

**BY ORDER OF THE COMMANDER
EIELSON AIR FORCE BASE**

**EIELSON AIR FORCE BASE
INSTRUCTION 13-204**



24 JUNE 2020

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

***AIRFIELD OPERATIONS
INSTRUCTION AND
LOCAL FLYING PROCEDURES***

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This instruction implements AFPD 13-2, Air Traffic Control, Airspace, and Range Management. It prescribes procedures for controlling and conducting aircraft ground, flight, and air traffic control (ATC) operations at Eielson Air Force Base. It applies to all personnel conducting or supporting flying operations at Eielson AFB, within the Joint Pacific Alaska Range Complex (JPARC), or within the confines of the airspace delegated to the Eielson Air Traffic Control Tower. This publication applies to Air Force Reserve Command (AFRC) Units and the Air National Guard (ANG), Civil Air Patrol (CAP), Temporary Duty (TDY) aircrew, and personnel operating from Eielson AFB. Unit commanders must ensure aircrew under their operational control (OPCON) comply with this publication. All aircrew members, including TDY aircrews, operations, personnel in support of airfield activities, Airfield Management, and ATC personnel assigned to Eielson AFB will comply with the operating procedures in this instruction. This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to certification and approval. This instruction is used in conjunction with AFIs 13-204, Vol. 1, Airfield Operations Career Field Development, 13-204, Vol. 2, Airfield Operations Standardization and Evaluations, 13-204, Vol. 3, Airfield Operations Procedures and Programs, and applicable Federal Aviation Administration (FAA) directives. Refer to Air Force 11-series instructions, major command (MAJCOM), 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. Report all deviations to 354th Operations Group Commander (354 OG/CC). The

354 OG/CC, or a designated representative, must approve all waiver requests before flight operations begin.

Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force Form 847, route AF Forms 847 from the field through the appropriate functional chain of command." *Recommendation for Change of Publication*. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force unless a higher approval authority is mandated. See **Attachment 1** for a glossary of references and supporting information.

SUMMARY OF CHANGES

This publication has been substantially revised and needs to be completely reviewed. Major changes include: Revision of obsolete references and diagrams, local frequency channelization, loop taxi procedures, weather coordination procedures, flightline photo authorization procedures, Bird Watch Condition (BWC) reporting, wingtip taxi clearance, Special Use Airspace (SUA) cloud break procedures, Pilot Weather Category (PWC) limitations, Eielson Tower evacuation procedures, R-2205 airspace references, Restricted area operations; added F-35 flying procedures and references, wing scheduling responsibilities, SUA scheduling procedures, Civil Air Patrol (CAP) Glider operations, and R-2201 airspace references.

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Chapter 1

INTRODUCTION

1.1. 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.

1.2. Roles and Responsibilities. The 354 OG/CC is responsible for flying operations at Eielson AFB (PAEI). As a tenant unit, the 168 OG/CC is responsible for unit flying operations. 168 OG will request waivers for airfield and/or airspace through 354 OG/CC.

1.2.1. The Supervisor of Flying (SOF) is the direct representative of the 354 OG/CC. The SOF supervises flying activities from Eielson Air Traffic Control Tower during 354 FW operations when required by AFI 11-418. In addition, the SOF works directly with the AIRBOSS and Tower Watch Supervisor (WS) to determine Major Flying Exercise (MFE) 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.

1.2.2. The Base Fire Chief (354 CES/CEF) or the designated rep (Chief 2) is the initial on-scene commander (OSC) for Ground Emergencies (GE) and In-Flight Emergencies (IFE) after landing at PAEI.

1.2.3. The Control Tower provides air traffic services to aircraft operating within the Eielson Class Delta Airspace.

1.2.4. The 354 FW Scheduling (354 OSS/OSO, DSN 317-377-9327) is the scheduling authority for special use airspace in the Northern JPARC.

1.2.5. The SOF will be notified by squadron operations of any flying schedule changes (N/A for 168 WG). Pilots will notify the SOF (or WS if no SOF present), time and conditions permitting, of all emergencies, air aborts, divers, and any significant weather conditions.

1.2.6. Pilots will contact squadron operations with maintenance code and munitions remaining NLT 10 minutes prior to landing. This call also aids in notifying de-arm personnel of impending aircraft arrival. N/A for 168 WG.

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

1.4. Review. The Airfield Operations Flight Commander (AOF/CC), 354 OG/OGV, and 168 OG/OGV will review this instruction annually and any changes that occur must be coordinated between the agencies for 354 OG/CC approval.

1.5. Airfield Operations Board. The Wing Airfield Operations Board provides a forum for discussing, updating, and tracking various activities that support the installation flying mission. This board will convene quarterly and within 30 days of receipt of an official Airfield Operations Certification Inspection (or equivalent) report. Board membership is appointed by the chairperson and includes the following or their designated representative:

1.5.1. Membership:

1.5.1.1. The 354 OG/CC

1.5.1.2. The 354 MSG/CC

1.5.1.3. The 354 FW/SE

1.5.1.4. The 354 OG/OGV

1.5.1.5. The 354 OSS/CC/OSA/OSAT/OSAM/OSAA/OSW

1.5.1.6. TERPS Liaison

1.5.1.7. The 354 Command Post (CP)

1.5.1.8. Representatives from the following units: 168 WG, all locally assigned flying units, 353 CTS, 354 CES, Civil Air Patrol (CAP), 210 RQS/DET 1, Fairbanks Approach

1.5.1.9. The 354 MXG/MOC (recommended but not required)

1.5.2. AOB Local Operating Procedures Review: Local Operating Procedures and annual review requirements will be addressed during the AOB. 354 OSS/OSA is the OPR for annually reviewed LOPs. The following timeline is suggested:

1.5.2.1. January through March: EABI 13-204, Airfield Operating Instruction and 354 FWI 13-213, Airfield Driving Instruction.

1.5.2.2. April through June: Letters of Agreements (LOA), Aircraft Parking Plan, Airfield Certification/Safety Inspection, Self-Inspection Results and Airfield Waiver Package.

1.5.2.3. July through September: OPLANs, AICUZ, and uncontrolled emergency landing procedures.

1.5.2.4. October through December: Operations Letters and Terminal En-route Procedures (TERPS), Self-Inspection Results.

Chapter 2

AIRFIELD INFORMATION

2.1. General Airfield Information: Eielson AFB (EIL/PAEI) is located approximately 17 miles southeast of Fairbanks, AK at N64 39.94' W147 06.09'. Eielson has a single runway (Rwy), Rwy 32/14. The runway is 14,530 feet long and is 150 feet wide, with 75 foot shoulders on both sides of the runway. The runway pavement is constructed of grooved concrete within 37.5 feet on both sides of the runway centerline, while the remaining portions of the runway and shoulders are asphalt. The runway shoulders on the first 3,200 feet of the approach end of Rwy 32 are not stressed. The runway shoulders for the remaining 11,300 feet of runway are stressed. Field elevation is 547' MSL, measured at the approach end of Rwy 32. Rwy 32 has a -.01% gradient. Rwy 32 is the primary instrument Rwy. Eielson has TACAN, ILS and RNAV approach capabilities to both Rwy 32 and 14.

2.1.1. Taxiway (Twy)/Taxilane Information: Eielson has 11 taxiways including an entrance taxiway from the Combat Alert Cell (CAC). Twys Alpha (A), Charlie (C), Echo (E), and Golf (G) are 300 feet wide. Twys Bravo (B), and Lima (L) are 100 feet wide. Twy Delta (D) is 150 feet wide. Taxilanes Hotel (H) and Juliet (J) are 75 feet wide. Taxilane Foxtrot (F) has numerous aprons attached and varies from 100 feet to 300 feet in width. All taxiways/taxilanes are weight bearing for base-assigned aircraft. The Loop taxiway includes Twy Lima (L), South Ramp, and Taxilanes H and J.

2.1.2. Adjacent Airports:

2.1.2.1. Fairbanks International Airport (FAI/PAFA), 272R/22 NM from the EIL TACAN.

2.1.2.2. Fort Wainwright AAF (FBK/PAFB), 291R/18 NM from the EIL TACAN.

2.2. Runway Selection Procedures. The Watch Supervisor (WS) will use the criteria outlined below to determine the runway in use, but he/she may in the interest of safety and/or to maintain an expeditious and orderly flow of traffic (ie. Snow removal operations), deviate from this criteria.

2.2.1. When the tailwind component is 10 knots or less, Rwy 32 will be the runway in use. Due to takeoff and/or landing performance considerations, 168 WG aircraft may be required to use the runway most nearly aligned with the prevailing winds.

2.2.2. When the crosswind component exceeds 10 knots, the runway most nearly aligned with the wind will be in use.

2.3. Controlled Movement Areas (CMA).

2.3.1. The CMA is defined as the runway and any taxiway surface within the runway hold lines and all areas within 150 feet of the runway. The CMA also includes any instrument critical areas (see [paragraph 2.27](#)). Cargain Road and Perimeter Road that fall within the Rwy 14 Localizer Critical Area and the Rwy 32 Glide Slope Critical Area are part of the CMA. [Reference Attachment 7](#).

2.3.2. Procedures for non-aircraft operations within the Eielson AFB CMA will be in accordance with 354 FWI 13-213, Airfield Driving Instruction. **Note:** Personnel must possess a valid airfield driver's license. All vehicles and pedestrians will hold short of the runway hold lines and contact tower to gain approval prior to operating in the CMA. Vehicle/pedestrians must maintain direct two-way radio contact with Tower's Ground Control (GC) controller on the Ramp Net or 121.8/275.8 while they are in the CMA. **Note:** With Tower approval, power production/barrier maintenance personnel may perform necessary duties in the arresting system pit areas. Approval from the Tower for this operation does not constitute approval on the runway and barrier maintenance vehicles will remain behind the barrier housings.

2.3.3. The CMA is uncontrolled when the control tower is closed.

2.3.4. All areas not previously defined as the CMA are uncontrolled movement areas. These areas do not require Tower approval for vehicle/pedestrian movement.

2.3.5. Emergency recall of personnel from the CMA. When 2-way radio communication fails, Tower will flash the runway edge lights and use appropriate light gun signals until all personnel and vehicle operators working within the CMA are alerted. When continuous cycling of the lights is observed, vehicle operators shall depart the CMA and transmit in the blind when all personnel/equipment are clear of the area. Tower may also solicit Airfield Management Operations (AMOPS) and Security Forces assistance, as needed.

2.3.6. Aircraft movements require Tower approval between 0700-2300L or when 24 hour operations are in place. **NOTE:** Aircraft movement is authorized without Tower approval only on the Loop Twy, parking rows A through D (in front of the 8-bay/4-bay), and in between and around the Hangars 1227 & 1228.

2.4. Airfield Lighting. Eielson Rwy 32/14 has ALSF-1 with sequenced flashing lights, PAPIs, and HIRLS. Eielson Air Traffic Control Tower (ATCT) will operate all approach, runway, and taxiway lights in accordance with (IAW) FAAO 7110.65 with the following Note: the runway lighting configuration is non-standard. 2000 feet of runway edge lights between Twy D and Twy C are located 12 feet from the runway edge. The south 3200 feet runway edge lights width is 75 feet from the runway centerline. The remaining edge lights are 150 feet from the runway centerline.

2.4.1. Lighting intensities may be adjusted when requested by a pilot, AMOPS, Snow Removal, or the SOF. If the lights are requested to be set lower, they will be returned to FAAO 7110.65 criteria after the requesting party's operation is complete.

2.4.2. Tower will notify AMOPS anytime the airfield lights become inoperative. AMOPS will contact Airfield Lighting to report discrepancies.

2.4.3. If the Tower must evacuate, the runway edge lights and approach lights for the runway in use will be set on the step required at the time based on the current weather observation and the FAAO 7110.65 criteria or step 1. Taxiway lights will also be activated. Tower will transfer airfield lighting controls over to AMOPS when evacuating and AMOPS will accomplish future changes, if necessary.

2.4.4. In the event AMOPS also evacuates, AMOPS will notify Airfield Lighting to dispatch personnel to the lighting vault to change light settings while the AMOPS facility is evacuated.

2.4.5. When airfield is closed, Tower will relinquish control of the airfield lighting panel to either AMOPS or airfield lighting. If airfield lighting is needed when the Tower is closed, all lighting may be turned on with the exception of the rotating beacon.

2.4.6. During snow removal operations, runway, taxiway, and approach lights will be turned on for snow equipment operators to see and avoid the lights.

2.5. Permanently Closed/Unusable Portions of the Airfield. Not applicable at Eielson AFB.

2.6. Aircraft Arresting System (AAS)/Barrier Arresting Kit (BAK-12). Three BAK-12 arresting systems are installed on Eielson’s Rwy. The arresting systems are designated at the South End, 3/4 Field, and North End. Each system is equipped with an 8-point tie down system and systems are not remotely controlled.

2.6.1. Reference [Attachment 5](#) for barrier certification procedures.

Table 2.1. Aircraft Arresting System (AAS).

LOCATION	DISTANCE IN FEET
South End AAS	1,248’ AER 32 / 13,282’ AER 14
3/4 Field AAS	11,192’ AER 32 / 3,338’ AER 14
North End	13,426’ AER 32 / 1,104’ AER 14
Note: Distances are measured from the approach end of the runway (AER).	

2.6.2. AMOPS will record and monitor the status of the BAK-12 arresting systems. The tower will make a notification of an engagement or anticipated engagement over the primary crash alarm system (PCAS). Tower will indicate which AAS (North End, 3/4 Field, South End) is involved or anticipated and runway in use. Tower will not make notification over the PCAS for planned practice/certification engagements.

2.6.3. Tower will use 20 minutes for planning successive engagements. The interval will begin after the first aircraft is released from the cable (more time may be required during heavy snow conditions, after duty hours, and low light conditions).

2.6.4. Arresting Gear Standard Configuration:

2.6.4.1. Rwy 32 operations: both the 3/4 Field and the North End AAS will be connected, tied down, and in service during 354 FW or other fighter flying operations, and the South End AAS will not be connected unless directed otherwise by the 354 OG/CC or SOF

2.6.4.2. Rwy 14 operations: the South End AAS will be connected, tied down, and in service during 354 FW or other fighter flying operations, and the North End and 3/4 Field AAS will not be connected unless directed otherwise by the OG/CC or the SOF.

2.6.4.3. AAS may be disconnected upon completion of 354 FW and 3 FW flying.

2.6.4.4. When the arresting system is out of service, or not connected AMOPS will publish the applicable NOTAM.

2.6.4.5. During duty hours, AMOPS will notify Barrier Maintenance or Fire Department after duty hours to connect/disconnect the cable(s). Barrier Maintenance's duty hours are 0730 to 1600, Monday – Friday, excluding scheduled down days.

2.6.5. Snow Control Barrier Configuration: During the 354 FW flying window, at the start of snowfall, freezing rain or sleet, AMOPS will immediately coordinate with the Tower and Barrier Maintenance to consider removing barriers for snow removal operations. Once snow removal has been completed, AMOPS will coordinate with the Tower and Barrier Maintenance to configure the applicable barrier cables.

2.6.6. AMOPS personnel shall check aircraft arresting systems for obvious conditions that could compromise the system's operation (i.e., noticeably loose cable, doughnut spacing, broken rope ties, barrier pad deterioration, etc.). If an unsafe condition exists, AMOPS will notify Barrier Maintenance and/or Fire Department (depending on the time of day) for correction. AMOPS will also notify Tower of the AAS discrepancy.

2.6.7. KC-135 aircraft will not land or touchdown on approach end arresting cables. If the aircraft lands before the cable, the crew will contact the tower to have the cable inspected. See AFI 11-2KC135V3.

2.6.8. KC-135 aircraft will not takeoff or land over an approach end cable that has been reported as slack, loose, or improperly rigged by NOTAM, Automated Terminal Information Service (ATIS), or ATC. See AFI 11-2KC135V3.

2.7. Parking Plan/Airfield Restrictions.

2.7.1. Responsibilities. 354 OG/CC is responsible and maintains final authority for all ramps and parking rows. Specific rows and ramps are assigned to local organizations. The primary users of parking rows and ramps are listed below. See [Attachment 7](#).

2.7.2. The Thunder Dome is a multi-use hangar facility controlled by 353 CTS.

2.7.3. Parking rows Papa (P), Quebec (Q), Romeo (R), and Sierra (S) are transient parking areas for fighters. When aircraft are parked on P or R rows, resultant available wingtip clearance(s) may restrict the use of Taxilane F. Appropriate NOTAMs will be published indicating the max wing span allowed.

2.7.4. Tanker Row includes Spots 11-22, of which Spots 11-19 are normally assigned to the 168 WG. **Note:** Aircraft not assigned to the Tanker row will not taxi behind tankers.

2.7.5. Distinguished Visitor (DV) spots 1, 2 and 3, located directly in front of the Tower, can accommodate up to three aircraft, each no larger than a VC-135.

2.7.6. Lima Row can accommodate non-heavy aircraft, including helicopters.

2.7.7. Hangars 1227 & 1228 (North Bays) are assigned to the 354 MXG and can accommodate fighters, small DV aircraft, or helicopters.

2.7.8. Oscar Row is used for transient aircraft and is certified for fighter hot-pit operations. Twy F wingtip clearance may be restricted when aircraft are parked on Oscar Row.

2.7.9. The hangars 1338/1335 (8-bay/4-bay) and 1362/1364 (16-bay) area accommodates fighters. The Loop accommodates fighters and helicopters and will be used for live ordnance loading and MFEs overflow parking.

2.7.10. South Ramp can accommodate 16 C-17 sized aircraft. B-52s, C-5s, B-777s, and B-747s are restricted from this ramp due to wingtip clearances and weight restrictions. Type III Fuel Hydrants are available. The South Ramp is a designated hot-pit area.

2.7.11. Aircraft with a wingspan greater than 45' will move no further east than Building 1348 (Corrosion Control) on the north portion of the Loop, due to airfield obstructions located near the taxiway edge

2.7.12. Ramp Parking Scheduling. All ramp parking is scheduled by AMOPS. Organizations requiring ramp parking will contact AMOPS for parking space assignment. See [Attachment 7](#).

2.8. Airfield/Air Traffic Control Facilities – Hours of Operation.

2.8.1. Eielson AFB airfield is available for 24/7 operations. However, normal operating hours for the airfield are only between 0700-2300L, seven days per week. Standby procedures are used at night from 2300-0700L. Operations outside published hours will be annotated in a Notice to Airmen (NOTAM). AMOPS shall obtain 354 OG/CC or designated representative approvals prior to any after-hours operations. AMOPS will notify the Tower and weather standby personnel about the after-hours operations and will include call sign, aircraft type, estimated time of arrival or departure, and will publish a NOTAM for the amended operating hours.

2.8.2. AMOPS, Tower, and Weather personnel will provide contact information to Command Post for any after-hours operations. AMOPS, Tower, and Weather will maintain a 30-minute time response for all missions.

2.9. Local Frequencies

Table 2.2. Local Frequency Channelization.

CH	UHF	AGENCY	VHF	AGENCY
1	A/R	Squadron Ops	A/R	Squadron Ops
2	275.8	Eielson Ground	121.8	Eielson Ground
3	352.05	Eielson Tower	127.2	Eielson Tower
4	338.275	Fairbanks Departure	127.1	Fairbanks Departure
5	285.4	ANC Center N	120.9	ANC Center N
6	322.5	ANC Center E	135.3	ANC Center E
7	233.7	ANC Center S	133.5	ANC Center S
8	229.4	Eielson Range Control	125.3	Eielson Range Control
9	A/R	Squadron Selective	124.4	Squadron Selective
10	A/R	Squadron Selective	A/R	Squadron Selective
11	A/R	Squadron Selective	A/R	Squadron Selective
12	A/R	Squadron Selective	A/R	Squadron Selective
13	273.5	Eielson ATIS	A/R	Squadron Selective
14	343.7	Eielson Clearance Delivery	A/R	Squadron Selective
15	259.1	Eielson SFA	A/R	Squadron Selective
16	289.4	Eielson TOD	124.4	Fairbanks ATIS
17	251.7	Fairbanks Arrival	127.1	Fairbanks Arrival
18	395.15	Eielson SOF	138.6	Eielson SOF
19	257.8	Fairbanks Tower	118.3	Fairbanks Tower
20	379.7	Red Flag Ops	139.7	Red Flag Ops

2.10. Navigational Aids (NAVAIDs).

2.10.1. The 354 OSS/OSAM, Radar, Airfield, and Weather Systems (RAWS) will identify responsibilities and procedures for reporting interruption, malfunction, and restoration of Air Traffic Control and Landing Systems (ATCALs) and associated equipment.

2.10.1.1. Eielson Control Tower serves as the focal point for all information concerning RAWS/ATCALs performance.

2.10.1.2. The 354 OSS/OSAM, RAWS, is primary point of contact for reporting ATCALs outages and coordination of maintenance issues involving ATCALs.

2.10.1.3. The Airfield Manager shall coordinate the procedures for snow removal and ice control around NAVAIDs with Civil Engineers and RAWS maintenance personnel.

2.10.1.3.1. RAWS shall direct snow removal operations around NAVAIDs to ensure T.O. stipulated requirements are met.

2.10.1.3.2. Snow accumulation must be removed from specific areas around the glideslope to prevent the glide angle from exceeding tolerance. Follow procedures outlined in 354FWI32-1003, Snow and Ice Control Plan, to ensure the snow does not impact the glideslope signal.

2.10.1.4. Downtime for NAVAIDs shall be scheduled within normal Preventive Maintenance Inspection (PMI) periods if possible.

2.10.1.5. ATC will not release NAVAIDS for preventive maintenance when the ceiling is less than 3000 feet or visibility is less than 5 NM or forecasted below these minimums.

2.10.1.6. Non-standard PMI times will be published in a NOTAM. Weather and wing flying commitments may preclude release of ATCALs for the entire scheduled PMI time.

2.10.1.6.1. ILS: Mondays, Wednesdays and Thursdays 2200-0100L

2.10.1.6.2. TACAN: Tuesdays 2200-0100L

2.10.1.6.3. CTRD: Thursdays 2100-2300L

2.10.2. Airfield Operations Flight Commander (AOF/CC), or designated representative shall:

2.10.2.1. Serve as the operations RAWs/ATCALs manager. Determine mission impact of ATCALs outages and notify 354 OSS/CC whenever mission impairment occurs as the result of ATCALs equipment outage.

2.10.2.2. Coordinate planned ATCALs PMI outages with flying organizations and Airfield Management for appropriate NOTAM(s).

2.10.2.3. Gain 354 OG/CC approval prior to releasing NAVAIDS for maintenance outside of normally scheduled downtimes.

2.10.2.4. Coordinate Flight Inspection activities with the FAA and notify Airfield Lighting, RAWs, Airfield Management, and ATC of scheduled inspections.

2.10.3. Control Tower, Chief Controller (CCTLR) shall:

2.10.3.1. Prior to release of ATCALs equipment to maintenance, coordinate with the Watch Supervisor on duty, informing of the system affected time of outage, duration of outage and any conditions imposed such as return to service time.

2.10.3.2. Ensure the outage is documented on the daily facility log or via a memo for record attached to the log.

2.10.3.3. Notify RAWs when requirements dictate immediate response to an ATCALs outage.

2.10.3.4. If notified by WS of an impact to flying organizations posed by an ATCALs outage, notify the AOF/CC, or designated representative, as soon as possible to facilitate leadership notification requirements.

2.10.4. Watch Supervisor (WS) shall:

2.10.4.1. If unable to contact the CCTLR or AOF/CC, perform their required duties and notifications contained within this document.

2.10.4.2. Approve or disapprove scheduled ATCALs outages based on weather or operational considerations.

2.10.4.3. Disapprove release of any NAVAIDS for preventive maintenance when the ceiling is less than 3000' or visibility is less than 5 SM or forecasted to fall below these minimums.

- 2.10.4.4. Inform the CCTLR when a deviation in published PMI times or previously coordinated outages is required.
 - 2.10.4.5. Notify RAWs as soon as operations allow in the event of an unplanned ATCALs outage.
 - 2.10.4.6. Include the nature of the problem, symptom and the circumstances of the equipment's failure to the maximum extent possible.
 - 2.10.4.7. When reporting NAVAID outages include runway in use. Ensure receipt of a Job Control Number and record the outage on the facility outage log.
 - 2.10.4.8. If an outage poses an operational impact on flying organizations, notify the CCTLR as soon as possible. If unable to notify the CCTLR, notify the AOF/CC or designated representative.
 - 2.10.4.9. Verify equipment outage status and associated Job Control Numbers with RAWs each weekday between 0800-0830.
 - 2.10.4.10. On weekends, holidays, or other times when RAWs is closed, outages verification will be deferred until the next duty day.
 - 2.10.4.11. Work orders closed after normal duty hours will be closed within 15 minutes after a system has been returned to the user after a maintenance fix action has occurred and verified with RAWs during the next daily review.
 - 2.10.4.12. Inform RAWs should an ATCALs outage require immediate response by maintenance personnel or poses no operational limitation and is deferrable.
 - 2.10.4.13. Notify appropriate ATC facilities and Airfield Management of the ATCALs outage and when the system is restored.
 - 2.10.4.14. Notify RAWs of facility evacuation/reoccupation, time permitting.
 - 2.10.4.15. Remove the system from service when advised by RAWs Maintenance due to snow accumulation exceeding technical limitations IAW maintenance T.O.s.
 - 2.10.4.16. If RSI remains in alarm after attempted resets or system anomalies are reported by pilots on final, continue/discontinue use/operation of NAVAID IAW FAAO 7110.65.
 - 2.10.4.17. When ATCALs are placed on generator power, RAWs will notify the ATCT.
- 2.10.5. RAWs Superintendent (OSS/OSAM) or designated representative shall:
- 2.10.5.1. Coordinate with the AOF/CC on any condition which prevents normal maintenance support for ATCALs facilities.
 - 2.10.5.2. If possible, schedule repairs or maintenance of ATCALs within normal PMI times IAW this documents Equipment Restoral Priorities and Response Times.
 - 2.10.5.3. Ensure any modifications of ATCALs equipment affecting operation are coordinated with the AOF/CC, or designated representative, prior to beginning the modification.
 - 2.10.5.4. Provide a minimum of 24-hour advance notice, when possible, of scheduled maintenance requesting shutdown of a controller operating position.

2.10.5.5. Assist the AOF/CC in coordinating FAA Flight Inspection activities.

2.10.6. The 354 OSS/OSAM, RAWS shall:

2.10.6.1. Respond to outages as required by this document.

2.10.6.2. Coordinate with WS prior to beginning maintenance of any ATCALs equipment.

2.10.6.3. Coordinate maintenance activities that may interfere with equipment such as radio checks on operation frequencies and transfer to backup power.

2.10.6.4. Inform the WS and/or system user when maintenance actions are complete. The WS determines the operational status of equipment and reports to RAWS of system status as soon as air traffic pattern permits.

2.10.6.5. Relay to the AOF/CC, or designated representative, all maintenance requests for planned outages other than during published PMI times twenty-four hour advance if possible.

2.10.6.6. Coordinate with the WS prior to conducting radiation checks on inactive or under service ILS.

2.10.6.7. Coordinate with Weather Flight whenever AN/FMQ-19 AMS if maintenance is required prior to system or subsystem service removal.

2.10.7. ATCALs Equipment Restoral Priorities and Response Times:

2.10.7.1. When manpower or other limitations to resources do not permit simultaneous repair of multiple ATCALs outages, the restoral priorities listed below will be followed unless otherwise coordinated by the AOF/CC, or Air Traffic Control Watch Supervisor. To support the flying mission at Eielson AFB, AK, the following maintenance response times are required for RAWS.

2.10.7.1.1. Priority One – Immediately. Maintenance will be continuous until the correct equipment operation is verified, deferred for higher priority maintenance, when parts are verified as backorder, or when equipment and/or personnel safety is jeopardized. When backordered parts are received, immediate and continuous maintenance will resume. The following frequencies and equipment are Priority One. In the event of multiple outages will be restored IAW [Table 2.3](#)

Table 2.3. Priority One Outages restoration.

System	Military Equipment ID	FREQUENCY/Sensors
TACAN	AN/FRN-45	115.1 MHz/CH 98
ETVS	AN/FSC-127	N/A
32 Localizer	AN/GRN-30 (V)1	109.9 MHz
32 Primary Automated Metrological System (AMS)	AN/FMQ-19	Wind Monitor Ceilometer Visibility sensor Ambient Light sensor Barometric pressure sensor
Tower/Local Control UHF	AN/GRT-22 - AN/GRR-24	352.050 MHz
32 Glideslope	AN/GRN-31 (V)1	333.8 MHz
14 Localizer	AN/GRN-30 (V)1	110.5 MHz
14 Glideslope	AN/GRN-31 (V)1	329.6 MHz
Tower/Local Control VHF	AN/GRT-21 - AN/GRR-23	127.2 MHz
Guard UHF		243.0 MHz
Guard VHF		121.5 MHz
Ground Control UHF	AN/GRC-171	275.8 MHz
Ground Control VHF	AN/GRC-211	121.8 MHz
Single Frequency Approach Clearance Delivery		259.1 MHz
SOF UHF		343.7 MHz
SOF VHF		395.15 MHz
Pilot to Dispatch (UHF)		139.6 MHz
Pilot to Dispatch (VHF)		372.2 MHz
Pilot to METRO		139.3 MHz
14 Discontinuity AMS	AN/FMQ-19	346.6 MHz Wind Monitor Ceilometer Visibility sensor Ambient Light sensor Barometric Pressure sensors
FDIO	FA-10095	N/A

2.10.7.1.2. Any Priority Two RAWs identified as having a RED MISSION (Not Mission Capable) status.

2.10.7.1.3. Priority Two – Maintenance will begin immediately upon completion for Priority One jobs and will continue until the equipment is repaired unless preempted for higher priority maintenance or whenever parts are verified as backordered. For non-24-hour work centers, after hours maintenance may be deferred until the next day by the user, and in the judgment of the technician, a current AMBER MISSION status currently exists and the system will not degrade to a RED MISSION status. When MICAP parts are received, maintenance will resume immediately. The following frequencies and equipment are identified as Priority Two and in the event of multiple outages will be worked on in the following order:

Table 2.4. Priority Two Outages restoration.

System	Military Equipment ID	FREQUENCY/Sensors
STARS ELITE		N/A
DWRITE		N/A
ATIS UHF	AN/GSH-59	273.5 MHz
ATIS VHF	AN/GSH-59	119.9 MHz
DALR		N/A
32 Primary AMS	AN/FMQ-19	Freezing Rain sensor Temperature/Relative Humidity sensor Precipitation Gauge Lightning Detector sensor
14 Discontinuity AMS	AN/FMQ-19	Freezing Rain sensor Temperature/Relative Humidity sensor Precipitation Gauge
Tactical Meteorological Observing System (TMOS)	AN/TMQ-53	Barometer verification only

Table 2.5. NAVAIDS

NAVAIDS	ID	Bearing/Range	FREQ/CHANNEL
RWY 32 LOCALIZER	IEAF	ON FIELD	109.9/GS FREQ 333.8
RWY 14 LOCALIZER	IEIL	ON FIELD	110.5/GS FREQ 329.6
TACAN	EIL	2,785'N of RWY 32 threshold; 448' west of runway centerline	115.1/CH 98
Fairbanks Intl VORTAC	FAI	EIL 272/25.21	108.6/CH 23

2.10.8. Runway intercept points for Rwy 14: ILS – 1,002 feet, PAPI – 961 feet.

2.10.9. Runway intercept points for Rwy 32: ILS – 1,058 feet, PAPI – 1,105 feet.

2.10.10. All Eielson ATCALS facilities are equipped with auto-start auxiliary generators and battery backups. **NOTE:** When auto-start is not available, backup generators will commence operations 30 minutes before the estimated arrival of severe weather. When NAVAIDs are placed on generator power, 354 CES Power Production will notify Eielson Tower.

2.10.11. The Civil Engineering Power Production Shop will obtain Tower approval prior to performing a preventive maintenance generator run on any of the following equipment: ILS Localizer, ILS Glideslope, and TACAN. Power Production will obtain Tower approval prior to performing a preventive maintenance generator run for building 1216 (Eielson Tower) Power Production will obtain AMOPS approval prior to performing a preventive maintenance generator run for building 1215 (AMOPS/Weather facility). The AMOPS Supervisor will advise Weather of the run prior to giving Power Production approval.

2.11. Transient Alert (TA). Provides marshalling, de-icing, AGE, and fueling services to transient aircraft. Transient Alert does not ensure aircraft weapons are safe (de-arm).

2.11.1. Eielson AFB requires a Prior Permission Required (PPR) number for all transient aircraft. During MFEs and when the 354 OG/CC deems it necessary, the airfield will be Official Business Only (OBO). **Note:** PPR restrictions are not applicable to Air Evacuation, Distinguished Visitors (DV), or SAM (Special Air Mission) aircraft, nor do they preclude use of Eielson as an alternate for IFR flights.

2.11.2. AMOPS will notify Tower and TA upon receipt of flight plans or Estimated Time of Arrival (ETA) changes on inbound transient aircraft, military or civilian, and aircraft with DV on board.

2.11.3. Tower may issue progressive taxi instructions until the Transient Alert truck arrives. Transient Alert service will be provided to all pilots requesting the service. During periods of reduced visibility (1/4 mile or less), transient aircraft will use a Transient Alert vehicle. Requests will be made through GC or AMOPS. Transient Alert service is required for all transient aircraft that will enter the Loop Taxiway.

2.12. Automated Terminal Information Service (ATIS) Procedures. The ATIS will be operational when the airfield is open. Tower will broadcast all weather warnings/watches/advisories received from 17 OWS or 354 OSS/OSW on the ATIS.

2.12.1. ATIS will include R2205 A/F status of “Hot” or “Cold” with corresponding altitudes

2.13. Aircraft Special Operations Areas.

2.13.1. Live aircraft munitions will be loaded only in designated loading areas as shown in [Figure 2.1](#) The South Loop is the primary live load area. **Note:** MFE units should contact MFE Safety personnel. Normal TDY units should contact the 354 Wing Weapons Safety (SEW) with the intended load configuration to ensure aircraft are appropriately spaced with regard to Net Explosive Weight (NEW) cordon requirements.

2.14. End of Runway (EOR) Procedures.

2.14.1. All personnel will comply with arm safe procedures (EOR) as described in AFI 21-101, Aircraft and Equipment Maintenance Management, related supplements, TOs, and this instruction. See [Attachment 6](#) for Ground Maintenance Personnel End of Runway (EOR) Weapons Arming/De-arming Procedures.

2.14.2. EOR inspections and/or arming and de-arming of deployed aircraft will be performed by deployed maintenance personnel.

2.14.3. Do not taxi/drive in front of aircraft being armed/de-armed with forward firing ordnance.

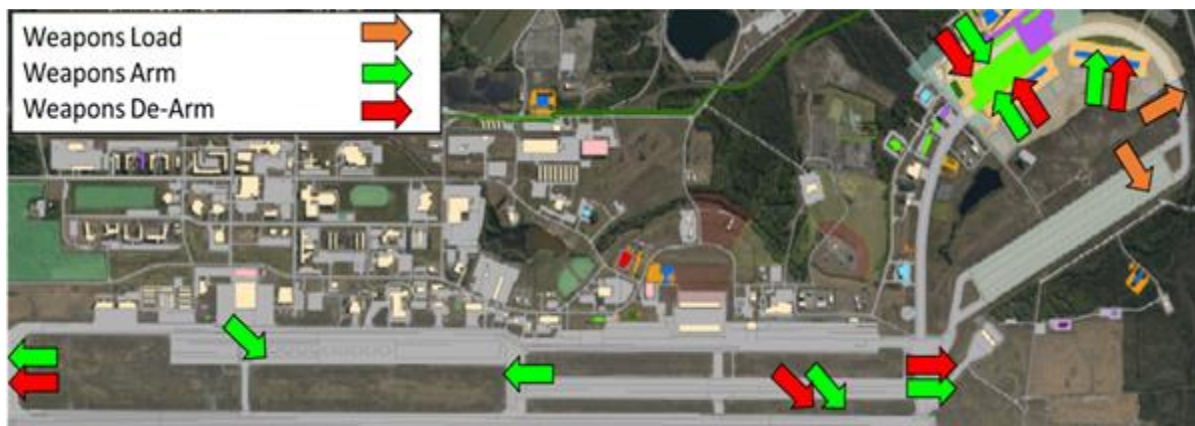
2.14.4. Check appropriate armament switches safe and keep both hands in view during ground crew arming/de-arming procedures. Intercom communications with ground crew will be available if required.

2.14.5. To the maximum extent possible when carrying forward firing ordnance, aircrew will make all turns to the west after arming to prevent ordnance from being pointed at other aircraft and/or populated areas.

2.14.6. Individual flight members should clear the EOR after arming is complete.

2.14.7. Taking the active runway, aircraft should not block access unless runway clearance has been received and all ground checks are completed for all flight members.

Figure 2.1. Arm/De-Arm Locations.



2.15. Fixed Wing Arming Procedures.

2.15.1. Aircraft with internal weapons storage (B-52s, B-1Bs, B-2s, F-35 and F-22s) may accomplish arm/de-arm checks in the chocks.

2.15.1.1. F-35s with external weapons storage may also accomplish arm/de-arm in the chocks.

2.15.2. Runway 32 Arming Procedures.

2.15.2.1. The primary area for arming aircraft with ordnance will be Twy E, heading 140 degrees. Twy G, heading 240 will be used as an overflow arming area.

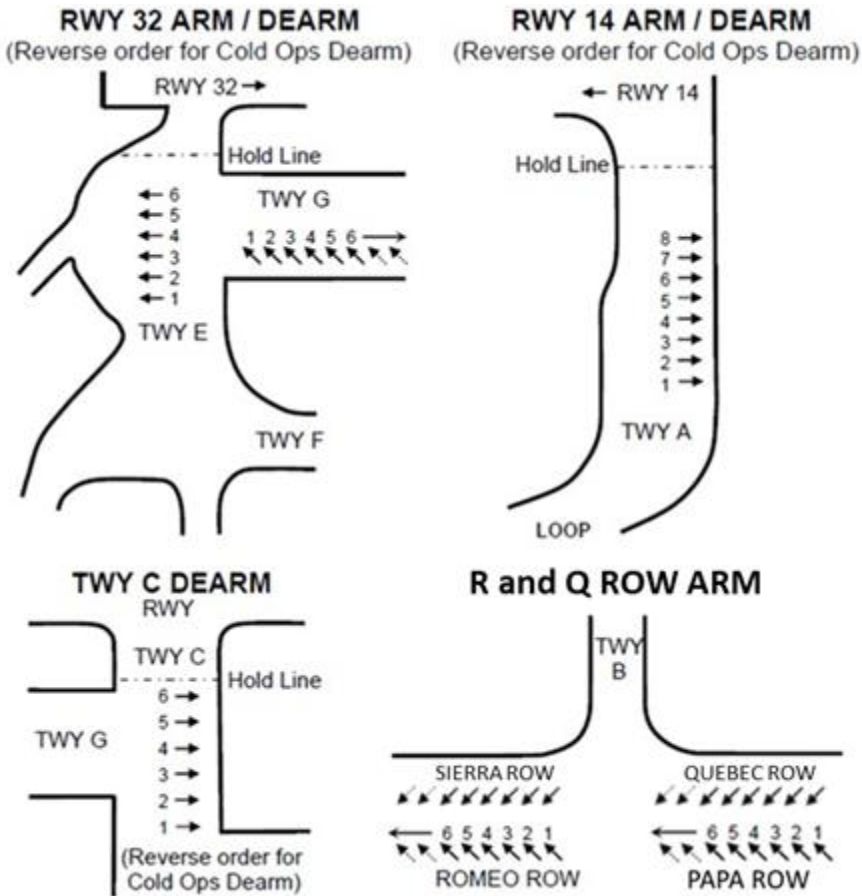
2.15.2.2. If explosively loaded B-52s, B-1s or B-2s are parked on Twy G, Twy G will not be used to arm live munitions.

2.15.3. Runway 14 Arming Procedures.

2.15.3.1. The primary arming area for all aircraft will be Twy A, heading 320 degrees. Aircraft will taxi from their parking location to Twy A, via Twy F.

2.15.3.2. Aircraft loaded only with CATMs and defensive, internally mounted chaff and flares may use Romeo and Quebec Rows as an alternate arming area. Use of the alternate arming areas requires prior approval from the Airfield Manager, Weapons Safety Manager and MXG/CC.

Figure 2.2. Arm/De-Arm Spots.



2.16. Fixed Wing De-arming Procedures.

2.16.1. All aircraft except those listed in [para 2.15.1](#) with expendable ordnance or chaff/flares will de-arm prior to taxi to parking.

2.16.2. MFE participants not carrying munitions (chaff/flare are considered munitions) may de-arm in the chocks with 354 MXG/CC approval. Aircraft carrying inert/live munitions will not de-arm in the chocks.

2.16.3. If EOR crews are not available (for example, runway change in effect) and a low fuel state exists, aircrew should contact the SOF and shut down the engines in the appropriate EOR area, if necessary.

2.16.4. After arming/de-arming, aircraft will contact GC for taxi instructions.

2.16.5. For hung ordnance procedures [reference paragraph 6.11](#)

2.17. Aircraft Taxi Requirements/Routes.

2.17.1. Ground Control (GC) is responsible for the control of all aircraft ground operations on the runway and taxiways. Two-way radio communication with GC (on either UHF/VHF radio or Ramp Net) is required for all aircraft movement operations. Aircraft will include the following information in all calls requesting taxi from GC: call-sign, number of aircraft, ATIS letter designation, status of clearance, and parking row location. **Exception: 354 FW and assigned TDY fighter aircraft may taxi on Loop Taxiway without instruction/clearance from Ground Control due to visual/radio blind spots from the tower. See [paragraph 2.17.5](#) below for further information.**

2.17.2. Engine Start. If capable, aircraft will monitor GC frequency during engine start.

2.17.3. All aircraft must give way to emergency response vehicles. If near an Emergency Power Unit (EPU) activation or hydrazine spill, switch to 100% oxygen until clear of the area.

2.17.4. If radio failure occurs during taxi, turn on taxi lights (fighters also extend speed brake) and taxi to parking with caution and monitor Tower for light gun signals.

2.17.5. Loop operations. Due to Tower radio and visual blind spots, the Loop is uncontrolled. Separation from obstacles is the responsibility of the pilot/aircraft operator. Stationary aircraft will give way to taxiing aircraft and use caution when entering/exiting the Loop area as tow, contractor and/or snow removal operations may be occurring. Aircraft must contact Ground Control for instructions prior to exiting Loop onto Twy E. Although fighter aircraft can taxi uncontrolled in the Loop, they will make an advisory taxi call on Ground Control frequency before initiating taxi after engine start/ground checks and prior to entering the loop on Taxilane Juliet. GC will provide situational awareness calls to fighter aircraft in the Loop as applicable to advise of any non-fighter aircraft or vehicles operating in the Loop (i.e. tow, snow removal, contractors).

2.17.5.1. Standard taxi flow in the Loop is counter-clockwise unless otherwise directed by 354 OG/CC, ATC or mission necessity. When entering the Loop, fighter aircraft will use Taxilane Juliet.

2.17.5.2. Transient non-fighter aircraft will be allowed to enter the South Loop via Taxilane Hotel or Taxilane Juliet. Aircraft with a wingspan greater than 50 feet, entering Loop via Twy E, may not travel further east than Corrosion Control (Bldg. 1348). Aircraft heavier than a KC-135 require coordination with Airfield Management prior to using the Loop.

FIGURE 2.3. Loop Taxi Routes.



2.17.6. Minimum Runway Condition Reading (RCR) for F-16s and F-35s to taxi is 10 and KC-135s is a 6. For RCR less than 10, 354 OG units will coordinate with the SOF to gain 354 OG/CC approval prior to taxiing. 168 WG aircrew must coordinate with the 168 OG/CC or designated representative prior to taxi when the RCR is less than 6. For other aircraft specific minimum RCRs, refer to the appropriate AFI/AFMAN 11-2MDS Vol 3.

2.17.7. If hold lines are not visible (winter ops, chipping, fading, etc.), aircrews shall not taxi beyond the runway designator signage unless previously approved by Tower.

2.17.8. Aircraft will be taxied or towed in accordance with AFI 11-218 or applicable waivers.

2.17.9. Wingtip Taxi Clearance

2.17.9.1. Using designated/marked taxi lines or parking spots, the required wing tip clearance is 30 feet for aircraft with a wingspan less than 110 feet and 50 feet for aircraft with a wingspan greater than or equal to 110 feet.

2.17.9.2. Wing Walker required: Wingtip spacing less than described in 2.17.8.1 requires a wing walker or marshaller. Taxiing with less than 10 feet wing tip spacing is prohibited unless entering/exiting a specifically designated/marked spot under the supervision of a marshaller. **Note:** All aircraft hangars are approved taxi locations with less than 10 feet of wingtip clearance if a marshaller and wingtip monitors are in place.

2.17.10. Aircraft with a wingspan greater than 190 feet are prohibited on Taxilane F between Twy B and Twy C without wing walkers due to aircraft parked in Tanker Row.

2.17.11. Twy G may be used as a parking location with two taxilanes during MFE and contingency operations. Parked aircraft will use assigned spots and not exceed a length of 65 feet (i.e., F-15). Aircraft utilizing the taxilanes will not exceed a wingspan of 58 feet (e.g., A-10). When taxiing north to south (Delta to Echo), aircraft will use the east (ramp side) taxilane. If taxiing south to north (Echo to Delta), aircraft will use the west (Rwy side) taxilane.

2.17.12. B-52 Taxi Criteria: unless runway edge lights are removed, B-52 aircraft shall not use the southern 3,200 feet of Rwy 32/14 due to runway edge light distance. B-52s shall not perform 180 degree turns within the southern 3,200 feet of the runway, due to non-weight bearing pavement. Twy B and Twy D may not be used for B-52 taxi operations to/from the runway unless taxiway lights and applicable signage are removed and wing walkers are used. Due to wingtip restrictions, B-52s should not use Twy F north of Tanker Row or south of Twy C. **Note:** During extended B-52 operations, AMOPS will have Airfield Lighting remove the south 3,200 feet of runway edge lights and publish a NOTAM.

2.17.13. Heavy Aircraft Jet Thrust Avoidance. All smaller aircraft, vehicles and personnel will avoid passing within 300 feet behind heavy aircraft with engines running to avoid jet blast.

2.18. Other Aircraft Ground Procedures.

2.18.1. RADAR Warning Receiver (RWR) Checks.

2.18.1.1. For Rwy 32 ops: MFE participants will use Twy G for RWR checks prior to arming. The alternate location for RWR checks is the south side of P/Q Rows depending on the number of available parking spaces.

2.18.1.2. For Rwy 14 ops: RWR checks will be performed on Twy F in front of Nose Dock 1.

2.18.1.3. For aircraft loaded with live munitions in the Loop, RWR checks may be performed on the South Ramp regardless of the runway in use. Location of the RWR checkpoint should not hinder local or transient aircrew not directly participating in the exercise.

2.18.2. Drag Chute Jettison Procedures. Under normal circumstances, drag chutes will not be jettisoned on the runway. If aircrew must jettison a drag chute, they will notify the Tower of the chute's location immediately. The Tower will forward the information to AMOPS and Transient Alert for recovery. Visiting units participating in MFEs and using drag chutes will coordinate drag chute jettison procedures through the 353 CTS for 354 OSS/OSA coordination.

2.18.3. Hot Pit Refueling Areas:

2.18.3.1. Aircraft are authorized to hot pit refuel on C Row, O Row, South Ramp and P/Q/R/S Rows.

2.18.3.1.1. Rotary wing aircraft are not authorized to hot pit on the Loop.

2.18.3.1.2. TDY units must receive 354 OG/CC approval before performing hot pit refueling functions.

2.18.4. Open Fuel Cell Maintenance Areas: Bldg 1227 Bay 7, South Ramp spot 16, and Tanker Row spot 22

2.18.5. Hydrazine (H-70) Maintenance Areas: Bldg 1227 Bay 7, or Trim pad.

2.19. Aircraft Towing Procedures.

2.19.1. The 354 MXG MOC, the 168 WG, TDY units, and transient aircrew requesting aircraft tows will forward all maintenance tow requests to Base Ops (377-1861) and Tower (377-2220). The requesting agency will include the following information with their request to both agencies: aircraft type, tail number, parking spot, and destination.

2.19.2. Tow vehicle operators will obtain GC approval and maintain two-radio communication prior to towing any aircraft during Tower operating hours. **Exception:** Aircraft can be towed uncontrolled in the Loop. Tow supervisors will make an advisory only taxi call on Ground Control frequency before initiating taxi. Aircraft will not be towed out of Loop without GC approval and two-way radio communication. **Note:** Due to restricted visibility between Hangars 1227 and 1228, tow approval does not indicate a clear route. Therefore, tow operators must use extreme caution and give way to any taxiing aircraft when operating in these areas.

2.19.2.1. Aircraft with a wingspan greater than 45' will move no further east than Building 1348 (Corrosion Control) on the north portion of the Loop, due to airfield obstructions located near the taxiway edge. Tow operators will ensure no conflicts exist prior to proceeding on the Loop.

2.19.3. The 354 MXG MOC is required to monitor the location and towing operations of all aircraft in the Loop area.

2.19.4. Tow vehicles will be equipped with distinctive flashing yellow lights.

2.19.5. Tow crews will monitor Ramp Net during all tow operations even if not entering the CMA. If radio contact with aircraft or vehicles within the CMA is lost, Tower will use ATCT light gun signals IAW AFVA 11-240 while flashing the runway edge lights, indicating all aircraft and vehicles must exit the movement area.

2.20. Airfield Maintenance. Airfield maintenance crews (e.g., sweepers, mowers, and Snow Control) will coordinate with AMOPS prior to work on the airfield. Work crews will ensure their operations do not create a Foreign Object Damage (FOD) hazard to aircraft operations. Note: For snow removal operations, reference [paragraph 7.16](#)

2.20.1. Airfield Mowing Operations: Airfield mowing will be IAW EAFBI 91-212 and AFPAM 91-212 and applicable waivers.

2.20.2. Airfield Sweeper Operations: The airfield will be checked daily by AMOPS. Sweeper requests shall be coordinated through AMOPS. Daily airfield sweeping priorities are:

2.20.2.1. Monday – Loop Taxiway, A/B/C/D Rows, and areas connected to the loop.

2.20.2.2. Tuesday – Hangars 1227 and 1228 to Twy E, including the CAC.

2.20.2.3. Wednesday – Areas from the Fire Department to Hangars 1227 and 1228

2.20.2.4. Thursday – Areas from the Thunder Dome to the Fire Department.

2.20.2.5. Friday – Nose Dock 1 and 2 to the Thunder Dome

2.21. Runway Surface Condition (RSC)/Runway Condition Reading

Table 2.6. RSC Abbreviations.

WR	Wet Runway
IR	Ice on Runway
SLR	Slush on Runway
PSR	Packed Snow on Runway
LSR	Loose Snow on Runway
/P	Patchy

2.21.1. When water is the only predominant form of visible moisture on the runway surface area (whether in isolated areas or not), report the RSC as "wet runway" and no RCR.

2.22. Airfield Inspections and Checks.

2.22.1. As a minimum, AMOPS will perform one daily airfield inspection to ensure the airfield is free from conditions hazardous to aircraft operations. These inspections will be made during hours of daylight and completed no later than 1200L.

2.22.2. Airfield checks will be conducted as needed to examine the primary takeoff, landing, and taxi surfaces in support of IFEs/GE, RSC and RCR determination, heavy aircraft arrival/departures, or other events that could affect safe airfield operations.

2.22.3. Airfield Lighting will conduct a daily airfield lighting check excluding weekends and holidays. This check should occur outside of local flying operations to the maximum extent possible. AMOPS will conduct the daily airfield lighting check. When operating under continuous civil twilight (approximately mid-May to mid-July), this check is not required. **Note:** Airfield Management will perform daily airfield lighting checks IAW the current Eielson Airfield Management Operating Instruction.

2.22.4. A FOD or Bird/Wildlife Aircraft Strike Hazard (BASH)/RSC/RCR check will be completed by AMOPS a minimum of 1 hour prior to the day's first takeoff.

2.22.5. A check of the snow depth around the ILS Glideslopes will be accomplished during snow and blowing snow conditions.

2.23. Procedures for Opening/Closing the Runway.

2.23.1. Airfield Management is the only agency that can open or close the runway. AMOPS will close the airfield for any safety condition on the runway which cannot be corrected quickly during a runway suspension. Closures less than 96 hours will be coordinated through the 354 FW/CC for approval (i.e., weekend holiday closures, runway repainting, etc) via a closure package which will be routed through base flying agencies. Closures in excess of 96 hours require MAJCOM/A3 approval.

2.24. Suspending Runway Operations.

2.24.1. Either Tower or AMOPS can temporarily suspend operations to the runway when any unsafe condition exists. AMOPS will complete an airfield check and report the airfield status and runway condition prior to resuming operations.

2.24.2. In the event suspension occurs, AMOPS will complete an airfield check and report the airfield status and runway condition prior to resuming operations. The SOF may only waive a FOD check following an IFE for the immediate recovery of aircraft. In the event the SOF waives the suspension, full responsibility of the runway condition is levied upon the SOF and documented on the AMOPS AF Form 3616.

2.24.3. For all emergency landings, Tower will suspend aircraft operations that may interfere with emergency vehicle operations to the runway and taxiways/taxilanes. Tower will coordinate with Chief 1 or Chief 2 to continue all other taxi ops (except for Loop Twys and Hangars 1227 & 1228) to ensure that they do not interfere with emergency vehicle operations. **Note:** Airfield Management is the only agency authorized to reopen the runway after suspensions.

2.25. Engine Run-up Procedures.

2.25.1. AMOPS (377-1861) is the single point of contact for 354 MXG MOC, 168 WG MOC, TDY units, and transient aircraft that require aircraft engine maintenance run coordination. Requestors will include the aircraft type, tail number, the proposed engine run start time, and the aircraft parking spot when making the request. **Note:** for any engine run, it is the aircrew's and/or maintenance personnel's responsibility to ensure the area behind the aircraft is clear of aircraft, equipment, and personnel.

2.25.2. Aircrew and/or maintenance personnel will obtain GC approval prior to engine runs and maintain two-way radio communications with GC until the engine run is complete.

2.25.3. Power settings are based on the aircraft flight manual.

2.25.4. Fighter type aircraft may perform up to 85% power engine runs in any designated fighter parking spot.

2.25.5. Fighter type aircraft may perform 85% or greater at the trim pad or hush house.

2.25.6. Engine runs will not be performed in front of the Nose Dock 7 at any time when snow/ice/frost conditions are present. Engine runs up to 80% may be conducted during non-snow/ice/frost conditions.

2.25.7. Heavy aircraft (non-bomber) may accomplish up to 100% (maximum power) engine runs on P, Q, R, S, Tanker Row, and the South Ramp. Heavy aircraft may only perform idle engine runs on O Row.

2.25.8. Bomber aircraft requiring engine runs up to 80% may perform them in the parking spot. For 100% engine runs, bomber aircraft will be positioned at the intersection of Twy E and Twy G, facing south, so their jet blast will not affect other aircraft operations or create a FOD hazard.

2.25.9. During conditions susceptible to ice fog formation, Tower may direct termination of engine runs that cause ice fog formation over or near the runway.

2.25.10. Small aircraft which are prop-driven may perform 100% engine runs at any location.

2.26. Noise Abatement/Quiet Hours.

2.26.1. Aircraft will avoid overflying base housing below 3,500' MSL for noise abatement and safety reasons. "Pipeline" aircraft and helicopters are an exception.

2.26.2. The 354 OG/CC or designated representative is the approval authority for the implementation of quiet hours and is the waiver authority for aircraft flying operations during quiet hours.

2.26.3. Quiet hours are in effect for all aircraft operations 2200-0600L, IAW AFI 21-101, 354 FW Sup. Aircraft arriving between 2200-2300L may execute a straight-in full stop and taxi to parking. All other operations require OG/CC, or OG Representative approval. Rwy 32 is the preferred runway for arrivals during quiet hours.

2.26.4. During quiet hours, maintenance personnel will not conduct engine runs, including engine motoring, without MXG/CC approval, with the following exceptions:

2.26.4.1. Fighter type aircraft may run-up engine(s) to 80% in any maintenance bay (8-bay/4-bay/16 bay, North Bays) or any designated parking area.

2.26.4.2. Fighter type aircraft may run engine(s) up to max power in the hush house.

2.26.4.3. The 168 WG KC-135s may run engine(s) up to power settings required for taxi.

2.26.5. Quiet hours for ceremonial events (e.g., changes of command, parades, POW/MIA events) are granted by 354 OG/CC. Implementation of ceremonial quiet hours may prohibit engine runs, aircraft movement operations, or operations of aerospace ground equipment, with the exception of emergencies, priority or alert launch.

2.26.5.1. All quiet hours requests for ceremonial events will be coordinated through Wing Scheduling (354 OSS/OSO), 377-9327, a minimum of four weeks prior to the requested date. Requests will include the desired date, time (normally not to exceed one hour), location, and reason for the request.

2.26.5.2. Upon receipt, 354 OSS/OSO will verify the request and ensure scheduling conflicts are resolved, coordinate with 168 OG/CC and 354 OG/CC or designated representative for approval, notify AOF/CC, and annotate the restriction on the airspace scheduling flow sheet. AMOPS will issue a NOTAM or airfield advisory, as appropriate.

2.27. Protection of Precision Approach Critical Areas.

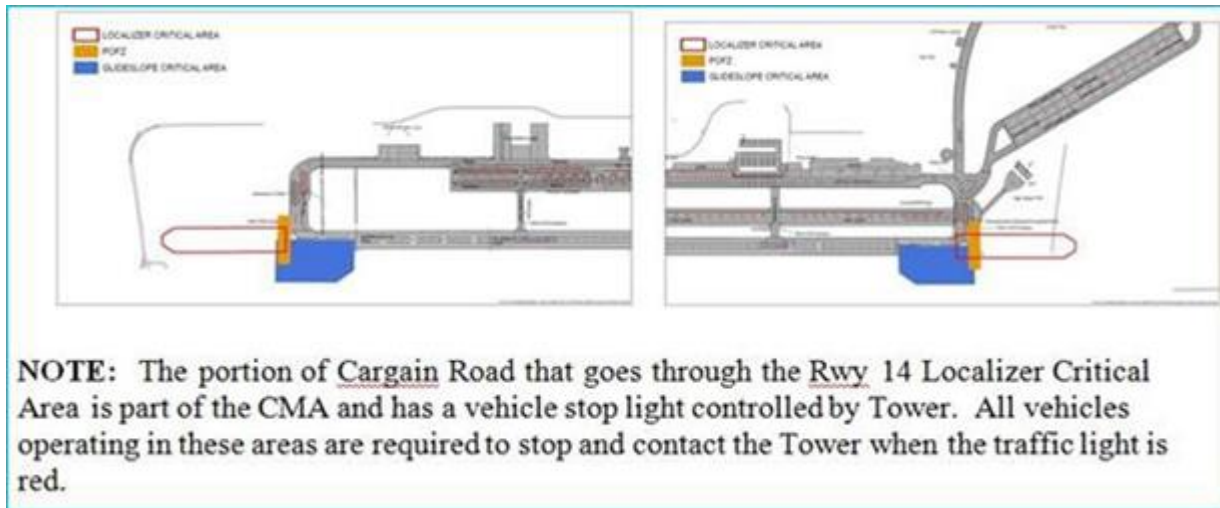
2.27.1. The Precision Approach Critical Areas include the Localizer Critical Area, the Glideslope Critical Area, and the Precision Obstacle Free Zone (POFZ).

2.27.2. Localizer Critical Area: The Localizer Critical Area is defined by FAAO 6750.16D. No part of the Localizer Critical Area extends past a VFR hold line. (See [Figure 2.4](#)).

2.27.3. Glideslope Critical Area. Eielson operates a Category 1 ILS. The critical area is defined by FAAO 6750.16D. No part of the Glideslope Critical Area extends past a VFR hold line.

2.27.4. The southwestern portion of Perimeter Road penetrates a portion of the Rwy 32 ILS Glideslope Critical Area. Vehicles operating in this area will call Tower for permission to enter.

Figure 2.4. Precision Approach Critical Areas.



2.27.5. POFZ. The POFZ is defined by FAAO 7110.65 and is protected by the Instrument Hold Line. The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. **Note:** Fighter-sized aircraft can utilize arming spot 6 at Twy E and not violate the POFZ.

2.27.5.1. When the official ceiling is less than 300 feet or visibility is less than 3/4 miles, Tower will restrict all aircraft and vehicle operations on Twy E to the instrument hold line. Tower will broadcast a notification on all control frequencies until included on the ATIS and aircraft have reported receipt of current ATIS code. Phraseology will be, “INSTRUMENT HOLD LINE PROCEDURES ARE IN EFFECT.”

2.27.5.2. If unable to ensure protection of the POFZ, Tower will inform affected aircraft on an ILS approach of any taxiing aircraft or vehicles operating in or near the POFZ IAW FAAO 7110.65.

2.28. Restricted/Classified Areas on the Airfield.

2.28.1. Tanker Row (spots 11-19), North Bays (Hangars 1227 & 1228), the 8-Bay/4-Bay and 16 Bay Hangars, A, B, C and D Rows are Eielson’s permanent restricted areas. Temporary restricted areas may be established by 354 SFS as required.

2.28.1.1. See Eielson’s Installation Defense Anti-Terrorism Plan (IDAP) for further designated restricted access areas and security requirements.

Chapter 3

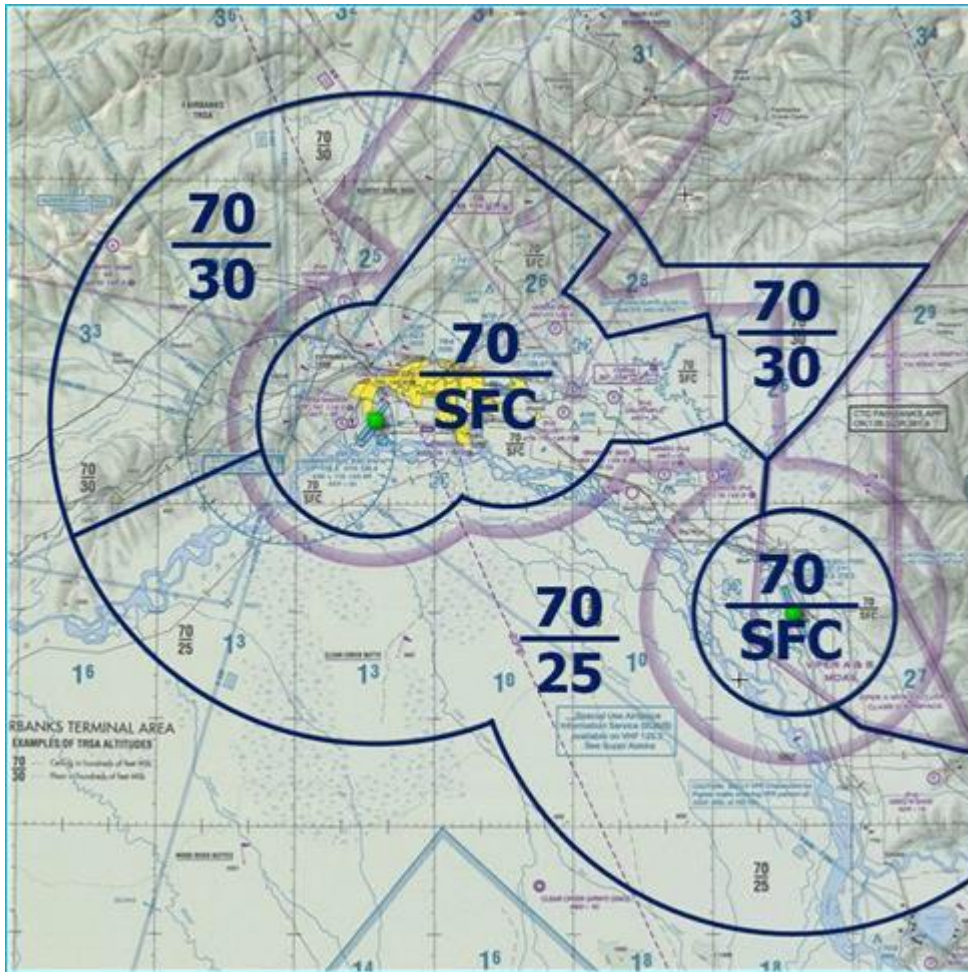
FLYING AREAS

3.1. Local Flying Area/Designation of Airspace.

3.1.1. Eielson Class D Airspace. The airspace extending from the surface up to and including 3,000' MSL within a 4.7 NM radius of Eielson AFB. Unless otherwise authorized, each aircraft must establish and maintain two-way radio communications with the ATC facility providing air traffic services for the airspace prior to entering the airspace.

3.1.2. Class E Airspace. The airspace beginning at the lateral boundary of the Class D and extending to 7.2 NM radius from 700' AGL up to and including 1,200' AGL.

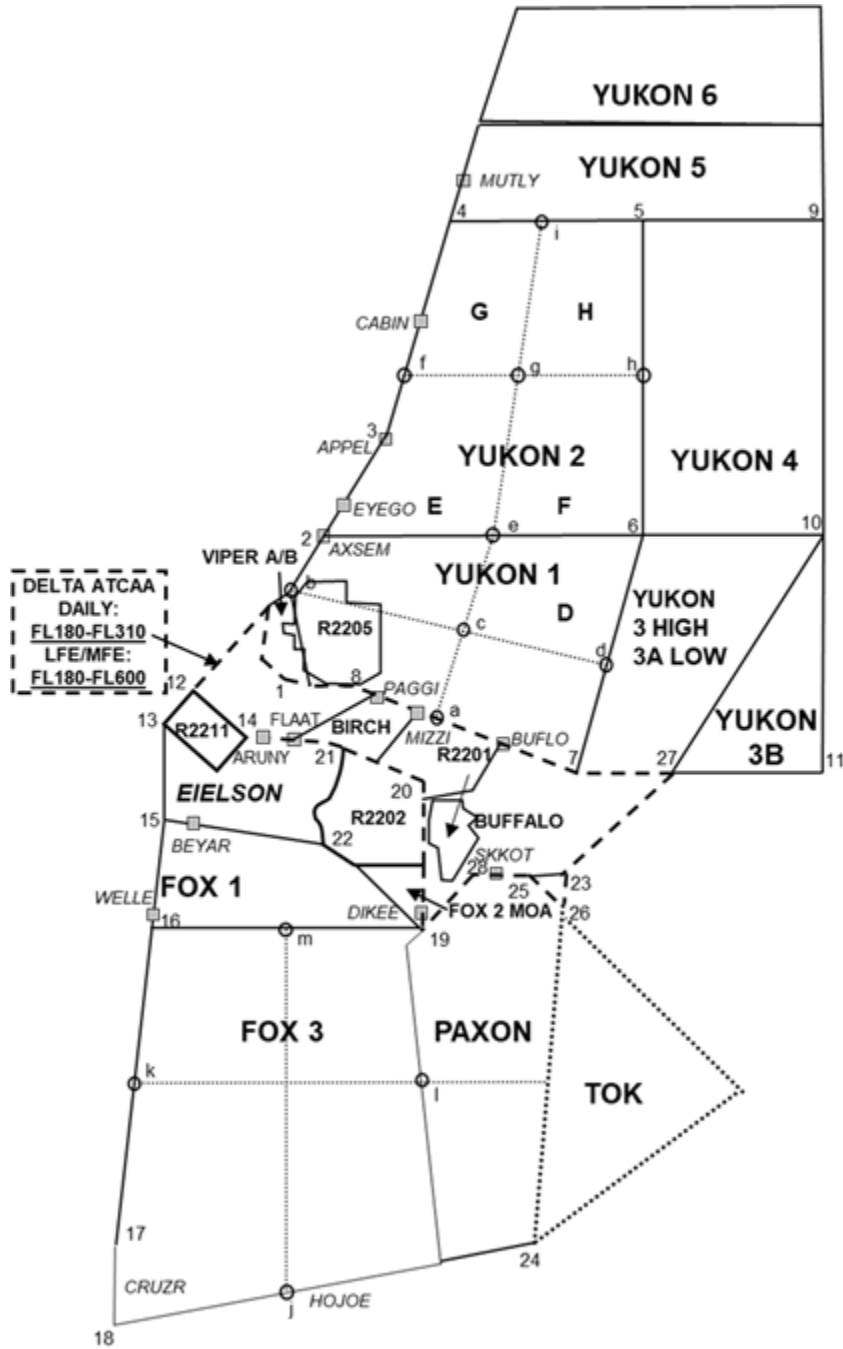
Figure 3.1. FAIRBANKS ATC TRSA.



3.2. Local Training Areas.

3.2.1. Joint Pacific Alaska Range Complex (JPARC). The JPARC is the Air Force's 77,000 square mile joint training battle space that integrates land, sea, air, space, and even cyberspace components. The PAEI local flying area includes portions of the northern JPARC, specifically the Yukon, Fox, Delta, Viper, Eielson, Paxon, Birch, and Buffalo Military Operating Areas (MOAs) and/or ATCAAs. The JPARC-North airspace is specific to RED FLAG-Alaska operations. Reference the 11th Air Force Airspace Handbook, the 354 FW In-flight Guide (IFG), and the RED FLAG-Alaska IFG (if applicable) for JPARC details, including noise sensitive areas.

Figure 3.2. JPARC-North Airspace.



3.2.2. Restricted Airspace.

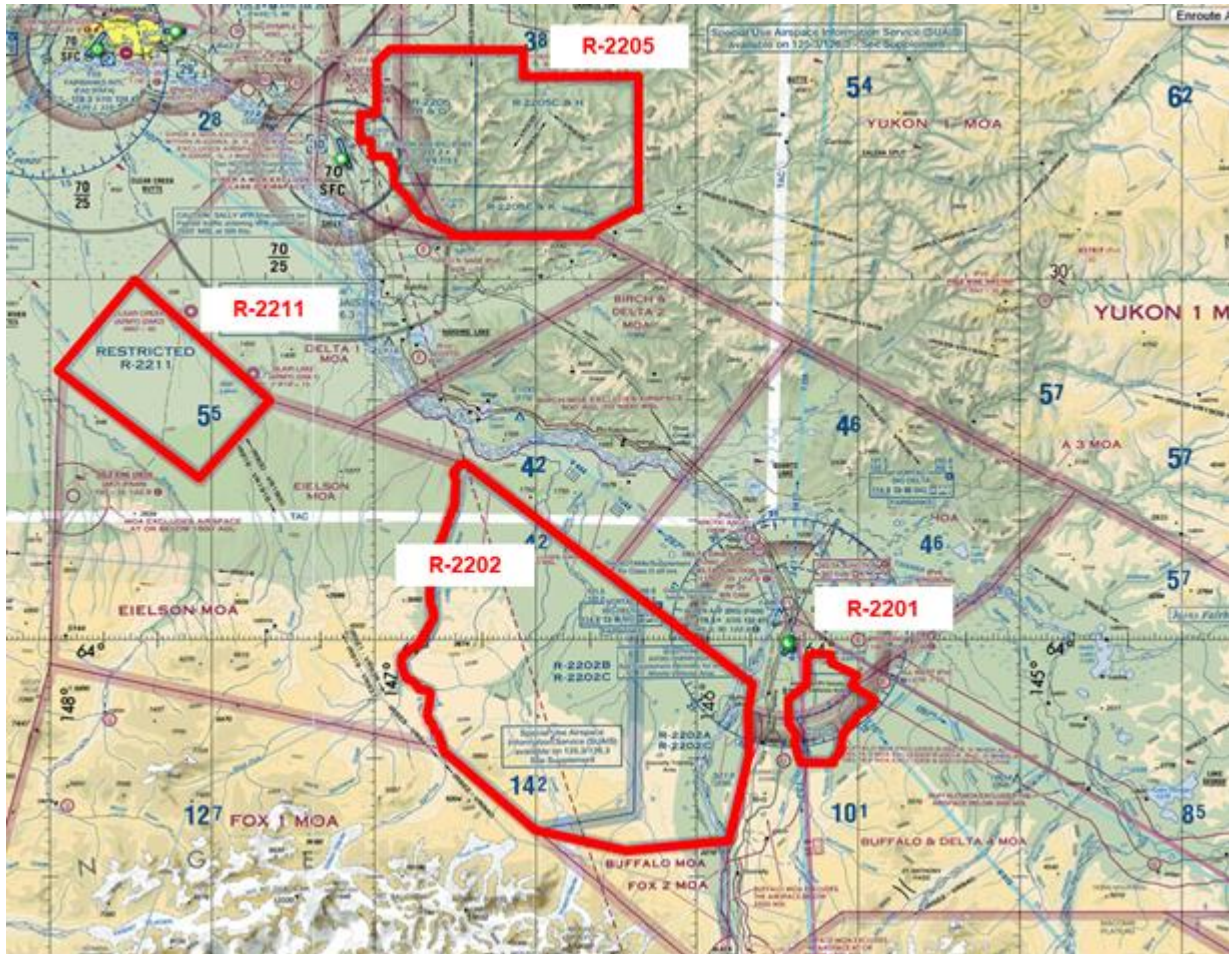
3.2.2.1. R-2205: (Fort Yukon Training Area/TAC2) located 2 NM east of Eielson AFB, surface (SFC) to 9,999' MSL (A, B, C, D, and E) and 10,000' MSL to FL310 (F, G, H, J, and K).

3.2.2.2. R-2202: (Oklahoma Range) located 28 NM southeast of Eielson AFB, SFC to 10,000' MSL (A and B), 10,000' MSL to FL310 (C), and FL310 to FL500 (D).

3.2.2.3. R-2211: (Blair Lakes Range) located 18 NM southwest of Eielson AFB, SFC up to but not including FL310.

3.2.2.4. R-2201: (Fort Greely Range) located 55 NM southeast of Eielson AFB, SFC to 11,000' MSL.

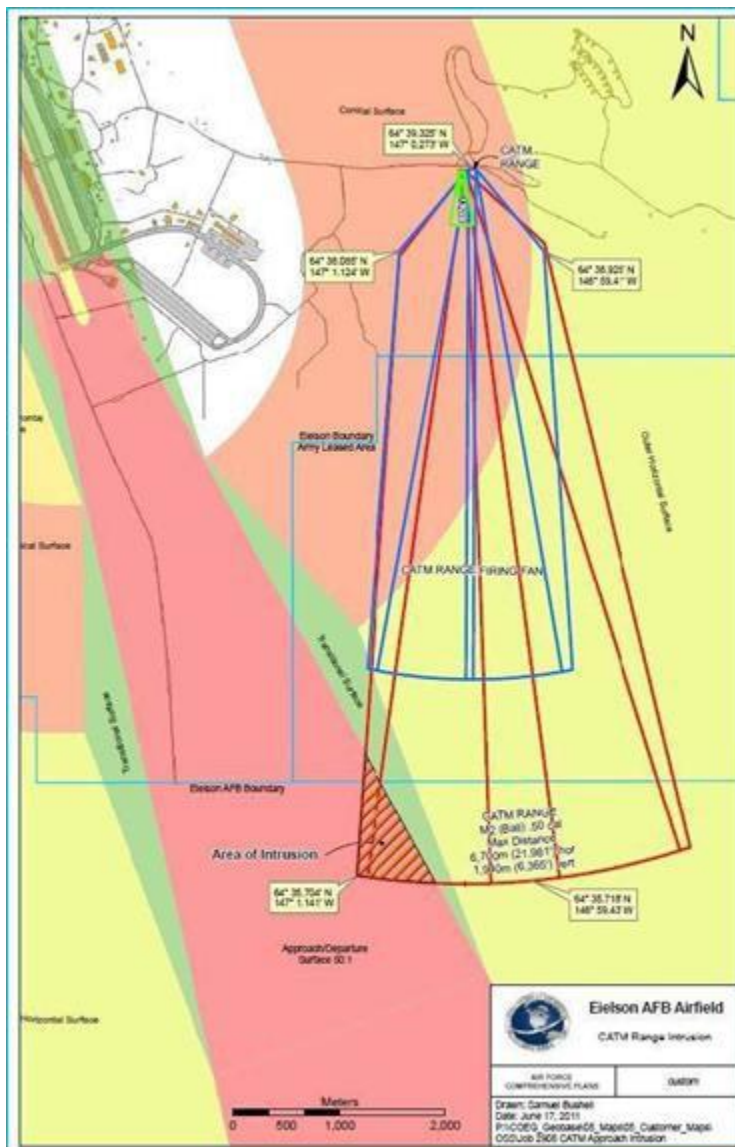
Figure 3.3. Restricted Airspace.



3.2.3. Eielson Small Arms Range is located 2.1 NM east of the Eielson runway, between the tank farm and the ski lodge. All aircraft must be at or above 4,100' MSL (3,500' AGL) over the Small Arms Range during normal operating hours (Monday-Friday, 0800-1600L) or when declared active.

3.2.3.1. The Small Arms Range .50 caliber training. Due to the ballistics of a .50 caliber round, the range protected areas (surface danger zone/vertical danger zone (SDZ/VDZ) extend 4.16 SM and 7,905' MSL (6,365' AGL). This area penetrates the Rwy 32 approach corridor and the Rwy 14 departure corridor. An Operational Risk Management Assessment (ORMA) was conducted and approved on 22 Jun 11. The probability of a .50 caliber round striking an aircraft was assessed as Unlikely (E). The severity of an aircraft getting struck by a single .50 caliber round was assessed as Moderate (III). The overall risk assessment was Low (III, E).

Figure 3.4. Eielson Small Arms Range.



3.2.3.1.1. Combat Arms Training and Marksmanship (CATM) instructors shall notify AMOPS at least 48 hours in advance to .50 caliber firings.

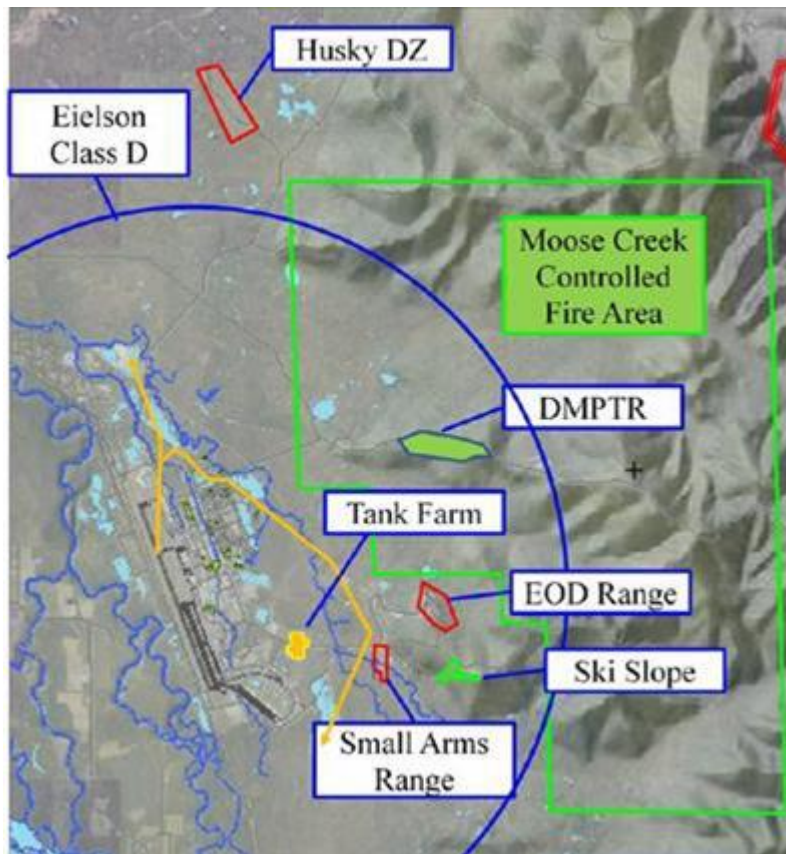
3.2.3.1.2. AMOPS will issue the following NOTAM: EIELSON SMALL ARMS RANGE IS HOT SURFACE TO 8,000' MSL (6,500' AGL).

3.2.3.1.3. Eielson Tower will broadcast the small-arms NOTAM restrictions on the ATIS.

3.2.3.1.4. Eielson Tower will direct CATM to cease fire for inbound VFR aircraft NLT 6 NM from the airfield (i.e., ESTER=EIL 110/6, SALLY=EIL 157/6) and IFR aircraft NLT 10 NM from Rwy 32. Rwy 14 departures do not pose as much of a hazard as they are vectored by Fairbanks ATC prior to the SDZ/VDZ penetration of the departure corridor.

- 3.2.3.1.5. CATM will cease fire until approved by Tower to resume firing. For recovery intervals greater than 15 minutes (i.e., RED FLAG-Alaska, NORTHERN EDGE, and Distant Frontier) and based on the ORMA, CATM instructors may resume .50 caliber firing if they post a dedicated aircraft monitor/spotter, at the highest point at the range, who is responsible for monitoring the area for inbound aircraft.
- 3.2.4. Explosive Ordnance Disposal (EOD) Range is located 2.8 NM east of Eielson runway, 2,200 feet north of the oil pipeline, on top of the small ridge across from Eielson tank farm, north of Eielson's ski slope. All aircraft must be at or above 5,600' MSL (5,000' AGL) when the EOD Range is hot.
- 3.2.5. Husky Drop Zone is located 7 NM north of Eielson AFB and is scheduled by United States Army Range Control (317-353-1265) and activated by NOTAM.
- 3.2.6. Firebird Landing Strip is located 12 NM east of Eielson AFB and is scheduled by the United States Army and activated by NOTAM.
- 3.2.7. Moose Creek is part of R2205 used to support the Manchu Range, Digital Multi-Purpose Training Range (DMPTR), the Infantry Platoon Battle Course and the Infantry Squad Battle Course. This allows firing of small arms, STRYKER Mobile Gun System (105mm sabot training rounds), mortars, artillery, training land mines, and Improvised Explosive Devices.
- 3.2.7.1. Small Arms qualification (50 caliber and below): surface to 7,000' MSL (5,000' AGL).
- 3.2.7.2. STRYKER Mobile Gun System (105mm sabot training rounds): surface to 8,000' MSL (6,000' AGL).
- 3.2.7.3. Mortars (60mm, 81mm, and 120mm): surface to 20,000' MSL.
- 3.2.7.4. Artillery: surface to 21,000' MSL.
- 3.2.8. Military Operating Areas (MOA). Reference Area Planning, Special Use Airspace (AP/1A), and 11th AF Airspace Handbook for a complete listing of local MOAs and their description.

Figure 3.5. Local Training Areas.



3.2.9. Noise Sensitive Areas/No-Fly Zones. For a complete list and description of noise sensitive areas/no-fly zones, reference the 11th AF Airspace Handbook. Overflights of Eielson AFB base housing area and populated areas of Fort Wainwright and Fairbanks are prohibited below 3,500' MSL.

3.3. Airspace Scheduling. Special Use Airspace is scheduled through Center Scheduling Enterprise (CSE). Flying unit schedulers will contact 354 OSS/OSO for CSE account access and rights.

3.3.1. Flying unit schedulers must submit airspace requests in CSE by the 15th of the month, two months prior to planned execution. For example, airspace requests for the month of April will be submitted by 15 February. Requests will be discussed and deconflicted during Airspace Scheduling Meetings (Range Wars), held weekly from April – October and bi-weekly the rest of the year. Flying units can contact 354 OSS/OSO for information on how and when to join Range Wars meetings. Once airspace is scheduled in Range Wars, flying unit schedulers will address changes as follows:

3.3.1.1. To request airspace that is currently unscheduled (open and available), work directly with 354 OSS/OSO to request the airspace through CSE.

3.3.1.2. To request airspace that is already scheduled to another unit, coordinate directly with the scheduled unit to request airspace or establish deconfliction. If the scheduled unit agrees to give up airspace and/or deconflict, the scheduled unit must coordinate with 354 OSS/OSO to share their scheduled airspace with the new requesting unit.

3.3.1.3. On the day of execution, Eielson Range Control can also approve airspace requests for the current Zulu day in CSE, but only if 354 OSS/OSO is unable to process the requests.

3.3.2. Flying units will input their flying schedule in PEX.

3.3.2.1. Units must input a weekly PEX shell NLT 1600L on the Thursday prior to the week of execution. At a minimum, units shall input all takeoff and land times, airspace/ranges, and airspace/range times for all planned flying lines.

3.3.2.2. Units must input next-day PEX schedule data NLT 1400L. At a minimum, call signs, takeoff and land times, number in formation, planned munitions, scheduled airspace and airspace times must be submitted by this deadline. Finalized changes to aircrew names may be submitted later, but any changes to the aforementioned items will require 354 OSS/DO coordination. Failure to comply with this timeline may result in the loss of airspace. Information in PEX at 1400L will be considered truth data for the following day and will be used to schedule airspace with the FAA.

3.3.3. Squadron schedulers must submit munitions drop plans to 354 Range Squadron Det 4 by the 15th of the month, two months prior to planned execution. For example, munitions drop requests for the month of April will be submitted by 15 February.

3.3.4. Any changes to restricted area requests inside of 21 days must be coordinated through 354 Range Squadron Det 4.

Chapter 4

VISUAL FLIGHT RULES (VFR) PROCEDURES

4.1. VFR Weather Minimums.

4.1.1. Weather minimums are based solely on the official weather observation provided by Eielson AFB weather (OSS/OSW). Air Traffic Controllers are not official weather observers and cannot open traffic patterns if the official weather observation will not support it. **Note:** The Tower Watch Supervisor may close VFR patterns and/or VFR reporting points if he or she is unable to maintain visual contact with aircraft.

4.1.2. Minimum weather conditions for local VFR traffic patterns are as follows:

4.1.2.1. Three (3) SM visibility and ceiling 500 feet above pattern altitude: Rectangular, overhead, and straight-ins patterns.

4.1.2.2. Five (5) SM visibility and ceiling 500 feet above pattern altitude: Direct Low Key, Min-Risk arrival/departures.

4.1.2.3. Five (5) SM visibility and ceiling 1,000 feet above pattern altitude: Simulated / Precautionary flameout (SFO / PFO), and Random entry SFO / PFO.

4.1.3. If any military aircraft requests weather information that Fairbanks ATC is unable to provide, contact Pilot-to-Metro on UHF 346.6 or Pilot-to-Dispatch on UHF 372.2. If conditions encountered are different than reported, aircrew are highly encouraged to provide Pilot Reports (PIREPs) to Pilot-to-Metro.

4.1.4. For permanently-assigned 354 FW units, VFR patterns are authorized only during daylight hours and during civil twilight as defined by the Air Almanac, and only if there is sufficient visibility and light to provide good visual references in the pattern. Formation landings are authorized during civil twilight. N/A for 168 WG.

4.2. VFR Arrivals/Departures.

4.2.1. VFR Arrivals:

4.2.1.1. Pilots should attempt contact with FAI ATC no later than 20 NM from Eielson for traffic advisories with call sign, position, Airport Terminal Information Service (ATIS), intentions or request. If unable to contact FAI ATC, contact Eielson Tower NLT 15 miles from the EIL TACAN with position, VFR entry point (ESTER 110/6 or N64 35.3/W146 54.4, SALLY 157/6 or N64 33.3/W147 04.6, or NANCY 277/7 or N64 42/W147 20.3), and intentions including type approach and type landing. Cross the VFR entry points at 2,500' MSL for initial or 1,500' MSL for VFR straight-ins.

4.2.1.2. TRSA will be IAW Fairbanks/Eielson ATC Tower LOA. TRSA is assumed on all VFR arrivals/departures and pilots should expect RADAR service unless the pilot explicitly states, "Negative TRSA". Under this service, pilots are expected to follow ATC instructions (vectors/altitudes). Refer to [Figure 3.1](#) for Fairbanks TRSA depiction.

4.2.2. VFR Departures: Aircraft will remain at or below 1,500' MSL until departure end of the runway to protect the overhead pattern unless specifically deleted by Tower. Aircraft requesting deletion of these requirements should do so with Clearance Delivery (CD) or as soon as practical to avoid potential delays.

4.3. VFR Traffic Patterns. The VFR traffic patterns consist of the rectangular, overhead, and straight-in pattern. The direction of traffic patterns will be left turns for Rwy 32 and right turns for Rwy 14. For fighter aircraft, airspeed in the VFR patterns is 300 KIAS unless configuring to land, established on a straight-in, tactical initial, or as defined in a published arrival or pattern procedure. All aircraft conducting multiple approaches are required to fly to the departure end of the runway at or below 1,500' MSL prior to the start of another pattern, unless Tower specifically deletes this requirement, or directs or approves an early turn-out. When remaining in the tower patterns aircraft will squawk 1200. **Note:** R-2205 A/F impedes the Eielson Class D airspace approximately 2 miles East of the runway. VFR aircraft should use caution and avoid encroaching the confines of the restricted airspace unless specifically cleared by an ATC controlling agency.

4.3.1. Rectangular Traffic Pattern: The rectangular pattern is flown to the west of the airfield at 1,500' MSL for non-fighter aircraft and 2,000' MSL for fighter aircraft. Fighter aircraft can use the rectangular pattern at 1,500' MSL if approved by Tower. For fighter aircraft this pattern is primarily used as a low weather option.

4.3.2. Overhead Traffic Pattern:

4.3.2.1. VFR entry points to the overhead pattern will normally be via SALLY, ESTER, or NANCY, at 2,500' MSL and 300 KIAS. Aircraft will report the VFR entry point if used. Heavy aircraft may fly the overhead at a minimum of 230 KIAS. If aircrews have not been sequenced by Fairbanks ATC, they should contact Tower and report inbound to the entry point NLT 15 NM from the EIL TACAN, with intentions, and ATIS.

4.3.2.2. Report initial at 3-5 NM from the runway, at 2,000' MSL. Pilots should state intentions (full stop, option, low approach, touch-and-go, stop-and-go) with the initial and base calls. Utilize UHF to the maximum extent possible. Tower will consider all aircraft a full stop from initial unless advised otherwise on initial contact. The standard point for aircraft to break while in the overhead will be at the approach end of the runway unless otherwise coordinated with Tower.

4.3.2.3. Tactical Initial: On initial contact with tower, pilots will request "TAC INITIAL." Tactical initial is flown at 300-350 KIAS in a line abreast formation, 4-ship maximum, with the second element no more than 9,000 feet in trail. Element leads will fly aligned with the runway in use (unless otherwise coordinated). Wingman will not normally over fly base housing. Normal pattern spacing will be established in the break. Pilots established in a tactical initial pattern and instructed to breakout are responsible for maintaining separation from each other. N/A for 168 WG.

4.3.3. VFR Straight-in:

4.3.3.1. Request a straight-in approach upon initial contact with ATC. Pilots will request "VFR STRAIGHT-IN." Entry to the VFR straight-in is via the VFR reporting point at 1,500' MSL or via the rectangular pattern. Aircrew will report the VFR reporting point prior to tower approval for the straight-in. When approved, pilots will proceed to a 3 to 5 mile final.

4.3.3.2. When proceeding to a VFR entry point from a re-entry, break-out or carry-through procedure, remain at the respective altitudes. Then when directed by tower, begin a descent to 1,500' MSL maintaining 300 KIAS for fighter aircraft or flight manual recommended speeds for all other aircraft until established at 1,500' MSL.

4.3.3.3. Closed Traffic Pattern: Closed pattern requests are approved by Tower. Aircrew should state intentions when requesting closed patterns. When approved, pilots will initiate closed traffic at the departure end of the Rwy. Fighter-type aircraft will maintain 2,000' MSL in the downwind. Non-fighter aircraft will maintain 1,500' MSL in the downwind. If approved for "PRESENT POSITION CLOSED," pilots will initiate closed traffic as soon as able, climb and maintain appropriate altitude based on type of aircraft. **Note:** Aircraft will maintain at or below 1,500' MSL while over the runway surface.

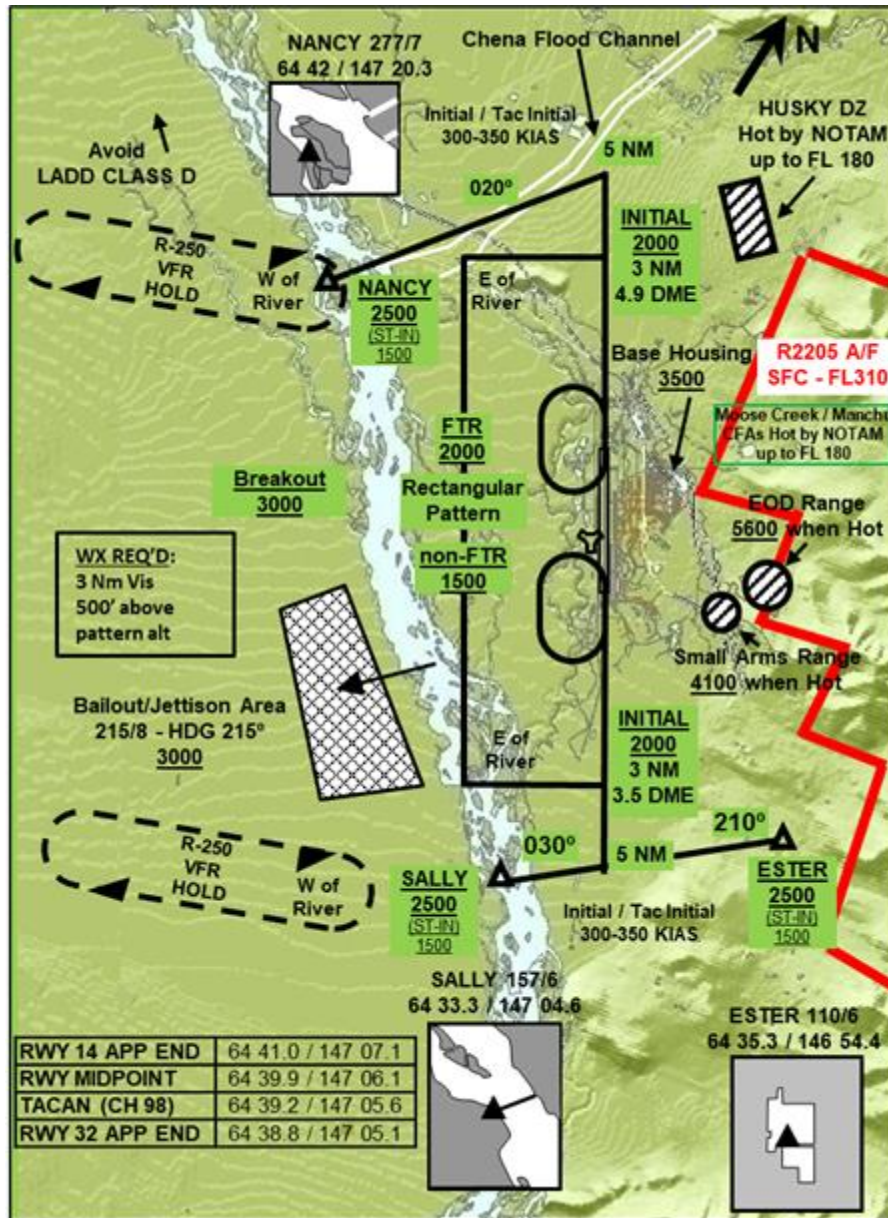
4.3.3.4. Re-enter SALLY/NANCY: Aircraft desiring to re-enter via a VFR reporting point will request "RE-ENTER SALLY or NANCY." At departure end of runway, proceed southwest of the Tanana River, then proceed to and report the appropriate VFR reporting point. Remain at 2000' MSL until west of the Tanana River then climb to 2,500' MSL while maintaining 300 KIAS or flight manual recommended speeds if unable to maintain 300 KIAS. Re-enter the pattern IAW section 4.3.2 Overhead Traffic Pattern.

4.3.3.5. Re-enter INITIAL: Aircraft desiring to re-enter initial will request "RE-ENTER INITIAL". At the departure end of the runway, turn crosswind, climb to 2000' MSL, and maintain east of the Tanana River and report 3-5 NM initial.

4.3.4. Breakout: Tower personnel may direct breakout when a perceived conflict results. If instructed to "BREAKOUT" and report "SALLY" or "NANCY," aircraft will turn westbound (away from the airfield) climb to 3,000' MSL, then cross southwest of the Tanana river before flying to the appropriate VFR entry point at 3,000' MSL. If pilot self-initiates a breakout, make an advisory call to tower. If already past the perch point or base turn and turning to final, aircraft will be directed to "GO AROUND" rather than "BREAK OUT". For a Go Around aircraft will offset west of the runway centerline as necessary to keep takeoff roll aircraft in sight.

4.3.5. VFR Holding: Aircraft that are directed to hold at NANCY or SALLY will hold west of the Tanana River. The VFR holding patterns are: west of the Tanana River, off the VFR entry point 250 radial, right turns, 5-10 NM legs. Altitude will be as directed by the tower, 500 feet above/below other aircraft in holding.

Figure 4.1. VFR Patterns.



4.4. Special Procedures.

4.4.1. Simulated / Precautionary Flameout (SFO / PFO) Patterns:

4.4.1.1. The Overhead SFO / PFO, Direct Low Key, or Random entry SFO / PFO patterns may be flown by locally assigned F-16 or F-35 aircraft or TDY aircraft with a local area orientation from 354 OGV. SFOs / PFOs will be approved on a traffic-permitting basis and will terminate in a low approach. Pilots should request an SFO / PFO as soon as possible to aid airspace coordination.

4.4.1.2. Traffic conflict information will be issued by Tower to SFO / PFO aircraft. Random entry/Overhead SFO / PFO aircraft will report any preceding traffic in sight before departing Low Key or break out. Tower may disapprove or instruct pilots to discontinue an SFO / PFO at any time.

4.4.1.3. SFO / PFO Breakout Instructions: SFO / PFO aircraft will not descend below 3500' MSL if the aircraft does not have traffic in sight, the pilot cannot complete the approach, or is directed by tower. Pilots will "BREAKOUT" and either climb back to high key or proceed to SALLY or NANCY at 3,500' MSL.

4.4.2. Deconflicting SFO / PFO and Overhead Traffic:

4.4.2.1. When Tower requires aircraft to offset initial for SFO / PFO traffic the following phraseology will be used: "(Callsign) OFFSET INITIAL" **Note:** Offset initial shall only be used for fighter type aircraft. Not to be used with tactical initial.

4.4.2.2. Tower will give descent instructions and traffic information to aircraft at High Key. Note: High Key vs. Initial is a mandatory traffic call to both aircraft/flights involved. "(Callsign) REPORT LOW KEY, TRAFFIC TWO F-16s (position) OFFSET INITIAL."

4.4.2.3. When instructed to "OFFSET INITIAL," pilots will offset east of the runway centerline to overfly Twy F no later than 4 mile initial unless directed otherwise by Tower to deconflict with traffic in the SFO / PFO pattern.

4.4.3. Overhead SFO / PFO Pattern:

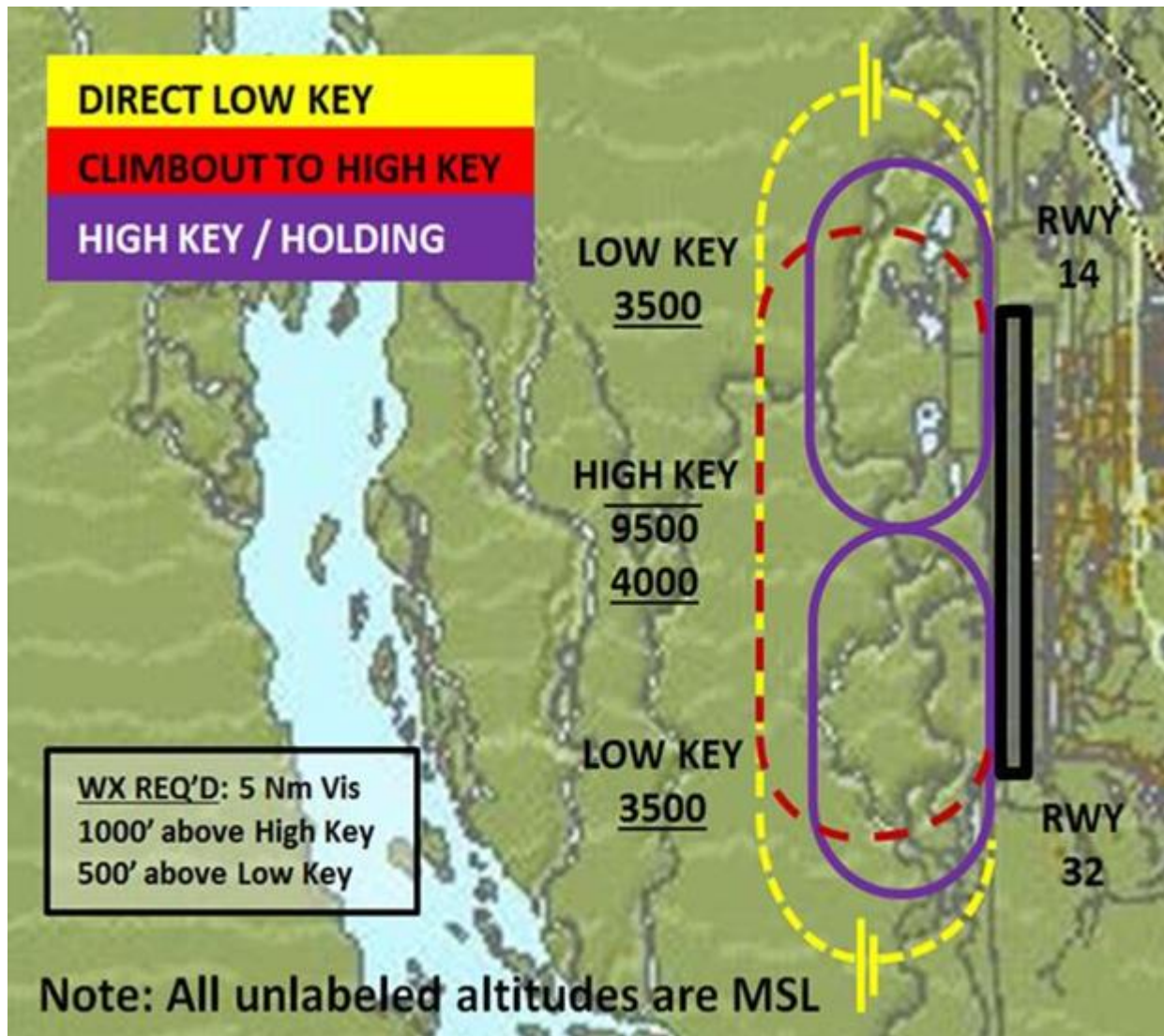
4.4.3.1. On initial contact or from a low approach, aircraft will "REQUEST HIGH KEY" from Tower. The maximum high key altitude will be 1,000 feet below the reported ceiling. At departure end, aircraft will initiate a climbing turn to the west to an altitude between 4,000' and 9,500' MSL. While climbing, aircraft will then roll out and fly the inside downwind ground track parallel to the runway to a point approximately 1 NM past the approach end of the runway. At that point, aircraft will execute a 180 degree turn to the east to enter the Overhead SFO / PFO, over the active runway. Aircraft will remain within 3 NM of the runway and will report "HIGH KEY WITH ALTITUDE." ATCT will issue traffic advisory for any existing aircraft at high key. Pilot will maintain 1,000' below existing traffic until visual contact.

4.4.3.2. If instructed, aircraft will orbit high key to the west of the runway between 4,000' and 9,500' MSL, right turns for Rwy 14, and left turns for Rwy 32.

Table 4.1. Overhead SFO / PFO Reporting Points.

RADIO CALL	POSITION
"Call Sign (C/S), Request HIGH KEY"	Over field, 4,000' - 9,500' MSL
"C/S, LOW KEY"	No lower than 3,500' MSL
"C/S, BASE KEY, gear down, low approach"	No lower than 2,500' MSL

Figure 4.2. Overhead SFO / PFO Pattern.



4.4.4. Direct Low Key. From low approach, pilots may request Direct Low Key. Turnout will be at departure end unless otherwise specified, aircraft will begin a climbing turn to the west to arrive at Low Key no lower than 3,500' MSL. The maximum low key altitude will be 500 feet below the reported ceiling. The remaining portion of the procedure is IAW Overhead SFO / PFO procedures. This allows pilots to simulate engine emergencies on the departure leg without having to climb to High Key.

Table 4.2. Direct Low Key Reporting Point.

Radio Call	Position
"C/S, Request Direct Low Key"	Low approach <1,500' MSL until departure
"C/S, LOW KEY"	No lower than 3,500' MSL
"C/S, BASE KEY, gear down, low approach"	No later than 2,000' AGL (2,500' MSL)

4.4.5. Random Entry SFO / PFO Patterns are initiated from any cardinal direction from Eielson or any VFR reporting point, 7-10 NM out, in the block 4,000-9,500' MSL. Pilots should request "RANDOM SFO / PFO" from Fairbanks ATC (or from Tower if already in contact). The maximum high key altitude will be 1,000 feet below the reported ceiling not to exceed 9,500' MSL. Upon approval, aircraft will report "RANDOM HIGH" with cardinal direction or VFR reporting point. When instructed, aircraft will proceed to a modified Base Key on either the east or west side of the runway and report "RANDOM LOW" 3-5 NM from the runway and no lower than 3,500' MSL. **Note:** Pilots are required to report any preceding traffic in sight before departing Random Low. Pilots will avoid all no-fly airspace (see [paragraph 3.2](#)).

Table 4.3. Random Entry SFO / PFO Reporting Points.

RADIO CALL	POSITION
"C/S, Request RANDOM SFO / PFO from (cardinal direction)"	Anywhere not to exceed 10 nm of Eielson AFB
"C/S, RANDOM HIGH (North East)"	4,000 – 9,500' MSL 7-10 NM out, with 8 cardinal directions from field
"C/S, RANDOM LOW"	No lower than 3,500' MSL
"C/S, BASE KEY, gear down, low approach"	No later than 2,500' MSL

Figure 4.3. Random Entry SFO / PFO Pattern.



4.4.6. Min-Risk Departure/Arrivals (N/A for heavy aircraft): A Min-Risk departure/arrival is a VMC-only tactical maneuver designed to minimize the time aircraft are vulnerable to surface threats. Weather must be 500 feet above the planned maximum pattern altitude and the visibility must be at least 5 SM. **Note:** Tower will not alter Min-Risk departure/arrival patterns except to issue breakout instructions. R-2205 A/F impedes the Eielson Class D airspace on the East Side of the runway. Aircraft should use caution and avoid encroaching the confines of the restricted airspace unless specifically cleared by an ATC controlling agency.

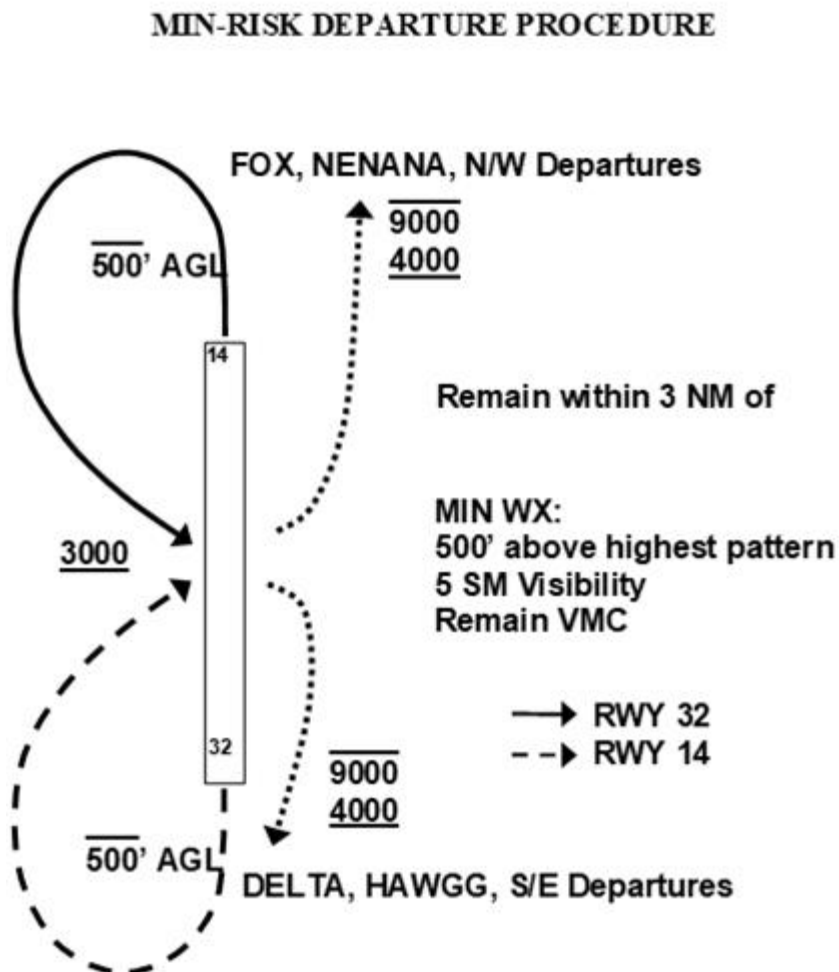
4.4.6.1. Min-Risk Departure: Aircrews will request a "MIN-RISK DEPARTURE" with GC or Clearance Delivery (CD). Eielson ATC is the approval authority and must coordinate separation from local traffic and Fairbanks before clearing the flight for departure. Min-Risk Departures will not normally be approved during high volume recovery windows. Aircraft will fly single-ship takeoffs with 10 second spacing as a minimum. Accelerate in Mil/AB below 500' AGL to climb speed of 350-400 KIAS. The departure will be flown on departure frequency. The departure will be flown to the 4,000-9,000' MSL block where flights will then continue on their assigned clearance.

4.4.6.1.1. Initiate a climbing turn to the West, continue turn to runway midpoint. Remain within 3 NM West of the runway and 2 NM East of the runway (to avoid R2205 if active). Cross the runway above 3,000' MSL.

4.4.6.1.2. Cross the midpoint of the airfield above 3,000' MSL and climb to 4,000-9,000' MSL. Proceed in shortest direction on SID or TRSA departure procedure. The ground track is depicted in this instruction and the 354 FW IFG.

4.4.6.1.3. Maintain VMC until establishing radar contact with FAI ATC.

Figure 4.4. Min-Risk Departure.



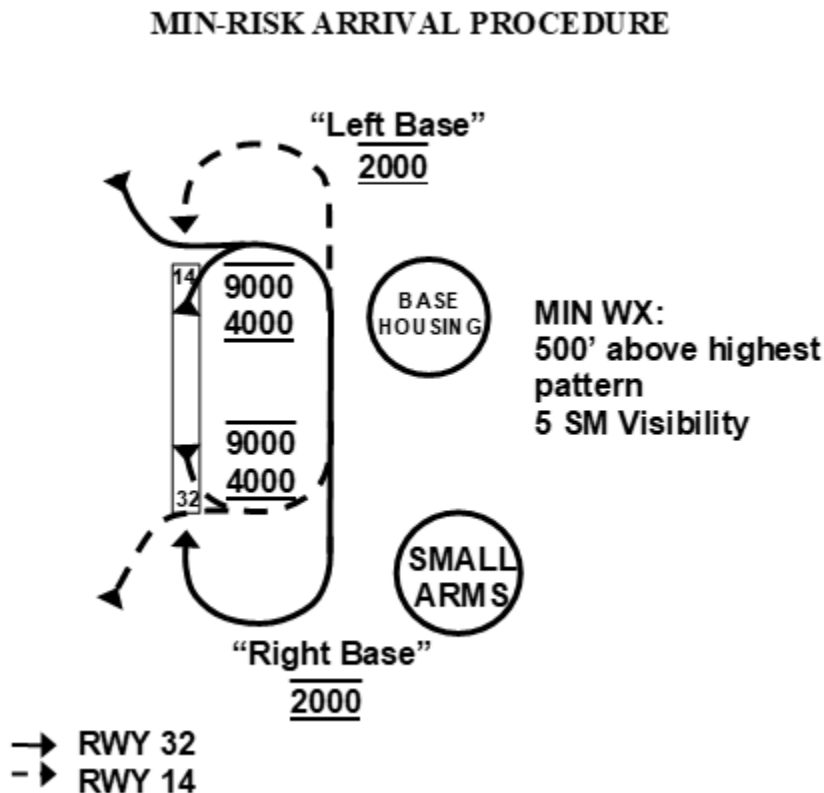
4.4.6.2. Min-Risk Arrival: Aircrews will request a “MIN-RISK ARRIVAL” with FAI ATC and Tower. Tower is the approval authority and must coordinate separation from local traffic and Fairbanks before clearing the flight to “HIGH INITIAL” in the block 4,000-9,000' MSL. Flights may approach the field in trail or from a tactical formation from any cardinal direction.

4.4.6.2.1. Aircraft will report cardinal direction from the field for "HIGH INITIAL" or appropriate pattern point (i.e., "HIGH DOWNWIND") in the block 4,000-9,000' MSL, 5 NM from the field. Avoid departure end extended centerline within 5 NM.

4.4.6.2.2. At departure end, initiate a descending turn to the east for both Rwy 32/14 operations and follow the ground track as depicted in this instruction and the 354 FW IFG. Avoid overflight of small arms range below 4,100' MSL and base housing below 3,500' MSL then transition to a normal base.

4.4.6.2.3. Remain within 2 NM East of the Runway (to avoid R2205 if active).

Figure 4.5. Min-Risk Arrival.



4.5. Helicopter Operations.

4.5.1. Taxiway Golf Operations: Detachment 1, 210 RQS is authorized to conduct VFR operations to taxiway Golf between taxiway Echo and Charlie. The traffic pattern will be to the east of the airfield at 1,000' MSL (unless specifically approved higher by ATC) and is authorized to be continuous closed traffic unless otherwise directed by ATC. ATC will issue all traffic when necessary. Taxiway Alpha – From the hold short line to the south side of building 1121, to include the Apron west of Nose Docks 1 & 2.

4.5.1.1. Pilot will request: "(Callsign) REQUEST CONTINUOUS HELICOPTER OPERATIONS TO TAXIWAY GOLF"

4.5.1.2. ATC reply: “(Callsign) CONTINUOUS HELICOPTER OPERATIONS TO TAXIWAY GOLF WILL BE AT YOUR OWN RISK, REPORT WHEN COMPLETE, WIND XXX AT XX”.

4.5.1.3. ATC shall advise AMOPS when taxiway Golf operations commence/terminate.

4.5.1.4. To the maximum extent possible Tower should remain vigilant of vehicles on taxiway Golf and will provide traffic advisories to the aircraft and vehicle (if able) as an additional service when time permits.

4.5.1.5. Pilot will advise ATC when complete with operations to taxiway Golf and state the number of approaches executed.

4.5.1.6. Continuous operations to taxiway Golf will not be allowed whenever there are arming or de-arming operations on taxiways E, C or G.

4.5.1.7. Continuous operations to taxiway Golf

4.5.1.8. Tower personnel shall not allow helicopters to land in an EOR/taxiway anytime there are aircraft Arming/De-arming.

4.5.2. General: Helicopters may arrive/depart from the following areas on the airfield:

4.5.2.1. Taxiway Alpha, Charlie, Delta, Echo, Foxtrot, and Golf to include the apron west of Nose Docks 1 & 2.

4.5.2.2. Taxiway Bravo - Except when there are aircraft parked in Papa, Quebec, Romeo, or Sierra rows.

4.5.2.3. Helicopters will avoid landing within 200 feet of any parked aircraft and will maneuver in such a way that it does not introduce any new snow, ice, or debris onto prepared surfaces.

4.5.3. Tower personnel shall not allow helicopters to land in an EOR/taxiway anytime there are aircraft Arming/De-arming.

4.5.4. Airfield Management personnel may restrict PPR approved helicopters with live ordnance to land/park on predetermined areas of the airfield, and shall pass this information to the Tower in time for it to be operationally advantageous. Tower personnel shall request ordnance on board for all non-PPR approved helicopters. Unless otherwise coordinated, Tower personnel shall restrict all non-PPR approved helicopters with live ordnance to land on the runway.

4.5.5. Coordinate alternate taxi means (hover or air taxi) with Tower for specific requirements.

4.5.6. Departure/arrival routes are detailed below. If other routings are desired, coordinate with Tower. Aircrews are responsible for terrain/obstacle avoidance. Arriving/Departing helicopters must not overfly aircraft.

4.5.7. Sling Load Operations: For sling load operations, the 210 RQS may arrive/depart from the apron/parking ramp between Hangar 1228 (North Bay Front) and Bldg 1232 (Nose Dock 7), or from the apron west of Nose Docks 1 & 2. Sling load operations will not impede Twy F. Helicopters will not over fly buildings or parked aircraft below 200' AGL.

4.5.8. Moose Creek Departure: The Moose Creek Departure is a VFR departure. Upon reaching 200' AGL, departures shall fly a heading of 020 degrees until reaching the Alaska Pipeline. This is to ensure operations do not overfly base housing. Pipeline security helicopters monitor 122.9.

4.5.9. Moose Creek North: Upon reaching the Alaska pipeline, aircraft will turn left to a heading of 320 degrees and exit the Class Delta Surface Area before maneuvering further.

4.5.10. Moose Creek South: Upon reaching the Alaskan pipeline, aircraft will turn right and follow the pipeline until clear of the Loop Taxiway then (prior to the small arms impact area) turn to a heading of 220 degrees and exit the Class Delta Surface Area before maneuvering further.

4.5.11. Direct South Departure: If fixed wing traffic is not a factor, helicopters may climb to 1,000' MSL while crossing the runway from their lift-off location and head 190 degrees until clear of the Class Delta Surface Area.

4.5.12. VFR Arrivals: base-assigned helicopters should remain at or above 200' AGL until over a prepared surface. When landing to an approved non-controlled movement area (as outlined above) avoid flying over any aircraft, buildings, personnel, and vehicles. Pilots will give way to vehicles (snow removal, airfield maintenance, EOR, etc), personnel, other aircraft, and airfield equipment which may be unaware of the helicopter's presence.

4.5.13. Moose Creek North/South Arrival: helicopters shall request "MOOSE CREEK NORTH/SOUTH ARRIVAL." Arrival traffic shall follow the opposite ground track of the corresponding departures.

4.5.14. South/West Arrival: All helicopters arriving from the south/west may fly directly to the downwind and await instructions to cross the runway and land. Helicopters may be held for higher priority arriving/departing fixed wing aircraft.

4.5.15. Helicopter Traffic Pattern: Helicopters remaining in the traffic pattern will be at or below 1,000' MSL. If requesting to perform practice emergency procedures sorties shall operate at or below 1,500' MSL unless approved higher by Eielson Tower.

Figure 4.6. Moose Creek Departure/Arrival.**4.6. Tanker Tactical Arrival Procedures.**

4.6.1. The tanker procedures herein are established for aircraft assigned to the 168 WG arriving Eielson AFB and will not cause a delay to 354 FW aircraft. Tactical maneuvers will only be flown VFR and IAW AFTTP 3-3.KC-135. KC-135 tactical maneuvers cannot be conducted simultaneously with fighter aircraft in the tower patterns.

4.6.2. Between sunset and sunrise operations will be conducted single ship only.

4.6.3. Aircrew will request "TACTICAL ARRIVAL" with Fairbanks ATC and advise when the runway or airfield is in sight.

4.6.4. Aircraft will remain at or below 10,000' MSL (or as directed by ATC). If requesting to initiate at an altitude above 10,000' MSL the request will need to be made with Anchorage Center (ANC).

4.6.5. Aircrew will cancel IFR with Fairbanks ATC no later than 7 DME from Eielson AFB.

4.6.6. Aircrew will contact Tower with requested tactical arrival and type landing. Once cleared for the Tactical Arrival, commence a VFR descent to the runway. Maneuver for normal base turn to final. Configure normally and position the aircraft on a stabilized final NLT 300' AGL and 1 NM from the threshold. **Note:** Tower should make every effort to avoid imposing altitude restrictions as they will degrade the training value of the approach.

4.7. General Aviation/Civil Air Patrol (CAP).

4.7.1. General Aviation/CAP will provide Airfield Management a copy of the flight plan via fax with all required fields completed no later than 1 hour prior to departure. Airfield management will maintain original flight plan and maintain IAW AFMAN 37-139.

4.7.2. General Aviation/CAP will contact AMOPS to confirm receipt of flight plans via telephone prior to proceeding to the aircraft. Any changes made to flight plans must be relayed to AMOPS no more than 30 minutes prior to departure.

4.7.3. If holding is required, aircraft should be instructed to hold downwind and maintain an altitude of 1,500' MSL. Upon Tower approval, pilots may proceed directly toward Twy C with landing light (if able) on to enter a midfield downwind.

4.7.4. General Aviation/CAP aircraft will maintain at or below 1,500' MSL while operating in Eielson Class D airspace, unless directed otherwise by ATC.

4.7.5. General Aviation/CAP will only operate during published airfield operating hours.

4.7.6. All General Aviation crews who fly privately owned aircraft in/out of Eielson AFB will have current DD Forms 2400 (civil aircraft landing permits), 2401 (proof of insurance), and 2402 (hold harmless agreement) on file with the Airfield Manager. The DD Form 2400 will list the pilot as the insured.

4.8. Parachute Operations at Eielson.

4.8.1. The 210 RQS is the only unit authorized to conduct parachute operations on Eielson AFB, any other units must request parachute operations with 354 OSS/OSA. Parachute operations are only authorized during VMC conditions. Eielson Tower will not authorize parachute operations if existing or forecasted traffic will be delayed or adversely affected.

4.8.2. The 210 RQS has a LOA on file (within 354 FW Consolidated LOA) allowing parachute operations at the Perron Drop Zone within the small arms range 2.1 NM east of the runway.

4.8.2.1. Operators should use caution for R2205 approximately 2 NM east of the runway.

4.8.3. The 210 RQS or requester will schedule the small arms range with 354 SFS/S4C at 377- 2168 to ensure that no small arms training will be in progress for a period of at least 1-hour prior and 1-hour after the jump.

4.8.4. The 210 RQS or requester will request Fairbanks Flight Service Station (FSS) at 907-474-0788 issue a NOTAM no less than 4 and no more than 24 hours in advance of the scheduled jump(s).

4.8.5. The 210 RQS or requester will notify the following agencies at least 4-hours prior to the jump:

4.8.5.1. The 354 OSS/OSO (377-2718)

4.8.5.2. The 354 OSS/OSAA (377-1861)

4.8.5.3. Eielson Range Control (377-3125)

4.8.6. Aircrew shall:

4.8.6.1. Notify Tower upon taxi of impending parachute operations giving time and altitude from which jumps will take place.

4.8.6.2. Ensure all parachute operations are conducted IAW AFI 11-410, Personnel Parachute Operations.

4.8.7. Drop aircraft will provide a 5-minute to drop notification to Tower with proposed drop time, altitude, type aircraft, and number of parachutists. Tower will coordinate with FAI ATC and pass drop information. Pass any current or proposed traffic that may affect the drop operations.

4.8.8. Drop aircraft will notify Tower when jumpers are away. Upon commencement, Tower will broadcast on local frequencies that parachute drop operations are in progress giving location, altitude, and type of aircraft. Tower will pass any known or expected traffic to drop aircraft.

4.8.9. Drop aircraft will notify Eielson Tower upon drop termination. Tower will broadcast on local frequencies that parachute drop operations have terminated. Tower will notify FAI ATC that parachute drop operations have terminated.

4.9. Reduced Same Runway Separation (RSRS).

4.9.1. The following RSRS standards (i.e., less than FAAO 7110.65 standard separation) apply to all PACAF assigned aircraft at PACAF bases where ATC is provided by USAF controllers.

4.9.2. Non-PACAF aircraft may participate in RSRS if covered under letter of agreement (i.e., Joint Letter of Agreement on RSRS at PACAF bases). If a Letter of Agreement (LOA) is not on file Non-PACAF aircraft will require full runway separation between flights.

4.9.3. The 354 OG/CC will ensure all TDY units are familiar with RSRS application. If requested, Tower will attend and be available for questions during 353 CTS local familiarization briefings or planning conferences.

4.9.4. Conditions for application of RSRS standards.

4.9.4.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks (i.e., distance remaining markers, taxiways) during daytime and nighttime operations.

4.9.4.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, apply appropriate separation standards published in FAAO 7110.65.

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

4.9.4.4. For fighter type aircraft only, a low approach following a full stop shall use the alternate side of the runway when passing the aircraft on landing roll. Aircraft will not overfly aircraft on the runway. Offset to the southwest. Responsibility for separation rests with the pilot.

4.9.4.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases.

4.9.4.6. Same fighter type aircraft means the same airframe (i.e., F-15 behind F-15, F-16 behind F-16, etc.).

4.9.4.7. Dissimilar fighter type aircraft means not the same airframe (i.e., F-15 behind F-16, F-16 behind A-10, etc.).

4.9.4.8. Non-heavy, non-fighter type aircraft operations mean C-130, C-12, B-737, etc.

4.9.4.9. RSRS between members of a flight (holding hands) are authorized provided all aircraft involved are the same type aircraft (e.g., all F-15s, all F-16s, etc.) and must request the same type of approach.

4.9.4.10. RSRS between flights is authorized separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

Table 4.4. Daytime RSRS Standards.

Pairings	Full Stop (FS) behind Touch-n-go (TG)	FS behind low approach (LA)	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same fighter type	3,000'	3,000'	3,000'	3,000'	6,000'	3,000'	3,000'
Dissimilar fighter type	*	*	*	6,000'	6000'	*	*
Same non-heavy, non-fighter type	*	*	*	6,000'	*	*	*
Same type formations	*	*	*	6,000'	*	*	*
Fighter behind non-heavy, non-fighter	*	*	*	9,000'	*	*	*
Non-heavy, non-fighter behind fighter	*	*	*	9,000'	*	*	*
* Indicates RSRS Not Authorized							

Table 4.5. Nighttime RSRS (and RCR ≤16 - ≥12) Standards (after civil twilight applicable).

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 fighter type	*	*	*	6,000'	9000'	*	*
Dissimilar fighter type	*	*	*	6,000'	*	*	*
Same non-heavy, non-fighter type	*	*	*	6,000'	*	*	*
Same type formations	*	*	*	6,000'	*	*	*
Fighter behind non-heavy, non-fighter	*	*	*	9,000'	*	*	*
Non-heavy, non-fighter behind fighter	*	*	*	9,000'	*	*	*
* Indicates RSRS Not Authorized							

4.9.4.11. RSRS standards do not apply:

4.9.4.11.1. To any situation involving emergency aircraft.

4.9.4.11.2. To civil aircraft.

4.9.4.11.3. To air evacuation aircraft.

4.9.4.11.4. To touch and go behind full stop.

4.9.4.11.5. To heavy aircraft (capable of takeoff weights of more than 255,000 pounds).

4.9.4.11.6. When RCR is reported less than 12. **Exception:** 354 FW aircraft may use the following RSRS when RCR is reported as less than 12 for same-type aircraft full stop operations only. Landing Rwy 32 – 10,700 feet (North of Twy B); Landing Rwy 14– 11,200 feet (South of Twy D).

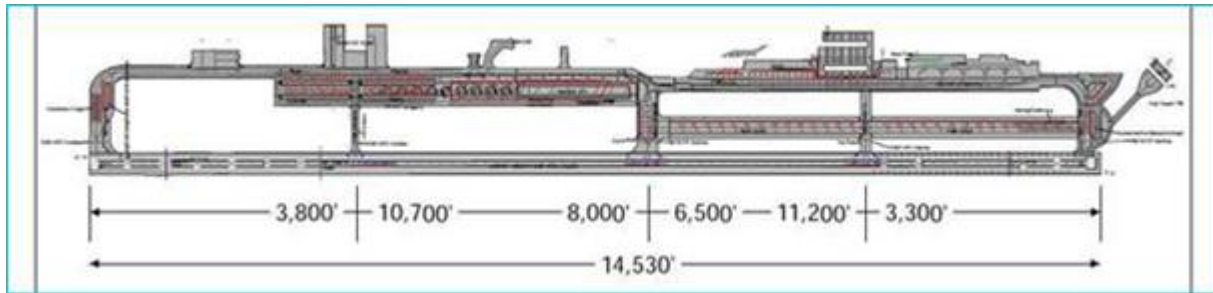
4.9.5. IAW FAAO 7110.65, ATC will control formation flights as a single aircraft and will not apply RSRS standards between aircraft within the same formation. Separation between aircraft within the formation is the responsibility of the flight lead and pilots of the other aircraft in the flight.

4.9.6. For sequential arrivals the first arrival must have landed and appropriate RSRS must exist when the second arrival crosses the landing threshold.

4.10. Safety Chase. Safety chase will not descend below 300' AGL during low approaches. When the wingman acts as a safety observer for practice instrument approaches or simulated emergency procedures, the flight lead will brief the proper position and safety observer responsibilities.

4.11. Intersection Departures. Intersection departures may be initiated by a controller or a controller may authorize an intersection departure if a pilot requests. The controller will issue the measured distance from the intersection to the runway end rounded down to the nearest 50 feet to any civilian pilot who requests the distance and to all military aircraft, unless use of the intersection is covered in appropriate directives.

Figure 4.7. Intersection Departure Distance Remaining.



Chapter 5

INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

5.1. Radar Traffic Patterns.

- 5.1.1. Fairbanks ATC is the controlling agency for the radar traffic pattern.
- 5.1.2. Eielson AFB does not have surveillance (ASR) or precision approach radar (PAR) approaches.
- 5.1.3. The normal radar pattern altitude is 4,000' MSL, flown to the west of the airfield.
- 5.1.4. Circling Maneuvers: Pilots shall circle west of the field.

5.2. Departure Procedures.

- 5.2.1. Tower must obtain releases from Fairbanks ATC on all IFR, SVFR, and TRSA departures.
- 5.2.2. Aircraft not on a Departure Procedure (DP) will be instructed to fly runway heading.
- 5.2.3. Aircraft requesting an unrestricted climb should begin coordination with GC during taxi.
- 5.2.4. Aircraft should always takeoff with landing or taxi light on to mitigate bird strike risk.
- 5.2.5. Single ship rolling takeoffs are authorized. N/A for 168 WG.
- 5.2.6. Do not squawk Mode 3 and Mode C until cleared for takeoff. The trail aircraft will squawk 4000 Mode 3/C during trail departures until in standard formation. N/A for 168 WG.
- 5.2.7. Protection of the 360° Overhead Pattern. During visual meteorological conditions (VMC), all aircraft will remain at or below 1,500' MSL until the departure end of the runway. Tower will issue this departure restriction to all non-base assigned aircraft (including 168 WG) whenever the overhead pattern is open and in use.
 - 5.2.7.1. In order to allow aircraft to climb away from cases of dense bird populations maneuvering at low level around the airfield, Tower will delete departure end of runway restrictions for aircraft on initial departure, when applicable. This procedure will only be made on a case-by-case basis and will not alleviate Tower's responsibility for affecting proper departure versus arrival (overhead) separation minima.
- 5.2.8. Unrestricted climbs: An unrestricted climb is generally used (but not restricted to) during 354 FW orientation flights.
 - 5.2.8.1. Pilots will request final altitude with Eielson Tower prior to calling "ready for departure".
 - 5.2.8.2. Pilots should consider environmental factors, jet configuration operating limits, and applicable AFI/AFMAN 11-2MDS-V3 restrictions when executing an unrestricted climb.

5.3. Local Climb-Out/Go Around/Breakout Procedures.

5.3.1. Local Climb-Out: "MAINTAIN AT OR BELOW 1,500 UNTIL DEPARTURE END, THEN CLIMB AND MAINTAIN 5,000, FLY RUNWAY HEADING." ATC may issue this clearance by instructing locally assigned aircraft to "EXECUTE LOCAL CLIMB-OUT."

5.3.2. Go-around: Is the same as Local Climb-Out except aircraft will offset to the west of the runway if necessary to avoid aircraft/vehicles on runway. ATC will issue go-around instructions to locally assigned/attached aircraft by instructing aircraft to "GO-AROUND, (REASON)". After go-around instructions have been issued, closed traffic may be requested.

5.3.3. Breakout procedures:

5.3.3.1. Outside the Final Approach Fix (FAF): If the flight is directed to break out prior to the FAF, all aircraft remain in trail and follow ATC instructions.

5.3.3.2. Inside the Final Approach Fix: If the lead aircraft is inside the FAF, break out instructions apply only to the lead aircraft unless directed otherwise by ATC. Aircraft have been transferred and are under tower control. If tower issues "GO AROUND", "EXECUTE LOCAL CLIMBOUT" or "FLY RUNWAY HEADING, CLIMB AND MAINTAIN 5,000."

5.3.4. Planned airspeed in the Eielson Radar Pattern is 250 KIAS for fighter aircraft or flight manual airspeeds, unless configured to land or executing climb out/missed approach.

5.4. Radar Trail Recoveries.

5.4.1. Eielson AFB and Fairbanks International Airport trail recoveries are covered by LOA with FAI ATC and this instruction. Radar trail recoveries apply only to aircraft with suitable on-board systems and approved operational procedures. Aircrews will maintain their own separation by using onboard radar systems. For multiple approaches, after an executed low approach/landing, the flight is responsible for their own separation until approved ATC separation is achieved between elements. Notify ATC of nonstandard formations. Trail recoveries will comply with the following:

5.4.2. Request radar trail recovery with approach control. A maximum of 4 aircraft are authorized in trail recovery. Advise FAI ATC 3-5 minutes prior to Initial Approach Fix (IAF) if requesting non-standard formation radar trail recovery.

5.4.3. Spacing/Separation. Establish trail spacing between flight members (1.5 NM minimum – 2.0 NM maximum) no later than the Final Approach Fix. Spacing may be increased to 3.0 NM for poor runway conditions (low RCR). If a drag maneuver is used, the lead aircraft will maintain a minimum of 300 KIAS until the trail aircraft is established. ATC instructions to the lead aircraft apply to the entire flight. Notify each ATC agency if the lead aircraft is not the normal element lead (e.g., "Tower, MIG02 is the lead aircraft, followed by MIG01"). If proper spacing is not established by the FAF and under IMC, wingmen should execute missed approach/climb-out instructions and obtain a separate ATC clearance.

5.4.4. The flight lead assumes responsibility for separation on final between each element of the flight.

5.4.5. The last trailing aircraft will squawk, 4000 (IFR) / 1200 (VFR) and Mode C prior to exceeding standard formation spacing or IAW ATC.

5.4.6. All aircraft must report the FAF if on a published approach or 5 miles for a VFR straight-in.

5.4.7. Lost Radar Contact: If the trail aircraft loses radar/visual contact, notify the lead aircraft. Lead will respond with altitude, airspeed, and heading and establish altitude deconfliction. If VMC, revert to VFR. If IMC, coordinate separate clearances. If on a published segment of the approach, flights may continue the approach if separation can be confirmed using NAVAIDS. If separation cannot be confirmed, execute missed approach or climb-out as directed by ATC.

5.4.8. Missed Approach: Aircraft shall fly the published missed approach. Aircrew will deconflict within the flight to ensure safe separation for the missed approach portion in the event of lost communications with ATC and/or radar contact is lost between flight members. When executing the missed approach, the pilot shall use extreme caution while accelerating and use altitude deconfliction, if necessary, to avoid preceding aircraft. If more than one aircraft executes a missed approach, each trailing aircraft is responsible for separation from the preceding aircraft until prescribed ATC separation is achieved.

5.4.9. Climb out. During climb out for additional radar patterns, individual aircraft will follow climb out instructions and request a separate clearance from ATC. Use normal climb out airspeeds and onboard systems to ensure separation from preceding/trailing aircraft prior to ATC assuming responsibility. See [Paragraph 5.3.1](#) for more information on local climb out.

5.5. Multiple Approaches.

5.5.1. Pilots desiring multiple approaches will inform FAI ATC of their intentions after making initial radio contact.

5.6. Plans and Clearances.

5.6.1. Flight plans will be filed IAW AFI 11-202v3, Flight Information Publication (FLIP), General Planning, Charts, appropriate LOAs, and this instruction. All aircraft departing Eielson AFB will file a flight plan or have a flight plan on file (stop over) prior to departure. AMOPS requires a minimum of 1-hour prior notification for processing local flights and 2 hours prior for international flights.

5.6.2. AMOPS will accept flight plans via fax, E-mail, or Patriot Excalibur flight Plans (PEX). The original DD Form 175/DD Form 1801 must be maintained by the host unit. Flight plans being faxed or E-mailed **must** be followed up with a phone call to AMOPS to ensure it was received. Amendments to the original DD Form 175/DD Form 1801 may be coordinated with AMOPS via direct voice lines and Pilot to Dispatch (PTD) radio frequency only when an original Flight plan is on file with AMOPS.

5.6.3. PEX will be utilized to the maximum extent. Flight plans will be hand delivered to AMOPS a minimum of 1 hour prior for local flights and 2 hours prior for international flights. Changes to flight plans will be coordinated by the unit scheduler or duty officer at least 30 minutes prior to departure. Changes submitted within less than 30 minutes of Proposed Time of Departure will be delayed due to coordination with ARTCC.

5.6.4. Stereo routes are available from PAEI and listed in the 354 FW IFG and/or RED FLAG-ALASKA Supplement. Stereo routes are used for MFEs or local training only. TDY aircrews must be briefed by their host unit prior to using stereo flight plans. AMOPS will process the stereo flight plans no later than 1 hour prior to scheduled takeoff.

5.6.5. Transient aircrews not participating in a MFE or supporting Eielson AFB based flying operations must file a DD Form 175 or DD Form 1801 with AMOPS. AMC missions have their flight plan processed by AMC.

5.6.6. All flights remaining within the FAI ATC area of jurisdiction at or below 10,000' MSL will be entered "LOCAL IFR" in the remarks section of the DD Form 175, Military Flight Plan, in addition to the delay requests required by FLIP.

5.6.7. Eielson AFB Clearance Delivery will issue 9,000' MSL on departure if the requested altitude is 9,000' MSL or higher, with a clearance to expect requested altitude 10 minutes after departure unless restricted by FAI ATC. If the requested altitude is a block with any portion above 9,000' MSL, Eielson Clearance Delivery will issue block altitude 8,000 - 9,000' MSL and instruction to expect requested altitude 10 minutes after departure. **Note:** Larger blocks of airspaces may be required for multi-ship, heavy formations.

5.6.8. If flight plan does not include a standard instrument departure (SID)/DP, pilot can expect to fly runway heading until given further instructions from FAIRBANKS ATC.

5.6.9. Unless otherwise approved, a local ATC clearance will be obtained from Eielson AFB Clearance Delivery prior to taxi.

5.6.10. IAW AF WEB RIMS, the original flight plan will remain on file at the respective squadron, and AMOPS will retain the fax copy for 1 year. Stereo flight plans are coordinated annually or as required, and remain on file at 354 OG/OGV.

5.7. Controlled Takeoffs.

5.7.1. The 168 WG, 3 WG (JBER), and 354 FW aircraft tasked with higher headquarters missions may request a higher priority in handling by declaring their controlled takeoff time. Note: Aircraft with declared controlled departure times will be given priority over normal wing flying operations.

5.7.2. For controlled takeoffs, designate controlled takeoff by entering the words "CONTROLLED TAKE-OFF" in the remarks section of the DD Form 175. AMOPS will notify Tower. Any changes shall be passed to AMOPS before engine start.

5.7.3. The pilot of the lead aircraft will notify GC on initial contact of the controlled departure time and will update changes to their departure time as necessary.

5.8. Rapid Response/Priority Strip Launch/Search and Rescue (SAR).

5.8.1. Aircrews participating in an active air defense or category B or higher mission, may respond to their alert using the term Rapid Response or Priority Strip Launch. Rapid Response includes all those actions necessary for flight preparation including engine start and taxi, but does not include takeoff. Priority Strip Launch includes all actions including aircraft launch as soon as possible.

5.8.2. The 168 WG /354 FW Command Post will announce to AMOPS all Rapid Response/Priority Strip Launch/Search and Rescue missions involving aircraft assigned to, or under OPCON of the 168 WG or 210 RQS. Announcement will be made to AMOPS as soon as possible.

5.8.3. Due to timing constraints, engine starts and taxi requests may occur prior to filing a flight plan with AMOPS.

5.8.4. All base agencies will provide maximum assistance to expedite the movement of aircraft responding to a Search and Rescue, Rapid Response or Priority Strip Launch.

5.8.5. If a clearance is not available by the requested departure time, Tower will clear the Priority Strip Launch in accordance with the current Fairbanks ATC/Eielson ATC Tower LOA. Aircraft can expect to be cleared to ENN via direct, maintain 9,000' MSL, and expect further clearance from FAIRBANKS ATC.

Chapter 6

EMERGENCY PROCEDURES

6.1. General. The following procedures ensure that the recovery of emergency aircraft is safe and effective. No directive can address all possible circumstances; therefore, situations not covered must be handled IAW flight manual procedures with SOF assistance and common sense. In addition, other abnormal operating procedures are covered with appropriate references to parent regulations/plans.

6.1.1. Notify the SOF (Callsign: Sourdough on local Channel 18) as soon as possible of any in-flight emergency especially if it will affect runway operations. Relay information through ATC, if required.

6.1.2. On and off base emergency response procedures will be IAW Eielson AFB Mishap Response Plan.

6.2. Declaration Authority. Situations affecting safety of flight or air worthiness, and those which necessitate priority handling require declaration of an emergency and termination of the mission. Emergencies may be declared by the aircrew, air traffic controllers, SOF, or officials responsible for the operation of the aircraft.

6.3. Known/Suspected Malfunction Procedures. The following malfunctions may require shutting down the engine as soon as practical after the aircraft has been chocked and the landing gear pins are installed. Ground area personnel are expected to assist in the determination of the best course of action. Pilots experiencing any of the following malfunctions will contact unit and wing flight safety as soon as practical after mission termination.

6.3.1. Hydraulic system failure.

6.3.2. Hydraulic fluid leaks.

6.3.3. Electrical system (complete electrical failure/cycling).

6.3.4. Fuel leak.

6.3.5. Engine: known/suspected FOD ingestion, unusual engine vibration/noise, or other serious indications.

6.3.6. Nose wheel steering malfunction.

6.3.7. Brake malfunctions.

6.3.8. Hot brakes.

6.3.9. Fire indication, whether fire is confirmed or not.

6.3.10. Structural damage.

6.3.11. Unsecured/hung/inadvertent release of ordnance or stores.

6.3.12. Smoke or fumes in the cockpit.

6.4. Operation of the Primary and Secondary Crash Net.

6.4.1. Primary Crash Alarm System (PCAS).

6.4.1.1. Tower activates the PCAS as follows:

6.4.1.1.1. For any emergency situation, either observed or reported, that will necessitate response of emergency vehicles or equipment on the aerodrome. Tower may direct termination of departures, engine runs, aircraft tows, or taxis as the situation warrants.

6.4.1.1.2. As necessary to support Base Disaster Preparedness Exercises and OPLANs.

6.4.1.1.3. Daily tests will be conducted between 0800 and 0830L.

6.4.1.2. Agencies on the PCAS.

6.4.1.2.1. Fire Department

6.4.1.2.2. AMOPS

6.4.1.2.3. Medical Clinic

6.4.1.3. Pilots, MOC, SOF, and the Fire Department will notify Tower, as soon as possible of all known or anticipated emergencies. Tower will activate the PCAS when an emergency is declared and for all unplanned barrier engagements. The pilot, SOF, or controller on duty may declare emergencies for all airborne or ground operations affecting safety of flight. Tower may reactivate the PCAS as additional information is obtained.

6.4.1.4. PCAS Activation:

6.4.1.4.1. Eielson Tower shall relay the following over the PCAS during IFE or GE.

6.4.1.4.1.1. Aircraft callsign or tail number.

6.4.1.4.1.2. Aircraft Type.

6.4.1.4.1.3. Nature of emergency.

6.4.1.4.1.4. Pilot's desires.

6.4.1.4.2. Time permitting, tower will relay the following information:

6.4.1.4.2.1. Landing runway.

6.4.1.4.2.2. Estimated Time of Arrival (ETA).

6.4.1.4.2.3. Wind information.

6.4.1.4.2.4. Fuel remaining in minutes.

6.4.1.4.2.5. Number of personnel on board.

6.4.1.4.2.6. Armament status.

6.4.1.4.2.7. EPU status (on/off).

6.4.1.4.2.8. Aircraft is/is not expected to engage barrier.

6.4.1.4.2.9. Any other pertinent information.

6.4.2. Secondary Crash Network (SCN).

6.4.2.1. AMOPS will activate the SCN whenever the PCAS is initiated. If AMOPS receives emergency information from a source other than the Tower, they will immediately activate the SCN and then pass the information to Tower. If the SCN is inoperative, AMOPS will call each agency by telephone.

6.4.2.2. AMOPS activates the SCN as follows:

6.4.2.2.1. Pass information given by the Tower. If information is received from any other source (Command Post for example), pass it to Tower and allow them time to activate the PCAS if required. Then information will be passed over the SCN.

6.4.2.2.2. As new or revised information is received over the PCAS, the SCN will be activated without delay.

6.4.2.2.3. When the emergency has been terminated, AMOPS will notify all agencies of the termination time.

6.4.2.3. Agencies on the SCN:

6.4.2.3.1. The 18 AGRS

6.4.2.3.2. The 354 FW/Safety

6.4.2.3.3. The 354 Command Post

6.4.2.3.4. Fire Department

6.4.2.3.5. Barrier Maintenance

6.4.2.3.6. Security Forces

6.4.2.3.7. Medical Clinic/Flight Surgeon

6.4.2.3.8. Public Affairs

6.4.2.3.9. Crash Recovery

6.4.2.3.10. Base Weather

6.4.2.3.11. Disaster Preparedness/Emergency Management

6.4.2.3.12. Explosive Ordinance Disposal (EOD)

6.4.2.3.13. The 168 WG Ops

6.4.2.3.14. The 168 WG MOC

6.4.2.3.15. The 353 CTS/MOC

6.4.2.3.16. The 354 MXG/MOC

6.4.2.3.17. All locally assigned F-35 units.

6.5. Emergency Response Procedures.

6.5.1. Specific responses to accidents, disasters and aircraft mishaps including designation and responsibilities of the on-scene commander are outlined in 354 FW Mishap Response Plan and Installation Emergency Management Plan 10-2.

6.5.2. On-Base Mishap/Emergency: For on-base mishaps/emergencies, the senior fire official (Chief 2) will be the initial on-scene commander and receive clearance from Tower before any emergency vehicles or equipment proceeds onto the runway. If the Fire Department responds to an emergency on the flightline and the PCAS has not been activated, Eielson Fire Dispatch will notify Tower. Tower will then activate the PCAS and AMOPS will notify FW agencies via the SCN with the information provided. During hours of darkness/reduced visibility, Tower will notify responding fire vehicles of the expected route or approximate position of any tows on the main ramp, which may be a potential conflict. Chief 2, after ensuring the situation is safe will terminate the emergency.

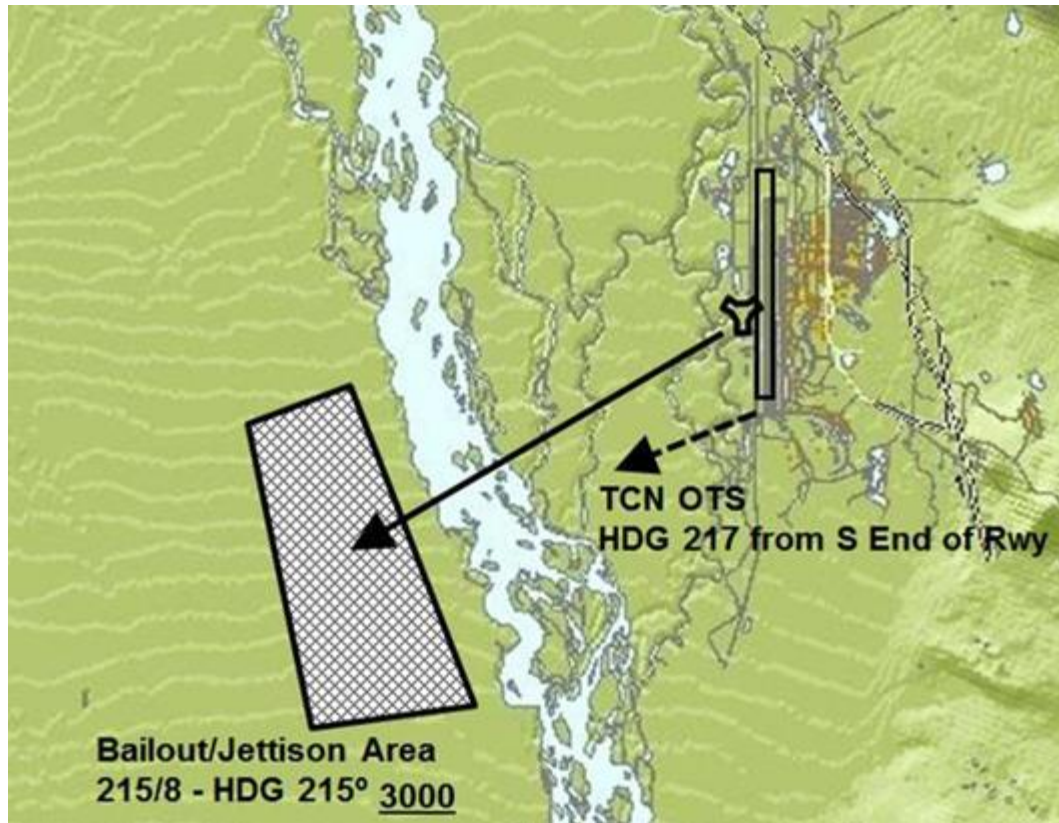
6.5.3. Off-Base Mishap/Emergency: In the event an aircraft that is in contact with Tower is involved in an off-base mishap, the Tower will activate the PCAS and provide as much information as needed to assist on and off-base agencies. AMOPS will activate the SCN and provide as much information as needed to assist on and off-base agencies. Tower and AMOPS will relay any off-base agency request to the appropriate on-base agency(ies).

6.5.4. FOD Check. Tower will suspend runway ops upon touchdown of all emergency aircraft. AMOPS will perform a FOD check of the runway before resuming runway ops. The SOF is the waiver authority for FOD checks. See [Paragraph 2.24](#)

6.6. Controlled Bailout/Aircraft Abandonment and External Stores Jettison.

6.6.1. The area for controlled bailout, jettison of external stores, weapons, or cargo is at the Eielson TACAN (CH98) 215R/8 DME fix. See [Figure 4.1 VFR Traffic Patterns](#). Bailout or release headed southwest. If possible, contact Fairbanks ATC and expect vectors to the release point. Fairbanks ATC will provide IFR separation from other aircraft. Release at or above 3,000' MSL as the aircraft passes the southwest bank of the Tanana River. Consider westerly winds that may blow the parachute back towards the Tanana River.

Figure 6.1. Controlled Bailout/External Stores Jettison.



6.6.2. In the event of radar outage, Fairbanks ATC will clear the aircraft to the EIL TACAN 215R/8 DME fix.

6.6.3. In VFR conditions, when TACAN/radar information is not available, maintain magnetic heading of 217 degrees from the south end of the runway. Pilots will initiate bailout jettison after the aircraft has passed over the southwest bank of the Tanana River. If unable contact with Fairbanks ATC (lost communication/NORDO), aircrews strive to maintain VFR and proceed to the EIL 215/08 by the most direct route.

6.6.4. The aircraft will fly the pattern for jettison of external stores, weapons, or cargo no lower than 3,000' MSL or the minimum altitude specified in the appropriate technical order.

6.6.5. If time permits, Tower will transmit a warning on UHF frequencies 243.0 and 352.05, and VHF frequencies 121.5 and 127.2, that a controlled ejection, bailout or jettison of external stores, weapons or cargo is in progress and will direct all aircraft to remain clear of the jettison area. In addition, Tower will activate the PCAS to alert 210 RQS rescue operations.

6.6.6. Jettison Procedures. Inert or live ordnance hung unsecure must be jettisoned. If ordnance cannot be jettisoned, attempt to jettison rack, if applicable. If unable to jettison ordnance (training, inert or live), 2.75" rockets or other free falling ordnance (FFO) hung unsecure, declare an emergency and recover to PAEI.

6.6.6.1. A battle damage assessment should be accomplished.

6.6.6.2. Rockets are considered secure if no portion of the rocket extends from the pod, except IR rockets. IR rockets protrude about 6-12 inches when loaded.

6.6.6.3. Ordnance will be assumed unsecure during night, poor visibility conditions or when a battle damage check cannot be performed.

6.6.6.4. Attempt to jettison inert ordnance in inert target area and all live munitions should be jettisoned in live target areas.

6.6.6.5. Primary Jettison Areas:

6.6.6.5.1. R-2202. Delta Creek Live Area.

6.6.6.5.2. R-2205. Stuart Creek Live Area.

6.6.7. Disaster grid map coordinates. If unable to determine grid coordinates, use commonly known geographical references.

6.7. Fuel Dumping. Limit fuel dumping to actual emergencies or compelling operational requirements. Aircraft commanders are authorized to dump fuel when an aircraft emergency requires reduction of gross weight in the interests of safety.

6.7.1. Restrictions. During non-emergency dumping, make every effort to dump at or above FL200, off Federal Airways and in areas where spray will not settle on urban areas, agricultural regions or water sources.

6.7.2. Planned Dumping Area. Conduct all fuel dumping for operational requirements in the planned dumping areas or over ocean areas at or above FL250. Planned dumping areas are:

6.7.2.1. North Area. Hold north of the EIL TACAN between 35 and 41 DME on the 003 radial, 6 NM legs, left turns.

6.7.2.2. South Area. Hold south of the EIL TACAN between 35 and 41 DME on the 163 radial, 6 NM legs, left turns.

6.7.3. Reporting. The aircraft commander will ensure the data for the dump report is provided to the 354 FW Command Post as soon as possible after landing. Copies of the jettison report will be routed to the Base Fuels Management Flight (354 LRS/LGRF) for proper accounting. Aircraft commanders of major commands other than PACAF, will make the notification required by their command.

6.8. Emergency Aircraft Arresting System Procedures.

6.8.1. When an aircraft engages a BAK-12, Tower shall request aircraft engagement speed and gross weight. Tower will pass this information to Barrier Maintenance personnel or the Fire Chief via the crash net. **Note:** More time may be required during winter conditions, after duty hours, and low light conditions. Expect extended delays outside of duty hours.

6.8.2. To preclude damage to personnel and equipment, all aircrew actions (until cleared to taxi) will be as directed by the ground On-Scene Commander (OSC) via hand signals as shown in AFI 11-218, Aircraft Operation and Movement on the Ground, or via UHF radio.

6.8.3. If cable disengagement cannot be accomplished or the aircraft is unable to taxi clear of the runway safely, the aircraft will be shut down and a recovery team will tow the aircraft clear of the runway.

6.8.4. After duty hours, and upon notification of a barrier engagement, the Fire Department Dispatch will notify the Barrier Maintenance standby personnel. If Barrier Maintenance has not arrived on scene by the time the Fire Department personnel have completed rewind procedures, then the Fire Department will remove the cable from the runway to allow airfield operations to resume.

6.8.4.1. After Barrier Maintenance arrives on scene, the Fire Department will assist in the reconnection of the cable while Barrier Maintenance conducts the post engagement inspection. After the inspection is complete, Barrier Maintenance will call the barrier "BACK IN SERVICE" to Tower and AMOPS.

6.8.4.2. The Fire Department will initiate reset operations. Barrier Maintenance will certify the barrier and assist Fire Department personnel with reset operations.

6.8.5. Successive cable engagements can be accomplished approximately 20 minutes after disengagement of the preceding aircraft.

6.8.6. AMOPS will inspect the runway for damage and potential foreign object damage (FOD) after each barrier engagement prior to resuming normal operations.

6.9. Hot Brakes. Pilots who suspect hot brakes, will declare hot brakes with Tower or GC. Tower, upon notification or suspecting that an aircraft has hot brakes, will activate the PCAS.

6.9.1. Twys A, B, C, D, and E are designated hot brake areas. Aircraft on the runway with suspected hot brakes should exit at the nearest hot brake area and stop in the spot. If active alert aircraft are scheduled at Eielson AFB, when using Twy E, taxi the aircraft past and stop well clear of the high speed taxiway, with the aircraft facing into the wind.

6.9.2. Pilots should turn the aircraft into existing wind, if able. Fire Chief will determine if hot brakes exist. Inspection personnel will arrive, install chocks, and verify brake temperature. If the aircraft has hot brakes, a 300 foot cordon will be established and the aircraft will be shut down. The Fire Chief in coordination with the SOF will determine which actions are appropriate.

6.9.3. If at any time the brakes or tires ignite, fire/maintenance personnel will signal the pilot, who will shut down and evacuate the aircraft.

6.10. Emergency Locator Transmitter (ELT) Response Procedures.

6.10.1. Tower will notify Anchorage Center and AMOPS upon receipt or termination of an ELT. AMOPS will coordinate a search of Eielson based and TDY aircraft until the source of the signal is discovered and terminated. **Note:** Tower personnel will not activate the PCAS for an ELT activation unless there is an actual known emergency.

6.10.2. Aircrew will inform appropriate air traffic control agencies upon detection of an emergency signal and assist in locating the source if possible.

6.10.3. Aircrew should:

6.10.3.1. Upon detection or notification of a signal, contact Anchorage Center to determine if a possible emergency exists and if assistance is required.

6.10.3.2. Advise AMOPS of the time a signal was detected and the frequency.

6.10.3.3. Advise AMOPS and Anchorage Center upon termination of the signal.

6.10.4. For UHF 243.0, 354 MOC and 168 WG MOC will locate the source of the ELT.

6.10.5. For VHF 121.5, the CAP and Fairbanks Flight Service Station will locate the ELT.

6.11. Hung/Unexpended/Unsafe Forward-Firing Ordnance.

6.11.1. Aircraft with hung ordnance will contact the SOF and recover via routing shown in **Figure 6.2** Declare an IFE for all hung ordnance except: hung secure/unsecure BDU-33s, hung secure inerts or hung secure rockets. Do not over fly populated areas.

6.11.2. The SOF will advise the Tower WS of pertinent emergency aircraft data, the type/quantity of ordnance involved, estimated landing time, and any services required. Tower personnel will activate the PCAS if required. The 354 FW/CP will notify explosive ordnance (EOD) and de-arm crews.

6.11.3. Hung Free-Fall Ordnance is any ordnance that fails to release or jettison due to a system malfunction when properly commanded by the pilot. **Note:** For munitions sustaining damage during flight (e.g., bird strike, hail storm, etc.), apply hung free-fall ordnance criteria.

6.11.4. Rwy 32 is the preferred recovery runway for aircraft with hung heavyweight (live or inert) ordnance. Exit the runway at normal de-arm areas except as noted below. The following procedures apply to all recoveries with hung secure or hung unsecure ordnance:

6.11.4.1. Aircrew shall safe all armament switches and notify the SOF/AIRBOSS. If able, aircrew will jettison the suspension equipment in the designated jettison area(s). If unable to jettison the equipment, the aircrew will declare an IFE.

6.11.4.2. Aircrew (coming from R-2202/2211) will remain 1-3 NM west of the Tanana River, avoid populated areas to the maximum extent possible, and fly a straight-in approach.

6.11.4.3. Aircrew (coming from R-2205) will fly direct ESTER for a Rwy 32 straight-in, or remain abeam Moose Creek Bluff for a Rwy 14 straight-in.

6.11.4.4. Straight-in to Rwy 32 is the preferred landing. Aircraft should avoid over flight of populated areas to the max extent possible.

6.11.5. Hung/Unsafe Forward-Firing Ordnance is any ordnance that fails to launch, fire, or jettison when properly commanded by the pilot.

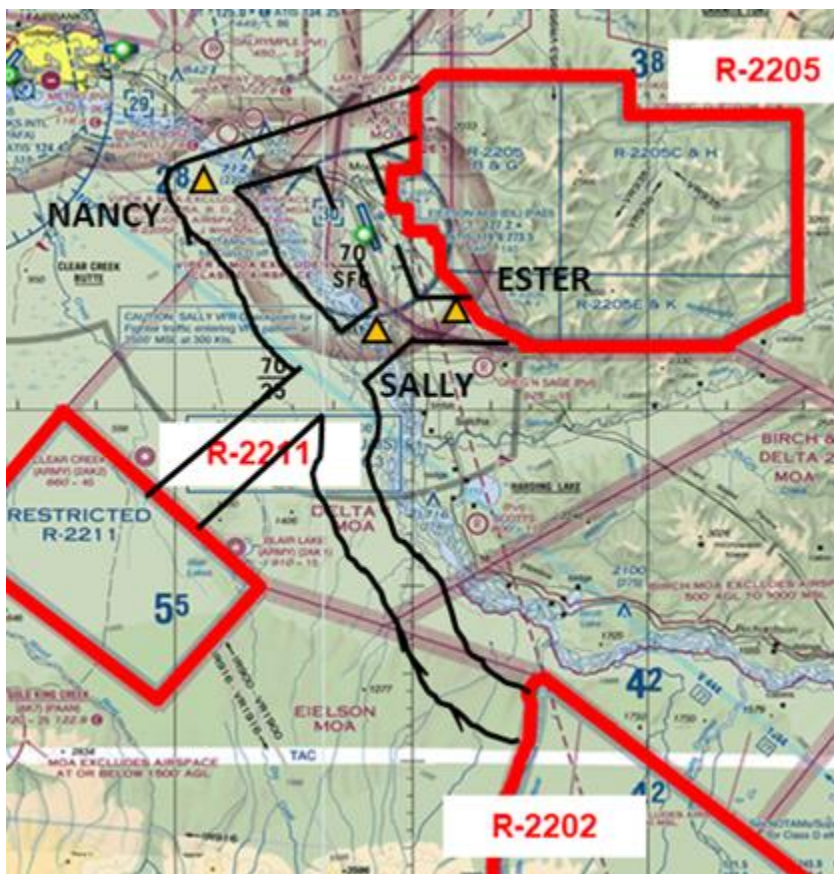
6.11.6. Hung/Unsafe Forward Firing Ordnance. Prevent unnecessarily pointing at populated areas during recovery. When landing with any hung forward firing ordnance, the entire runway will be clear prior to touchdown. After landing on Rwy 32, execute a left 180 degree turn to back taxi down the runway to Twy E. If landing on Rwy 14, continue to the end, pull clear at Twy E. Park aircraft in de-arm slot nearest the runway, if available and heading 140 degrees. Avoid pointing aircraft at other aircraft, structures, or personnel. If de-arm crew is unsuccessful at safing/securing the forward firing ordnance, the aircraft will be chocked and shut down.

6.11.7. Unsafe Gun. Procedures are the same as Hung/Unsafe Forward Firing Ordnance except if munitions cannot safe the gun, expect to taxi to the gun berm (collocated with the trim pad). In situations where two aircraft have unsafe guns or an aircraft is on the gun berm and cannot be moved, Twy E and heading 140 degrees may be used as an alternate gun clearing/safing area with MXG/CC approval.

6.11.7.1. Unsafe SIDE Firing Gun (AC-130). In the event of an IFE with an unsafe side firing gun, SOF/WS shall notify SFS to stop traffic on Richardson Hwy and Central Avenue from Hursey Gate to Flightline Avenue intersection. Prevent unnecessarily pointing at populated areas during recovery. When landing with any unsafe SIDE firing gun, the entire runway will be clear prior to touchdown. Rwy 32 is the preferred recovery for an unsafe SIDE firing gun. Make right hand turn to clear at taxiway A and park at 050 heading. Notify SFS to resume normal traffic on Richardson Hwy once aircraft is parked at 050 heading. Traffic will remain stopped on Central Avenue until gun is dearmed/safed. Avoid pointing side firing weapon at other aircraft, structures, or personnel.

6.11.8. If other munitions cannot be safed, expect to execute a normal shutdown at EOR.

Figure 6.2. Hung Ordnance Procedure.



6.12. Weapons System Malfunctions. If an emergency occurs during any air-to-surface weapons delivery, weapons deliveries will cease until the affected aircraft has departed the range.

6.12.1. Armament System Malfunction Procedures. In addition to the armament system malfunctions listed in AFI 11-2MDSV3, the following apply:

6.12.1.1. A multiple release is a release of more than one store or ordnance when only a single release was commanded. The distinction between inadvertent release and multiple releases is the word commanded. Although more stores/ordnance were released than intended on a multiple release, a release was commanded. A multiple release should be written up in the AFTO Form 781A, Maintenance Discrepancy and Work Document, but does not require an air abort.

6.12.1.2. Dropped Object, Inadvertent Release, Unintentional Release.

6.12.2. In event of a runaway gun, safe the gun (if able), recover and fly straight ahead ensuring that the gun is aimed toward an uninhabited area until the gun stops firing. Prevent unnecessarily pointing the gun toward populated areas during recovery.

6.12.3. Wind Limitations on Control Tower.

6.12.4. Surface wind velocity is 65 knots sustained or greater.

6.12.5. Gusting wind velocity is 70 knots or greater.

6.13. Evacuation of ATC and AMOPS Facilities. Eielson AFB does not have an alternate Tower. In the event of a Tower/AMOPS evacuation, ATC services will be limited to advisory capabilities only from ATC, if available, as detailed in a separate LOP IAW AFI 13-204v3 [para 7.22 Alternate ATC Capabilities](#) until operations are restored in the primary facilities. Advisory capabilities will be IAW [para. 6.14.1 Mobile Tower Operating Procedures](#).

6.13.1. Mobile Tower Operating Procedures. ATC operations will be conducted from the SOF vehicle, with the following limitations: no direct control of airfield lighting, and no NAVAID monitoring capability.

6.13.2. Tower will broadcast the following: *“Eielson Tower is evacuating (reason), all aircraft contact Fairbanks Approach on 338.275 or 127.1 for further instructions. Runway operations suspended.”* Once established in the mobile tower (SOF truck), tower will broadcast: *“Eielson mobile tower operational. Runway ops resumed.”* Operations may continue for single aircraft/formation departures and full stops only. Formations will consist of no more than two elements. Fairbanks approach will contact AMOPS to relay inbounds to Eielson. Use of RSRS is prohibited during mobile tower operations.

6.14. Downed Aircraft and Search and Rescue (SAR) Procedures.

6.14.1. Initial On-Scene Commander (OSC) will be the first pilot witnessing the downed aircraft. Multiple factors must be weighed when establishing subsequent OSC duties (i.e., available fuel, communications capability, experience, FAC-A qualified, targeting pod availability, local area knowledge, etc.) 11 AF Rescue Control Center (RCC) can be contacted directly on VHF 123.1 / UHF 282.8 or through ATC, Eielson Range Control, or TOP ROCC. Notify the SOF ASAP of any downed aircraft. Consider coordinating for launch of the Eielson Alert Tanker or using the Reliability Tanker, if applicable, to extend OSC time on-station.

6.14.2. It is critical to immediately coordinate SAR assets in environmental conditions where ambient temperatures below -20F ECT are prevalent. Do NOT delay notification of SOF/Command Post or SAR assets for any reason. The survivor's life depends on expeditious coordination and timely execution of recovery. Initial shock and recovery from cold injuries may prevent survivors from taking actions to protect themselves.

6.14.3. Aircrew shall broadcast an emergency distress call on Guard. Then, provide the following information to SOF, Eielson Range Control, Fairbanks ATC, Anchorage Center, and 354 FW/CP (if able):

6.14.3.1. Location of the crash site (TACAN Radial/DME, INS coordinates, geographic references).

6.14.3.2. Callsign of downed aircraft.

6.14.3.3. Time of ejection/downed aircraft.

6.14.3.4. Number of observed parachutes.

6.14.3.5. Other pertinent information.

6.14.4. Eielson Range Control shall have all non-essential aircraft return to base/leave the vicinity. The OSC may request nonessential aircraft establish a high combat air patrol to provide a radio relay.

6.14.5. Eielson Range Control will assist the Rescue Coordination Center for all SAR inside the JPARC for DoD assets. FAA ATC will provide all air traffic control services.

6.14.6. OSC should attempt to contact the downed aircrew on 282.8.

6.15. Request for Explosive Ordnance Disposal (EOD) Assistance. Any request for EOD support to aircraft loaded with munitions or aircraft weapon systems will require the aircraft be shut down prior to EOD personnel approaching the aircraft.

6.16. Airborne Incident Reporting.

6.16.1. Give airborne reports to the controlling ATC facility or 354 SOF, as appropriate. Airborne incidents include:

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

6.16.1.2. Any near mid-air collision involving civil aircraft.

6.16.1.3. Any accident/incident requiring immediate dissemination to enhance flight safety.

6.16.2. After landing, aircrew must immediately provide details of the incident to their squadron supervision (SQ/CC, SQ/DO, or Ops Sup) and wing flight safety.

6.17. Weather Recall. Weather recalls are initiated by the SOF. Eielson Range Control will broadcast a weather recall on Guard, using all repeaters. Aircrews will terminate the mission and contact the SOF for instructions.

6.18. Lightning within 5 NM. Operations in the vicinity of thunderstorms are IAW AFI 11-202V3. LC and GC will notify all aircraft if lightning has been observed within 5 NMs of PAEL. Pilots will adhere to the following procedures.

6.18.1. Ground procedures. Arm and de-arm operations will cease immediately. Armed aircraft may takeoff if the thunderstorms can be avoided. Aircraft in a fuel critical state will contact SOF, Ops Sup, or GC for further guidance. Fuel critical aircraft are permitted to taxi to chocks with 354 OG/CC or SOF approval. The OG/CC, SOF, or Tower WS will coordinate with MXG/CC for a waiver to permit ground crews to catch aircraft requiring immediate shutdown. Maintenance actions will be approved by MXG/CC on a case-by-case basis. Once shutdown, aircrews will remain in the aircraft until the lightning warning has expired. **Note: F-16s may be required to shut down without a pinned EPU. In this case, pilots will turn the EPU off to prevent inadvertent EPU activation when the throttle is placed to off.**

6.18.2. Flight procedures. Flights airborne will contact the SOF/AIRBOSS for guidance and conserve fuel. SOF will determine if conditions warrant recovery to PAEI, holding, or divert to an alternate airfield. Aircraft unable to hold or divert will land and follow ground procedures IAW

6.18.3. Pilots will exercise extra caution due to hazardous conditions associated with landing in the vicinity of thunderstorms.

6.19. Landing Gear Malfunction. If necessary, stop aircraft with landing gear malfunctions or hydraulic difficulties affecting landing gear operation on the runway and have the landing gear pins installed before the aircraft is moved (N/A for F-35).

6.19.1. The 354 MXG MOC, and 168 WG MOC are responsible for providing maintenance crews to install the down lock pins in base assigned and TDY aircraft. These crews will come from the section responsible for the aircraft to assure familiarity. Transient Alert will put in the down lock pins for transient aircraft.

6.19.2. The 354 MXG MOC, and 168 WG MOC will notify their respective maintenance crews, to meet the fire crew at the intersection of Twy C and Twy F, and travel with the fire crew to the disabled aircraft. The maintenance crews will assemble on the west side of the Thunder Dome (Bldg 1140) and stand by to provide assistance, as necessary. An ambulance will standby on the ramp near the Fire Station (Bldg 1206) until termination of the emergency or until released by the senior fire official.

6.19.2.1. Crash Recovery will provide equipment and operators to remove disabled aircraft from the runway, if requested by the Airfield Manager. The 354th Civil Engineer Squadron will assist if requested.

6.19.2.2. The 354 MOC and 168 WG MOC will provide maximum possible support to clear the runway and return the airfield to operational status.

6.19.2.3. AMOPS will check the runway for damage after clean up and notify the Tower when runway operations are resumed and the runway is open.

6.20. Hydrazine Emergency. Aircrew will advise Fairbanks ATC, Tower, and the SOF of an EPU activation and declare an emergency for any GE or IFE EPU activation or suspected hydrazine leak. Pilots will accomplish applicable checklists and follow the procedures below and in the MDS-specific flight manual.

6.20.1. For emergency aircraft on landing, aircraft will taxi to a designated hydrazine response area at the first de-arm spot of Twy A or Twy E, or alternate response area, and should park with hydrazine port downwind, if able (i.e., F-16 left wing into the wind). Pilots should not shut down the aircraft until told to do so by emergency responders. Fire Chief controls access until the emergency is terminated.

6.20.2. Tower will provide the current winds to aircraft with EPU activation (emergency power).

6.20.3. The Hydrazine Response Team will be requested as soon as possible. Fire Department and Clinic personnel will respond. The pilot will shut down the aircraft engine when directed to do so by the Hydrazine Response Team.

Figure 6.3. Hydrazine Emergency Areas.



6.21. Radio Out (NORDO)/Lost Comm Procedures. All 354 FW aircraft and attached TDY fighter or attack aircraft will comply with the following communications out procedures. These procedures assume the aircraft is not in formation with an aircraft with operable radios. NORDO aircraft will squawk IAW the Flight Information Handbook.

6.21.1. Day VMC. Squawk Mode 3 7600 (7700 for emergency), proceed VFR to an entry point then to initial. Break at the approach end and monitor Tower for light gun signals.

6.21.2. Night or IMC. Squawk Mode 3 7600 (7700 for emergency), maintain the higher of MSA, expected, or last ATC assigned altitude. Proceed to FALCO or BOGIE and execute the ILS or TACAN approach for the last known runway in use and monitor Tower for light gun signals.

6.21.3. If IFR and no transmissions are received for 1 minute in the radar pattern, attempt contact with Tower on UHF 352.05 or VHF 127.2 and proceed VFR, if able and monitor Tower for light gun signals.

6.22. Emergency Single Frequency Approach (SFA).

6.22.1. Purpose. The primary discrete emergency frequency for Eielson is UHF 259.1. SFAs reduce workload of distressed aircrew and provide a common frequency for emergency coordination between emergency aircraft, Fairbanks ATC, Eielson Tower, the SOF, and the Fire Chief to simplify and expedite safe recovery of airborne emergencies.

6.22.2. Procedures:

6.22.2.1. Fairbanks ATC and the SOF will provide emergency information to the tower, as soon as practical.

6.22.2.2. Fairbanks ATC will assign UHF 259.1 to all parties as soon as possible during an emergency. Except for aircraft in a critical stage of flight will not be given a frequency change.

6.22.2.3. During multiple emergencies only one aircraft will be assigned UHF 259.1.

6.22.2.4. Time and situation permitting, Tower shall coordinate the SOF's request to transmit on UHF 259.1 with Fairbanks ATC.

6.22.2.5. The priority transmissions during a SFA emergency will be between the ATC controlling agency and the emergency aircraft. The SOF and the Fire Chief will interject pertinent information after receiving approval from ATC, unless immediate calls are required for safety.

6.22.3. After an emergency aircraft has landed and come to a complete stop Tower will coordinate to relinquish UHF 259.1 to the Fire Chief.

6.22.4. When an aircraft declares a GE, or emergency aborts on takeoff and the Fire Chief requests use of UHF 259.1, tower will coordinate with Fairbanks ATC, then relinquish UHF 259.1 as soon as possible.

6.22.5. Once the emergency is terminated, Fire Chief shall relinquish control of UHF 259.1 back to Tower. Tower will release the frequency back to Fairbanks ATC upon emergency termination.

6.23. Facility Bomb Threat. The following actions apply to all work centers that receive a bomb threat involving building 1215/1216.

6.23.1. Use the AF Form 440, AF Bomb Threat Aid, to the extent possible while talking to the caller. A copy of the AF Form 440 will be maintained near each telephone.

6.23.2. If possible, signal someone to call the Base Defense Operations Center (BDOC) on another telephone. If possible, keep the line to Security Forces open for further instructions. Do not hang up the line that the bomb threat was received on until Security Forces approves.

6.23.3. Instruct a runner to notify all work centers to evacuate all personnel at least 500 feet from the affected area. The runner must report to the Incident Commander, nearest Security Forces, or Fire Protection Flight with the number and names of personnel remaining (if any) in the building. Ensure all possible doors are left open to assist in the building search.

6.23.4. Remind all personnel not to touch any suspicious objects or turn off/on any electrical or water fixtures. Note: Do not use the Tower elevator, since these items could be used as a triggering device.

6.24. Aircraft Bomb Threats.

6.24.1. Tower will:

6.24.1.1. Activate the PCAS and transmit all available information. Transmit all new information over the PCAS as it becomes available.

6.24.1.2. Notify the pilot of a bomb threat aircraft if the information did not come directly from the pilot.

6.24.1.3. If the bomb threat aircraft is on the ground, direct the aircraft to the departure end of the runway in use avoiding all other aircraft and congested areas, when possible.

6.24.1.4. If the bomb threat aircraft is still airborne, give emergency landing priority to the aircraft bomb threat.

6.24.1.5. Ensure taxiing and airborne aircraft are advised of appropriate emergency information and are told to divert or hold as required.

6.24.1.6. If the aircraft is outside of Tower's control/airspace, contact the appropriate ATC facility and relay all available information.

6.24.2. AMOPS will:

6.24.2.1. Activate the SCN and follow procedures outlined in the Quick Reference Checklist. Transmit all new information over the SCN as soon as it becomes available.

6.24.2.2. Relay all new information to the Tower via landline if received from a source other than the Tower.

6.24.3. Once all provisions of this instruction are implemented for a bomb threat (aircraft on the ground or when airborne bomb threat aircraft lands), the airfield will be closed to all unnecessary traffic. AMOPS will issue a NOTAM as required.

6.24.4. Priorities for aircraft movement will be determined by the On-Scene Commander or designated representative.

6.25. Aircraft Impoundment Procedures.

6.25.1. Notify Ops Sup that the aircraft may require impoundment.

6.25.2. After landing, remain with aircraft, if practical, until debriefed by the investigation team.

6.25.3. For flight control malfunctions, leave the engine running, if possible, until maintenance specialists arrive to investigate the problem.

6.25.4. Ultimately, the decision to continue impoundment rests with Maintenance QA, squadron supervision, and the MXG/CC.

6.25.5. Pilots will request impoundment procedures for the following conditions:

6.25.5.1. Inadvertent release or firing of explosive ordnance or training devices.

- 6.25.5.2. When a serious flight control malfunction is reported. Serious is defined as any malfunction that has the potential to jeopardize flight safety.
- 6.25.5.3. When in-flight performance of the aircraft is such that further operation of it could result in loss of life or aircraft.
- 6.25.5.4. Engine stall/flameout/damage/stagnation, or intentional shutdown.
- 6.25.5.5. Any physiological incident.
- 6.25.5.6. Serious repeat/recurring discrepancies.
- 6.25.5.7. When suspected or actual foreign object damage (FOD) occurs.
- 6.25.5.8. When a missing tool or item cannot be accounted for that was used to work on the aircraft in question.
- 6.25.5.9. When investigation of the aircraft is required to gather evidence in support of aircraft mishap as defined in AFI 91-204, Safety Investigations and Reports.
- 6.25.5.10. Anytime the 354 OG/CC or MXG/CC feel that extraordinary measures are needed to ensure the safe operating condition of a specific aircraft.
- 6.25.5.11. Any fire/explosion including illumination of the Fire/Overheat lights.
- 6.25.5.12. Landing Gear malfunction that results in a failure to extend or retract.
- 6.25.5.13. Uncommanded EPU operation, or EPU malfunctions.
- 6.25.5.14. Nosewheel steering hard over failure.
- 6.25.5.15. Loss of braking action in one or both wheels.

Chapter 7

MISCELLANEOUS PROCEDURES

7.1. NOTAM Procedures. The Air Traffic Control Tower is designated as the NOTAM monitoring facility. AMOPS is the NOTAM issuing facility. Normally AMOPS will only issue NOTAM for Eielson's Class Delta airspace.

7.2. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes. AMOPS is the base FLIP manager and responsible for updating and maintaining all non-procedural FLIP information. 354 OSS/OSAA (AMOPS), 18 AGRS, 168 WG, and 353 CTS each maintain a FLIP account. Each unit's FLIP account manager is responsible for updating their account information. AMOPS will keep a small supply of FLIPS for transient aircrews. Base agencies sponsoring TDY units will coordinate with those unit(s) to ensure adequate FLIPS are available while TDY to Eielson.

7.2.1. 354 OG/OGV is the Base Electronic Flight Bag (EFB) manager. Units will send equipment and account requests to OGV.

7.3. Airfield Waivers. 354 CES maintains continuity of all airfield permanent and temporary waivers. PACAFI 32-1056 governs required membership and procedures for reducing the number of airfield waivers. The 354 FW/CC is the approval authority for temporary airfield waivers for construction activities, air shows, or temporary installation of an aircraft arresting system. All airfield waivers are required to be reviewed annually and presented to the Facility Utilization Board for action. 354 CES maintains continuity of all airfield waivers.

7.4. Prior Permission Required (PPR) Procedure. A PPR number is required for transient aircraft to land at Eielson AFB. Confirmation must be received prior to transient aircraft departing their last station. Transient Alert services are available 24 hours a day, 7 days a week. The purpose of PPR is to control the volume and flow of traffic, not to prohibit it. PPR does not preclude DoD aircraft the use of an airfield as an alternate for IFR flight.

7.4.1. U.S. military/government aircraft may conduct practice approaches to include touch and go, stop and go, and full stop taxi back operations as long as no airfield services (fuels, parking, etc.) are requested.

7.4.2. Civilian aircraft may only conduct low approaches without a PPR.

7.5. Air Evac Notification and Response Procedures. AMOPS will notify Tower, Transient Alert, Command Post, Air Terminal Operations Center (ATOC), Med Group, and Bassett Army Hospital for all Air Evac operations. AMOPS will relay requests to all concerned agencies, as applicable.

7.6. Transient Aircraft Arrival/Departure Times. Tower will pass all arrival/departure times of transient aircraft to AMOPS. AMOPS will pass arrival and departure times of transient aircraft to CP, ATOC, and TA. The CP is responsible for tracking all departures and arrivals of aircraft with mission numbers loaded in Global Decision Support System II (GDSS2).

7.7. Unscheduled Aircraft Arrivals/Unlawful Seizure of Aircraft. Refer to Fairbanks Approach/Eielson Tower LOA for unscheduled civil divers. For any unauthorized engine start and/or aircraft movement, the 354th Fighter Wing will respond to prevent the theft/hijacking of aircraft at Eielson AFB. Procedures are located in the PAEI Full- Spectrum Contingency Plan, AFI 10-1001, Civil Landing Permits, and AFI 10-1801, Foreign Governmental Aircraft landings at United States Air Force Installations

7.7.1. ATC will:

7.7.1.1. Notify AMOPS of any aircraft starting engines without coordinating with Tower for engine start approval. Tower will pass the type of aircraft, tail number, and the location on the airfield.

7.7.1.2. Activate the PCAS when unauthorized aircraft movement is observed. ATC will pass the location, direction of movement, any communications received, tail number and type of aircraft.

7.7.1.3. Suspend runway operations, as necessary.

7.7.1.4. Direct other aircraft movement away from the suspect aircraft.

7.7.1.5. Ensure all communications with the suspect aircraft are in the clear.

7.7.1.6. Relay the suspect aircraft's location and direction of movement to Chief 2, when able.

7.7.2. AMOPS will:

7.7.2.1. Upon ATC notification of an unauthorized engine start, contact 354 MXG MOC and 168 MOC to determine the status of the suspect aircraft (i.e., notification not passed to ATC, TDY unit unaware of local procedures, etc.).

7.7.2.2. If MOC is unaware of the engine start, AMOPS will activate the SCN for Anti-Hijacking/Unauthorized Aircraft Movement. AMOPS will pass type of aircraft, tail number, and the location on the airfield.

7.7.2.3. Upon PCAS activation of unauthorized aircraft movement, AMOPS will activate the SCN and pass all information verbatim.

7.7.3. Fire Department will:

7.7.3.1. Upon PCAS/SCN activation, respond and place fire trucks in a position to prevent suspect aircraft from becoming airborne.

7.7.3.2. Contact Tower on the Crash Net for updates on the aircraft's position and direction of movement.

7.7.4. The 354 SFS will:

7.7.4.1. Assume duties as the Incident Commander (IC) for anti-hijack/unauthorized aircraft movement activities on Eielson.

7.7.4.2. Maintain a Hostage Rescue Counter Terrorism Team/Special Weapons Assault Team (HRCT/SWAT).

7.7.4.3. Recall a Hostage Negotiation Team, as required.

7.8. Distinguished Visitor (DV) Notification Procedures. A DV is any individual holding the grade of O-6 and above, a civilian equivalent, or any other individual identified by 354 FW/CC.

7.8.1. When AMOPS receives DV notification via flight plan or PPR request, the Inbound DV checklist will be used to notify the following parties:

- 7.8.1.1. Tower (the day of)
- 7.8.1.2. Transient Alert
- 7.8.1.3. Command Post
- 7.8.1.4. Vehicle Ops
- 7.8.1.5. Air Terminal Operations Center (ATOC)
- 7.8.1.6. Snow Barn (during winter months only)
- 7.8.1.7. Protocol.

7.8.2. Tower will notify AMOPS when a DV aircraft is within 30 miles from Eielson AFB.

7.8.3. **NOTE:** Tower will only relay DV information to AMOPS.

7.8.4. AMOPS will notify Protocol.

7.8.5. Protocol is responsible for the DV marquee. AMOPS will assist by displaying marquee verbiage as requested by protocol.

7.8.6. Protocol is responsible for the DV lounge.

7.8.7. Primary DV parking locations are DV 1, 2 or 3 immediately in front of AMOPS/Tower.

7.9. Dangerous/Hazardous Cargo.

7.9.1. Primary: South Ramp Spots 2-16. Each of these areas are authorized a maximum of 30,000 lbs Net Explosive Weight (NEW) of HC/D 1.1 munitions with the exception of Spot 1 which is only authorized 19,200 lbs of NEW. Governing fire symbol is a 1. A maximum of 50,000 lbs NEW of HC/D 1.2.1 and 1.2.2 munitions are authorized on South Ramp Spots 2-16. Governing fire symbol is a 2. A maximum of 50,000 lbs NEW of HC/D 1.3 munitions is authorized South Ramp Spots 1-16. Governing fire symbol is 3.

7.9.2. Secondary: Twy A authorized a maximum of 42,875 lbs NEW of HC/D 1.1 munitions. Governing fire symbol is 1. A maximum of 50,000 lbs NEW of HC/D 1.2.1 and 1.2.2 munitions are authorized. Governing fire symbol is 2. A maximum of 50,000 lbs NEW of HC/D 1.3 munitions is authorized. Governing fire symbol is 3. AMOPS will NOTAM Twy A closed when utilized for Hot Cargo.

7.9.3. Tertiary: Tanker Row, Spot 20. Authorized 4,000 lbs NEW of HC/D 1.3 or capacity of HC/D 1.4. Governing fire symbol is 3 or 4, whichever is applicable.

7.9.4. Waivers. Request waivers from the MXG/CC through FW/SEW.

7.9.5. Normal advisory of inbound hazardous cargo will be in the flight plan data and verified by the pilot on UHF 372.2. Aircrew will notify AMOPS of Hot Cargo during the PPR process. AMOPS will notify Command Post, Tower, Transient Alert, Snow Barn (September - May), BDOC, 354 FW/SE (normal duty hours), ATOC, and the Fire Station of the inbound hazardous cargo. Additionally, these agencies will be advised of the aircraft parking spot, tail number, and type/quantity of munitions.

7.9.6. Tower will notify AMOPS if informed of hazardous cargo being transported by the aircraft or from other agencies outside of AMOPS.

7.10. Night Vision Device (NVD) Operations. Eielson ATCT will not shut down airfield lighting for aircrew desiring lights out operations. The use of NVDs will be at pilot's discretion.

7.11. Local Aircraft Priorities.

7.11.1. Aircraft will be given priority for taxi, takeoff, and landing IAW FAA JO 7110.65 and this instruction. **Note:** These priorities are guidelines and should not take the place of controller judgment.

7.11.2. With the exception of the aircraft priorities in this paragraph, air traffic service will be provided to aircraft on a "first come, first served" basis as circumstances permit.

7.11.3. Traffic using the runway in use will have priority over opposite direction traffic.

7.11.4. IFR aircraft shall have priority over Special VFR and VFR aircraft.

7.11.5. Tower will not delay military aircraft due to General Aviation or Civil Air Patrol operations.

7.11.6. Tower will provide priority in the following order:

7.11.6.1. Emergency Aircraft

7.11.6.2. AIR EVAC/MED EVAC (when verbally requested)

7.11.6.3. Search and Rescue Aircraft

7.11.6.4. Presidential Aircraft

7.11.6.5. Priority launches/Rapid Response

7.11.6.6. Flight Check

7.11.6.7. Open Skies Aircraft

7.11.6.8. Controlled Takeoff Orders (AMC and MAJCOM controlled departures)

7.11.6.9. DV Aircraft

7.11.6.10. MFEs: RED FLAG AK/NORTHERN EDGE/DISTANT FRONTIER

7.11.6.11. The 354 FW Flying

7.11.6.12. The 168 WG Flying

7.11.6.13. The 210 RQS Flying

7.11.6.14. Non-base Assigned Military Aircraft (Transients)

7.11.6.15. Civilian aircraft (Civil Air Patrol and private aircraft) **NOTE:** These priorities will not be so stringently applied as to cause a gross mismanagement of traffic.

7.12. In-Flight Communications.

7.12.1. Due to the location of the TACAN in relation to the runway threshold, Tower personnel can be expected to use nautical miles from the threshold, instead of DME from the TACAN, when referencing traffic/reporting points on final.

7.12.2. Formation flights. ATC will consider a formation to be a single aircraft and will control it as a single aircraft until the first low approach or touch and go; after which, ATC will issue separate control instructions to each aircraft unless they rejoin as a flight or the pilot(s) request ATC to continue flight control instructions.

7.13. Opposite Direction Traffic.

7.13.1. Arrival versus Arrival: Opposite direction arrivals shall not proceed closer on final until the aircraft approaching the runway in use has touched down (full stop) or has completed a low approach/touch and go and turned to avoid conflict. The following cutoff shall be applied:

7.13.1.1. A minimum of 10 NM cut-off point from the runway will be used to deconflict all opposite direction traffic arrivals if both aircraft are IFR.

7.13.1.2. A minimum of 7 NM will be used if one or both aircraft are VFR.

7.13.2. Arrival versus Departure. Opposite direction departures must be airborne, turned to avoid conflict, and established on a course (diverging by at least 45 degrees) from the reciprocal of the final approach course before the arriving aircraft has reached the cutoff point. Tower will not clear an aircraft for takeoff or "line up and wait" if an opposite direction arrival is within the cutoff distances. The following cutoffs shall be applied:

7.13.2.1. A minimum of 10 NM cut-off point from the runway will be used to deconflict all opposite direction traffic arrivals if both aircraft are IFR.

7.13.2.2. A minimum of 7 NM will be used if one or both aircraft are VFR.

7.13.2.2.1. Tower will approve opposite direction operations only if they do not affect traffic to the runway in use. RVR readings may not be available to aircraft performing opposite direction operations.

7.14. Civil Aircraft Use of USAF Navigational Aids (NAVAIDs). Civil aircraft are permitted to use USAF NAVAIDs to conduct practice low approaches only when they do not interfere with military operations.

7.15. Weather Dissemination and Coordination Procedures.

7.15.1. The 354 OSS/OSW (base weather) disseminates all Eielson forecasted and observed weather warnings/watches/advisories (WWAs) referenced in EAFBI 15-101.

7.15.2. The 354 OSS/OSW will notify Command Post, AMOPS and Tower of any weather WWAs. Command Post will notify base agencies via the ATHOC alert system on the base LAN servers.

7.15.3. Airfield Management will relay any weather warnings over the SCN.

7.15.4. Tower personnel will receive the warnings/watches/advisories over the Airfield Automated System (AFAS). Tower personnel will notify aircrew via the ATIS.

7.16. Snow Removal Operations. Airfield snow removal operations will be IAW the 354 Snow and Ice Control Plan. When the RCR is less than 12 and/or deteriorating conditions warrant, snow and ice removal operations will take precedence.

7.16.1. For wing flying, the SOF will coordinate with Airfield Management to determine the priority of snow removal operations. Flights will be limited to restricted low approaches at or above 1,100' MSL (1,600 MSL may be used for heavy aircraft) when snow and ice removal operations are in progress on the runway.

7.16.2. Snow Effects on ILS. Tower will advise Airfield Systems personnel when system anomalies are reported by pilots on final. RAWS will advise Tower and/or AMOPS when snow accumulation or drifting on the airfield may impact system reliability. Tower will request RMC to remove the system from service when advised by RAWS Maintenance that accumulation exceeds technical limits IAW maintenance T.O.s, or when system anomalies are reported by pilots on final, IAW FAAO 7110.65. The 354 OG/CC determines if an operational check and/or special flight inspection is required before returning the system to service.

7.16.3. Snow effects on Aircraft Arresting System. Snow will be removed the width of the runway 1,000 feet in both directions from each barrier to allow proper cable operations. Snow is to be removed up to the barrier deck sheave.

7.16.4. Icing: During near-freezing rain conditions, air blast sweepers will be used to reduce standing water to a minimum. By monitoring surface temperatures, ice control personnel can determine the approximate time when freezing will begin. When ice is over 1/4-inch thick, the use of underbody blades and scrapers will be required to reduce the ice to less than 1/4-inch thickness prior to application of deicing material.

7.16.5. Airfield Deicing and Anti-icing Chemicals: The use of all chemicals/materials/abrasives on the airfield must be coordinated through AMOPS. AMOPS will seek guidance from Weather and Snow Barn prior to requesting approval.

7.16.5.1. CES is the approval authority for chemical use on the airfield.

7.16.5.1.1. After chemical applications, the affected area will be inspected by the snow removal supervisor to ensure puddles do not exist.

7.16.5.2. Sand: Due to extreme weather conditions experienced at Eielson, AFCESA/CEO has granted a waiver for use on the airfield if essential to increase the RCR to meet operational requirements or provide operational support in emergency/alert situations. Sand will be used only upon the direction/approval of the Airfield Manager.

7.16.5.3. The runway must be cleared a minimum of 75 feet on either side of the runway centerline (for a total of 150 feet) to allow normal operations.

7.17. Bird/Wildlife Control. The United States Department of Agriculture/Wildlife Services (USDA/WS) is the primary bird/wildlife dispersal agency for the airfield. AMOPS will assist in wildlife dispersal when requested. Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines are IAW EAFBI 91-212 BASH PLAN.

7.18. Bird Watch Conditions (BWC). Eielson AFB and surrounding local areas experience intense bird activity during migratory periods. The 354 FW SOF (Tower Watch Supervisor if the SOF is not on duty) is the single POC who ultimately determines the active BWC during wing flying and will coordinate with USDA personnel and the OSS/OSAA representative on duty to determine the BWC.

7.18.1. Pilot Reporting. Report any hazardous bird activity in MOAs, low-level routes, and ranges to the SOF and/or Range Control as soon as possible using the following format: Call sign, location, altitude of birds, local time sighted, approximate number of birds, type of bird (if known).

7.18.2. BWC. Pilots will take the following actions during declared BWC IAW EAFBI 91-212 BASH PLAN.

7.18.2.1. BWC–Low: Normal bird activity on or above airfield/area with a low probability of hazard. No deviation from normal procedures is required.

7.18.2.2. BWC–Moderate: Increased bird population in locations which represents an increased potential for strike.

7.18.2.2.1. Low levels. Minimum altitude 1,000' AGL on affected route segments or course deviation as required.

7.18.2.2.2. Ranges. Flight leads will change events as required to avoid bird activity. Minimum altitude is 1,000' AGL.

7.18.2.2.3. Eielson AFB Pattern: Traffic will be limited to the initial takeoffs and full- stop landings. Multiple patterns require 354 OG/CC approval through the SOF (Tower Watch Supervisor if SOF not on duty) and are limited to the minimum required to fulfill training requirements. Fighter formation takeoffs, chase, or interval takeoffs with less than 10 seconds of spacing and formation landings are prohibited. If approved, low approaches are restricted to 300' AGL. Chase aircraft will not descend below 300' AGL at any time. Formation takeoffs and landings are prohibited. Practice emergency approach (SFO / PFO, Random SFO / PFO, West Low Key) procedures will only be flown during BWC - Low. **Exception:** 168th aircrew require 168th wing leadership approval for multiple pattern operations.

7.18.2.2.4. Periods of darkness. During BASH Phase II, the bird watch condition will be moderate during periods of darkness due to the inability to accurately detect bird activity in the vicinity of the airfield.

7.18.2.2.5. SOF/Tower directed bird/wildlife dispersion by USDA personnel have priority over multiple pattern operations.

7.18.3. BWC–Severe: High bird population on or immediately above the runway or other specific location(s) that represents high potential for strike. BWC-Severe will be declared when any of the following occur: any large concentrations of birds above or in the vicinity of runway (within 100 feet) or in arrival/departure routes; flocking birds crossing within 1 NM of runway ends; any reported bird strike in Class D airspace; large concentrations of birds in the BEZ.

7.18.3.1. Low levels. Low level routes reported as BWC - Severe are canceled for the day.

7.18.3.2. Ranges. Limited to employment above 5,000' AGL until the SOF/RCO determines the severe bird hazard no longer exists.

7.18.3.3. Eielson AFB Pattern: All takeoffs, patterns, and landings require 354 OG/CC approval, except in case of emergency. Only full stop landings are authorized. Formation/chase takeoffs and landings are prohibited except in the case of an emergency.

7.18.4. ATC may deny non-emergency aircraft operations until bird activity is deemed safe.

7.19. BASH Phase Periods I and II. BASH Phase Periods will be declared by 354 FW Safety and announced by 354 OG/OGV through 354 FW FCIF. The FCIF will implement BASH as a 354 FW Special Interest Item (SII). BASH Phase II is normally declared during migratory seasons. Significantly increased local bird activity statistically occurs 15 April - 15 May and 15 August - 20 September.

7.19.1. BASH Phase I. Normal Operations.

7.19.2. BASH Phase II (Migratory Season). During BASH Phase II, all ranges, low levels, MOAs, and Eielson traffic pattern are BWC - Moderate by default. Refer to 354 FW FCIF for further restrictions.

7.19.2.1. The BWC may be declared LOW at the recommendation and coordination of USDA personnel, SOF, Tower Watch Supervisor, AMOPS, and pilot reports. Continued risk assessment must be accomplished to maintain BWC – Low during BASH Phase II.

7.20. Supervisor of Flying Operating from the Tower. A SOF will normally operate from the Eielson Control Tower during 354 FW operations when required by AFI 11-418. The SOF will:

7.20.1. Utilize a headset and a muted speaker console arrangement to the maximum extent possible, and any time requested by the Watch Supervisor.

7.20.2. Expect to be allowed to transmit critical information to an emergency aircraft over ATC frequencies when the nature of the situation may warrant. Coordinate this request through the Watch Supervisor, and limit such transmissions to those essential to prevent a mishap.

7.20.3. Not attempt to regulate the flow of air traffic nor perform any air traffic control function.

7.20.4. In the event of Tower evacuation, the SOF will evacuate to either the 353 CTS duty desk or the 18 AGRS duty desk to perform the SOF functions IAW AFI 11-418, Sup 1.

7.21. Airfield Photography/Videography and Flightline Tours. All Eielson airfield and restricted area photo/video requests require 354 OG/CC for approval (See 354 OG/OGV SharePoint for current approval letter). All photos/videos will be reviewed by a 354 FW/CVN trained individual. The requesting body coordinates photo/video access with the flying operations supervisor of the aircraft being photographed/videoed, base operations, 354 FW/CVN, Security Forces, and MOC.

7.21.1. Pictures taken within 20 feet of an aircraft require 354 FW/CVN approval.

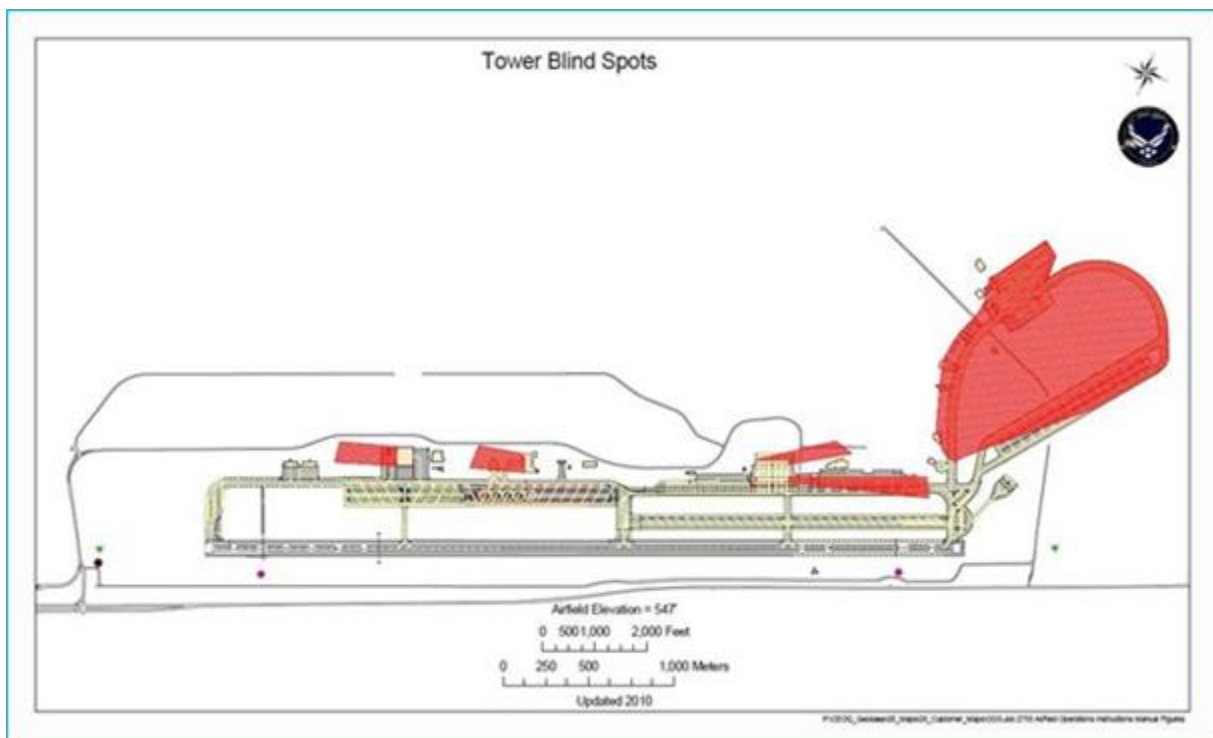
7.21.2. Local unit photo/video request approval is delegated to the SQ/CC (maintenance or flying unit) of the aircraft being photographed.

7.21.3. Personnel will be escorted by an individual with a valid Restricted Area Badge (RAB) with authorization for the area requested.

7.21.4. Off-station photography/videography will be approved IAW the Security Classification Guide for the appropriate aircraft.

7.22. Tower Blind Spots. Tower blind spots include the north side of the 168 WG hangar (Bldg 1176), the north side of the RED FLAG-Alaska hangar (Bldg 1140), the Southside of the Hangars 1227 & 1228 (Bldgs 1227, 1228), Oscar Row, and entire area of the Loop Taxiway to include a large majority of the South Ramp. Known radio blind spots include the Loop Taxiway, Rows Alpha, Bravo, Charlie, Delta, and the south portion of the South Ramp. Due to these radio and visual blind spots, aircraft will use caution when entering/exiting the Loop Taxiway and give way to aircraft already taxiing, as appropriate.

Figure 7.1. Tower Blind Spots.



7.23. Air Traffic Control Recordings. The AOF/CC is the custodian of all recorded records. Tower personnel will follow AFI 13-204v3 when transcribing or copying ATC recordings. IAW AFI13-204v3, with the exception of official safety investigations, do not release recorded or written records concerning mishaps without authority from the 354 OG/CC.

7.24. Variable Wind Information. Tower will only issue variable wind information at request of aircrew.

7.25. Exercises. The AOF/CC must be briefed at least 48 hours in advance of any exercise or inspection that involves AO personnel. The Watch Supervisor must ensure ATC facility participation does not degrade services. The Watch Supervisor may interrupt or discontinue facility participation if flight safety is in question or it interferes with the recovery of emergency aircraft.

7.26. Unmanned Aircraft Systems (UAS) Operations Procedures. Eielson AFB supports Global Hawk UAS. Procedures are outlined in the Global Hawk GloPac2009 Emergency Landing Operations Plan Eielson AFB Memorandum of Understanding. Reference **Attachment 4** for UAS Divert Procedures.

7.27. Small Unmanned Aircraft System (sUAS)/Drones: – sUAS users must comply with FAA guidelines and register drones before flight at: <https://drone-registration.net>. For information on airspace restrictions: <http://uas-faa.opendata.arcgis.com>. Tower cannot approve of sUAS operations other than **Part 107** requests, however users are encouraged to contact Tower at least 30 minutes before flight to relay location of sUAS operations, max altitude to be flown, duration, and contact information. Relay information to the recorded line of 377-2220.

7.28. Reopening Eielson Airfield following a period of closure.

7.28.1. Eielson ATC, AMOPS, and Weather Personnel:

7.28.1.1. Provide standby recall letters to CP NLT 72 hours prior to airfield closure.

7.28.1.2. Respond to CP recalls and have the airfield operational within 30 minutes.

7.28.1.3. Advise CP and Fairbanks Approach when the airfield is declared open.

7.28.2. CP shall:

7.28.2.1. Receive and maintain standby recall rosters for known closure periods.

7.28.2.2. Upon notification of request to open airfield, for real-world contingency or deployment related mission, recall the standby ATC, AMOPS, and Weather personnel.

7.29. Civil Air Patrol Glider Operations. Glider operations will be accomplished IAW restrictions outlined in the Civil Air Patrol Landing Permit for glider aircraft; this permit will be reviewed and updated annually. Tower will use best judgment when approving/denying a maneuver request and base that decision on current/projected weather, potential military operations, or any other situation deemed necessary.

Chapter 8

FLYING PROCEDURES

8.1. Units TDY to Eielson.

8.1.1. Units deployed to PAEI for local flying must have an Eielson host unit. TDY aircrews attending DISTANT FRONTIER, RED FLAG-Alaska, NORTHERN EDGE and/or flying with host unit are considered local aircrew.

8.1.2. Deployed aircrews will receive a local area briefing from a local host unit covering PAEI procedures.

8.1.3. Deployed unit commanders will inform their host unit of additional training requirements and events prior to the normal planning and scheduling cycle. This is especially important when the training event will extend the planned flying window.

8.1.4. The Eielson host unit will provide a 354 FW In-flight Guide (IFG) to all aircrews. Electronic and hard copies of the IFG are available from 354 OG/OGV, DSN 317-377-2655.

8.1.5. Non-PACAF assigned TDY units wishing to participate in Reduced Same Runway Separation (RSRS) will sign a letter of agreement. TDY units can obtain a copy of the RSRS LOA from 354 OSS/OSAT.

8.2. 354 FW TDYs. All 354 FW pilots, when TDY, will comply with the local operating procedures published by the host unit. Where local procedures are not published, or deemed inappropriate, the deployed commander will develop appropriate procedures for the deployed location, following the guidance in this supplement to the maximum extent possible. The deployed commander will gain approval from the 354 OG/CC and host OG/CC (if applicable) prior to implementation.

8.3. Off Station Training, Aircraft Deliveries, Diverts, and Ferry Flights. N/A for 168 WG.

8.3.1. When planning and accomplishing these missions, pilots will comply with the cross-country checklist in the 354 FW IFG and AFI 11-401, Aviation Management, with appropriate supplements. Consult the Alaska Chart Supplement when anticipating operations in or near the Air Defense Identification Zone (ADIZ) or Buffer Zone.

8.3.2. The pilot will ensure:

8.3.2.1. Maintenance requirements including pre-flight, thru-flight, and post-flight are accomplished at each stopover, whenever possible.

8.3.2.2. Engine oil samples are taken and read after first flight of the day. If unable to read a sample after first flight, the pilot can transport them to the next location.

8.3.2.3. Adequate supplies of AF Form 15, United States Air Force Invoice, are carried in each aircraft to charge supplies or services at other than active Air Force installations.

8.3.2.4. Adequate aircraft security is provided. Customs officials are notified of all flights originating outside of the United States and recovering in the United States. Each point of intended landing meets minimum runway length criteria.

8.3.2.5. Prior to departure, check with home-station operations to ensure no new go/no-go items have been released and inform the 354 FW Command Post (CP), DSN 317-377-1500 of the estimated takeoff time, time enroute, and point of intended landing

8.3.2.6. After landing, and as soon as possible, notify CP of actual takeoff time, time enroute, landing time, aircraft status, and actual aircraft location. This information will be passed by the most expeditious means possible.

8.3.3. When flying is completed for the day, notify CP of all pilots' locations, flight leads' phone numbers, and the next day's itinerary.

8.3.4. Deviations from these procedures will be coordinated with the squadron commander/operations officer and 354 OG/CC. All changes in destination(s) from the planned itinerary require 354 OG/CC approval.

8.4. Mission Restrictions.

8.4.1. Demanding alternate missions must be briefed prior to flight. Non-demanding unit standard alternate missions may be briefed airborne and will be flown IAW 11-2MDS Vol 3.

8.4.2. Do not fly practice instrument approaches or overhead patterns with heavyweight ordnance (live or inert). N/A for F-35 aircraft.

8.4.3. Single ship fighter sorties (scheduled or fallout) require Ops Sup approval and will be IAW AFI 11-214, Air Operations Rules and Procedures and AFI/AFMAN 11-2MDSV3, MDS Operations Procedures.

8.5. Environmental Restrictions.

8.5.1. Wind Limits. The wind limits listed below have been established to protect pilots in the event of ejection. The waiver authority for the listed limitations is the 354 OG/CC. Pilot judgment must be used in remote areas where there are virtually no ground reporting stations to assess current wind/sea state. Special consideration should be given to wind effects on surface temperature and establishment of Equivalent Chill Temperature (ECT). The Weather Flight (354 OSS/OSW) is responsible for determining and reporting the ECT.

8.5.1.1. Over Land. When the actual steady-state surface winds at PAEI exceed 35 knots, all local flying training will terminate and airborne aircraft will be recalled or diverted. If individual operating areas have a steady state surface wind speed in excess of 35 knots, they are off limits for training; however, other training areas may be used.

8.5.1.2. Over Water. When the actual, over water, steady state surface winds exceed 25 knots or wave heights exceed 10 feet, the affected area will be off limits for training flights.

8.5.2. Cold Weather Operations (CWO) General Procedures.

8.5.2.1. CWO will normally be initiated from 15 October to 15 April, or as deemed necessary by 354 OG/CC.

8.5.2.2. If 354 OSS/OSW reports or forecasts extreme cold (ECT below -40°F) on Eielson AFB:

- 8.5.2.2.1. When ECT on Eielson AFB is reported between -40°F and -50°F, the 354 OG/CC and 354 MXG/CC will determine if aircraft launch and outside maintenance activities will be conducted. If ground operations are suspended, airborne aircraft may continue with the planned mission, but will return with enough fuel to hold for slower than normal recovery operations. N/A for 168 WG.
- 8.5.2.2.2. When ECT on Eielson AFB is reported at colder than -50°F, the 354 FW/CC will determine if aircraft launch and outside maintenance activities will be conducted. If ground operations are suspended, airborne aircraft may continue with the planned mission, but will return with enough fuel to hold for slower than normal recovery operations. N/A for 168 WG.
- 8.5.2.3. If 354 OSS/OSW forecasts extreme cold (ECT below -40°F) in the planned training airspace or training route, units will use either the 12 hr or 24 hr minimum forecast ECT for launching aircraft based on rescue asset availability.
- 8.5.2.3.1. Rescue assets are considered “Full Up” and 12 hour minimum ECT may be used if the following aircraft/crews are available: 1xHH-60 at Eielson, 1xHH-60 & 1xHC-130 with CRO/PJ at JBER.
- 8.5.2.3.2. When rescue assets are less than “Full Up”, units will use the minimum ECT for the next 24 hours.
- 8.5.2.3.3. 354 OG/CC must approve flying training when forecast ECT is between -40°F and -50°F in the planned training airspace or training route.
- 8.5.2.3.4. 354 FW/CC must approve flying training when forecast ECT is colder than -50°F in the planned training airspace or training route.
- 8.5.2.3.5. 354 OG/CC must approve flying training if no rescue assets are available at Eielson and JBER, when forecast ECT (24 hours) is colder than -20°F due to limitations of cold weather AFE gear and seat kit contents.
- 8.5.2.3.6. Recommendations to the OG/CC for flying in cold weather will include but are not limited to: temperature data from various sites, predicted ECTs, sunset, forecast weather in the airspace and mountain passes, aircrew Arctic survival training completion and overall ORM score of the mission.

Table 8.1. Training Airspace Cold Temperature Decision Matrix.

	ECT below -20°F	ECT -40°F to -50°F	ECT below -50°F
Rescue Assets “Full Up” (12 hr min ECT)	Individual ORM	OG/CC	FW/CC
Rescue Assets not “Full Up” (24 hr min ECT)	Individual ORM	OG/CC	FW/CC
Zero Rescue Assets available (24 hr min ECT)	OG/CC		

8.5.2.4. During cold weather operations, single-ship fighter sorties are not authorized north of the Yukon River or south of the Alaska Range.

8.5.2.5. Cold Weather Operations Procedures Prior to Taxi. Hangar door operation will be as follows:

8.5.2.5.1. North Bays

8.5.2.5.1.1. When outside air temperatures are greater than or equal to 0°F and less than or equal to 32°F:

8.5.2.5.1.1.1. Bay door(s) open for up to and including 15 minutes require a minimum 20 minute closed period prior to next opening.

8.5.2.5.1.1.2. Bay door(s) open for greater than 15 minutes up to an including a maximum of 30 minutes require a minimum 30 minute closed period prior to next opening.

8.5.2.5.1.2. When outside air temperatures are greater than or equal to -20°F and less than 0°F:

8.5.2.5.1.2.1. Bay doors(s) may be open for a maximum of 15 minutes and require a minimum 50 minute closed period prior to next opening.

8.5.2.5.1.2.2. If at least 2 AGE heaters are applied at door closure, the minimum closed period may be reduced to 40 minutes.

8.5.2.5.1.3. When outside air temperatures are greater than or equal to -40°F and less than -20°F:

8.5.2.5.1.3.1. Bay doors(s) may be open for a maximum of 15 minutes and require a minimum 60 minute closed period prior to next opening.

8.5.2.5.1.3.2. If at least 2 AGE heaters are applied at door closure, the minimum closed period may be reduced to 50 minutes.

8.5.2.5.1.4. When outside air temperatures are less than -40°F, bay doors operating limits are IAW [para 8.5.2.6.1.3.1](#) or as directed by the OG/CC.

8.5.2.5.1.5. While in the bay and a RED BALL is required that will exceed bay door time limits, relocate to Lima or Mike Rows or EOR if safe taxi can be accomplished. If a system prohibits safe taxi notify the Pro Super ASAP and be prepared to shut down to prevent exceed bay door operating limits

Table 8.2. North Bay Door Cold Weather Operating Limits.

Outside Air Temp (°F)	Max Door Open Time (minutes)	AGE Heaters Applied at Door Closure	Min Door Closed Time prior to next open (minutes)
> 32	N/A	N/A	N/A
0 to 32	0 to 15	N/A	20
	16 – 30	N/A	30
-20 to -1	15	Min of 2	40
	15	None	50
-40 to -21	15	Min of 2	55
	15	None	60
<-40	15 or As directed by OG/CC	As directed by OG/CC	60 r As directed by OG/CC

8.5.2.5.2. South Bays

8.5.2.5.2.1. When outside air temperatures are at or below 32°F, bay doors may only remain open for 30 minutes. The bay doors must then remain closed for 60 minutes for stabilization and reconstitution of heat.

8.5.2.5.2.2. While in the bay and a RED BALL is required that will exceed bay door time limits, relocate to Alpha, Bravo, or Charlie Row or EOR if safe taxi can be accomplished. If unable to safely taxi, notify the Pro Super ASAP and be prepared to shut down.

8.5.2.6. Ice FOD Alert Procedures. Base weather will normally determine if ice FOD potential exists. If icing is encountered, on the ground or in the air, follow Technical Order guidance and make an info entry on the AFTO Form 781, ARMS Aircrew/Mission Flight Data Document, if applicable

8.5.2.7. Cold Weather Operations Taxi Procedures.

8.5.2.7.1. Taxi spacing is 300 feet. Staggered taxi is not authorized.

8.5.2.7.2. If taxi lines are not visible due to snow/ice, taxi is prohibited. Stop the aircraft and advise both ground control and the SOF.

8.5.2.7.3. Taxi spacing is 500 feet when sand is present.

8.5.2.7.4. The minimum RCR for 354 FW aircraft is 10 (6 for 168 WG). With 354 OG/CC approval, received via the SOF, this can be waived down aircraft limits IAW 11-2MDSV3 (Reference Attachment 2 and Attachment 3 for local flying units).

8.5.2.7.5. The maximum taxi speed is equivalent to the RCR for that surface. As an example, when the RCR on Taxiway F is 10, the maximum taxi speed on Taxiway F is 10 knots. When the RCR is less than 12, slow the aircraft to nearly a complete stop prior to turning.

8.5.2.7.6. Aircraft will not turn inside of another aircraft holding in an adjacent spot. Instead, proceed to the next available spot to the outside of the aircraft. However, turning inside of an aircraft is permitted when the adjacent parking spot between parking aircraft and parked aircraft is empty and the parking aircraft comes to a full stop prior to executing the turn into the spot. Also, if ramp space allows turning well aft of the adjacent aircraft, allowing a straight taxi into the spot; pilots may use adjacent spots.

8.5.2.8. Cold Weather Operations Takeoff and Landing Procedures. N/A for 168 WG.

8.5.2.8.1. If RWY RCR is less than or equal to 12, an alternate airfield will be declared.

8.5.2.8.2. Static run-up for takeoff will not be performed. Single-ship rolling takeoffs will be used.

8.5.2.8.3. Minimum takeoff interval will be 20 seconds. When sand is present on the runway increase minimum takeoff interval to 30 seconds to minimize damage from airborne sand and permit a clear view of the preceding aircraft.

8.5.2.8.4. Formation takeoffs/landings are not authorized until snow removal clears the entire RWY and the 354 OG/CC grants specific approval.

8.6. Lights-out Training Procedures. Reference Lights-out Operations in Alaska Military Operations Areas (MOAs) and Air Traffic Control Assigned Airspace (ATCAA) LOA and 11th Air Force Airspace Handbook.

8.6.1. Pilots will adhere to the following guidance when conducting reduced, covert, or lights-out operations in AK Special Use Airspace (SUA).

8.6.2. Reduced Lighting. Reduced Lighting (strobe covert/off, position lights overt) is authorized in all Alaskan SUA (MOA, ATCAA, Restricted and Warning areas). Lights-out NOTAM or Radar Monitoring Agency (RMA) is not required.

8.6.3. Lights-out Operations in Restricted and Warning Areas. Lights-out operations are authorized in Alaska Restricted and Warning Areas. Lights-out NOTAM or RMA is not required.

8.6.4. During Lights-out Operations aircraft must be under control or monitored by a RMA with the capability to maintain continuous radar and radio coverage of the lights-out airspace. 354 OG/CC approved RMAs are Baron, Panther, TOP ROCC (GCI agencies), or AWACS.

8.6.4.1. A tactical fight floor must be set based on the RMA RADAR coverage.

8.6.5. Pilots must also adhere to the following procedures during lights-out operations in these areas:

8.6.5.1. A lights-out training NOTAM must be published at least 48 hours in advance if training in MOA airspace. ATCAAs do not required a NOTAM. Squadron Ops Sup will check that the NOTAM has been issued and will brief the status and effective times during the mass brief.

8.6.5.2. Flight leads must coordinate with the RMA before the mission to establish a common working frequency and ensure manning is available to control or monitor the flight.

8.6.5.3. Flight lead will notify ANC Center of intended lights-out operations and designated RMA for the mission when requesting airspace clearance.

8.6.5.4. Flight lead will notify range control of intended lights-out operations upon check-in.

8.6.5.5. If a discrete Identification Friend or Foe (IFF) Mode 3 is assigned to each aircraft in the flight, then aircraft will squawk ATC-assigned Mode 3/C.

8.6.5.6. If a discrete IFF Mode 3 is not assigned to each aircraft, then the lead aircraft will squawk ATC-assigned Mode 3/C while other flight members squawk Mode 3 4000/C or mission planned/assigned tactical IFF Mode 3 squawk.

8.6.5.7. Flight lead must establish contact with the RMA when airborne.

8.6.5.8. All aircraft must monitor coordinated common frequency and UHF Guard.

8.6.6. ATCAA/MOA lights-out operations will be terminated under any of the following conditions:

8.6.6.1. If notified by ANC Center, the RMA, or any competent authority that a non-participating aircraft is determined to pose a threat of conflict or collision risk.

8.6.6.2. Radar or radio communication is lost with the RMA.

8.6.6.3. If an aircraft spills out of designated airspace, immediately terminate lights-out operations until reestablished within boundaries.

8.6.6.4. Participating aircraft is NORDO.

8.6.6.5. Before leaving the designated airspace for RTB.

8.6.6.6. Anytime requested by ANC Center.

8.6.7. RMA scheduling and use. Baron is scheduled as the default RMA for lights-out operations. Flight leads must coordinate with Baron before the mission to ensure controller availability. If AWACS is used as the RMA, squadron scheduling must have it listed next to the flight's remarks on the wing schedule NLT 1400 the day prior. When AWACS is the RMA, minimum altitude will be coordinated between the Senior Director and flight lead. All players will acknowledge the minimum altitude for lights-out operations.

8.7. General/Mission Planning. Preflight planning and briefing requirements will be in accordance with current directives. Unit operations sections and aircrews will file flight plans with AMOPS and confirm range space restrictions with Eielson Range Control. All frequencies for PAEI operations are contained in the 354 FW IFG.

8.7.1. Weather Briefings. A weather briefing is required before each flight. For local training missions, optimum weather support is via face-to-face support during the mission planning and mass briefing process. FL/pilots will receive current observation and forecast for entire flying window at PAEI and designated alternate airfields. Ceiling, visibility, EO/IR TDA, available night illumination for NVG operations (when appropriate), civil twilight times, minimum ECT, and forecast winds are required for local MOA/ATCAA/LATN training.

8.7.2. Avian Hazard Avoidance System (AHAS). All pilots and aircrew are required to review the 354 FW AHAS Unit Web Page (<http://www.usahas.com>) during their mission planning for any operations planned below 5,000' AGL. Reference EAFBI 91-212.

8.7.2.1. Squadron Ops Sup/AIRBOSS brief the current AHAS Risk Level for the airspace scheduled to be used to all pilots/aircrew at the mass briefing and will update the pilots/aircrews at step time of any pertinent AHAS changes.

8.7.2.2. SOFs will review the 354 FW AHAS Unit Web Page to aid in determining the BWC for the 354 FW Airspace and communicate changes in BWC to pilots/aircrew and AIRBOSS via SOF/ATC frequencies and/or Eielson Range Control.

8.7.2.3. Based on current system limitations, the 354 FW will not solely use AHAS data to determine the BWC in MOAs and restricted areas. Rather, AHAS data will be used as a decision aid for SOFs (or Base Ops if a SOF is not on duty) to determine the BWC of MOAs, restricted areas, and the Eielson Pattern. AHAS will not be a substitute for reported or observed bird activity.

8.7.3. Pilots must have maps or IFR charts sufficient to divert to all applicable airfields along the planned route of flight. Each aircraft will contain the following current DOD/FAA Flight Information Publications with current Terminal Change Notice or equivalent electronic publications IAW AFI 11-202V3:

8.7.3.1. Alaska Chart Supplement.

8.7.3.2. IFR Enroute High Altitude - Alaska H-1/H-2 chart.

8.7.3.3. IFR Enroute Low Altitude - Alaska L-1/L-2 chart & Alaska L-3/L-4 chart.

8.7.3.4. US Terminal Procedures - Alaska Vol. 1 of 1.

8.7.3.5. Flight Information Handbook.

8.7.4. The master list of noise sensitive/no-fly areas is listed in the 11 AF Airspace Handbook. Local area noise sensitive/no fly areas are found in the 354 FW IFG and will be annotated on flight mission materials. Any changes to local area noise sensitive/no-fly areas will be released via 354FW FCIF.

8.7.5. The squadron weapons officer (or equivalent) is responsible for ensuring Digital Aeronautical Information File (DAFIF) and Electronic Chart Updating Manual (ECHUM) is updated, current, and available on all squadron mission planning computers.

8.7.6. Minimum IFR and Safe Altitude (MIA and MSA) Calculations. MIA and MSA will be calculated IAW AFI 11-202V3. The majority of Alaska and the JPARC is considered mountainous terrain IAW Title 14 Code of Federal Regulations (CFR) 95.17. Therefore, when off airways and IFR/IMC all pilots will fly no lower than 2000 feet above all obstacles within 4 nautical miles of the course to be flown. The local PAEI non-mountainous airspace exceptions are R-2211 and within 3 nautical miles of PAEI. Reference 14 CFR 95.17 and 354 FW IFG for Alaska non- mountainous terrain latitude/longitude coordinates. In addition, Alaska temperatures at altitude are typically 10°C below ISA. When applicable, pilots will add 1000 feet to MIA and MSA IAW AFI 11-202V3.

8.8. Sign-out Procedures. The Tail Denial Program is administered via Squadron Aviation Resource Managers (SARM) and tracked using the Patriot Excalibur (PEX) software program. Pilots will read and electronically sign required documents using PEX prior to receiving a tail number. The flight lead will sign out on the Flight Authorization and notify the SARM and Ops Sup of requested flight plan/stereo route. SARMs will enter flight plan information into PEX. In addition, FL will begin filling-out an Operational Risk Management (ORM) sheet and turn-in prior to mass brief or flight brief, whichever occurs first.

8.9. Aircrew Flight Equipment

8.9.1. Personal and/or survival equipment requirements are IAW AFI 11-301V1_PACAFSUP1, Aircrew Life Support (ALS) Program. Gloves and helmet will be worn whenever the engine is running. N/A for 168 WG.

8.9.2. Ejection seat beacons will be set to AUTO for local flying.

8.10. Radio Procedures. All aircraft under the OPCON of the 354 FW should use standardized preset channels 2 through 18. In addition, utilize UHF frequencies to the max extent especially in the tower pattern.

8.11. Standard and Nonstandard Formations. All fixed wing aircraft will fly standard formation (100 feet vertical, 1 mile horizontal from lead) unless the flight lead has requested and ATC has approved a nonstandard formation. Departing flights of three or more will automatically be considered a non-standard formation. The last element member of a flight in non-standard formation will squawk 4000 Mode 3/C. N/A for 168 WG.

8.12. Dissimilar Formation Flights. 354 FW and TDY aircrews assigned to PAEI are authorized to fly in dissimilar formations during departure and recovery. Dissimilar aircraft may fly close formation provided it is briefed, emphasizing proper position, responsibilities, airspeeds, signals, and aircraft-unique requirements. Advise ATC of a dissimilar formation upon initial call-up in order to de-conflict. No more than four aircraft may fly in a dissimilar formation. Flight members (similar or dissimilar) will ensure safe RWY separation is maintained. This does not preclude ATC from taking action in the event of an unsafe condition. Mixed formation low approaches are not authorized.

8.13. Special Use Airspace (SUA)/Range Entry and Exit. All aircrews must receive ATC clearance from Anchorage Center or Fairbanks ATC prior to entering or exiting the JPARC.

8.13.1. Range Entry/Check-in. ATC separation is provided until entering aircraft have crossed the boundary of SUA at ATC assigned routings and altitudes. All aircraft entering SUA (including R-2201, R-2202, R-2205, and R-2211) must check-in with Eielson Range Control (ERC) on 229.4, 125.3, or 126.3 with center-assigned airspace/altitudes/times, restricted airspace request, and working frequency. Also include conducting lights-out operations if you plan to fly with covert or lights-out NVG light settings. Expect ERC to respond with local altimeter, known traffic, clearance into requested restricted airspace, and clearance to tactical frequency. If unable contact with ERC, pass information in the blind. Flights transiting through a MOA, including flights on MTRs will check in and remain on ERC frequency while within MOA boundaries.

8.13.2. Altimeter Setting Procedures. Use local altimeter setting when operating in SUA. ATCAA ceilings are defined using standard altimeter (29.92 in Hg). When using local altimeter settings that are less than standard, the flight lead/aircraft commander is responsible to ensure all aircraft remain below the ceiling defined off standard altimeter. Reference the Flight Information Handbook (FIH) and 354 FW IFG for cold weather temperature errors.

8.13.3. Early Entry. Work early entry request with Eielson Range Control on the ground to the maximum extent possible. Once airborne and talking to Fairbanks ATC or Anchorage Center, flights desiring early entry may coordinate with ERC and flights already in the area to expedite early entry approval and to work a MARSAs agreement.

8.13.4. Range Exit. All aircraft exiting SUA must check-out with ERC with exit intentions and number/type of ordnance expended. If departing VFR, cancel IFR clearance with Anchorage Center (if unable contact, pilots may request ERC to cancel clearance). If departing IFR, contact Anchorage Center for clearance 3 minutes prior to exit. If aircrews anticipate being IFR with Fairbanks ATC, do not cancel IFR with Anchorage Center or ERC.

8.13.4.1. Pilots will utilize TRSA services to max extent possible.

8.13.4.2. Do not overfly concentration of houses in North Pole when entering traffic pattern via NANCY.

8.13.4.3. When approaching the field from the east (avoid R-2205A/F if hot), tactical formations may overfly the base at 3,500' MSL and, with tower approval, descend directly to inside downwind. The flight lead will ensure that wingman take sufficient spacing. Do not overfly the Small Arms Range below 4,100' MSL or NOTAM'd altitude when hot.

8.14. Cloud Break Procedures/IMC Operations in Alaska SUA. Pilots operating under an IFR clearance may penetrate weather (i.e., fly in IMC) in Alaska SUA under the following conditions:

8.14.1. Pilots should consider fuel, airspace timing, location, VFR traffic volume, and aircraft sensor reliability when operating IMC below FL180.

8.14.2. With GCI/AWACS control:

8.14.3. Descend no lower than calculated MSA

8.14.4. Without GCI/AWACS control:

8.14.4.1. Contact a controlling agency (Anchorage Center above 10,000'MSL or Fairbanks ATC below 10,000'MSL) for IFR descent no lower than calculated MSA.

8.14.4.1.1. Eielson Range Control provides Restricted Area control and may provide traffic advisories, but they are not an aircraft controlling agency. Pilots are ultimately responsible for aircraft deconfliction.

8.14.5. During Air Refueling Operations (For AAR Tracks within ATCAA's).

8.14.5.1. IMC Air Refueling is authorized in ATCAAs IAW MDS specific IMC/AAR guidance.

8.14.5.2. All pilots participating in air refueling will have a briefed altitude deconfliction plan for entering and exiting the air refueling area during IMC conditions. Aircraft entering the AAR area off their scheduled time will ensure deconfliction real-time. All aircraft will be in their assigned altitude block and on boom frequency prior to entering the AAR airspace.

8.14.5.3. Default procedure (if not briefed differently to all players). Aircraft entering the AAR track at their scheduled time will have tanker altitude minus 1,000'-2,000'. Aircraft exiting will have the tanker altitude plus 1,000'-2,000'.

8.15. Air Refueling (AR) Tracks and Procedures. Reference AP/1B and 354 FW IFG for a depiction of AR tracks and locations.

8.16. Low Altitude Training. Minimum operating altitudes will be commensurate with training objectives, individual altitude block certification, AFI/AFMAN 11-2MDS, Vol. 3 restrictions, and this supplement.

8.16.1. Low Altitude Awareness Training (LOWAT) attacks and reactions will be limited to the most restrictive Low Altitude Step Down Training (LASDT) category in the flight. All LOWAT will be conducted in authorized airspace (i.e., MOA, VR/IR route, restricted area).

8.16.2. Call Eielson Range Control (122.9) when commencing low altitude tactical navigation and pass the following general information: call sign, number and type aircraft, airspeed, altitude to be flown, and general route of flight.

8.16.3. Cross the Alyeska Pipeline at a minimum altitude of 500' AGL, and if possible, cross the pipeline at right angles. Pipeline security helicopters monitor VHF 122.9.

8.17. Air Combat (ACBT) Training. Conduct ACBT only in approved SUA IAW AFI 11-214.

8.17.1. Yukon Measurement and Debriefing System (YMDS) will be used for all missions to the maximum extent possible.

8.17.2. For all altitude scenarios, a transition altitude and maneuvering limits at low/high altitudes will be briefed.

8.17.3. Units may develop Range Training Officer (RTO) training/qualification programs and RTO procedures for use in training missions.

8.18. Divert Procedures

8.18.1. Divert notification may come from SOF, CP, Tower, Range Control, or any other agency with the capability to relay for the SOF. In the case of PAEI divert notification, flight leads should be prepared to divert their flights to an alternate airfield. Refer to the FLIP for more information on what services are available at each divert airfield. N/A for 168 WG.

8.18.2. Divert IAW MDS-specific technical orders and flight manuals. Once on the ground, the highest ranking pilot will assume responsibility for all diverted aircraft and pilots at the divert base, and serve as detachment commander until relieved. N/A for 168 WG.

8.18.2.1. The detachment commander will:

8.18.2.1.1. Report tail numbers and pilot names to 354 FW/CP.

8.18.2.1.2. Report maintenance condition of all aircraft. Include turnaround time and expected delays.

8.18.2.1.3. Ensure security of all classified items.

8.18.2.1.3.1. If remaining overnight, store hand carried classified in a base command post, if available. If one is unavailable, pilots will maintain possession of classified materials.

8.18.2.1.3.2. Remain with aircraft until security planned confirmed with unit operations supervisor. See [Attachments 2](#) and [Attachment 3](#) for further requirements.

8.18.2.1.4. Supervise the departure of aircraft.

8.18.2.2. Pilots will ensure post flight and preflight procedures are followed.

8.18.2.3. Pilots will follow procedures IAW [paragraph 8.3](#) of this instruction prior to departure from the divert airfield.

DAVID M. SKALICKY, Colonel, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION***Adopted Forms*

AF847, Recommend for Change of Publication

Abbreviations and Acronyms

A/C—Aircraft

ADI—Airfield Driving Instruction

ADPM—Airfield Driving Program Manager

AER—Approach End of Runway

AF—Air Force

AFI—Air Force Instruction

AICUZ—Air Installation Compatible Use Zone

AIM—Aeronautical Information Manual

AMOPS—Airfield Management Operations

AMOS—Airfield Management Operations Supervisor

AMSL—Airfield Management Shift Lead

ANG—Air National Guard

AO—Airfield Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

AOF/CC—Airfield Operations Flight Commander

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATCT—Air Traffic Control Tower

ATIS—Automatic Terminal Information Service

ATSEP—Air Traffic System Evaluation Program

AOIC—Airfield Operations Certification Inspection

BASH—Bird Aircraft Strike Hazard

BHWG—Bird Hazard Working Group

BWC—Bird Watch Condition

CAC—Combat Alert Cell

CCTLR—Chief Controller

CE—Civil Engineering
CH—Channel
CMA—Controlled Movement Area
CP—Command Post
CTRD—Certified Tower Radar Display
DMPTR—Digital Multi-Purpose Training Range
DV—Distinguished Visitor
ETVS—Enhanced Terminal Voice Switch
FAA—Federal Aviation Administration
FAAO—Federal Aviation Administration Order
FOD—Foreign Object Damage
FUB—Facilities Utilization Board
GC—Ground Control
GE—Ground Emergency
HATR—Hazardous Air Traffic Report
HIRL—High Intensity Runway Lights
HQ AFFSA—Headquarters Air Force Flight Standards Agency
IAP—Instrument Approach Procedure
IAW—In Accordance With
IFE—In-Flight Emergency
IFR—Instrument Flight Rules
IMC—Instrument Meteorological Conditions
ILS—Instrument Landing System
INST—Instrument or Instrument Hold Line
IR—Ice on Runway
LMR—Land Mobile Radio
LOA—Letter of Agreement
LOP—Local Operating Procedure
LOS—Line of Sight
LSR—Loose Snow on Runway
MFE—Major Flying Exercise
MOA—Military Operating Area

MOC—Maintenance Operations Control
NAMO—NCOIC, Airfield Management Operations
NAVAID—Navigational Aid NM - Nautical Mile
NM—Nautical Mile
NOTAM—Notice to Airmen
NSE—NCOIC, Standardization and Evaluation
NVD—Night Vision Device
OBO—Official Business Only
OE—Operational Error
OG—Operations Group
OG/CC—Operations Group Commander
OI—Operating Instruction
OPCON—Operational Control
OPS SUP—Operations Supervisor/Top 3
OSC—On-Scene Commander
OSS—Operations Support Squadron
PAPI—Precision Approach Path Indicator
PCAS—Primary Crash Alarm System
PCG—Position Certification Guide
PD—Pilot Deviation
POFZ—Precision Obstacle Free Zone
POV—Privately Owned Vehicle
PM—Preventive Maintenance
PPR—Prior Permission Required
PSR—Packed Snow on Runway
QRC—Quick Reaction Checklist
RCR—Runway Condition Reading
RSC—Runway Surface Condition
RSI—Remote Status Indicator
RSRS—Reduced Same Runway Separation
RVR—Runway Visual Range
RWY—Runway

SC—Senior Controller
SCN—Secondary Crash Net
SLR—Slush on Runway
SM—Statute Mile
SOF—Supervisor of Flying
SQ/CC—Squadron Commander
SQ/DO—Squadron Director of Operations
SUA—Special Use Airspace
TACAN—Tactical Air Navigation
TCAS—Traffic Alert and Collision Avoidance System
TDY—Temporary Duty
TERPS—Terminal Instrument Procedures
TRB—Training Review Board
TSS—Tower Simulation System
TWY—Taxiway
UAS—Unmanned Aircraft System
UHF—Ultra High Frequency
UMD—Unit Manning Document
UPS—Uninterruptible Power Supply
VFR—Visual Flight Rules
VHF—Very High Frequency
VMC—Visual Meteorological Conditions
V/PD—Vehicle/Pedestrian Deviation
WR—Wet Runway
WS—Watch Supervisor
WSM—Weapons Safety Manager

Terms

Airfield Check—Conducted by Airfield Management personnel to the examine the primary takeoff, landing and taxi surfaces in response to in-flight or ground emergencies, Runway Surface Condition or Runway Condition Reading assessments, Foreign Object Damage removal, and for Bird/Wildlife Aircraft Strike Hazards and Habitat control.

Airfield Driving Instruction (ADI)—Formerly known as the flight line driving instruction. Establishes local procedures for driving a vehicle on the airfield.

Airfield Inspection—Conducted by Airfield Management personnel to identify discrepancies and/or hazards on the airfield (e.g., signs, markings, lighting, pavements, aircraft arresting system, obstructions, obstacles, construction areas, etc.).

Airfield Operating Hours—AO facilities remain open to support the base flying mission. MAJCOM/A3 establishes airfield operating hours. The OG/CC may authorize the use of standby and on-call procedures for AO facilities. The OG/CC may extend operating hours at bases where facilities are open less than 24 hours per day, as required, to meet short-term mission requirements.

Approach End of Runway (AER)—The end of a runway nearest to the direction from which the final approach is made.

Chase Aircraft—An aircraft flown in close proximity to another aircraft normally to observe its performance during training or testing.

Closed Airfield—An airfield is "closed" when no flying activity is permitted. Unless NOTAM'd otherwise, an airfield is considered closed during periods outside of normal published operating hours when essential services are not available. If the closure is for a particular type of aircraft or operation, it must be so stated. For example: "Closed to aircraft not involved in RED FLAG-Alaska exercises."

Controlled Movement Area (CMA)—Any portion of the airfield requiring aircraft, vehicles and pedestrians to obtain specific Air Traffic Control approval for access. Controlled Movement Areas include but are not limited to areas used for takeoff, landing and as required taxiing of aircraft. **Note:** This definition is used in lieu of "movement area" as defined in the FAA Pilot Controller Glossary.

External Stores—Items mounted on the external portions of an aircraft (e.g., armament, fuel tanks, baggage pods, etc.) that can be released or jettisoned from an aircraft.

Flightline—Any area or facility including apron, hardstand and ramps on or in which aircraft may be parked, stored, serviced or maintained.

Foreign Object Damage Check—Conducted by AM personnel prior to the start of normal flying activities or in response to FOD reports by SOF, control Tower, aircraft, etc.

Formation Flight—More than one aircraft which, by prior arrangement between the pilots, operates as a single aircraft with regard to navigation and position reporting. Separation between aircraft within the formation is the responsibility of the flight lead and the pilots of the other aircraft in the flight. This includes transition periods when aircraft within the formation are maneuvering to attain separation from each other to effect individual control and during join-up and breakaway.

Holding Hands—Aircraft are joined in formation, implies visual contact by all flight members.

Lighting Check—Conducted by Civil Engineering (electrician) or AM personnel during periods of darkness (including pre-dawn and dusk) to determine the operability of airfield lighting systems.

Local Operating Procedures—Supplemental procedures issued as letters of agreement, operations letters, operating instructions, memorandum of understanding, squadron regulations, operations plans, or base manual or instructions.

Official Business Only (OBO)—The airfield is closed to all transient military aircraft for the purpose of obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and Prior Permission is received from the Airfield Management.

On-Call Time—AO personnel must remain in the local area and be able to be contacted in the event it becomes necessary to man their respective duty section(s) outside of normal operating hours. Personnel who are on-call must not consume alcohol or take medications that affect duty status. Do not consider on-call time as duty time.

Open Airfield—Unless NOTAM'd closed, an airfield is considered open during published operating hours with all essential services available.

Prior Permission Required (PPR)—The airfield is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Airfield Management. PPR must be requested and approved before the flight departs to that airfield. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204.

Runway Condition Reading (RCR)—A numerical reading that identifies the surface friction capability of the runway pavement, obtained using a decelerometer. The aircrew uses this information to determine runway braking action during takeoffs and landings.

Runway Incursion—Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and take-off of aircraft. For the purpose of this instruction, the protected area is the same as the CMA. These are further classified into three operational categories:

Operational Error (OE)—A failure of the air traffic control system that results in loss of separation.

Pilot Deviation (PD)—The action of a pilot that results in the violation of ATC instructions, AFIs and/or FARs.

Vehicle/Pedestrian Deviation (V/PD)—Any entry or movement on the controlled movement area by a vehicle (including aircraft operated by non-pilots) or pedestrian that has not been authorized by ATC.

Runway Surface Condition (RSC)—Identifies the condition of the runway surface when covered with slush, snow, ice or water.

Runway Suspension—A short-term condition that requires temporarily restricting aircraft arrivals and departures until corrected (e.g., FOD, severe bird/wildlife activity, snow and ice removal checks, arresting systems maintenance/configuration changes, airfield construction, pavement repair, etc.).

Standby Time—Time during published flying hours when AO personnel are immediately available to return the facility to operations within the time limit the OG/CC specifies. Consider standby time as duty time.

Supervisor of Flying—A rated officer authorized by the flying unit commander to monitor and supervise current flight operations. A Supervisor of Flying may perform duties from the control Tower.

Unauthorized Landing—A landing at an Air Force airfield by a civil aircraft without prior authority (approved DD Form 2401 and 24 hours prior notice).

Uncontrolled Movement Areas—Taxiways and ramp areas not under the control of ATC.
Note: This definition is used in lieu of "non-movement area" as defined in the Federal Aviation Administration Pilot Controller Glossary.

Wet Runway—An RSC where visible water is the only form of moisture on the runway surface.

Attachment 2

F-16 SPECIFICS

A2.1. Fuel Requirements. Due to single Rwy operations, pilots will add a minimum of 200 pounds to AFI 11-2F-16V3, normal recovery fuels. Flight leads will brief the assumptions and routing they used to calculate the flight's Joker and Bingo fuels.

A2.2. Required Equipment. The following are required, in addition to those listed in AFI 11-202, Vol. 3, AFI 11-2F-16V3, and 1F-16C-1 Flight Manual:

A2.2.1. An operational Identification Friend or Foe and Selective Identification Feature (IFF/SIF), Mode 3 and C, is required for all single aircraft flights. At least one aircraft in each flight must have an operational IFF/SIF.

A2.2.2. Both the main Attitude Director Indicator (ADI) and standby ADI must be operative prior to night flying or when actual instrument conditions are anticipated.

A2.2.3. For night missions, taxi/landing, and anti-collision lights must be operational.

A2.2.4. 354 OG/OGV will publish a recommended Minimum Essential Sub-System List (MESL).

A2.3. Taxi. OG/CC may waive minimum taxi RCR to no lower than 6.

A2.3.1. If fuel becomes critical during taxi (i.e., after illumination of either fuel low caution light), monitor the fuel reservoirs Plan to be stopped, chocked, have the EPU pinned, and shut down in a ground control/SOF-approved area before the total fuel in the reservoirs reaches 600 lbs.

A2.4. Takeoff. Below 0°F (-18°C), mil power may be used for takeoff unless planned takeoff distance exceeds 50% of runway for a mil power takeoff.

A2.4.1. Minimum RCR for takeoff and landing is 10.

A2.5. Abnormal Procedures.

A2.5.1. Selection of Emergency/Divert Airfields. When selecting emergency airfields without arrestment cables, select only those airfields with at least 8,000 feet of hard surface runway available.

A2.5.2. Request on station or nearby USAF Security Forces set up a PL-3 area.

A2.5.2.1. If diverting to Fairbanks International Airport, Fairbanks airport security will be used in lieu of Eielson Security Forces personnel for aircraft security.

A2.5.3. If at a non-USAF base and USAF Security Forces are unavailable, other U.S. security personnel may be used but pilots will remain with aircraft until the security plan is confirmed with home station.

A2.5.3.1. Note security POC's name/phone#, and guard rotation schedule.

Attachment 3

F-35 SPECIFICS

A3.1. Fuel Requirements. Due to single Rwy operations, pilots will add a minimum of 500 pounds to AFMAN11-2F-35V3, normal recovery fuels. Flight leads will brief the assumptions and routing they used to calculate the flight's Joker and Bingo fuels.

A3.2. Required Equipment. The following are required, in addition to those listed in AFI 11-202, Vol. 3, AFMAN 11-2F-35V3, and FCL-001:

A3.2.1. An operational Identification Friend or Foe and Selective Identification Feature (IFF/SIF), Mode 3 and C, is required for all single aircraft flights. At least one aircraft in each flight must have an operational IFF/SIF.

A3.2.2. Both Panoramic Cockpit Displays (PCDs), and Standby Flight Display (SFD) must be operative prior to night flying or when actual instrument conditions are anticipated.

A3.2.3. For night missions, taxi/landing, and anti-collision lights must be operational.

A3.2.4. 354 OG/OGV will publish a recommended Minimum Essential Sub-System List (MESL).

A3.3. Taxi. OG/CC may waive minimum taxi RCR to no lower than 7.

A3.3.1. If fuel becomes critical during taxi (i.e., after illumination the FUEL CRITICAL ICAW), plan to be stopped, chocked, and shut down in a ground control/SOF-approved area before the total fuel reaches 1000 lbs.

A3.4. Takeoff. Minimum RCR for takeoff and landing is 7.

A3.5. Abnormal Procedures.

A3.5.1. Selection of Emergency/Divert Airfields. When selecting emergency airfields without arrestment cables, select only those airfields with at least 8,000 feet of hard surface runway available.

A3.5.2. Request on station or nearby USAF Security Forces set up a PL-3 area.

A3.5.3. If at a non-USAF base and USAF Security Forces are unavailable, other U.S. security personnel may be used but pilots will remain with aircraft until the security plan is confirmed with home station.

A3.5.3.1. Note security POC's name/phone#, and guard rotation schedule.

A3.5.4. After landing, contact 354 WG/CVN at DSN 317-377-5906 / 2781.

Attachment 4

UNMANNED AERIAL SYSTEM (UAS) DIVERT PROCEDURES

A4.1. Overview. NASA lists PAEI as a divert field for their Global Hawk missions that over fly the Arctic Circle. If they cannot file a divert field, they cannot launch. Global Hawk divert options are severely limited due to FAA restrictions placed on them in relation to the National Airspace System.

A4.2. Procedures. NASA's Global Hawk flights will be flown above Class A airspace. NASA primarily uses autonomous flights with the Global Hawk flying preprogrammed coordinates. A remote pilot will always be available during Global Hawk flights in NASA's Operations Center. During a contingency, the remote pilot can talk with ATC agencies on a real time basis via SATCOM relay.

A4.3. Notification Procedures.

A4.3.1. NASA will notify:

A4.3.1.1. Airfield Management, Eielson Command Post, and Fairbanks ATC a minimum of 48 hours prior to any mission scheduled.

A4.3.1.2. Airfield Management, Eielson Command Post, and Fairbanks ATC in the event of a Global Hawk emergency landing requiring Eielson's airfield.

A4.3.1.3. Airfield Management when their runway will no longer be utilized for an emergency landing site (i.e., mission complete, emergency corrected, change of emergency landing site).

A4.3.2. Eielson will notify:

A4.3.2.1. NASA of Eielson airfield's readiness at least 48 hours prior to scheduled missions.

A4.3.2.2. Transient Alert (TA) and Crash Recovery of scheduled missions and estimated time over station.

A4.4. Landing/Parking at Eielson. Global Hawk, if able will land and power down on the runway. Note: Aircraft Arresting Systems must be disconnected prior to landing. TA has been trained to safe the Global Hawk with the on-board kit. TA can tow the Global Hawk with a universal tow bar. The Global Hawk will be assigned hangar space on a real time basis. 353 CTS/ES will be the POC for coordinating the release of hangar space.

A4.5. UAS Flight Ops.

A4.5.1. NASA will dispatch a recovery team as soon as possible.

A4.5.2. If the Global Hawk can be repaired and flown, the team will coordinate with Airfield Management and the FAA for a departure routing and flight plan.

A4.5.3. If the Global Hawk cannot be repaired and flown, the team will dismantle the aircraft and arrange shipment.

Attachment 5**SIMULATED AIRFIELD ATTACKS/USE OF VIPER A MOA**

A5.1. LOWAT airfield attacks below 10,000' MSL require 354 OG/CC approval. In addition, the Viper A MOA must be NOTAM and scheduled through 354 OSS/OSO. Contact 354 OSS/OSO at 377-9327 NLT 24 hours prior to the intended use of the MOA to schedule a simulated airfield attack. Viper A may be scheduled for only two 30-minute periods per day. Deconflict scheduled periods with wing launch and recovery times. Viper A may be activated for only 10 minutes during each window. Reference PAEI / Fairbanks Approach Letter of Agreement (LOA).

A5.2. Viper A Restrictions.

A5.2.1. Minimum Eielson weather: 1,500' ceiling and 3 SM visibility. No chaff or flares.

A5.2.2. Avoid overflight of base housing below 3,500' MSL and Small Arms Range below 3,500' AGL when HOT.

A5.2.3. Remain east of the Tanana River to deconflict from traffic holding to the west of the river.

A5.3. Procedures. Pilots executing Low simulated airfield attacks (i.e., using Viper A) will accomplish the following: Prior to step, notify the SOF/Tower of attack plan, intended Viper A MOA activation times and exact TOT (for low altitude airfield attacks). Keep the SOF informed of any changes to this time. NLT 5 minutes out, contact Tower for approval using the following radio call,(Callsign), (number and type of aircraft), request activation of Viper A MOA for the next minutes (4 minutes max). Do not enter Class D airspace without Tower approval. Adhere to off range attack restrictions per AFI 11-214. In the event of simultaneous attacks from different flights, MARSAs must be declared prior to entering the MOA and abide by the following:

A5.3.1. Remain in contact with Eielson Tower. A4.3.2. Report exiting Viper A MOA to Tower.

A5.3.2. Maintain VMC and see and avoid.

A5.3.3. Avoid all current noise/flight sensitive areas.

A5.4. Other Traffic. IFR aircraft may be permitted in the Viper A MOA when it is not activated. During Viper A activation, IFR traffic will be held outside of the MOA until the attack is complete. Eielson Tower will have control of all simulated airfield attack aircraft operating in the Viper A MOA and will deny entry of civil VFR traffic into Class D airspace. Departures and arrivals have priority over Viper A MOA activation. Tower or Fairbanks Approach may cancel Viper A MOA activation at any time.

Attachment 6

PAEI BARRIER CERTIFICATION PROCEDURES

A6.1. Purpose. To outline procedures for barrier maintenance to request barrier certification from the Airfield Manager.

A6.2. Responsibilities. Pilots requested to perform practice cable engagements (for barrier certification or operational exercise/inspection only) need 354 OG/CC approval. Coordinate with the SOF for timing and certification requirements. The Airfield Manager/Deputy Airfield Manager (or designated representative) will:

A6.2.1. Review barrier certification and maintenance records and coordinate with 18 AGRS for scheduling of barrier certification.

A6.2.2. Notify the agencies in **Table A6.1** of the aircraft type and call sign prior to each engagement.

Table A6.1. Barrier Engagement Notification.

Flight Safety (354 FW/SEF)	Tower (354 OSS/OSAT)
Fire Protection (354 CES/CEF)	Sweeper (354 CES/CEOHH)
Barrier Maintenance (354 CES/CEOUP)	Airfield Lighting (354 CES/CEOUE)
Crash Recovery (354 MXS/MXMT)	354 FW SOF (SOURDOUGH SOF)

A6.3. Procedures.

A6.3.1. Prior to the engagement, the Airfield Manager and barrier maintenance will confirm the aircraft's gross weight with the aircraft commander and compute the engagement speed according to T.O. 35E8-2-1-101. The aircrew will target the engagement for the minimum airspeed in the target airspeed window.

A6.3.2. The aircraft will be in a flyable condition, with the canopy closed and tail hook shear pin installed (F-16 only). Aircraft will be cleared into position and specifically cleared to engage the cable by Tower. Conduct certification on pre-coordinated frequency.

A6.3.3. De-arm, if applicable, and lock shoulder harness.

A6.3.4. The aircraft will stabilize engines at normal run-up parameters, release brakes, then track down the Rwy and attempt to engage within 5 feet of Rwy centerline.

A6.3.4.1. Use mil power (AB allowed for barrier certification).

A6.3.4.2. Place the hook down at least 1000 feet prior to the cable or before starting the engagement run. Engage the cable in the center with the nose wheel on the ground and feet off the brakes.

A6.3.5. When crash recovery notifies the aircrew to disengage from the barrier, add power to roll forward, then throttle to idle to allow aircraft to roll back. Add power without braking to stop roll back. **DO NOT USE WHEEL BRAKES.**

A6.3.6. If able, retract hook on signal from barrier crew. DO NOT USE SLINGSHOT PROCEDURES. Notify the Tower of call sign, tail number, actual airspeed, and gross weight. Taxi clear to the nearest de-arm area. Have the hook reset, if not previously accomplished, before taxiing to park. If taxiing the aircraft after a barrier certification is not possible, the aircraft will be shut down and towed off the Rwy.

A6.3.7. Do not fly the aircraft until maintenance realigns the hook shear pin.

A6.3.8. Do not perform multiple practice engagements unless the hook shear pin is replaced between engagements.

Attachment 7 AIRFIELD DIAGRAM

Figure A7.1. Airfield Diagram.

