

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

**ELLSWORTH AIR FORCE BASE
INSTRUCTION 11-250**



14 JULY 2021

Flying Operations

**AIRFIELD OPERATIONS
INSTRUCTION
AND BASE FLYING PROCEDURES**

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This instruction establishes operational procedures, administrative procedures and standards for base Air Traffic Control (ATC) services, airspace management, operation of the airfield and associated equipment, local flying, emergency and special procedures. This instruction applies to all personnel assigned or attached to the 28th Bomb Wing (28 BW) as well as all tenant units operating on Ellsworth Air Force Base (EAFB). Deviation is authorized only in emergencies where adherence would jeopardize safe aircraft operations. This instruction also provides guidance outlined in Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airspace and Range Management*, Air Force Instruction (AFI) 13-204v1, *Airfield Operations Career Field Management*, AFI 13-204v2, *Airfield Operations Standardization and Evaluations*, AFI 13-204v3, *Airfield Operations Procedures and Programs*, AFI 13-213, *Airfield Driving*, AFI 11-202v3, *General Flight Rules*, Federal Aviation Administration Order (FAAO) 7110.65, *Air Traffic Control*, AFPD 11-2, *Aircrew Operations*, and directives of higher authority. The 28th Operations Support Squadron Airfield Operations Flight (28 OSS/OSA) is Office of Primary Responsibility (OPR) for this instruction. 28 OSS/OSA will coordinate changes/revisions to this publication with airfield users and submit the Air Force (AF) Form 847, *Recommendation for Change of Publication* to Major Command (MAJCOM) publications/forms managers for processing. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual AFI 33-322, *Records Management and Information Governance Program*, and disposed of IAW the Air Force Records Disposition Schedule (RDS) at https://afirms.cce.af.mil/afirms/rds/rds_series.cfm.

SUMMARY OF CHANGES

This document has been substantially revised to meet the intent and guidelines presented in AFI 13-204v3, *Airfield Operations Procedures and Programs*, Attachment 2. It must be reviewed completely.

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Chapter 1

GENERAL INFORMATION

1.1. Command and Control.

1.1.1. The 28th Operations Group Commander (28 OG/CC) is responsible for airfield and air traffic control operations. 28 OSS/OSA executes the Airfield Management Operations (AMOPS), Radar Airfield and Weather Systems (RAWS), and ATC missions.

1.1.2. The policies and procedures in this regulation are designed to promote the safe and expeditious flow of air traffic in the EAFB flying area. Commanders of assigned, tenant, and deployed units under the operational control of the 28 BW will ensure their personnel comply with this publication.

1.1.3. 28 OG/CC may issue waivers or immediate action changes to this regulation when necessary to accomplish normal or special mission requirements. All procedural changes affecting air traffic control and airfield management must be forwarded to Headquarters (HQ) Air Force Global Strike Command Airfield Operations Branch (AFGSC/A3OA) for review and approval before implementation IAW AFI 13-204v2.

1.1.4. Recommendations for improving this instruction are encouraged and will be sent for consideration at the EAFB Airfield Operations Board (AOB) through 28 OSS/OSA.

1.1.5. This instruction will be reviewed by 28 OSS/OSA annually to determine currency and accuracy of the instruction. If updates are required, 28 OSS/OSA will initiate a rewrite.

1.2. Runway (RWY). See [Attachment 2](#)

1.2.1. RWY 13/31: 13,497 X 300', with 1,000' overruns on each end. Peak RWY elevation is 3,276' Mean Sea Level (MSL). The pavement composition is grooved concrete. The RWY is marked 150' wide (white edge line to white edge line), but is weight-bearing the full width of 300'.

1.2.2. RWY 31 is the primary instrument RWY.

1.2.3. RWY overruns are not intended for use during takeoff/landing, and are not to be used in any calculations as additional RWY available.

1.3. Taxiway (TWY). See [Attachment 2](#).

1.3.1. All TWY are concrete and have shoulders. TWY Alpha becomes Taxilane Alpha approximately mid-field, between the north and south "S" curves on the southern half of the airfield. See [Table 1.1](#) for TWY/taxilane widths.

1.3.2. TWY Hotel and Alert Apron are permanently closed.

Table 1.1. TWY Widths.

TWY	WIDTH
Alpha North (North of 60 Row)	100'
Taxilane Alpha (Middle)	75'
Alpha South (South of 20 Row)	80'
Bravo (Hammerhead)	277'
Delta East	100'
Delta West	75'
Foxtrot	100'
Golf (Hammerhead)	300'
Hotel- CLOSED	75'

1.4. Navigational Aids (NAVAIDS).

1.4.1. The following NAVAIDS are available at EAFB:

1.4.1.1. ILS. EAFB ILS consists of a localizer and glideslope for RWY 13 and RWY 31.

1.4.1.1.1. Identifier for RWY 31 ILS: I-RCA

1.4.1.1.2. Identifier for RWY 13 ILS: I-ELR

1.4.1.2. Tactical Air Navigation (TACAN). Channel 25 (identification RCA). The TACAN checkpoints are located at the North and South Hammerheads and have signs indicating radial, Distance Measuring Equipment (DME), and field elevation. They meet the requirement for an altimeter checkpoint where field elevation differs by more than 25' at opposite ends of the RWY.

1.4.1.3. Digital Airport Surveillance Radar (DASR).

1.4.2. Rapid City Very High Frequency (VHF) Omni-directional Radio Range and Tactical Air Navigation (VORTAC). Located at the RCA 151 degree radial, 11.2 Nautical Mile (NM) from EAFB, identification RAP; 112.3 Mega-hertz (MHz), Channel 70.

1.4.3. NAVAID Preventative Maintenance Inspection (PMI). PMIs will be accomplished from Monday – Friday, 0000 – 0600 hours. EAFB and Minot Air Force Base (MAFB) RAWS shops will coordinate and de-conflict down times within these periods. At no time will both DASRs be down at the same time for PMIs.

1.4.4. All RAWS facilities are supported with backup power systems to include batteries, Uninterruptable Power Sources (UPS) and facility generators.

1.5. Radio Frequencies.

1.5.1. See DoD Flight Information Publication (Enroute) United States (US) Instrument Flight Rules (IFR) Supplement for EAFB local frequencies.

1.5.2. EAFB assigned aircraft and ATC personnel may use the frequency channelization listed below:

Table 1.2. B-1B UHF/VHF Channels and Frequencies.

CHANNEL	FREQUENCY	USE
01		Squadron common frequency 34th Bomb Squadron (34 BS): 343.0; 37th Bomb Squadron (37 BS): 377.0)
02	275.8/121.8	RCA Ground
03	253.5/126.05	RCA Air Traffic Control Tower (ATCT)
04	289.4/119.5	RCA Departure
05	338.2/127.95	Denver Center
06	259.1/119.5	RCA Approach
07	284.0/121.1	RCA Arrival
08	269.9/120.625	ATIS
09	311.0	SOF
10	255.4/122.55, 122.65	Huron Radio Flight Service Station (FSS)
11	321.0	Command Post (Raymond)
12	375.775	RCA Metro
13	381.3	Belle Fourche
14	318.8	Local Emergency Recovery Frequency
15	363.2	Secondary Emergency Recovery Frequency
16	372.2	Pilot to Dispatch
17 - 19		Channels reserved and available

1.6. Land Mobile Radios (LMR).

1.6.1. The following LMR nets are controlled by the ATCT: Tower Net and Crash Net.

1.6.2. The Tower Net is the main ground traffic net used for RWY operations, tows, and engine runs. This net is monitored continuously when the ATCT is open.

1.6.3. The Crash Net is utilized primarily during emergencies (or when requested) for communications between responding agencies and the ATCT.

1.7. Airfield Lighting Systems and Operations.

1.7.1. The ATCT operates airfield lighting IAW Federal Aviation Administration Order (FAAO) 7110.65, AFI 13-204v3, and this instruction. Lighting intensity will be set IAW FAAO 7110.65 with the exceptions of when maintenance is required on or near the RWY (i.e., snow removal, RWY checks, etc.) or when the ATC Watch Supervisors (WS) determines an operational advantage.

1.7.2. The following airfield lighting systems are available at EAFB:

1.7.2.1. Approach Lighting System with Sequenced Flashing Lights (ALSF-1)

1.7.2.2. High Intensity Runway Lights (HIRL)

1.7.2.3. Threshold and RWY End Lights

1.7.2.4. Precision Approach Path Indicators (PAPI)

1.7.2.5. TWY lights

1.7.2.6. TWY Guidance Signs

1.7.2.7. Ballpark lights

1.7.2.7.1. North Dock ballpark lights are operated by Maintenance Operation Center (MOC). The South Apron ballpark lights can be turned on manually by flipping the switch on each light.

1.7.2.8. Rotating beacon

1.7.3. Civil Engineering Squadron's (CES) Airfield Lighting section controls airfield lighting when the airfield is closed.

1.7.4. AMOPS and Airfield Lighting will coordinate on overall systems reliability and program upgrades as needed.

1.7.5. Airfield Lighting will coordinate with AMOPS as soon as possible prior to taking any lighting system out of service for maintenance or upgrade.

1.7.6. Airfield Lighting Outages.

1.7.6.1. AMOPS will:

1.7.6.1.1. Report airfield lighting outages through 28th Civil Engineer Squadron (28 CES) Job Control via TRIRIGA during normal duty hours (0800L – 1600L). After normal duty hours, AMOPS will report critical outages to the Fire Department, who will contact airfield lighting standby personnel.

1.7.6.1.2. Issue NOTAM IAW AFI 13-204v3 Attachment 11. If NOTAM issued, inform Airfield Lighting.

1.7.6.1.3. Track outages and input job control numbers on the CE work order spreadsheet.

1.7.6.1.4. Advise Dakota Air Traffic Control Facility (DATCF) and ATCT of approach lighting outages or excessive RWY marking obscuration.

1.7.6.1.5. Determine and advise DATCF and ATCT when to implement increased approach minima in the event of partial approach light failure or when the RWY markings are obscured sufficiently to render it a non-precision RWY.

1.7.6.2. DATCF and the ATCT will:

1.7.6.2.1. Advise pilots of approach lighting outages as soon as practical after initial contact.

1.7.6.2.2. ATCT normally will not issue the advisory to aircraft previously under Approach control.

1.7.6.2.3. Advise one another and notify AMOPS of approach lighting outages observed and reported by aircrew.

1.7.6.3. Airfield Lighting will:

1.7.6.3.1. Check in with AMOPs daily for current outages sheet.

1.7.6.3.2. Inspect Airfield lights daily and notify AMOPS as soon as possible after outages are corrected.

1.8. Automatic Terminal Information Service (ATIS).

1.8.1. The ATIS is a recorded broadcast of EAFB airfield and weather information. Its purpose is to relieve frequency congestion by automating the repetitive transmission of essential but routine information.

1.8.2. The ATIS is available on VHF and UHF when the ATCT is open.

1.8.3. Aircrew will use the ATIS to the maximum extent possible, reporting the current ATIS code to the appropriate ATC facility upon initial contact (prior to engine start or the first approach) to verify receipt of the most current information.

1.9. Notices to Airmen (NOTAM).

1.9.1. AMOPS is the base NOTAM issuing agency. DATCF is the NOTAM monitoring agency.

1.9.2. NOTAMs are available at the AMOPS desk upon request and via the internet. A computer with access to NOTAM information is available in the AMOPS flight planning room.

1.9.3. See AFI 11-208 for NOTAM procedures.

1.9.4. AFGSC/A3OA Terminal Instrument Procedures Specialist (TERPS) is the "V" Series NOTAM authority for Instrument Flight Procedures.

1.10. Flight Information Publications (FLIP).

1.10.1. All local flying units maintain their own FLIP accounts. AMOPS maintains FLIP for the flight planning room and a small supply to issue to transient aircrew, when required.

1.10.2. AMOPS will forward all FLIP-related inquiries, including requests to change FLIP information, to the FLIP Manager for processing.

1.11. Weather Dissemination and Coordination.

1.11.1. Hazardous/severe weather notifications will be accomplished IAW the weather annex of the 28 BW In-Garrison Expeditionary Site Plan.

1.11.2. When 28th Operations Support Squadron Weather Flight (28 OSS/OSW) issues a warning for lightning within 5NM of EAFB (measured from the center of the airfield), the 28 OG/CC or designated representative is the approval authority for all takeoffs and landings at EAFB until the warning is rescinded, IAW AFI 11-202v3, *General Flight Rules*, Air Force Global Strike Command Supplement 1 (AFGSC SUP1).

1.11.3. Aircraft in the ATCT or radar patterns will be directed to holding areas away from hazardous weather.

1.11.4. Aircraft may be permitted to taxi during a “lightning within 5NM” warning so that maintenance personnel can seek shelter.

1.11.5. Aircrew are not required to shut down engines during a “lightning within 5NM” warning; however, note that maintenance personnel will have to take shelter.

1.11.6. If a lightning strike within the airfield environment is observed, ATCT will suspend RWY operations and notify AMOPS, who will conduct a RWY sweep prior to resuming normal operations.

1.11.7. Personnel observing lightning strikes within the airfield environment will notify AMOPS directly.

1.12. Inertial Navigation System (INS) Coordinates. See [Attachment 3](#).

1.13. Wear of Hats/Badges on The Airfield.

1.13.1. The wear of hats in the controlled airfield environment is not authorized unless stated otherwise in applicable base guidance, Technical Order (T.O.), or included the 28 BW Supplement to AFI 36-2903, *Dress and Personal Appearance of Air Force personnel*. **EXCEPTION:** Cold weather skull caps are authorized.

1.13.2. Restricted area badges and personal identification will be properly secured to the uniform or on the person at all times. In the vicinity of running aircraft, the badge will be secured/stowed to minimize Foreign Object Debris (FOD) potential.

1.14. Airfield Photography. Airfield photography requests will be made with 28th Bomb Wing Public Affairs (28 BW/PA). Individuals authorized to take photos must contact AMOPS and the Base Defense Operation Center (BDOC) the day of the photo shoot to provide the time and location. Individuals must have written authorization on their person at all times. Blanket permission for maintenance group personnel for quality assurance photography will be arranged via an authorization letter between the 28th Maintenance Group Commander (28 MXG/CC) and 28 BW/PA.

1.15. Airfield Smoking Policy.

1.15.1. Due to FOD hazard, smoking on the airfield is permitted only in designated areas with approved cigarette disposal cans.

1.15.2. Airfield smoking areas must be coordinated with and approved by the Fire Emergency Services, 28 MXG/CC, and Airfield Management, and will comply with AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, Chapter 24 and National Fire Protection Agency (NFPA) standards.

1.16. Exercise Coordination.

1.16.1. All exercises involving any ATC facility or the airfield CMA must be coordinated with the Airfield Operations Flight Commander (AOF/CC) (28 OSS/OSA) no later than (NLT) 48-hours prior to the exercise. All exercises that involve the use of any portion of the airfield also must be coordinated with the Airfield Manager (AFM) 28th Operations Support Squadron Airfield Management Operations (28 OSS/OSAA).

1.16.2. Local lower-level exercises may be coordinated with 28 OSS/OSA the day of the scenario to ensure airfield operations are not affected.

1.16.3. ATC WS and AMOPS supervisors have the authority to determine the extent of Airfield Operations Flight (AOF) personnel participation once an exercise begins. Supervisors may terminate their participation if safety of flight will be jeopardized.

1.16.4. ATC personnel will not wear gas masks while working in position under simulated threat conditions. All others will wear all MOPP level appropriate gear. Helmets are not authorized in IFR room or ATCT cab.

1.17. Airspace Letters of Agreement (LOAs). The 28th Operations Support Squadron Wing Airspace Manager (28 OSS/OSOA) reviews airspace LOAs and Certificates of Authorization (COAs) annually. Airspace LOAs and COAs are maintained in the Airspace Manager's office and reviewed IAW AFI 13-204v3, AFGSC SUP1.

1.18. Custodial Control of Recorded Airfield Operations Media. The AOF/CC is responsible for all ATC, RAWS, and AMOPS records. The AOF/CC is also the custodian for all ATC recording tapes/transcripts and will handle requests and release of information IAW AFI 13-204v3. Recorded or written records concerning mishaps will not be released to anyone without authorization from the 28 OG/CC.

1.19. Airfield Restricted Areas.

1.19.1. Airfield restricted areas and entry control procedures are described in the *28 Bomb Wing Integrated Defense Plan (IDP)*.

1.19.2. See [Attachment 4](#) for depicted airfield restricted areas and entry control points (ECPs).

1.20. Airfield Operations Board.

1.20.1. The AOB will convene quarterly and will be chaired by the 28 OG/CC, as delegated by the 28th Bomb Wing Vice Commander (28 BW/CV) IAW AFI 13-204v3.

1.20.2. Required AOB members:

1.20.2.1. The 28 OG/CC (Chair)

1.20.2.2. The 28th Mission Support Group Commander (28 MSG/CC)

1.20.2.3. Designated representative from each local flying unit

- 1.20.2.4. The 28th Operations Group Standardization and Evaluation (28 OG/OGV)
- 1.20.2.5. The 28th Bomb Wing Flight Safety (BW/SEF)
- 1.20.2.6. The 28th Operations Support Squadron Commander (28 OSS/CC)
- 1.20.2.7. AOF/CC
- 1.20.2.8. DATCF Chief Controller (CCTLR)
- 1.20.2.9. ATCT CCTLR
- 1.20.2.10. AFM
- 1.20.2.11. NCOIC, ATC Standardization and Evaluation (NSE)
- 1.20.2.12. NCOIC, ATC Training (NATCT)
- 1.20.2.13. NCOIC, Airfield Automation Management (NAAM)
- 1.20.2.14. Communication Units
- 1.20.2.15. RAWS
- 1.20.2.16. Civil Engineer Squadron (CES)
- 1.20.2.17. Base Weather
- 1.20.2.18. Command Post
- 1.20.2.19. Airspace Manager
- 1.20.2.20. TERPS
- 1.20.3. Recommended AOB Attendees
 - 1.20.3.1. MXG Representative
 - 1.20.3.2. FAA Representative (Rapid City Regional Control ATCT Air Traffic Manager (ATM))
- 1.20.4. Annual Required Review Items
 - 1.20.4.1. First Quarter (review will be accomplished between January and March)
 - 1.20.4.1.1. Air Installation Compatible Use Zone
 - 1.20.4.1.2. Letters of Procedure (LOP) Review
 - 1.20.4.2. Second Quarter (review will be accomplished between April and June)
 - 1.20.4.2.1. Status of existing waivers (including airfield lighting waivers)
 - 1.20.4.3. Third Quarter (review will be accomplished between June and September)
 - 1.20.4.3.1. Airfield Certification/Safety Inspection
 - 1.20.4.3.2. Aircraft Parking Plan
 - 1.20.4.4. Fourth Quarter (review will be accomplished between October and December)
 - 1.20.4.4.1. TERPS Review of Procedures
 - 1.20.4.4.2. Self-Inspection

Chapter 2

AIRFIELD FACILITIES INFORMATION

2.1. AIRFIELD OPERATING HOURS.

2.1.1. EAFB AMOPS, ATCT, and DATCF are available to provide airfield and air traffic support during the facility operating hours defined in the most current DoD Flight Information Publication (Enroute) IFR Supplement (US). Airfield operating hours are subject to change according to mission needs as defined and approved by the 28th Bomb Wing Commander (28 BW/CC).

2.1.1.1. EAFB operating hours are 0700-0030 Mountain Standard Time (MST) Monday through Thursday, 0700-2100 MST Friday, Closed Sat/Sun/Holidays.

2.1.2. Procedures for opening/closing Airfield Operations facilities (AMOPS, ATCT, DATCF) are detailed in their respective facility operating instructions.

2.1.3. The ATCT and AMOPS will open the airfield 30 minutes before any scheduled take off (regardless of destination), 1-hour before any Continental United States (CONUS) arrival, and 2-hours before any overseas arrival. AMOPS will report 2 hours prior to any scheduled takeoff following a significant snow event.

2.1.4. Requests to depart or land outside of published hours of operation will be limited to 28 BW/CC-approved operations and will be coordinated through 28 OSS/OSA at least 72 hours in advance to ensure ATC and AMOPS personnel are available. Unless prior coordination has been accomplished, ATC/AMOPS services may not be available outside of published hours.

2.1.5. AMOPS and ATCT will remain open until the end of published operating hours or 28 BW missions are complete, whichever is later, or if the 28 BW/CC approves closure.

2.1.6. EAFB does not operate an aero club.

2.2. Airfield Quiet Hours/Noise Abatement.

2.2.1. Airfield quiet hours are between 0030-0600L.

2.2.2. Aircrew will limit practice patterns during quiet hours to the minimum required to update proficiency, unless waived by the 28 OG/CC.

2.2.3. Base quiet hours for unit functions:

2.2.3.1. An agency requesting airfield quiet hours will initiate coordination for 28 OG/CC approval using an electronic staff summary sheet.

2.2.3.1.1. The 28 BW/CC has authorized blanket quiet hour approval for the first 0+30 minutes of all Changes of Command. During this time aircraft will not be permitted to takeoff or taxi past the Pride Hangar.

2.2.3.2. Coordinate requests NLT 3-weeks prior to the event, and complete coordination NLT 1-week prior to the event.

2.2.3.3. Requests may stipulate restrictions requested (i.e., airfield closed, straight-in full stop landings only, no takeoffs, no taxiing, no aircraft engine or Aerospace Ground Equipment (AGE) running, no overflight, etc.)

2.2.3.4. Requests must be coordinated with 28 OSS/CC, 28th Aircraft Maintenance Squadron Commander (28 AMXS/CC), 28 MXG/CC, and approved by 28 OG/CC.

2.3. Prior Permission Required (PPR) Procedures.

2.3.1. All transient aircraft operations require prior permission. PPRs are generally issued by AMOPS no earlier than 7 days and no later than 24 hours prior to the aircraft's estimated arrival. The AFM may approve PPRs outside these windows to support contingencies or long range planning of exercises. AMOPS will coordinate for Transient Alert (TA) services when required.

2.3.2. Consult the current IFR Supplement for further information on EAFB PPR procedures.

2.3.3. For Official Business Only (OBO) operations, refer to AMOPS Quick Reaction Checklist (QRC).

2.4. Authority for Imposing Airfield Restrictions.

2.4.1. ATCT and AMOPS may temporarily suspend RWY or TWY operations in the interest of safety. However, only the following personnel have the authority to open or close the RWY, a TWY, or apron:

2.4.1.1. 28 BW/CC, 28 BW/CV, 28 OG/CC, or designated representatives.

2.4.1.2. AFM or designated representative.

2.4.2. ATCT will suspend RWY operations, pending possible RWY closure:

2.4.2.1. When an aircraft is disabled on the RWY, or within the CMA.

2.4.2.2. When an aircraft's drag chute is jettisoned on the RWY.

2.4.2.3. When a lightning strike, or severe weather, within the airfield environment is observed.

2.4.2.4. Following landing of an in-flight emergency aircraft and prior to approving emergency vehicles onto the RWY.

2.4.2.5. Following arrivals/departures of helicopters from the RWY.

2.4.2.6. When a natural disaster is observed within the airfield environment.

2.4.3. When RWY or TWY operations are suspended or closed, AMOPS must perform an inspection of the RWY (or TWY if applicable) before operations are resumed.

2.4.3.1. **Exception:** The SOF retains authority to waive the requirement for RWY inspection based upon operational necessity.

2.5. RWY Selection Procedures.

2.5.1. The ATCT WS designates the RWY in use with the following criteria:

2.5.1.1. RWY 31 is the primary instrument/calm wind RWY and will be used when surface wind velocity is less than five knots, unless using RWY 13 aligns EAFB with the prevailing traffic flow at Rapid City airport for operational efficiency and safety.

2.5.1.2. The ATCT WS shall determine the RWY in use based upon current and forecast winds. Pilots may request opposite direction arrivals/departures when operationally advantageous.

2.5.2. RWY Change: After coordinating with DATCF, the ATCT WS will ensure the following agencies are notified of the RWY change:

2.5.2.1. AMOPS (AMOPS will notify Command Post and TA

2.5.2.2. Base Weather Observer

2.5.2.3. Rapid City ATCT

2.5.2.4. SOF

2.6. Ruway Surface Condition (RSC) and Ruway Condition Reading (RCR).

2.6.1. AMOPS will determine and report RSC and RCR IAW AFI 13-204v3, ch. 18 and TO 33-1-23. A chart of RCR values can be found in the most current Flight Information Handbook.

2.6.2. RCRs will not be conducted/reported when the RSC is dry (DRY), wet (WR), or slush on RWY (SLR) IAW AFI 13-204v3, paragraph 18.2.1. Consult aircraft technical orders in these instances.

2.6.3. AMOPS will relay RCR information to the ATCT, DATCF, base weather, MOC and Command Post (CP) per AFI 13-204v3, ch. 18. Note: RCR < 9 for taxi/takeoff requires waiver from 28 OG/CC.

2.7. Aircraft Arresting Systems (AAS). EAFB is not equipped with an AAS.

2.8. Bird/Wildlife Aircraft Strike Hazard (BASH) Program.

2.8.1. Airfield Bird Watch Conditions (BWC) will be reported as Severe, Moderate, or Low, as defined in 28 BW BASH Plan 91-212.

2.8.2. At EAFB, the SOF is the primary initiator for upgrading or downgrading a BWC code. The SOF will coordinate BWC changes with ATC and AMOPS. ATC and AMOPS will immediately notify each other of any observed increase or decrease in bird or wildlife activity on or around EAFB, and coordinate an appropriate change to the airfield's BWC. The 28 OG/CC, SOF, ATCT WS, and AMOPS are authorized to raise and lower the BWC.

2.8.3. ATC will immediately relay BWC changes to all aircraft, and ensure the current BWC is updated on ATIS.

2.8.4. For additional Airfield Operations involvement/responsibilities consult the 28 BW BASH Plan 91-212 and 28 BW/SEF.

2.9. Civilian Aircraft Operations/Use of NAVAIDS.

2.9.1. During published hours civilian aircraft are authorized to conduct IFR/VFR practice approaches at EAFB. Civilian aircraft without an approved PPR are not authorized to touchdown unless an emergency exists. ATC may deny civilian aircraft practice approaches at EAFB based on pattern saturation and/or mission requirements.

2.9.2. Civil aircraft executing VFR patterns will utilize the west rectangular pattern MSL to avoid overflight of base facilities. ATCT will provide pattern altitude and direction to all civilian aircraft entering the local pattern.

2.10. Parking Plan/Restrictions.

2.10.1. AMOPS develops the aircraft parking plan and assigns aircraft parking at EAFB. AMOPS may temporarily change the aircraft parking plan after coordination with the assigned user. Any user-requested change/alteration to the parking plan will be coordinated through AMOPS prior to implementation.

2.10.2. The AFM will review the parking plan annually.

2.10.3. Airfield parking is assigned as follows:

2.10.3.1. North Docks (includes the Loading/Off-Loading of Armaments (LOLA) and 60 row through 100 row) are normally assigned to both the 34 and 37 BS and their associated maintenance units.

2.10.3.2. Parking spots 13-29 are available to users with AMOPS coordination, but are usually assigned to transient aircraft.

2.10.3.3. Parking spots 2-9 are reserved for hot pit refueling and 10-12 are reserved for ERCC and temporary local aircraft parking. These spots may be used as transient parking spots on a case by case basis with AMOPS coordination.

2.10.4. Parking Apron Restrictions:

2.10.4.1. The Bomber Alert Apron (BAA) and TWY Hotel are permanently closed to aircraft operations. Requests to open the BAA or TWY Hotel for aircraft use must be coordinated through the AOF/CC for approval through the 28 OG/CC.

2.10.4.2. See section 2.11. for restrictions applying to Dangerous/Hazardous Cargo parking spots/locations.

2.10.4.3. 60 row is limited to AGE equipment storage only.

2.10.4.4. See Giant Report for wingspan restrictions.

2.10.4.5. There are no jet blast restriction areas.

2.10.5. Emergency/contingency parking will be determined by, and coordinated through, AMOPS on a case-by-case basis.

2.10.6. 20, 30, and 40 row hangar assignments are as follows:

2.10.6.1. Dock 21: 28th Maintenance Squadron Accessories Flight (28 MXS/MXMC)

2.10.6.2. Dock 22: 28th Security Forces Squadron Mobility Section (28 SFS/S4M)

2.10.6.3. Dock 31: 28th Aircraft Maintenance Squadron Supervision (28 AMXS/MXA)

2.10.6.4. Dock 32: 28 AMXS/MXA

2.10.6.5. Dock 33: 28th Bomb Wing Plans and Programs (28 BW/XP)

2.10.6.6. Dock 41: 28th Maintenance Squadron Transient Alert (28 MXS/MXTA)

2.10.6.7. Dock 42: 28th Civil Engineering Squadron Real Property Section (28 CES/CEIHR)

2.10.6.8. Dock 43: South Dakota Air and Space Museum (28 BW/MU)

2.11. Dangerous/Hazardous Cargo.

2.11.1. Explosive-laden aircraft must meet specific parking criteria. The type and quantity of explosives onboard an aircraft determines where the aircraft can be parked and how far it must be from certain facilities and Petroleum, Oil, and Lubricant (POL) storage areas.

2.11.1.1. Guidance for parking explosive-laden aircraft is published in the EAFB Master Aircraft Parking Plan.

2.11.1.2. There are 18 Combat Aircraft Parking Areas (CAPA) located on the North Apron and LOLA and 4 located on taxiways.

2.11.1.2.1. The North Ramp/LOLA CAPA locations are spots: 70; 72; 74; 76; 80; 82; 84; 86; 90; 92; 94; 96; 100; 102; 104; 105; 108; 109.

2.11.1.2.2. The 4 TWY CAPA (Site N2 – TWY Golf; Site F1 and F2 – TWY Foxtrot; Site D1 – TWY Delta) violate the RWY Lateral Clearance Zone when aircraft are parked onsite and will be used only when absolutely essential to the mission, for the minimum amount of time required to perform the mission, and only when no other location is available. If TWY CAPA is utilized for explosive-laden aircraft, AMOPS will notify affected agencies and publish appropriate NOTAMs to close the affected TWY(s) and advise aircrew of the airfield criteria violation(s).

2.11.2. All explosives transported by authorized means must meet the requirements of the following publications: T.O. 11A-1-33, *Handling and Maintenance of Explosives Loaded Aircraft*; T.O. 11A-1-46, *Fire Fighting Guidance, Transportation, and Storage*; AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*; AFMAN 91-201, *Explosives Safety Standards*.

2.11.3. The MOC is the central coordinating agency for parking wing-assigned aircraft with dangerous/hazardous cargo or munitions.

2.11.4. AMOPS is the central coordinating agency for parking transient aircraft with dangerous/hazardous cargo or munitions.

2.11.5. The primary parking spot for aircraft with dangerous or hazardous cargo is the Hot Cargo Pad on TWY Delta West. AMOPS will coordinate with Wing Safety, TA and ATCT, as necessary, to determine parking locations for dangerous or hazardous cargo-laden aircraft. AMOPS will notify ATCT if a different parking spot is necessary. The following restrictions apply when using the Hot Cargo Pad for aircraft carrying dangerous/hazardous cargo. The Hot Cargo Pad cannot be used for engine runs concurrently with explosive operations. The Net Explosive Weight (NEW) must be within limitations stated in the most current Explosive Site Plan (ESP) for the Hot Cargo Pad at the time of use (POC: 28th Civil Engineering Squadron Operations Section (28 CES/CEO)).

2.11.6. The secondary parking area for aircraft with dangerous or hazardous cargo is TWY G (north hammerhead).

2.11.7. If not closed, TWY H (alert apron) will be used for aircraft with dangerous or hazardous cargo, when available.

2.11.8. Dangerous or hazardous cargo aircraft may be held at the end of the RWY on the north or south hammerhead (TWY B) when necessary.

2.12. Distinguished Visitors (DV).

2.12.1. Aircraft commanders are responsible for reporting on-board DVs through the CP or AMOPS via Pilot-to-Dispatch frequency and denoting the appropriate DV code in remarks section of Flight Plan. Notification will be made at least 15 minutes prior to arrival.

2.12.2. DATCF will notify AMOPS prior to the DV aircraft reaching 30 NM from EAFB. AMOPS will then notify all other affected base agencies (i.e., POL, TA, CP, and Customs (if necessary)).

2.12.3. An ATC facility will relay DV arrival information to AMOPS according to the following provisions:

2.12.3.1. DV services are limited to DV Code 7 or above.

2.12.3.2. DV services must be considered secondary in all respects to the separation and control of air traffic and mission-essential ATC services.

2.12.4. All references to DVs transmitted by ATC radios will be restricted to pertinent ATC information and the words "DV Code (if known)." No mention of name, rank, duty position, or title will be made.

2.13. Airfield Maintenance.

2.13.1. Airfield Sweeper Operations.

2.13.1.1. Airfield personnel will notify AMOPS if the airfield sweeper is required. AMOPS personnel will notify the Civil Engineer Control Center of the request with location and requirement.

2.13.1.2. Airfield Management will:

2.13.1.2.1. In conjunction with the 28th Civil Engineer Squadron Heavy Equipment/Pavements Maintenance Section (28 CES/CEOHP), provide command and control of airfield sweeper operations.

2.13.1.2.2. Refer sweeper requests for other than airfield areas to base CE Horizontal Section.

2.13.1.2.3. Ensure that when on standby, the sweeper will only be recalled for airfield contingencies where FOD items cannot be removed by hand, or that pose an immediate FOD hazard to aircraft.

2.13.1.3. 28 CES/CEOPE will:

2.13.1.3.1. Advise AMOPS anytime personnel and equipment drop below 100% capability and the estimated return to service time.

2.13.1.3.2. Maintain a current standby notification letter with AMOPS.

2.13.1.4. Winter (15 Oct - 15 Apr; 24 hour) requirements: the following will be swept once per day:

2.13.1.4.1. North dock parking areas (Rows 60-100) end to end, including all empty parking spots.

2.13.1.4.2. Parking spots 1-14.

2.13.1.4.3. TWY Alpha, end to end, 30' both sides of centerline.

2.13.1.5. The rest of the airfield will be swept edge to edge as follows:

2.13.1.5.1. Monday: TWY Delta east, Foxtrot, Golf, North Alpha and 10-30 route.

2.13.1.5.2. Tuesday: RWY and overruns, TWY between the RWY hold line and the edge of the RWY; will be swept edge to edge and grass to grass.

2.13.1.5.3. Wednesday: main ramp area (spot 1-14 and 15-29), transient ramp, fuels ramp, and TWY bravo.

2.13.1.5.4. Thursday: RWY and overruns, TWY between the RWY hold line and the edge of the RWY; will be swept edge to edge and grass to grass.

2.13.1.5.5. Friday: TWY Delta east, Foxtrot, Golf, North Alpha and 10-30 route.

2.13.1.5.6. Saturday: main ramp area (spot 1-14 and 15-29), transient ramp, fuels ramp, middle/south TWY alpha and TWY bravo. The RWY edge line and the end of the RWY will be swept edge to edge and grass to grass.

2.13.1.5.7. Sunday: any areas not completed, empty parking spots, or as requested.

2.13.1.5.8. TWY Hotel and the alert pad will be swept as requested.

2.13.1.6. Heavy traffic areas such as the North Docks and TWY Alpha will be swept following high winds, snow, or as requested.

2.13.1.7. Following a base exercise all TWY and ramps will be swept.

2.13.1.8. For optimal RWY sweeping, the sweeper will contact AMOPS for available times for access onto the RWY during local flying hours. If flying is such that RWY access is not possible, early morning or late afternoon will be scheduled to the maximum extent possible to sweep the controlled movement area.

2.13.1.9. Summer (16 Apr-14 Oct) requirements: The winter schedule will be followed except that weekend operations will be performed upon request by standby personnel. All areas will be accomplished once per day as scheduled. If personnel become available for two 12-hour shifts, all requirements will be accomplished once per shift as scheduled.

2.13.2. Airfield Mowing Operations. Airfield mowing will be pre-coordinated with AMOPS, and accomplished IAW the contracted statement of work and required BASH reduction measures. Mowers will maintain vegetation grown on or adjacent to the airfield (e.g., grass mowing; tree/brushing trimming). Height must be maintained IAW EAFB BASH Plan 91-212. Mowers must advise AMOPS of areas intended to be mowed and when operations for the day are complete. Mowers must comply with CMA procedures per this instruction, and airfield driving procedures IAW Ellsworth Air Force Base Instruction (EAFBI) 13-213. AMOPS will send a Safety NOTAM detailing airfield mowing activity when applicable.

2.13.3. Airfield Snow Removal Operations. Snow and ice removal operations on the airfield will be accomplished IAW the EAFB Snow and Ice Control Plan.

2.14. Airfield Pavements.

2.14.1. Airfield personnel finding deteriorating pavement will immediately notify AMOPS. AMOPS will inspect/document the condition IAW applicable airfield inspection/check procedures. Maintenance personnel will notify MOC of observed pavement deterioration and MOC will in-turn notify AMOPS.

2.14.2. Owing unit maintenance personnel are responsible for cleaning up any fuel, regardless of amount, spilled/leaked on an airfield surface immediately after the fuel reaches the pavement. Due to the damage fuel causes to pavement, especially asphalt, immediate clean-up action is required. Maintenance personnel will notify MOC of all fuel spill incidents and MOC will in turn notify AMOPS.

2.14.3. 28 CES/CEOHP will conduct runway rubber removal twice a year as required.

2.14.4. 28th Civil Engineer Squadron Engineering Flight (28 CES/CEN) will program and seek funding annually for airfield painting. Paint plan must be coordinated with the Airfield Manager.

2.15. Airfield Work Requests and Obstruction Management.

2.15.1. Airfield Work Requests:

2.15.1.1. All airfield construction shall be coordinated from the earliest phases of initial project planning to completion with 28 OSS/OSA, AFM, 28th Bomb Wing Safety (28 BW/SE), 28 th Security Forces Squadron (28 SFS), and 28 AMXS/MXA.

2.15.1.2. IAW Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*, all work requests processed for work within the airfield environment must be signed by the AFM (28 OSS/OSAA) before work may proceed. Any work that violates airfield criteria or affects airfield operations requires a 28 BW/CC-approved temporary construction waiver 45 days prior to the start of any activities.

2.15.1.3. 28 CES/CEO or 28 CES/CEN will provide AMOPS the location, start date, duration and estimated completion date of all airfield projects with approved or pending temporary construction waivers.

2.15.1.4. AMOPS and ATC require a minimum of 30 days' notice prior to commencing new airfield projects/construction for processing NOTAMs, TERPS restrictions, PPR procedures, and coordinating airfield restrictions/closures.

2.15.1.5. Construction personnel working on the airfield must be trained in airfield driving by the Deputy Airfield Manager (DAFM), or Airfield Management representative, as defined in AFI 13-213 and the EAFB supplement (OSAA OI 13-213).

2.15.2. Obstruction Management:

2.15.2.1. Any agency wishing to conduct airfield operations or place fixed or mobile obstacles, to include those classified as permissible deviations, must coordinate and receive approval from the Airfield Manager. Fixed and mobile obstructions not cited as permissible deviations are not authorized without a 28 BW/CC and AFGSC/A3OA waiver.

2.15.2.2. Mobile ground support equipment is exempt from apron clearance distance criteria, but not taxiway or TWY requirements. Examples of ground support equipment exempt under this category are aerospace ground equipment, electrical carts, forklifts, tow bar trailers, fire extinguisher carts, material handling equipment, maintenance stands, and portable floodlights. Similar equipment may be included in this category.

2.15.2.3. When support equipment is not in use, it must be removed from aircraft parking areas and stored in areas that do not violate lateral clearance requirements, taxiway/TWY clearance requirements, or other imaginary surfaces. Equipment in use is defined as support equipment in place not more than three hours before aircraft arrival or three hours after aircraft departure.

2.15.2.4. Airfield vehicles are exempt from apron clearance criteria when directly supporting aircraft operations. Vehicles will not violate taxiway/TWY clearance requirements. When not required, relocate vehicles away from aircraft parking aprons.

2.15.2.5. Taxiing aircraft, emergency vehicles and authorized maintenance vehicles are exempt from RWY lateral clearance zone criteria when approved by the ATCT and two-radio communications are maintained.

2.16. Waivers to Airfield/Airspace Criteria.

2.16.1. The 28th Civil Engineer Squadron Portfolio Optimization Section (aka Planning and Programming (28 CES/CENP)), 28 BW/SE, and 28 OSS/OSAA conduct an annual review of waivers to airfield standards or within 90 days of the 28 BW/CC Change of Command, whichever is sooner. 28 CES/CENP maintains the approved base airfield waivers; a current copy of airfield waivers is maintained by 28 OSS/OSAA. 28 CES/CENP and 28 OSS/OSAA will coordinate on all permanent, temporary and construction waivers.

2.16.2. Airfield waivers, including construction waivers, will be coordinated with the AFM.

2.16.2.1. The 28 CES is responsible for initiating, coordinating and tracking all waiver requests to airfield criteria IAW UFC 3-260-01 and AFI 13-204v3.

2.16.2.2. Airspace waivers will be coordinated through the AOF/CC.

2.17. Airfield Inspections and Checks.

2.17.1. AMOPS shall perform all airfield inspections and checks IAW AFI 13-204v3 and the local supplement (EAFBI 13-213, *Flight Line (Airfield) Driving Program*).

2.17.2. Daily Airfield Checks. All AMOPS personnel performing RWY and airfield checks must be certified in their training record and meet the requirements listed in AFI 13-204v3. **EXCEPTION:** An airfield check can be conducted in lieu of an inspection when AM is published closed and is called in from telephone standby to reopen the runway in support of in-flight/ground emergency or to launch/recover aircraft on an unscheduled mission IAW AFI 13-204v3, 17.1. Airfield checks will be accomplished at least every three hours.

2.17.3. AMOPS shall perform airfield checks to ensure primary takeoff, landing and taxi surfaces are operationally safe and free of FOD/obstructions. An airfield check is not a substitute for the required daily airfield inspection. AMOPS will conduct a pre-flight check of the TWY and RWY before the airfield opens.

2.17.4. Other Required Airfield Checks. AMOPS will also perform a check of the primary TWY and RWY after the following events: unauthorized aircraft landings, severe weather, airfield driving violations, natural disasters (e.g., tornado, earthquake), helicopter arrivals/departures from the RWY, upon any report of a dropped object, or bird strike over or near the RWY, In-Flight Emergencies (IFE), or Ground Emergencies (GE) that may affect safe airfield operations unless waived by the SOF. Equipment/age check shall be conducted to ensure equipment is not left out longer than the three hour limit IAW UFC 3-260-01, B13-2.20.2.5.

2.17.5. Airfield checks are not required after the arrival or departure of a wide body/heavy aircraft. However, AMOPS will perform a check of the primary TWY and RWY as requested by the SOF or ATCT WS after the arrival or departure of a wide body/heavy aircraft.

2.17.6. Daily Airfield Inspections. Only qualified AMOPS personnel will conduct airfield inspections to ensure a safe operational environment (e.g., airfield markings, signs, lighting, obstacle clearances, etc.) for aircraft operations. One inspection is required per day.

2.18. Airfield Driving. Airfield driving procedures and program management are outlined in EAFBI 13-213.

Chapter 3

GROUND OPERATIONS

3.1. Flight Planning.

3.1.1. A signed IFR or VFR flight plan is mandatory for all aircraft departing EAFB. Base-assigned aircraft shall not depart until a flight plan is e-filed with local flying squadrons to include local training flights. AMOPS maintains the following LOA to facilitate EAFB aircrew flight planning processes and to outline AMOPS, ATCT, Squadron Operations desks and aircrew responsibilities: 28th Operations Support Squadron (OSS), 34 BS and 37 BS Letter of Agreement for Electronic Flight Plan Filing.

3.1.2. AMOPS is responsible for flight-following and inputting all flight plans for transient aircraft departing EAFB as required. AMOPS will initiate any necessary aircraft search and rescue procedures. AMOPS will also initiate any necessary aircraft security and anti-hijacking procedures. If there is flight planning equipment outages, AMOPS will report and coordinate the appropriate repairs.

3.1.2.1. *Note: Non-base assigned aircraft must obtain PPR numbers from AMOPS prior to filing a flight plan with EAFB as a destination. In the event a non-base assigned aircraft lands at EAFB without a PPR or for non-emergency reasons, the aircrew must complete a PPR violation form.*

3.1.3. Transient Aircrew. Flights originating at EAFB with a local or CONUS route will use Department of Defense Form (DD Form) 1801, Military Flight Plan. DD Form 1801s will be submitted at least 1 hour prior to departure time. International flights will also use DD Form 1801, DoD International Flight Plan, but shall be submitted at least 2 hours prior to departure time. When possible, international flight plans will be submitted 24 hours in advance to ensure any problems are resolved in a timely manner. Flight plans will include an authorized signature in the approving authority block. Incomplete flight plans will not be processed until all required information is provided. IFR flight plans will be automatically closed upon landing.

3.2. Controlled Movement Area (CMA) See Attachment 5.

3.2.1. Ground Control is responsible for the control of vehicles within the radio CMA. The EAFB CMA consists of the following areas:

3.2.1.1. At Ellsworth, the CMA is defined by all VFR holding position markings and the IFR holding position marking on taxi-way alpha south. This minimally includes the entire runway and overruns, the north and south approach zones between the localizer antennae and the runway threshold, all median and pavement segments between the runway and ANY holding position markings, any pavement median between the glideslope antennae and the threshold, and all of taxiway bravo (also known as the south hammerhead). See AFI/EAFBI 13-213 for complete airport driving policies and requirements. See [Attachment 5](#) for a diagram of the CMA area.

3.2.2. Whenever the ATCT is open, all aircraft, vehicle drivers, tow-drivers, equipment operators, and pedestrians must gain ATCT approval prior to entering any part of the CMA. To gain ATCT approval into the CMA, operators must have a designated call sign (see EAFBI 13-213), use the LMR Tower Net, and must maintain 2-way radio contact with ATCT while in the CMA.

3.2.2.1. Vehicle operators must assume the responsibility for two-way radio contact for pedestrians performing aircraft maintenance or aircrew swaps. The vehicle operators must maintain visual contact and have established procedures to recall them if required. If able, aircraft maintenance personnel will also connect to aircraft communications so that the aircraft can also provide CMA instructions or recall actions.

3.2.2.2. If personnel must be recalled from the CMA and 2-way radio communications fail, the ATCT will immediately notify AMOPS and will signal the personnel in the CMA to exit by using the light gun (flashing red), or raising/lowering intensity of the runway edge/taxiway lights. Upon seeing these visual cues all personnel and vehicle operators will exit the CMA via the most safe direct route and to a distance outside of the mandatory holding positions.

3.2.3. If a vehicle is observed in the CMA without approval, then ATCT will attempt contact with the vehicle to direct it outside of the CMA. ATCT will immediately notify AMOPS.

3.2.4. AMOPS will be notified of all CMA violations/RWY intrusions to escort the driver/vehicle off the airfield, and to initiate investigation of the incident. When aircraft are not involved, the AFM or AOF/CC will provide an e-mailed report to 28 BW/SE and 28 OG/CC, and complete an AF Form 457, *USAF Hazard Report IAW AFMAN 91-223, Aviation Safety Investigations and Reports*. Unauthorized vehicles, personnel, or equipment on the RWY endangering an airborne aircraft or aircraft on the ground intending flight will be reported on an AF Form 651, *Hazardous Air Traffic Report*.

3.2.5. The CMA is not active when the airport is closed. However, only personnel performing official airport sustainment activities should be on the runway or within the CMA when the ATCT is closed. While the ATCT is closed there is still a possibility of an aircraft either accidentally using the KRCA runway, or diverting due to an emergency or critical situation. Even during ATCT closure, personnel must remain aware of the surroundings and maintain visibility of the approach runway ends whenever operating on the runway.

3.3. Vehicle Control.

3.3.1. The following guidelines apply to all vehicles (to include emergency vehicles) operating within the airfield environment/boundary line.

3.3.1.1. Vehicle operators are responsible for the safe operation of their respective vehicles. All applicable information & procedures pertaining to vehicle operations on the airfield are contained in EAFBI 13-213.

3.3.1.2. To cross, gain access or work within any CMA vehicles must have: radio, CMA licensed airfield driver and a designated callsign per EAFBI 13-213. The only exceptions to these requirements are:

3.3.1.2.1. Operators of non-radio-equipped vehicles must be escorted by a vehicle that complies with **paragraph 3.3.1.2** of this regulation.

3.3.1.2.2. The preferred method of contact with the Ground Controller is the Frequency Modulation (FM) radio/Tower Net. The radio must be immediately available and continuously monitored. Vehicles with UHF radios may use Ground Control frequency as a backup if required.

3.3.1.2.3. Vehicles equipped only with a UHF receiver will monitor Ground Control and advise Ground Control they are monitoring the frequency.

3.3.1.2.4. When weather conditions prohibit ATCT personnel from seeing the entire RWY, vehicles will not be given permission into the CMA except for mission-essential vehicles that are in direct communication with the Ground Controller.

3.3.1.2.5. Vehicle operators will maintain radio contact with the Ground Controller while in the CMA environment. If a failure of radio communications occurs, vehicle and work crews will immediately leave the CMA using the safest direct route. They will remain outside of the CMA and report their position to AMOPs who will relay their position to ATCT. They will remain outside the CMA until communications are restored. Once restored they must gain approval from ATCT to re-enter the CMA.

3.4. Protection of Instrument Landing System (ILS) Critical Areas. See [Attachment 5](#).

3.4.1. ATCT will instruct all aircraft to hold at the instrument hold line, or to exit the RWY and remain out of the ILS critical area when:

3.4.1.1. Protection of the ILS critical area is required IAW FAAO 7110.65.

3.4.1.2. A flight check aircraft is flying recorded runs on the ILS.

3.4.2. Vehicles, drivers, tow-drivers, equipment operators and pedestrians shall hold at the instrument hold lines and contact ATCT to enter the CMA. They must follow the guidance in [paragraph 3.2](#) of this instruction.

3.4.3. Critical Area Signs are placed on the northwest end perimeter road (North Kenney Road) prior to entry into the localizer critical area. All vehicle drivers, equipment operators and pedestrians must have approval from ATCT to proceed beyond these points.

3.4.3.1. Two stop lights are located on Kenney Road (south perimeter road) where the road penetrates the localizer critical area on the south end of the RWY. Unless activated by the ATCT, all lights will be on and green. ATC shall immediately coordinate with AMOPS if the stop lights are inoperable and the ILS critical areas require protecting. The stop lights will be turned to red or personnel will be dispatched to physically protect the ILS critical areas as follows:

3.4.3.2. For RWY 13 Localizer. The ATCT will activate (turn to red) the two traffic lights on Kenney Road (one on each side of the RWY) prior to an aircraft reaching the Final Approach Fix (FAF) for the ILS to RWY 13 when the reported ceiling is less than 800' or visibility is less than 2 miles. Regardless of weather conditions, the ATCT will activate the lights whenever a flight check aircraft is flying a recorded run on the ILS. ATC will coordinate with AMOPS to protect the ILS critical area if the lights are not operational.

3.5. Aircraft Ground Operations.

3.5.1. EAFB TA services are available as published in the current DoD FLIP Enroute IFR Supplement (US). TA will provide FOLLOW-ME service for all transient aircraft.

3.5.2. Deicing procedures:

3.5.2.1. TA will provide transient aircraft deicing services upon crew request.

3.5.2.2. Base-assigned aircraft are deiced by local maintenance personnel based upon order of precedence on the daily flying schedule. Deicing will normally be initiated at least 2 hours prior to scheduled departure; however weather conditions may dictate change to the application schedule. Aircrew may request additional deicing plane-side with the crew chief or maintenance superintendent. **Note:** Aircraft deicing cannot be conducted concurrently with aircraft maintenance.

3.6. Hot Pit Refueling Areas.

3.6.1. Primary Hot Pits are located on the south ramp, perpendicular to south ramp spots 2-9 (See [Attachment 4, Figure A4.3](#)). South Ramp Spots 1 and 10 will only be used for taxi purposes, entry/exit into the Hot Refueling area. Aircraft parking nose to the south will utilize East taxi lane centerline. Aircraft parking nose to the north will utilize the West taxi lane centerline. A minimum distance of 1 empty parking spot will be maintained between B-1 aircraft when parked in a nose to tail configuration on the south ramp. Hot refueling operations will be conducted day or night.

3.6.1.1. Hot Pit procedures on LOLA apron allow aircraft to be serviced 1 at a time.

3.6.2. Wind direction and speed will dictate north flow or south flow parking in the Hot Refueling spots. Aircraft will be marshaled into position by ground crew and will park into the wind to the maximum extent possible.

3.6.3. If stadium lights are needed during night time hot pits, lights can be turned on manually by flipping the switch on each light pole. If the lights do not work, contact AMOPS. Units/individuals operating the lights are responsible for ensuring they are turned off following use.

3.7. Taxi Restrictions. All permanent aircraft taxi requirements at EAFB can be found in applicable FLIPs and NOTAMs. For details on temporarily imposed taxi restrictions due to construction, etc., review the local NOTAMs.

3.8. ARM/DE-Arm Procedures.

3.8.1. Transient aircraft de-arm areas are on the north hammerhead (TWY G) or TWY F. Aircraft will be pointed away from other aircraft, vehicles, and inhabited buildings. After saving, aircraft will taxi to an authorized parking spot.

3.8.2. Aircraft carrying live munitions will not be armed/de-armed on the south hammerhead.

3.8.3. Arriving armed aircraft carrying live munitions will back taxi on the RWY (as appropriate) to the de-arm locations.

3.8.4. Refer to AFI 21-101 EAFB SUP1, *Conventional Munitions Maintenance Management* for additional information.

3.9. Drag Chute Procedures.

3.9.1. Normally, aircrew will release drag chutes after landing and turning off the RWY. If possible, aircraft will drop drag chutes on either side of the TWY in the grass immediately after exiting the RWY. Avoid the TACAN signs located at the north and south hammerheads.

3.9.2. If a drag chute must be jettisoned while the aircraft is on the RWY, the pilot will advise the ATCT in advance so TA can pick up the chute. In this instance, ATC will suspend RWY operations until the chute is recovered and AMOPS coordinates chute recovery with TA and completes a RWY sweep/FOD check.

3.9.3. If the chute must be jettisoned while the aircraft is airborne, the pilot will fly 300' to the west of the RWY at an altitude and airspeed IAW the applicable tech order 1 and jettison the chute at the north end of the RWY.

3.9.4. During night time and periods of restricted visibility, AMOPS will notify the ATCT when drag chute(s) have been removed from the RWY or TWY.

3.10. Engine Run Procedures.

3.10.1. The following describes procedures and limitations to be used for maintenance and pre-mission engine runs on the South Ramp, Spots 1-12, on the centerline of rows 60, 70, 80, 90, and 100, in addition to those already published.

3.10.2. For all spots, specific permission will be obtained from ATC for above idle during airfield operating hours. All other times will be coordinated through MOC.

3.10.3. Aircraft are cleared to use the highest engine thrust setting without afterburner (aka MIL power) on all spots for taxi, engine starts, and short engine runs in support of launches. In the event an afterburner maintenance run is required prior to an aircraft takeoff, they can be conducted on the hammerheads. When conducted on taxiway Bravo engines must be pointed west. When conducted on taxiway Golf engines can be pointed either west or east. Tower must notify AMOPS and Fire Department when afterburner engine runs will be conducted in the hammerheads.

3.10.4. South Ramp Spots 1, 2, 3, 5, and 8 are restricted to idle for maintenance engine runs only. Aircrews will not exceed MIL power. This is due to ground slope or blast fence/POL pump house concerns.

3.10.5. MIL power and single engine afterburner runs by maintenance and aircrew are approved in the following locations and are subject to the following additional requirements: Hot-Pit Spots 4, 5, 6, 7, 8, 9, 10, 11 and 12 when nose-northward (aligned runway 31 and on west taxilane centerline); Hot-Pit Spots 2, 3, 4, 5, 6, 7, 8, and 9 when nose-southward (aligned runway 13 and on east taxilane centerline); South Ramp Spots 4, 6, 7, 9, 10, 11, and 12 when nose-eastward (See [Attachment 4, Figure A4.3](#)).

3.10.5.1. An additional spotter/safety monitor will ensure the area behind aircraft is monitored closely for negative effects to the asphalt pavement or FOD to blow into the infield.

3.10.5.2. Ground crew will monitor the infield grass area directly behind the aircraft. Above MIL power there is a high risk of igniting the grass.

3.10.5.3. Aircrew will contact ATC ground control for permission above MIL. ATC will contact the Fire Department (FD) for fire coverage prior to granting approval. For maintenance engine runs, MOC will contact the FD before engine run above MIL is accomplished.

3.10.5.4. When on row centerlines, aircrew will ensure that no personnel, vehicles, or equipment are behind the aircraft within three parking spots when using power settings above idle. This will be verified and monitored by the crew chief prior to selecting power settings above ground idle.

3.10.6. All B-1 engine runs will be accomplished IAW AFI 21-101 AFGSC SUP1 and AFI 21-101 EAFB SUP1. ATCT will not authorize aircraft engine runs unless notified by MOC, TA, AMOPS or CP.

3.10.7. Engine runs above idle during quiet hours require the approval of 28 MXG/CC or designated representative.

3.10.8. The 28 BW assigned aircraft, on the daily flying schedule, do not require approval from Ground Control before starting engines. However, a notification must be given to Ground Control that the aircraft is starting engines. All other engine starts and engine runs above idle must be approved by Ground Control when the ATCT is open, and aircraft will monitor the frequency during engine run and taxiing. Ground Control will not authorize power settings above idle for spots 1-14 when aircraft are performing takeoffs, landings or touch-and-go's. When the airfield is closed, MOC will contact CP for engine start/engine run approval. The CP will in turn notify Security Forces.

3.10.9. In those instances where engine start is required prior to the airfield opening, aircrew will contact Raymond 33 on 321.0 and advise of engine start with call sign and parking location. Raymond 33 will in-turn notify Security Forces.

3.10.9.1. In the event of a ground emergency, coordinate fire coverage and emergency response with Raymond 33 on 321.0. When the tower opens, positive transfer of control between Raymond 33 and ATC will occur. ATC will conduct a roll call of all aircraft on engines for accountability.

3.10.10. Aircraft starting engines without approval from Ground Control, AMOPS, MOC, or CP will be considered hijacked aircraft, unless they are 28 BW assigned and on the daily flying schedule. Those aircraft need only provide Ground Control with a notification of engine start.

3.10.11. Mil-thrust and afterburner engine runs are normally not approved on taxiways and general use aprons, especially absent of jet blast protection barriers, to protect the airport facilities, operations, and transient aircraft. Exceptions must be coordinated and approved by Airfield Management and coordinated with ATCT. In most cases, adjacent movement area closures, restrictions, or safety zones will be required.

3.11. Aircraft Towing Procedures.

3.11.1. The control of ground traffic in aircraft movement areas and the CMA is governed by AFMAN 13-204V3/EAFBI 13-213. All tow-teams must contact ATCT prior to entering any CMA, whether originating, terminating or towing through a CMA

3.11.2. Tow operators will notify the ATCT (if open) via radio of intended aircraft tow operations. Operators must notify the ATCT before the aircraft tow is initiated and provide the following information: aircraft tail number, origin, destination, and tow route. If the tow team is not equipped with Tower Net transmit/receive capabilities, for safety considerations, the tow operation will not be approved.

3.11.3. Tow teams will monitor the Tower Net at all times during tows for alternate instructions from the ATCT. If the ATCT loses radio contact with a previously approved tow operation, ATCT will attempt to communicate via light gun. If unable, attempts to reach the tow operator via MOC and/or AMOPS will be made. MOC will immediately notify the ATCT after a tow is completed.

3.11.4. Aircraft tows will yield to taxiing aircraft.

3.11.5. Aircraft tows that occur when the airfield/ATCT are closed will be approved and tracked by the MOC.

3.11.5.1. All aircraft engine runs and aircraft tows will be pre-announced to the BDOC by MOC or CP.

3.12. Engine Running Crew Change (ERCC).

3.12.1. B-1 ERCC or warm seat swaps are normally accomplished on the north or south hammerheads or spots 9-12. Other locations require approval from AMOPS. Aircraft will park facing eastbound when conducting ERCC/warm seat swaps on spots 9-12.

3.12.2. Ground Control will coordinate all ERCC/warm seat swap requests with AMOPS prior to approval. If the aircraft call sign or pilot-in-command changes, a new flight plan must be filed with AMOPS or original filing unit, as designated by LOA, prior to departure.

3.12.3. During ERCC operations when the potential for induction icing exists, the outgoing ERCC crew will coordinate with the SOF and MOC to ensure a crew chief or ground observer is present to inspect engine inlets.

3.13. Deployed Aircraft Exercise Operations.

3.13.1. Exercise/contingency ops planners will coordinate with the AOF/CC, AFM, and TA NLT 48 hours prior to the arrival of participating aircraft.

3.13.2. The AOF/CC is responsible for ensuring visiting aircrew are familiar with all information in this instruction and EAFBI 13-213 for airfield driving requirements, as needed. The AOF staff is available for aircrew briefings.

3.13.3. 34/37 BS commanders will ensure visiting aircrew are familiar with all information in this instruction when hosting visiting flying units.

3.14. Explosive Ordnance Disposal (EOD) Operations.

3.14.1. Prior to conducting disposal and training proficiency operations at the explosive range, EOD personnel will coordinate with AMOPS, who will in turn notify the ATCT and issue a safety NOTAM. EOD will provide the intended location and time of the operation as follows:

3.14.1.1. The EOD proficiency training range is located northeast of the Small Arms Range at 44.16967N, 103.0792W. The clearance radius will normally be 1,500'. Detonations usually require 10 to 15 minutes to clear the zone. The required overhead clearance is 3,000' Above Ground Level (AGL) unless otherwise noted by EOD.

3.14.1.2. Prior to initiation, EOD will contact the ATCT via the radio Crash Net or by phone for detonation approval. Once ATCT grants approval and EOD initiates the sequence, EOD is unable to terminate the detonation or activity until conclusion. EOD will advise ATCT as soon as possible after the range is clear.

3.14.1.3. In the event of a misfire, EOD will notify the ATCT. The overhead clearance must remain in effect for at least 30 minutes, plus time to evaluate the misfire.

3.14.1.4. EOD conducts off range proficiency training. Overhead clearance is not required at the off-range proficiency training area IAW AFMAN 91-201 which prohibits fragmentation producing detonations. Operations are restricted to explosive power tools; the explosive quantities are negligible. Notification of area use is still accomplished in the event of smoke or explosive report.

3.14.2. ATCT shall:

3.14.2.1. Disapprove EOD training operations affecting safety of flight as required.

3.14.2.2. Provide EOD with expected range use time to reduce delays to EOD and aircraft.

3.14.2.3. Advise all aircraft of EOD training activity, providing location and size of the affected area as applicable.

3.14.2.4. Coordinate with DATCF prior to approving EOD operations to ensure radar traffic is de-conflicted.

3.14.2.5. Keep all ATCT-controlled aircraft out of the affected area until EOD advises the operations are complete.

3.14.3. EOD training operations on/near airfield pavements require coordination with AMOPS prior to resuming normal operations.

3.15. Military Working Dog (MWD) Support.

3.15.1. Any aircrew or aircrew agency requiring MWD explosive or narcotic detection support will contact ATCT or AMOPS, who will then contact the BDOC. For US Customs inspections, narcotic detection MWD is limited to aircraft under control of the DoD.

3.15.2. If an explosive detection team is not available or is unable to respond in support of a civil aircraft, ATCT personnel will refer to AFI 13-204v3 for further guidance.

3.16. Aircraft Chemical Decontamination Procedures.

3.16.1. ATCT will coordinate with the Incident Commander (IC) or MOC for decontamination parking locations, and provide progressive taxi instructions as required.

3.16.2. Maintenance will respond to the coordinated parking location to decontaminate the aircraft upon notification.

3.16.3. The aircraft will be towed to its standard parking location upon completion.

Chapter 4

AIR OPERATIONS

4.1. Air Traffic Control Services.

4.1.1. DATCF airspace includes Surface (SFC) –16,000' MSL, with an approximate range of 40 miles around the EAFB TACAN (See [Attachment 6](#)).

4.1.2. EAFB and Rapid City Class D Airspace/Overlap. EAFB and Rapid City Air Traffic Control facilities have mutually agreed that the ridge of hills southeast of EAFB approximately constitutes the geographical boundary between the Class D Airspaces (reference Cheyenne Sectional Chart). EAFB Class D Airspace extends from the surface up to and including 5,800' MSL and a 5.9 nautical mile radius of the airport center. Rapid City Class D Air space extends from the surface up to and including 5,700' MSL and a 4.4 nautical mile radius from the airport center. A separate ATC clearance is not required for entry if already in contact with an ATC facility.

4.1.3. Local Flying Area. The local flying area for aircraft flying from EAFB is as follows:

4.1.3.1. A circle with a radius of 200 miles around the EAFB TACAN.

4.1.3.2. The Local Flying Area is established in accordance with applicable MAJCOM supplements to AFI 11-202 V3, AFI 11-2B-1V3, *B-1 Operations Procedures*, and the EAFB Sup to AFI 11-2B-1V3. The Local Flying Area will be used for transition training and instrument flight training. Operational Check Flights (OCF) and, if necessary, Functional Check Flight (FCF) activities (i.e., flight control checks, stalls, low-level, TF, and wind-up turns) will be accomplished within an approved Military Operations Area (MOA).

4.1.3.3. Aircraft will not over-fly Rapid City below 5,500' MSL except for approved mission requirements.

4.1.3.4. Aircrew will avoid over-flying Mt. Rushmore by at least 2,500' laterally or 7,700' MSL vertically.

4.1.3.5. Aircrew will avoid Bear Butte, defined by the RCA 317/25 fix, by flying no lower than 10,000' MSL within 2 NM. Radar Approach Control (RAPCON) will provide avoidance vectors.

4.1.3.6. Aircrew will not over-fly Devil's Tower and will remain at least 5 nautical miles laterally from the monument unless in Class A airspace.

4.1.4. Local VFR Training Areas. EAFB has no local VFR training areas.

4.1.5. Basic Radar Service. Pilots conducting VFR flights within the EAFB terminal area may contact Approach Control for basic radar service.

4.1.6. Rapid City Regional Airport Procedures for Military Aircraft

4.1.6.1. Approach will:

4.1.6.1.1. Control all instrument approaches to RAP.

4.1.6.1.2. Issue a proximity advisory to all aircraft arriving from the North on a Visual Approach to the Rapid City Regional Airport (KRAP).

4.1.6.1.3. Ensure aircraft establish radio contact with Rapid City Control ATCT prior to entering their Class D Airspace.

4.1.6.2. VFR pattern work is permitted based on traffic load and ATCT approval. However, military aircraft have the lowest traffic priority. All military aircraft will comply with the RAP Control ATCT instructions.

4.1.6.3. Initial and closed pattern altitudes are as directed by ATC. Altitude restricted low approaches will be flown over the RWY at 1,000' AGL. Left or right patterns will be directed by RAP Control ATCT.

4.1.6.4. B-1 aircraft are not authorized to perform touch-and-go's at RAP.

4.2. Aircraft Priorities.

4.2.1. Under normal peacetime flying operations, air and ground priorities established in FAAO 7110.65 and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, take precedence over the following locally developed operational priorities:

4.2.1.1. IFR mission departures

4.2.1.2. IFR arrivals

4.2.1.3. The 28 BW training flights operating under Visual Flight Rules (VFR)

4.2.1.4. Civilian practice approaches

4.2.2. Aircraft will be sequenced so those with controlled departure times may be cleared for takeoff on time and in accordance with the above priorities. If an aircraft commander with a controlled departure time requests an earlier departure, expeditious handling will be provided. Controlled departure times are requested and amended by DD Form 175, *Military Flight Plan*.

4.2.2.1. *Note: Flight check aircraft are provided special handling in order to expedite the inspection of NAVAIDs. EAFB ATC will clear the flight check aircraft according to pilot request as soon as practical. EAFB ATC will not ask the flight check pilot to deviate from his planned action except to preclude an emergency situation.*

4.3. VFR Traffic Patterns. See Attachment 7.

4.3.1. Overhead Pattern.

4.3.1.1. Entry altitude is 5,000' MSL with an east break (left break for RWY 13 and right break for RWY 31). Aircraft may request a west break with ATCT. This must be accomplished before reporting initial.

4.3.1.2. Aircraft utilizing a west downwind pattern must avoid overflying Rapid City. Aircraft unable to avoid overflying Rapid City shall coordinate with ATC to climb to at or above 5,500' MSL.

4.3.1.3. B-1 overhead patterns are prohibited at night per AFI 11-2B-1V3.

4.3.2. Rectangular/Closed Traffic Pattern.

4.3.2.1. Pattern Altitudes:

4.3.2.2. 5,000' MSL for fighter type

4.3.2.3. 4,500' MSL for heavy/large fixed wing

4.3.2.4. 4,000' MSL small fixed wing and helicopters

4.3.3. Aircrews requesting closed traffic will contact Tower with "Request Closed Traffic" and fly IAW applicable T.O. guidance for an inside straight-in pattern.

4.4. Overhead Pattern Protection. To protect the overhead pattern, departures will maintain at or below 4,000' MSL until the departure end of the RWY.

4.5. Restricted Low Approaches. The Ground Controller is responsible for advising personnel on the RWY of aircraft conducting low approaches.

4.6. VFR Traffic Pattern Restrictions.

4.6.1. All aircraft flying VFR traffic patterns will remain north of the ridge line separating Rapid City Regional and EAFB. If aircrew cannot remain north of the ridge line, request to enter RAP Class D airspace with EAFB ATCT. See [Attachment 7](#).

4.6.2. Aircraft will not over-fly the Medical Group clinic, aircraft parking areas when occupied by bomber aircraft, the munitions storage area, or the Combat Arms Training and Maintenance (CATM) range.

4.7. VFR Weather Minimums.

4.7.1. IFR conditions exist at EAFB anytime the reported weather condition includes a ceiling of less than 1,000' AGL or visibility less than 3 miles. This does not relieve USAF pilots of AFI 11-202v3 requirements.

4.7.2. The overhead pattern will be closed when the reported weather includes a ceiling less than 2,200' AGL.

4.7.3. All VFR patterns will be closed when the reported ceiling is less than 1,700' AGL.

4.7.4. The decision to open/close the VFR patterns is contingent upon the ability of ATC to provide safe positive control and is at the discretion of the ATCT WS.

4.8. Radar Traffic Patterns.

4.8.1. RWY 31 downwind leg is 130 degrees, 6,000' MSL or as assigned; base leg is 220 degrees down to the Minimum Vectoring Altitude (MVA); dogleg is 280 degrees; and final approach is 310 degrees.

4.8.2. RWY 13 downwind leg is 310 degrees, 6,000' MSL or as assigned; base leg is 220 degrees down to the MVA; dogleg is 160 degrees; and final approach is 130.

4.9. Radar Vectors to Initial. Aircraft requesting vectors to initial will have their IFR flight plan automatically canceled once the aircraft reports the airport or VFR entry point in sight and transferred to Tower.

4.10. Go-Around/Missed Approach Procedures.

4.10.1. An aircraft inside the FAF that is instructed to make an unplanned missed approach is a "Go-around." The following procedures apply:

4.10.1.1. Aircraft will fly RWY heading, climb and maintain 4,000' MSL until departure end of the RWY, then climb and maintain 6,000' MSL.

4.10.1.2. Phraseology: “(Aircraft call-sign), (landing clearance canceled or go-around as appropriate), (reason). Fly RWY heading, maintain 4,000' until departure end, climb and maintain 6,000'.”

4.10.1.3. VFR aircraft inside the FAF will go-around as directed by the ATCT.

4.10.1.4. Aircraft will acknowledge instructions as soon as possible.

4.10.2. Missed approach procedures will be IAW FAAO 7110.65, published instrument procedures, and DATCF OI 13-204.

4.11. Breakout Procedures.

4.11.1. An aircraft conducting an instrument approach outside the FAF that is unable to complete the approach is a “Breakout.” Approach will verbally coordinate the breakout instructions.

4.11.2. Phraseology: “(Aircraft call-sign), approach clearance canceled, (ATC instructions and reason).”

4.11.3. Aircraft will acknowledge instructions as soon as possible with ATC.

4.12. Multiple Approach Procedures.

4.12.1. Arriving aircraft will advise Approach of type of approach and landing requested on initial contact.

4.12.2. For arriving aircraft requesting multiple approaches, Approach will issue climb-out instructions as appropriate.

4.13. Opposite Direction Arrival/Departure Procedures.

4.13.1. Opposite direction departures and arrivals may be requested when operationally advantageous or to accomplish necessary training.

4.13.2. Approaches to other than the RWY in use will not be permitted when, in the judgment of ATC personnel, it could be hazardous to other traffic.

4.13.3. All opposite direction traffic must be coordinated between ATC facilities early enough to approve or disapprove the request and to adjust the traffic flow. Requests for opposite direction approaches or departures have the lowest priority, except for requests for an opposite direction controlled departure. These requests take priority over aircraft conducting multiple approaches to the active RWY. ATC will advise the pilot of possible delays.

4.13.4. The ATCT or DATCF WS may disapprove an opposite direction arrival or departure based on current and forecasted traffic conditions.

4.13.5. The cut-off distance for opposite direction traffic (IFR or VFR) is 10 flying miles from the RWY.

4.13.5.1. Arrival (opposite direction) versus departure (active runway): When a departing aircraft is released, an opposite direction arrival may proceed no closer than 10 flying miles to the same RWY (opposite direction), until the departing aircraft is established on a heading that ensures separation. Aircraft departing VFR or remaining in the VFR pattern, must have departed and turned to avoid conflict with the arrival before the arrival reaches a point 10 flying miles from the runway.

4.13.5.2. Departure (opposite direction) versus arrival (active runway): Opposite direction departures must not depart when arriving aircraft are within 10 flying miles of the active runway. IFR opposite direction departures must be established on a diverging course that ensures separation prior to the arrival reaching a point 10 flying miles from the runway. VFR opposite direction departures will be airborne and turning to avoid any conflict before an arrival reaches a point 10 flying miles from the runway.

4.13.5.3. Arrival versus arrival: opposite direction arrivals must be broken out of traffic no later than 10 flying miles from the RWY when an arrival is established on final approach to the RWY in use. Aircraft in the VFR pattern will be restricted from base and final legs until after the opposite direction arrival lands.

4.14. Circling Approaches.

4.14.1. Normally, circling approaches will be flown to the west side of the RWY. Circling approaches on the east side of the RWY will be approved only for operational or weather requirements. Aircraft will not over-fly the base housing area, Medical Group clinic, aircraft parking areas when occupied by bomber aircraft, the munitions storage area, or the CATM range.

4.14.2. Category "E" aircraft circling requires advance ATC approval due to the close proximity of the Rapid City Regional airport.

4.15. VFR Mid-Field Circling Maneuver.

4.15.1. B-1 aircraft are authorized to conduct mid-field circling.

4.15.2. Pilots may request a mid-field circle to follow an instrument approach. This allows a convenient circle to the same RWY to which the approach was flown. The aircraft will be flown down RWY centerline at circling minimums or higher (up to 4,500' MSL) and initiate the maneuver to the west, near mid-field and directly in front of the ATCT. ATCT controllers may deny the circle or extend the aircraft as required for separation.

4.15.3. Weather requirements are the published circling minimums, day and night.

4.15.4. Aircraft will remain north of the ridgeline to remain out of Rapid City Class Delta Airspace.

4.16. Airport Surveillance Radar (ASR)/Precision Approach Radar (PAR) Approaches/Monitoring. EAFB has no published ASR or PAR approaches.

4.17. B-1 Airborne Instrument Landing Approach (AILA). *NOTE: AILA is a B-1 system that provides all weather landing approach capability to uninstrumented landing sites or as a backup to a failed ILS. It duplicates ILS display data for the pilots; however, practice AILA approaches must be conducted in Visual Meteorological Condition (VMC).*

4.17.1. The AILA uses the B-1 radar and avionics system to generate course and glideslope steering data for an instrument approach to an airport regardless of the availability of ground based navigational aids. It is primarily intended for recovery in an emergency situation.

4.17.2. Aircrew normally will fly an AILA in conjunction with an ILS. Aircrew may also request to fly via own navigation from downwind to an AILA final, traffic permitting, by requesting a visual approach to a 10 mile final. The ground track and glide path will coincide with a normal ILS approach. Aircrew will notify ATC of their intent to fly their own glideslope on final; however, ATC will only clear the aircraft for either an ILS or visual approach; they will not clear the aircraft for an AILA approach. An AILA approach may terminate with a touch-and-go, low approach, or full stop landing.

4.18. Unusual Maneuvers.

4.18.1. IAW FAAO 7110.65, ATC may not approve unusual maneuvers within Class D Airspace if they are not essential to the performance of the flight. If, in the opinion of the aircraft commander, the maneuver is essential to the performance of the flight, the aircraft commander will notify the AOF/CC through the Operations Group prior to the flight.

4.18.2. Requests to conduct unusual maneuvers will be pre-coordinated through the applicable flying squadron commander, or designated representative, who in turn will coordinate requests through the AOF/CC prior for 28 OG/CC approval. If a Federal Aviation Regulation (FAR) waiver is required for the proposed maneuver, 28 OSS/OSAO (Airspace) will coordinate for the waiver. The Federal Aviation Administration FAA requires 30-days to process waiver requests. If a FAR waiver is not required, the 28 OG/CC is the final approving authority for the proposed maneuver.

4.18.3. Wing scheduling will notify the AOF/CC at least 24 hours prior to conducting scheduled/approved unusual maneuvers (to include all proposed fly-bys within DATCF airspace). AMOPS will issue a NOTAM upon approval.

4.19. Helicopter Operations.

4.19.1. IFR helicopters will land/depart using the active RWY.

4.19.2. VFR helicopters will land/depart from paved airfield surfaces only (exceptions must be coordinated through/approved by AMOPS).

4.19.3. ATC will instruct all helicopters to avoid hovering/air-taxiing above unpaved airfield surfaces (i.e., the infield or other grassy areas) below 100' AGL.

4.20. Local Departure Procedures. See the most current FLIP for the "Ellsworth Two" Departure Procedure.

4.21. Formation Departures.

4.21.1. All B-1 formation departures will have non-standard separation.

4.21.2. Visual Cut-off Procedures:

4.21.2.1. RWY 13: Visual cut-off for trailing formation aircraft is approved upon leaving 5700' ft MSL.

4.21.2.2. RWY 31: Visual cut-off for trailing formation aircraft is approved upon takeoff clearance.

4.21.2.3. ATC may issue vectors to trailing aircraft as dictated by traffic conditions.

4.22. Standard Climb-Out Instructions.

4.22.1. RWY 31: “Maintain at or below 4,000’ MSL until departure end of RWY, then turn right heading 040 degrees, climb and maintain 6,000’ MSL and contact Approach on 259.1 (or Arrival on 284.0 if appropriate).”

4.22.2. RWY 13: “Maintain at or below 4,000’ MSL until departure end of RWY, then turn left heading 040 degrees, climb and maintain 6,000’ MSL and contact Approach on 259.1 (or Arrival on 284.0 if appropriate).”

4.22.3. Phraseology for base-assigned aircraft: “Execute Local Climb-out.”

4.22.4. All aircraft leaving the VFR (ATCT) traffic pattern to the radar pattern or a radar departure from the VFR pattern must advise the ATCT on downwind leg prior to reentry to the radar pattern. The ATCT will relay the IFR climb-out instructions and squawk as issued by DATCF.

4.23. Intersection Departures. Intersection departures are authorized. Intersection departures are restricted only by aircraft performance limitations. Refer to [Attachment 8](#) for distances remaining from intersections.

4.24. Reduced Same Runway Separation (RSRS) Procedures.

4.24.1. RSRS will be applied to AFGSC aircraft only IAW AFI 11-202v3 AFGSC SUP1, and this instruction. Controllers will apply RSRS standards as appropriate, provided they can determine distances using suitable landmarks. Any aircrew or controller may refuse reduced separation. When RSRS is refused, FAAO 7110.65 separation standards apply.

4.24.2. When aircraft are operating IFR or under ATC instructions, controllers must apply standard wake turbulence separation. Pilots will maintain wake turbulence separation and visual separation from other aircraft when VFR.

4.24.3. RSRS standards **do not** apply to the following:

4.24.3.1. Any situation involving an emergency aircraft.

4.24.3.2. Any situation involving an aircraft cleared for the option or stop-and-go, or a Low Approach (LA) behind a touch-and-go (TG).

4.24.3.3. When the RCR is less than 12 or braking action reports of less than “good” are reported.

4.24.3.4. Non-AFGSC aircraft unless a LOA is signed between the 28 OG/CC and the applicable flying unit and approved by Air Force Global Strike Command Airfield Operations Branch (AFGSC/A3OA).

4.24.3.5. When TWY closures prevent normal RWY exiting procedures.

4.24.4. For RSRS at EAFB, the B-1 is considered a **HEAVY AIRCRAFT**. The following chart provides RSRS for **SIMILAR HEAVY AIRCRAFT**. (N/A means aircraft cannot perform type landing behind applicable type landing):

Table 4.1. Heavy Aircraft RSRS Criteria at Ellsworth AFB.

Lead A/C → Trail A/C ↓	Full Stop (FS)	Touch & Go (TG)	Low Approach (LA)
FS	8,000' (day and night)	8,000' (day and night)	8,000' (day and night)
TG	N/A	8,000' (day and night)	8,000' (day and night)
LA	N/A	N/A	8,000' (day and night)

4.25. Combat Arrivals. See Attachment 9 .

4.25.1. Aircrew will accomplish combat arrivals between sunrise and sunset (daytime), and with a ceiling no lower than 1,000' above the requested combat entry altitude.

4.25.2. Pilots must adhere to the following during combat arrivals:

4.25.2.1. Maintain appropriate cloud clearances per AFI 11-202V3.

4.25.2.2. Have the RWY in sight before descent.

4.25.2.3. Maintain visual contact with RWY throughout the entire maneuver.

4.25.3. Initial turn and descent from the combat entry point will be to the east, regardless of active RWY.

4.25.4. Phraseology:

4.25.4.1. "Combat entry:" The entry point for the combat arrival. It is 3 NM from the RWY end aligned with the extended RWY centerline (+/- 5 degrees), between 16,000' and 6,000' MSL. Descent begins at this point.

4.25.4.2. "Combat upwind:" The primary descent phase of the approach. Combat upwind begins once the pilot has established the aircraft parallel to the active RWY and will be within 3 NM of the TACAN. Altitude is at the pilot's discretion but between 16,000' and 6,000' MSL, inclusive.

4.25.5. Procedures:

4.25.5.1. Pilots desiring to recover via the combat arrival shall make their request with Approach on initial contact. IFR clearance will automatically be canceled at the time the aircraft reports combat entry.

4.25.5.2. DATCF will coordinate with ATCT prior to approving the combat arrival. ATC may disapprove the request for a combat arrival based on the following:

4.25.5.2.1. Other air traffic is within a 15-mile radius from the TACAN.

4.25.5.2.2. Pending or released departures.

4.25.5.2.3. Any abnormal condition or operation at EAFB which might conflict with the combat arrival.

4.25.6. Approach and ATCT WSs will concur with an approval/disapproval before forwarding to the aircraft.

4.25.7. Approach will have aircraft contact the ATCT no later than 5 NM from the RWY.

4.25.8. Aircraft will contact ATCT with the phraseology, “Ellsworth Tower, (A/C Call sign), combat entry” prior to making initial descent. ATCT will acknowledge with the phraseology, “(A/C Call sign), Ellsworth Tower, report combat upwind.”

4.25.9. Aircraft will inform ATCT with phraseology, “Ellsworth Tower, (A/C Call sign), combat upwind” when they have reached a mid-field upwind. ATCT will acknowledge with the phraseology, “(A/C Call sign), Ellsworth Tower, report (left/right) base at or above (appropriate altitude).” If there is no traffic in the VFR pattern, this will be 5,000’ MSL; however, the ATCT may restrict the aircraft to higher altitude if traffic dictates. Pilots will remain north of the ridgeline separating EAFB and Rapid City Regional at all times.

4.25.10. Combat arrivals may be terminated at any time during the approach by ATC or the aircraft. Aircrew will follow ATC directions should this happen.

4.25.11. The provisions of this procedure do not relieve the aircraft commander of the responsibility to comply with AFI 11-202v3 and/or applicable military directives.

4.26. Combat Departures. See [Attachment 9](#).

4.26.1. Aircrew will request the combat departure with Ground Control as soon as possible. ATC must provide approval prior to aircrew flying a combat departure. Late requests for combat departures may result in delayed clearance.

4.26.2. Combat departures will be accomplished only between sunrise and sunset (daytime), with ceiling no lower than 13,300’ AGL. Combat departures may be disapproved/ terminated by ATC before or after the start of the maneuver. Combat departures are a VFR maneuver conducted on an IFR flight plan.

4.26.3. After ATC approves a combat departure, aircrew will fly the climb-out IAW AFI 11-2B-1V3 and AFTTP 3-3.B-1.

4.26.3.1. Aircraft will remain within 5 DME of the EAFB TACAN during the intermediate climb to 16,000’ MSL (15,000’ block 16,000’ MSL for formation flights). Upon reaching 16,000’ MSL, the terminal scenario is terminated and the aircraft will proceed as directed by ATC.

4.26.3.2. Unless otherwise directed by ATC, the aircraft will execute a left turn-out for Rwy 13 and a right turn-out for Rwy 31.

4.27. Night Vision Device (NVD) Operations.

4.27.1. NVD operations will be IAW AFI 11-2B-1V3.

4.27.2. Aircrew are not authorized to use NVDs while in the VFR traffic pattern.

4.28. Supervisor of Flying (SOF) Operations. A strong relationship between the SOF and ATC is the key to maintaining a safe and efficient terminal airspace environment. EAFB-assigned aircraft will not depart or land unless a SOF is present in the ATCT or on the airfield environment and able to communicate with aircraft on SOF frequencies.

4.28.1. AOF/CC or designated representative shall:

- 4.28.1.1. Advise the SOF program manager when there are any problems between the SOF and ATC.
- 4.28.1.2. Attend and brief pertinent topics during SOF meetings when applicable.
- 4.28.2. SOF Program Manager shall:
 - 4.28.2.1. Inform the AOF/CC of problems between the SOF and a WS.
 - 4.28.2.2. Inform the AOF/CC and ATCT/DATCF CCTLRs of all upcoming SOF meetings and solicit their attendance/input.
 - 4.28.2.3. Provide ATCT CCTLR with controlled area access list of all qualified SOF personnel for unescorted access to the tower cab. Update list as necessary.
- 4.28.3. SOF shall:
 - 4.28.3.1. Direct all questions concerning ATC policies to the AOF/CC or ATCT CCTLR.
 - 4.28.3.2. Coordinate with the WS prior to transmitting to an aircraft over an ATC frequency. When advice is extremely technical or the SOF feels that relay of information by the controller could cause an unacceptable delay, the SOF may coordinate with the WS and transmit directly to the aircraft. The SOF must not perform ATC functions or transmit ATC instructions/clearances to an aircraft to avoid assuming responsibility for separation of aircraft.
 - 4.28.3.3. Advise the WS of weather recalls, divers, and changes in EAFB Bird Condition as soon as practical.
 - 4.28.3.4. Provide the WS with the following data on emergency aircraft as soon as practical:
 - 4.28.3.4.1. Nature of emergency
 - 4.28.3.4.2. Call sign/tail number
 - 4.28.3.4.3. Number of people on board the aircraft
 - 4.28.3.4.4. Ordnance
 - 4.28.3.4.5. Fuel status
 - 4.28.3.4.6. Special requirements (crew egress, pinning gear on the runway, etc.)
 - 4.28.3.4.7. Position or Estimated time of arrival (ETA)
 - 4.28.3.4.8. Pilot's desires/intentions
 - 4.28.3.5. If aware of an aircraft commander's decision to declare an in-flight emergency, ensure aircraft commander declares IFE status with appropriate ATC agencies.
 - 4.28.3.6. Advise the WS of any expected visitors to the tower cab (ATCT is a controlled area).
 - 4.28.3.7. Keep the WS informed of significant weather information received from Pilot Reports (PIREPs) or Base Weather as soon as practical.

- 4.28.3.8. When able, monitor the local, ground control, and flight data positions as necessary to preclude excessive coordination with controllers controlling active traffic. Monitor frequencies/positions via the headset during periods of increased traffic to keep tower noise level to a minimum.
- 4.28.3.9. Inform the WS if aware of any changes to the daily flying schedule.
- 4.28.3.10. Inform the SOF program manager of favorable or unfavorable situations between the SOF and ATCT.
- 4.28.3.11. Assist ATC to the maximum extent possible in recovering or diverting wing aircraft in the event of a tower evacuation prior to evacuating the ATCT.
- 4.28.3.12. Ensure SOF area is clean at the end of the duty day.
- 4.28.3.13. Perform equipment checks and report any equipment malfunctions to the WS.
- 4.28.3.14. During Warrior or Retreat Flybys, the SOF will be the single point of contact. Prior to the event, the SOF will verify a NOTAM covering the event has been issued, advise the aircrew of weather, bird condition, and airfield status. If a NOTAM has not been issued, the SOF will cancel the flyby. Reference the SOF QRC for further guidance.
- 4.28.4. Watch Supervisor/Senior Controller (WS/SC) shall:
 - 4.28.4.1. Advise SOF upon shift change (ATC or SOF) of the WS/SC on duty.
 - 4.28.4.2. Provide the SOF with a facility briefing to include airfield status, equipment limitations, or anything that could affect flying operations (i.e., NAVAID status, special operations, etc.).
 - 4.28.4.3. Coordinate with the SOF for the expeditious recovery of emergency aircraft and other aircraft as deemed necessary by the SOF.
 - 4.28.4.4. Work directly with the SOF to facilitate the safety of flight operations and ensure maximum aircrew training is accomplished within established directives.
 - 4.28.4.5. Log and track all equipment outages associated with the SOF position.
 - 4.28.4.6. Keep the SOF informed of weather changes that may affect the 28 BW operations.
 - 4.28.4.7. Inform the ATCT CCTLR or AOF/CC of any favorable or unfavorable situations that occurred between the WS or tower personnel and the SOF. Tower CCTLR or AOF/CC will address all concerns to the program manager.
 - 4.28.4.8. Coordinate with the SOF on expeditious handling of DV and other high priority aircraft.
 - 4.28.4.9. Provide handset equipment for use in the SOF position.
 - 4.28.4.10. Refer the SOF to the AOF/CC or CCTLR if they have any questions or concerns about ATC/airfield policies or procedures.
- 4.28.5. Refer to AFI 11-418 EAFBSUP, *Operations Supervision*, for further guidance on SOF procedures.

4.29. Parachute/Paradrop Operations.

4.29.1. Requests to conduct parachute/paradrop operations at EAFB will be coordinated through the AOF/CC.

4.29.2. The 28 OG/CC is the final approval authority for all airfield restrictions associated with parachute/paradrop operations.

4.30. Unmanned Aircraft System (UAS) Operations/Procedures.

4.30.1. EAFB is a divert location for RQ-4 (Global Hawk) aircraft enroute from Beale AFB to Grand Forks AFB, or vice versa. No UAS aircraft are assigned to EAFB.

4.30.2. All procedures will be IAW RQ-4 Divert LOA.

Chapter 5

EMERGENCY PROCEDURES

5.1. Primary Crash Alarm System (PCAS).

5.1.1. The purpose of the PCAS is to provide rapid dissemination of emergency information that affects the airfield or aircraft operations to emergency response agencies.

5.1.2. The ATCT activates the PCAS. Agencies on the PCAS with transmit and receive capabilities are: ATCT, AMOPS, Fire Department, and the Medical Group (ambulance). The following agencies have receive-only capability: BDOC and MOC. 28th Operations Support Squadron Air Traffic Control and Landing Systems (28 OSS/OSAM) will not modify the PCAS without prior coordination with 28 OSS/OSA and approval from 28 OSS/CC.

5.1.3. ATCT shall:

5.1.3.1. Activate the PCAS in all of the following cases:

5.1.3.1.1. Aircraft accidents

5.1.3.1.2. Declared emergencies

5.1.3.1.3. Observed smoke or fire on the flight line

5.1.3.1.4. Major Accident Response Exercise (MARE) or in support of base exercises

5.1.3.1.5. Receipt of ELT (when deemed not to be a local test)

5.1.3.1.6. Suspected/confirmed hijack or unauthorized aircraft movement

5.1.3.1.7. Ground emergencies (i.e., fuel spills)

5.1.3.1.8. Aircraft hot brakes

5.1.3.1.9. Unauthorized aircraft landings/attempted landings

5.1.3.1.10. Suspected or actual bomb onboard an aircraft (pilot request for Explosive Detection MWD Team will also be passed on PCAS)

5.1.3.1.11. Aircraft contamination

5.1.3.1.12. Known or suspected bailout occurs

5.1.3.1.13. Hung ordnance, to include hot guns and hung flares

5.1.3.1.14. Airborne aircraft communications failure

5.1.3.1.15. F-16 Emergency Power Unit (EPU) activation or possible hydrazine leak

5.1.3.1.16. When evacuating the facility (ATCT or DATCF)

5.1.3.1.17. Anytime the ATCT WS judges an emergency situation exists or a competent authority directs

5.1.3.1.18. Daily line check (between 0800L and 0815L or within 15 minutes of opening following a closure or out of hours operations)

5.1.3.2. Pass on the following information when the PCAS is activated:

- 5.1.3.2.1. Aircraft identification and type
- 5.1.3.2.2. Nature of emergency
- 5.1.3.2.3. Pilot's desires
- 5.1.3.2.4. Fuel remaining in time or pounds
- 5.1.3.2.5. Number of personnel on board and location
- 5.1.3.2.6. ETA
- 5.1.3.2.7. RWY aircraft will land on (in the case of a ground emergency, give the general location (i.e., intersection of TWY D and A) or estimated coordinates of the base crash grid map).
- 5.1.3.2.8. Any other information that might be pertinent to the situation including wind direction, type ordnance, and location

5.1.4. If AMOPS is advised of an emergency on the airfield and the PCAS has not been activated, AMOPS will activate the SCN and then call the ATCT to brief them of the situation. Since all agencies on the PCAS are also on the SCN (not including ATCT), ATCT will not activate the PCAS if the SCN has already been activated.

5.2. Secondary Crash Net (SCN).

5.2.1. The purpose of the SCN is rapid dissemination of emergency information that affects the airfield or aircraft operations to emergency response and support agencies. In addition, the SCN will only be used to relay critical aircraft and airfield information.

5.2.2. AMOPS activates the SCN. Agencies on the SCN are CP, Security Forces, Fire Department/Hospital, Emergency Management, Weather, CES Readiness, Wing Safety, Flight Medicine, MOC, EOD, and 28 MSG/CC.

5.2.3. All agencies (phones) on the SCN must use a noise reduction feature, such as push-to-talk handsets, that filters out background noise.

5.2.4. 28th Communications Squadron (28 CS) will not modify the SCN without prior coordination with 28 OSS/OSA and approval from 28 OSS/CC.

5.2.5. AMOPS will test the SCN each morning. Any station failing to respond will receive a phone call to determine if a problem exists. If there is a problem with the station, the affected station will contact 28 CS immediately and open a work request for repair.

5.2.6. AMOPS will relay all information received verbatim on the SCN. Individuals answering the SCN will remain silent until poled for questions. If there are questions, the agencies will identify themselves prior to posing their questions.

5.2.7. When AMOPS is closed or when SCN is out of service the CP controls the alternate SCN IAW the C2 Memorandum of Agreement between 28th Bomb Wing Command Post (28 BW/CP) and AMOPS. CP will test the backup system on the first duty day of each month. AMOPS will notify CP when the AMOPS SCN is out of service, and when AMOPS will be closed outside of published operating hours.

5.2.8. During real-world and exercise scenarios, CP is authorized to activate the SCN as needed.

5.3. Emergency Recovery Frequency (ERF).

5.3.1. EAFB has a designated ERF (318.8) to provide appropriate agencies the capability of maintaining a listening watch during the recovery of emergency aircraft and to minimize aircrew frequency changes. Procedures for use of the ERF are as follows:

5.3.1.1. Use of the ERF will be reserved for emergency recoveries to the maximum extent possible.

5.3.1.2. Switching aircraft to the ERF will not be initiated if, in the interest of flight safety, it is not prudent to have the aircraft change frequencies. A pilot's request for frequency change normally will be granted.

5.3.2. Approach will:

5.3.2.1. Advise ATCT during 15-mile coordination if unable to assign the ERF to an emergency aircraft.

5.3.2.2. Notify ATCT when they may assume the ERF for control of the emergency aircraft.

5.3.3. ATCT will:

5.3.3.1. Switch aircraft to Ground frequency as soon as practical after landing.

5.3.3.2. Advise Approach when the ERF is returned to DATCF for use.

5.3.3.3. For more than one emergency, the first aircraft will be placed on the ERF until landing. All other aircraft will remain on common frequencies. When the first aircraft lands and is off the RWY, it will change to EAFB Ground Control frequency. The next aircraft then will be placed on the ERF until landing. These procedures will be followed until all emergencies are resolved.

5.4. Emergency Procedures And Response.

5.4.1. The PCAS and SCN will be activated for all IFEs, and when applicable for ground emergencies.

5.4.2. In-Flight Emergencies.

5.4.2.1. Aircrew will notify ATC of an emergency or intent to declare an emergency as soon as possible.

5.4.2.1.1. Only the SOF has the authority, as the 28 OG/CC's representative, to allow other aircraft to land/depart in front of an emergency aircraft within 10 flying miles of landing. The SOF must consider the nature of the emergency and the possibility for a departing/arriving aircraft to create an incident (blown tires, etc.) that will close the RWY.

5.4.2.2. Any ATC vectoring of emergency aircraft over Rapid City and other populated areas will be accomplished only if required by the nature of the emergency, commensurate with the pilot's desires and capabilities. Pilots wishing to avoid populated areas will inform ATC as soon as practical after declaration of the emergency.

5.4.2.3. To the maximum extent possible, emergency aircraft will use the ERF.

5.4.2.4. Civil emergency aircraft may land at EAFB without prior coordination. DATCF will notify the CP and AMOPS as soon as practical.

5.4.2.5. ATCT will advise applicable agencies over the Crash/Tower Nets when the emergency aircraft is next to land.

5.4.2.6. Normally, the IC (Fire Chief/Chief 2) terminates emergencies with the concurrence of the aircraft commander or SOF.

5.4.2.7. An aircraft commander may query the IC using CP frequency for emergency termination status. If either party disagrees, the emergency response will continue until both the aircraft commander and IC agree to terminate the emergency.

5.4.2.8. The IC will notify AMOPS and ATCT, as required, when an emergency or disaster condition has been terminated.

5.4.2.9. In the event of an off base accident/incident, AMOPS will comply with notification/assistance procedures identified by operating instructions, operations plans, and/or checklists. At no time will AMOPS release names of person(s) involved in an accident/incident unless directed by competent authority (i.e., AOF/CC, 28 OSS/CC, 28 OG/CC).

5.4.2.10. Consult EAFB Comprehensive Emergency Management Plan and Mishap Response Plan 91-211 for further information.

5.5. Airborne Fuel Dumping.

5.5.1. Aircrew will obtain 28 OG/CC approval for fuel dumping IAW 11-2B-1V3 Add. A. Para 6.4. In addition, aircrew will:

5.5.1.1. Advise the controlling air traffic control agency of the intention to dump fuel.

5.5.1.2. If able, commence dumping at or above flight level 200 and over unpopulated areas.

5.5.1.3. Notify ATC of location and altitude prior to fuel dumping to allow time for ATC to make advisory radio transmissions.

5.5.1.4. Notify controlling ATC agency when fuel dumping is terminated.

5.5.2. Pass the information listed below to the CP as soon as practical, but no later than completion of the maintenance debrief. This information is required for both emergency and urgent operational fuel jettisoning. The CP will submit required Operational Report (OPREP) to Higher Headquarters as required. Additionally, the CP will forward the information listed below to the 28th Civil Engineering Squadron Environmental Compliance Element (28 CES/CEIE) Air Quality program manager. Copies of all records and reports will be retained for six months.

5.5.2.1. Time fuel was jettisoned

5.5.2.2. Type aircraft

5.5.2.3. Type fuel

5.5.2.4. Jettison latitude and longitude (degrees, minutes)

5.5.2.5. Altitude

- 5.5.2.6. True airspeed (knots)
- 5.5.2.7. Amount of fuel jettisoned
- 5.5.2.8. Reason (Emergency or Urgent Operational Need)
- 5.5.2.9. Jettison rate in pounds per minute
- 5.5.2.10. Outside temperature (centigrade)
- 5.5.2.11. Wind direction
- 5.5.2.12. Wind velocity (knots)
- 5.5.2.13. Remarks (specific information explaining outside temperature)

5.6. Jettison Area.

- 5.6.1. The B-1 does not carry external fuel stores.
- 5.6.2. The jettison area (live and inert) is located at N 4440' W 10258' which is RCA359/032.
- 5.6.3. Attempt to clear the area visually if VMC or with radar if in Instrument Meteorological Conditions (IMC). Jettison weapons outbound on the RCA 359 radial at the minimum practical airspeed at or above 4,000' AGL. Control instructions will be advisory in nature.

5.7. Bailout Under Controlled Conditions.

- 5.7.1. The controlled bailout area is located at N 4440' W 10258' which is RCA359/032.
- 5.7.2. Attempt to clear the area visually if VMC or with radar if IMC. Initiate ejection/bailout outbound on the RCA 359 radial IAW T.O. procedures.
- 5.7.3. In the event of an aircraft bailout, DATCF controllers will mark the scope with the last known position. The area will remain marked until rescue crews have responded and located the crash site.
- 5.7.4. In the event of an aircraft accident in the airfield environment the ATCT will provide coordinates utilizing the O-3 Crash Grid Map. If the coordinates are outside of the O-3's depicted environment, the ATCT shall use reference to suitable landmarks.

5.8. Emergency Locator Transmitter (ELT) Signals.

- 5.8.1. If an ELT is broadcast and ATCT knows of an associated aircraft incident, ATCT will relay all available information over the PCAS.
- 5.8.2. If an ELT is broadcast and ATCT does not know of an associated aircraft incident, ATCT will notify AMOPS. AMOPS shall execute the applicable QRC as soon as possible.
- 5.8.3. CP will determine if the PCAS or SCN should be activated when no aircraft accident/incident has occurred.
- 5.8.4. If the source of an ELT is determined by Aircrew Flight Equipment or another base agency, the agency will notify AMOPS. AMOPS will relay the information to ATC and the CP.

5.9. Unlawful Seizure of Aircraft/Hijack Procedures.

5.9.1. ATCT shall immediately activate the PCAS and initiate procedures for any unauthorized aircraft movement on the airfield.

5.9.2. See *28 Bomb Wing Integrated Defense Plan (IDP)* for procedures on aircraft piracy and hijacking.

5.10. Unscheduled Aircraft Arrivals.

5.10.1. When Airfield/ATCT is open:

5.10.1.1. Unscheduled aircraft arrivals constitute an emergency situation and warrant activation of the PCAS and SCN.

5.10.1.2. ATCT will activate the PCAS when an unscheduled/unexpected aircraft lands or attempts to land at EAFB. AMOPS will activate the SCN.

5.10.1.3. The BDOC will relay aircraft identification updates to CP immediately. 28 SFS will dispatch sufficient patrols/vehicles to block the unidentified aircraft's entry to airfield restricted areas.

5.10.2. When ATCT/Airfield is closed:

5.10.2.1. DATCF and/or any personnel or agency observing an unscheduled/unexpected landing will notify CP.

5.10.2.2. CP will activate the Unauthorized Aircraft Landing checklist to notify Security Forces and the FD.

5.10.2.3. Security Forces and the FD will implement their respective checklists.

5.11. Lost Communications Procedures.

5.11.1. If an aircraft loses two-way communication capability while operating IFR, then it will be expected to squawk the appropriate Identification Friend or Foe (IFF) code, proceed direct to RUUSH at last assigned ATC altitude, and complete the entire published ILS approach to the active RWY. Aircrew will observe the ATCT for light gun signals prior to landing and after landing.

5.11.2. Aircraft losing two-way communication capability while in the VFR pattern will proceed to a 3-mile initial, rock the wings, break to the west, and observe the ATCT for appropriate light gun signals.

5.12. Hot Brakes Procedures.

5.12.1. The north and south hammerheads (TWY Golf and Bravo) are the designated inspection areas for aircraft with hot brakes.

5.12.2. Aircraft with known or suspected hot brakes will:

5.12.2.1. Declare an emergency.

5.12.2.2. Roll out the full length of the RWY. Hold the aircraft on the departure end hammerhead.

5.12.3. The FD and the 28th Aircraft Maintenance Squadron (28 AMXS) will respond to the emergency. After the emergency is terminated, the aircraft may proceed to parking.

5.12.4. If hot brakes are discovered after departing the hammerhead, the aircrew will hold position and declare an emergency with Ground Control.

5.13. Hung Ordnance Procedures.

5.13.1. Hung ordnance is internal or external, live or inert munitions that do not separate from the aircraft following an attempted release.

5.13.2. The north hammerhead (TWY G) and TWY F are the only designated specific inspection areas for aircraft with live hung ordnance.

5.13.3. Aircraft returning with known or suspected hung ordnance will:

5.13.3.1. Contact the SOF 30 minutes prior to landing, providing the SOF with the type of ordnance, its status and condition, its location on the aircraft, the aircraft's present location, ETA, fuel state, and the pilot's intentions. Aircraft will declare an in-flight emergency with the appropriate ATC facility.

5.13.3.2. Comply with restrictions in AFI 11-2B-1V3, AFI 11-2B-1V3 Ellsworth Addendum and this instruction.

5.13.4. If CP is the first agency to receive notification, CP will notify MOC, SOF, 34 BS or 37 BS Ops, 28 OG/CC, and 28 BW/CC when an aircraft will land with hung ordnance and relay aircraft status, ETA to the initial approach fix (IAF), and ETA to the active RWY.

5.13.5. ATC will ensure the aircraft does not over-fly Rapid City or other populated areas.

5.13.6. Aircraft with hung ordnance will make one approach to a full stop landing.

5.13.6.1. Aircraft landing on RWY 31 will stop on the north hammerhead or TWY F as directed.

5.13.6.2. Aircraft landing on RWY 13 will back taxi to the north hammerhead or TWY F as directed, unless the hung ordnance is inert. Aircraft with hung inert ordnance can proceed to the south hammerhead.

5.13.7. Any necessary maintenance actions will be completed in the appropriate inspection area IAW AFI 21-101 EAFB SUP.

5.14. Hot Gun Procedures.

5.14.1. Aircraft carrying forward firing munitions (hot guns/rockets/missiles) will be positioned facing eastbound on the north hammerhead (TWY G) or TWY F for safety or de-arming.

5.14.2. All taxi operations while armed will be on the RWY. If necessary, 180-degree turns on the RWY will be made with the nose of the aircraft pointing to the west.

5.14.3. Refer to AFI 21-101 EAFB SUP 1 for more information.

5.15. Hydrazine Procedures.

5.15.1. If an F-16 or U-2 activates its EPU, then there is the potential for a hydrazine leak. Hydrazine is a caustic substance with the potential to cause harm if fumes are inhaled. F-16 or U-2 EPU activation requires emergency response.

5.15.2. ATCT will activate the PCAS and coordinate positioning/parking of the aircraft with the FD and AMOPS.

5.16. Abort Procedures. An aircrew aborting a takeoff will notify ATCT of their intentions as soon as possible.

5.17. Visual Inspection Fly-By.

5.17.1. If it becomes necessary to make a low altitude fly-by for a visual inspection of the aircraft by the SOF, the following procedures apply:

5.17.1.1. The aircraft will fly RWY heading over the RWY at an altitude of 3,700' MSL.

5.17.1.2. The results of the visual inspection will be relayed immediately to the pilot by the SOF or ATCT.

5.18. Simulated Flameout (SFO) Procedures. SFOs are not authorized at EAFB without 28 OG/CC approval. To gain approval, units that desire to accomplish SFOs must establish a letter of agreement between the 28 OG/CC and the requesting unit commander. The letter of agreement must be approved by Air Force Global Strike Command Operations (AFGSC/A3) prior to implementation of the SFO procedure.

5.19. Arriving Air Evacuation (AIREVAC) Notification and Response Procedures.

5.19.1. ATCT will notify AMOPS when an arriving AIREVAC flight reaches 15-mile final.

5.19.2. After notification, AMOPS will relay arriving AIREVAC information to TA, FD, 28 SFS, and the base AIREVAC office. If notified by a non-ATC agency, AMOPS will also notify ATCT and DATCF.

5.20. Evacuation of Airfield Operations Facilities.

5.20.1. AMOPS, ATCT, and Approach facility evacuation procedures are in accordance with facility operating instructions and evacuation checklists.

5.20.2. The ATCT shall be evacuated whenever sustained wind speeds exceed 70 knots or gusts exceed 87 knots, anytime the facility falls within evacuation distance of a disabled aircraft (accident/incident) where dangerous materials are involved, during tornadoes, or when determined by Watch Supervisors/Senior Controller (WS/SC), CCTLR, or AOF/CC. The WS/SC and SOF will relocate to the SOF truck with the fly-away kit and PRC radio, and park in a spot on the airfield that is operationally advantageous (e.g., Hot Cargo pad). The WS/SC will only provide traffic/airfield advisories. The Class D will be uncontrolled and aircraft will land at their own risk. Once all known in-bound aircraft have landed, the airfield will close until able to resume normal operations, or as directed by the 28 OG/CC.

5.20.2.1. ATCT personnel will provide notification to airborne aircraft under Tower control and advise them to contact Approach or Air Route Traffic Control Center (ARTCC) as appropriate.

5.20.2.2. Aircraft in the ATCT pattern will be directed to full stop.

5.20.2.3. Aircraft on instrument approaches will execute the published missed approach and contact Approach, until WS/SC is established midfield in the SOF truck. Aircraft, if told to contact Denver ARTCC, will make a request to either hold, land, or divert depending on fuel status.

5.20.2.4. ATCT will activate the PCAS when evacuating and announce that the airfield is closed until ATCT reports operational.

5.20.2.5. DATCF shall be evacuated anytime the facility falls within evacuation distance of a disabled aircraft (accident/incident) where dangerous materials are involved, during tornadoes, or when determined by WS/SC, CCTLR, AOF/CC or the Airfield Operations Flight Director of Operations (AOF/DO).

5.20.2.6. Approach will notify ATCT and/or AMOPS when evacuating. ATCT/AMOPS will in turn activate the PCAS/SCN respectively.

5.20.2.7. AMOPS shall be evacuated anytime the facility falls within evacuation distance of a disabled aircraft (accident/incident) where dangerous materials are involved, natural disasters, or when determined by Airfield Management Operations Supervisor (AMOS), DAFM, AFM, or AOF/CC.

5.20.2.8. AMOPS will activate the SCN when evacuating and announce they are reporting to the alternate AMOPS location (ATCT bldg) if applicable. Upon arrival, AMOPS will coordinate with CP to activate the Alternate SCN for agency notification.

5.20.2.9. After evacuation, airfield operations facilities will resume operations and notify supporting and affected agencies that all systems are returned to service.

Table 5.1. Services Affected in Event of Facility Evacuation.

FACILITY EVACUATED	SERVICES AFFECTED
ATCT only	Airfield closed/No alternate facility
DATCF only	No IFR/Radar services available initially. Airspace released to Denver and Minneapolis Centers with limited radar services
ATCT and DATCF	No local ATC services available. Airspace released to Denver and Minneapolis Centers
Airfield Management	None

5.21. Hammerhead Locations for Chocks and Fire Bottles.

5.21.1. The 28 AMXS will ensure a set of B-1 chocks and a fire bottle are positioned near the hammerhead of each RWY for aircrew use during an emergency. Fire bottle and chock locations are:

5.21.1.1. TWY Bravo hammerhead: Behind the TACAN ground checkpoint sign.

5.21.1.2. TWY Golf hammerhead: Behind the instrument hold line sign.

5.21.2. Aircrew will use these items if the situation dictates (i.e., after a high speed abort and before Fire Department arrives on scene). Following termination of the emergency, aircrew will ensure the chocks and fire bottle are returned to their original location.

5.21.3. Aircrew will notify the Airfield Maintenance Production Super if they use a fire bottle.

5.21.4. Chocks and fire bottles may be pre-positioned no more than 3 hours prior to the first departure, and must be removed no later than 3 hours after last land.

5.22. Aircrew Lasing Procedures.

5.22.1. In the event aircrews are unexpectedly exposed to laser illumination, direct eye contact with the beam will be avoided, and eyes will be shielded to the maximum extent possible consistent with aircraft safety. ATC understands that, under these circumstances, aircrews may regard the event as an in-flight emergency and may take evasive action to avoid further exposure to the laser illumination.

5.22.2. All aircrews are requested to immediately report incidents of unauthorized laser illumination by radio to the appropriate ATC controlling facility. Reports will include the time, location, altitude, color and direction to include any other information believed necessary for ATC.

5.22.3. When a laser event is reported to an air traffic facility, broadcast on all appropriate frequencies a general caution warning every five minutes for 20 minutes following the laser report. The ATCT shall include reported unauthorized laser illumination events on the ATIS broadcast for one hour following the last report.

5.22.4. Aircrew will contact SOF with information on any lasing event upon arrival in the local area. If the aircraft was lased in the vicinity of the Ellsworth visual traffic pattern SOF will direct aircraft in the local pattern to proceed to RUUSH for holding. Arriving aircraft will be informed of the incident by SOF and will also hold at RUUSH until 20 minutes has elapsed from the time of the incident. During this time, SOF will coordinate with Security Forces to attempt to locate the source of the laser by providing SF with approximate location of unauthorized laser activity.

5.22.5. If aircrew experienced adverse effects from the lasing incident, aircrew will declare an emergency with approach and perform a full stop landing. SOF will contact the on call flight doctor and arrange to have affected crew examined after landing. If crew has noticed no adverse symptoms they may report to the flight doctor the next duty day for an examination.

5.22.6. On arrival at destination, all aircrews that have been affected by an unauthorized laser illumination will complete the Laser Beam Exposure Questionnaire. The questionnaire is located on the FAA's Laser Safety Initiative Web site at <http://www.faa.gov/about/initiatives/lasers/> and can be electronically submitted. The questionnaire may also be printed and faxed to the WOCC at (202) 267-5289, ATTN: DEN, or emailed to laserreports@faa.gov. In addition, aircrew will forward a copy of this report to the 28 BW safety office or unit safety representative as well as any amplifying information about the incident.

DAVID A. DOSS, Colonel, USAF
Commander

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

28th Bomb Wing *Comprehensive Protection Plan (CPP)*

28th Bomb Wing *Ellsworth Air Force Base Bird/Wildlife Aircraft Strike Hazard (BASH) Plan*

AFI 10-1001, *Civil Aircraft Landing Permit*, 1 September 1995

AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields*, 1 September 1995

AFI 10-1003, *Use of Air Force Installations for Non-Government Business by Civil Air Carriers Participating in the Civil Reserve Air Fleet (CRAF) Program*, 1 August 1996

AFI 11-202V3, *General Flight Rules*, 10 Aug 2016

AFI 11-208, *Department of Defense Notice to Airmen System*, 13 Feb 2018

AFI 11-2B-1V3, *B-1 Operations Procedures*, 20 March 2015

AFI 11-418 EAFBSUP, *Operations Supervision*, 24 Apr 2017

AFI 13-204, Volume 1, *Airfield Operations Career Field Development*, 09 May, 2013

AFI 13-204, Volume 2, *Airfield Operations Standardization and Evaluations*, 01 Sep 2010

AFI 13-204, Volume 3, *Airfield Operations Procedures and Programs*, 01 Sep 2010

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 June 2010

AFI 13-213, *Airfield Driving*, 04 Feb 2020

AFI 21-101 EAFB SUP1, *Conventional Munitions Maintenance Management*

AFI 32-9002, *Use of Real Property Facilities*, 22 November 1993

AFI 33-322, *Records Management and Information Governance Program*, 22 Mar 2020

AFI 36-2903, *Dress and Personal Appearance of Air Force personnel*, 07 Feb 2020

AFMAN 11-217V1, *Instrument Flight Procedures*, 22 October 2010

AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, 13 July 2017

AFMAN 91-201, *Explosive Safety Standard*, 21 Mar 2017

AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 10 Dec 2018

AFMAN 91-223, *Aviation Safety Investigations and Reports*, 14 Sep 2018

AFPD 11-2, *Aircrew Operations*, 31 Jan 2019

AFPD 13-2, *Air Traffic Control, Airspace and Range Management*, 03 Jan 2019

Airfield Ops Sweeper Ops Operations Letter

EAFB Master Aircraft Parking Plan.

EAFB Snow and Ice Control Plan

EAFBI 13-213, *Flight Line (Airfield) Driving Program*

FAAO 7110.65, *Air Traffic Control*

PLAN 10-404, *EAFB In-Garrison Expeditionary Site Plan (IGESP)*

T.O. 11A-1-33, *Handling and Maintenance of Explosives Loaded Aircraft*

T.O. 11A-1-46, *Fire Fighting Guidance, Transportation, and Storage*

UFC 3-260-01, *Airfield and Heliport Planning and Design*

Adopted Forms

AF Form 457, *USAF Hazard Report*

AF Form 651, *Hazardous Air Traffic Report*

AF Form 847, *Recommendation for Change of Publication*

DD Form 175, *Military Flight Plan*

DD Form 1801, *DoD International Flight Plan*

PPR violation form

Abbreviations and Acronyms

28AMXS—28th Aircraft Maintenance Squadron

28AMXS/CC—28th Aircraft Maintenance Squadron Commander

28AMXS/MXA—28th Aircraft Maintenance Squadron Supervision

28BW—28th Bomb Wing

28BW/CC—28th Bomb Wing Commander

28BW/CP—28th Bomb Wing Command Post

28BW/CV—28th Bomb Wing Vice Commander

28BW/MU—South Dakota Air and Space Museum

28BW/PA—28th Bomb Wing Public Affairs

28BW/SE—28th Bomb Wing Safety

28BW/SEF—28th Bomb Wing Flight Safety

28BW/XP—28th Bomb Wing Plans and Programs

28CES—28th Civil Engineer Squadron

28CES/CEIE—28th CES Environmental Compliance Element

28CES/CEIHR—28th CES Real Property Section

28CES/CEN—28th CES Engineering Section

28CES/CENP—28th CES Portfolio Optimization Section (aka Planning and Programming)

28CES/CEO—28th CES Operations Section

28CES/CEOHP—28th CES Heavy Equipment/Pavements Maintenance Section
28CS—28th Communication Squadron
28MSG/CC—28th Mission Support Group Commander
28MXG/CC—28th Maintenance Group Commander
28MXS/MXMC—28th Maintenance Squadron Accessories Flight
28MXS/MXTA—28th Maintenance Squadron Transient Alert
28OG/CC—28th Operations Group Commander
28OG/OGV—28th Operations Group Standardization and Evaluation
28OSS—28th Operations Support Squadron
28OSS/CC—28th Operations Support Squadron Commander
28OSS/OSA—28th Operations Support Squadron Airfield Operations Flight
28OSS/OSAA—28th Operations Support Squadron Airfield Management Operations
28OSS/OSAM—28th Operations Support Squadron Air Traffic Control and Landing Systems
28OSS/OSOA—The 28th Operations Support Squadron Wing Airspace Manager
28OSS/OSW—When 28th Operations Support Squadron Weather Flight
28SFS—28th Security Forces Squadron
28SFS/S4M—28th SFS Mobility Section
34BS—34th Bomb Squadron
37BS—37th Bomb Squadron
AAS—Aircraft Arresting Systems
AF—Air Force
AFGSC—Air Force Global Strike Command
AFGSC/A3OA—Air Force Global Strike Command Airfield Operations Branch
AFGSC/A3—Air Force Global Strike Command Operations
AFGSC SUP1—Air Force Global Strike Command Supplement 1
AFI—Air Force Instruction
AFM—Airfield Manager
AFMAN—Air Force Manual
AFPD—Air Force Policy Directive
AGE—Aerospace Ground Equipment
AGL—Above Ground Level
AILA—Airborne Instrument Landing Approach

AIREVAC—Air Evacuation
ALSF-1—Approach Lighting System with Sequenced Flashing Lights
AMOPS—Airfield Management Operations
AOB—Airfield Operations Board
AOF—Airfield Operations Flight
AOF/CC—Airfield Operations Flight Commander
AOF/DO—Airfield Operations Flight Director of Operations
ARTCC—Air Route Traffic Control Center
ASR—Airport Surveillance Radar
ATC—Air Traffic Control
ATCT—Air Traffic Control Tower
ATIS—Automatic Terminal Information Service
ATM—Air Traffic Manager
BAA—Bomber Alert Apron
BASH—Bird/Wildlife Aircraft Strike Hazard
BDOC—Base Defense Operation Center
BWC—Bird Watch Conditions
CAPA—Combat Aircraft Parking Areas
CATM—Combat Arms Training and Maintenance
CCTLR—Chief Controller
CES—Civil Engineer Squadron
CMA—Controlled Movement Area
COA—Certificates of Authorization
CONUS—Continental United States
CP—Command Post
DAFM—Deputy Airfield Manager
DASR—Digital Airport Surveillance Radar
DATCF—Dakota Air Traffic Control Facility
DD Form—Department of Defense Form
DoD—Department of Defense
DME—Distance Measuring Equipment
DV—Distinguished Visitors

EAFB—Ellsworth Air Force Base
EAFBI—Ellsworth Air Force Base Instruction
ECP—and entry control point
ELT—Emergency Locations Transmitter
EOD—Explosive Ordnance Disposal
EPU—Emergency Power Unit
ERCC—Engine Running Crew Change
ERF—Emergency Recovery Frequency
ESP—Explosive Site Plan
ETA—Estimated time of arrival
FAA—Federal Aviation Administration
FAAO—Federal Aviation Administration Order
FAF—Final Approach Fix
FAR—Federal Aviation Regulation
FCF—Functional Check Flight
FD—Fire Department
FLIP—Flight Information Publications
FM—Frequency Modulation
FOD—Foreign Object Debris
FSS—Flight Service Station
HIRL—High Intensity Runway Lights
HQ—Headquarters
IAW—In Accordance With
IC—Incident Commander
IDP—Integrated Defense Plan
IFEs—In-Flight Emergencies
IFF—Identification Friend or Foe
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INS—Inertial Navigation Systems
KRAP—Rapid City Regional Airport (Identifier)

LA—Low Approach
LMRs—Land Mobile Radios
LOAs—Letters of Agreement
LOLA—Loading/Off-Loading of Armaments
LOP—Letters of Procedure
MAFB—Minot Air Force Base
MAJCOM—Major Command
MARE—Major Accident Response Exercises
MHz—Mega-hertz
MIL (power)— the highest engine thrust setting without afterburner
MOA—Military Operations Area
MOC—Maintenance Operation Center
MSL—Mean Sea Level
MST—Mountain Standard Time (zone)
MVA—Minimum Vectoring Altitude
MWD—Military Working Dog
NAAM—Non-Commissioned Officer in Charge (NCOIC), Airfield Automation Management
NATCT—NCOIC, ATC Training
NAVAIDS—Navigational Aids
NCOIC—Non-Commissioned Officer in Charge
NEW—Net Explosive Weight
NFPA—National Fire Protection Agency
NLT—No Later Than
NM—Nautical Mile
NOTAM—Notices to Airmen
NSE—NCOIC, ATC Standardization and Evaluation
NVD—Night Vision Device
OCF—Operational Check Flights
OPR—Office of Primary Responsibility
OPREP—Operational Report
PAPI—Precision Approach Path Indicators
PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System
PIREP—Pilot Report
PMI—Preventative Maintenance Inspection
POL—Petroleum, Oil, and Lubricant
PPR—Prior Permission Required
QRC—Quick Reaction Checklist
RAP—Rapid City Regional Airport
RAPCON—Radar Approach Control
RAWS—Radar Airfield and Weather Systems
RCA—Ellsworth AFB Airport Identifier
RCR—Runway Condition Reading
RDS—Records Disposition Schedule
RSC—Runway Surface Condition
RSRS—Reduced Same Runway Separation
RWY—Runway
SCN—Secondary Crash Net
SFC—Surface
SFO—Simulated Flameout
SLR—Slush on Runway
SOF—Supervisor of Flying
TA—Transient Alert
TACAN—Tactical Air Navigation
TERPS—Terminal Instrument Procedures Specialist
TG—Touch-and-go
T.O.—Technical Order
TWY—Taxiway
UAS—Unmanned Aircraft System
UFC—Unified Facilities Criteria
UHF—Ultra High Frequency
UPS—Uninterruptable Power Sources
US—United States
VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—*Visual Meteorological Condition*

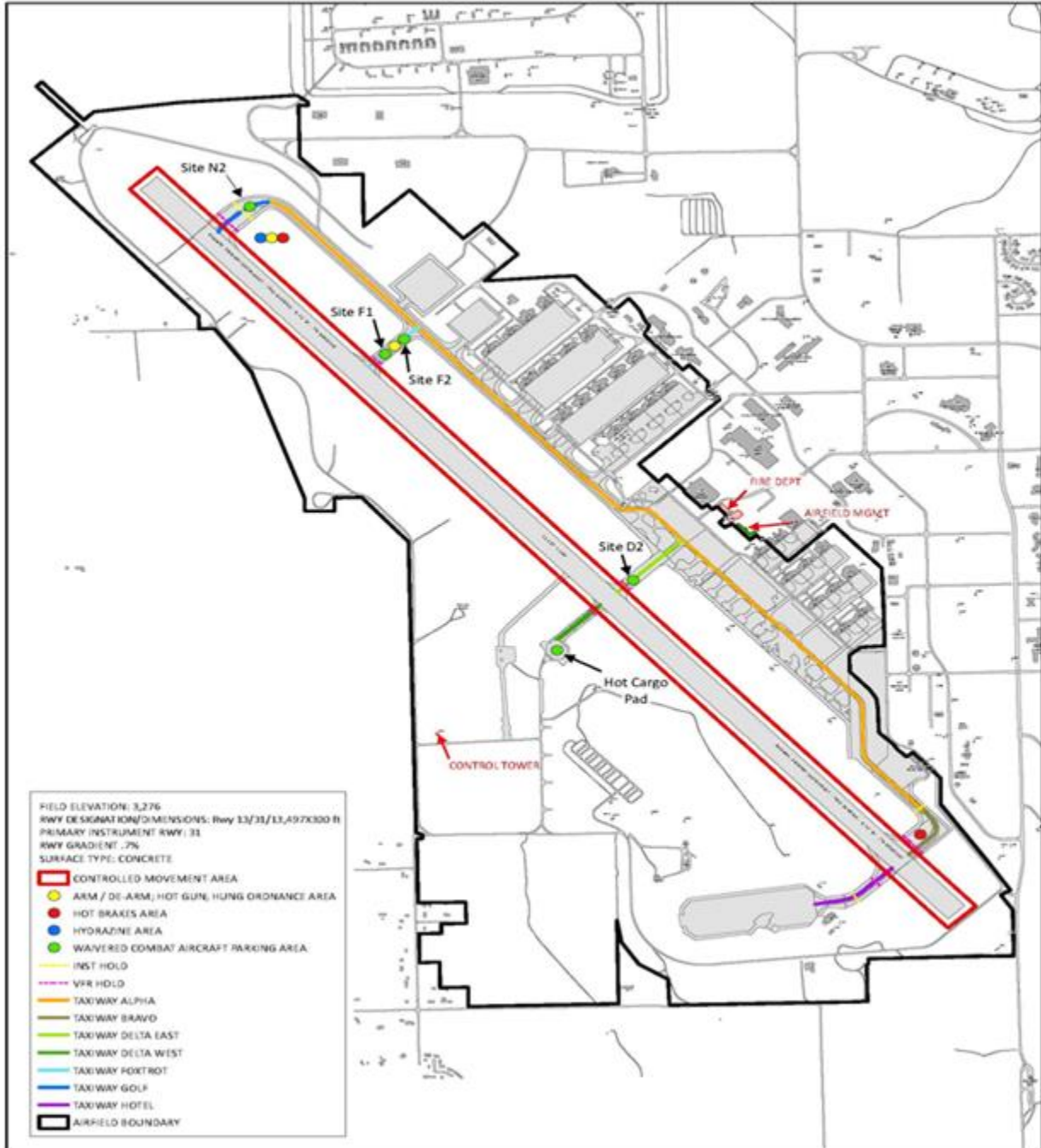
VORTAC—Very High Frequency Omni-directional Radio Range and Tactical Air Navigation

WS—Watch Supervisor

WS/SC—Watch Supervisor/Senior Controller

Attachment 2 AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.



Attachment 3

INS PARKING SPOT COORDINATES

Table A3.1. Parking Spot Coordinates.

Spot	Latitude	Longitude	Elevation
B-1	N 44 - 08.284	W 103 - 05.339	3185
B-2	N 44 - 08.317	W 103 - 05.380	3187
B-3	N 44 - 08.352	W 103 - 05.423	3189
B-4	N 44 - 08.386	W 103 - 05.465	3192
B-5	N 44 - 08.420	W 103 - 05.508	3194
B-6	N 44 - 08.452	W 103 - 05.550	3196
B-7	N 44 - 08.489	W 103 - 05.593	3196
B-8	N 44 - 08.523	W 103 - 05.636	3198
B-9	N 44 - 08.558	W 103 - 05.678	3199
B-10	N 44 - 08.592	W 103 - 05.721	3201
B-11	N 44 - 08.626	W 103 - 05.764	3202
B-12	N 44 - 08.652	W 103 - 05.798	3203
B-13	N 44 - 08.743	W 103 - 05.911	3208
B-14	N 44 - 08.771	W 103 - 05.951	3209
B-60	N 44 - 08.989	W 103 - 06.000	3220
B-61	N 44 - 09.025	W 103 - 05.945	3221
B-62	N 44 - 09.059	W 103 - 05.890	3222
B-63	N 44 - 09.094	W 103 - 05.836	3222
B-69	N 44 - 08.959	W 103 - 05.947	3219
HH1 North	N 44 - 09.565	W 103 - 07.172	3273
HH1 South	N 44 - 07.929	W 103 - 05.133	3177
70	N 44 - 08.998	W 103 - 06.127	3224
71	N 44 - 09.017	W 103 - 06.101	3224
72	N 44 - 09.034	W 103 - 06.072	3224
73	N 44 - 09.053	W 103 - 06.042	3224
74	N 44 - 09.071	W 103 - 06.013	3225
75	N 44 - 09.089	W 103 - 05.987	3225
76	N 44 - 09.108	W 103 - 05.959	3225
77	N 44 - 09.126	W 103 - 05.931	3226
78	N 44 - 09.144	W 103 - 05.902	3227
80	N 44 - 09.089	W 103 - 06.229	3230
81	N 44 - 09.108	W 103 - 06.200	3230
82	N 44 - 09.126	W 103 - 06.172	3230
83	N 44 - 09.144	W 103 - 06.144	3230
84	N 44 - 09.163	W 103 - 06.114	3230
85	N 44 - 09.181	W 103 - 06.086	3230

90	N 44 - 09.175	W 103 - 06.334	3237
91	N 44 - 09.193	W 103 - 06.307	3238
92	N 44 - 09.212	W 103 - 06.279	3238
93	N 44 - 09.230	W 103 - 06.250	3238
94	N 44 - 09.249	W 103 - 06.222	3238
95	N 44 - 09.267	W 103 - 06.194	3238
96	N 44 - 09.285	W 103 - 06.166	3238
100	N 44 - 09.269	W 103 - 06.468	3245
101	N 44 - 09.286	W 103 - 06.442	3245
102	N 44 - 09.303	W 103 - 06.415	3245
LOLA 1	N 44 - 09.342	W 103 - 06.577	3298
LOLA 2	N 44 - 09.38	W 103 - 06.625	3295
LOLA 3	N 44 - 09.42	W 103 - 06.565	3295
LOLA 4	N 44 - 09.381	W 103 - 06.516	3293
200	N 44 - 07.755	W 103 - 05.482	3162
201	N 44 - 07.749	W 103 - 05.563	3164
203	N 44 - 07.742	W 103 - 05.679	3168
204	N 44 - 07.732	W 103 - 05.760	3169
206	N 44 - 07.782	W 103 - 05.817	3169
207	N 44 - 07.788	W 103 - 05.734	3167
208	N 44 - 07.793	W 103 - 05.650	3166
209	N 44 - 07.799	W 103 - 05.569	3165
210	N 44 - 07.807	W 103 - 05.479	3163

Attachment 4

AIRFIELD RESTRICTED/CONTROLLED AREAS

Figure A4.1. North Docks/Rows (Restricted Area).

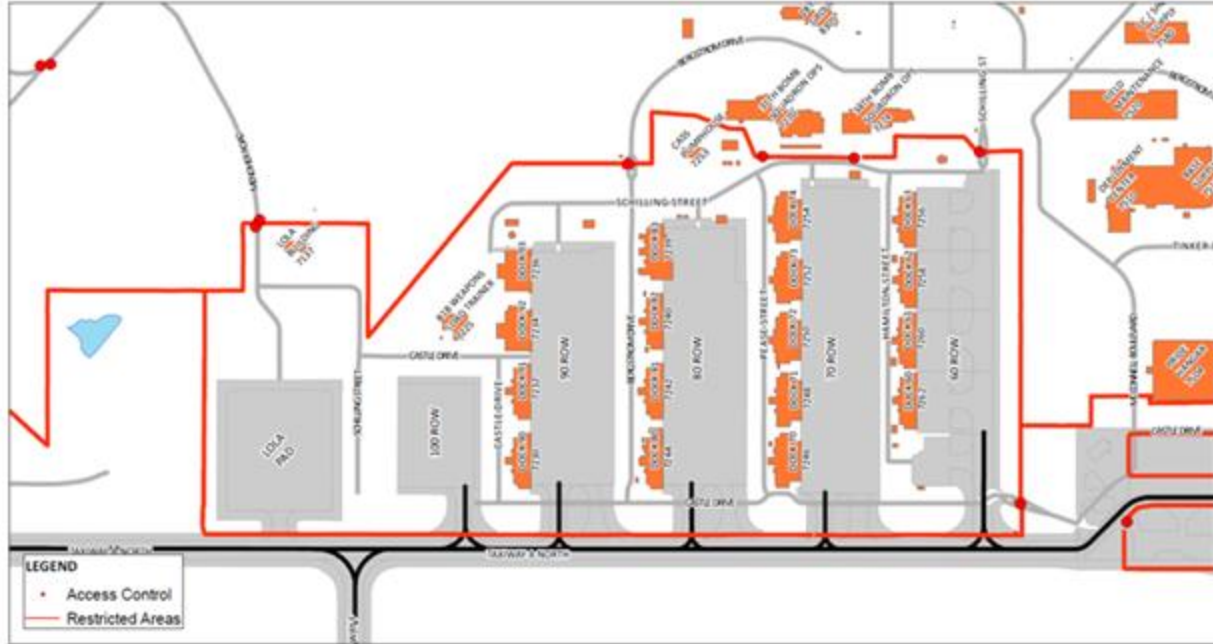


Figure A4.2. South Ramp/Rows (Restricted Areas).



Figure A4.3. Hot Pits (South Ramp and Hot Pit Spots 1-10).

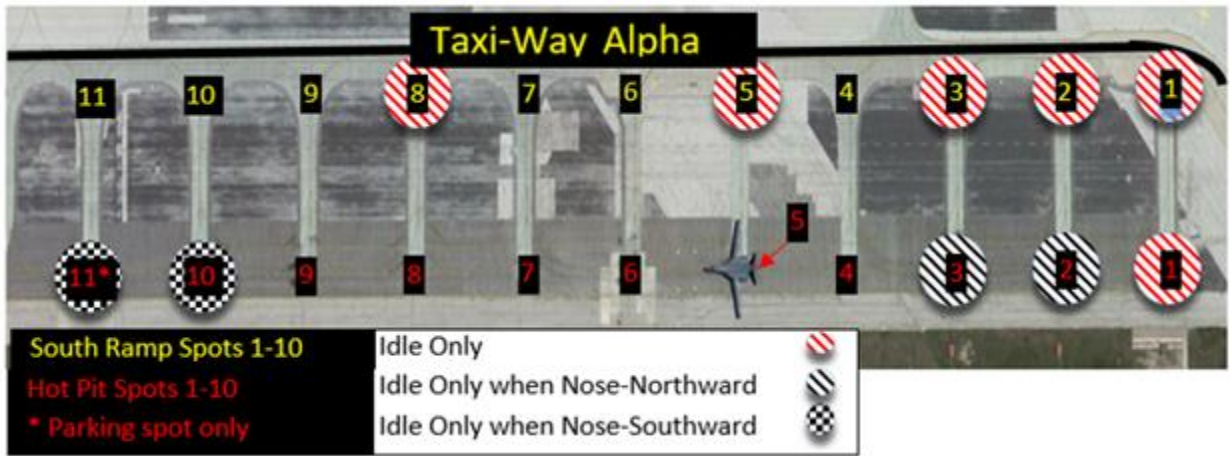
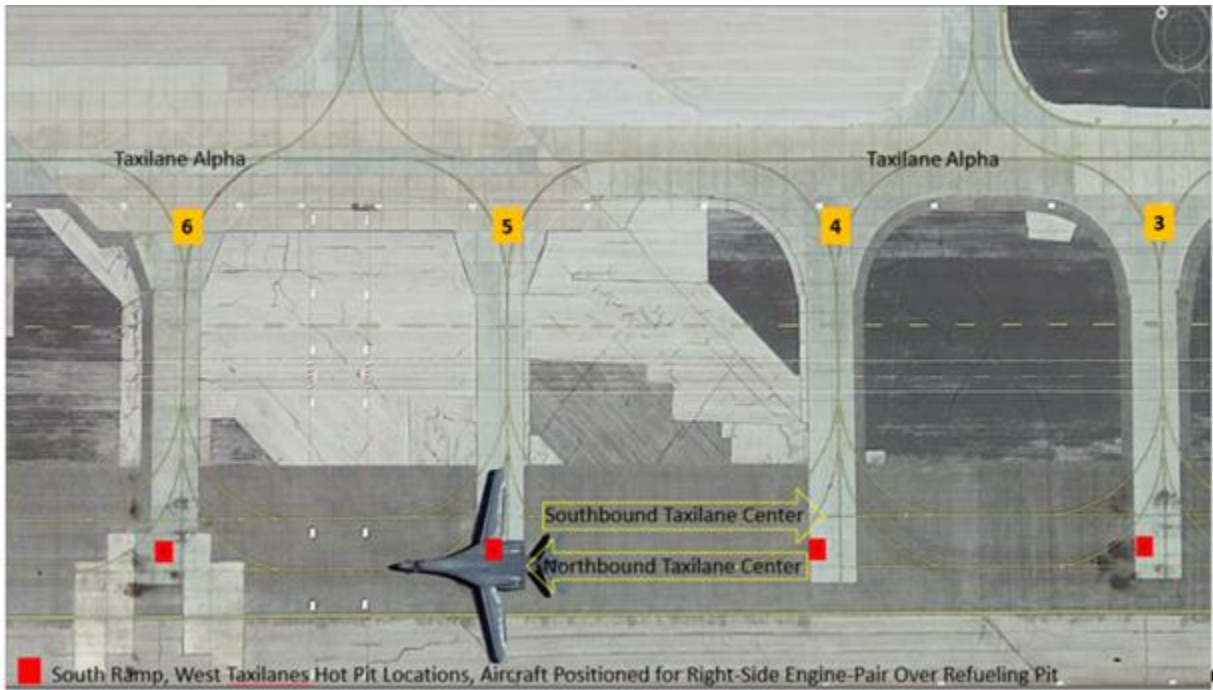


Figure A4.4. Hot Pit Flow.



Attachment 5
ILS CRITICAL AREAS

Figure A5.1. Runway 13.

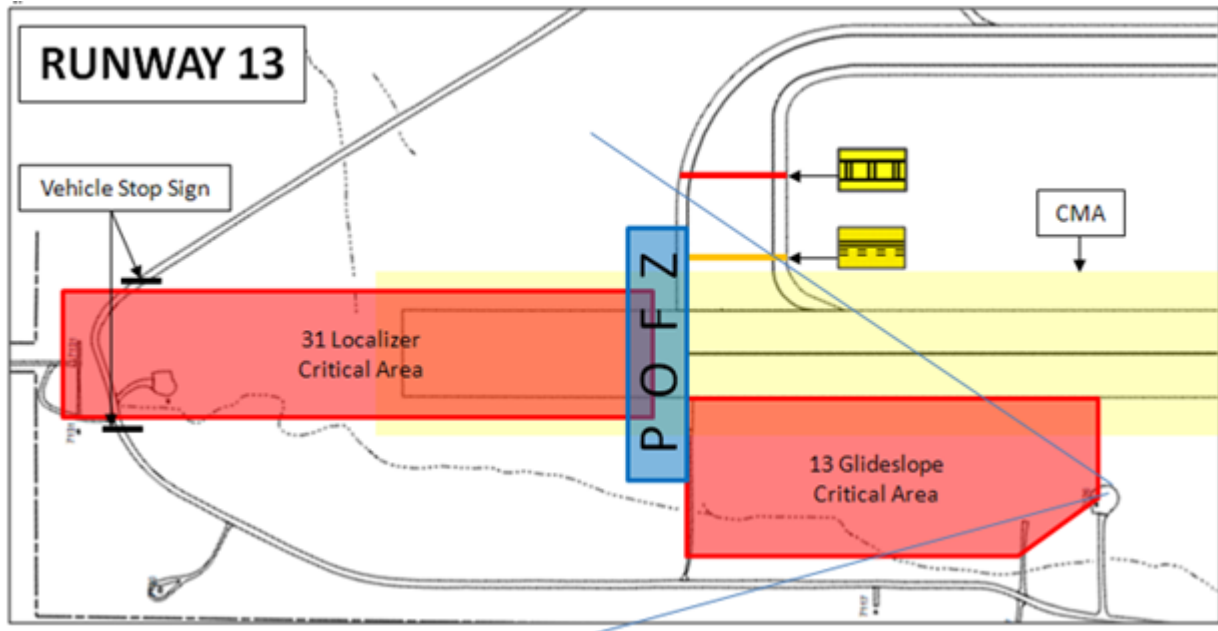
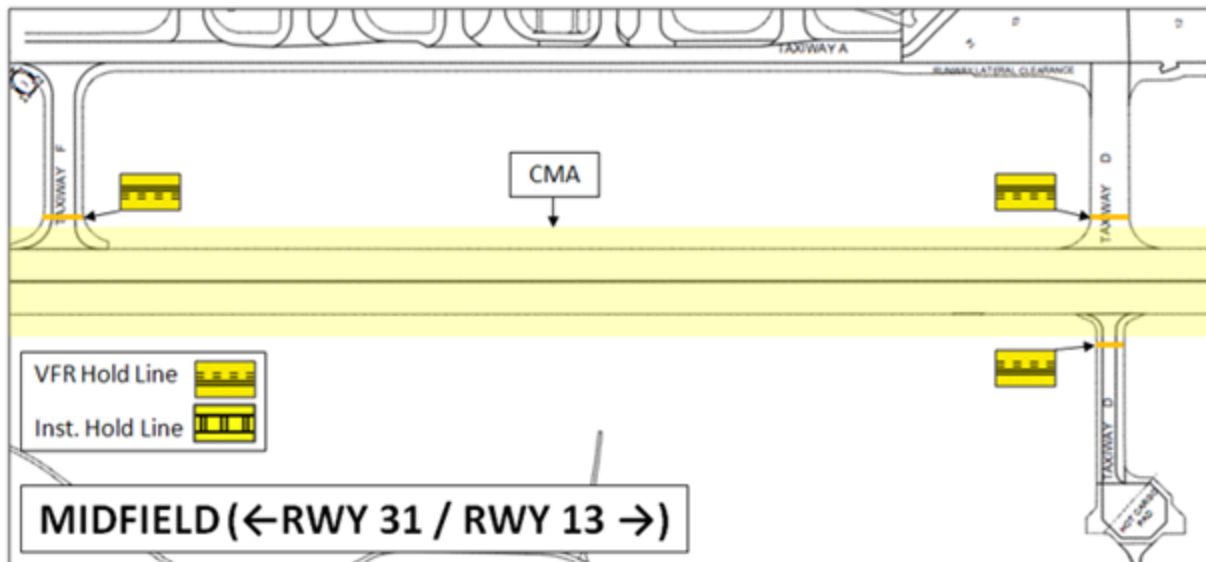


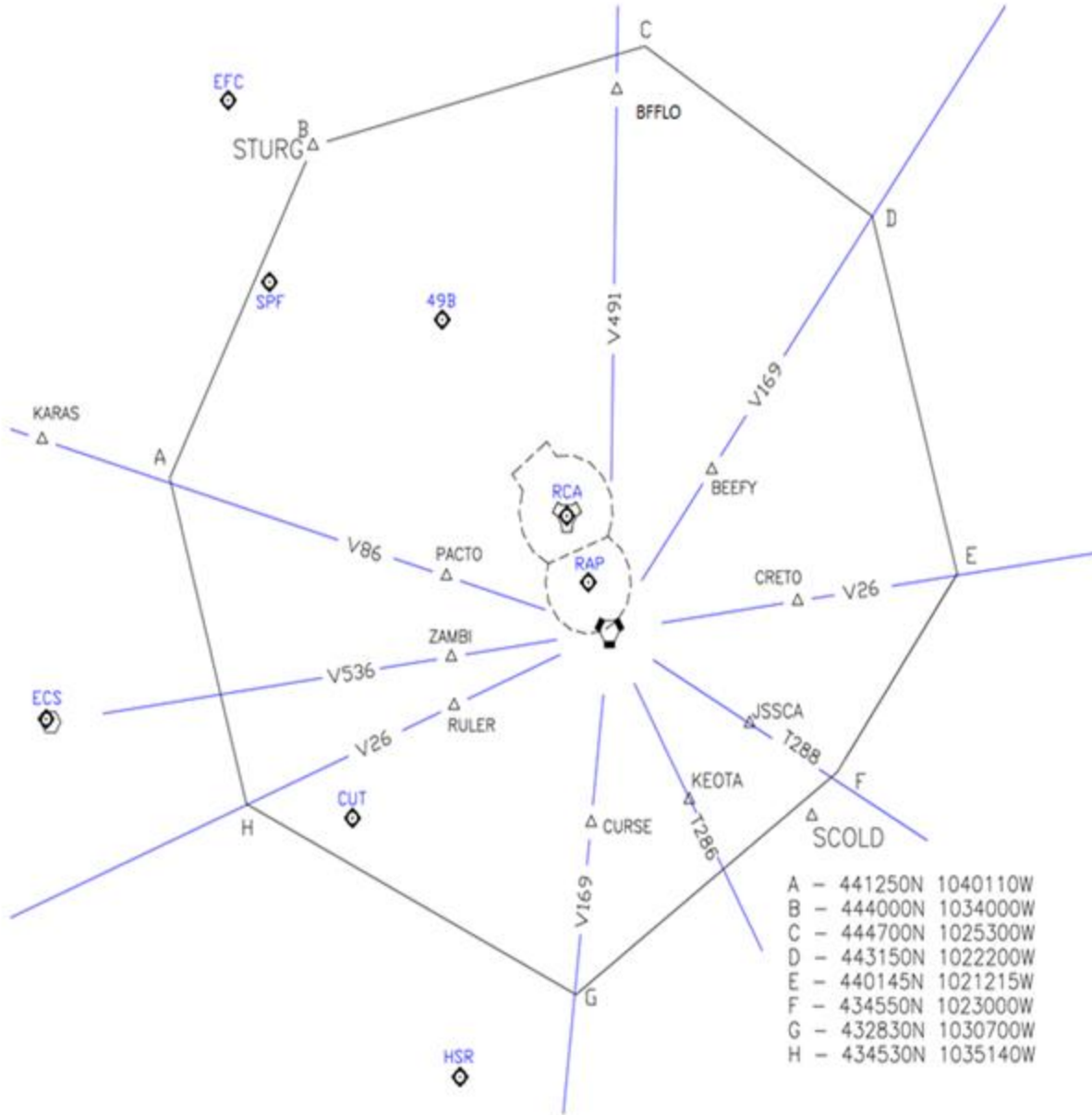
Figure A5.2. Midfield.



Attachment 6

ELLSWORTH APPROACH CONTROL AIRSPACE

Figure A6.1. Airspace Approach.



Attachment 7

VFR TRAFFIC PATTERNS

Figure A7.1. Rectangular Pattern.

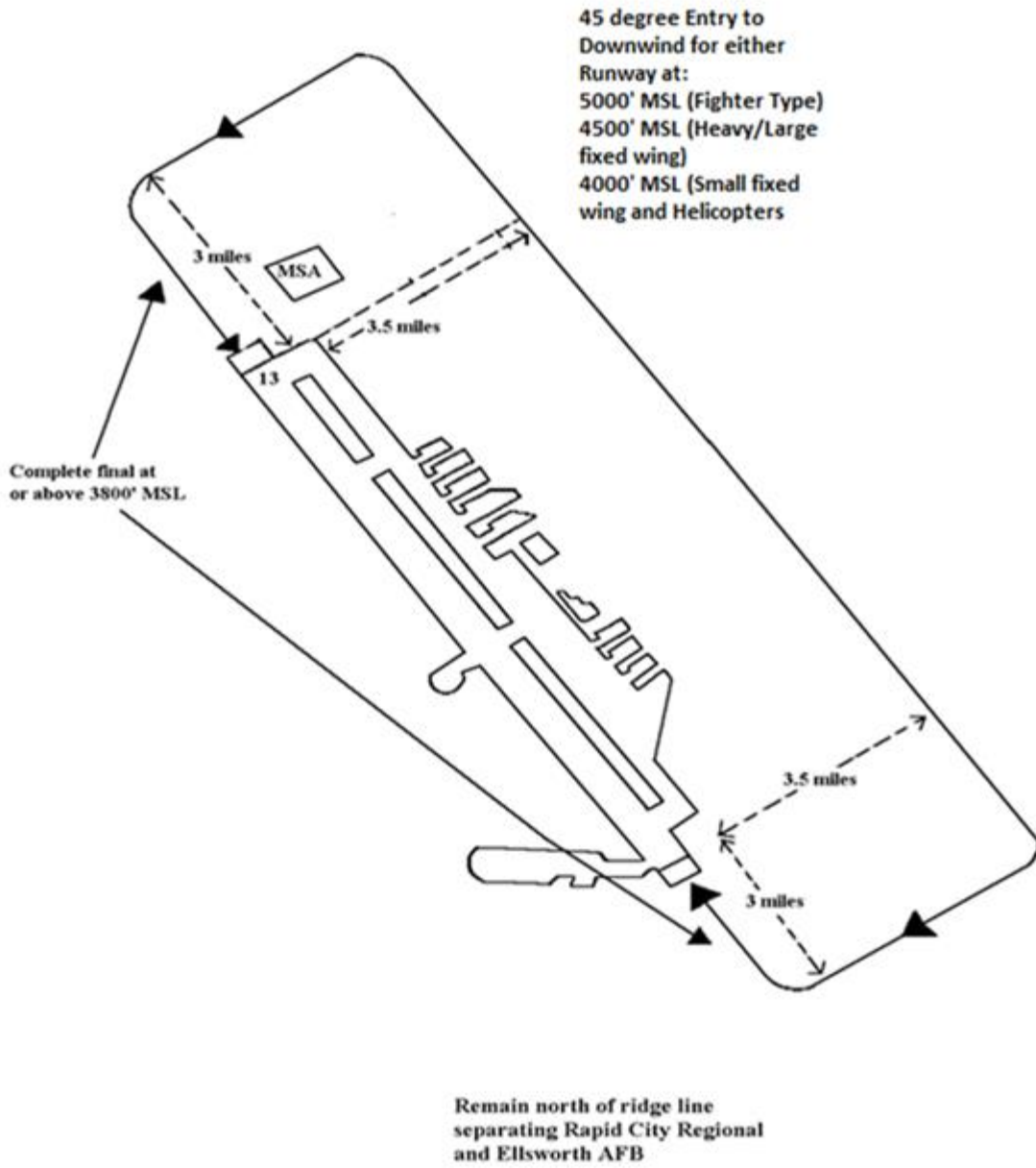
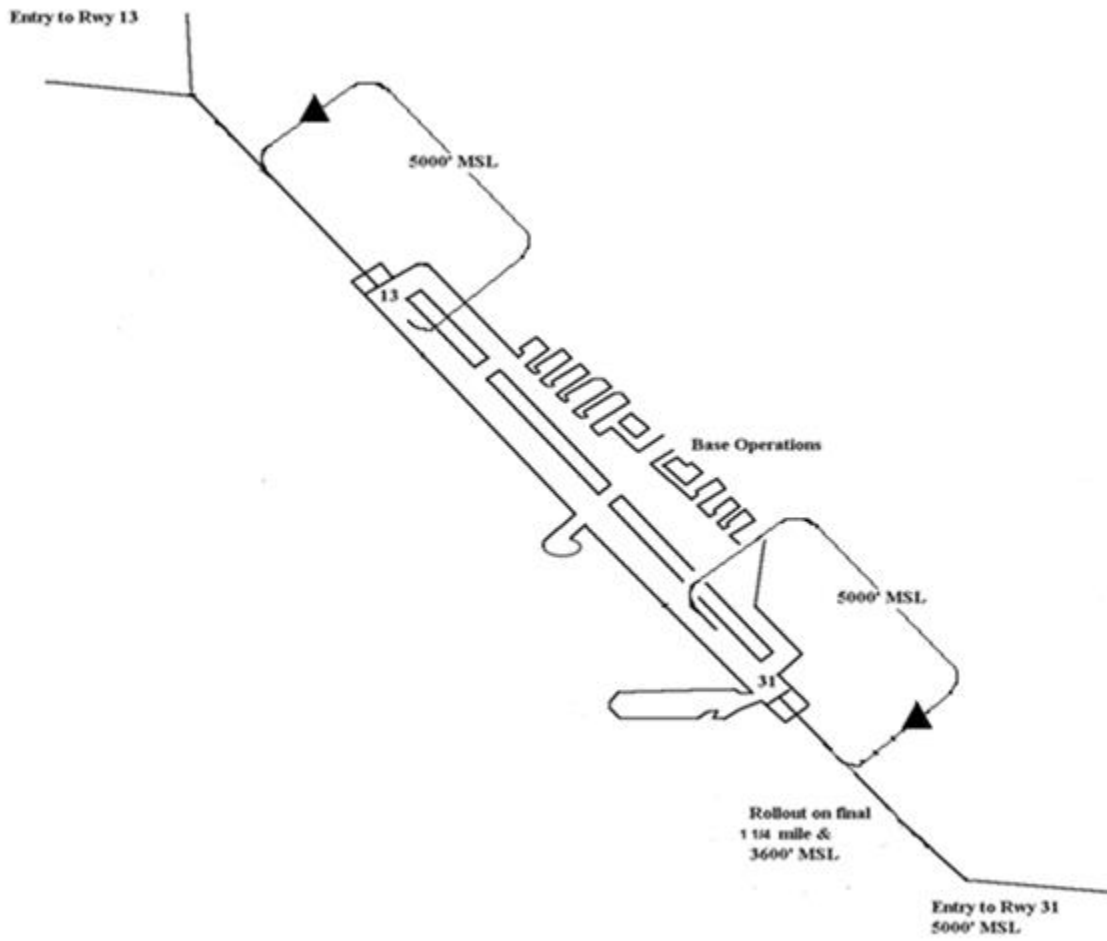


Figure A7.2. Overhead/Inside Straight-In.



Attachment 8

INTERSECTION DEPARTURE DISTANCES

Figure A8.1. Departure Distances.

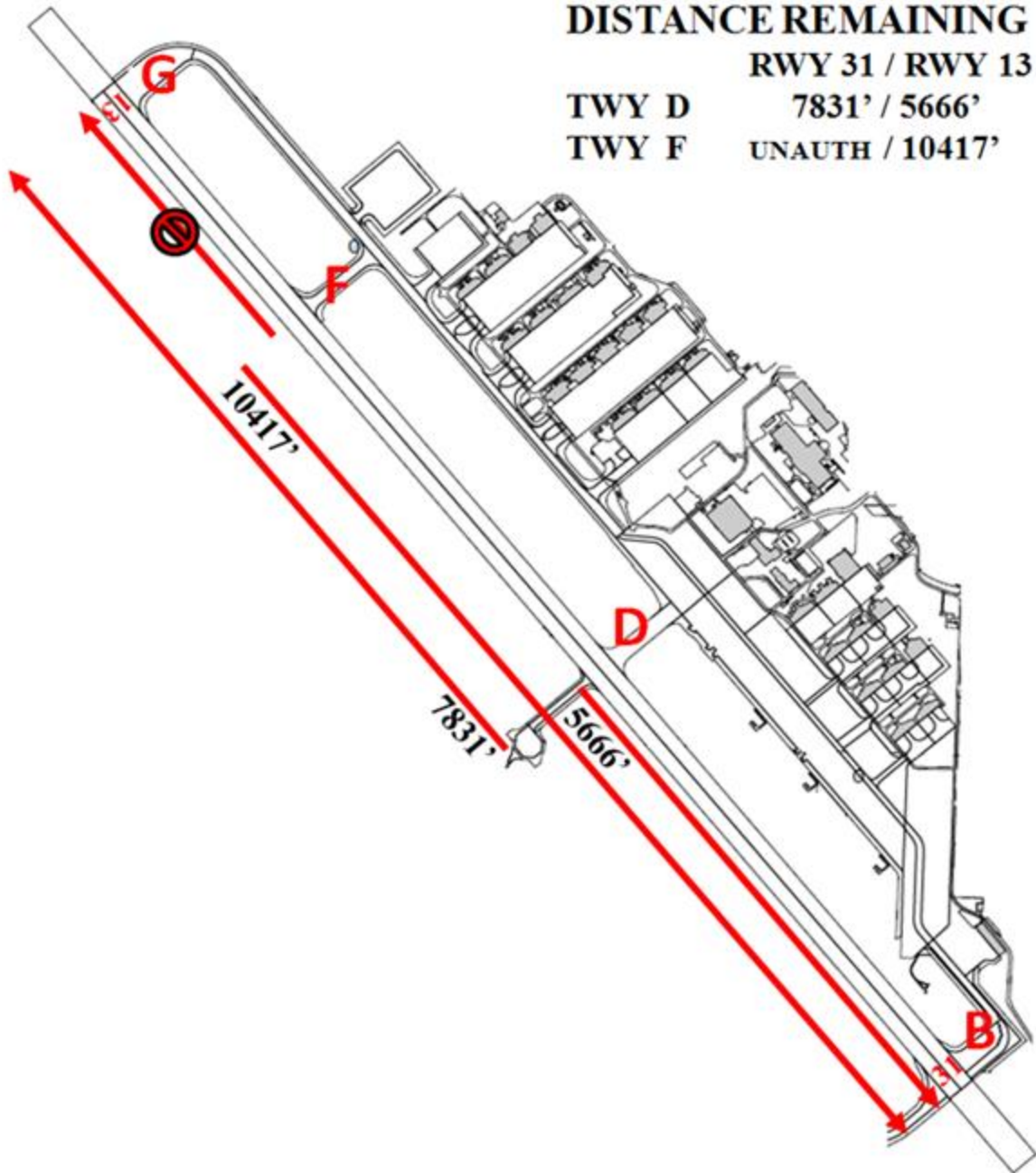


Figure A9.2. Combat Arrival Procedures.

