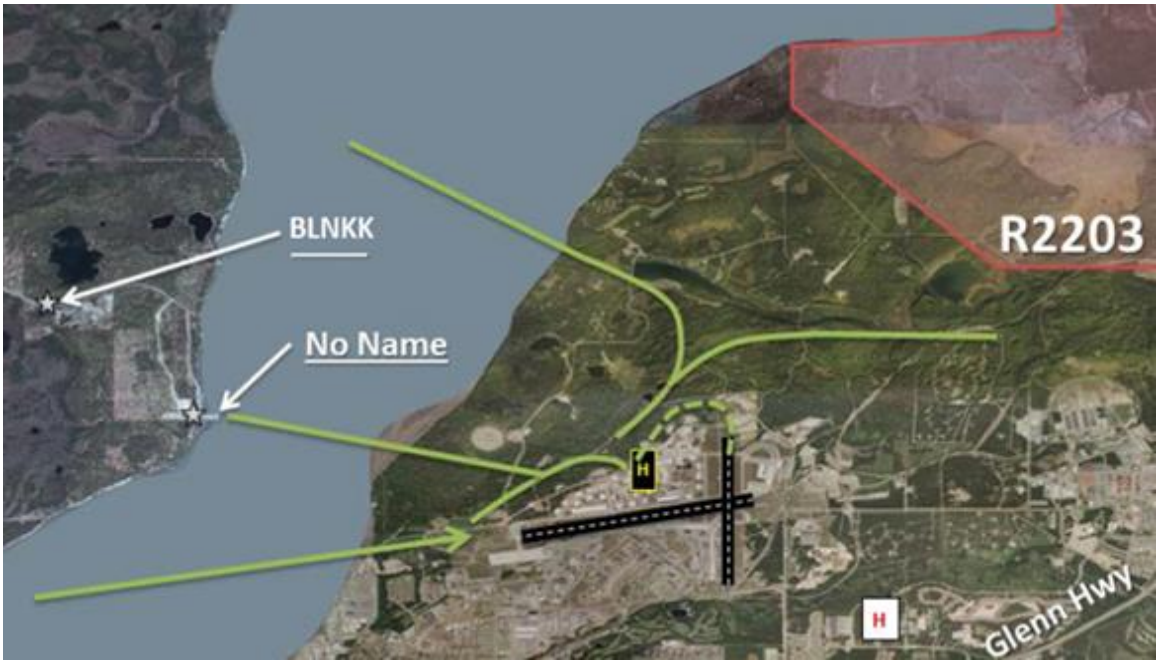
4.8.2.1.1. North via Hillberg to Goose Bay, then west out of the airspace or east to Bryant.

4.8.2.1.2. West departures will be via Point No-Name and will avoid the Antenna Farm.

4.8.2.1.3. South departures will be via a Six-Mile Lake or Hospital Transition (north and east of RWY 16/34 to avoid over-flight of RWY 16/34 and JBER hospital).

4.8.2.2. IFR arrivals may cancel IFR and land at the Jolly Pad or other approved landing locations with ATC approval. Low approaches may extend to the RWY intersection, and then hook north for a normal arrival into the Jolly Pad (depicted in **Figure 4.9**.).

Figure 4.9. Helicopter Departures/Arrivals.



4.8.3. Helicopter Training Operations on RWY 34. Helicopters may utilize the south half of RWY 34 for training operations when restricted to remain south of Twy N. ATCT will provide "preventive control" in accordance with FAA JO 7110.65 giving the helicopter multiple approaches to the south half of RWY 34 without individualized clearances. ATCT will use the following phraseology: "JOLLY XX, HELICOPTER OPERATIONS APPROVED ON THE SOUTH HALF OF RUNWAY 34, REMAIN SOUTH OF TAXIWAY NOVEMBER, ADVISE WHEN OPERATIONS ARE COMPLETE."

4.8.4. Helicopter Hover/Function Checks.

4.8.4.1. Helicopter Functional Hover Checks. Helicopter functional hover checks, with an expected duration greater than two minutes, are authorized for execution on the Jolly Pad or in front of Hangars 1 and 10.

4.8.4.2. Helicopter Preflight Hover Checks. Helicopter preflight hover checks require helicopters to lift off of the surface by approximately 10' to 20' for a duration less than 2 minutes. These checks are authorized for execution on the Jolly Pad or in front of Hangars 1 and 10.

4.9. Hospital Helipad Procedures.

4.9.1. Pilots using the hospital helipad will contact EDF ATCT for advisories prior to takeoff or landing. **Note:** The hospital helipad is not visible from the ATCT, advisories will be provided to arrivals and departures.

4.9.2. Pilots will advise the Emergency Room at least 1 hour prior to the scheduled use of the helipad. The Emergency Room is the OPR for helipad lighting. When notified of an inbound to the EDF hospital helipad, ATCT will relay the estimated time of arrival and any pertinent information through the independent Emergency Room primary crash phone landline. Arrivals and departures will enter and exit from west of the helipad to avoid obstructions and over flying the hospital.

4.9.3. AMOPS will complete a weekly check of the lights and paint markings on the hospital helipad.

4.9.4. The 773 CES Airfield Lighting team will conduct weekly light inspections and operational tests.

4.10. Reduced Same Runway Separation (RSRS) Procedures.

4.10.1. Conditions for application:

4.10.1.1. RSRS may be applied if ATCT is able to see the aircraft involved and determine distances by references to suitable landmarks for daytime and nighttime.

4.10.1.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized.

4.10.1.3. Revert to nighttime RSRS standards when the RCR is reported to be between 12 and 16 inclusive, or when RCR is not available and RSC is reported as wet, ice, snow, or slush.

4.10.1.4. For fighter-type aircraft only: A low-approach following a full stop will use the alternate side of the RWY when passing the aircraft on landing roll.

4.10.1.4.1. Aircraft will not over-fly aircraft on the RWY. Responsibility for separation rests with the pilot.

4.10.1.4.2. ATCT must provide appropriate traffic advisories to aircraft involved. Advisories will be issued prior to the aircraft reaching a critical phase of flight.

4.10.1.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating VFR. ATCT will provide cautionary wake turbulence advisories in these cases.

4.10.1.6. Same fighter-type aircraft operations means the same airframe, i.e. F-22 behind F-22.

4.10.1.6.1. F-22 pilots will plan to achieve at least 6,000’ of landing spacing. If 6,000’ landing spacing cannot be achieved, pilots should consider a go-around. If weather, bird status, fuel, traffic, etc. dictate accepting less than 6,000’ landing spacing to more safely recover aircraft, pilots may accept landing spacing IAW AFMAN 11-2F-22AV3, *F-22A—Operations Procedures*.

4.10.1.7. Dissimilar fighter-type aircraft operations means not the same airframe, i.e. F-15 behind F-22.

4.10.1.8. Non-heavy, non-fighter type aircraft operations mean C-130, C-12, UC-35, etc.

4.10.1.9. RSRS between formation full stops (holding hands) are authorized provided all aircraft involved are the same type aircraft. Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation. **Note:** Formation landing is defined as aircraft landing in close formation, e.g. finger-tip positioning. F-22 and F-35 aircraft are not authorized to execute close formation landings.

4.10.2. RSRS does not apply to:

4.10.2.1. Any situation involving an emergency aircraft.

4.10.2.2. Civil aircraft, including aero club aircraft.

4.10.2.3. Air evacuation aircraft.

4.10.2.4. A touch-and-go behind a full stop.

4.10.2.5. “Heavy” aircraft (capable of takeoff weights exceeding 300,000 pounds).

4.10.2.6. When RCR is reported as less than 12.

4.10.3. Formation flights will be controlled as a single aircraft, thus RSRS criteria does not apply within the same formation. Responsibility for separation rests with the pilots within the formation.

4.10.4. Daytime RSRS Standards (depicted in **Table 4.1**.**).**

Table 4.1. Daytime RSRS.

Pairings	Full Stop (FS) behind Touch- and-Go (TG)	FS behind Low Approach (LA)	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same ftr[1] type	3,000’	3,000’	3,000’	3,000’	6,000’	3,000’	3,000’
Dissimilar ftr[1] type	*	*	*	6,000’	6,000’	*	*
Same non-heavy, non-ftr[1] type	*	*	*	6,000’	*	*	*
Same type formations	*	*	*	6,000’	*	*	*
Ftr[1] behind non-heavy, non-ftr	*	*	*	9,000’	*	*	*
Non-heavy, non-ftr[1] behind ftr	*	*	*	9,000’	*	*	*
Note: (*) standard separation will be applied IAW FAA JO 7110.65 [1] – ftr = fighter							

4.10.5. Nighttime RSRS Standards (depicted in **Table 4.2**.).

Table 4.2. Nighttime RSRS.

Pairings	Full Stop (FS) behind Touch-and-Go (TG)	FS behind Low Approach (LA)	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same ftr type	*	*	*	6,000’	9,000’	*	*
Dissimilar ftr type	*	*	*	6,000’	*	*	*
Same non-heavy, non-ftr type	*	*	*	6,000’	*	*	*
Same type formations	*	*	*	9,000’	*	*	*
Ftr behind non-heavy, non-ftr	*	*	*	9,000’	*	*	*
Non-heavy, non-ftr behind ftr	*	*	*	9,000’	*	*	*
Note: (*) standard separation will be applied IAW FAA JO 7110.65 [1] – ftr = fighter							

4.10.6. Flights will be considered as separate aircraft for RSRS purposes after the completion of the first approach or ATCT issues instructions to separate the formation prior to the first approach. The only exceptions are aircraft performing chase and close formation.

4.10.7. The 3 OG/CC or 354 OG/Detachment (DET) 1 will ensure assigned aircrew understand RSRSs are minimum standards. This includes government contractors who have agreed to operate under these procedures/conditions in a written agreement.

4.10.8. Other services (outside Commander Marine Corps Forces Pacific and Commander U.S. Pacific Fleet) or commands (outside Pacific Air Forces [PACAF]) wanting to participate in RSRS standards may do so by LOA. 354 OG/DET 1 RED FLAG and/or 3 OG/ Standardization and Evaluation (OGV) will ensure TDY flying units sign the LOA to participate in RSRS prior to conducting local flying operations. This completed agreement may be emailed to EDF ATCT at **3OSS.OSATWS@us.af.mil** prior to the TDY unit’s arrival. **Note:** Coordination should begin with sufficient time to provide a signed copy to ATCT at least 2 weeks ahead of the planned start date.

4.11. Intersection Departures. Intersection departures are authorized, subject to the following restrictions:

4.11.1. Distance remaining will be provided to EDF assigned aircraft, upon request.

4.11.2. ATCT will issue distances rounded down to the nearest 50’ increment as “Feet Available” to any pilot requesting it and to all non-base assigned military aircraft.

4.11.3. C-12/BE-20 aircraft of the 517 Airlift Squadron (AS) will be taxied to RWY 06 at Twy N1 or RWY 24 at Twy D, unless an alternate location is requested.

4.11.4. Aero Club, CAP, GA, and Alaska Army National Guard aircraft will be taxied to RWY 06 at Twy N1 for an intersection departure unless otherwise requested.

4.11.5. See **Table 4.3** for RWY 06/24 intersection departure distances listed as distance remaining for each RWY.

Table 4.3. RWY 06/24 Intersection Departure Distances.

Intersection	RWY 06	RWY 24
N1	7,346’	2,642’
B	5,655’	4,333’
N3	4,511’	5,477’
D	1,718’	8,270’
RWY 17/35	919’	9,069’

4.12. General Patterns/Procedures:

4.12.1. If departing under VFR and requesting radar advisories, contact Ground Control for a transponder code and frequency.

4.12.2. Downwind Patterns. Pilots will fly standard inside downwind traffic patterns and will not initiate a closed pattern until the departure end of the RWY, unless the ATCT approves or directs a deviation. Extended downwind legs require ATCT approval.

Chapter 5

IFR PROCEDURES

5.1. Precision Approach Radar (PAR) and Instrument Landing System (ILS) Approach Monitoring.

5.1.1. RFC hours of operations are aligned with 3d Wing flying. Dual PAR approach capability is contingent upon available manning and coordinated with A11 to establish proper spacing. RFC is the delegated authority from A11 to provide traffic advisory services and safety alerts.

5.1.2. PAR Approaches: Each final controller must not accept more than one aircraft or standard flight conducting a PAR approach. A standard formation flight conducting a PAR approach shall not exceed two aircraft.

5.1.3. During RFC hours of operation, the RFC will monitor all instrument approaches due to extensive light civilian aircraft operations in the vicinity of the RWY 06 final approach course. **Note:** This does not apply to aircraft executing an ILS to the overhead.

5.1.4. The RFC will use the following phraseology when monitoring Area Navigation (RNAV) or TACAN approaches: "RADAR MONITORING NOT AVAILABLE, REMAIN THIS FREQUENCY FOR TRAFFIC ADVISORIES."

5.1.5. The RFC facility will be open for all local F-22 daily flying missions and for any other F-22 arrivals if the current or forecasted weather is a ceiling of 2,500' or less and/or visibility of 5 miles or less, or if fog is in the forecast. If any other missions require RFC support, that agency shall make their request in writing to Base Operations. The RFC will have an on-call controller for aircraft on alert. Outside of published hours, one RFC WS will be on-call to provide single 7-level RFC control capabilities to support alert mission operations.

5.2. Radar In-Trail Recovery Procedures.

5.2.1. The flight lead will coordinate with the controlling ATC agency prior to taking spacing. Spacing for each aircraft will be a minimum of 6,000' and a maximum of 2 NMs in-trail.

5.2.2. In the event of a missed approach, go around, or break out, pilots will be responsible for maintaining separation with other aircraft in their flight and will execute the missed approach as published or as directed by ATC.

5.2.3. In the event of lost communication, pilots will be responsible for maintaining separation with other aircraft in their flight and will execute appropriate lost communication procedures in accordance with **paragraph 5.8**.

5.2.4. Radar in-trail recoveries will not terminate in a PAR approach and are limited to a maximum of four aircraft.

5.2.5. Multiple practice radar in-trail approaches that do not terminate with a full-stop landing must be conducted in VMC.

5.3. Instrument Flight Rules (IFR) Breakout Instructions for Aircraft Returning to Approach Control.

5.3.1. When the primary arrival RWY at Anchorage International is RWY 15, EDF ATC will coordinate with A11 for approval prior to issuance of this breakout procedure at or prior to 4 DME.

5.3.2. If the aircraft is inside of 4 DME, EDF ATC will issue breakout instructions then immediately advise A11 and initiate a radar hand-off.

5.3.3. Unless otherwise issued by ATC, "Break-Out" means: TURN LEFT HEADING 360, CLIMB AND MAINTAIN 3,000', CONTACT ANCHORAGE APPROACH 118.6/290.5/CH3.

5.4. Instrument Flight Rules (IFR) Departure Procedures.

5.4.1. Clearances. Pilots will contact EDF Clearance Delivery to obtain an IFR clearance. To avoid departure delays, every effort should be made to resolve clearance discrepancies prior to taxiing for departure. Aircraft can expect delays if changes to IFR clearances are made after taxiing. **Exception:** Scramble aircraft will contact ATCT for clearance, departure instructions, and weather.

5.4.1.1. If Clearance Delivery and AMOPS do not have a flight plan in the system for a specified call sign, Clearance Delivery will advise the pilot/flight lead to contact their squadron operations for correction or re-filing of the flight plan. Aircrew should contact AMOPS via Pilot-To-Dispatch (PTD) for flight plan corrections.

5.4.1.2. When flights, with different call signs, request to join-up and depart as a single flight (e.g. Wolf 01, 2/F-22s and Leopard 01, 2/F-22s), Clearance Delivery will issue the clearance to the flight lead and issue a separate squawk to each flight. **Note:** For ATC purposes, Clearance Delivery will activate the secondary callsign flight plan via Departure Message. The flights will be controlled as a single flight of 4/F-22s (e.g. Wolf 01, 4/F-22s).

5.4.1.3. Aircraft departing on a Stereo Flight Plan will be issued: "CLEARED TO ELMENDORF AIR FORCE BASE VIA SP ### AS FILED, CLIMB AND MAINTAIN FIVE THOUSAND, EXPECT FLIGHT LEVEL (requested flight level) 5 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY CHANNEL 3, SQUAWK ####."

5.4.1.4. All fighter aircraft will utilize the EEEGL Standard Instrument Departure (SID) and "CROSS THE DEPARTURE END AT OR BELOW 1,200'". If unable, advise ATC prior to departure to ensure appropriate coordination and alternate climb-out.

5.4.1.5. All transient heavy aircraft will be issued "MAINTAIN AT OR BELOW 1.200' UNTIL DEPARTURE END OF RUNWAY."

5.4.1.6. RWY 06 IFR Clearances:

5.4.1.6.1. IFR clearances for all non-fighter aircraft departing RWY 06 will normally be: "CALL SIGN, CLEARED TO (destination airport) AS FILED, ON DEPARTURE TURN LEFT HEADING 290, CLIMB AND MAINTAIN FIVE THOUSAND, EXPECT FLIGHT LEVEL (requested flight level) 5 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY 118.6/290.5, SQUAWK XXXX."

5.4.1.6.2. When R-2203 is HOT, non-fighter aircraft departing RWY 06 will be instructed to "CALL SIGN, CLEARED TO (destination airport) AS FILED, ON DEPARTURE TURN LEFT HEADING 290 AT DEPARTURE END OF RWY, REMAIN WITHIN 2.5 DME OF THE EDF TACAN UNTIL ESTABLISHED ON HEADING 290 TO REMAIN CLEAR OF R-2203. CLIMB AND MAINTAIN FIVE THOUSAND, EXPECT FLIGHT LEVEL (requested flight level) 5 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY 118.6/290.5, SQUAWK XXXX."

5.4.1.6.3. Fighter aircraft departing on the EEEGL SID from RWY 06 when R-2203 is HOT will be issued the Restricted Area Climb- out, "TURN LEFT HEADING 290, REMAIN WITHIN 2.5 DME OF THE EDF TACAN UNTIL ESTABLISHED ON HEADING 290 TO REMAIN CLEAR OF R-2203, INTERCEPT THE EDF 320 RADIAL OUTBOUND, UPON REACHING 6 DME, TURN RIGHT DIRECT FIETER AND RESUME EEEGL SID. CLIMB AND MAINTAIN FIVE THOUSAND, EXPECT FLIGHT LEVEL (requested flight level) 5 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY 118.6/290.5, SQUAWK XXXX."

5.4.1.6.3.1. Base assigned fighters may be issued, "EXECUTE RESTRICTED AREA HOT CLIMB- OUT TO FIETR. CLIMB AND MAINTAIN FIVE THOUSAND, EXPECT FLIGHT LEVEL (requested flight level) 5 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY 118.6/290.5, SQUAWK XXXX."

5.4.1.6.4. When R-2203 is HOT with BUFFER, IFR departures from RWY06 are authorized for participating aircraft only.

5.4.1.7. RWY 24 IFR Clearances:

5.4.1.7.1. IFR clearances for all non-fighter aircraft departing RWY 24 will be "CALL SIGN, CLEARED TO (destination airport) AS FILED, ON DEPARTURE TURN RIGHT HEADING 360 AT DEPARTURE END OF RWY, REMAIN WITHIN 4 DME OF THE EDF TACAN UNTIL ESTABLISHED ON HEADING NORTH OF 320, CLIMB AND MAINTAIN FIVE THOUSAND, EXPECT FLIGHT LEVEL (requested flight level) 5 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY 118.6/290.5, SQUAWK XXXX."

5.4.1.7.2. Fighter aircraft departing on the EEEGL SID from RWY 24 will be issued "TURN RIGHT HEADING 360, REMAIN WITHIN 4 DME OF THE EDF TACAN UNTIL ESTABLISHED ON HEADING NORTH OF 320. CLIMB AND MAINTAIN FIVE THOUSAND, EXPECT FLIGHT LEVEL (requested flight level) 5 MINUTES AFTER DEPARTURE, INTERCEPT EDF R-337 RESUME THE EEEGL SID". Base assigned fighters can be cleared normal SP routing and expected to execute the above climb-out. If a pilot is unable to execute this restriction advise A11 and coordinate an alternate release.

Chapter 6

EMERGENCY PROCEDURES

6.1. Primary Crash Alarm System (PCAS) Procedures.

6.1.1. The PCAS can only be activated from ATCT and includes two-way communications with AMOPS, FD, Flight Surgeon's Office, and the Emergency Room. The 673 ABW/CP is also notified but is limited to receive-only communication. All agencies will remain on until ATCT ends the call. Daily PCAS checks occur between 0800-0815 local time to verify two-way communication capabilities with the above listed agencies.

6.1.2. ATCT will activate the PCAS for any of the following situations: All observed, reported, or possible emergencies; aircraft mishaps; stolen/hijacked aircraft; aircraft with hung ordnance (live or inert); bomb threats; unscheduled arresting cable engagements; ATC evacuations (if time permits) and the reoccupation of the ATCT. This list is not all inclusive.

6.1.3. ATCT will relay the following information over the PCAS, as applicable: In-flight or ground emergency, aircraft call sign and tail number, type aircraft, nature of emergency, number of personnel on board, fuel remaining, any explosives/munitions (type and class) on board, landing RWY, wind direction/speed, estimated time of arrival or location, whether a cable engagement is expected, RCR if applicable, and any other pertinent/available information.

6.1.4. ATCT should re-activate the PCAS when new or revised information is obtained. If time is critical, this information will be relayed directly to the Incident Commander (IC) and AMOPS via Land Mobile Radios (LMRs).

6.1.5. If the PCAS fails, ATCT will pass emergency information to AMOPS via direct line. AMOPS will disseminate this information via the Secondary Crash Net.

6.2. Secondary Crash Net (SCN).

6.2.1. The SCN can only be activated by AMOPS. The SCN will be used to relay critical information IAW DAFMAN 13-204V2. Agencies contacted on the SCN include: Emergency Room, FD, Security Forces, CE Emergency Management, 673 ABW/CP, 3 WG/SE, 3 WG/MOC, 732 AMS/MOC, 176 WG/MOC, 3 OSS/Weather, CE Barrier Maintenance, and Crash Recovery.

6.2.2. If the SCN is activated for information not relayed by ATCT, AMOPS will notify ATCT. The SCN is tested daily for line clarity and agencies are responsible for having someone available for this check.

6.2.3. All stations on the SCN will be on dedicated circuits and equipped with a noise reduction feature.

6.2.4. Agencies on the SCN are responsible for ensuring the system is functioning and reporting any work orders to AMOPS.

6.3. Emergency and Mishap Response Procedures.

6.3.1. Aircraft landing or departing with critically ill or injured personnel requiring immediate medical treatment will notify ATCT or AMOPS as soon as possible. AMOPS will determine the appropriate off-load location and forward the information to ATCT. ATCT will keep AMOPS informed of the aircraft's estimated time of arrival.

6.3.2. FD/Emergency Room will notify ATCT and AMOPS when responding to emergencies/mishaps on the airfield unless emergency notification was given via PCAS.

6.3.3. ATCT will monitor the Crash Net during all emergencies.

6.3.4. The IC normally uses the Battalion call sign. The IC will assume responsibility for all emergency response vehicles on the Crash Net when authorized to enter the CMA in response to an emergency/mishap. The IC will request control of Warrior SOF frequency (395.15) and will take command of all emergency aircraft from the time the aircraft comes to a full stop until the aircraft is declared safe, or when the IC concurs with the aircraft commander that the emergency can be terminated. All other vehicles will establish contact with ATCT on the Tower Net to obtain access to the CMA.

6.3.5. Before terminating an emergency, the IC will ensure all emergency response vehicles on the Crash Net are off the RWY. The IC will inform ATCT via the Crash Net that the emergency has been terminated. ATCT will then notify AMOPS of the emergency termination.

6.4. Single Frequency Approach Procedures.

6.4.1. Any Ultra-High Frequency (UHF) capable aircraft experiencing an in-flight emergency may be assigned to or may request a single frequency (327.1/Channel 7) approach by/from the controlling ATC agency and will remain on that frequency until landing at EDF.

6.5. Precautionary Approach Procedures.

6.5.1. A precautionary approach is any simulated emergency procedure conducted within the EDF segment, to include but not limited to, no flap approach and landing, simulated engines-out approach, engine failure on takeoff, single engine go-arounds, practice cable engagements, and aborted takeoffs. **Note:** Simulated Flameout Procedures are not authorized.

6.5.2. Pilots will obtain approval from ATCT prior to executing a precautionary approach procedure that will require non-standard pattern airspeed or ground track so that appropriate spacing may be maintained.

6.6. Emergency Locator Transmitter (ELT) Response. ELT tests within the first 5 minutes of every hour not to exceed three audible sweeps do not require ATCT approval or an ELT response. Pilots may request Crash Position Locator (CPL) and ELT checks with ground control. For other ELTs, time permitting, ATCT will contact Rescue Coordination Center (RCC) for any information regarding ELT signals and notify Anchorage Air Route Traffic Control Center (ZAN) and AMOPS of receiving an ELT and the frequency of reception. AMOPS will notify 3 WG/MOC and the 673 ABW/CP; the 673 ABW/CP will immediately notify the RCC. **Note:** Due to mission requirements, E-3 pre-flight CPL checks may be authorized outside of the 5-minute window with ATC approval.

6.6.1. The 3 WG/MOC will immediately notify 176 WG/MOC, 732 AMS/MOC, Transient Alert, Aero Club, Aircraft Maintenance Unit (AMU) Production Superintendents, Maintenance Superintendents, Red Flag MOC, Alaska Regional Flight Center, C-12 Maintenance, and ELT beacon locator personnel assigned to all base assigned flying squadrons to ensure ELT switches are in the auto position (not manual position).

6.6.2. Beacon locator personnel will immediately respond to conduct an airfield search to include searching for ELTs reported in the vicinity of Six-Mile Lake. After initial search, beacon locater personnel will continue to assist in the search until the signal is found.

6.6.3. After the search is completed, all responding agencies will notify the 3 WG/MOC who will then notify 673 ABW/CP, ATCT, and AMOPS. 673 ABW/CP will notify the RCC. ATCT will notify ZAN of the search results.

6.7. Fuel Dump Procedures. The recommended fuel dump area (depicted in **Figure 6.1**) is located on the EDF TACAN 247 radial, 25-35 DME. Aircraft requiring dumping of fuel must coordinate with A11.

6.8. External Stores and Cargo Jettison.

6.8.1. External stores/cargo will be jettisoned into the Knik Arm between Goose Bay and EDF west of R-2203 from an altitude of 1,000', unless the situation dictates a higher altitude. When time permits, pilots will notify Anchorage Approach, 3 WG/SOF, or EDF ATCT. **Note:** Aircrew will ensure all fuse arm switches are positioned to safe.

6.8.2. The Knik Arm (EDF R-321/7) is used for inert ordnance and live ordnance when the weather is IMC. The Eagle River Mudflats (EDF R-007/4) are used for the jettison of live ordnance during VMC. Depending on weather conditions, pilots will request clearance for one of the following procedures from ANC Approach. See **Figure 6.1**.

6.8.2.1. VMC Procedure: Execute a TACAN/ILS final to RWY 06 and once VMC proceed VFR to the EDF 007/4. Jettison live ordnance at EDF 007/4, inert ordnance at EDF 321/7.

6.8.2.2. Primary IMC Procedure: The aircraft will execute a TACAN/ILS final to RWY 06 and intercept the EDF 7 DME arc, then arc north. Jettison upon crossing the EDF 321 radial on a northeasterly heading.

6.8.2.3. Secondary IMC Procedure: As depicted in **Figure 6.1**, the aircraft will intercept the EDF 324 radial inbound, and jettison at 7 DME on a southeasterly heading.

6.8.2.4. Tertiary IMC Procedure: Should the jettison aircraft's NAVAIDs malfunction, vector the aircraft to arrive at the EDF 321/7 on a southeasterly heading. A11 will provide a short countdown to coincide with the aircraft arrival at the EDF 321/7 jettison fix.

6.9. Controlled Bailout Area. Prior to bailout, pilots should notify ATC of intentions. The bailout fix (as depicted in **Figure 6.1**) is the EDF R-285/10. Pilots will proceed to the fix by one of the following:

6.9.1. Fly outbound on the EDF R-285 and execute bailout at 10 DME at or above 2,000' AGL.

6.9.2. Request vectors from Anchorage Approach Control to place the aircraft over the bailout point on a northwesterly heading.

6.9.3. Lost Communications bailout procedure: Aircraft will squawk 7600, fly TACAN/ILS final to RWY 06 and intercept the EDF 7 DME arc, then arc north, intercept the EDF R-285 outbound. Bailout on the EDF R-285/10 at or above 2,000' AGL.

6.9.4. ATCT will plot coordinates based on information obtained from A11 and/or other sources and pass this information to emergency response personnel via the PCAS.

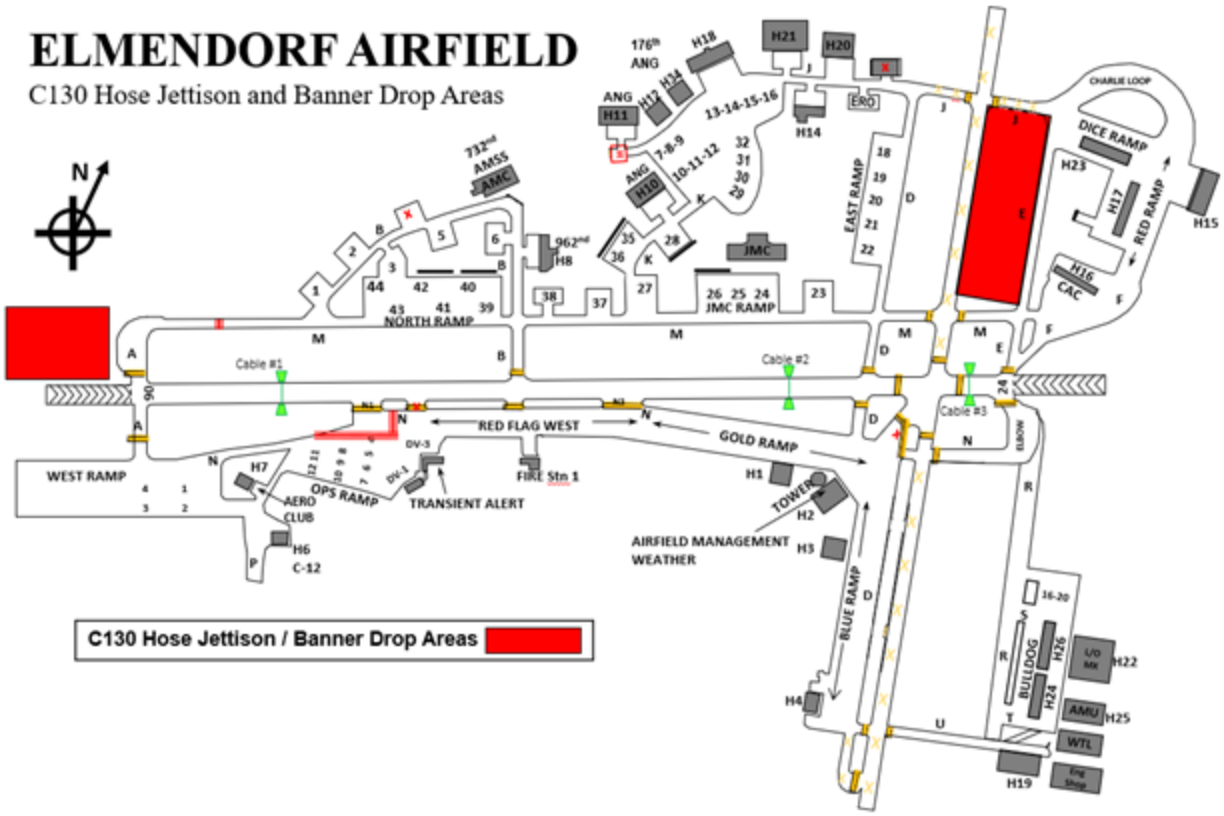
Figure 6.1. Jettison/Bailout Procedures.

6.10. Hose Jettison, Banner, and Chute Drop Procedures. Under normal circumstances, chutes will not be dropped on the RWY. Pilots dropping chutes will notify ATCT of the drop location. ATCT will forward the information to AMOPS for recovery.

6.10.1. The Primary drop location is the area between RWY 16/34 and Twy E, north of Twy M, and south of Twy J as depicted below in **Figure 6.2**.

6.10.2. The Secondary drop location is the area north of the RWY 24 overrun and west of Twy A North as depicted in **Figure 6.2**.

Figure 6.2. Hose Jettison and Banner Drop Areas.



6.11. Hot Brake Areas and Procedures.

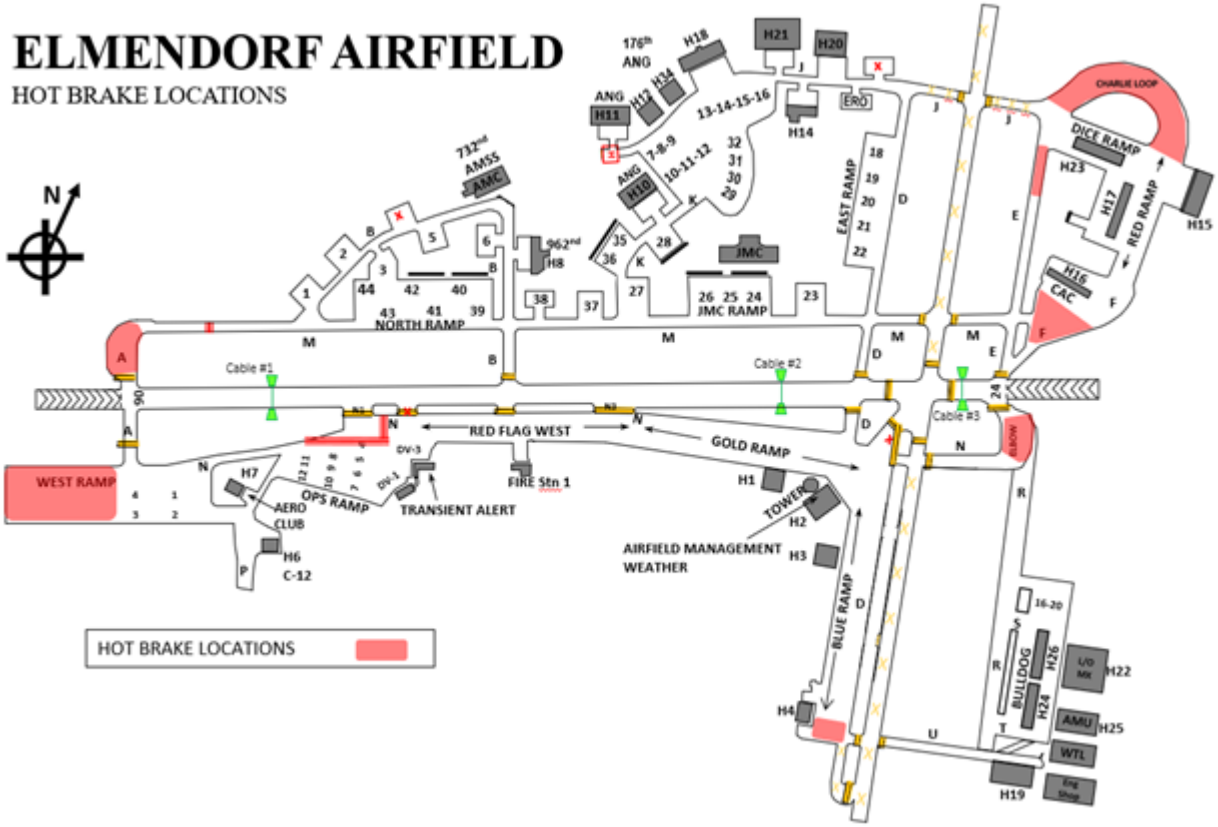
6.11.1. Hot brake areas are (as depicted in **Figure 6.3**) located on: Twy A North on the hammerhead; West Ramp; Twy R on the hammerhead (Elbow); Twy F in front of the CAC; Twy E at the arm/de-arm area; Charlie Loop; and Blue Ramp 16-18.

6.11.2. Pilots with known or suspected hot brake conditions during landing rollout will notify ATCT. The pilot will continue to the end of the RWY and turn into the hot brake area, unless directed otherwise by ATCT.

6.11.3. Pilots experiencing hot brakes during taxi will notify ATCT and proceed to the nearest hot brake area or other safe location as directed by ATCT.

6.11.4. The aircraft will remain in the designated area until the IC has terminated the ground emergency.

Figure 6.3. Hot Brake Locations.



6.12. Hung "Free Fall" Ordnance/Flare Areas and Gun/Missile/Forward-Firing Ordnance Malfunction Areas. Areas described in this paragraph are to be used for C/D 1.1, 1.2, 1.3, and1.4 explosives. Aircraft with hung ordnance/flares or with a gun/missile malfunction will proceed to the areas outlined below and will not return to park until the emergency has been terminated by the IC. RWY 06 is the preferred landing RWY for both types of emergencies.

6.12.1. Hung "Free Fall" Ordnance/Flare. Pilots should coordinate intentions with the SOF, who will designate the area to be used depending on airfield/wind conditions.

6.12.1.1. Primary Landing RWY 06/16: Park at the Elbow, south of RWY 06/24. Aircraft will park on a 060 degree heading.

6.12.1.2. Secondary Landing RWY 24: Park at Twy A North. Aircraft will park on a 250-290 degree heading.

6.12.1.3. Tertiary: Aircraft will park on West Ramp Spots 1 or 2 and will align the weapon system to a 310 degree heading. Charlie Loop Spots 13 and 14 can also be utilized and aircraft will park facing a 300 degree heading.

6.12.2. Gun, Missile, and Forward-Firing Ordnance Malfunctions: Pilots should coordinate intentions with the SOF, who will designate the area to be used depending on airfield/wind conditions. RWY 06 is the preferred landing RWY.

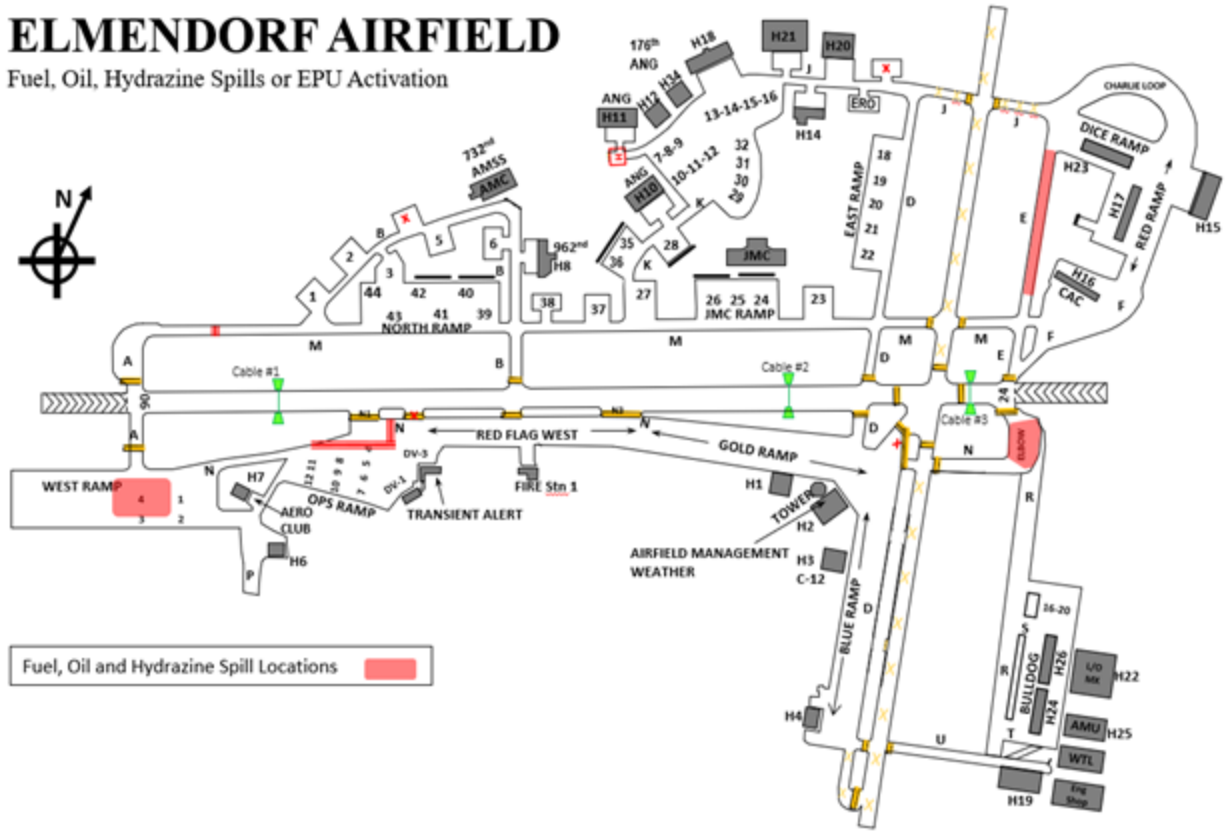
6.12.2.1. Primary location is Twy A North. Aircraft will align the weapon system on a 250-290 degree heading.

6.12.2.2. Secondary location is Charlie Loop Spots 13, 14, and 15. Aircraft will proceed via Twy E to Charlie Loop Spot 13, 14 or 15 and align the weapon system on a 290-310 degree heading. **Note:** The Charlie Loop will not be used for gun/missile or forward-firing ordnance malfunctions until the SOF has coordinated with 673d Security Forces Squadron (SFS) to stop traffic on Airlifter Drive.

6.12.2.3. Tertiary: Aircraft will park on West Ramp Spots 1 or 2 and align the weapon system to a 310 degree heading.

6.13. Fuel, Oil, Hydrazine Spills or Emergency Power Unit (EPU) Activation. Maintenance representatives for the affected aircraft are responsible for the clean-up of all spills. For spills Maintenance is able to clean-up, a spill report must be submitted to **JBER.Spill.Report@us.af.mil**. All spills, regardless of quantity must be reported by the FD to JBER Environmental for permit compliance. If cleanup assistance is needed, personnel shall notify the FD. FD personnel will respond to spills if necessary and will direct maintenance personnel on clean up procedures as required. Aircraft experiencing hydrazine leaks will be parked on the Elbow, Twy E north of Twy M or on West Ramp Spot 4 (as depicted in **Figure 6.4**.).

Figure 6.4. Fuel Spill Locations.



6.14. Anti-Hijack/Unlawful Seizure of Aircraft. The installation response to aircraft hijack or theft attempts is outlined within the JBER Integrated Defense Plan. Additional information is contained within AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking)*, and FAA JO 7610.4, *Special Operations*.

6.14.1. ATCT will immediately activate the PCAS, issue current position information, and assist the IC by forwarding updated information and relaying any orders or instructions.

6.14.2. Emergency Security Control of Air Traffic (ESCAT). The installation response when ESCAT has been declared and instructions received from ZAN will be extracted from FAA JO 7610.4. Due to sensitivity of these procedures they will be available on an operational need.

6.15. Hazardous Material Contaminated Aircraft. Upon notification of a contaminated aircraft, all information will be passed over the PCAS and SCN. If a cordon is established, AMOPS will issue a NOTAM for the affected areas.

6.15.1. The primary parking location will be East Ramp Hardstand 19.

6.15.2. Secondary location will be C-17/C-130 ERO Hardstand across from Hangar 20. When ERO Hardstand is used SFS will restrict traffic flow on JMC access road (Gate V-65).

6.16. Munitions/Explosives On-Load/Off-Load Areas. Actions required for explosive operations are mandatory. Contact 673 ABW/Weapons Safety (SE) or AMOPS for specifics concerning compensatory actions, additional restrictions covering explosive operations, and authorized Net Explosive Weights at each location. Any time munitions (except inert) are delivered/removed from aircraft (fighter or cargo), the controlling unit will notify the appropriate MOC by radio or telephone. The controlling unit must provide the hazard class division and any applicable fire/chemical hazard symbols. All maintenance agencies affected by these actions will advise 673 ABW/CP when completed.

6.16.1. Units that upload/download munitions on aircraft will notify MOC of the current status by location on a real time basis. MOC will immediately provide this information to the Fire Alarm Communications Center.

6.16.2. Notifications are also required when munitions are removed from sited locations.

6.16.3. Engine-Running On/Off/Combat loads must be prior coordinated with AMOPS.

6.16.3.1. The primary location for these activities will be Twy D between J and M or on the East Ramp.

6.16.3.2. Secondary desired location is Twy M in front of the JMC.

6.16.4. All other areas will be determined on a case by case basis.

6.16.5. Explosive laden aircraft must obtain a PPR number at least 3 days in advance.

6.16.6. The primary hot cargo parking area is Hardstand 19.

6.16.6.1. The secondary hot cargo parking area is Hardstand 44.

6.16.6.2. The tertiary location is on West Ramp Spots 1 and 4.

6.17. Evacuation of ATC Facilities. The decision to evacuate the EDF ATCT and/or EDF RFC facility will be the responsibility of the AOF/CC, Chief Controller (CCTLR), or the appropriate facility's WS. If evacuated, the RFC will remain closed until facility is deemed safe to reoccupy. There is no alternate RFC capability.

6.17.1. The following situations will normally require evacuation:

6.17.1.1. Surface wind velocity is 78 knots (90 miles per hour [mph]) or greater, and 56 knots (65 mph) or greater for Hanger 2 ATCT (Building 11525).

6.17.1.2. Gusting wind velocity is 91 knots (105 mph) or greater, and 73 knots (85 mph) or greater for Hangar 2 ATCT (Building 11525).

6.17.1.3. Fire.

6.17.1.4. Facility electrical (commercial and back-up power) failure.

6.17.1.5. Bomb threat.

6.17.1.6. Unexploded ordnance within 500 feet of the facility.

6.17.1.7. Questionable structural integrity e.g. substantial earthquake.

6.17.2. Procedures for the evacuation of EDF ATCT and RFC. The following actions will be completed prior to evacuation if the ATC WS determines time/situation permits. If the situation does not allow, any or all notifications will be completed as soon as time permits or the WS will advise the RFC evacuating controllers to complete omitted items upon relocating.

6.17.2.1. Notify A11 that the EDF ATCT and RFC are being evacuated. A11 will notify all affected air traffic facilities in the Anchorage Area.

6.17.2.2. Activate the PCAS.

6.17.2.3. Transmit on all frequencies: “ATTENTION ALL AIRCRAFT ELMENDORF TOWER (AND RFC) ARE BEING EVACUATED (reason), CONTACT ANCHORAGE APPROACH 290.5 or 118.6.”

6.17.2.4. Transmit on all LMR Nets, Ground VHF, and UHF frequencies: “ATTENTION ALL VEHICLES ON THE AIRFIELD, ELMENDORF TOWER IS EVACUATING, EXIT AND HOLD SHORT OF ALL RUNWAYS. ALL CONTACT WITH GROUND MUST NOW BE ON TOWER NET ONLY.”

6.17.2.5. Turn on all airfield lighting to Step 1 or adjust for the current weather conditions IAW FAA JO 7110.65, then press “Transfer Control”. Once available, an airfield lighting technician can be contacted via the Tower Net to adjust lighting settings from the appropriate lighting vault.

6.17.3. Evacuation Locations.

6.17.3.1. Primary Evacuation/Alternate Facility Location and Operation Limitations. The primary location for evacuation is the (H2T), located on top of Hangar Two, Building 11525.

6.17.3.2. Secondary Evacuation Location/Procedures: In the event that H2T is not available for evacuation support, controllers should take the SOF truck to the south end of Twy N, between the Fire Station and Twy B, or to the most advantageous location on the airfield. Utilization of the SOF truck is for the safe recovery of all base assigned airborne aircraft. ATC personnel will be available using short term evacuation procedures for alert aircraft and recovery of airborne assets.

6.17.4. Evacuated Operation Limitations and Procedures.

6.17.4.1. All wind information will be estimated. ATIS will not be available. Controllers evacuated to H2T will pass in-flight and ground emergency information to AMOPS for dissemination on the SCN. Without radar equipment, traffic advisories will be limited to visual range and opposite direction separation cannot be applied. NAVAIDS will be unmonitored.

6.17.4.2. All airborne traffic will be issued ATC instructions on 352.05/127.2 unless otherwise directed. Ground Control will assume clearance delivery functions on 275.8/121.8. No other frequencies will be monitored.

6.17.4.3. Alert Mission Launches will obtain en-route IFR clearances from Anchorage Clearance Delivery via frequencies 118.6 or 290.5.

6.17.4.4. Only full stop landings are permitted, unless otherwise approved by ATCT. Due to limited frequencies and personnel, the ATCT WS/SC has the authority to establish a single RWY operation and pattern.

6.17.4.5. The ILS and TACAN may continue to be operated as long as pilot or maintenance reports show the NAVAID is operating normally.

6.17.5. AMOPS Responsibilities:

6.17.5.1. Activate the SCN and advise all agencies that the ATCT/RFC have been evacuated. Include the reason for the evacuation, if known.

6.17.5.2. Notify 773 CES that an airfield lighting technician is needed at the lighting vault for adjustments.

6.17.5.3. Unless notified otherwise during an ATCT evacuation, issue the following NOTAMs as appropriate:

6.17.5.3.1. ATC services are limited, with only mission essential operations authorized.

6.17.5.3.2. EDF ILS and TACAN are unmonitored.

6.17.5.3.3. EDF ATIS OTS, unless relayed otherwise.

6.17.5.3.4. EDF PAR OTS, unless relayed otherwise.

6.17.5.4. Forward request to the 3 WG/MOC for "light-all" units and/or heaters or any other 3 WG equipment/items necessary for the successful mission of the evacuated ATC controllers if relocated to the Secondary Evacuation Location operating from the SOF truck.

6.17.5.5. If requested, provide transportation to assist controllers for crew change if they are located on the airfield.

6.17.5.6. Provide RFC controllers with a work area and access to VHF/UHF/LMR radios and telephones.

6.17.5.7. Notify 3 OSS/OSAM and Range Control that ATCT has evacuated.

6.17.6. The 673 Civil Engineering Group (CEG) Responsibilities:

6.17.6.1. The 673 CES Fire Protection Flight Responsibilities: All coordination with ATCT will be accomplished via the Tower Net.

6.17.6.2. The 773 CES Airfield Lighting Responsibilities: When notified by AMOPS that the ATCT has evacuated, provide an airfield lighting technician at the lighting vault to adjust the airfield lighting. This individual must have an LMR radio (Tower Net) to communicate with the H2T or SOF Truck.

6.17.6.3. A 673 CES representative will perform a safety inspection of the ATCT (Building 11535) and/or H2T prior to reoccupation.

6.17.7. Reoccupying the ATCT:

6.17.7.1. The Base Fire Chief, CE Structural Maintenance, or designated representative will determine structural stability for safe reoccupation, if necessary.

6.17.7.2. Upon receiving approval to reoccupy the building, ATCT and RFC WS/SC will:

6.17.7.2.1. Send qualified controllers (to include a WS) to the ATCT to perform equipment checks and reopen the primary facilities. When normal services can be resumed, provide ATC service and recall controllers from the alternate facilities.

6.17.7.2.2. Activate the PCAS and advise that EDF primary ATCT and RFC are operational.

6.17.7.2.3. Notify the following agencies: RFC, A11, Anchorage ATCT, MRI ATC, Bryant ATCT, and Anchorage Air Route Traffic Control Center (ZAN ARTCC).

6.17.7.2.4. Notify the following individuals: CCTLR and/or AOF/CC who will notify 3 OSS/CC.

6.17.7.2.5. Transmit on all frequencies (except guard and LMR Nets, unless deemed necessary by the WS/SC): "ELMENDORF PRIMARY CONTROL TOWER AND RFC ARE OPERATIONAL."

6.18. Evacuation of AMOPS Facility. The decision to evacuate the AMOPS facility will be the responsibility of the AFM or Deputy, Noncommissioned Officer in Charge (NCOIC) of Airfield Management Operations or the Airfield Management Shift Lead (AMSL) or the Airfield Management Operations Supervisor (AMOS).

6.18.1. The intent of these procedures is to provide an outline for the actions and reactions in the event that AMOPS is required to evacuate. In the event of a natural disaster or in the opinion of the facility supervisor, an imminent unsafe condition exists, or the potential of an unsafe condition exists, the facility should be evacuated. Fire, bomb threat, and electrical failure normally require evacuation.

6.18.2. Procedures for the Airfield Management Evacuation:

6.18.2.1. AMOPS personnel will activate the SCN (if time permits) stating reason for evacuation and alternate location. After activation of SCN, AMOPS personnel will notify ATCT.

6.18.2.2. Upon reaching the alternate location, AMOPS personnel will activate the alternate SCN. AMOPS personnel will also relay evacuation information to: Kenai FSS, Local Flying Squadrons, and 354 OG/DET 1 when Red Flag Exercise are active.

6.18.3. The primary AMOPS evacuation location is the front counter at the base of the ATCT (Building 11535). The secondary location is the 3 OSS Main Building (Building 8364).

6.18.4. Reoccupying Airfield Management:

6.18.4.1. The Base Fire Chief, CE Structural Maintenance or designated representative will determine structural stability for safe reoccupation, if necessary.

6.18.4.2. Activate the SCN stating return to normal operations. AMOPS personnel will also relay information to: Kenai FSS, Local Flying Squadrons, and 354 OG/DET 1 when Red Flag Exercise are active.

6.19. Requests for Explosive Detection K-9 Teams. An explosive detection K-9 team is located on JBER and can be requested upon suspicion of a possible explosive device. For suspected bomb threats, ATCT will forward the request to SFS and AMOPS. For civilian aircraft, AMOPS will obtain landing permission approval from the 3 OG/CC and pass parking location to ATCT.

6.20. Emergency Precision Approach Radar (E-PAR) Procedures. F-22 avionics may present any of nine different malfunctions with little to no notice that leave the aircraft only capable of landing via radar approach. The need for an immediate E-PAR could occur even inside the FAF, requiring immediately understood and agile procedures. The 3 OG/CC understands and accepts the risk associated with the temporary loss of radar monitoring and the emergency wingman "landing at own risk."

6.20.1. Assumptions required for E-PAR:

6.20.1.1. The E-PAR F-22 is operating as part of a 2-ship, either in the lead or trail position.

6.20.1.2. The E-PAR F-22 has already been handed off to EDF RFC from A11, and the F-22 is operating on local channel 8 in COM 1.

6.20.1.3. The F-22 2-ship has been cleared by A11 to descend to 1,600' and intercept a published segment of the approach.

6.20.1.4. Weather at EDF is less than 1,500' AGL and/or 3 SM. This approximately equates to the F-22 being IMC at FAF for the ILS to RWY 06.

6.20.2. F-22s experiencing avionics malfunction during an instrument approach that meet the previously stated assumptions will request an E-PAR from the EDF final controller. The terminology will be: "CALLSIGN, EMERGENCY PAR." Upon initiation of the E-PAR, the following contracts are invoked between pilot and controller:

6.20.2.1. The E-PAR aircraft will receive immediate course and glideslope guidance. The initial controller response will acknowledge the E-PAR and provide the F-22 with an approximate vector to course. Example, "RAPTOR 01, YOU ARE LEFT/RIGHT OF COURSE, SAY HEADING. ALL OTHER AIRCRAFT CONTACT ATCT."

6.20.2.2. Any other F-22 flights monitored by RFC will contact ATCT and proceed on the approach without radar monitoring. This is required since the final controller is only permitted to talk to one aircraft while conducting a PAR.

6.20.2.3. The emergency F-22 formation will remain on RFC frequency to provide a direct communication link between formation members. The non-inflight emergency (IFE) F-22 in the emergency formation will receive no further service from the final controller and either land at own risk or execute missed approach procedures. **Note:** The non-IFE F-22 with full navigational capabilities should assess the operational risk when making a decision to "land at own risk" (fuel, weather, divert status, etc.). For example, an aircraft with sufficient fuel may elect to execute missed approach procedures and fly a subsequent instrument approach with full radar monitoring.

6.20.2.4. Due to the rapid occurrence of an E-PAR, the RFC assist controller will relay the following emergency information to ATCT to initiate normal emergency response procedures (deviations will be passed by the pilot to the final controller):

6.20.2.4.1. One person on board.

6.20.2.4.2. Fuel unknown.

6.20.2.4.3. Cable Engagement not expected.

6.20.2.4.4. Intent to land and exit the RWY.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Filing Flight Plans. Aircraft departing EDF must file a flight plan IAW AFMAN 11-202V3, *Flight Operations*; DAFMAN 11-401, *Aviation Management*; DAFMAN 13-204V2, this instruction, and LOAs. Flights remaining within ZAN ARTCC airspace may utilize the DD Form 175, *Military Flight Plan,* or DD Form1801 *DoD International Flight Plan,* when filing. Flights departing ZAN ARTCC and crossing a Flight Information Region boundary, regardless of destination, must file a DD Form 1801. A flight that departs and returns to EDF with no en-route stops is considered a local area flight. **Note:** As of 04 December 2020, the FAA and DAF have discontinued use of the Domestic Flight Plan and DD Form 175, Military Flight Plan. Air Force Flight Safety Agency has authorized military flights operating from Elmendorf and Eielson to continue use of the DD Form 175 until ZAN ARTCC updates their software to accept delays filed in the route of flight on the International Flight Plan and DD Form 1801.

7.1.1. Deviations: Any deviations to flight planning requirements below must be approved by 3 OG/CC.

7.1.2. Aircrew will file flight plans either in person or electronically (e.g., email, ForeFlight, Patriot Excalibur (PEX)). Aircrew should file flight plans a minimum of two hours prior to departure to avoid delays. Original hard copy flight plans will be maintained IAW **paragraph 7.1.2.4** of this instruction.

7.1.2.1. Emailed flight plans will use Portable Document Format (PDFs) and must be submitted to 3 OSS/OSAA Base Operations at mail to: **BASEOPS3@us.af.mil**.

7.1.2.2. Aircrew or units filing ZAN ARTCC preapproved routes (SP routes) via PEX will call AMOPS to confirm receipt a minimum of 90 minutes prior to departure, DSN: 552-2107/1019/1202. Changes made to PEX within 90 minutes will be called to AMOPS immediately by the respective TOP 3, schedulers, or aircrew. SP routes input in to PEX are not required to have hard copy flight plans.

7.1.2.3. When using ForeFlight, “PAEDYXYX” must be included in the addressees. This will courtesy copy AMOPS within the AIS-R website, in order to assist with any issues/changes. If unable to add “PAEDYXYX” as an addressee the flight plan must also be emailed to **BASEOPS3@us.af.mil**.

7.1.2.4. Aircrew will ensure original flight plans are maintained by their respective flying unit, IAW Records Disposition Schedule Table **13-07**., Rule 3.00, *Flight Plans*.

7.1.2.4.1. Units will also maintain the crew list, manifest, fuel load, weight and balance information and other pertinent information as required.

7.1.2.4.2. In the event of an aircraft mishap, the flight plan, crew list, passenger manifest, weight and balance, and any other pertinent documents will be provided to AMOPS within 24 hours of the incident.

7.1.2.5. Base-assigned aircrew, Aero Club and Civil Air Patrol (CAP) pilots with a valid Civil Aircraft Landing Permit (CALP) may file VFR local flight plans with AMOPS via telephone.

7.1.2.5.1. Aero Club and CAP aircraft with a valid CALP may file with local FSS. If filing with the FSS, pilots will also relay to AMOPS: pilot name, contact phone number, tail number, callsign, type of aircraft, estimated time of departure, estimated time en-route, type of flight (IFR/VFR), destination, return date/time, and any other pertinent information necessary.

7.1.2.5.2. Search and rescue and flight following responsibilities fall to the FSS when flight plans are filed with the FSS rather than AMOPS.

7.1.2.6. AMOPS cannot accept initial flight plans through PTD. Changes to submitted flight plans may be accepted via any means (e.g. PTD, email, telephone).

7.1.3. Controlled Takeoff (CTO) Times: Aircrew departing with a CTO will annotate CTO and time of departure in the remarks section of their flight plan. Local Aircrew requiring CTO may contact Ground Control for coordination. Ground Control needs at least 10 minutes to coordinate with Anchorage Approach.

7.1.4. Alert Launches: The Regional Air Operations Center (AOC) will give real-world and practice scramble flight notification over the scramble line.

7.1.4.1. ATCT will input scramble flight plans into the National Airspace System (NAS).

7.1.4.2. Aircrew filing flight plans for Airborne Order (ABO) or Air Tasking Order (ATO) tasked missions will add "NORAD Alert Mission" to the remarks section to the flight plan.

7.1.4.3. Fighter alert flight plans may be filed via telephone, and AMOPS will add "NORAD Alert Mission" to the remarks section of the flight plan.

7.1.5. Red Flag Exercise Operations: Due to increased traffic flow during these exercises, aircraft not participating can expect a delay of up to one hour for departures and arrivals (see **paragraph 8.11** of this instruction for mission priorities). Information on Red Flag departure and arrival windows will be available from AMOPS to aid in flight planning for non-participants to help avoid delays. Red Flag participants are encouraged to file electronically (e.g., email) with AMOPS using approved Red Flag stereo routing.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB). The AOB provides a forum for discussing, updating, and tracking various activities in support of the 3 WG's flying mission. The quarterly AOB briefing will focus on major topics of interest to airfield users, leaving various AFMAN required topics to be covered in the minutes. This forum is intended to spur discusion between commanders and generate solutions to airfield and airspace issues.

8.1.1. AOB Membership. The 3 WG/Vice Commander (CV) chairs the AOB. Board membership is appointed by the chairperson and includes representatives from, but not limited to, the organizations in **Table 8.1**. Organizations annotated with an * must attend in-person AOB meetings; all others are encouraged to attend all in-person meetings, but may review the minutes in lieu of attendance. At the discretion of the 3 WG/CD quarterly AOB may be sent via email as "minutes only" in lieu of in-person meetings.

Table 8.1. AOB Membership.

3 WG/CD (AOB Chair)*	673 ABW/CP	732 AMS/CC/DO*
3 OG/CC/CD*	176 WG/SE	773 LRS/CC/DO/LGRN/LGRA
3 MXG/CC/CD*	3 WG/XP	773 CES/CEO
176 WG/CV	3 OSS/CC/DO/OSA/OSW*	673 LRG/CC/LGRF*
176 OG/CC/CD	90 FS/CC/DO	673 SFS/SFO*
176 MXG/CC/CD	144 AS/CC/DO	673 CES
715 AMOG/CC/CD*	176 OSS/CC/DO	11 AF/FAA Liaison
673 MSG/CC/CD	210 RQS CC/DO	A11 TRACON Air Traffic Manager
673 CEG/CC/CD*	211 RQS CC/DO	BAAF ATC Facility Chief
354 OG DET 1	212 RQS CC/DO	Merrill Field Tower
477 FG/CC/CD	517 AS/CC/DO	FAA AFREP/ATREP
3 WG/SE*	525 FS/CC/DO	11 ABN G3 Aviation Division
3 OG/OGV*	962 AACS/CC/DO	ZAN ARTCC Military Liaison
176 OG/OGV*	673 FSS/FSWA (Aero Club)	
3 MUNS/CC	673 ABW/SE*	

8.1.2. AOB Agenda: The AOF/CC, or designated representative, prepares the agenda and records the minutes of each AOB. The minutes will include the following mandatory items, while the briefing is focused on the pertinent issues the 3 WG deems appropriate:

8.1.2.1. Airspace (terminal, en-route, and special use airspace).

8.1.2.2. ATC and Flying procedures (new, revised, rescinded).

8.1.2.3. Military and/or FAA concerns.

8.1.2.4. AOF staffing.

8.1.2.5. RAWS (flight inspection schedule; equipment findings, status, upgrades, etc.).

8.1.2.6. Airfield environment to include a review of airfield activities, construction projects, and programs. This requirement is in addition to the annual reviews and inspections required by other AF directives. Detailed planning and discussions of these items may be addressed at other meetings, committees, or boards.

8.1.2.6.1. Airfield waivers (permanent and temporary) number and status. Status of Annual Airfield Waiver Package. An annual review of airfield/airspace waivers will be completed and submitted to PACAF Airfield Operations. The 673 ABW/CC must submit an airfield/airspace waiver review package within 90 days of accepting command IAW Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*.

8.1.2.6.2. Status of deteriorating airfield/RWY conditions (inspection trends, FOD/tire damage comparisons).

8.1.2.7. Status of the Airfield Driving Program (units inspected and results of inspection, number of spot checks performed/results, changes or problems with accomplishing airfield driver's training, RWY incursions, controlled movement area violations, RWY incursion trends).

8.1.2.8. Hazardous Air Traffic Reports (HATRs) filed since the last AOB.

8.1.2.9. The following items require annual review and will be reflected in the minutes or briefing at the appointed time:

8.1.2.9.1. Letter(s) of Procedure (LOP) Review (Base instructions, LOAs, operations letters, Operational Plan (OPLAN) taskings applicable effecting the airfield environment. (Q1)

8.1.2.9.2. Terminal Instrument Procedures. (Q1)

8.1.2.9.3. Aircraft parking plan. (Q1)

8.1.2.9.4. Air Installation Compatible Use Zone (AICUZ). (If changed). The AOB provides an optimal forum for conducting a review of the local AICUZ Program, as required by AFI 32-1015, *Integrated Installation Planning*. (Q1)

8.1.2.9.5. Results of annual self-inspection. (Q3)

8.1.2.9.6. Special Interest Items (SIIs).

8.1.2.9.7. Results of the Annual Airfield Certification and Safety Inspection. (Q3)

8.1.2.9.8. Status of existing airfield waivers with emphasis on temporary waivers and associated correction plans IAW UFC 3-260-1, Section B1-2.2.1.1. (Q3)

8.1.3. Distribution: Distribute 3 WG AOB minutes to all board member organizations and to command levels through PACAF Airfield Operations.

8.2. NOTAM Procedures. All NOTAMs concerning EDF Aerodrome are entered into the FAA NOTAM database by AMOPS. NOTAMs will be processed IAW AFI 11-208. AMOPS is the NOTAM monitoring facility.

8.3. Flight Information Publications (FLIPs). All requests for changes to FLIPs and the Giant Report should be passed to AMOPS.

8.4. Prior Permission Required (PPR) Procedures. All PPR instructions are published and available in the FAA Chart Supplement Alaska.

8.5. Air-Evac Notification and Response Procedures. When informed of an inbound aero-medical aircraft, ATCT will notify AMOPS of the estimated time of arrival. AMOPS will forward applicable information to required agencies.

8.6. Unschedules/Unauthorized Aircraft Arrivals. Unscheduled/unannounced military aircraft, civilian aircraft with a valid CALP, Aero Club, and Civilian Air Patrol report to Airfield Management after parking to complete a statement and to communicate intentions.

8.7. Distinguished Visitor (DV) Notification Procedures. The 11 AF/Protocol (CCP) will provide AMOPS with the call sign, type of aircraft, and proposed arrival date/time for all DV flights. Time permitting, AMOPS will notify 673 ABW/CP when DV aircraft are inbound to EDF and will provide an Estimated time of Arrival (ETA). AMOPS will notify ATCT of arriving DV aircraft. If possible, this notification will take place at least 30 minutes prior to ETA.

8.8. Dangerous/Hazardous Cargo Notification. (See **Attachment 1** for Hazardous Materials definition).

8.8.1. Pilots will accomplish the notifications required by operational directives at least 30 minutes prior to arrival, if possible.

8.8.2. The 732 AMS Air Terminal Operations Center will notify AMOPS, 673 ABW/CP, 3 WG Weapons Safety, and FD of inbound aircraft carrying hazardous/hot cargo. AMOPS and 732 AMS/MOC will designate an appropriate parking location and inform ATCT.

8.9. Airfield Photography. All personnel requesting permission to take photographs of the airfield or facilities/aircraft on the airfield should refer to the JBER Integrated Defense Plan, and will be coordinated with the respective maintenance unit and Public Affairs.

8.9.1. In conjunction with official duties, AMOPS personnel are authorized to take photographs on the airfield in order to document airfield discrepancies. Pictures including an aircraft will be IAW the security classification guide.

8.10. Night Vision Device (NVD) Operations:

8.10.1. Participating Units Will:

8.10.1.1. Conduct NVD operations in periods of darkness at their own risk.

8.10.1.2. Contact 3 OSS/OSW for weather and lunar illumination conditions. Aircrews are responsible for ensuring all required NVD weather/lunar illumination minimums are met prior to requesting NVD operations.

8.10.1.3. Scheduling: Permanently assigned aircrews are authorized NVDs during hours of darkness, non-base assigned aircraft must have an LOA.

8.10.1.4. Ensure all participating ground vehicles operate external vehicle lights as coordinated when driving within the NVD operations area identified in **Figure 8.1**.

8.10.1.5. Ensure that vehicle operators maintain safe separation distances from other vehicles and/or aircraft.

8.10.1.6. All participating aircraft will monitor discrete interplane frequency 382.4 for both NVD ground and airborne operations.

8.10.1.7. Suspend NVD operations when deemed necessary for safety reasons to include the observation of non-participating aircraft or vehicles in the NVD area. Phraseology: "CALLSIGN SUSPEND NVD OPERATIONS (reason)". **Note:** Return aircraft to normal light settings at termination of NVD operations.

8.10.2. EDF ATCT will:

8.10.2.1. Advise A11 of the aircraft call sign, type, the duration of airborne NVD operations, and VFR beacon code; example: "TOGO 21, single C-17, 15 minutes, squawking 5341".

8.10.2.2. Provide "preventive control" IAW FAA JO 7110.65 to participating aircraft by discontinuing services for non-participating aircraft requesting to land or depart EDF. Instruct non-participating arrival aircraft to remain outside EDF Class D airspace until NVD operations are suspended. Suspend airborne NVD operations prior to non-participating IFR arriving aircraft reaching the FAF, VFR aircraft entering Class D airspace, or an aircraft departure. The Six-Mile Lake segment remains available to non-participating aircraft.

8.10.2.3. NVD ground operations will terminate when taxi routes conflict with arriving or departing non-participating aircraft. Use of RWY/approach lights does not necessitate termination of ground operations.

8.10.2.4. Issue advisory on the ATIS concerning type and duration of operations being conducted. Phraseology: "(AIRBORNE/GROUND) NIGHT VISION DEVICE OPERATIONS IN EFFECT FROM (time) UNTIL (time) ZULU (specify the portion of the airfield affected for ground operations) INBOUND VFR AIRCRAFT ADVISE ELMENDORF ATCT 10 MINUTES OUT".

8.10.2.5. Suspend NVD operations when deemed necessary for safety reasons. Phraseology: "CALLSIGN SUSPEND NVD OPERATIONS (reason)".

8.10.2.6. Request the Cartee airspace any time NVD takeoffs or touch-and-go landings are performed on RWY 16/34.

8.10.2.7. Not use night vision devices.

8.10.3. AMOPS will:

8.10.3.1. Broadcast on the Tower LMR net prior to NVD operations, and state *"*ALL VEHICLES ON THIS NET, BE ADVISED: NVD OPERATIONS IN EFFECT FROM XXXX UNTIL XXXX. ALL NON-PARTICIPATING VEHICLE OPERATORS WILL REMAIN OUT OF THE NVD AREA.*"*

8.10.3.2. Once NVD operations are complete conduct a FOD check of the NVD operations area to ensure no FOD has been left in the aircraft movement areas.

8.10.3.3. Notify 3 WG/MOC, 176 WG/MOC, 732 AMS/MOC, FD, Base Defense Operations Center (BDOC), and 773 CES/Pavements and Equipment (CEOHP) also known as "Snowbarn" of scheduled NVD operations, time, and location.

8.10.3.4. Publish a NOTAM for NVD operations taking place outside of the FAA Chart Supplement Alaska hours.

8.10.4. Airborne Procedures.

8.10.4.1. NVD airborne aircraft will comply with published EDF VFR traffic patterns and will request pattern altitude deviations with ATCT.

8.10.4.2. Participating NVD aircraft are responsible for their own wake turbulence separation. RSRS not authorized.

8.10.4.3. Maintain radio contact with ATCT throughout NVD operations on 352.05 or 127.2. Utilize normal CTAF radio calls, e.g. "SITKA 31, LEFT BASE, GEAR DOWN 16, FULL STOP."

8.10.4.4. When an aircraft is approved for airborne NVD operations controllers will use the following phraseology: "AIRBORNE NVD OPERATIONS ARE APPROVED UNTIL FURTHER ADVISED, ADVISE WHEN COMPLETE." **Note:** Due to reduced airfield and aircraft lighting and the inability to observe RWY obstructions, controllers will not issue takeoff or landing clearances.

8.10.4.5. Dissimilar aircraft operations between participating aircraft are approved not to exceed a total of four aircraft in the pattern. (Not applicable for helicopters utilizing a de-conflicted approach and departure path). Helicopters will fly at 800', deviations require tower approval.

8.10.5. Lighting.

8.10.5.1. Aircrew will operate with navigation and anti-collision lighting.

8.10.5.2. During NVD operations, ATCT will operate the airfield lighting at the minimum level required for safe operations, force protection requirements, or as requested by participating aircraft.

8.10.5.2.1. Stadium lighting will be adjusted by aircrew for duration of mission needs. If aircraft are parked on the JMC or East ramp, the stadium lights will remain on.

8.10.5.2.2. Tower cab lighting may be adjusted per aircrew request with WS concurrence.

8.10.5.3. RWY lights will be turned on for non-participating IFR aircraft no later than 10 miles from landing.

8.10.5.4. Controllers will advise all NVD participants prior to turning on any airfield lighting that could affect NVD operations.

8.10.5.5. RWY 06/24 NVD ops (overt); pilots may request RWY edge lights only on step 1. All other lights turned off.

8.10.6. Ground procedures.

8.10.6.1. Ground operations will use Ground Control frequencies 275.8 or 121.8.

8.10.6.2. The NVD Ground Operations (depicted in **Figure 8.1**) area is defined as: Twy D between Twy M and Twy J; Twy M between Twy D and RWY 16/34; RWY 16/34 between Twy M and Twy J; and Twy J between RWY 16/34 and Twy D. **Note:** NVD ground operations will be limited to no more than three aircraft.

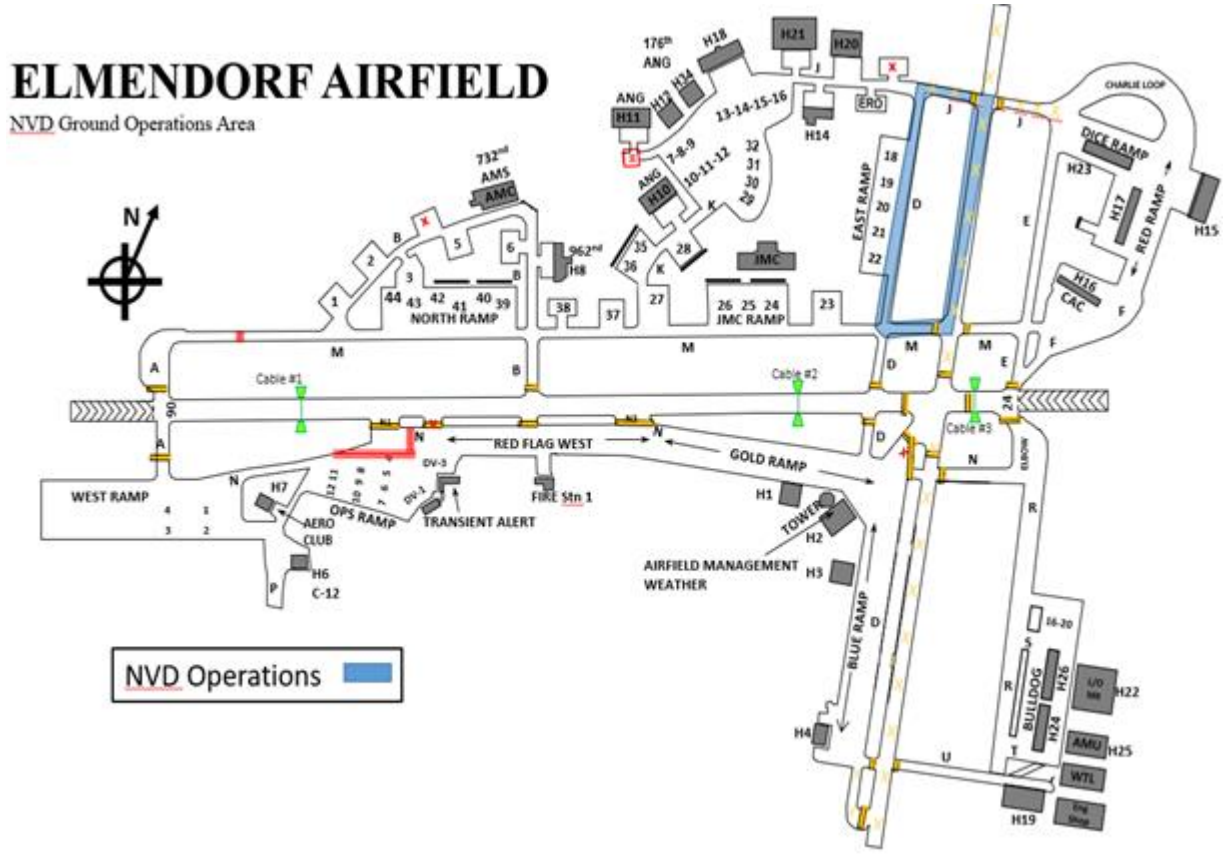
8.10.6.2.1. When an aircraft is approved for ground NVD operations controllers will use the following phraseology: "GROUND NVD OPERATIONS ARE APPROVED UNTIL FURTHER ADVISED".

8.10.6.2.2. ATCT has the option to allow continuous ground operations in the NVD area when RWY 16/34 is not being used for departing and arriving aircraft.

8.10.6.2.3. If traffic dictates, ATCT will implement positive control and require NVD operators to request approval before entering RWY 16/34 or resume taxi.

8.10.6.2.4. ATCT will notify NVD operators of non-participating aircraft or vehicles using Twy M or D.

Figure 8.1. NVD Ground Operations Area.



8.11. Local Aircraft Priorities.

8.11.1. All aircraft will be sequenced to provide an orderly flow of air traffic IAW FAA JO 7110.65 and the following local aircraft priorities:

8.11.1.1. In-flight emergencies.

8.11.1.2. MEDEVAC (Callsign), AIR EVAC & HOSP (when requested).

8.11.1.3. Actual air defense, Scramble, Airborne Order Launches, National Airborne Operations Center (NAOC) ops.

8.11.1.4. Rescue Coordination Center (RCC) directed launch or aircraft using the call sign "RESCUE".

8.11.1.5. Distinguished Visitor (DV) departures and arrivals.

8.11.1.6. Practice Airborne Orders (ABO) or Scramble Launches.

8.11.1.7. RED FLAG recovery operations.

8.11.1.8. Departures with Controlled Takeoff (CTO) times. Requests for a CTO shall be passed to ground control on initial contact or at least 10-minutes ahead of the CTO time. The ground controller should respond with a time check to ensure both parties are operating on the same timeline. Coordination requirements with Anchorage Approach require 10 minutes. If conditions preclude meeting a CTO, ATCT will advise the aircraft of the length of expected delay.

8.11.1.9. RED FLAG launch operations.

8.11.1.10. Other military and commercial traffic supporting the military mission (full stop landings will receive priority over practice approaches).

8.11.1.11. GA traffic (IFR or VFR).

8.12. Lost Communication Procedures. Lost communications procedures are outlined in AFPAM11-205, *Aircrew Quick Refence to Aircraft Cockpit and Formation Flight Signals,* and FAA Flight Information Publications. Local procedures are as follows:

8.12.1. If VMC and able to continue VMC, squawk 7600, proceed VMC to initial, rock wings on initial, pitch out and land after receiving green light gun signal from ATCT.

8.12.2. During any weather conditions for non-fighters, and during IMC for fighters, aircraft that lose communications in the radar pattern will squawk 7600 and execute one of the following procedures:

8.12.2.1. If lost communications occur prior to turning base leg, the pilot is expected to maintain 3,000' and proceed direct to HOBBS, fly the ILS or TACAN RWY 06 approach, and land.

8.12.2.2. If lost communications occur after turning base leg, the pilot is expected to intercept and fly the final portion of the ILS or TACAN RWY 06 approach and land.

8.12.3. If on the BRODE Arrival/RAPTR Transition or CRUZR Arrival/CUJAC Transition, fighter type aircraft will squawk 7600 and execute one of the following procedures:

8.12.3.1. If in VMC, continue assigned arrival procedure, proceed to initial via BLNKK, rock wings on initial, pitch out, look for light gun signal, and land after receiving a steady green-light gun signal from ATCT. If a steady green light gun signal is not received, carry straight through and re-enter.

8.12.3.2. If in IMC on the RAPTR Transition, track inbound to EDF from BLNKK, descend and maintain 3,000'. At 0.6 DME from EDF, turn left direct HOBBS and execute appropriate TACAN or ILS approach and land.

8.12.3.3. If in IMC on the CUJAC Transition, at CUJAC proceed direct to HOBBS descending to cross HOBBS at or above 3,000' and execute appropriate TACAN or ILS approach and land RWY 06**.**

8.12.4. If an aircraft experiencing lost communication intends to make an approach-end cable engagement, the pilot should fly a straight-in approach flashing the landing light on final to signal ATCT.

8.12.5. Once on the ground, exit the runway and hold position until authorized to continue taxiing by Ground Control utilizing light gun signals or an AMOPS vehicle escort.

8.12.6. If on the ROMEO Climb-out, proceed direct to HOBBS and hold as published at 3,000'.

8.12.7. See paragraph **8.18.6 and 8.18.7** for Aero Club/GA aircraft.

8.13. Standard Climb-Out, Missed Approach, Go-Around or Option to Radar Procedures. For aircraft executing a missed approach, low approach, stop-and-go, touch-and-go, or go-around, the following standardized climb out procedures shall be used. These procedures shall be referred to as "ROMEO" or "ROMEO HOT" in communications to locally assigned aircraft.

8.13.1. For locally assigned aircraft, ATC will issue: "GO-AROUND/ON THE GO, EXECUTE ROMEO/ROMEO HOT CLIMBOUT." ATC will issue the non-locally assigned aircraft:

8.13.1.1. RWY 06 "ROMEO". "AFTER COMPLETION OF THE LOW APPROACH/STOP-AND-GO/TOUCH-AND-GO/GO-AROUND/OPTION, CROSS DEPARTURE END (EDF R-242/0.6) AT OR BELOW 1,200', THEN TURN LEFT HEADING 290, CLIMB AND MAINTAIN 3,000' AND EXPECT RADAR VECTORS. IN THE EVENT OF LOST COMMUNICATION, PROCEED DIRECT TO HOBBS (EDF R-307/013) AND HOLD AS PUBLISHED."

8.13.1.2. RWY 06 "ROMEO HOT" (to remain clear of R-2203). "AFTER COMPLETION OF THE LOW APPROACH/STOP-AND-GO/TOUCH-AND-GO/GO-AROUND/OPTION, CROSS DEPARTURE END (EDF R242/2.2 DME FIX) AT OR BELOW 1,200', THEN TURN LEFT HEADING 290 AND REMAIN WITHIN 2.5 DME OF THE EDF TACAN UNTIL ESTABLISHED ON HEADING 290 TO REMAIN CLEAR OF R-2203, CLIMB AND MAINTAIN 3,000', THEN PROCEED DIRECT TO HOBBS (EDF R-307/013) AND HOLD AS PUBLISHED."

8.13.1.3. RWY 24 "ROMEO". "AFTER COMPLETION OF THE LOW APPROACH/STOP-AND-GO/TOUCH-AND-GO/GO-AROUND/OPTION, CROSS DEPARTURE END AT OR BELOW 1,200', THEN TURN RIGHT HEADING 360 WITHIN 4 DME OF THE EDF TACAN UNTIL REACHING A HEADING GREATER THAN 320, CLIMB AND MAINTAIN 3,000' AND EXPECT RADAR VECTORS. IN THE EVENT OF LOST COMMUNICATION, PROCEED DIRECT TO HOBBS (EDF R-307/013) AND HOLD AS PUBLISHED."

8.14. Opposite Direction Operations (ODO). Opposite direction separation applies to all operations IFR or VFR, when two aircraft will execute approaches to opposite ends of the same RWY, or an aircraft will depart prior to an arrival on an opposite direction approach to the same RWY. If an aircraft is not established on an approach, descending inbound to a specified RWY or is placed in holding, that aircraft is not considered an arrival.

8.14.1. Departure vs. Arrival: A departing aircraft must be airborne and turned to avoid conflict prior to an arriving aircraft reaching 10 flying miles from the RWY of intended landing.

8.14.2. Arrival vs. Arrival: An arriving aircraft must have landed Full Stop (FS) or be airborne and turned to avoid conflict (other than FS) prior to an arriving aircraft reaching 10 flying miles from the RWY of intended landing.

8.15. Civilian Aircraft Operations.

8.15.1. Civilian aircraft, not including Aero Club or CAP owned aircraft, must obtain an approved civil aircraft landing permit (CALP) and Prior Permission Required (PPR) number before operating on EDF. AMOPS is the designated representative for processing CALPs/PPRs IAW AFI 10-1001, *Civil Aircraft Landing Permits*, and FAA Chart Supplement Alaska. AMOPS will process CALPs for privately owned aircraft operations at EDF and Six-Mile Lake. **Note:** PPRs are not required to operate at Six-Mile Lake.

8.15.2. All unscheduled/unauthorized aircraft arrivals, as determined by the AFM, will be processed IAW AFI 10-1001.

8.15.3. Aircraft owners are responsible for maintaining the appropriate paperwork on civil aircraft and ensuring CALP renewal approval occurs prior to expiration.

8.15.4. ATCT will notify AMOPS as soon as possible of any unplanned civil aircraft to verify they have an approved PPR. AMOPS will determine if the civil aircraft has an approved CALP and PPR on file.

8.15.4.1. Unplanned civil aircraft will park either at the West Ramp/East Ramp or coordinate with 732 AMS for other parking areas. Aircraft with wingspans less than or equal to 140' will be parked on Ops Ramp unless otherwise directed.

8.15.4.2. AMOPS will notify Security Forces of civil aircraft diverts.

8.16. Civilian Aircraft Practice Approaches. GA aircraft that do not have a valid landing permit issued by AMOPS may execute practice approaches with ATCT approval, but are subject to the following restrictions:

8.16.1. ATCT will issue pattern altitudes and pertinent restrictions.

8.16.2. Practice instrument approaches are not authorized during ceremonial quiet hours. However, GA may conduct a transition to the Ship Creek Arrival as defined in the MRI/EDF LOA. During Base quiet hours, aircraft must comply with **paragraph 2.24**.

8.16.3. Except for emergencies, civil aircraft, other than base assigned, are prohibited from conducting touch and go, stop and go, or full stop landings.

8.17. Civil Use of Military Navigational Aids (NAVAIDs)/Air Traffic Control and Landing Systems. Civilian aircraft may use the ILS and DME on approach to EDF/MRI.

8.18. Aero Club, Civil Air Patrol (CAP), and General Aviation (GA) Operations: The following applies to aircraft with a valid CALP issued by AMOPS:

8.18.1. Pilots may file a flight plan with AMOPS in accordance with **Chapter 6** of this instruction. GA pilots are not required to file flight plans with AMOPS IAW DAFMAN 13-204V2.

8.18.2. Aircraft may silent taxi on Twy P adjacent to Ops Ramp spot 12, but must contact Ground Control prior to taxiing on Twy N.

8.18.3. Aircraft may conduct RWY 06/24 departures and landings with patterns flown to the North side of the RWY during base quiet hours. Aircraft must comply with ceremonial quiet hour NOTAMs, see **paragraph 2.24**.

8.18.4. The standard traffic pattern altitude for aircraft flying a pattern airspeed of 105 Knots Indicated Airspeed or less is 800’.

8.18.5. Altitude Deviation: Approval of an altitude deviation indicates that an aircraft may enter or exit EDF’s Class D segment at any altitude.

8.18.5.1. If an altitude deviation is not approved by ATCT, the aircraft will remain at 800’ during departure until exiting the Class D airspace, or will be at 800’ when entering the Class D airspace.

8.18.5.2. Pilots over-flying the Six-Mile Lake area should be alert for aircraft operating below 600’. This area is not visible from the EDF Control Tower. Six-Mile Lake Sportsman Club pilots have been approved to conduct operations at or below 600’ without radio contact with EDF ATCT.

8.18.6. VFR aircraft that lose communications while outside EDF’s Class D airspace should proceed to the nearest uncontrolled airport (normally Birchwood Airfield).

8.18.7. VFR aircraft that lose communications while inside EDF’s Class D airspace will proceed to the Antenna Farm and hold at 800’, right turns, awaiting a steady green light from ATCT. Upon receipt of a steady green light from ATCT, the aircraft may proceed inbound and land on RWY 06 if wind allows.

8.18.8. Pilots of aircraft with lost communications should continue to transmit their intentions and pattern positions on appropriate frequencies.

8.19. Aero Club, Civil Air Patrol (CAP), and General Aviation (GA) Departure/Arrival Procedures. The following applies to aircraft with a valid CALP issued by AMOPS:

8.19.1. **Bryant Departure.** Proceed direct to Bryant AAF. Pilots should request a “ATCT-To-ATCT” handoff to Bryant prior to departing EDF.

8.19.2. **Bryant Arrival.** Contact Bryant ATCT prior to entering Bryant Class D airspace and request a "ATCT-To-ATCT" transition to EDF.

8.19.3. **Hospital Departure.** Proceed direct to the JBER Hospital (avoid over-flying the Hospital). Fly Eastbound (on the South side of the Hospital) between the Hospital and the Glenn Highway until passing East of the Glenn Highway and Muldoon Intersection.

8.19.4. **Hospital Arrival.** Enter the Class D airspace North and East of the Muldoon Intersection and fly Westbound on the North side of the Hospital.

8.19.5. **Goose Bay Departure.** Proceed Northbound to Goose Bay. If an altitude deviation is not received: Maintain 800', turn right after crossing the shoreline, and then fly parallel to the shoreline (offshore) until exiting the Class D airspace.

8.19.6. **Goose Bay Arrival.** Contact ATCT over Goose Bay and request an altitude deviation. Proceed as directed by ATCT (normally to the Antenna Farm). If an altitude deviation was approved and you are subsequently directed by ATCT to hold at the Antenna Farm (or elsewhere), enter holding at 800'.

8.19.7. **Six-Mile Lake Departure/Arrival.** Proceed direct to the West end of Six-Mile Lake.

8.20. Weather Dissemination and Coordination Procedures. 3 OSS/OSW notifies customers of expected weather impacts to flying operations and/or the installation. 3 OSS/OSW will issue weather warnings/watches/advisories via the Joint Environmental Toolkit, which produces automated email and/or phone notification to prior-coordinated recipients, including 673 ABW/CP, ATCT, AMOPS, and the MOC. The 673 ABW/CP will then notify 673 ABW and 3 WG leadership of anticipated hazardous and severe weather impacts. AMOPS will disseminate weather warnings for EDF via the Secondary Crash Net. Reference 3 WGI 15-101, *Weather Support Procedures*, for additional weather support considerations.

8.21. Airfield Snow Removal Operations and Runway Surface Condition (RSC)/Runway Condition Reading (RCR) Values.

8.21.1. Snow removal priorities are established by the AFM and compiled on the daily Snow Ops Brief. The AFM (or designated representative) will determine daily priorities using the Weekly Airspace Schedule, AMC MOC Workload, and the PPR log.

8.21.1.1. Snow removal requests passed to AMOPS will be prioritized into the daily Snow Ops Brief schedule. Removal priorities to support flying operations based on timing in conjunction with the 3rd OG/CC snow removal priority order in **Table 8.2** below.

Table 8.2. Snow Removal Priority Order:

1	Alaska NORAD Region (ANR)/Alert/Rescue Mission (Priority 1)*
2	AMC Contract Aircraft
3	Tanker/Airlift Control Center (TACC)/HHQ Tasked Missions
4	Named Exercise or Other Large Force Exercise (LFE) Aircraft
5	90th Fighter Squadron/ 525th Fighter Squadron Sorties
6	C-12 "Real-World" Sorties
7	C-17 Training Sorties
8	C-12 Training Sorties
9	Aircraft Supporting 3 WG Sorties
10	Other (Time Permitting)
Note: All aircraft arrivals take priority over departures	

8.21.2. AMOPS will report airfield status to ATCT, the 3 WG SOF, Roads and Grounds, and Equipment 44. Airfield status reporting will include current cable status, RSC, and RCR if available.

8.21.3. During winter conditions, the current RSC/RCR Reports can be viewed from any device on EDF RSC/RCR Website at **http://rt3grip.com/**. Login information is also available via NOTAM. When freezing condisions do not exist, RSC's other than dry will be published via NOTAM.

8.21.4. RCRs will be conducted when a potential for freezing conditions exist and will be reported when aircraft movement areas are other than dry, wet, slush. RSC/RCRs will be broadcast via ATIS. Minimum RCR values, common RSC abbreviations, and priorities can be found in JBER OPLAN 32-1002, *Snow and Ice Control Plan*.

8.21.5. AMOPS will maintain constant communications with Snow Control Center to ensure that operations are meeting mission needs. AMOPS will follow up on requests to make sure that they are being accomplished, or if they need to be re-arranged due to mission changes.

8.22. Bird/Wildlife Aircraft Strike Hazard (BASH) and Bird Watch Condition (BWC) Procedures. Refer to 3WGI 91-212 for specific BASH procedures and **Attachment 3** for traffic pattern restrictions.

8.23. Supervisor of Flying (SOF)/Air Traffic Control Tower (ATCT)/Airfield Management Operations (AMOPS) Responsibilities:

8.23.1. SOFs:

8.23.1.1. Obtain a brief from AMOPS on the current airfield status, to include mission and, if applicable, the snow removal priorities for the day. The opening SOF will obtain these briefings in person.

8.23.1.2. Obtain approval from the WS to use equipment other than specifically provided for the SOF position/operations.

8.23.1.3. When advice or instructions to an emergency aircraft are technical in nature or when relaying information through the controller may cause an unacceptable delay, coordinate with the WS for approval to transmit directly to the affected aircraft on ATC or guard frequencies. Such advice must be limited to that essential to prevent a mishap.

8.23.1.4. Ensure the WS is informed of all inbound emergencies. Advise the ATCT WS as soon as possible of emergencies that are likely to cause a RWY suspension upon landing. ATCT is responsible for all ATC operations, SOFs will not transmit on ATC frequencies without prior approval from ATCT WS.

8.23.1.5. Advise AMOPS and ATCT WS of changes to the flying schedule, operations, and requests for changes to cables.

8.23.1.6. For winter operations, coordinate changes of the flying schedule, and snow priorities with AMOPS.

8.23.1.7. During the 3 WG flying window the SOF will use a headset to reduce the noise level in the ATCT cab. The SOF will coordinate with the WS only unless an emergency deems otherwise.

8.23.2. ATCT WS:

8.23.2.1. Assist the SOF by relaying information to aircraft when ATC workload permits. ATCT will preface these transmissions with the phrase "SOF ADVISES/DIRECTS/REQUESTS" as appropriate.

8.23.3. AMOPS:

8.23.3.1. Brief the SOF on airfield status, to include mission and snow removal priorities during winter operations.

8.23.3.2. Perform a RWY check following in-flight emergencies. In the event a FOD check is waived, AMOPS should continue to coordinate with ATCT to conduct a FOD check at the next available opportunity.

8.23.3.3. Advise Equipment 44 (snow removal supervisor) to prevent or re-direct the snow removal equipment.

8.24. Unmanned Aircraft System (UAS) Operations and Divert Procedures. Units will coordinate with 3 OSS/OSA if EDF is notified to be an emergency UAS divert location. A divert UAS will be treated as an emergency and will be expected to need a tow off the RWY.

8.25. Drone Operations and Small Unmanned Aircraft System (sUAS). Model Aircraft and sUAS operations are prohibited within EDF airspace and over JBER with limited exceptions. Per the JBER Integrated Defense Plan, the 673 ABW/CC is the approval authority for any sUAS flights on JBER.

8.25.1. EDF's UAS Facility Map (UASFM) is depicted in **Attachment 2**. The FAA is delegated authority to approve UAS requests to the general public via the approved altitude listed in the corresponding UASFM grid.

8.25.2. Users requesting to fly in areas not delegated in the UAS facility map will send an official request to the FAA. UAS processors from the FAA, ATO Western Service Area (WSA) Service Center will receive the request and draft a FAA Form 7711-1 *Certificate of*

Waiver or Authorization (COA). The FAA will send the FAA Form 7711-1 to 3 WG/SE and 3 OSS/OSAT for comments and will process the COA once both OPRs comment.

8.25.3. 3 OSS/OSAT is the designated OPR for UAS COAs. There is an existing precedent for official business UAS COA operations outside of JBER's property boundary to be conducted at or below 200' AGL. COAs under the RWY 06 final approach course and base turn are restricted at or below 150' AGL. 3 OSS/OSAT may modify requests and approve official business requests in alignment with this existing precedent. COA parties that are unable to comply with these restrictions will require a risk assessment by 3WG/SE.

8.25.4. The 3 WG/SE will conduct a risk assessment and send the analysis to 3 OSS/OSAT and 3 OSS/OSA. 3 OSS/OSA is the COA approval authority for low risks. 3 OSS/CC is the COA approval authority for medium risks. 3 OG/CC is the COA approval authority for high risks.

8.25.5. If approved, the Pilot in Command (PIC) must notify 3 OSS/OSAT of schedule no less than 48 hours prior to commencing UAS operations.

8.25.5.1. 3 OSS/OSAT will email the following of scheduled sUAS operations and approved COAs:

8.25.5.1.1. WS for ATC purposes. UAS information will be added to the ATIS.

8.25.5.1.2. 3 OG/OGV and 176 OGV.

8.25.5.1.3. SOF.

8.25.5.1.4. 673 SFS Integrated Defense Section.

8.25.5.1.5. AMOPS.

8.25.5.1.6. AMOPS. will publish a NOTAM as required.

8.26. Contractors working on the airfield. Contractors working on the airfield are required to check in with Airfield Management prior to starting work for the day, and once work is complete for the day. When work is required inside a restricted area, the Project Manager must initiate a Construction Free Zone or Entry Authorization Letter with Airfield Management. Allow a minimum of 14 days for this process to be approved. Refer to DAFI13-213_3WGSUP for airfield driving requirements.

8.27. Customer Surveys. Pilots are encouraged to provide feedback on local ATC, AMOPS, and Weather services. Forms are available electronically or at AMOPS for aircrew to complete.

8.28. Fire Training Procedures:

8.28.1. The Base Fire Chief will:

8.28.1.1. Ensure the ATCT and AMOPS are informed of all practice fire exercises and their location at least one hour in advance. If prior notification was not received, AMOPS has the authority to cease exercise until the airfield operations will no longer be affected.

8.28.1.2. Maintain direct radio contact with the ATCT throughout the fire training exercise.

8.28.1.3. The ATCT WS has the authority to temporarily cease the exercise should safety become a factor.

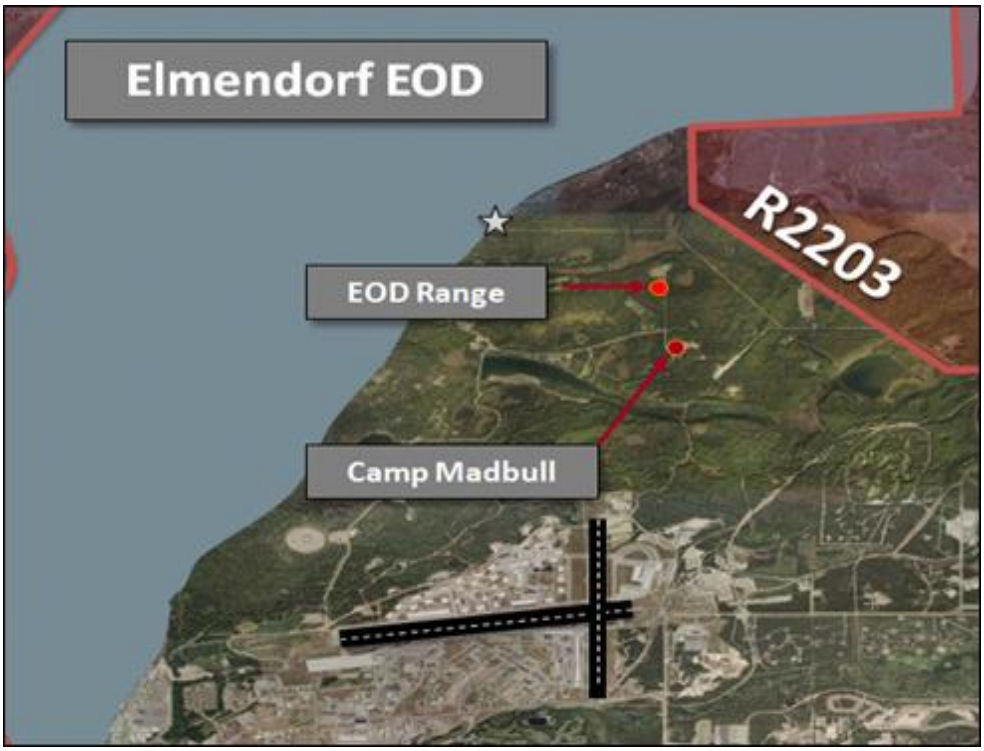
8.28.2. ATCT will ensure pertinent aircraft are informed of the fire training exercise.

8.29. Use of Explosive Ordnance Disposal (EOD) Range. The EOD range (depicted in **Figure 8.2**) is located north of Camp Madbull at base map grid coordinates 32.5-KK8.

8.29.1. All personnel using the EOD range will coordinate with 673 CES. EOD personnel will contact the ATCT via radio or through EOD control, for permission for Open Burns/Open Detonations at the EOD range that might affect air operations. EOD personnel will maintain contact with the ATCT until the operation is complete. Pilots utilizing Six-Mile Lake should avoid overflight without prior ATCT coordination.

8.29.2. Use of EOD specialized tools and procedures not requiring overhead clearance do not require radio contact with ATCT.

Figure 8.2. Elmendorf EOD.



8.30. Airfield Vehicle and Personnel Gate Procedures. The 3 WG has a security and safety requirement to be able to restrict access to the airfield at any time. The following procedures balance security, flight safety and user impact.

8.30.1. The 3 WG/CC directs changes to the airfield gate status through the 673 ABW Threat Working Group (TWG). Gate status changes automatically with the declared Force Protection Condition level and the 3 WG/CC may tailor implementation as the situation dictates. The 673 ABW TWG will notify AMOPS of appropriate changes or of 3 WG/CC direction. AMOPS will then direct SFS and 773 CES/CEOH to take appropriate measures/actions across the airfield.

8.30.2. Airfield gate management procedures are outlined in the JBER Installation Defense Plan.

8.31. Wear of Hats on the Airfield. EDF is designated a No-Hat/No-Salute area.

8.32. Airfield Smoking Policy. Smoking on the airfield is only authorized in Designated Tobacco Areas as approved by the Installation Fire Chief IAW AFI 48-104, *Tobacco Free Living*.

CHARLES E. SCHUCK, Colonel, USAF
Commander, 3rd Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

14 CFR Part 93, *Special Air Traffic Rules*

DAFMAN 11-401, *Aviation Management,* 27 October 2020

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

AFI 11-418, *Operations Supervision,* 22 December 2021

AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System,* 13 February 2018

AFI 13-207-O, *Preventing and Resisting Aircraft Piracy (Hijacking),* 05 February 2019

AFI 32-1015, *Integrated Installation Planning,* 30 Jul 2019

AFI 48-104, *Tobacco Free Living*, 11 July 2019

AFI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program,* 31 May 2018

AFMAN 11-2F-22AV3, *F-22A—Operations Procedures*, 20 September 2018

AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 05 April 2019.

AFMAN 13-204V1, *Management of Airfield Operations,* 22 July 2020.

DAFMAN 13-204V2, *Airfield Management*, 20 September 2024.

AFMAN 13-204V3, *Air Traffic Control,* 22 July 2020.

AFMAN 13-204V4_PACAF SUP**,** *Radar, Airfield, and Weather Systems*, 22 July 2020.

673 ABWI 32-1004, *JBER Airdrome Sweeping*, 20 March 2013

JBER *Integrated Defense Plan,* 21 March 2021

JBER OPLAN 32-1002, *Snow and Ice Control Plan,* 25 October 2020

3 WGI 13-213, *Airfield Driving*, 05 October 2016

3 WGI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program,* 23 July 2020

3 WGI 15-101, *Weather Support Procedures,* 11 October 2018

ATC *Operating Instruction (OI)* 13-204, 29 May 2019

FAA JO 7110.65, *Air Traffic Control*, 05 May 2021

FAA JO 7610.4, *Special Operations, 02* Dec 2021

Records Disposition Schedule T 13-07 R 03.00, *Flight Plans*, 12 May 2005

Prescribed Forms

None

Adopted Forms

DAF Form 847, *Recommendation for Change of Publication*

DAF 457, *Hazard Report*

AF 651, *Hazardous Air Traffic Report (HATR)*

AF Form 3616, *Daily Record of Facility Operation*

DD Form 175, *Military Flight Plan*

DD Form 1801, *DoD International Flight Plan*

FAA Form 7711-1 *Certificate of Waiver or Authorization (COA)*

Abbreviations and Acronyms

Number followed by (')—Measurement of feet

A11—Anchorage Terminal Radar Approach Control

AAF—Army Airfield

ABO—Airborne Order

AFAS—Airfield Automation System

AFM—Airfield Manager

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

ALSF-1—Approach Lighting System with Sequenced Flashing Lights

AMSL—Airfield Management Shift Lead

AMOS—Airfield Management Operations Supervisor

ANG—Air National Guard

ANR—Alaska NORAD Region

AOB—Airfield Operations Board

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

ATIS—Automatic Terminal Information Service

ATO—Air Tasking Order

BAK-12—Barrier Arresting Kit-12

BASH—Bird/Wildlife Aircraft Strike Hazard

BDOC—Base Defense Operations Center

BWC—Bird Watch Condition

C/D—Class/Division

CAC—Combat Alert Cell

CALP—Civil Aircraft Landing Permit

CAP—Civil Air Patrol

CFR—Code of Federal Regulations

CMA—Controller Movement Area

COA—Certificate of Waiver or Authorization

CMA—Controlled Movement Area

CPL—Crash Position Locator

CTAF—Common Traffic Advisory Frequency

CTO—Controlled Takeoff

DAF—Department of the Air Force

DAFM—Deputy Airfield Manager

DME—Distance Measuring Equipment

DV—Distinguished Visitor

EDF—Elmendorf Air Force Base

ELT—Emergency Locator Transmitter

EOR—End of Runway

E-PAR—Emergency Precision Approach Radar

EPU—Emergency Power Unit

ERO—Engine Running On and Offload

ESCAT—Emergency Security Control of Air Traffic

ESP—Explosives Safety Plan

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAA JO—Federal Aviation Administration Job Order

FAF—Final Approach Fix

FLIP—Flight Information Publication

FOD—Foreign Object Debris

FS—Full Stop

GA—General Aviation

GATR—Ground to Air Transmit and Receive

GE—Ground Emergency

H2T—Hangar Two Tower

HATR—Hazardous Air Traffic Report

HIRL—High Intensity Runway Light

HS—Hard Stands

IAW—In Accordance With

IC—Incident Commander

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

JMC—Joint Mobility Compound

LA—Low Approach

LFE—Large Force Exercise

LMR—Land Mobile Radio

LOA—Letter of Agreement

LOP—Letter of Procedure

LZ—Landing Zone

MOG—Maximum on Ground

MPH—miles per hour

MRI——Merrill Airfield

MSL—Mean Sea Level

NAOC—National Airborne Operations Center

NAS—National Airspace System

NAVAID—Navigational Aid

NCOIC—Noncommissioned Officer in Charge

NM—Nautical Mile

NVD—Night Vision Device

NORAD—North American Aerospace Defense

NOTAM—Notice to Airmen

ODO—Opposite Direction Operations
OI—Operating Instruction
OPLAN—Operational Plan
OPR—Office of Primary Responsibility
OTS—Out of Service
PACAF—Pacific Air Forces
PAPI—Precision Approach Path Indicator
PAR—Precision Approach Radar
PCAS—Primary Crash Alarm System
PDF—Portable Document Format
PEX—Patriot Excalibur
PIC—Pilot in Command
PIREP—Pilot Report
PMI—Preventive Maintenance Inspection
PPR—Prior Permission Required
PTD—Pilot to Dispatch
R-number—Restricted Area Indicator
RAWS—Radar, Airfield, and Weather Systems
RCC—Rescue Coordination Center
RCR—Runway Condition Reading
REIL—Runway End Identifier Lights
RFC—Radar Final Control
RNAV—Area Navigation
RSRS—Reduced Same Runway Separation
RSC—Runway Surface Condition
RT3—Real Time Traction Tool
RWY—Runway
SCN—Secondary Crash Net
SFA—Single Frequency Approach
SFL—Sequenced Flashing Light
SID—Standard Instrument Departure
SII—Special Interest Item

SM—Statute Miles

SOF—Supervisor of Flying

sUAS—Small Unmanned Aircraft System

TACAN—Tactical Air Navigation

TACC—Tanker/Airlift Control Center

TDY—Temporary Duty

TDZL—Touchdown Zone Lights

TG—Touch-and-Go

TO—Technical Order

TWG—Threat Working Group

Twy—Taxiway

UAS—Unmanned Aircraft System

UASFM—Unmanned Aircraft System Facility Map

UFC—Unified Facilities Criteria

UHF—Ultra-High Frequency

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

WSA—Western Service Area

WS—Watch Supervisor

ZAN—Anchorage Air Route Traffic Control Center

Office Symbols

AACS—Airborne Air Control Squadron

ABW—Air Base Wing

ABW/CC—Air Base Wing Commander

ABW/CP—Air Base Wing Command Post

ABW/SE—Air Base Wing Weapons Safety

ALPC—Airfield Lighting Power Center

AMC—Air Mobility Command

AMOPS—Airfield Management Operations

AMS—Air Mobility Squadron

AMS/MOC—Air Mobility Squadron Maintenance Operations Center

AMU—Aircraft Maintenance Unit

AOC—Air Operations Center

AOF/CC—Airfield Operations Flight Commander

AOF—Airfield Operations Flight

ARTCC—Air Route Traffic Control Center

AS—Airlift Squadron

AF/CCP—Air Force Protocol

CAC—Combat Alert Cell

CCTLR—Chief Controller

CE—Civil Engineering

CEG—Civil Engineering Group

CES—Civil Engineering Squadron

CES/CEOFE—Civil Engineering Squadron Airfield Lighting

CES/CEOH—Civil Engineering Heavy Repair Element

CES/CEOHP—Civil Engineering Squadron Pavements and Equipment

CP—Command Post

EOD—Explosive Ordnance Disposal

FD—Fire Department

MOC—Maintenance Operations Center

OG—Operations Group

OG/CC—Operations Group Commander

OG/DET—Operations Group Detachment

OG/OGV—Operations Group Standardization and Evaluation

OSS—Operations Support Squadron

OSS/CC—Operations Support Squadron Commander

OSS/DO—Operations Support Squadron Director of Operations

OSS/OSA—Operations Support Squadron Airfield Operations

OSS/OSAA—Operations Support Squadron Airfield Management

OSS/OSAM—Operations Support Squadron Radar and Weather Systems Maintenance (RAWS)

OSS/OSAT—Operations Support Squadron Air Traffic Control

OSS/OSO—Operations Support Squadron Wing Scheduling

OSS/OSW—Operations Support Squadron Weather

RQS—Rescue Squadron

SFS—Security Forces Squadron

WG—Wing

WG/CV—Wing Vice Commander

WG/MOC—Wing Maintenance Operations Center

Terms

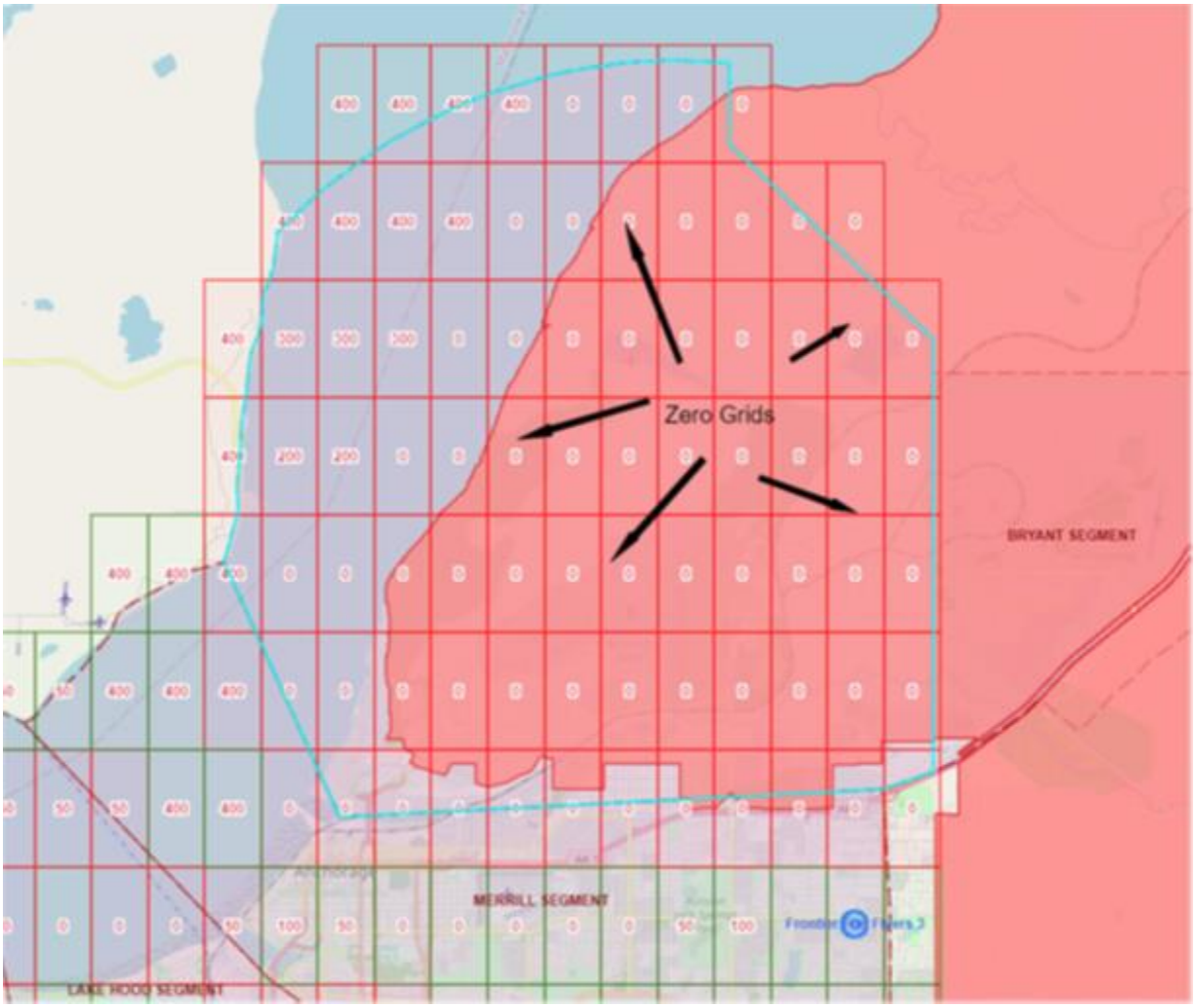
Hazardous Materials—Any material that is flammable, corrosive, an oxidizing agent, explosive, toxic, poisonous, etiological, radio- active, nuclear, unduly magnetic, a chemical agent, biological research material, compressed gases, or any other material that, because of its quantity, properties, or packaging, may endanger human life or property. This does NOT include explosives or other hazardous materials that are integral parts of the aircraft (for example, ejection devices, fuel, including that carried for in-flight refueling, or ammunition when it is loaded in aircraft gun systems).

Mishap—A mishap is an unplanned occurrence, or series of occurrences, that results in damage or injury and meets Class A, B, C, D or Class E event reporting criteria in accordance with AFI 91-204**.** Damage or injury includes: damage to DoD property (excluding normal wear and tear or aging); occupational illness to DoD military or civilian personnel; injury to DoD military personnel on or off-duty; injury to on-duty DoD civilian personnel; damage to public or private property, or injury or illness to non-DoD personnel caused by Air Force operations.

Attachment 2

UNMANNED AIRCRAFT SYSTEM FACILITY MAP (UASFM)

Figure A2.1. UASFM.



A2.1. Each grid has a number associated with it that indicates an altitude. If a request to fly a UAS stays below the altitude in the grid(s) it is flying in, the request is automatically approved by the FAA. However, if the requested altitude is above the grid number, a COA is sent to the airspace owner for approval. PAED ATC updated UASFM altitudes in September of 2019. The light blue border in the picture indicates PAED airspace boundaries.