BY ORDER OF THE COMMANDER
FAIRCHILD AIR FORCE BASE

FAIRCHILD AIR FORCE BASE
INSTRUCTION 13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction implements the Air Force Manual (AFMAN) 13-204, Volumes 1-4, and guides all aircrew, ground crew, Air Traffic Controllers (ATC), Airfield Management Operations (AMOPs), and Radar, Airfield and Weather Systems personnel involved in flying and airfield operations at Fairchild Air Force Base (FAFB) to include all tenant and associate agencies. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF form 847, *Recommendation for Change of Publication*. Route AF Forms 847 from the field through the appropriate functional chain of command. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by 5 U.S.C. 301, *Departmental Regulations*; 10 U.S.C. 8013, *Secretary of the Air Force*; AFMAN 11-202V2 *Aircrew Standardization/Evaluation Program*; DAFMAN 11-401 *Aviation Management*; ACCI 11-464 *Training Records and Performance Evaluation in Formal Flying Training Programs*; and E.O. 9397 (SSN) and E.O. 13473 (SSN). The applicable Privacy Act SORNs F011 ACC B, Command and Control Management System Records are available at **http://privacy.defense.gov/notices/usaf/**.

SUMMARY OF CHANGES

This publication has been substantially revised and should be reviewed in its entirety. Major changes include all figures, tables, attachments, and supporting information.

Chapter 1

GENERAL OPERATIONS

1.1. Purpose. This instruction prescribes procedures and outlines policies for the safe, orderly, and expeditious flow of air traffic operations. It implements guidance contained in applicable United States Air Force (USAF) and Federal Aviation Administration (FAA) publications.

1.2. Roles and Responsibilities.

1.2.1. As an AMC-hosted base, authority and ultimate responsibility for operating the airfield on Fairchild AFB resides with the 92d Air Refueling Wing Commander (92 ARW/CC) as the Installation Commander. All references to Installation Commander refer to 92 ARW/CC.

1.2.2. The Operations Support Squadron's Airfield Operations Flight (92 OSS/OSA) executes the functions prescribed in AFMAN 13-204 volumes 1-4, DAFI 13-213, and corresponding supplements. Unless prefixed otherwise, all references to Airfield Management (AM) or AM Ops within this instruction refer to 92 OSS/OSAA.

1.2.3. Unit commanders must ensure aircrew under their operational control (OPCON) comply with this publication. All aircrew members, including TDY aircrews, personnel in support of airfield activities, AM, and ATC personnel assigned to Fairchild AFB will comply with the operating procedures in this instruction.

1.2.4. 141 Air Refueling Wing's Airfield Operations roles, responsibilities and coordination procedures will be addressed in the 92 OSS/OSA and 141 OSS/OSA Letter of Agreement.

1.3. Deviations. Any party subject to these procedures may deviate from the policy contained herein only in the interest of safety. The 92d Operations Group Commander (92 OG/CC) must approve all other deviations or waiver requests before operations begin. All deviations must be reported to the OPR for this publication.

1.4. Word Meanings. As used in this instruction.

1.4.1. "Shall" or "Will" or an action verb in the imperative sense means a procedure is mandatory.

1.4.2. "Should" means a recommended procedure.

1.4.3. "May" means an optional procedure.

1.5. Requested Changes. Recommendations for changes to this instruction are encouraged and should be submitted to 92 OSS/OSA Airfield Operations Flight Commander (AOF/CC). For a complete list of Airfield Operations contact information visit the 92 OSS OSA SharePoint page: **https://usaf.dps.mil/sites/92oss/Airfield%20Operations/SitePages/Home.aspx**.

1.6. Airfield and Air Traffic Control (ATC) Services.

1.6.1. Fairchild AFB airfield and ATC services are provided 24 hours a day, 7 days a week (24/7) unless closed by NOTAM.

1.6.2. Civil Aircraft Operations. Practice approaches are authorized for civil aircraft if accomplished with no delay to military aircraft operating at Fairchild AFB. Civil aircraft are not authorized to touch the runway (e.g., touch and go, full stop) unless they have a Civil Aircraft Landing Permit (CALP) issued by AM Ops or under an emergency.

1.6.3. Civil Use of Military Navigational Aids (NAVAIDS). Fairchild has no NAVAIDS in the National Airspace System (NAS) for civil use.

1.6.4. Automatic Terminal Information Service (ATIS) Procedures. Aircraft should obtain the current Automatic Terminal Information Service (ATIS) before initial contact with Tower or Spokane Approach Control. The ATIS operates 24/7. See **Attachment 3** for ATC frequencies.

1.6.4.1. During periods of rapidly changing weather, the following statement may be broadcast on the ATIS: "DUE TO RAPIDLY CHANGING WEATHER INFORMATION, CONTACT FAIRCHILD GROUND CONTROL ON (frequency)."

1.6.4.2. During the hours of 2300L – 0700L and on weekends and down-days, the following statement may be broadcast on the ATIS: "FAIRCHILD AFB ATIS NOT AVAILABLE. FOR CURRENT WEATHER AND LANDING INFORMATION CONTACT FAIRCHILD GROUND ON (frequency)."

1.7. Runway and Taxiways. Fairchild AFB has one precision approach Runway (05/23) constructed of concrete. It is 13,899ft x 150ft with 1,000ft non-load bearing asphalt overruns.

1.7.1. Runway 23 is serviced by the Tactical Air Navigation (TACAN) and a Category I Instrument Landing System (ILS). Runway 05 is serviced by the TACAN and a Category I and II ILS. See **Attachment 2** for the airfield diagram.

1.7.2. Field Elevation: The official elevation for Fairchild AFB is 2462ft Mean Sea Level (MSL), taken at the approach end of Runway 05. The runway gradient raises 0.3% from the Runway 23 threshold to the Runway 05 threshold.

Table 1.1. Taxiway widths and composition.

Taxiway	Width (ft)	Shoulders/Material
Papa (Alpha to Delta) "the parallel"	100 (50' concrete center, 25' either side load-bearing asphalt)	35' non-load bearing asphalt
Papa (Delta to Golf)	75' concrete	25' non-load bearing asphalt
Alpha	75' concrete	25' non-load bearing asphalt east and west side shoulder.
Bravo	75' concrete to asphalt	25' non-load bearing asphalt
Charlie	75' concrete	25' non-load bearing asphalt
Delta	75' concrete to asphalt	25' non-load bearing asphalt
Echo	75 (50' concrete center, 12.5' either side load-bearing asphalt)	25' non-load bearing asphalt
Foxtrot	75 (50' concrete center, 12.5' either side load-bearing asphalt)	25' non-load bearing asphalt

Golf	75’ concrete	25’ non-load bearing asphalt eastside shoulder, and 25’ non-load bearing concrete westside shoulder
Hotel	75’ concrete	50’ non-load bearing asphalt
Juliet	100’ concrete (50’ concrete center) 25’ either side load-bearing asphalt)	25’ asphalt and concrete

1.8. Permanently Closed/Unusable Portions of the Airfield. Spots 25, 26, 27, 28, 29, 30, and 50 are closed.

1.9. Parking Plan/Restrictions. Aircraft at FAFB are parked IAW the 92d ARW Aircraft Master Parking Plan, **Attachment 13** (OPR: 92 OSS/OSAA Airfield Management). Refer all recommendations for revision to the Airfield Manager.

1.10. Restricted/Classified Areas on the Airfield. All aircraft parking areas are located in restricted areas. Taxiway H, Taxilane J between Taxiways Golf and Hotel and parking spots R5, R6 and R8 (Hazardous Cargo) are restricted only when aircraft are present. The airfield does not currently have any classified areas.

1.11. Runway Selection/Change Procedures.

1.11.1. The Control Tower Watch Supervisor shall determine the runway in use.

1.11.2. Runway 23 is the “calm wind” runway. The calm wind runway will generally be used when the wind is less than 5 knots. Unless mission requirements dictate otherwise, the Control Tower will keep traffic flow compatible with the traffic flow of Spokane International Airport (GEG) by designating the active runway most closely aligned with the active runway at GEG.

1.11.3. Runway Change Procedures.

1.11.3.1. Tower will coordinate with Spokane Approach Control before changing the runway in use.

1.11.3.2. Tower will notify AM and Base Weather of any change to the runway in use.

1.11.3.3. AM shall notify Command Post (CP) and Fire Department (FD) when the active runway is changed.

1.12. Noise Abatement Procedures.

1.12.1. Fairchild AFB does not have established quiet hours.

1.12.2. Temporary Quiet Hour Requests. The 92 OG/CC is the approval authority for all temporary quiet hour requests, which will be submitted using the following procedures.

1.12.2.1. Submit quiet hour requests to the 92 OSS/OSO Current Operations org box (**92oss.osox.all@us.af.mil**) at least 30 days in advance using the 92 ARW Quiet Hours Request Form (see **Attachment 11**).

1.12.2.2. Requests must include the reason for quiet hours (e.g., Change of Command, special events), location, quiet-hour start/finish times, and noise reduction measure requested utilizing one of the following options:

1.12.2.2.1. Option 1: Suspended Operations. Arrivals, departures, practice approaches, aircraft movement, engine starts, engine runs, Aerospace Ground Equipment (AGE), and vehicle operations will be suspended during quiet hours.

1.12.2.2.2. Option 2. Restricted Operations. Full-stop arrivals, departures, engine starts, engine runs, practice approaches, AGE operations, and vehicle traffic within 1000ft of the event location will be suspended.

1.12.2.2.3. Option 3. Limited Operations. Suspensions and/or restrictions will be customized from the above options and included in the request (i.e. 50/60s parking apron only).

1.12.2.3. After review, 92 OSS/OSO Current Operations will submit the request to the AOF/CC or designated representative for coordination with Spokane Approach Control (if applicable) and 92 OG/CC approval.

1.12.2.4. Once the 92 OG/CC approves the temporary quiet hour request, the AOF/CC will notify Current Operations, AM, and ATC.

1.12.2.5. AM will publish a NOTAM. If the airfield is closed a copy of NOTAM will be sent to AMC/A3AP.

1.12.2.6. The 92 OG/CC is the approval authority for all aircraft operations that will violate approved temporary quiet hours (e.g., late departures due to maintenance delays, late arrival).

1.12.2.7. Upon completion of the event, the requesting organization, shall contact AM to inform them quiet hour restrictions are no longer required. AM will cancel the NOTAM.

1.12.2.8. Emergencies and/or higher headquarters-directed operations take precedence over established quiet-hour restrictions.

1.12.3. Local Over-flight Restrictions. For noise abatement and safety purposes, aircraft will not operate over the following areas while flying in established traffic patterns unless otherwise directed by ATC.

1.12.3.1. Eastern State Hospital is located southwest of Fairchild AFB (SKA) in Medical Lake; SKA 194002.6/47° 34' 23.1162" N, 117° 41' 36.5388" W.

1.12.3.2. City of Spokane (below 5,000ft MSL). Helicopters should fly at or above 500ft AGL unless mission accomplishment requires lower altitudes IAW AFMAN 11-202V3, General Flight Rules.

1.12.3.3. Base housing areas are located adjacent to the main and back gates on the east and west sides of the main base area north of the runway; East: SKA 011002.0/47° 38' 23.9598" N, 117° 38' 22.0842" W and West: SKA 337001.1/47° 38' 23.9598" N, 117° 38' 22.0842" W.

1.12.3.4. Sunset Elementary School is located directly south of the Airway Heights green and white water tower; SKA 039003.7/47° 38' 42.5616" N, 117° 35' 18.7332" W.

1.12.3.5. Parking lots located on the south side of the airfield and the Air Force Survival School buildings; SKA 101000.4/47° 36' 25.794" N, -117° 39' 12.2796" W.

1.13. Notice to Airmen (NOTAM) Procedures. The Airfield Manager is the authority for publishing NOTAMs.

1.13.1. ATC is designated as the NOTAM monitoring facility.

1.13.2. AM will notify all home station and tenant agencies when NOTAMs are issued, revised, or canceled. NOTAMS are sent via e-mail to all agencies listed on the NOTAM distro list. If e-mail is not available, each agency is notified via phone call.

1.13.3. Contact the Airfield Manager to request to be added to or removed from the NOTAM notification system.

1.14. Prior Permission Required (PPR) Procedures. PPR procedures apply to Fairchild AFB. When the 92 OG/CC deems it necessary, the airfield will be Official Business Only (OBO).

1.14.1. 92d AM is the central processing agency for all PPR/OBO requests. PPRs will be processed following the procedures established in OSAA Operating Instruction (OI) 13-204, Airfield Management.

1.14.2. PPR restrictions do not apply to AIR EVAC, Special Air Mission aircraft, nor preclude Fairchild AFB for use as a divert airport for Instrument Flight Rules (IFR) flights.

1.14.3. Aircraft landing at Fairchild AFB that require parking and/or services must get a PPR number before landing. ATC will direct transient aircraft to contact AM via Pilot-to-Dispatch (PTD) to get a PPR before landing.

1.15. Transient Alert (TA). Limited TA services are available from 0700-2300L on weekdays and closed on weekends and holidays, unless otherwise pre-coordinated. See Flight Information Publications (FLIP) for TA service availability and contact information for coordination.

1.16. Flight Information Publications (FLIP). AM is the OPR for FLIP accounts and for requesting changes. 92 ARW FLIP requirements are intended to supplement AFMAN 11-202V3 guidance. FLIP processes will be conducted IAW AFI 11-201, Flight Information Publication.

1.16.1. Procedures for requesting changes to flight publications:

1.16.1.1. Submit requested FLIP changes to AM **92oss.osaa-02@us.af.mil** for consideration and coordination with other base agencies, as required.

1.16.1.2. The Airfield Manager is the approval authority for all non-procedural FLIP changes (i.e., airfield restrictions).

1.16.1.3. AMC/A3A TERPS is the approval authority for all TERPS and procedural FLIP changes (i.e., instrument procedures, DVAs).

1.16.1.4. AM will issue a NOTAM for non-procedural FLIP changes, as required. AMC/A3A TERPS will issue a NOTAM for all procedural FLIP changes, as required.

1.16.2. All flying squadrons will maintain and order their flight publications as necessary.

1.16.3. AM provides FLIPs for transient aircrews only.

1.16.4. 92dCombat Crew Communications (CCC) provide FLIP bags for base-assigned aircraft/aircrew.

1.17. Airfield Smoking Policy. There is no smoking allowed on runways, taxiways, taxilanes, or parking aprons. Smoking is allowed in designated smoking areas only, located near hangars.

1.18. Wear of Hats. Wear of hats on the airfield shall be completed IAW Fairchild AFB Instruction (FAFBI) 21-104 Foreign Object Damage (FOD)/Dropped Object Prevention Programs (DOPP). The airfield is considered a no-salute area.

1.19. Controlled Movement Area (CMA). FAFBI 13-213, Airfield Driving Program, outlines CMA procedures. The CMA includes all areas under the direct control of Control Tower and is defined as (see **Attachment 2**):

1.19.1. The entire runway, overruns, Precision Obstacle Free Zone, and ILS critical areas.

1.19.1.1. The area on Taxiways Alpha, Bravo, and Hotel from the runway to the instrument hold lines. The areas on Taxiways Charlie, Delta, Foxtrot, and Golf from the runway to the VFR hold lines.

1.19.1.2. North and south of the edge of the runway, as delineated by controlled area signs (see **Attachment 2**). This includes portions of the runway 23 Perimeter Road, Delta Access Road, and Kilo Access Road.

1.19.2. CMA Entry/Exit Procedures. Control Tower controls all vehicles, aircraft, and pedestrians crossing or operating in the CMA and maintains surveillance of these areas. The CMA areas defined in **paragraph 1.19.1** require ATC approval before accessing.

1.19.3. All aircraft parking aprons and taxiways are considered non-CMAs. The Control Tower does not have control responsibility in these areas.

1.20. Airfield Lighting. Fairchild AFB has the following airfield lighting systems:

Table 1.2. Airfield Lighting Systems.

Runway 23 (CAT I)		Centerline Lighting	High Intensity Runway Lights (HIRLS)	Approach Lighting System with Sequenced Flashing Lights (ALSF-1)	Simplified Short Approach Light System (SSALR)	Precision Approach Path Indicators (PAPI)
Runway 05 (CAT I/II)	Touchdown Zone Lighting	Centerline Lighting	High Intensity Runway Lights (HIRLS)	Approach Lighting System with Sequenced Flashing Lights (ALSF-2)	Simplified Short Approach Light System (SSALR)	Precision Approach Path Indicators (PAPI)

1.20.1. ATC is responsible for operating the airfield lighting system IAW Federal Aviation Administration Order (FAAO) 7110.65, Air Traffic Control, AF guidance, and as follows:

1.20.1.1. Runway edge lights will be set to at least step three (3) when snow removal operations are in progress and/or when freezing precipitation is reported or observed.

1.20.1.2. Runway edge and centerline lights will be operated anytime visibility is ½ mile or less to ensure accurate Runway Visual Range (RVR) readings.

1.20.1.3. 92 CES Airfield Lighting maintains all airfield lighting. In the event of a lighting panel outage in the Control Tower or Control Tower Evacuation, airfield lighting will be controlled from the lighting vault by 92 CES Airfield Lighting personnel.

1.20.2. AM will perform nightly checks of all airfield lighting.

1.20.2.1. Immediately report emergency outages that affect an entire system or a portion of the airfield to 92 CES Airfield Lighting IAW AFFSA Lighting Outage Chart.

1.20.2.2. Outages of a non-emergency nature shall be reported to 92 CES Airfield Lighting the next duty day.

1.21. Aircraft Arresting Systems. There are no aircraft arresting systems at Fairchild AFB.

1.22. Radar Airfield and Weather Systems (RAWS). Fairchild AFB maintains a TACAN, Runway 23 CAT I ILS, and Runway 05 CAT II ILS.

1.22.1. NAVAID outage procedures, preventative maintenance schedules and auxiliary power for ATCALS facilities are published in the ATCALS Maintenance Procedures, Restoral Priorities, Flight Check Procedures, and Auxiliary Power Requirements Operations Letter. Preventative maintenance schedule information is published in the IFR Supplement.

1.22.2. Runway 05 CAT II Operations. IAW AFMAN 11-202v3, the Runway 05 ILS CAT II operations will not be authorized when the Tower is unmanned or closed and additionally if the Remote Control Status Unit laptop (RCSU) is inoperative. A loss or fault with any one of the following components also prohibits CAT II ILS operations. It requires an immediate downgrade of the ILS to CAT I, and AM will issue a NOTAM:

1.22.2.1. Runway 05 Localizer (any sustained abnormal light on RCSU).

1.22.2.2. Runway 05 Glideslope (any sustained abnormal light on RCSU).

1.22.2.3. Runway 05 Far Field Monitor (any sustained abnormal light on RCSU).

1.22.2.4. TACAN (only if Spokane Approach Control cannot call the Final Approach Fix for aircraft).

1.22.2.5. Runway 05 Approach Lights (including inoperative primary or standby power).

1.22.2.6. The Sequenced Flashing Lights do not affect CAT II visibility minima.

1.22.2.7. Runway Edge Lights (including inoperative primary or standby power).

1.22.2.8. Runway Center Line Lights (including inoperative primary or standby power).

1.22.2.9. Runway 05 Touchdown Zone Lights (including inoperative primary or standby power).

1.22.2.10. Touchdown RVR.

1.22.3. A loss or fault with both the mid-point and rollout RVR does not require a downgrade of the ILS. AMOPs will publish a NOTAM to increase the CAT II visibility minima.

1.22.4. Touchdown and either a midpoint or rollout RVR are required for minima below RVR 1600.

1.22.5. When airfield markings (hold lines, taxiway lines) are obscured by snow, ice, or other weather phenomena, an assessment shall be made by the senior operations commander (92

OG/CC) to determine if CAT II operations may continue. Markings must be visible to ensure the integrity of the CMA.

1.23. Airfield Maintenance.

1.23.1. Airfield Sweeping Operations. Airfield sweeping operations typically occur Monday through Friday from 0730L to 1630L.

1.23.2. Airfield sweeper operators shall contact the Base Defense Operations Center (BDOC) at 509-247-5493 and request permission to "break red" before crossing any restricted area boundary markings.

1.23.3. Daily priorities are as follows unless requested explicitly by AM; contact AM Ops at (509) 247-5202 to be added to priority list if required:

1.23.3.1. Every day, the Sweeper operators will check the runway for FOD every workday, placing additional emphasis on the runway between taxiways Fox and Golf.

1.23.3.2. Monday: Inspect and sweep Taxilane Juliet from Taxiway Golf to Taxiway Hotel, Taxiway Hotel, and the entire Alert Aircraft Parking Area and the access road that leads from Taxilane Juliet to building 2080. Also, inspect and sweep as needed, Kenny Rd, Genesco Rd, which lead from the rear of buildings 2005 and 2007.

1.23.3.3. Tuesday: Place additional emphasis on the entire runway, connecting Taxiways Alpha, Bravo, Charlie, Delta, Fox, and Golf.

1.23.3.4. Wednesday: Inspect and sweep Taxiways Papa, Fox, Echo, and the east warm-up pad off Taxiway Golf.

1.23.3.5. Thursday: Inspect and sweep all 50s, 60s, 70s, and 80s aircraft parking areas, including Taxiways Echo and Fox to Taxilane Juliet. Ensure the airfield side of building 2097 is swept as needed/requested.

1.23.3.6. Friday: Inspect and sweep Taxilane Juliet and all connected parking areas, including Hangars 1001 through 1019, the Teens, 20s and 30s parking areas, and the DV parking in front of Base Ops, building 1.

1.23.4. Contact 92 CES help desk to call in stand-by personnel when sweeping operations are required due to an emergency outside regular operating hours.

1.23.5. Airfield Construction. All airfield construction and maintenance conducted by base-assigned, or contractor personnel will be coordinated through AM at least three duty days before commencing work. Base-assigned and contractors are required to contact AM daily upon entering and exiting the airfield.

1.23.6. Airfield Rubber Removal and Paint Plan. 92 CES will coordinate a plan and budget for runway rubber removal and painting annually. Rubber removal will be done IAW Unified Facilities Guide Specifications (UFGS) Paint and Rubber Removal on Roadway and Airfield Pavements. The painting will include all required taxiways, runway, aprons, and road markings. 92 CES will provide the paint plan each year to AM. Rubber removal is completed in-house by 92 CES at the Airfield Manager's direction.

1.23.7. Airfield Mowing Operations. Airfield mower operators will always monitor the Tower (TWR) NET while on the airfield and advise AM and ATC of their work location. Mowers

must contact the ATC before operating within 100ft of the runway and overruns. Mowing will be conducted IAW the annual mowing contract negotiated by 92d Contracting Squadron. The contracting squadron will provide a copy of the contract to AM for review to ensure procedures outlined in the contract are followed.

1.24. Snow Removal Operations. Snow-removal operations on the airfield are managed IAW AFI 32-1001, Snow and Ice Control, AFMAN 13-204, and FAFB OPLAN 32-1002, Snow and Ice Control.

1.24.1. AM Ops will suspend or close the runway, taxiways, taxilanes, and aprons as dictated by weather events and OPLAN 32-1002.

1.24.2. ATC will use the RT3 website as the most current, actionable source of taxiway, taxilane, and apron suspensions and closures.

1.24.3. ATC or AM Ops will suspend runway operations for snow removal. SNOWMAN will advise AM of the estimated duration of snow-removal operations and estimated time to resume normal operations.

1.24.4. After all snow-removal equipment is off the runway, AM will complete a runway check and report runway status and condition before resuming normal aircraft operations.

1.24.5. SNOWMAN will notify AM directly via Snow Net or through Snow Control when mobilized and waiting for ATC approval to commence snow-removal operations, including deicer, on the runway.

1.24.6. ATC will notify Spokane Approach Control of runway operations suspension due to snow-removal operations on the runway. ATC will advise SNOWMAN of all aircraft movements that affect snow-removal operations on the runway.

1.24.7. SNOWMAN will always remain in contact with the ATC by monitoring the Tower Net.

1.24.8. Unless authorized onto the runway, snow-control vehicles will remain behind the Instrument hold lines on Taxiway Alpha, Bravo, and Hotel. Vehicles will also remain behind the VFR hold lines. If lines are obscured, use signs associated with the hold line.

1.24.9. SNOWMAN will remain on the runway until all snow-removal vehicles exit the runway.

1.24.10. ATC will notify SNOWMAN when other vehicles (non-snow removal equipment) require access to the runway during snow removal operations. ATC will not authorize vehicle access to the runway without coordinating with SNOWMAN.

1.24.11. Inbound aircrews should contact CP as early as possible for runway condition updates with landing and/or training intentions to minimize delays.

1.24.12. ATC will notify Spokane Approach once runway operations are resumed.

1.25. Runway Surface Condition (RSC) and/or RCR Values. AM shall determine and report RSC and RCR, as required IAW AFMAN 13-204, T. O. 33-1-23, Equipment and Procedures for Obtaining Runway condition Readings and OSAA OI 13-204, Airfield Management.

1.25.1. AM will disseminate real-time RSC/RCR information to the ATC via the TWR NET.

1.25.2. AM will disseminate RSC/RCR information to ATC, Weather, CP, and SNOWMAN (during winter operations) for controlled movement/closed areas.

1.25.3. ATC will disseminate RSC/RCR information to aircrews via the ATIS or ground control frequency, as required.

1.26. Runway Inspection/Checks Procedures. AM will conduct airfield/runway inspections and checks IAW AFMAN 13-204v2.

1.26.1. AM personnel will conduct airfield checks as needed to examine the primary takeoff, landing, and taxi surfaces at regular intervals during shift. Additional checks will be accomplished if requested by ATC or other agencies.

1.26.2. Contact AM (COMM: (509)-247-5439/5202/8367) to report discrepancies that need immediate action.

1.27. Runway Suspension Procedures. AM will conduct airfield/runway inspections and checks IAW AFMAN 13-204v2.

1.27.1. AM and/or the Tower Watch Supervisor may suspend runway operations.

1.27.2. Runway operations are automatically suspended after an emergency aircraft has landed and remain suspended until AM conducts a runway inspection and declares normal operations may resume.

1.27.3. Emergency fuel and physiological emergencies will not automatically result in runway suspension.

1.27.4. When runway operations are suspended, access onto the runway still requires ATC authorization.

1.28. Runway Closure Procedures.

1.28.1. AM may close the runway and taxiways for unsafe conditions. NOTAMs will be published for extended periods of closure, usually more than one hour.

1.28.2. AM will notify the AOF/CC of all runway closures. The AOF/CC will ensure that the OSS/CC and OG/CC are notified of all runway closures/openings.

1.28.3. For pre-coordinated closures, AM will disseminate applicable NOTAM(s) no earlier than seven days in advance and advise all agencies concerned (ATC, CP, flying units, 92 CES, Flight Safety). The Tower Watch Supervisor will notify Spokane Approach Control of the runway closure and estimated duration. AM will cancel the applicable NOTAMs when the runway is ready to reopen. AM will perform the required checks before reopening the runway.

1.28.4. Closing the runway for FOD checks. To avoid damage to aircraft, runway closures may be appropriate with the presence of certain types of FOD (i.e. large pieces of metal, large aggregate, large concrete spalling pieces, or any other materials likely to pose a high risk for operators). ATC will notify AM immediately upon observing or being notified of FOD that poses a high risk for operators and suspend operations to the runway if required. AM will determine the necessity closing the runway for FOD checks and responding accordingly to remove the FOD.

1.28.5. Reopening the runway: AM will reopen the runway after inspecting it to ensure it is clear of all obstructions (aircraft, vehicle, debris). AM will notify the ATC and CP when the runway is open and cancel all pertinent NOTAMs.

1.28.6. Only AM personnel can open or close a runway IAW AFMAN 13-204v2.

1.29. Bird/Wildlife Control and Bird/Aircraft Strike Hazard (BASH) Program Guidelines. Bird activity is managed IAW with the 92d/141st ARW BASH Reduction Plan 91-212. Bird Watch Conditions (BWC) are defined in the 92d/141st ARW Fairchild BASH Plan and IFR Supplement. The OPR for the Fairchild BASH program is 92d/141st ARW/SEF.

1.30. Weather Dissemination and Coordination Procedures.

1.30.1. Hazardous and severe weather notification procedures and lightning response procedures are conducted IAW Fairchild AFBI 15-101, Weather Support Procedures.

1.30.2. The standard weather dissemination process occurs via the Automatic Dissemination System (ADS) 24/7.

1.30.2.1. If the ADS is out of service, 92d OSS Weather will provide 24/7 coverage until the system is restored.

1.30.2.2. Weather will provide ATC with weather changes via landline during system outages.

1.31. Distinguished Visitor (DV) Arrivals.

1.31.1. AM will notify ATC and CP when inbound DV flight information is received, and relay estimated time of arrival changes if more than 10 minutes.

1.31.2. ATC will notify AM when an inbound DV aircraft reaches 15 Nautical Mile (NM) (flying miles) from touchdown. AM is the single designated agency to receive this information from ATC and disseminate the information to affected agencies.

1.32. Supervisor of Flying (SOF) Operating in Control Tower. The 92 ARW does not require a SOF to be present in the Control Tower during local flying operations.

1.33. Base Exercises. The 92/141 ARW/IGI Wing Inspections, 92/141 ARW/XP Wing Plans, or designated representatives must include the AOF/CC in advance planning of exercises involving airfield operations functions to allow sufficient time to evaluate impacts on airfield and flying operations IAW AFMAN 13-204v1. If usage of the 141st licensed area is necessary, planners should coordinate with 141st Airfield Management.

1.34. Airfield Photography. Procedures for using photographic devices will be conducted IAW DAFI 31-101, Integrated Defense DAFI 31-101 AMC Supplement, and 92 ARW Plan 31-1, Installation Defense Plan. Personnel requesting the use of photographic equipment on the airfield must contact 92 ARW Public Affairs (92 ARW/PA).

Chapter 2

GROUND OPERATING & DEPARTURE CLEARANCE PROCEDURES

2.1. Control of Ground Traffic in the CMA. No vehicle operator or pedestrian may enter the CMA without two-way radio communication and specific approval from the Control Tower via the Tower Net. Additional vehicle/pedestrian procedures including escort procedures, lost communication procedures and light gun signal chart are outlined in Fairchild AFBI 13-213, Airfield Driving.

2.2. Precision Approach Critical Areas.

2.2.1. The localizer and glideslope critical areas for Runway 05/23 are depicted in **Attachment 2**. These areas will be protected IAW FAA and AF directives any time precision instrument approaches are in progress.

2.2.2. Vehicle/aircraft operations in or through the ILS critical areas are subject to the following conditions:

2.2.2.1. Localizer Critical Area for Runway 05/23: When weather conditions are below an 800ft ceiling and/or 2 SM visibility or an aircraft is executing an autopilot (AP) coupled approach, do not authorize vehicle/aircraft operations in or over the critical area when an aircraft conducting an ILS approach is inside the Final Approach Fix (FAF).

2.2.2.2. Glideslope Critical Area for Runway 05/23: When weather conditions are below an 800ft ceiling and/or 2 SM visibility or an aircraft is executing an AP coupled approach, do not authorize vehicle/aircraft operations in or over the critical area when an aircraft conducting an ILS approach is inside the FAF.

2.3. Precision Obstacle Free Zone (POFZ) and Obstacle Clearance Surface (OCS).

2.3.1. The POFZ must be protected IAW FAAO 7110.65. Instrument hold lines protect the POFZ on Taxiway Hotel and Taxiway Alpha. POFZ areas are depicted in **Attachment 2**. POFZ and missed approach segment protection procedures are as follows:

2.3.1.1. To ensure compliance with AFMAN 11-230 Instrument Procedures and FAAO JO 7110.65, to the maximum extent possible, ensure the final approach OCS (includes Taxiway Hotel from Taxiway Papa south to the instrument hold line for Runway 23 ILS approaches and Spot R6 on Taxiway Alpha for Runway 05 approaches) is clear of aircraft/vehicles when an aircraft on an ILS approach is within 2 NM of the runway threshold and the reported ceiling is below 800ft, or visibility is less than 2 SM.

2.3.1.2. Vehicles that are less than 10ft tall, necessary for maintaining the airfield and/or navigation facilities operating outside the CMA, are exempt per FAAO 7110.65.

2.3.1.3. ATC will issue traffic to the landing aircraft IAW FAAO JO 7110.65 if it is not possible to clear the OCS before an aircraft reaches a point 2 NM from the runway threshold and the weather is less than described in paragraph.

2.4. Transient Aircraft Parking. All aircraft will be parked IAW the 92 ARW Master Parking Plan. Upon request, scheduled transient aircraft may be met by TA “Follow-Me” vehicles before exiting Taxiway Papa or issued progressive taxi instructions by ATC to parking during scheduled times when TA services are unavailable.

2.4.1. AM assigns transient aircraft parking areas (Spots 33-37). The Maintenance Operations Center (MOC) will not park any home station aircraft on the transient ramp without prior coordination with AM.

2.4.2. Parking on DV1 is only authorized after prior coordination and approval by AM.

2.4.3. To the maximum extent possible re-deployer aircraft will park (RCH call sign) on spots 13 and 14, facing west, pre-coordinate through AM.

2.4.4. Transient helicopters will park using the Transient Apron.

2.4.5. C-5 aircraft are limited to Taxiways Alpha, Charlie, Delta, Foxtrot, and Golf between the runway and Taxiway Papa. Taxiway Papa can be used full length. Due to wingtip clearance, C5 aircraft may not use Taxilane Juliet without pre-coordination with the Airfield Manager.

2.4.6. C-5 aircraft are limited to parking on spots 33 – 37 and R8. All other parking and taxiing requests require coordination through the Airfield Manager, Deputy Airfield Manager, or NAMO.

2.5. Dangerous/Hazardous-Cargo Aircraft Parking.

2.5.1. AM will notify affected agencies of the high priority/hazardous cargo information and designate a parking spot. AM will contact 92 ARW/SE Weapons Safety before parking any explosive-load aircraft.

2.5.2. ATC will pass high priority/hazardous cargo information to AM as received from inbound aircraft.

2.5.3. Aircraft transporting hazardous materials will park on R8 located at the corner of Taxiway Papa and Golf.

2.6. Arming/De-arming Areas. Armed aircraft (fighter/bombers) are not authorized to land at Fairchild AFB except under emergency conditions. In an emergency and the aircraft is forced to land at Fairchild AFB, parking will be coordinated with the on-scene commander. ATC will notify AM of aircraft and type of munitions/hazards on board. Jammed gun and hung ordnance emergency procedures are outlined in **paragraph 4.6**.

2.7. Drag Chute Jettison Areas. Fairchild AFB does not have a designated drag chute jettison area.

2.8. Hot Pit Refueling Areas. Parking spots 12, 13, and 14 are authorized for hot pit refueling of E-4B aircraft only and shall be conducted IAW Fairchild AFBI 21-101, Aircraft and Equipment Maintenance Management, Fairchild Supplement 1, and applicable T.Os. Hot pit refueling for KC-135s will be completed IAW 92d ARW Hot Pit Refueling Plan. Contact AM to confirm spot availability. Wing events/exercises and transients will require prior coordination, contact 92 OSS/OSO Current Operations Flight (**92oss.osox.all@us.af.mil**).

2.9. Explosive Ordnance Disposal (EOD) Area. The EOD area is defined as a circular area 500ft in diameter within the South Training Area (STA), 500ft south of Hallet Road, tangent to Medical Lake Road on the south, and Welcome Road on the east.

2.9.1. EOD personnel will contact AM (COMM: 509-247-5202) at least two hours before any explosive demolition, pyrotechnics, or training activity and provide the detonation time and maximum affected altitude.

2.9.2. AM will notify affected agencies of planned activity via the NOTAM notification.

2.9.3. EOD personnel must contact ATC for final approval at least 5 minutes before any vertical explosive detonation; this will allow ATC time to coordinate the use of airspace with Spokane Approach Control. Also, users will provide ATC with emergency contact information for use during EOD operations.

2.9.4. ATC will notify aircraft under their control and Spokane Approach Control of the location, detonation time, and maximum affected altitude. ATC will direct aircraft accordingly to avoid flying over the area.

2.9.5. EOD personnel will coordinate directly with the 336 TRG/SERE to de-conflict EOD operations and Pad 5 Drop Zone (DZ) parachute operations in the STA. EOD and STA operations (including paradrops) may co-occur. ATC will notify EOD personnel and the 366 TRG/SERE Paradrop aircrew of the other unit's operations (i.e., affected altitudes) and ensure acknowledgment from both parties before permitting simultaneous EOD/Paradrop operations. Any risk associated with simultaneous EOD/STA operations rests solely with EOD and 336 TRG/SERE personnel. ATC's approval for operations is based solely on ATC considerations.

2.10. Aircraft Towing Operations. Aircraft towing shall be conducted IAW DAFMAN 91-203, Air Force Consolidated Occupational Safety Instruction, AFMAN 11-218, Aircraft Operations and Movement on the Ground, and applicable aircraft technical orders. All vehicular traffic will yield to aircraft towing operations. The following procedures will be followed:

2.10.1. MOC and/or Tow Team Supervisor will coordinate tail number, current parking spot, and destination parking spot with ATC, AM, and SFS. ATC will be notified NLT 5 minutes before towing. It is the responsibility of MOC to reference NOTAMs to ensure the requested parking spot and route are open. MOC will notify Tow Team Supervisor of any restrictions or closures. Before towing the aircraft, the Tow Team Supervisor will request permission from ATC ("Fairchild Ground") on the TWR NET. The Tow Team Supervisor will monitor TWR NET until ATC acknowledges that the tow is complete.

2.10.2. MOC and/or Tow Team Supervisor will coordinate with AM and ATC when parking or removing an aircraft from spots 13 or 14 on Taxilane Juliet. The duration of time requested, and the spot number will be included with the notification. Aircraft should only remain on these spots for the minimum time needed to unload passengers and cargo as it will prevent the use of Taxilane Juliet by other taxiing aircraft.

2.10.3. If ATC cannot immediately approve a tow, ATC will advise the Tow Team Supervisor of the estimated delay.

2.10.4. AM will respond to and verify no issues occur after a tow, if necessary/applicable.

2.11. Engine Test/Run-up Procedures. Engine test and run-up procedures are conducted IAW the 92d ARW Aircraft Master Parking Plan, **Attachment 13** (OPR: 92 OSS/OSAA Airfield Management). Refer all recommendations for revision to the Airfield Manager

2.12. Flight Planning and Flight Plan Coordination.

2.12.1. All aircraft departing from Fairchild AFB must have a valid flight plan on file prior to takeoff.

2.12.2. A flight plan is considered valid only if it is signed by the aircraft commander or designated representative and completed IAW the General Planning FLIP. Amendments to flight plans shall be directed to AM via Pilot-to-Dispatch (PTD 372.2), fax, and email.

2.12.3. Flying units assigned to Fairchild AFB are authorized to file flight plans with AM via fax, email, or rotary aircraft can file VFR by phone. Send email flight plans to the 92d OSS/OSAA org box (**92OSS.OSAA-02@us.af.mil**). If this email account is out-of-service, aircrew may send their flight plan to the AM personnel on duty by calling 509-247-5202/5439. The following procedures shall be utilized:

2.12.3.1. Aircrew will file all paperwork (flight plan and aircrew orders) a minimum of two hours before the proposed departure time. When documents are submitted via fax/email, the aircrew will confirm receipt with AM within 15 minutes of submission.

2.12.3.2. All Military Assumes Responsibility for Separation of Aircraft (MARSA) or other formation flights shall be filed with AM at the same time.

2.12.3.3. Flying units shall maintain originals of all fax/email flight plans at their unit IAW the Air Force Records Disposition Schedule (RDS), Table 13-07, Rule 3.00.

2.12.3.4. Delays on the ground at Fairchild AFB (i.e., full-stop and taxi back) for local pattern work should be filed with the original flight plan. Transient aircrew requesting delays on the ground are expected to file this request as part of their original flight plan before departure from their home station.

2.12.3.5. Requested flight plan changes made after stepping to the jet or arriving at Fairchild AFB shall be coordinated through 92d AM via PTD 372.2; Flight plan changes must occur before landing, or the flight plan will be closed out, and a new flight plan is required.

2.12.3.6. Aircrews filing ForeFlight Electronic Flight Planning (e-FP) will ensure AM receives the flight plan via organizational email (**92OSS.OSAA-02@us.af.mil** by entering KSKAYXYX into the addressee section. This can be accomplished by entering the organizational email in the “send to” feature or utilizing it as the pilots’ email address. NOTE: Certain missions may not be filed through ForeFlight IAW 92 OSS/OSO and 92 OSS/OSK guidance.

2.12.3.7. The e-FP sent to 92d must contain all the required information necessary to process the e-FP (type aircraft, Call Sign, tail number, proposed departure date/Z- time, valid route of flight, estimated duration of flight, aircrew names, and any requested services at the destination). NOTE: The flight crew authorization must be maintained at the squadron when filing through Foreflight IAW ForeFlight LOA.

2.12.3.8. The Pilot In Charge (PIC) or designated representative will verify receipt of the e-FP with 92d AM by calling (509) 247-5202/5439. They will also verify they received a "roger" message before stepping to the aircraft. Verification will be required before engine start; furthermore, the PIC understands that filing less than 30 minutes from the intended departure time may result in delayed clearance. NOTE: AM is unable to edit the e-FP; the PIC or designated representative will amend the e-FP.

2.12.3.9. Transient aircrew will follow the same procedures as outlined above. Upon receipt of a valid flight plan (not filed via ForeFlight to the FAA), AM will file the flight plan with the local Flight Service Station (if applicable).

2.12.3.10. AM will contact ATC in the event of an alert activation when flight plan is filed and "roger."

2.12.4. For Non-standard Formation Departures that are not Minimum Interval Take-Off (MITO) departures, MARSA will be the first item in the remarks section of the individual flight plan, followed by the position, and the total number of aircraft participating, and call signs of other participating aircraft, the abbreviation "NSF," and the CELL breakup point.

2.13. ATC Clearance Delivery. Control Tower will issue ATC flight plan clearance to departing aircraft on ground control frequency. Clearances are generally available one-half hour before the proposed departure time. Corrections or amendments to flight plans should be directed to AM via PTD frequency as soon as possible to prevent any undue delay in clearance delivery. Extensive amendments of the route of flight may cause delays in processing.

2.14. Aircraft Taxi Operations/Restrictions. See FLIP and NOTAMs for current aircraft taxi restrictions.

2.14.1. Aircraft shall request engine start with Ground Control and provide call sign and parking spot. ATC will confirm via the flying schedule or PPR log that the aircraft is an authorized departure and will approve the engine start, as required.

2.14.2. ATC will issue taxi clearance to aircraft with a valid flight plan via the ground control frequency (UHF 275.8 / VHF 123.6).

2.14.3. When ready, aircraft shall request to taxi from Ground Control.

2.15. Excessive Weight Arrivals/Departures.

2.15.1. Aircraft that exceed published weight-bearing Pavement Classification Numbers (PCNs) for Fairchild AFB require 92 OG/CC approval before taxi or landing.

2.15.2. Aircrew shall notify AM Ops to initiate coordination for 92d OG/CC approval. The Airfield Manager will obtain a 92 CES Pavement Engineer recommendation and forward the request via the AOF/CC and OSS/CC for OG/CC approval.

2.15.3. If the request to exceed PCNs is approved by the OG/CC, AM will notify the aircrew. The Airfield Manager will maintain copies of approved request.

2.15.4. The Airfield Manager will notify the 92 CES Pavement Engineer of the weight and taxi route of the aircraft on the next available duty day for long-term tracking purposes.

2.16. Engine Running Crew Change (ERCC) Locations. ERCC's will be conducted on spots 33-37 or Taxiways Alpha and Golf. ERCCs will not be conducted on DV1 without prior coordination and approval by AM. Aircrews may coordinate with AM via Pilot to Dispatch (372.2) or calling (509) 247-5202.

2.17. Local Frequencies and Channels. See Attachment 3.

2.18. Small Unmanned Aircraft Systems (sUAS) Operations.

2.18.1. Procedures for using sUAS that meet the requirements of FAA JO 7210.891 Unmanned Aircraft Operations in the National Airspace System (NAS) are published in the 92 ARW sUAS CONEMP.

2.18.2. Recreational use of sUAS are strictly prohibited on base. Any use off base must obtain a Certificate of Authorization through the FAA website.

2.18.3. For questions or concerns contact the AOF/CC via DSN 679-1441 or Commercial (509) 247-1441.

2.19. sUAS Response Procedures.

2.19.1. If any aircrew observes a sUAS/drone in the local area (as defined as Fairchild AFB/Spokane International Class C Airspace), immediately report it to the controlling ATC authority. Attempt to maintain situational awareness of its position as much as possible without sacrificing aircraft/aircrew safety. When reporting the drone to ATC, be as specific as possible (noting the description, location, heading, estimated altitude, and any other information you deem appropriate). Once the drone is reported, coordinate with ATC to either land, hold, or divert, considering aircraft/aircrew safety and ATC instructions. Crews are not expected to maintain visual contact with the drone if it jeopardizes aircraft/aircrew safety.

2.19.2. Upon notification of a sUAS in Fairchild's airspace:

2.19.2.1. ATC will:

2.19.2.1.1. Confirm the authorized/unauthorized status of the sUAS.

2.19.2.1.2. Issue an advisory over local frequencies and ATIS.

2.19.2.1.3. Notify BDOC and give engagement status ("clear to engage" or "standby" if airborne aircraft are too close to the area for safe engagement) as quickly as possible.

2.19.2.1.4. Activate the PCAS when activity is on or near the runway.

2.19.2.1.5. Notify all agencies/personnel to stop vehicle movement via the RAMP Net when activity is in the vicinity of the airfield.

2.19.2.1.6. Relay the location of suspected FOD to AM when SkyNet is used on or near the runway.

2.19.2.1.7. Suspend runway operations and relay the location of suspected FOD to AM when SkyNet is used near or on the runway.

2.19.2.2. BDOC will:

2.19.2.2.1. Contact ATC for confirmation of authorized/unauthorized status.

2.19.2.2.2. When SkyNet is used near or on the airfield, notify ATC of the direction and area of suspected FOD contamination.

2.19.2.3. AM will:

2.19.2.3.1. Assist in the stop movement of vehicles.

2.19.2.3.2. Complete a FOD check and resume runway operations, when necessary.

Chapter 3

FLIGHT OPERATIONS

3.1. Airspace.

3.1.1. **Class C Airspace.** Fairchild AFB Class C Airspace includes airspace extending upward from the surface up to and including 6,400ft MSL within a 5 NM radius of Fairchild AFB and airspace extending upward from 3,700ft MSL up to and including 6,400ft MSL, within a 10 NM radius of the airport (see **Attachment 4**). It excludes the airspace within the GEG Class C Airspace east of a line bisecting the area where the 10 NM radius of Fairchild AFB Class C Airspace intersects the 10 NM radius of GEG Class C Airspace. Spokane Approach Control is the controlling agency for both Fairchild AFB and GEG Class C Airspace, except for airspace delegated to Fairchild Control Tower (see **paragraph 3.1.2**.). Fairchild Tower's Class C airspace is based on the geographical center of the runway.

3.1.2. Fairchild Control Tower Delegated Airspace (see **Attachment 5**). Spokane Approach Control delegates control of certain airspace within the Fairchild AFB Class C surface area to Fairchild Control Tower. This airspace is defined as all airspace north of a line ½ mile south of Runway 05/23 and the extended Runway 05/23 centerline within a 5 NM radius of Fairchild AFB, up to and including 4,500ft MSL.

3.2. Civil/Foreign Aircraft Use.

3.2.1. Civil aircraft are not permitted to land at Fairchild AFB except as permitted by AFI 10-1001, Civil Aircraft Landing Permits, and AFI 10-1002, Agreements for Civil Aircraft Use of Air Force Airfields. A DD Form 2401, Civil Aircraft Landing Permit, must be executed and on file in AM for civil aircraft landings.

3.2.2. Civil aircraft may conduct practice approaches at Fairchild AFB provided no undue delay exists to military aircraft. Civil aircraft cannot conduct a touch-and-go, stop-and-go, or full-stop landings unless authorized by AM or an emergency exists.

3.2.3. Foreign government aircraft operating at USAF airfields must comply with AFI 10-1801, Foreign Governmental Aircraft Landings at United States Air Force Installations and have an approved aircraft landing authorization number (ALAN) before use, except for emergencies.

3.2.4. The Airfield Manager is the approval of civil aircraft landing permit applications for air shows and one-time requests. Additional details and requirements can be found in AFI 10-1001, Civil Aircraft Landing Permits.

3.3. VFR Traffic Patterns.

Pattern altitudes are as follows:

3.3.1. Overhead Traffic Pattern. Aircraft will be vectored to "initial" at 4,500ft MSL by Spokane Approach Control. Aircraft will break right on Runway 23 and left on Runway 05 (see **Attachment 6**).

3.3.2. VFR Rectangular Traffic Pattern. Aircraft operating in the VFR rectangular pattern (closed traffic) will make right turns to Runway 23 and left turns to Runway 05 (see **Attachment 6**).

3.3.2.1. Overhead Traffic Pattern: 4,500ft MSL.

3.3.2.2. Helicopters: 3,000ft MSL.

3.3.2.3. Rectangular Traffic Pattern: 4,000ft MSL.

3.3.3. Due to the proximity of GEG, all Fairchild AFB traffic patterns are flown to the northwest of the runway only. Base-assigned helicopters may conduct runway operations to and from the STA as traffic permits.

3.4. Weather Minimums for VFR Patterns.

3.4.1. Ceiling shall be at least 500ft above the applicable pattern altitude. Pattern altitude weather minimums are as follows:

3.4.1.1. Overhead Traffic Pattern: min. ceiling 2,500ft AGL.

3.4.1.2. Helicopters: min. ceiling 1,000ft AGL.

3.4.1.3. Rectangular Traffic Pattern: min. ceiling 2,000ft AGL.

3.4.2. Anytime weather conditions limit a controller's ability to maintain visual contact with an aircraft, the Tower Watch Supervisor will close the compromised pattern (regardless of the reported weather) until the Watch Supervisor determines the weather conditions allow for safe pattern operations.

3.5. Radar Traffic Pattern. Spokane Approach Control maintains air traffic control responsibility for Fairchild's radar traffic pattern. Aircraft operating in the radar traffic pattern will operate at the following altitudes or as directed by Spokane Approach Control (see **Attachment 6**).

3.5.1. Fixed-wing aircraft: 5,000ft MSL.

3.5.2. Helicopters: 4,000ft MSL.

3.6. Radar Vector to Initial Procedure. Requests from IFR aircraft for an overhead approach shall be made with Spokane Approach Control. If approved, aircraft will be sequenced to a five-mile initial unless otherwise coordinated.

3.7. Availability/Restrictions for Airport Surveillance Radar (ASR) and Precision Approach Radar (PAR) Approaches/Monitoring. Not available at Fairchild AFB.

3.8. Special Procedures (Helicopter, Functional Check Flight, Paradrop Operations).

3.8.1. **Helicopter Operating Areas.**

3.8.1.1. The South Training Area (STA). The STA is designated as those portions of the Fairchild Class C and Spokane Class C surface areas from the surface up to and including 3000ft MSL, bounded on the northwest by a line parallel to and 500ft southeast of the edge of Runway 5/23, from the intersection of Craig and McFarlane Roads to Brooks Road; on the west by a line south along Brooks Road, continuing to the center of Medical Lake Hospital; on the south by a line along Lake Street in the town of Medical Lake, to the western edge of Silver Lake; on the southeast by a line northwest to the Federal Communications Commission monitoring station; and then back along Craig Road to its intersection with McFarlane Road, (see **Attachment 7**).

3.8.1.2. The Hoist Operations Area (HOA). The following coordinates define the HOA: NE Point: 117°39’9.38”W 47°36’44.9”N; NW Point: 117°37’43.84”W 47°37’9.78”N; SE Point: 117°37’45.96”W 47°35’33.42”N; SW Point: 117°39’7.80”W 47°35’34.41”N. (see **Attachment 8**).

3.8.1.3. Helicopter North Functional Check Flight Area (NFCFA) (see **Attachment 7**). The NFCFA includes the airspace from the surface to 3500ft MSL. The new dimensions will be from the intersection of Hwy 2 and Rambo Rd (N 47* 38.570’ W 117* 37.523’), running north until it intersects FAFB airspace (N 47* 41.700’ W 117* 37.482’), following FAFB airspace west until it intersects Hwy 2(N 47* 38.637’ W 117* 46.419’), back to the intersection of Hwy 2 and Rambo Rd. Airspace up to 4500ft MSL may be requested and approved based on current traffic conditions.

3.8.1.4. The West Sod. The West Sod is a designated hover area in the portion of Fairchild Class C surface area from the surface to 200’ AGL, is defined as the area west of Taxiway Charlie and north of Papa, ending at Taxiway Alpha, bounded on the north by Taxilane Juliet centerline extension (see **Attachment 7**).

3.8.2. Helicopter Landing areas. ATC cannot provide departure or landing clearance for helicopter operations at areas other than the runway. At locations other than the runway, pilots are responsible for ensuring that areas are safe and obstacle-free before requesting clearance for departure and landings. ATC may allow the operations at the pilot's own risk. The helicopter takeoff and landing areas are:

3.8.2.1. Runway. Helicopters conducting pattern work to the runway may be asked to proceed to Taxiway Juliet or Papa during increased traffic periods.

3.8.2.2. STA. Helicopters will avoid flying over Control Tower and the 336 TRG SERE School while in the STA. At their own risk helicopters may land and take off in the STA without coordination with ATC unless otherwise directed by ATC.

3.8.2.3. Hoist Operations Landing Area is in the STA next to the 336 TRG SERE School. Pilots are responsible for clearing the area before takeoff or landing. Takeoff and landing clearances will not be issued. Operations will be conducted at the pilot’s own risk.

3.8.2.4. Helicopters will continuously monitor Control Tower frequencies while operating in the STA or Fairchild designated airspace.

3.8.3. Parachute Operations. Parachute operations and training will be conducted IAW the Fairchild AFB Paradrop Operations LOA.

3.8.4. Hoist Operations. The 36 RQS must conduct hoist operations in the HOA as part of the 336 TRG SERE School student training. For helicopter aircraft to air taxi to HOA for hoist operations, the weather minimums must be IAW AFI 11- 2UH-1NV3, UH-1N Helicopter Operating Procedures. The 36 RQS will comply with the following procedures when conducting hoist operations:

3.8.4.1. Request approval from the ATC (local control) to air taxi to the HOA at or below 100ft AGL to conduct hoist operations.

3.8.4.2. Maintain visual reference to the surface during air taxiing and avoid overflight of aircraft holding in position on the runway or taxing.

3.8.4.3. Advise the ATC (local control) when hoist operations have begun and when operations are completed.

3.8.5. Helicopter Autorotation Procedures. Autorotations are practice emergency procedure approaches conducted by helicopters to simulate engine failure.

3.8.5.1. Pilots will request high inside downwind (3000ft – 4000ft MSL anywhere inside the normal helicopter VFR traffic pattern) when requiring 180-degree turning autorotations. Pilots will report base turn and wait for a landing (or any option) clearance from ATC before commencing the autorotation.

3.8.5.2. If an altitude deviation is required from the normal helicopter pattern (3000ft MSL), the pilot will request for the deviation no later than crosswind turn and before passing 3000ft MSL. Approval will be based on traffic conditions, weather, or other situations.

3.8.5.3. If an altitude deviation is not required, the pilot will state "autorotation" in their base turn call to ATC. A landing (or any option) clearance issued by ATC is approval for the operation.

3.8.5.4. Traffic and sequencing will be issued in the same manner as any other aircraft operating within Class C Airspace.

3.8.5.5. Autorotation will not be terminated by ATC once the helicopter makes base turn.

3.8.6. Helicopter Departures. If a helicopter is departing the area from Taxilane Juliet, the following procedures will apply:

3.8.6.1. Helicopters departing west–northwest–northbound from Taxilane Juliet do not need to hold for wake turbulence if an immediate turn can be accomplished. The helicopter must request to depart west, northwest, or northbound, ATC must approve the departure as west, northwest, or north-bound only. If the pilot cannot conduct an immediate west, northwest, or northbound departure turn, they must notify ATC who will then apply the appropriate wake turbulence separation.

3.8.6.2. Due to the proximity of several buildings to Taxilane Juliet, helicopters may require additional space to conduct an immediate west, northwest, or northbound turn. The points at the intersection of Taxilanes Juliet and Charlie, Juliet and Golf, and Juliet and Hotel may be utilized if it is more advantageous for the pilot to conduct an immediate west-northwest-north bound turn. The pilot shall request for taxi to these points with ground control before calling ready for departure. **EXAMPLE:** "DEPARTURE FROM TAXILANE JULIET WILL BE AT YOUR OWN RISK, USE CAUTION. WIND (direction) AT (velocity), PROCEED (direction)" (any additional information as necessary).

3.9. Protection of the Overhead Traffic Pattern. When the overhead pattern is in use, ATC will ensure all aircraft remain at or below 4,000ft MSL until the departure end of the runway. ATC will issue the following if applicable: "(ACID), MAINTAIN AT OR BELOW 4,000 UNTIL DEPARTURE END OF THE RUNWAY, OVERHEAD IN USE (traffic information)."

3.10. Local Aircraft Priorities.

3.10.1. ATC will provide service to aircraft operating at Fairchild AFB in the following order of precedence and are supplemental to the operational priorities listed in FAAO 7110.65:

3.10.1.1. Real-world Alert departures/National Airborne Operations Center (NAOC)/Take Charge and Move out (TACAMO).

3.10.1.2. Rescue missions (RESCUE call sign).

3.10.1.3. Contingency operations.

3.10.1.4. MEDEVAC aircraft (indicates operational priority is requested) AIR EVAC or HOSP aircraft (priority when pilot requested).

3.10.1.5. FAA flight inspection aircraft.

3.10.1.6. Full-stop arrivals.

3.10.1.7. Exercise aircraft (as determined by the OG/CC or higher authority).

3.10.1.8. Departing aircraft.

3.10.1.9. Base-assigned aircraft/transition pattern.

3.10.1.10. Transient transition pattern.

3.10.2. Address inquiries about alleged ATC delays to the AOF/CC or the Control Tower Chief Controller. They will investigate and determine the delay cause.

3.11. Intersection Departures. Intersection departures are authorized at Fairchild AFB.

3.11.1. Runway 23 intersection departures (distance available):

3.11.1.1. Taxiway F: 11,550ft

3.11.1.2. Taxiway D: 7,050ft

3.11.1.3. Taxiway C: 4,800ft

3.11.2. Runway 05 intersection departures (distance available):

3.11.2.1. Taxiway B: 10,500ft

3.11.2.2. Taxiway C: 9,050ft

3.11.2.3. Taxiway D: 6,800ft

3.12. Same Runway Opposite-Direction Operations (ODO). ODO operations shall be accomplished IAW the Opposite Directions Operations at Fairchild AFB LOA

3.13. Restricted Low Approaches. When personnel or equipment are on the runway, ATC may authorize restricted low approaches IAW FAAO 7110.65.

3.14. Standard Break-out/Go Around/Missed Approach Procedures.

3.14.1. Breakout Procedures. Due to the proximity of Spokane International Airport, there is no standard break out procedure for Fairchild AFB. Spokane Approach Control will issue break out instructions based on existing traffic conditions.

3.14.2. Aircraft instructed by the Control Tower to "go around" while operating in the VFR rectangular or the overhead pattern will climb and maintain the appropriate rectangular pattern altitude unless instructed otherwise by ATC.

3.14.3. Aircraft instructed to "go-around" while conducting an instrument approach will maintain at or below 4,000ft MSL and fly runway heading until reaching the departure end of the runway, and then will execute the published missed approach procedure or comply with the standard abbreviated climb out instructions, unless instructed otherwise by ATC. Aircraft without two-way communication capability will remain with Control Tower and enter closed traffic following a "go-around," weather permitting. Otherwise, aircraft will comply with lost-communications procedures in **paragraph 4.11**.

3.14.4. Unless otherwise instructed by ATC, missed approach procedures will be flown as published in the FLIPs.

3.15. Standard Climb-out Instructions. ATC may issue standard climb-out instructions to base-assigned aircraft IAW the GEG Interfacility Coordination Procedures Spokane ATCT and 92 OG LOA. Aircraft will advise ATC when unable to comply with climb-out instructions. Aircraft issued standard abbreviated climb-out instructions will execute procedures as follows:

3.15.1. West Climb:

3.15.1.1. Runway 23 – turn right heading 290, maintain (altitude assigned by approach control), departure frequency is 123.75 or 282.25.

3.15.1.2. Runway 05 – At the departure end, turn left heading 290, maintain (altitude assigned by approach control), departure frequency 123.75 or 282.25.

3.16. Circling Procedures. Circling approaches are authorized north of the runway only. No aircraft will be allowed to circle south of the runway.

3.17. Multiple Approach Procedures. Aircraft requesting radar service from the VFR closed traffic pattern shall be issued standard abbreviated climb-out instructions by ATC. Alternate instructions may be issued after coordination with approach control.

3.18. Reduced Same Runway Separation (RSRS). RSRS is only authorized between non-emergent, same type/category tanker aircraft (i.e., KC-135R following KC-135R), provided the following additional requirements are met:

3.18.1. No more than two arriving aircraft are on the runway at the same time.

3.18.2. Only between sunrise and sunset.

3.18.3. For full-stop landings only.

3.18.4. Runway surface condition is dry and braking action reports are not less than “good.”

3.18.5. 8,000ft of separation exists between arriving aircraft by the time the second aircraft crosses the landing threshold. This criterion applies to all USAF aircraft operating at Fairchild AFB.

3.19. VFR Departures. VFR aircraft will advise ground control of their desired direction of flight, and ATC will issue the initial beacon code and frequency for Class C radar service.

3.20. Local Departure Procedures. Unless otherwise directed by ATC, pilots can expect to fly runway heading on departure, climbing to 12,000ft MSL.

3.20.1. The following diverse vector areas are also in effect:

3.20.1.1. Runway 05: Heading assigned by ATC.

3.20.1.2. Runway 23: Heading as assigned by ATC; requires min climb of 270ft/NM to 3,100MSL.

3.21. Special VFR (SVFR) Procedures.

3.21.1. Fixed-wing SVFR procedures will be executed IAW FAAO 7110.65.

3.21.2. Helicopter SVFR Procedures.

3.21.2.1. No more than four helicopters may operate SVFR in the STA and Fairchild Tower Airspace (FTA) at one time. With no more than two helicopters in any one area and only when all aircraft can maintain visual separation from each other.

3.21.2.2. Aircrew shall request clearance from ATC for entry into and departure from the STA and FTA.

3.21.2.3. ATC shall issue arriving and departing traffic information to helicopters conducting SVFR operations in the STA in sufficient time to permit required pilot action. When helicopters are operating SVFR in the STA or Fairchild designated airspace, and visual separation cannot be maintained, helicopters will be instructed to land and remain on the ground until other separation can be applied, or traffic is no longer a factor.

3.21.2.4. SVFR helicopters are responsible for maintaining a visual reference to the airport surface.

3.22. Visual Separation. Visual separation by ATC may be applied between aircraft landing at GEG and Fairchild AFB IAW the Application of Visual Separation Procedures between Spokane Air Traffic Control Tower and Fairchild Air Force Base Air Traffic Control Tower LOA.

3.23. Controlled Departure Times. Aircrews desiring a specific departure time from Fairchild AFB will notify ATC no later than five minutes before taxi.

Chapter 4

EMERGENCY PROCEDURES

4.1. Primary Crash Alarm System (PCAS). ATC will activate the PCAS or "Crash Phone" on all declared and observed aircraft and airfield emergencies, including exercise inputs. If the PCAS is out of service, ATC will notify AM Ops via a landline. AM Ops will activate the SCN relay that PCAS is out of service and forward the pertinent emergency information.

4.1.1. Members on the PCAS are:

4.1.1.1. Tower.

4.1.1.2. Airfield Management.

4.1.1.3. Ambulance Services and Medical Control Center (when activated).

4.1.1.4. FD.

4.1.2. The Watch Supervisor/Senior Controller shall ensure activation of the PCAS in the following situations:

4.1.2.1. In-flight/ground emergencies.

4.1.2.2. Unauthorized aircraft movement (Hijack).

4.1.2.3. Unsafe weapons or external stores not visible to the pilot.

4.1.2.4. Aircraft accident.

4.1.2.5. Bomb threat.

4.1.2.6. Control Tower evacuation.

4.1.2.7. Disaster preparedness exercises (unless otherwise coordinated).

4.1.2.8. When an aircraft reports hot brakes after landing or during taxi operations.

4.1.2.9. Any other event not listed above that is deemed unsafe by the Watch Supervisor/Senior Controller and requires an emergency response.

4.1.3. PCAS Information. ATC will transmit the following information, if available, via the primary crash phone upon receipt.

4.1.3.1. Type of emergency (ground, in-flight, exercise input).

4.1.3.2. Nature of emergency.

4.1.3.3. Type aircraft/call sign.

4.1.3.4. Pilot's intentions.

4.1.3.5. Number of persons on board.

4.1.3.6. Fuel remaining in pounds or minutes.

4.1.3.7. Estimated time of arrival.

4.1.3.8. Runway of intended landing.

4.1.3.9. Wind information.

4.1.3.10. Type of hazardous cargo on board.

4.1.3.11. Any necessary additional information, as required.

4.1.4. After the information is transmitted, ATC will conduct a roll call of all agencies with transmit capability on the PCAS. Agencies will acknowledge receipt of information by providing operator initials and hanging up the PCAS immediately. Unless the emergency or exercise situation necessitates additional PCAS activation, ATC will use the regular telephone system and FM radio nets to relay additional non-urgent information.

4.1.5. If Ambulance Services does not answer the PCAS, they will be contacted by FD dispatch IAW 92 MDGI 44-201, Ambulance Services.

4.1.6. ATC will monitor the CRASH NET from emergency activation to termination and relay any additional information to the On-Scene Commander (OSC).

4.1.7. ATC will notify AM Ops of emergency termination times as soon as possible.

4.2. Secondary Crash Net (SCN). After ATC passes the information over the PCAS, AM Ops will ring out the SCN with all pertinent information.

4.2.1. Members of the SCN are:

4.2.1.1. FD.

4.2.1.2. Weather.

4.2.1.3. Security Forces.

4.2.1.4. CP.

4.2.1.5. Ambulance Services.

4.2.1.6. MOC.

4.2.1.7. Mission Support Group Commander (MSG/CC).

4.2.1.8. Safety.

4.2.1.9. Emergency Management.

4.2.1.10. 36 RQS.

4.2.1.11. EOD.

4.2.1.12. Civil Engineering Heavy Equipment.

4.2.2. AM Ops may activate the SCN without prior activation of the PCAS to relay urgent information concerning aircraft or airfield operations, as required. AM Ops will notify ATC if this occurs.

4.3. Daily PCAS/SCN Check. To ensure both systems are fully operational, ATC and AM Ops will check the crash phone system using the below procedures:

4.3.1. ATC shall check the PCAS daily between 0730L and 0800L. Agencies with transmit capability will acknowledge the daily PCAS check by stating the quality of the transmission received (i.e., “LOUD AND CLEAR”) and provide operator initials before hanging up the phone.

4.3.2. AM Ops will check the SCN daily between 0730 and 0800L. Additionally, a check of the alternate SCN is completed on the first Wednesday of the month. SCN checks taking place during times other than those above must be coordinated before activation.

4.4. Emergency Response Procedures. Emergency response procedures will be executed IAW Fairchild AFB OPLAN 10-2, Emergency Management and Fairchild AFB OPLAN 91-204, Mishap Response Plan. These publications document the procedures for on and off-base in-flight/ground emergencies and the responsibilities of the OSC.

4.4.1. All emergency vehicles must receive approval from ATC before entering the CMA. Vehicles will hold short of the runway and request permission from ATC to enter/cross the runway.

4.4.2. ATC will give priority to emergency response vehicles, suspend runway operations, and advise AM Ops when:

4.4.2.1. An aircraft accident occurs on or in the immediate vicinity of the airfield. The "immediate vicinity" of the airfield is defined as any location, on or off-base, where the safety of other aircraft could be potentially jeopardized as a result of the accident site (i.e., approach and departure zones) as determined by the Tower Watch Supervisor and/or AM.

4.4.2.2. An inbound emergency aircraft land. EXCEPTION: Emergency fuel and physiological emergencies will not automatically result in runway suspension.

4.4.2.3. A safety hazard is observed on the runway or in a location, potentially jeopardizing flight safety.

4.4.2.4. An aircraft is disabled on the runway for mechanical or other reasons and requires assistance to exit the runway.

4.4.3. Runway operations will be suspended until a FOD check is completed. ATC will not resume normal operations until authorized by AM.

4.4.4. AM Ops will respond to the runway to resume operations once the issue has been corrected. AM Ops will issue required NOTAMS when applicable. The time runway operations are expected to resume will accompany the suspension/closure announcement, if available. AM Ops will complete an airfield check and report the airfield status/runway condition before resuming operations.

4.5. Hot Brake Procedures. The hot brakes areas are located on Taxiway Alpha and Taxiway Golf. Pilots suspecting hot brakes will notify ATC and taxi to the nearest hot brakes area. Pilots will follow the directions of the FD and Aircraft Maintenance personnel. The FD will coordinate with ATC and Maintenance to establish a cordon to ensure the safety of other aircraft and personnel.

4.6. Jammed Gun/Hung Ordnance Procedures. When an aircraft reports “Jammed gun” or “hung ordnance, ATC will activate the PCAS to initiate emergency response procedures. Aircrew can expect to execute the following procedures:

4.6.1. Runway 23 (primary) – Aircraft will be instructed to make a full-stop landing. Jammed gun aircraft will come to a complete stop on the runway (maintain runway heading). Hung ordnance aircraft will exit at Taxiway Alpha and hold position until directed by the OSC.

4.6.2. Runway 05 (alternate) – Aircraft will be instructed to make a full-stop landing, execute a right 180-degree turn, and back taxi on the runway to Taxiway Alpha. Jammed gun aircraft will come to a complete stop abeam to Taxiway Alpha on the runway (maintain runway heading). Hung ordnance aircraft will exit at Taxiway Alpha and hold position until directed by the OSC.

4.7. Aircraft Bomb Threat. Aircraft suspected of having a bomb onboard will use the following procedures unless otherwise directed by the OSC:

4.7.1. Whenever possible, arriving aircraft will land on Runway 23, exit the runway at Taxiway Alpha, and hold there until cleared by the OSC to continue taxiing.

4.7.2. Aircraft landing on Runway 05 will back-taxi on the runway and exit at Taxiway Alpha.

4.7.3. Relay all requests for Explosive Detection K-9 Teams to the CP and the Weapons Safety Office. The CP will notify SFS.

4.8. Emergency Locator Transmitters (ELTs). ELTs may be tested during the first five minutes of the hour for no more than three audio sweeps. All other ELT signals must be handled as an emergency, regardless of duration, as follows:

4.8.1. Control Tower will notify Airfield Management immediately upon receipt of an ELT.

4.8.2. Airfield Management will:

4.8.2.1. Check the local aerodrome for the transmission source (MOC, Survival School, Aircrew Life Support) if the signal appears to be coming from the base.

4.8.2.2. Forward periodic progress reports on locating and silencing errant signals to the Control Tower and Seattle Air Route Traffic Control Center.

4.8.2.3. If the source cannot be located, activate the SCN and initiate search and rescue operations if appropriate.

4.8.2.4. Follow the local checklist located in the AM section.

4.9. Alternate Facility Procedures.

4.9.1. Fairchild AFB does not have an alternate Control Tower. During a Tower evacuation, the necessary Tower personnel will relocate to grassy area adjacent to the Tower at the bend on Thorpe Rd via GOV and set up equipment for emergency/contingency alternate location ATC operations (see **Attachment 12**).

4.9.1.1. ATC personnel are authorized to use the following minimum equipment listing during emergency/contingency situations IAW AFMAN 13-204v3. The below equipment and procedures will be utilized in the Tower Cab only during emergency or contingency situations that do not require a facility evacuation (i.e., facility power outage). This list does not replace the mandatory requirements for a fixed alternate Tower facility IAW 13-204v3.

4.9.1.1.1. UHF/VHF transmitters and receivers: two hand-held UHF/VHF radios will be available, with backup batteries to communicate with aircraft. Standard radio communication will be utilized (departure clearance, takeoff, bird advisories). Two light guns will be available in the event of total communication failure.

4.9.1.1.2. Cell phone communication: the Tower Watch Supervisor will utilize a cell phone to communicate with Spokane Approach Control and other base agencies, as required. AM Ops will be contacted via cell phone to initiate the SCN in the event of an emergency.

4.9.1.1.3. Land Mobile Radio (LMR) with transmit/receive capability: two LMR radios will be available, with backup batteries to communicate with vehicle operators. The LMRs will include the TWR NET, CRASH NET, and RAMP NET at a minimum. LMRs will be utilized to communicate with any vehicle operators requesting access to the CMA. Two light guns will be available in the event of total communication failure.

4.9.1.1.4. Control of airfield lighting: airfield lighting will be controlled from the airfield lighting vault by 92 CES personnel. The Tower Chief Controller, or if after regular duty hours, the Tower Watch Supervisor, will coordinate with 92 CES to ensure standby personnel is available to change airfield lighting, as required.

4.9.1.1.5. Applicable publications: all required publications will be available in hard copy form (i.e., AFIs, FAAOs, OLs, and OIs). All facility checklists will be available in hard copy form.

4.9.1.1.6. NAVAID monitoring: NAVAID monitoring will be done visually by RAWS personnel at the NAVAID shelter. The status of the NAVAID will be communicated via cell phone, as requested by the Tower Watch Supervisor.

4.9.1.1.7. Recording equipment: the Digital Audio Legal Recorder (DALR) will continue to record all ATC communication for up to four hours on backup power. After four hours or once the DALR backup battery is exhausted, no recording capabilities are available.

4.9.1.1.8. Access to pertinent airfield information (NOTAMs, Weather): pertinent real-time weather information will be available via Pilot-to-Metro (UHF 234.8). AM Ops will pass pertinent airfield information to ATC via the TOWER NET. Additional airfield information will be available via PTD (UHF 372.2 / VHF 139.3).

4.9.2. The alternate AM facility is in Bldg. 1200. Alternate facility procedures are executed IAW OSAA OI 13-204. NOTE: Advise AMC/A3AP upon arriving at the alternate location.

4.10. Evacuation of AO Facilities.

4.10.1. The Control Tower will evacuate under any of the following conditions:

4.10.1.1. Sustained wind velocity or gusts exceed 70 knots. The wind velocity may be determined using any of the available wind sensors. If this occurs, 92 CES will accomplish an infrastructure evaluation to determine the building is safe for occupation.

4.10.1.2. Fire, smoke, fumes, or natural disasters threaten ATC and/or tower personnel.

4.10.1.3. A bomb threat against the Control Tower has been received.

4.10.1.4. Any other situation not listed above that is deemed unsafe by the Tower Watch Supervisor/Senior Controller and requires facility evacuation.

4.10.2. Before evacuation, time permitting, ATC personnel will:

4.10.2.1. Broadcast on all air traffic control frequencies (to include emergency and ATIS frequencies) that Fairchild AFB Control Tower is being evacuated and runway operations are suspended. All airborne aircraft shall be advised to contact Spokane Approach Control for further instructions. All taxiing aircraft shall be advised to return to parking and contact CP.

4.10.2.2. Activate the PCAS.

4.10.2.3. If unable to complete the evacuation checklist, ATC will contact AM Ops via telephone.

4.10.3. Upon notification of ATC evacuation, AM Ops will:

4.10.3.1. Notify Spokane Approach Control if ATC is unable to do so before evacuation.

4.10.3.2. Activate the SCN and relay all information verbatim.

4.10.3.3. Issue a NOTAM to close the airfield. NOTE: Only if ATC is unable to execute Alternate Facility Procedures.

4.11. Lost Communication/Minimum Communication Procedures. Aircraft without two-way communication (neither transmit nor receive) capability will execute the following procedures depending on weather conditions and phase of flight (see **Attachment 9**):

4.11.1. IFR aircraft will:

4.11.1.1. On initial departure: Execute published missed approach procedures or proceed direct KNOCK, conduct a minimum of one turn in holding at KNOCK maintaining 6000ft MSL, execute one ILS or TACAN approach as published for the runway in use and use the transponder "IDENT" function when departing KNOCK. The transponder "IDENT" function when departing KNOCK is intended to advise ATC that the aircraft is commencing the published approach.

4.11.1.2. In radar pattern: Establish aircraft on radar downwind, maintain 5000ft MSL, intercept published portion of ILS or TACAN approach for the runway in use (14 DME arc in all cases), execute the remaining portion of the published approach.

4.11.1.3. Enroute to Fairchild AFB: Proceed via remaining portion of flight plan route (or direct if "SKA" is not part of the filed or cleared route) to SKA TACAN at last assigned altitude; proceed direct KNOCK (do not descend until reaching KNOCK), conduct a minimum of one turn in holding at KNOCK maintaining 6000ft MSL, execute one ILS or TACAN approach as published for the runway in use, "IDENT" when departing KNOCK.

4.11.1.4. VFR aircraft operating in the Fairchild Tower Traffic Pattern: Continue flight on established traffic pattern, maintain pattern altitude, and visual separation from all observed traffic. Land as soon as practicable.

4.11.1.5. All lost communication aircraft are expected to perform one approach to a full-stop landing. Once established on final, aircraft should watch for the appropriate light signal from the tower. Standard go-around procedures apply.

4.11.2. Minimum Communications. Aircraft operating with receiver-only communications capability will acknowledge ATC instructions as follows:

4.11.2.1. IFR or VFR under radar control: Acknowledge instructions as directed by ATC using transponder functions (i.e., "IDENT" or "STANDBY") or via identifying turns.

4.11.2.2. VFR under tower control: Between sunrise and sunset, rock wings while in flight, or move ailerons or rudder while on the ground. Between sunset and sunrise, flash landing or navigation lights.

4.11.2.3. Helicopter lost communication procedures. Helicopters without two-way communication (transmit and/or receive) capability will:

4.11.2.3.1. When north of the runway, make an approach to Skid Row from the northwest, flash the landing light, watch for light-gun signals, and wait for ATC to give an alternating red and green light indicating that there is no conflicting ground traffic.

4.11.2.3.2. When south of the runway, hover west of the Control Tower, flash the landing light, watch for light gun signals, and wait for ATC to give aa alternating red and green light indicating clearance for the helicopter to cross the runway and that there is no conflicting ground traffic.

4.12. Controlled Bailout/External Stores Jettison. The controlled bailout/external stores jettison area is located on the SKA 230/010. ATC will activate the PCAS when informed of impending external stores jettison or bailout.

4.12.1. If the location is on-base, AM Ops will coordinate with applicable agencies (i.e., 92 CES, ATC, or Spokane Approach Control), depending on location, to plot the incident location.

4.12.2. If the location is off-base, 92 ARW/SEF and/or 92 CES may request assistance from the Control Tower to plot the incident location.

4.13. Fuel Dumping.

4.13.1. 92/141 ARW aircrews must notify respective CP and OG/CC or designated representative before fuel dumping unless emergency conditions dictate otherwise.

4.13.2. Obtain clearance to hold northeast of the SKA 010/063 fix (left turns, 10 NM legs) at FL 200. Notify ATC before commencing fuel dumping and after fuel dumping is complete (see **Attachment 10**). 20 NM holding legs are available from ATC if needed.

4.13.3. Fuel dumping areas on the airfield are the Taxiway Alpha warm-up pad and Taxiway Hotel between the runway and Taxiway Papa. Fuel dumping on the airfield is for emergencies only and requires OG/CC approval.

4.14. Aircraft Rescue Firefighting (ARFF) Reduction in Service Procedures. The following procedures ensure compliance with AMCI 11-208, Tanker/Airlift Operations and AFMAN 13-204v2 AMC SUPP. They enhance operational safety during times of degraded firefighting capability.

4.14.1. Initial Notification. When a reduction in ARFF capability is realized, the FD will provide initial notification and updates to CP in a timely manner. CP will immediately relay information to AM Ops who will issue a NOTAM for reference of all other relevant base agencies.

4.14.2. Reduced Level of Service (RLS). When ARFF falls to RLS, a NOTAM will be published for aircrew awareness. No additional approval is required to conduct operations.

4.14.3. Critical Level of Service (CLS). When ARFF falls to CLS, 618 AOC (TACC)/XOZ or OG/CC approval is required for operational missions. All supporting maintenance and operation associated with an approved mission is authorized.

4.14.4. Inadequate Level of Service. When ARFF falls to ILS, 18th AF/CC (or designated representative) approval is required for operational missions. All supporting maintenance and operation associated with an approved mission is authorized.

4.14.5. In addition to the above restrictions, the WG/CC has directed the implementation of the following restrictions IAW guidance published in the AFMAN 13-204v2 AMC SUPP. (Exception: All necessary servicing and support associated with approved missions is authorized).

4.14.5.1. CLS.

4.14.5.1.1. Hot pit/concurrent servicing operations.

4.14.5.1.2. Engine runs.

4.14.5.1.3. Rapid defueling.

4.14.5.1.4. Transition work.

4.14.5.1.5. Spot #46, open tank fuel cell maintenance.

4.14.5.1.6. IFE’s will be turned away to KGEG or more suitable airfield. ***NOTE:** Normal refueling/defueling without engines running and APU operation may continue.

4.14.5.2. Inadequate Level of Service.

4.14.5.2.1. Normal refueling/defueling in addition to all CLS restrictions. ***NOTE:** APU operation may continue with operable internal fire suppression system

Table 4.1. Fairchild AFB Crash Fire Matrix.

Aircraft Type		Optimum Level of Service		Reduced Level o f Service		Critical Level of Sevice		Inadequate Level of Service		Assigned Normal Level of Service
	USAF CAT	OLS-firefighters	OLS-Gallons VVRP+Q1+Q2+Q3	RLS-firefighters	RLS-Gallons Q2+Q1	CLS-firefighters	CLS-Gallons Q1	ILS-firefighters	ILS-Gallons	Bases of assigned aircraft (USAF CAT 1-6)
F-16, A-10, C-21, F-15, F-22, T-37B, BQM-34, RQ-1A/B, T-38, AT-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, C-12, F-35, F-22	1	14	2,500-1,340	13-8	1,339-526	7	526-325	6-4	324	OLS
C-20,C-27	2	14	4,000-2,760	13-8	2,759-1,316	7	1,315-752	6-4	751	OLS
C-9, C-40, C-130, E-3, E-8,T-43,C-37,MH-53,C-32,C-22,RC-135	3	14	5,000-4,880	13-8	4,879-3,335	7	3,334-1,322	6-4	1,321	OLS
C-17, B-1, B-2, B-52, KC-135, KC-46	4	16	8,000-7,780	15-8	7,779-4,364	7	4,364-1,732	6-4	1,731	OLS
VC-25, KC-10, E-4 (747), MD-11	5	17	10,000-9,570	16-8	9,569-6,292	7	6,291-2,330	6-4	2,329	RLS
C-5	6	18	13,000-12,626	17-8	12,625-7,508	7	7,507-2,589	6-4	2,588	RLS

Notification Requirements:
Below Optimum Level Service – Crew awareness via NOTAM and Airfield Status Display in AMOPS.
Below Reduced Level Service – 618 AOC (TACC) director (or designated representative) approval for TACC missions. OG/CC approval for unit planned missions.
Below Critical Level of Service – 18 AF/CC (or designated representative) approval.

Definitions:
Optimum Level of Service (OLS). The amount of agent and firefighters needed to execute rescue operations on both the interior and exterior of an aircraft that is involved in a large fire.
Reduced Level of Service (RLS). The amount of agent and firefighters needed to execute rescue operations at one location of the aircraft that is involved in a substantial fire.
Critical Level of Service (CLS). The amount of agent and firefighters needed to execute rapid intervention at one location of the aircraft that is involved in a small fire.

Chapter 5

SPECIAL OPERATIONS

5.1. Unusual Maneuvers. No aircraft will conduct unusual maneuvers as defined in Federal Aviation Regulation (FAR) Part 91 without the approval of the OG/CC. Requests for unusual maneuvers will be submitted initially through the Airfield Manager, OG Standardization and Evaluation (92 OG/OGV), and 92 ARW/SEF at least 30 days in advance. All aerobatic requests require FAA approval with at least a 60-day advanced notice. Requests made by aircraft through ATC will be denied.

5.2. Aero Club Operations. Fairchild does not have an aero club.

5.3. AIR EVAC (Air Evacuation) Flight Notification and Response Procedures. ATC will notify AM of inbound AIR EVAC aircraft no later than 15 NM from landing. ATC will relay information as requested by the pilot. AM will notify TA, SFS, and Ambulance Services at the medical clinic and complete the appropriate Quick Reaction Checklist (QRC).

5.4. Unauthorized Aircraft Arrival/Departure. ATC shall notify AM of any aircraft, inbound or outbound, that do not have prior flight plan coordination or Prior Permission Required (PPR). AM is responsible for determining the validity of flight plans and for notifying SFS and other applicable agencies of an unauthorized inbound aircraft. Except as may be authorized for airshow or open-house departures, outbound aircraft without a valid flight plan requesting taxi or takeoff clearance will be referred to AM for flight planning services. Unauthorized aircraft landings, departures, or taxi operations will be handled IAW AFI 10-1001, 92 ARW OPLAN 31-1, OSAA OI 13-204, and applicable QRCs.

5.5. Silent Warrior Procedures. Silent Warrior procedures are established as aircrew training tools to simulate launching aircraft in a communications-sensitive environment where discrete communications are of utmost importance. Silent Warrior procedures are executed IAW Fairchild AFBI 11-201, Silent Warrior Procedures.

5.6. Tactical Arrivals and Departures (TAD) Procedures. TAD procedures are established as aircrew training tools to simulate operating at airfields near known or suspected ground-to-air threats. These procedures are controlled and performed IAW the current Tactical Arrivals and Departures LOA.

5.7. Simulated Flame Out Operations (SFO). SFOs are not authorized at Fairchild AFB.

5.8. Night Vision Device (NVD) Operations. Use of NVDs is not authorized for ATC or AM personnel. Complete blackout airfield operations are not authorized at Fairchild AFB. Requests for a reduction in runway or approach lighting intensity will only be permitted if the following criteria are met:

5.8.1. Scheduling Procedures/Notification/Coordination Requirements.

5.8.1.1. Aircrew will notify AM no later than 48 hours before request approval to complete NVD operations at Fairchild AFB. AM Ops will issue a NOTAM.

5.8.1.2. If local/tenet aircrew have scheduled NVD operations canceled at a surrounding airport due to weather, they may request approval for NVD operations at Fairchild in real-time via Fairchild Tower. ATC will approve or deny the request based on local aircraft priorities, existing or expected traffic, and/or other Wing related events. If approved ATC will notify AM Ops and advise timeframe for a NOTAM to be published.

5.8.1.2.1. ATC will include an advisory on the ATIS broadcast at least 30 minutes before, or as soon as practical thereafter, of NVD operations commencing and continuing through the duration of operations. **PHRASEOLOGY:** "NVD OPERATIONS IN EFFECT AT FAIRCHILD AFB UNTIL XXXXZ. ALL NON-PARTICIPATING AIRCRAFT CONTACT GROUND CONTROL 10 MINUTES BEFORE DEPARTURE OR PATTERN ENTRY FOR COORDINATION."

5.8.1.2.2. If the ATIS is out of service, ATC will broadcast NVD operations commencement on Local and Ground Control frequencies 30 minutes before NVD operations or as soon as practical thereafter. **PHRASEOLOGY:** "NVD OPERATIONS AT FAIRCHILD AFB WILL BEGIN AT XXXXZ."

5.8.2. Weather/Lunar Illumination Requirements. Standard traffic pattern weather requirements must be met, as defined in **paragraph 3.5**. Aircrews are responsible for determining adequate laser illumination.

5.8.3. **NVD Taxi Routes/Traffic Patterns.**

5.8.3.1. Taxiway lights will not be turned off for NVD operations; therefore, Fairchild AFB does not require NVD taxi routes.

5.8.3.2. Standard traffic patterns will be utilized IAW paragraphs **3.3, 3.5**, and **Attachment 6**.

5.8.3.3. Fairchild AFB is not equipped with infrared lighting. Since airfield lighting will remain on during NVD operations, AM is not required to conduct an airfield check before NVD operations.

5.8.4. **Vehicle Operations.** NVD driving operations will not be conducted on the Fairchild AFB airfield, IAW FAFBI 13-213.

5.8.5. **Traffic Pattern/Flow Restrictions/Termination Procedures.** Participating and non-participating aircraft will not be allowed to conduct simultaneous operations in Fairchild's delegated airspace during NVD operations. Tower will use the following phraseology before terminating NVD operations: **PHRASEOLOGY:** "ATTENTION (all acft) or (call sign), NVD OPERATIONS TERMINATED/SUSPENDED FOR (reason)."

5.8.5.1. Arrival Procedures. NVD operations will be terminated, and ATC will restore standard lighting for a non-participating aircraft arrival no later than 10-mile final. Lights will remain in the required configuration until the arriving aircraft is off the runway.

5.8.5.2. Departure Procedures. NVD operations will be terminated, ATC will restore standard lighting before a departing aircraft begins to taxi.

5.8.5.3. Emergency knock-off/termination of NVD operations may be initiated by ATC or the aircrew at any time.

5.8.6. **Airfield Lighting Configuration.** Runway and approach lighting during NVD operations will vary depending on the NVD operation requested by the aircrew. ATC will notify participating NVD aircrew before returning the runway and approach lighting to required settings. Airfield lighting configuration will be as followed:

5.8.6.1. Runway. Runway lighting intensity will be turned down upon the request of the aircrew.

5.8.6.2. Taxiway lights will remain at settings IAW FAAO 7110.65.

5.8.6.3. Rotating Beacon. The rotating beacon will remain on.

5.8.6.4. Airfield Obstruction Lighting. Airfield obstruction lights will remain on.

5.8.6.5. Approach lights. Approach lighting may be turned down/off at the request of the aircrew.

5.8.6.6. PAPI lighting may be turned down/off at the request of the aircrew.

5.8.6.7. Airfield lighting will be restored under the following conditions:

5.8.6.7.1. At the termination of NVD operations.

5.8.6.7.2. When required for emergency response.

5.8.6.7.3. As determined by the Control Tower Watch Supervisor/Senior Controller.

5.8.7. **Fairchild Control Tower Cab Lighting Configuration.** The Control Tower cab lighting configuration will remain at the discretion of the Watch Supervisor/Senior Controller.

5.8.8. **Aircraft Lighting Requirements.** Aircrew will ensure all required lighting always remains on.

5.8.9. **Vehicle Lighting Requirements.** Vehicles operating on the airfield must utilize proper lighting IAW Fairchild AFBI 13-213.

Chapter 6

QUALITY ASSURANCE

6.1. Airfield Operations Board (AOB). The AOB is established IAW AFMAN 13-204v1. Meetings are held quarterly. The purpose of the AOB includes recommending improvements, resolving problems, and proposing/coordinating new or revised procedures for a safe and operational airfield operations environment at Fairchild AFB. In accordance with AFMAN 13-204v1, the AOB may be delegated no lower than the Operations Group Commander.

6.1.1. The AOB members, or designated representatives, as a minimum shall include:

6.1.1.1. 92 ARW/CV—92d Air Refueling Wing Vice Commander (Chairman)

6.1.1.2. 92 OG/CC—92d Operations Group Commander

6.1.1.3. 92 MSG/CC—92d Mission Support Group Commander

6.1.1.4. 141 OG/CC—141st Operations Group Commander

6.1.1.5. 92 OSS—92d Operations Support Squadron

6.1.1.6. 92 ARS—92d Air Refueling Squadron

6.1.1.7. 93 ARS—93d Air Refueling Squadron

6.1.1.8. 384 ARS—384th Air Refueling Squadron

6.1.1.9. 97 ARS—97th Air Refueling Squadron

6.1.1.10. 92 CS—92 Communications Squadron

6.1.1.11. 509 WPS—509th Weapons Squadron

6.1.1.12. 116 ARS—116th Air Refueling Squadron

6.1.1.13. 92 CES—92d Civil Engineering Squadron

6.1.1.14. 36 RQS—36th Rescue Squadron

6.1.1.15. 92/141 ARW/SE—Fairchild AFB Flight Safety

6.1.1.16. 92/141 ARW/CP—Fairchild AFB Command Post

6.1.1.17. 92 OSS/OSA—Airfield Operations Flight Commander (Facilitator)

6.1.1.18. 92 OSS/OSAT—Control Tower

6.1.1.19. 92 OSS/OSAA—Airfield Management

6.1.1.20. 92 OSS/OSAM—Radar, Airfield, and Weather Systems

6.1.1.21. 92 OSS/OSW—Base Weather

6.1.1.22. 92 OG/OGV—Standardization and Evaluation

6.1.1.23. Spokane ATC (FAA)

6.1.2. AOB Annual Review Schedule. The following items must be reviewed annually and will be briefed in the quarter following the month of the review.

6.1.2.1. Letter of Procedure Review – October

6.1.2.2. Terminal Instrument Procedures (TERPS) – July

6.1.2.3. Annual self-inspection (MICT) – January

6.1.2.4. Special Interest Items (SII) – January

6.1.2.5. Annual Airfield Certification/Safety Inspection and Quarterly Joint Inspection – This will be briefed in the quarter following the inspection month.

6.1.2.6. Aircraft Parking Plan – April.

6.1.2.7. Status of existing airfield waivers and temporary waivers – This will be briefed in the quarter following the waiver review.

CHESLEY L. DYCUS, Colonel, USAF
Commander, 92 ARW

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits*, 22 Aug 18

AFI 10-1002, *Joint Use Agreements for Military and Civilian Aircraft Flying Facilities*, 7 Aug 18

AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations*, 24 Sept 19

AFMAN 11-202V3, *Flight Operations*, 9 Jun 20

AFI 11-2UH-1NV3, *UH-1N Helicopter Operations Procedures*, 26 Feb 18

AFMAN 11-230, *Instrument Procedures*, 24 Jul 19

AFMAN 13-204, *Airfield Operations Procedures and Programs*, 22 July 20

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 4 Feb 19

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 15 Jan 20

AFI 32-1002, *Civil Engineering Operations*, 3 Oct 19

DAFI 31-101, *Integrated Defense*, 24 Mar 20

AFI 91-202, *US Air Force Mishap Prevention Program*, 11 Mar 20

DAFI 91-203, *Air Force Consolidated Occupational Safety Instruction* 25 March 2022

Fairchild AFBI 11-201, *Silent Warrior Procedures*

Fairchild AFBI 13-213, *Airfield Driving Program*

Fairchild AFBI 15-101, *Weather Support Instruction*

Fairchild AFBI 21-104, *Foreign Object Damage (FOD)/Dropped Object Prevention Programs (DOPP).*

Fairchild AFB Plan 32-1002 *Snow and Ice Control Plan*

Fairchild AFB Plan 91-204, *Mishap Response Plan*

Fairchild AFB OPLAN 10-2, *Emergency Management*

92 ARW BASH PLAN, 92d *Air Refueling Wing Bird Aircraft Strike Hazard Reduction Plan*

92 ARW OPLAN 31-1, *Integrated Defense Plan*

FAA Order 7110.65, *Air Traffic Control*

FAR Part 91, *General Operating and Flight Rules*

JO 7610.4, *Special Operations*

T.O. 33-1-23, *Equipment and Procedures for obtaining runway conditions and readings*

Prescribed Forms

None

Adopted Forms

AF Form 3227, *Privacy Act Cover Sheet*

AF Form 847, *Recommendation for Change of Publication*

DD Form 1801, *Department of Defense (DOD) International Flight Plan*

DD Form 2401, *Civil Aircraft Landing Permit*

Abbreviations and Acronyms

ADS—Automated Dissemination System

AFB—Air Force Base

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

AIR EVAC—Air Evacuation

ALAN—Aircraft Landing Authorization Number

AMOP—Airfield Management Operations

ANG—Air National Guard

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ARFF—Airport Rescue Firefighting

ARW—Air Refueling Wing

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

AP—Autopilot

BASH—Bird Aircraft Strike Hazard

BDOC—Base Defense Operations Center

CCC—Combat Crew Communications

CLS—Critical Level of Service

CMA—Controlled Movement Area

CP—Command Post

DALR—Digital Audio Legal Recorder

DME—Distance Measuring Equipment associated with the TACAN

DoD—Department of Defense

DV—Distinguished Visitor

DZ—Drop Zone

ELT—Emergency Locator Transmitter

ERCC—Engine Running Crew Change

ETL—Engineering Technical Letter

EOD—Explosive Ordnance Disposal

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

FOD—Foreign Object Debris

FTA—Fairchild Tower Airspace

GEG—Spokane International Airport

HOA—Hoist Operations Area

HIRL—High Intensity Runway Lights

IAW—In Accordance With

IFR—Instrument Flight Rules

ILS—Instrument Landing System

LMR—Land Mobile Radio

LOA—Letter of Agreement

MARSA—Military Authority Assumes Responsibility for Separation of Aircraft

MITO—Minimum Interval Take-Off

MOC—Maintenance Operations Center

MSL—Mean Sea Level

NAOC—National Airborne Operations Center

NAS—National Airspace System

NAVAID—Navigational Aid

NFCFA—North Functional Check Flight Alpha

NM—Nautical Mile

NOTAM—Notice to Airmen

NVD—Night Vision Device

OBO—Official Business Only

OCS—Obstacle Clearance Surface

ODO—Opposite Direction Operations

OLS—Optimum Level of Service

OPR—Office of Primary Responsibility

OSC—On-Scene Commander

PA—Public Affairs

PAPI—Precision Approach Path Indicators

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PCN—Pavement Classification Number

POFZ—Precision Obstacle Free Zone

PTD—Pilot-to-Dispatch

QRC—Quick Reaction Checklist

RAWS—Radar, Airfield, and Weather Systems

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

RLS—Reduced Level of Service

RQS—Rescue Squadron

RSC—Runway Surface Condition

RSCU—Remote Control Status Unit Laptop

RSRS—Reduced Same Runway Separation

RVR—Runway Visual Range

SCN—Secondary Crash Net

SII—Special Interest Item

SFO—Simulated Flame Out

SOF—Supervisor of Flying

SSALR—Simplified Short Approach Light System

STA—South Training Area

SVFR—Special Visual Flight Rules

TA—Transient Alert

TACAMO—Take off and Move

TACAN—Tactical Air Navigation

TAD—Tactical Arrival and Departure

TERPS—Terminal Instrument Procedures

TWR—Tower

UAS—Unmanned Aerial Systems

UFC—Unified Facilities Criteria

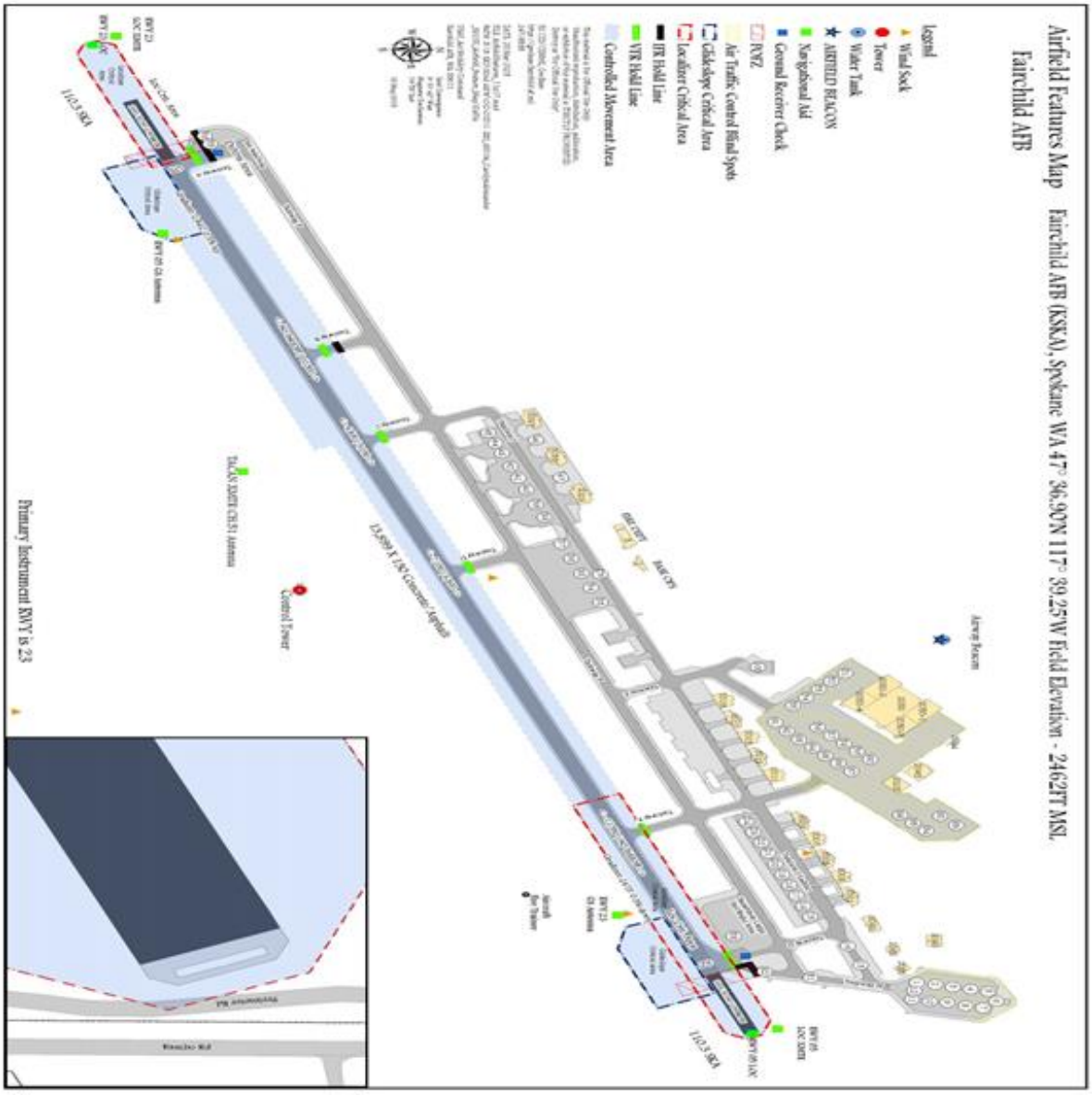
USAF—United States Air Force

VFR—Visual Flight Rules

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. For a digital copy contact 92d Airfield Management.



Attachment 3

LOCAL FREQUENCIES

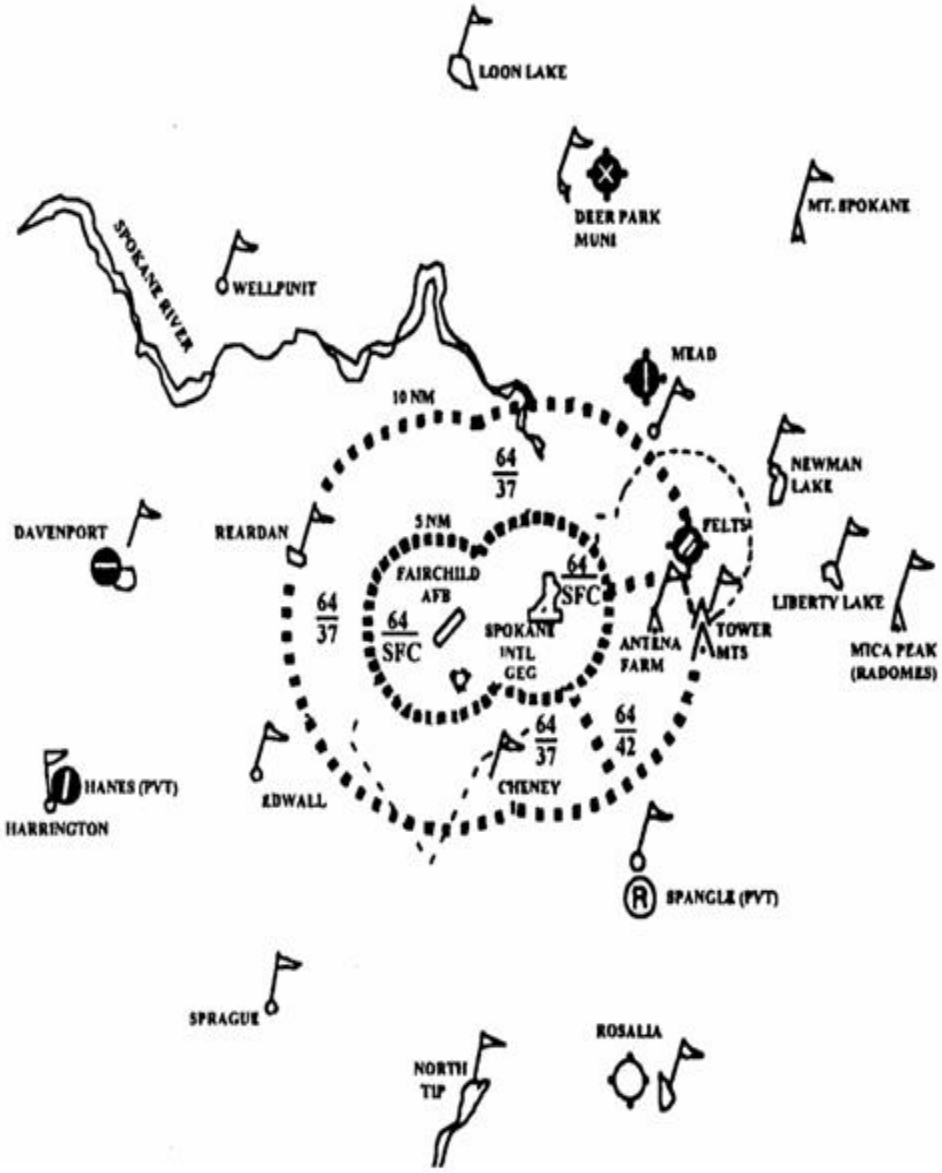
Table A3.1. Local Frequencies.

Facility	UHF	Channel	VHF	Channel
Fairchild ATIS	257.625	1	N/A	N/A
Fairchild Tower (Local Control)	233.7	13	120.35	3
Fairchild Ground Control	275.8	12	123.6	2
Fairchild Minimum Interval Takeoff (MITO)	269.25	N/A	N/A	N/A
92 ARW CP	311.0/321.0	11	N/A	N/A
141 ARW CP	293.7	N/A	N/A	N/A
Pilot-to-Metro	234.8	9	N/A	N/A
Pilot-to-Dispatch	372.2	18	139.3	8
Spokane West Sector	282.25	14	123.75	4
Spokane East Sector	263.0	15	133.35	5
Spokane Tower	278.3	N/A	118.3	N/A
Emergency/Guard	243.0	N/A	121.5	N/A
Common Traffic Advisory Frequency (CTAF)	282.25	N/A	123.75	N/A

Attachment 4

CLASS C AIRSPACE

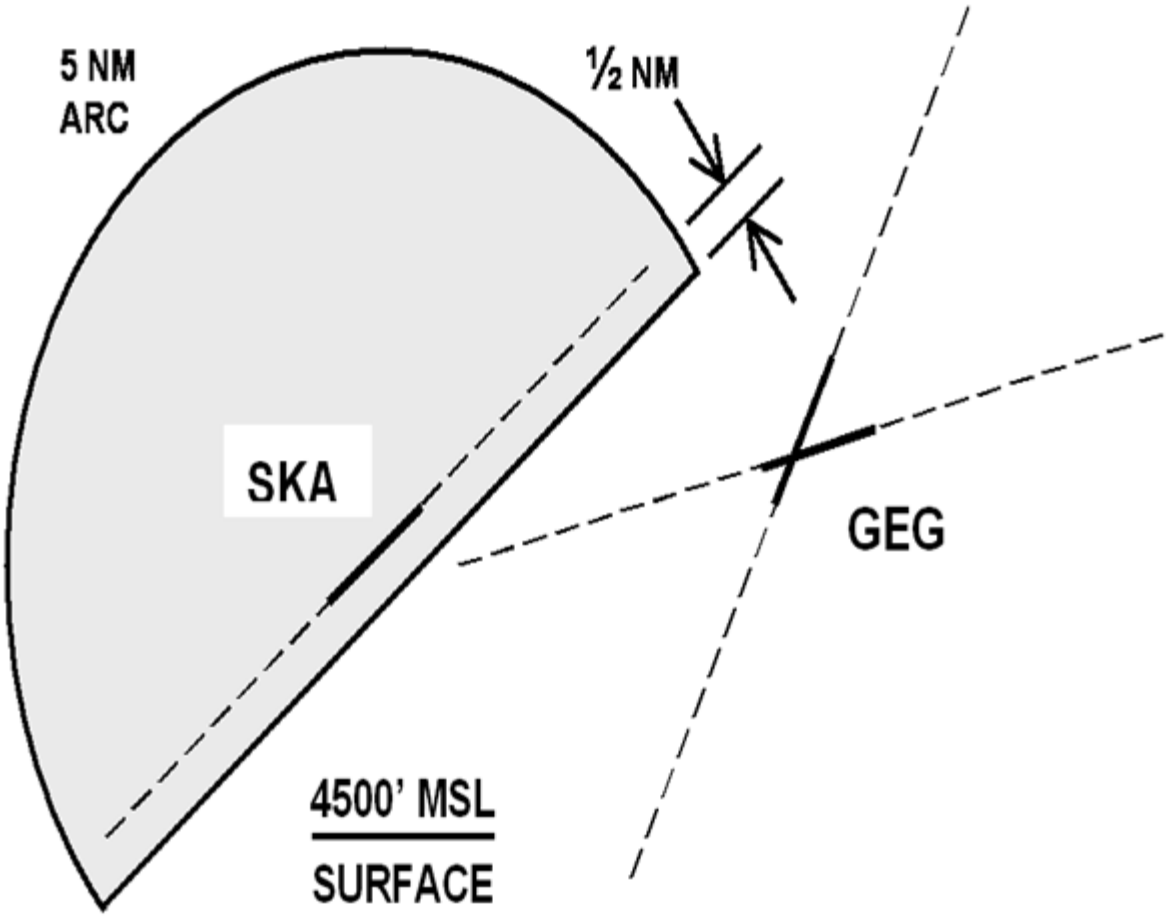
Figure A4.1. Class C Airspace.



Attachment 5

FAIRCHILD CONTROL TOWER DELEGATED AIRSPACE

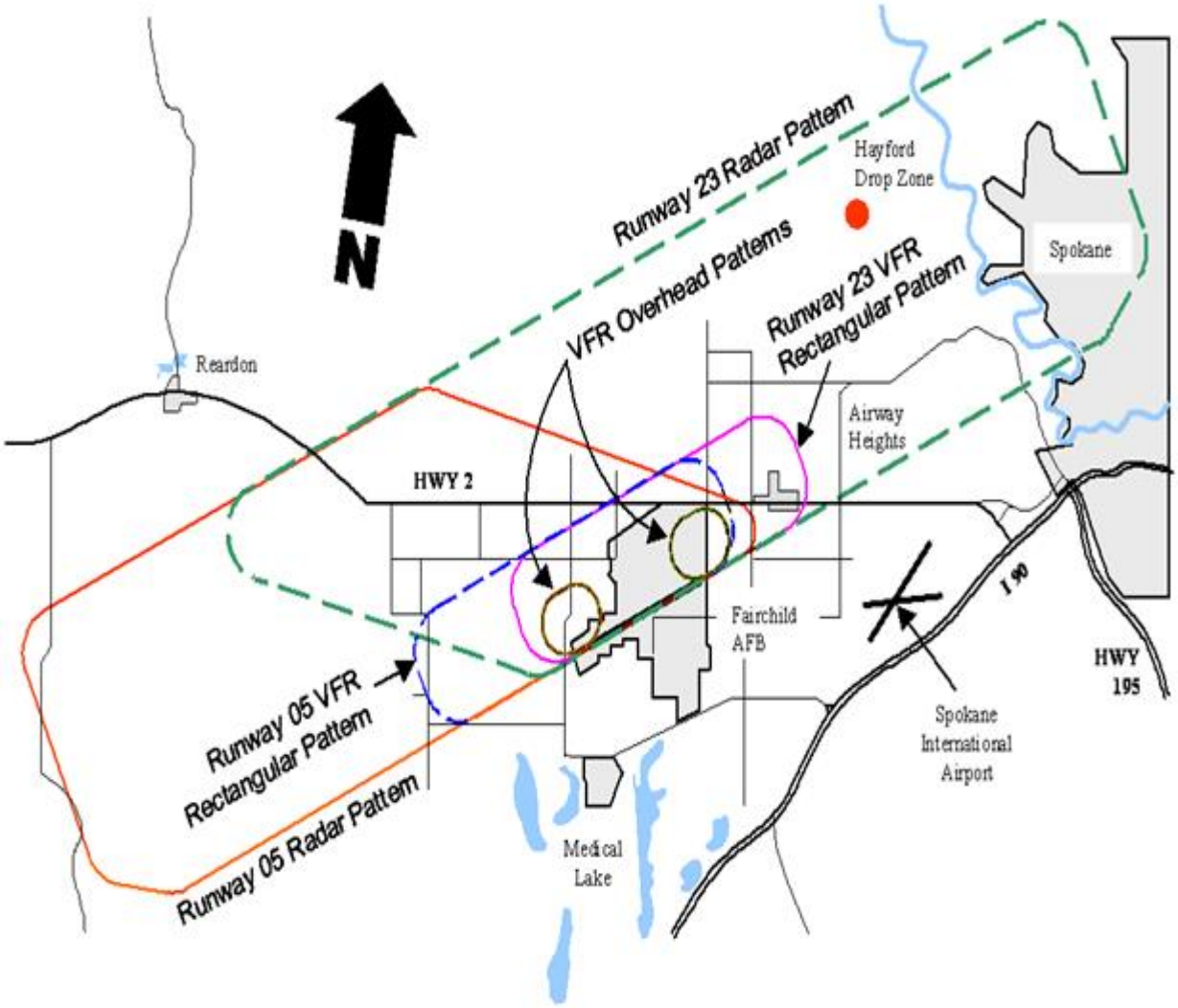
Figure A5.1. Fairchild Control Tower Delegated Airspace.



Attachment 6

LOCAL TRAFFIC PATTERNS

Figure A6.1. Local Traffic Patterns.



Attachment 7

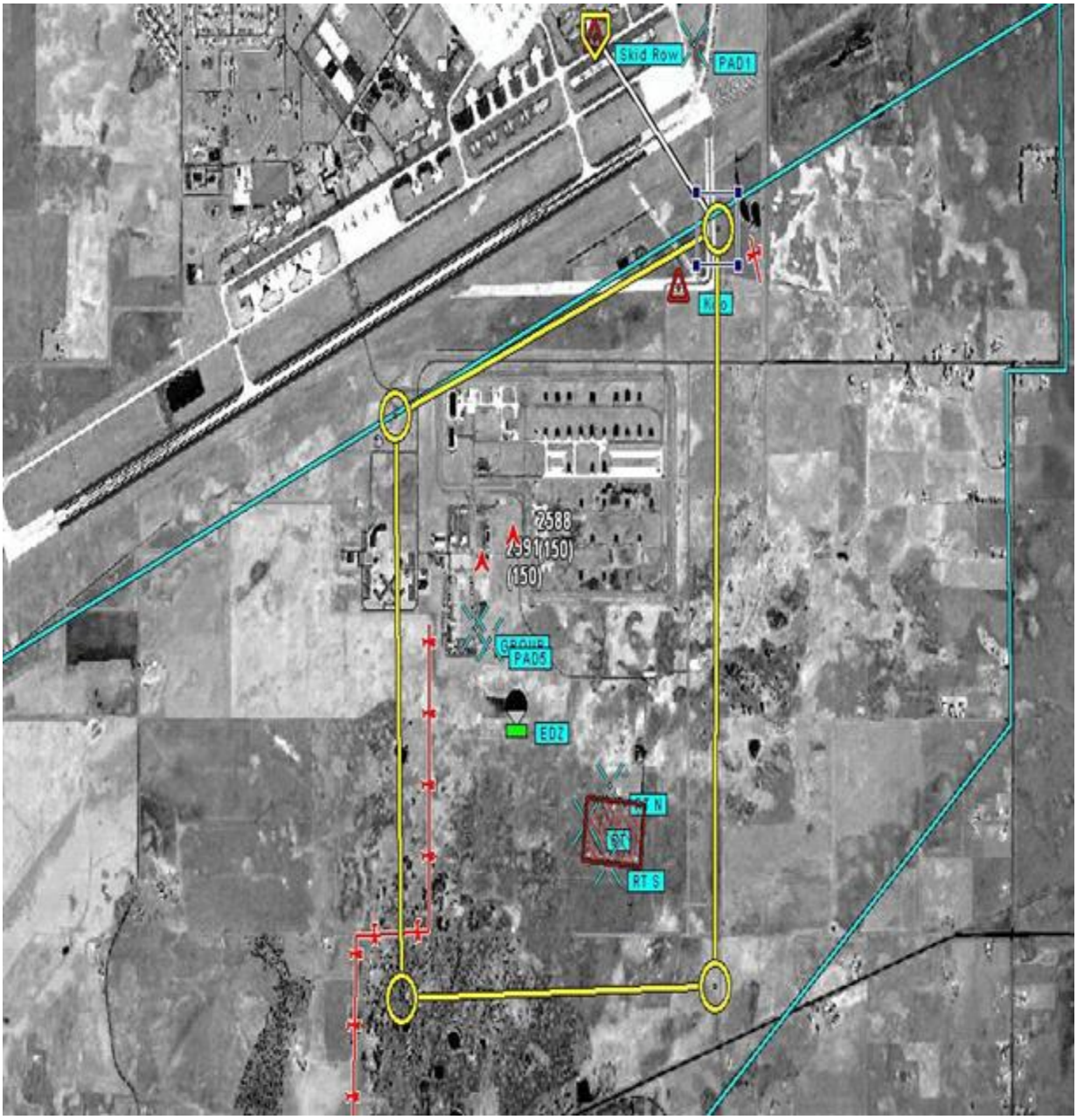
HELICOPTER OPERATING AREAS

Figure A7.1. Helicopter Operating Areas.

Attachment 8

HOIST OPERATIONS AREA

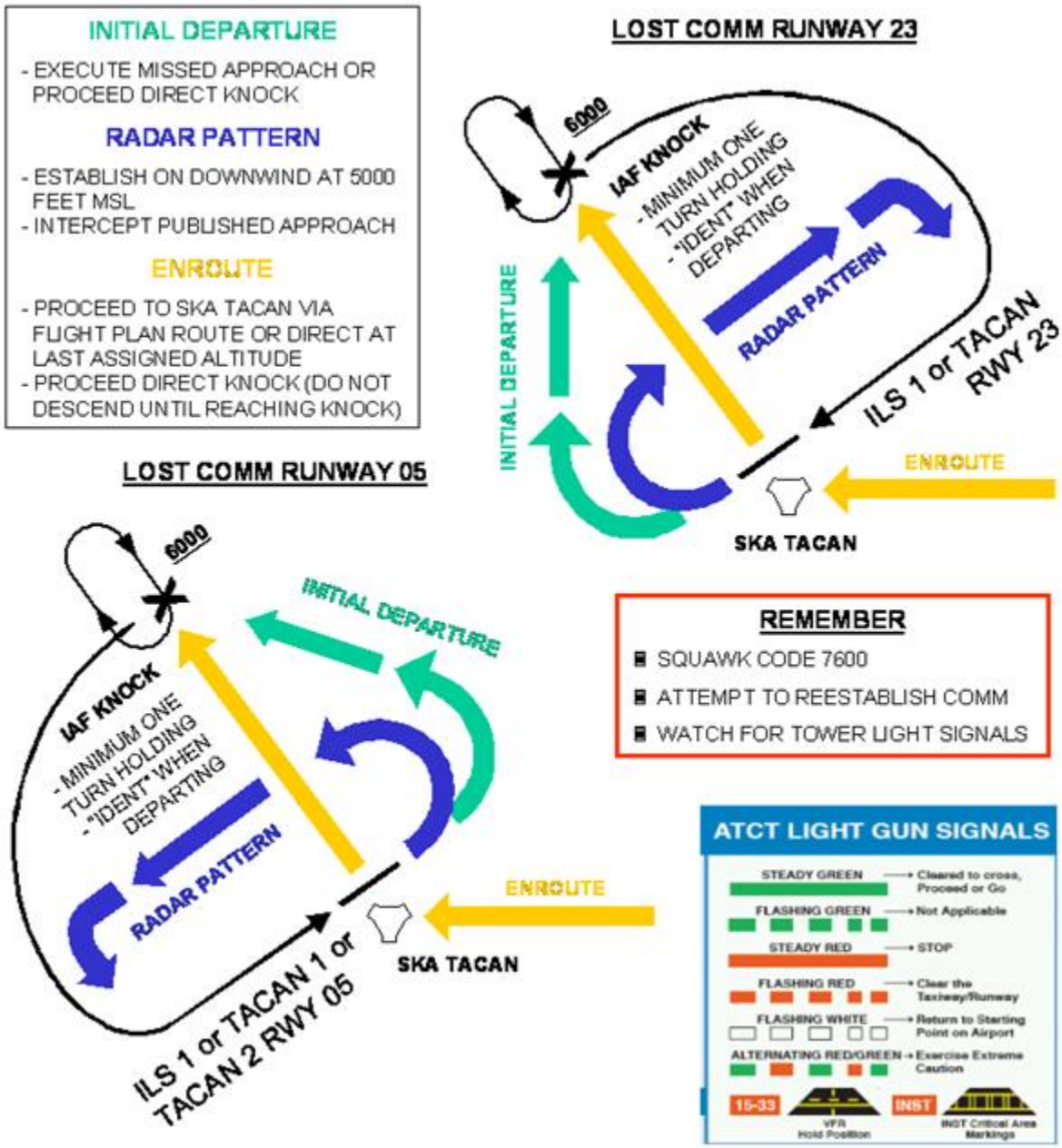
Figure A8.1. Hoist Operations Area.



Attachment 9

LOST COMMUNICATION PROCEDURES

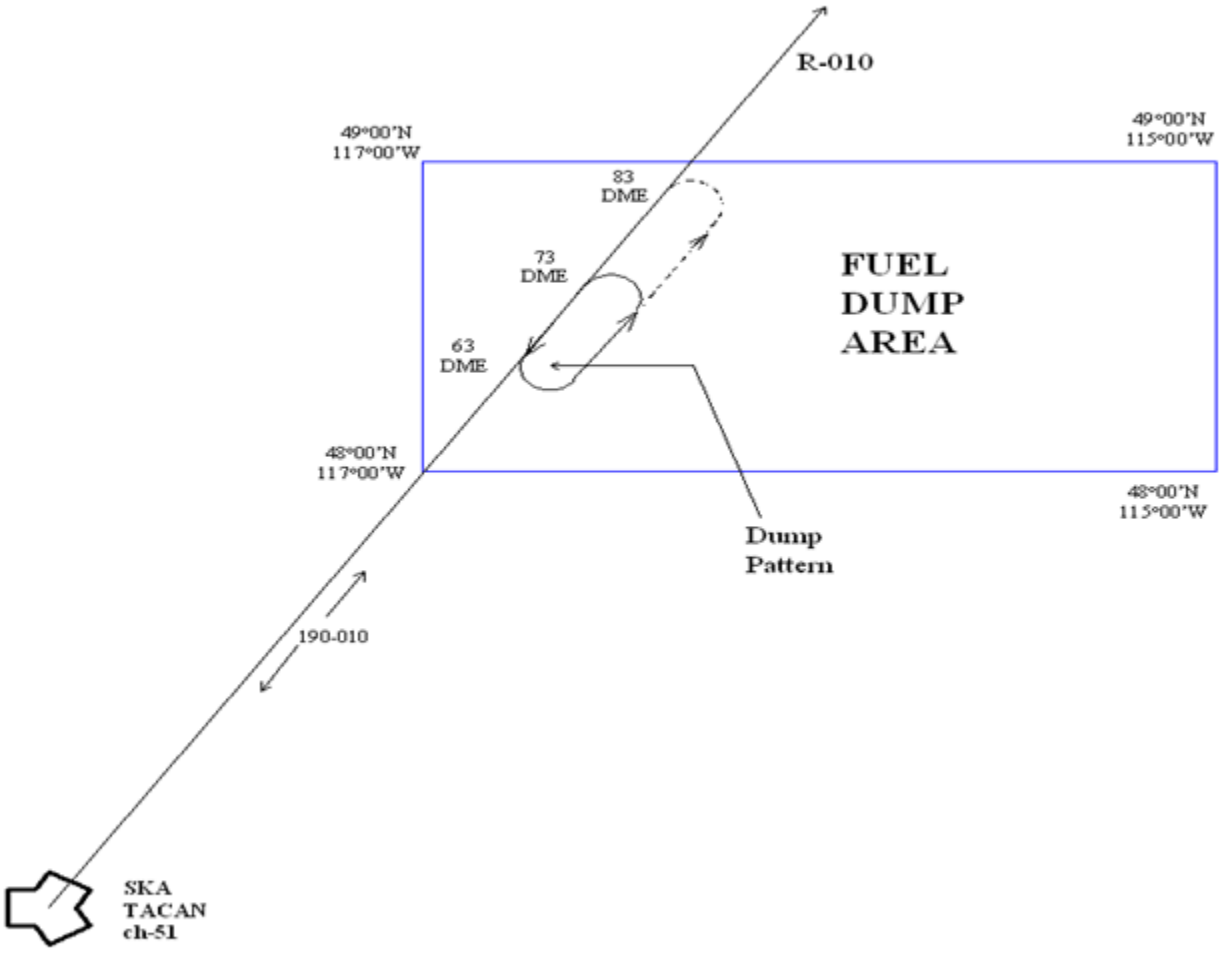
Figure A9.1. Lost Communication Procedures.



Attachment 10

FUEL DUMP AREA

Figure A10.1. Fuel Dump Area.



Attachment 11

92 ARW QUIET HOURS REQUEST FORM

A11.1. An electronic and fillable version of this form can be obtained by contacting the 92 OSS/OSO Current Operations Flight (92oss.osox.all@us.af.mil).

Attachment 12

TOWER EVACUATION AND ALTERNATE OPERATING LOCATION PROCEDURES

A12.1. Evacuation of ATC Tower. Air traffic control watch supervisors will direct the evacuation of the control tower for any situation deemed necessary according to the Tower SOP 13-204 (e.g. fire, bomb threat, winds exceeding 70 knots, etc.). Airfield Operations services will be limited until the control tower is returned to service. Tower will only be evacuated in the event of a real (not exercised) emergency.

A12.1.1. During a Tower evacuation, only full-stop arrivals and real-world alert departure services will be provided from tower's alternate operating facility. Alternate tower operating location will be the grassy area adjacent to the

Tower at the bend on Thorpe Rd. Tower will complete the actions identified below when evacuating to alternate location. In the event controllers cannot relocate to alternate location, Tower personnel will evacuate to Airfield Management Operations, and no ATC services will be provided.

A12.1.2. Watch supervisors will use best judgement to determine if an immediate evacuation of the tower should occur before transitioning aircraft out of the Class Charlie airspace or ensuring safe landing of aircraft.

A12.1.3. Activate the primary crash alarm system and state "FAIRCHILD TOWER IS BEING EVACUATED DUE TO (reason)".

A12.1.4. In the Direct the full-stop landing of all aircraft in the Tower pattern or instruct aircraft to maintain VFR and contact Spokane Approach on 123.75, as appropriate.

A12.1.5. If time permits, make a blanket ATIS broadcast to include "FAIRCHILD TOWER HAS BEEN EVACUATED. ARRIVING AIRCRAFT, CONTACT SPOKANE APPROACH FOR CURRENT AIRFIELD CONDITIONS, DEPARTING AIRCRAFT CONTACT AIRFIELD MANAGEMENT OPERATIONS FOR CURRENT AIRFIELD CONDITIONS." If time does not permit blanket broadcast, ATIS will be shut off.

A12.1.6. Inform Spokane Approach (GEG) of the following information.

A12.1.6.1. Reason for evacuation.

A12.1.6.2. Position and call sign of all aircraft on Tower frequency.

A12.1.6.3. Runway operations suspended until Tower controllers are established at alternate operating location and operations can be resumed.

A12.1.6.4. Phone number for tower personnel can be reached while in transit to alternate location.

A12.1.6.5. If SKA owns airspace, release airspace to Spokane Approach.

A12.1.7. After all airborne operations have safely landed, or transitioned to approach, transmit on all UHF/VHF/FM frequencies that "FAIRCHILD TOWER IS BEING EVACUATED RUNWAY OPERATIONS SUSPENDED. ALL AIRCRAFT ON FREQUENCY CONTACT APPROACH ON VHF 123.75/ UHF 282.25."

A12.1.8. Ensure airfield lighting is configured to the appropriate settings IAW FAA Order JO 7110.65 and current weather conditions with considerations given to forecasted weather. Tower will contact Airfield Lighting personnel (247-2984) for subsequent changes to airfield lighting. For afterhours lighting changes, Airfield Management will contact Airfield Lighting standby personnel to report to the airfield lighting vault.

A12.1.9. Proceed to alternate contingency location with Tower Fly Away Kit and set up equipment for ATC operations.

A12.1.10. If unable to operate from the alternate emergency/contingency location, notify Spokane Approach, AMOPs, and Fire Department, and relocate to AMOPs.

A12.1.11. During a Tower evacuation, AMOPs will support a Tower evacuation by completing the following actions:

A12.1.11.1. Publish the following NOTAM "FAIRCHILD RUNWAY OPERATIONS LIMITED DUE TO CONTROL TOWER EVACUATION. CONTACT GROUND CONTROL ON VHF 123.6 OR TOWER ON 120.35 ONLY, NO UHF CAPABILITY EXISTS. IF NO RESPONSE CONTACT SPOKANE APPROACH ON VHF 123.75/UHF 282.25."

A12.1.11.2. Complete an airfield inspection when notified by the controllers in the alternate Tower location they are ready to resume operations.

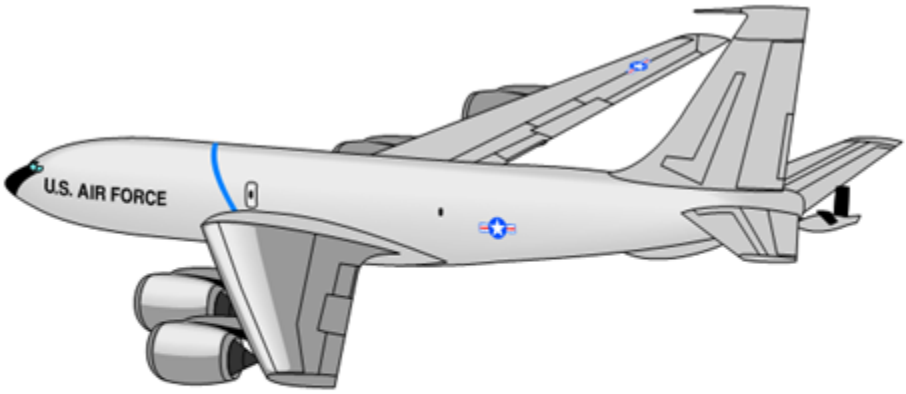
A12.1.11.3. In the event the Tower cannot set-up operations at emergency/contingency alternate location, AMOPs will publish the following NOTAM: "FAIRCHILD RUNWAY OPERATIONS SUSPENDED DUE TO CONTROL TOWER EVACUATION. CONTACT SPOKANE APPROACH ON VHF 123.75/UHF 282.25."

Figure A12.1. Alternate Location.

Attachment 13

92D AIR REFUELING WING AIRCRAFT MASTER PARKING PLAN FAIRCHILD AFB, WASHINGTON

Figure A13.1. 92d Air Refueling Wing Aircraft Master Parking Plan Fairchild AFB, Washington.



ADMINISTRATIVE AND SECURITY INSTRUCTIONS

Title: This document is the 92d Air Refueling Wing (AMC) Aircraft Master Parking Plan. The short title is 92 ARW Master Parking Plan.

Office of Primary Responsibility: 92 OSS/OSA is the office of origin and primary responsibility. Refer all recommendations for revisions to this plan to 92 OSS/OSAA. 92 MXG/MXOP will be responsible for the maintenance coordination.

Administration and Security: OPSEC: This document has been reviewed for compliance to applicable USAF, MAJCOM and 92 ARW OPSEC procedures and policies that were current at the time of publication. Contact the 92 ARW OPSEC Program Manager (92ARW/XPO) at DSN 657-3012 or Comm (509) 247-3012 for further information.

Amendments: 92 OSS/OSA will publish all changes by amendment and/or pen and ink change and will forward changes to recipients of the original plan.

General: This plan defines and illustrates aircraft parking areas, to include under normal operational conditions as well as defines the allocation of parking spots and aircraft hangars, along with locations of approved AGE yards and sub pools.

TASKED ORGANIZATIONS

92d Air Refueling Wing
Wing Safety

92d Operations Group
92d Operations Support Squadron
Airfield Management

92d Maintenance Group
92d Aircraft Maintenance Squadron
Tanker Aircraft Maintenance Unit Raptor Aircraft Support Flight
92d Maintenance Squadron

92d Mission Support Group
92d Civil Engineer Squadron
92d Logistics Readiness Squadron

141 Operations Group
141st Operations Support Squadron
Airfield Management

HANGAR ASSIGNMENT

GENERAL: These pages identify the current hangar assignments for Fairchild AFB.

HANGAR NUMBER	ASSIGNMENT	
1003	92 AMXS	unheated
1005	336 TRG	heated
1007	92 MXS (ALTERNATE FUEL CELL)	unheated
1009	92 AMXS (Dash 21 Storage)	heated
1011	92 AMXS (ALERT)	heated
1013	92 MXS	heated
1015	92 AMXS (ALERT GUARD)	heated
1017	92 AMXS (CTK)	heated
1019	92 MXS (WASH RACK)	heated
1029	141 WA ANG, 116 ARS	heated
1033	141 WA ANG	heated
1037	92/141 MXS (PRI FUEL CELL)	heated
2050	92 MXS (hangars 1-4)	heated

AGE YARD AND SUB POOLS:

PARKING SPOT UTILIZATION

1.1.1. GENERAL: This reflects parking spot assignments for all permanently assigned aircraft and any transient aircraft. Current KC-135 allocated parking spots are 58. Parking will vary based on aircraft on station, transients, construction and winter operations. Contact Airfield Management for real time parking availability. Coordinate with 141st OSS/OSAA, (509) 247-7133/7151 for use of the 40s apron and area within their licensed area. After hours contact is 141 ARW CP at (509) 247-7100. If unable to reach someone and emergency/immediate use is required, contact 92d Airfield Management at (509) 247-5202 for approval. 92d AM will email and coordinate next duty day when 141st AM is available. 141st will update 92 AMOPS with information.

Spot Utilization:

Spots 1-12, 15-24, 38-47, wing, tenant, and transient parking.

Spots 51-55, 56-67, and 82-86, KC-135 aircraft only.

Spot 100 (Power Run Pad), Alternate engine run spot 45 parking standard.

Spots 33 – 37 Transient aircraft, base assigned aircraft require approval by Airfield Management prior to any parking.

DV1 is for loading and unloading only. Aircraft requiring overnight and/or long-term parking must be repositioned to a transient parking spot unless mission dictates otherwise.

Spots 12, 13 and 14 are used for E-4B aircraft parking and 92d deployment aircraft.

Spots 15-17 used for TACAMO support when requested.

Miscellaneous: Spots 6 is the only certified outdoor aircraft jacking locations. Spot 46 is the only designated outdoor fuel cell location. Spot 46 is the only location that meets the 100 ft. distance requirement from taxiing aircraft. Spot R8 is authorized for hazardous cargo loading and unloading only. R8 is not authorized for maintenance power engine runs. Utilize transient parking spots to the utmost ability if no hazardous cargo is on board. Spots R1, R2, R5 and R6 are designated as contingency/exercise parking locations.

Engine Runs:

For KC-135 aircraft parking spots 1-11, 33-44, 46, 47 are authorized engine runs up to 79% or less. Spots 15-23, 45 and 100 are authorized full power engine runs. Spots 56-67 and 82-87 are authorized to 60% flight idle. Spots 51-54 are authorized 79% engine run, spot 55 is 50% engine run.

Jet Blast:

Aircraft parked on spots 24-28, 33-37, and 38-44 can conduct full power runs once coordinated and approved by Airfield Management. This will prevent aircraft and vehicles from taxiing/traveling behind the aircraft conducting full engine runs.

EXPLOSIVE CARGO AND MUNITIONS RESTRICTIONS

Explosive Cargo

The R5/R6 pad directly west of Taxiway A is the only authorized area at Fairchild AFB for explosive related end of runway (EOR) operations. All Hung Ordnance, Chaff and Flare, and/or Forward Firing Munitions (FFM) safing operations are authorized at this location only.

The following aircraft configurations are considered exempt from siting as a potential explosive site. Park in a designated aircraft parking area meeting airfield criteria and treat the aircraft as explosives-loaded in all other respects:

- Internal gun ammunition 30 mm or less of Hazard Class/Division (HC/D) 1.2.2.

- HC/D 1.3 Installed Aircraft Defensive Flares. Externally loaded munitions such as LUU-1/2 flares and 2.75" training rockets require specific siting and are not authorized for loading or unloading.

- HC/D 1.4 munitions (e.g., chaff squibs, captive-carry training missiles, BDU-33s).

- Installed explosives necessary for safe flight operations: These are explosive items installed on aircraft or contained in survival and rescue kits such as flares, signals, egress system components, squibs, and detonators for jettisoning external stores, engine-starter cartridges, fire extinguisher cartridges, destructors in electronic equipment, and explosive components of emergency equipment and other such items or materials. Refer to TO 11A-1-33 for further guidance.

- Uploading and downloading of munitions not identified in the above paragraph is not authorized at Fairchild AFB.

- Position aircraft to present the minimum hazard to personnel and resources in the event of a mishap. Do not unnecessarily stand or park vehicles in front of, or behind, these munitions when power is applied to the aircraft.

Hot Cargo:

***NOTE:** Explosive cargo restrictions for aircraft parking apron R8. Capabilities are listed as net explosive weights in pounds.

Facility	ESP No	HD 1.1	HD 1.2.1 MCE	HD 1.2.2	(XX) HD 1.2.3 MCE	HD 1.3	HD 1.4
20-S001	Hot Cargo Pad	28,000	23,077 ≤ 424	32,000	(12) 32,000 ≤ 450	32,000	Capacity

Aircraft restricted from parking on spots R1, R2, and 15 through 19 (7 spots total) anytime explosive cargo-laden aircraft are parked on the hot cargo pad, spot R8. The helipad will be restricted to land and take off operations only, no parking. These restrictions must be enforced simultaneously and apply as long as aircraft with explosive cargo are parked on spot R8. All other airfield operations will continue without restrictions.

NOTE: 92 MXS/MXMW does not have capabilities or equipment to support upload/download, movement, or maintenance of explosive laden aircraft.

AIRCRAFT REFUEL/DEFUELING PITS

GENERAL: This reflects refuel/defuel capability for:

Pump House A	Pump House B
15	51
16	52
17	53
18	54
19	55
20	56
21	57
22	58
23	59
24	60
	61
	62
	63
	64
	65
	66
	67

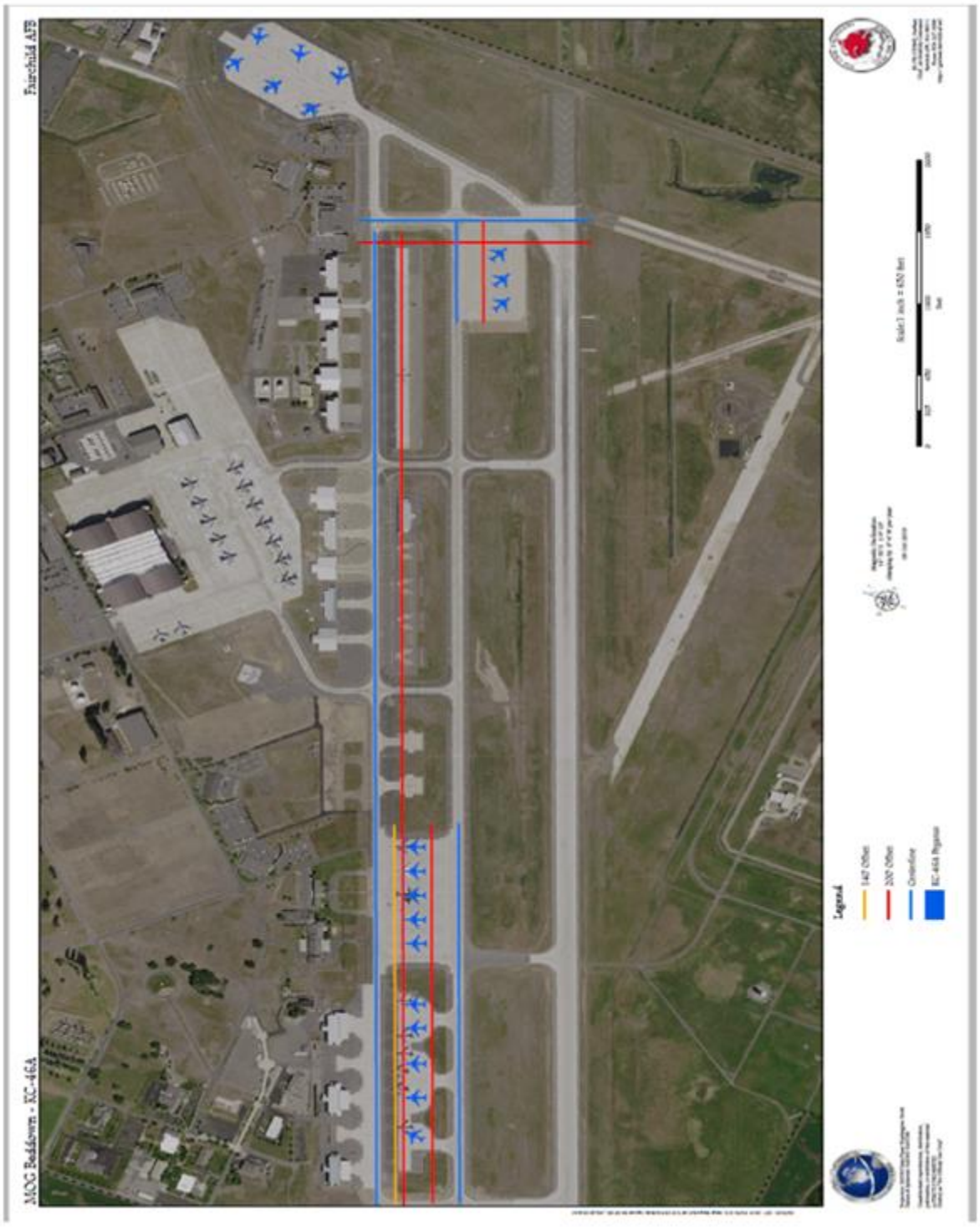
Hot Refuel/Defuel Spots:

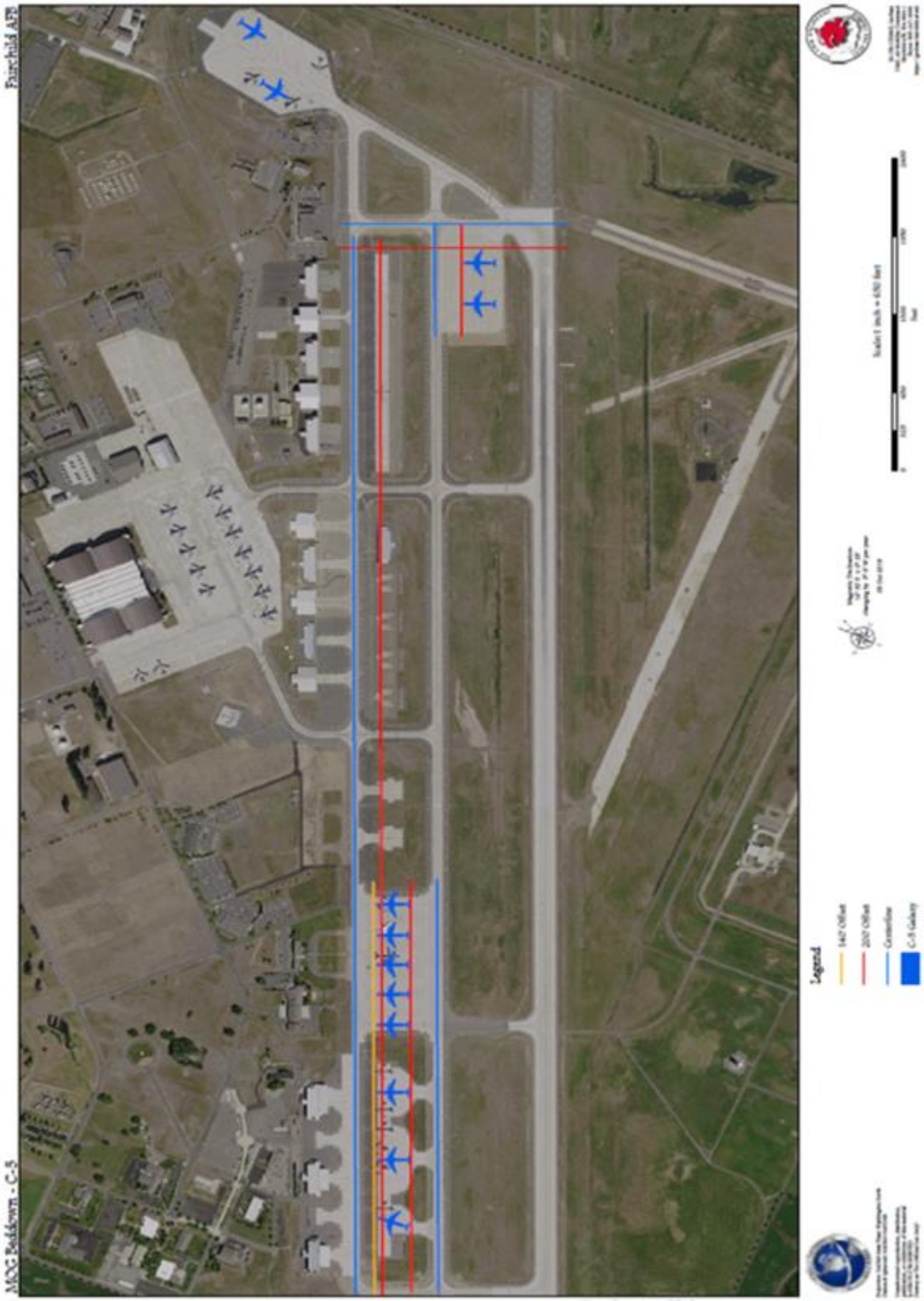
Spots 13 and 14 are located on Taxilane Juliet between Taxiways Golf and Hotel and have been certified for hot refueling/defueling of E-4B aircraft.

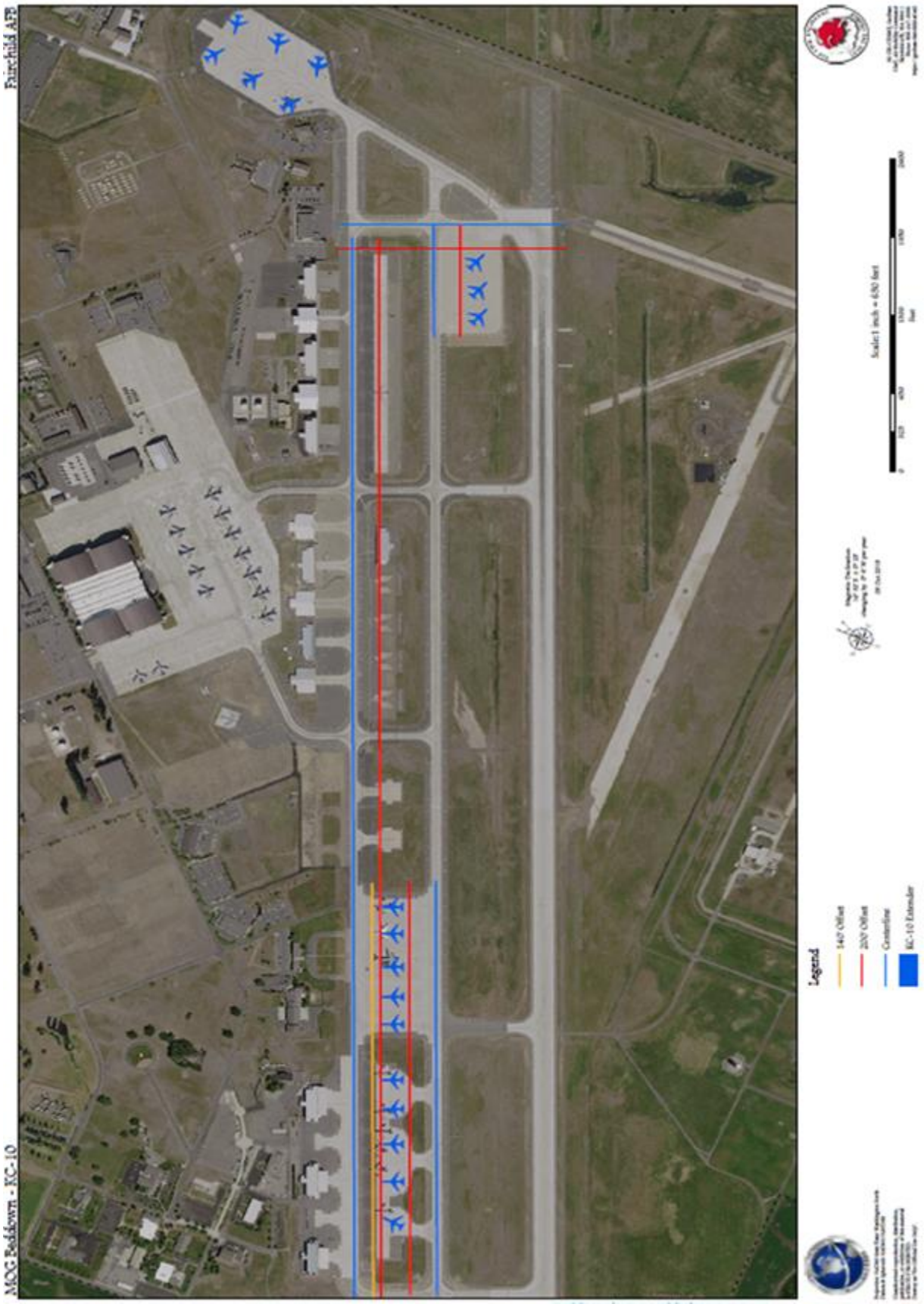
Spot 12 is located on the centerline of the Christmas Tree and has been certified for hot pit refueling/defueling of E-4B aircraft.

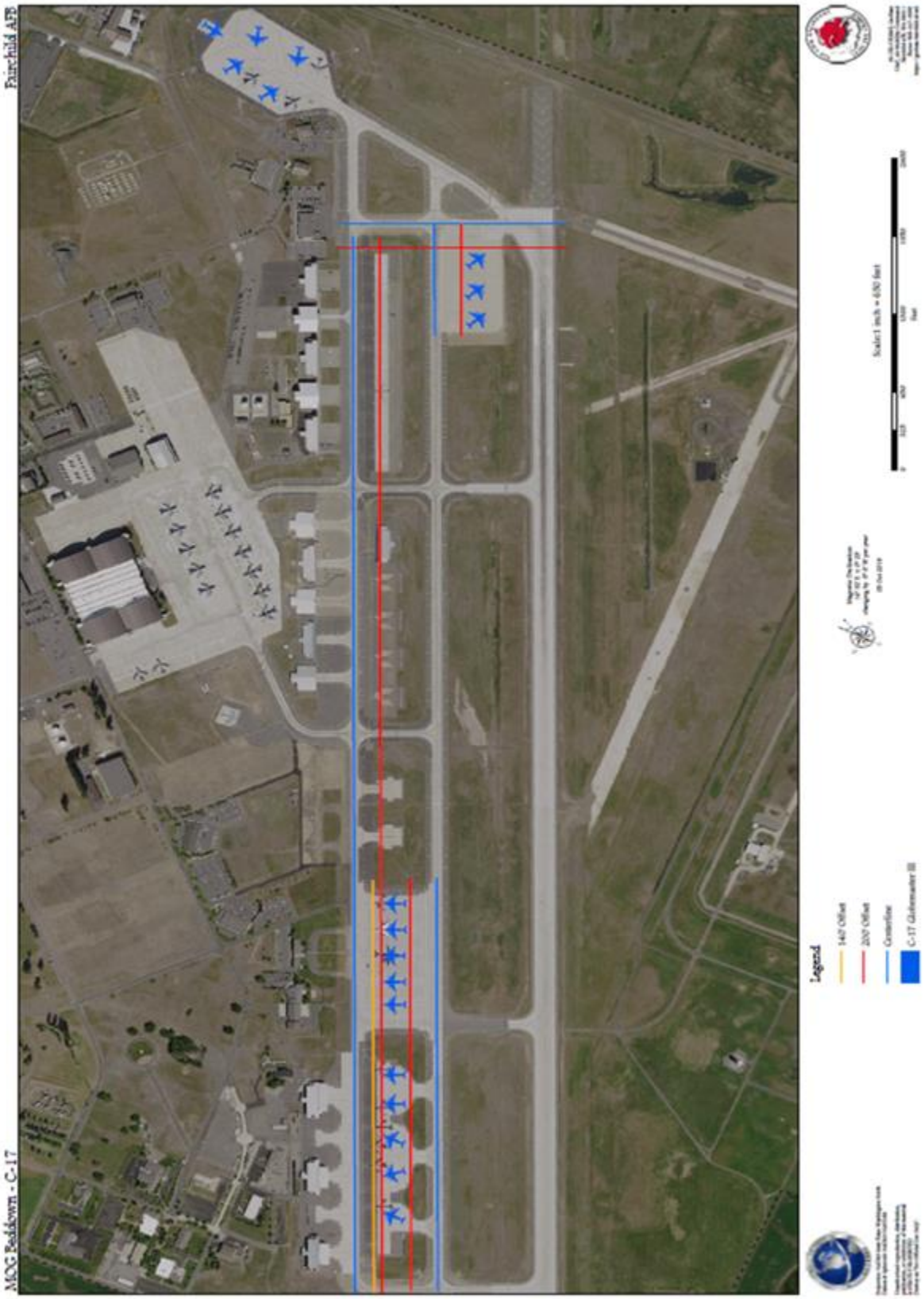
Spots 33-37, 38-45, 56-67 are authorized hot pit refueling IAW with Fairchild Plan.

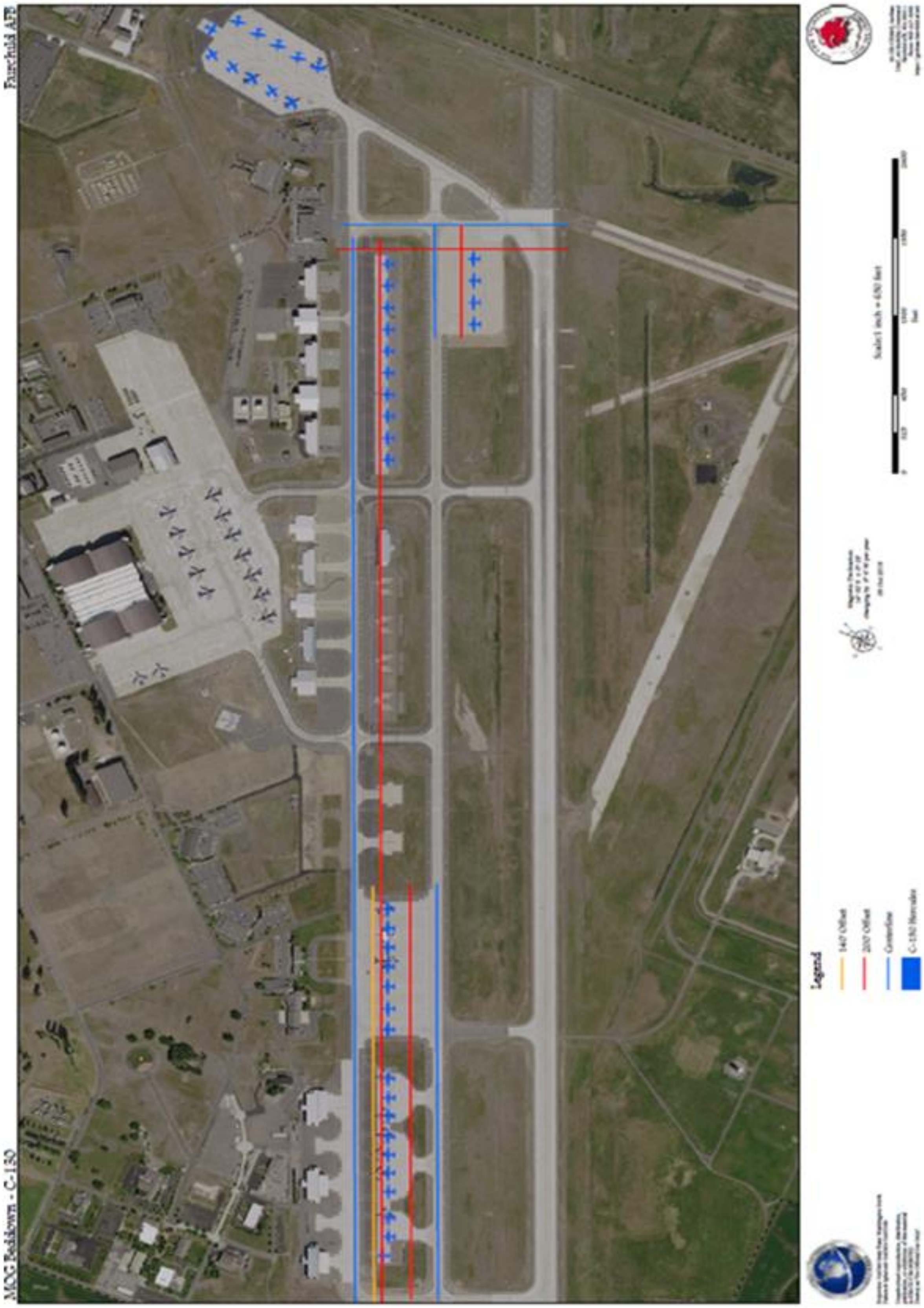
Attachment A
KC-46, C-5, KC-10, C-17, and C-130 MOGs




Fairchild AFB
MOG Beddown - C-5
Legend


Fairchild AFB
MOG Reddown - KC-10
Legend
14° Offset
20° Offset
Centerline
KC-10 Extender
Scale 1 inch = 650 feet


Fairchild AFB
MOG Reduced - C-17
Legend
140' Offset
200' Offset
Centerline
C-17 Globemaster III


Fairchild AFB
MOG Beddown - C-130
Legend
145' Offset
200' Offset
Centerline
C-130 Hercules

Attachment B
R8 Hazardous Cargo Pad Parking