BY ORDER OF THE COMMANDER
HILL AIR FORCE BASE

HILL AIR FORCE BASE INSTRUCTION
13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD
OPERATIONS INSTRUCTION

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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace and Range Management.* This instruction prescribes air traffic control, flight operation procedures, and associated support for flying operations at Hill Air Force Base (HAFB). This instruction applies to assigned and deployed units at HAFB. Refer recommended changes and questions to this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, Table A10.1. for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the publication OPR for non-tiered compliance items. Ensure records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS).

SUMMARY OF CHANGES

This instruction has been substantially revised and must be reviewed in its entirety.

Chapter 1

AIRFIELD INFORMATION AND OPERATIONS

1.1. Purpose. This instruction prescribes procedures and outlines policies for the safe, orderly, and expeditious flow of air traffic operations.

1.2. Scope. This instruction implements guidance contained in applicable United States Air Force (USAF) and Federal Aviation Administration (FAA) publications.

1.3. Deviation. In the interest of flying safety or when directed by an appropriate Air Traffic Control (ATC) agency, pilots may deviate from the procedures outlined in this publication. All other deviations or waiver requests must be approved by the appropriate level agency. All deviations must be reported to the OPR for this publication.

1.3.1. Administration and Enforcement. The 75th Operations Support Squadron (75 OSS) Commander (75 OSS/CC) is responsible for administering and enforcing the provisions of this instruction.

1.3.2. Compliance with Directives. There is no intent to relieve personnel of their responsibility to be familiar and comply with other pertinent directives. If there is a conflict between this instruction and other directives, report those conflicts immediately to 75 OSS/CC.

1.4. Waivers to Airfield and Airspace Criteria. Waivers are submitted through 75 OSS, Airfield Management Operations (75 OSS/OSAA) IAW AFMAN 13-204V1, *Management of Airfield Operations*.

1.5. Airfield Operating Hours. The HAFB aerodrome is operational 0800L to 2400L Monday through Friday and 0900L to 1700L Saturday and Sunday. The airfield closes on Federal Holidays and most Air Force Material Command (AFMC) Family Days. Any operations outside of normal duty hours will be published via the Defense Internet NOTAM Service (DINS) system.

1.6. Runway and Taxiways. HAFB has one Runway (14/32) composed of grooved concrete/asphalt and is 13,500’ x 200’ with 1,000’ non-loadbearing asphalt overruns. The first 2,800’ of Runway 14 and 1,500’ of Runway 32 are grooved concrete, with the remaining area composed of grooved asphalt. Runway 14 advertises a Tactical Air Navigation (TACAN) and Category I Instrument Landing System (ILS) approaches. The TACAN services Runway 32. See **Attachment 2** for an airfield diagram.

1.6.1. Field Elevation: 4789’. The runway slopes from 4,783’ Mean Sea Level (MSL) at the north end to 4,789’ MSL at midfield to 4,780’ MSL at the south end.

1.6.2. Taxiway Dimensions and Composition: Taxiways are lettered from North to South. All taxiways are 75’ wide with 25’ shoulders except for the Alert Taxiway which is 50’ wide and has 50’ shoulders.

1.7. Restricted/Classified Areas on the Airfield.

1.7.1. Restricted area procedures are outlined in HAFB 31-101, *Integrated Defense Plan*. The 388 FW Ramp, South Ramp, Alert Ramp, and Hot Pads 3, 6, 7 are designated restricted areas.

1.7.2. HAFBI 31-101 designates the entire airfield as a Controlled Area.

1.8. Permanently Closed/Unusable Portions of the Airfield. No unusable, major/primary paved portions of the airfield exist.

1.9. Parking Plan/Restrictions. Aircraft parking is assigned based on organizational mission and IAW the 75 ABW Aircraft Master Parking Plan (OPR: 75 OSS/OSAA). Refer all requests for revision to Airfield Management.

1.10. Procedures for Opening and Closing the Runway.

1.10.1. Airfield Management conducts a full inspection of the airfield prior to the published airfield opening time. The inspection includes, but is not limited to, the runway, taxiways, parking aprons, construction areas, arresting gear, and habitat management. Upon Tower opening, Airfield Management broadcasts the current runway surface condition, Bird Watch Condition (BWC), and cable configuration.

1.10.2. The Airfield Manager will suspend runway operations when an unsafe, prolonged condition could impact operations. Airfield Management Operations (AMOPS) informs the Tower of the suspension via hotline or Tower Net. AMOPS notifies affected units of the suspension and issues a Notice to Airman (NOTAM).

1.10.3. Prior to reopening the runway, AMOPS conducts a check to ensure the hazard no longer exists. The re-opening will be broadcast to the Tower. AMOPS will cancel applicable NOTAMs and notify affected units of the opening.

1.11. Runway Selection and Change Procedures.

1.11.1. The Tower Watch Supervisor determines the active runway. HAFB Tower coordinates with the Supervisor of Flying (SOF), Clover Control, and Salt Lake Approach Control (SLCA) prior to changing the runway in use. HAFB Tower advises AMOPS, SOF, SLCA, Clover Control, and 75 OSS Weather (75 OSS/OSW) when the runway change is complete. AMOPS informs HAFB Command Post (CP) of runway changes.

1.11.2. Runway 14 is the primary instrument runway and is normally used with a dry runway and tailwind component of 10 knots or less.

1.11.3. When a tailwind component of more than 10 knots is present on Runway 14, the active runway is normally changed to Runway 32 at the discretion of the Tower Watch Supervisor and in coordination with the 388/419 FW and 514 FLTS SOFs IAW **para 1.10.1**.

1.12. Procedures for Suspending/Resuming Runway Operations.

1.12.1. Temporarily suspend or close runway operations when any unsafe condition affects runway operations (e.g., FOD, severe bird/wildlife activity, snow and ice removal checks, arresting systems maintenance/configuration changes, airfield construction, and pavement repair).

1.12.2. AMOPS disseminates the suspension via the hotline or Tower Net to the Tower along with a resumption of operations time estimate. AMOPS will also notify affected units of the suspension.

1.12.3. Prior to resuming runway operations, AMOPS will conduct a safety check to ensure the hazard no longer exists. AMOPS will notify the Tower upon resumption of operations.

1.13. Runway Surface Condition (RSC) and Runway Condition Reading (RCR). AMOPS determines and disseminates RSC and RCR values. Tower shall broadcast the statement, "Braking Action Advisories are in effect" on the Automated Terminal Information Service (ATIS) when runway braking action reports are received from pilots or whenever weather conditions are conducive to deteriorating or rapidly changing runway conditions. Pilot reports describing braking action will range from "good", "good-medium", "medium", "medium-poor", or "nil".

1.14. Airfield Inspections and Checks. In accordance with HAFB AMOI 13-2, AMOPS conducts an inspection prior to opening the airfield. AMOPS conducts an airfield check prior to the first local takeoff (may be included with airfield inspection) and at the beginning of each shift change.

1.15. Airfield Controlled Movement Area (CMA) Vehicle and Pedestrian Operations.

1.15.1. The CMA includes the runway, overruns, ILS critical area (when active), and portions of the airfield within 100' of the runway edge lights on either side, except for the NEOR (295 feet west of the runway edge light); Alert taxiway (135 feet east of the runway edge light); Taxiway Delta (200 feet west of the runway edge light); Taxiway Juliett (200 feet east of the runway edge light); Taxiway Echo (250 feet west of the runway edge light); Taxiway Foxtrot (110 – 160 feet west of the runway edge light); taxiway Golf (110 feet west of the runway edge light) and the SEOR (110 feet west of the runway edge light). (See **Attachment 2** for depiction of the CMA).

1.15.2. Only qualified individuals or those on official business may operate on the CMA. AFI13-213 HILLAFBSUP 1, *Airfield Driving*, details procedures for utilizing the CMA.

1.16. Noise Abatement.

1.16.1. HAFB Visual Flight Rules (VFR) departure procedures and traffic patterns comply with noise abatement measures. To the maximum extent practical, locally assigned aircraft departing VFR in lieu of IFR release on a stereo flight plan will fly the ground track of the IFR departure procedure. Pilots should avoid flying over densely populated areas, schools, churches, and public buildings. On departure, after passing the end of the runway at or above 5,200' MSL, pilots should climb to assigned and published altitudes as rapidly as possible. During a VFR approach, aircraft will hold the highest altitude possible prior to final descent to the runway. Transient aircraft are restricted to full-stops only on weekends, holidays, and between the hours of 1700L and 0800L, unless previously coordinated and approved by 75 OSS/OSA. For the purpose of noise abatement, the 151st Wing and Weapons Systems Evaluation Program (WSEP) aircraft are considered locally assigned aircraft.

1.16.2. Noise abatement hours. Noise abatement hours are pre-approved and in effect from 2230L to 0600L in order to mitigate extraneous noise over surrounding populated areas. The overhead pattern is closed during this time and only scheduled full-stop landings, departures, engine runs, and necessary taxi operations are authorized during night quiet hours. Aircraft are not authorized to conduct practice instrument approaches or VFR pattern work. **EXCEPTION:** HAFB assigned aircraft may conduct scheduled local flying past the onset of nighttime noise abatement hours. Transient aircraft may conduct practice approaches during HAFB scheduled local flying past night quiet hours, on a non-interference basis and must

terminate operations upon completion of HAFB aircraft flying. The 151st Wing and WSEP aircraft are considered HAFB aircraft and are considered part of the local flying schedule. Other flight operations during nighttime abatement hours require approval of 75 OSS/OSA. Locally assigned aircraft during night flying operations may conduct engine runs during quiet hours with prior approval of 75 OSS/OSA.

1.17. Airfield Quiet Hours.

1.17.1. Approval. The implementation of airfield quiet hours affects many organizations. Event coordinators must carefully consider the appropriateness and impact of requesting airfield quiet hours. All quiet hour requests must be staffed to the 75 ABW/CC for approval no later than 30 days prior to the event.

1.17.2. Quiet hours are defined as only full-stop landings and limited taxi operations. Engine runs are authorized depending on the location of the event. Aircraft cannot conduct practice instrument approaches or VFR pattern work. No engine runs, engine starts, or AGE operations are authorized within the vicinity of the event. Specific restrictions are requested on the Quiet Hours form (**Attachment 15**).

1.17.3. 75 OSS/OSA is the OPR for staffing of airfield quiet hours requests. The requesting unit is responsible for submitting an approval letter to 75 OSS/OSA no later than 30 duty days prior to the event. Prior to routing for 75 ABW/CC approval, the quiet hours request is coordinated through multiple flying units: 388th Operations Support Squadron (OSS), 86th Fighter Weapons Squadron (FWS), 514th Flight Test Squadron (FLTS), 309th Aircraft Maintenance Group (AMXG), and any other affected units.

1.17.4. Upon 75 ABW/CC approval of quiet hours, 75 OSS/OSA notifies local units and issues a local NOTAM. Only the requesting unit may terminate early or cancel a previously approved quiet hours event by calling AMOPS. **NOTE:** Quiet Hours restrictions do not apply to emergency, alert, Higher Headquarters mission and U.S. Forest Service (USFS) aircraft.

1.18. Aircraft Arresting Systems. Approach and departure end Barrier Arresting Kit (BAK)-12 and BAK-14 systems are in place on Runway 14/32. The BAK-12 systems are 2” high bi-directional, cable hook systems and are 2574’ from the approach end of Runway 14 and 2584’ from the approach end of Runway 32. The BAK-14 systems are 2” high, bi-directional, remotely controlled cable hook systems and are 1250’ from the approach end of Runway 14 and 1250’ from the approach end of Runway 32. The following paragraphs detail AAS reconfiguration procedures:

1.18.1. Once notified by Tower of a runway change, AMOPS will coordinate with Civil Engineer Power Production Flight (75 CES/CEOFP) during duty hours. For cable reconfiguration after duty hours, AMOPS will contact Fire and Emergency Services Flight (F&ES - 775 CES/CEF) and recall Barrier Maintenance via CE Customer Service. If air traffic conditions do not permit cable reconfiguration, Tower will advise AMOPS of the projected reconfiguration time.

1.18.2. AMOPS personnel and Barrier Maintenance crews will advise Tower when in position (holding short of runway) and ready to proceed with cable reconfiguration. Traffic permitting, Tower will then provide runway access.

1.18.2.1. AMOPS personnel will suspend runway operations as necessary to complete reconfiguration at the end of each runway. Reconfiguration may take 10-15 minutes for each end of the runway.

1.18.2.2. During reconfiguration, aircraft in the traffic pattern can expect restricted low approaches at or above 500' above ground level (AGL). Tower will advise personnel on the runway of all arriving aircraft conducting restricted low approaches. **NOTE:** Landing aircraft have priority over cable reconfiguration. If an aircraft is unable to conduct a restricted low approach and must land, Tower will remove all personnel and equipment from the runway. AM will then resume runway operations, and the pilot is given the option to land the aircraft at their own risk under the current barrier configuration. Tower will advise aircraft of any loose cables (a properly tensioned cable not tied down is not considered a loose cable).

1.18.3. Normal sequence for cable reconfiguration is:

1.18.3.1. Tower raises the BAK-14 at the departure end of the runway in use.

1.18.3.2. Removal of BAK-12 from the approach end of the runway in use.

1.18.3.3. Installation of BAK-12 at the departure end of the runway in use. Once configuration is complete, Barrier Maintenance will notify the Tower of AAS status stating "operational/not operational, configured/not configured, in-service/out-of-service".

1.18.3.4. Tower lowers the BAK-14 at the departure end of the runway in use.

1.19. Weather Forecasting. A complete weather brief is available at the 75 OSS/OSW forecaster desk adjacent to AMOPS in Building 1. Additionally, a weather briefing may be obtained via telephone (DSN 777-2018) or on the 75 OSS/OSW SharePoint webpage. A forecaster will be on standby during airfield closures. Outside of standard operating hours or during emergency situations the standby forecaster may be contacted through CP at DSN 777-3007 or commercial (801) 777-3007.

1.20. Airfield Lighting.

1.20.1. Runway Lights. Standard white lights are on the runway.

1.20.1.1. Runway 14 lighting consists of High-Intensity Runway Lights (HIRL), U.S. Standard Approach Light System (ALSF-2), 2,422' long with sequence flashing lights, flush mounted threshold lights, and Runway End Identifier Lights (REIL). Runway 32 has HIRL, REIL, and threshold lights.

1.20.1.2. Runway 32 lighting consists of Omni-Directional Approach Lights (ODALS). HAFB has a permanent waiver for the ODALS in compliance with FAA AC150/5340-30. ODALS are located at the approach end of Runway 32 and consist of five strobe lights mounted on the top of elevated poles. The first light begins 360' in the overrun of Runway 32 and is elevated 2' 10". The next four lights, spaced at 300' intervals, are aligned with the runway centerline. The last light is 200' from the preceding light and is mounted 16' 9" AGL. The light height slopes at a 1.15 degree angle and extends through the overrun from the threshold 1450' to the last light (see **Attachment 10**). The ODALS are turned on regardless of weather conditions, whenever there is an aircraft executing an approach to Runway 32.

1.20.1.3. To provide current Runway Visual Range (RVR) information, the runway lights are normally turned on no later than 10 minutes prior to a scheduled aircraft arrival or departure during daylight hours when the prevailing visibility is one mile or less. Precision Approach Path Indicator (PAPI) lights are located on the left side of Runway 14/32.

1.20.2. Taxiway Lights. Standard blue lights are on the taxiways.

1.20.3. Arriving aircraft. Lights are turned on before an IFR aircraft begins their final approach or a VFR aircraft enters the Class D airspace. Runway lights remain on until all aircraft have exited the runway. Taxiway lights shall remain on until the aircraft is in parking.

1.20.4. Departing aircraft. Lights are turned on before an aircraft taxies for takeoff, and remain on until the aircraft has left the Class D airspace.

1.20.5. Operation of Lights.

1.20.5.1. Operational control of airfield lighting systems is the responsibility of the Tower.

1.20.5.2. In the event the Tower is closed, and airfield lighting is needed for snow removal operations, Snow 1 coordinates with AMOPS for activation of the runway edge lights (step 2 only) and taxiway lights. Snow removal personnel may activate required lights for snow removal operations outside airfield operating hours.

1.20.5.3. If the Tower is evacuated, closed, or unable to operate, AMOPS assumes responsibility for operation of the airfield lighting system.

1.20.5.4. Operation of the airfield lighting system may be reduced as a part of the base-wide energy conservation program. After the completion of scheduled local flying operations, airfield lighting is turned off between sunset and sunrise except in the interest of safety or when operations require use (i.e., aircraft arrivals and departures, airfield lighting checks, and snow removal operations).

1.21. Air Traffic Control and Landing Systems (ATCALS). The TACAN and Category I ILS service Runway 14 operations at HAFB. The TACAN services Runway 32 operations.

1.21.1. Use of auxiliary power generators supporting Navigational Aids (NAVAIDs). Commercial power is determined to be reliable, and generators have auto-start capabilities. Therefore, backup power generators supporting NAVAIDs do not have to be placed online 30 minutes prior to ETA of a severe storm. Should the reliability of commercial power become questionable, as determined by 75 CES/CEOIE, or there is a loss of auto-start capability, backup generators will be operated.

1.21.2. The following NAVAID facilities have auxiliary power generators and power disconnects: ILS Localizer, ILS Glideslope, and TACAN.

1.21.3. No pre-approved, periodic downtimes exist for the NAVAIDs at HAFB. Remote Maintenance Center (RMC) and ATCALS Flight request and coordinate annual preventive maintenance down times through the Airfield Operations Flight Commander (AOF/CC) who coordinates the request IAW AFMAN 13-204v1 for final approval.

1.21.4. HAFB agencies will ensure that no equipment maintenance that may interfere with ATC or Airfield Management services will be accomplished without first coordinating with the AOF/CC.

1.21.5. Civil aircraft may use base NAVAIDs and Tower services. Practice Approaches (IFR/VFR) are not authorized during base flying operations. Civil aircraft may only make a low approach unless otherwise coordinated and approved IAW AFI 10-1001, *Civil Aircraft Landing Permits*.

1.22. NOTAM Procedures. AMOPS is the designated NOTAM Dispatch Facility. Tower is the designated NOTAM monitoring facility. Base agencies may obtain NOTAM information by calling AMOPS or by using the Defense Internet NOTAM Service website (**https://www.notams.jcs.mil**). **NOTE:** AMOPS also receives NOTAMs from Clover Control, Utah Test and Training Range (UTTR), and Thiokol.

1.23. Weather and Wind Information.

1.23.1. Tower shall issue wind information IAW AFMAN 13-204V3. Tower issues approach end wind information with takeoff and landing clearances. Additionally, midfield wind information is issued with takeoff and landing clearances when the reported midfield wind differs from the approach end wind by 30 degrees or more and the speed is more than 10 knots. Variable wind information will be issued to all transient aircraft and whenever requested by the pilot. For operational advantage due to unique weather (diurnal heating/cooling) and pattern efficiency, the 388th Operations Group Commander (388 OG/CC) and 419th Operations Group Commander (419 OG/CC), waives the ATC requirement to issue variable winds to locally assigned aircraft, unless requested by the pilot.

1.23.2. Hazardous or severe weather and lightning information is disseminated through ATIS broadcast. Weather abnormalities shall be reported to 75 OSS/OSW.

1.24. Flight Informational Publications (FLIPs). AMOPS is the publications monitor. Submit requests for or changes to FLIPs through AMOPS.

1.25. Bird and Wildlife Control Program. The Bird and Wildlife Control Program is maintained by 75th Air Base Wing Flight Safety Office (75 ABW/SEF) in partnership with United States Department of Agriculture (USDA) Wildlife Services. Effective equipment for bird and wildlife control include, but not limited to, wheeled vehicles, propane scare cannons, pellet guns, shotguns with live ammunition, and pyrotechnic scare devices. USDA and 75 ABW/SEF are properly trained how and when to use these wildlife harassment tools. When actively performing bird and wildlife control in the airfield environment, USDA and/or 75 ABW/SEF will coordinate with and remain in constant communication with Tower. Airfield users are encouraged to report any bird or wildlife activity to AMOPS. 75 OSS/OSAA determines bird-watch conditions. A bird-watch condition of “moderate” or “severe” is included on the ATIS broadcast. Further program guidance can be found in HAFBI 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Plan.

Figure 1.1. Bird Watch Condition Guide.

Bird Watch Condition Guide	
Low	<5 large or <15 small birds
Moderate	5-15 large or 15-30 small birds
Severe	>15 large or >30 small birds

Bird Watch Condition LOW: Wildlife activity on and around the airfield represents low potential for strikes.

Bird Watch Condition MODERATE: Wildlife activity near the active runway or other specific location representing increased potential for strikes. Bird Watch Condition MODERATE requires increased vigilance by agencies and supervisors and caution by aircrews.

Bird Watch Condition SEVERE: Wildlife activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervision and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

1.26. Supervisor of Flying (SOF) Duties. The 388 FW and 419 FW SOF shall conduct operations IAW procedures outlined and published by 388/419 OG Standardization and Evaluation Office (388/419 OG/OGV) at DSN 777-3434. The 514 FLTS SOF shall conduct operations for all depot missions IAW procedures outlined and published by 514 FLTS at DSN 777-3905.

1.27. Wear of Hats on the Flight Line. Aircrew flight caps, patrol caps, or other headgear not specifically required by an applicable technical order to be worn during aircraft ground and servicing operations shall not be worn on the airfield, aircraft parking ramps, or arming/de-arming areas. During inclement weather, watch caps and neck gaiters may be worn if fitted securely to the head and neck. Caps with ear flaps must be secured by a strap or cord to the head. Hats with metal snaps, fasteners, and vents shall not to be worn. Exposed hoods firmly attached to coats, jackets, field jackets, parkas, GORTEX, and rain gear are worn IAW AFI21-101 HILLAFBSUP when within 50’ of an aircraft with running engines.

1.28. Snow and Ice Removal Operations.

1.28.1. The Snow and Ice Committee Meeting reviews and establishes snow removal priorities on an annual basis.

1.28.2. Snow removal operations are conducted IAW HAFB Snow and Ice Control Plan.

1.28.3. SNOW 1 is the only snow removal vehicle authorized to communicate with Tower on the Tower Net during snow removal operations. Other snow removal vehicles communicate on the AM Net.

1.29. Airfield Sweeper Operations.

1.29.1. Airfield sweeper priorities are identified in AMOI13-2, and additional support may be obtained by contacting AM. Airfield sweeper monitors the Tower Net when inside the Radio Monitoring Area (RMA). When outside the RMA, the airfield sweeper monitors the AM Net.

1.29.2. Airfield mowers shall coordinate with AMOPS upon entering the airfield and advise where they will be operating for the day. AMOPS relays this information to Tower. Mowers will monitor AM Net unless they are operating within the RMA. Mowers shall obtain permission on Tower Net for operations within 100' of the runway. Mower operations within 100' of the runway may be approved for fighter type aircraft. Mowers shall be removed from the area during in-flight emergencies, formation takeoffs and landings, and larger-than-fighter type operations.

1.30. Photography.

1.30.1. Photographs are not permitted on the flight line unless prior authorization is obtained IAW HAFB Integrated Defense Plan (IDP). Unauthorized photographs and equipment are subject to confiscation.

1.30.2. Make all requests for photographs on the airfield requiring staged aircraft or mass personnel (such as unit, holiday and pre-deployment photos) through the 75 OSS/CC at least 5 business days in advance. Information requests require the following data:

1.30.2.1. Date and time of photography event.

1.30.2.2. Approximate number of personnel involved.

1.30.2.3. Location of photography event.

1.30.2.4. Proof of photo pass for photographer.

1.30.2.5. Plan for escorting members on and off the airfield.

1.30.2.6. Location and duration of staged aircraft, if requested for photo.

1.31. Storage of Classified Materials. Aircrew may coordinate for storage of classified material, up to SECRET, with the CP (DSN: 777-3007).

1.32. Distinguished Visitors (DV). Tower notifies AMOPS when a DV aircraft is 20 NM from HAFB, workload permitting. AOF/CC and Protocol will coordinate timeline/itinerary changes.

1.33. Flight-Line Attire and Smoking Policy.

1.33.1. Individuals shall secure all loose articles prior to entering the flight line area, to include hats, writing instruments, line badges, etc. **NOTE:** Line badges must remain properly displayed.

1.33.2. Smoking is only authorized in designated tobacco use areas.

1.34. Transient Alert (TA).

1.34.1. TA expeditiously meets, parks, and services transient aircraft. DoD Flight Information Publication IFR Supplement details TA service hours and capabilities.

1.34.2. The West, North, and Air Freight Ramp are the primary transient parking locations. AMOPS determines specific parking locations in coordination with TA.

1.34.3. Transient aircrews must coordinate aircraft servicing requirements with AMOPS. AMOPS ensures availability of all logistical support upon arrival and prior to departure.

1.34.4. AMOPS (Building 1) provides a mission planning area that includes network computers and a flight planning material. AMOPS will file all DD 1801 Flight Plans for crews that require assistance.

1.34.5. Transient aircrew questionnaires, Hazardous Air Traffic Reports (HATRs), and Air Force Hazard Reports are readily available in Base Ops.

1.35. Construction and Maintenance Working on the Airfield. Airfield Management must approve construction, maintenance, and contractor work on the airfield or surrounding environment that could impact the airfield. AMOPS will notify the Tower of expected work and estimated completion time, then issues appropriate advisories via NOTAM. AMOPS will ensure all applicable flying and support units are aware of any impact to airfield operations. **NOTE:** Prior to commencing work, construction and maintenance agencies must contact AMOPS daily. Upon completion of daily activities, crews will provide AMOPS a summary of work completed.

1.36. Airfield Operations Board (AOB). The AOB provides a forum for discussing, updating, and tracking various activities associated with support of the flying mission. The AOB is vital to sustaining safe flying operations at HAFB.

1.36.1. The 75th Air Base Wing Deputy Commander (75 ABW/CD) chairs the AOB IAW AFMAN 13-204v1. The Bird Hazard Working Group (BHWG) may be held in conjunction with the AOB.

1.36.2. Mandatory AOB board members (or designated representatives) include:

Table 1.1. AOB attendees.

75 ABW/CD	75 OSS/OSW	419 FW/SEF
75 ABW/SEF	75 OSS/OSC	419 OG/CC
75 ABW/CP	388 FW/SEF	419 OG/OGV
75 MSG/CC	388 OG/CC	309 AMXG/CC
75 CEG/CL	388 OG/OGV	514 FLTS/CC
75 CES/CL	388 OSS/CC	Salt Lake Approach
75 OSS/CC	UTTR/ROC	Ogden Tower
75 OSS/OSA	4 FS/CC	
75 OSS/OSAA	421 FS/CC	
75 OSS/OSAT	34 FS/CC	
75 OSS/OSM	466 FS/CC	
NOTE: Others are encouraged to attend, i.e., 388 FW/CC, 75 CEG/CEVR, UTTR/ROS, 75 CEG/CEAO, 75 CES/CEOHG, 75 SFS/CC, 75 LRS/CC, 75 LRS/LGTO, 75 CEG/CC, 75 CES/CL, 775 CES/CEF, 419 FW/CC, 86 FWS/CC, 299 RCS, USFS, 151 WG/OG.		

1.36.3. Mandatory AOB briefing items include:

1.36.3.1. Airspace (terminal, enroute, and special use airspace).

1.36.3.2. ATC and flying procedures (new, revised, rescinded, and seldom used).

1.36.3.3. Military and FAA concerns.

1.36.3.4. Airfield Operations Flight staffing.

1.36.3.5. ATCALS.

1.36.3.6. Airfield environment.

1.36.3.7. Status of Airfield Driving Training Program.

1.36.3.8. Runway Intrusions/CMA Violations.

1.36.3.9. HATRs

1.36.4. The following items shall be briefed at least annually IAW AFMAN 13-204V1:

1.36.4.1. Local Operating Procedure (LOP) Review (Jul).

1.36.4.2. Terminal Instrument Procedures (TERPS) (Oct).

1.36.4.3. Air Installation Compatible Use Zone (as required or optional).

1.36.4.4. Results of annual self-inspection (Jan).

1.36.4.5. Special Interest Items (Jul).

1.36.4.6. Results of the Annual Airfield Certification and Safety Inspection and Quarterly Joint Inspection (as required) (Apr).

1.36.4.7. Aircraft Parking Plan (Jan).

1.36.4.8. Status of existing airfield waivers with emphasis on temporary waivers and associated correction plans (Apr).

1.37. Non-Standard Airfield Systems or Configurations. Runway 32 ODALS have non-standard distancing between lights as described in **paragraph 1.20.1.2**.

Chapter 2

GROUND OPERATING & DEPARTURE CLEARANCE PROCEDURES

2.1. General Information.

2.1.1. AMOPS briefs transient aircraft commanders on aerodrome hazards, NAVAID status, noise abatement, BWC, hazards, rescue and fire-fighting capability.

2.1.2. Hill-based flying units develop their own briefing procedures to ensure aircrews are advised of airfield status and applicable Airfield Operations Instruction requirements to include Reduced Same Runway Separation (RSRS) standards IAW AFMAN 13-204V3 and **paragraphs 3.9 thru 3.11** of this document.

2.2. Control of Vehicular Ground Traffic.

2.2.1. Personnel operating vehicles on HAFB Airfield must possess a current airfield driver's competency card IAW AFI 13-213 HILLAFBSUP 1, *Airfield Driving*. During special events (i.e. air shows) individuals must display a flight line POV pass issued through AMOPS. **NOTE:** Refer to AFI 13-213 HILLAFBSUP 1, *Airfield Driving* for guidance concerning POV passes.

2.2.2. Tower controls all ground traffic in the Radio Monitoring Area (RMA). Personnel need not ask permission into the RMA but must closely monitor VHF 121.6 or "Tower Net" for instructions from "Hill Ground Control (GC)" at all times within the RMA. No vehicle or person may enter the RMA without manually tuning their radio to the Tower Net or ground frequency. Vehicles without a radio must be escorted by another vehicle equipped with a radio capable of monitoring ground frequencies. Permission must be obtained from Tower before entering the CMA. Tower shall activate flashing amber lights located on the Tower catwalk to provide a visual indication of closures.

2.2.2.1. Use the following procedures to access CMA during closures: **NOTE:** Drivers must not assume Tower/airfield is closed when amber lights on catwalk are illuminated. Radio checks are still required, as lights may have been activated in error.

2.2.2.1.1. Stop prior to the runway VFR hold markings.

2.2.2.1.2. Call Hill Ground, using your call sign to request runway access.

2.2.2.1.3. If Hill Ground does not respond, look to see if amber lights are illuminated. (Amber lights around the Tower cab catwalk indicate the Air Traffic Control Tower is closed.)

2.2.2.1.4. Call Hill Ground again, this time stating: where you are entering the runway from and where you will be exiting. Wait an additional 20 seconds before proceeding on the runway.

2.2.2.1.5. Proceed into the CMA.

2.2.2.1.6. When off the runway, report off the runway and where you exited. **NOTE:** Radio transmissions are digitally recorded in the Tower and reviewed to ensure compliance.

2.2.2.2. Aircraft Towing.

2.2.2.2.1. Call Hill Ground prior to towing an aircraft.

2.2.2.2.2. If Hill Ground does not respond, look to see if the amber lights around the Air Traffic Control Tower cab cat walk are lit (Amber lights around the Tower cab bat walk indicate the Air Traffic Control Tower is closed).

2.2.2.2.3. If Tower is closed, call Hill Ground again to state:

2.2.2.2.3.1. Aircraft's current tow location.

2.2.2.2.3.2. Final destination.

2.2.2.2.4. Proceed with aircraft tow.

2.2.2.2.5. Report off of the taxiway.

2.2.3. Vehicles operating in the uncontrolled movement area shall monitor the Tower Net to the maximum extent possible. Tow operators shall monitor the Tower Net and receive Tower approval before towing in any aircraft movement area. Additionally, vehicle operators, aircraft operators, and pedestrians shall visually monitor taxiway and runway lights (if flashing, observe the tower cab for possible light gun signals).

2.2.4. When necessary, hand-held Land Mobile Radios (LMRs) may be checked out for temporary use from AMOPS in Building 1.

2.2.5. If Tower observes a vehicle operating in a suspicious manner, attempts are made to contact the vehicle. If the vehicle does not respond, Tower notifies AMOPS immediately.

2.2.6. Vehicles operating in the movement area must stop at all intersecting taxiways. When vehicles approach within 100' of taxiing aircraft and the aircraft is fighter size or smaller, the vehicle operator shall stop and yield to aircraft. If the aircraft is larger than fighter size, the vehicle operator leaves the taxiway via the most expeditious means possible to maintain at least 25' wingtip clearance until the aircraft has passed and is 100' away from the vehicle. Final responsibility for avoidance of taxiing aircraft rests with vehicle operators. Extreme caution shall be used when driving on the airfield.

2.2.7. Vehicles operating within the CMA should use rotation beacon lights. Vehicles not equipped with beacon lights must use emergency flashers. Vehicles turn lights on prior to contacting the Tower to request access into the CMA, and maintain two-way communication with Tower at all times until exiting the CMA. Upon exiting the CMA, vehicles leave the lights on until the Tower has acknowledged they are outside the CMA. If radio contact with Tower is lost, vehicles immediately exit the runway and proceed to AMOPS to report the failure. Tower uses light gun signals or flashes the runway lights if runway evacuation is required and radio contact with the vehicle cannot be established. When the appropriate light gun signal or flashing of runway lights are observed, all personnel and vehicles exit the runway, remain at least 100' from the runway, and follow light gun instructions. **NOTE:** Maintenance activities within 100' of the runway are coordinated through Airfield Management. Vehicle operators must contact Tower prior to entering and operating within this area. Vehicles remain outside the runway edge lights. AMOPS shall notify Tower of individuals/agencies that have an operational necessity to operate within 100' of the runway edge. Personnel and equipment

within 100’ of the runway are removed for arrivals and departures of larger-than-fighter type aircraft, in-flight emergencies and formation takeoffs and landings, not to include aircraft in chase. Final approval for allowing personnel and vehicles within 100’ of the runway edge rests with the Tower Watch Supervisor.

2.2.8. Vehicles operating off paved surfaces or in areas where FOD is present must not proceed on the paved portions of the airfield until all tires have been thoroughly inspected and cleared of debris (including mud). Airfield drivers are responsible for inspecting their vehicle tires, to include a mandatory rollover tire checks.

2.2.9. Taxi and tow procedures. HAFB assigned aircraft and tow vehicles are authorized to taxi and tow on their respective ramps, including USFS on the Alert Ramp, as well as other parking areas approved by AMOPS (i.e., Hot Pads) without prior Tower permission. Vehicles towing aircraft on any taxiway will contact Hill Ground for permission prior to moving the aircraft. Report unauthorized taxi and tow operations immediately to AMOPS. **NOTE:** Deployed/visiting units hosted by a HAFB assigned flying organization are considered local units for the purpose of aircraft anti-hijacking and theft protection. The host flying organization is responsible for monitoring authorized and unauthorized taxi and tow operations within their respective ramps.

2.3. Control of Aircraft Ground Traffic. Aircraft not requiring de-arming after landing shall establish and maintain contact with GC prior to entering taxiway Alpha. Aircraft requiring de-arm shall establish and maintain contact with GC prior to taxiing from the de-arm area. Tower establishes preferred taxi routes.

2.4. Flight Planning Responsibilities.

2.4.1. Departing aircraft.

2.4.1.1. Aircraft departing HAFB must have a filed flight plan IAW FLIP, General Planning (GP), and AFMAN 11-202V3, *General Flight Rules.*

2.4.1.2. Aircrew are encouraged to check the Avian Hazard Advisory System and Bird Avoidance Model for the latest enroute, departure and arrival location bird activity. Computers for transient aircrew are available in AMOPS.

2.4.2. General. Transient aircraft and tenant unit cross-country flight plans originating from HAFB may be entered by AMOPS or filed electronically. If a unit does not file through HAFB AMOPS, they are responsible for keeping a record of the flight plan IAW Air Force Records Distribution Schedule (RDS).

2.4.2.1. Transient aircraft must submit and receive a prior permission required (PPR) authorization prior to departing their last station. Aircraft without a PPR are required to contact AMOPS on pilot-to-dispatch frequency (372.2 UHF/134.75 VHF) and receive a PPR prior to being granted landing clearance.

2.4.2.2. Locally assigned aircrew may file their flight plans on their own, through an FAA flight services station, or with AMOPS. A PPR is required for Depot inputs flown by home station or 514th FLTS aircrew prior to departing for Hill. If a unit does not file through HAFB AMOPS, they are responsible for keeping a record of the flight plan IAW Air Force RDS. **NOTE:** Locally assigned aircraft returning from off-station missions (TDYs, air shows, etc.) outside of local flying window shall obtain a PPR from AMOPS.

2.4.2.3. Local flight plans. Tenant units and deployed units hosted by tenant units are authorized to submit flight plans to AMOPS for local stereo flight plans and DD Form 1801 flight plans. Flight plans may be filed in person, via telephone (for local stereo flight plan only and with a current Letter of Agreement on file), via email **75OSS.OSAA.AMOPS@us.af.mil** or using an authorized flight planning website (Foreflight.com, flightplan.com, etc.). If using an electronic system to file, include KHIFYXYX as an addressee to ensure Hill AMOPS receives the flight plan. Filing unit shall maintain flight plans on file IAW Air Force RDS. If utilizing AMOPS, the flight plan shall be submitted at least one hour prior to estimated time of departure and comply with the following:

2.4.2.3.1. Flight must originate from HAFB.

2.4.2.3.2. Aircraft commanders and flight leads must be available to answer any questions AMOPS may have concerning the flight plan.

2.4.2.3.3. Flight plans must be filled out IAW FLIP GP Guide. Any changes to the flight plan must be coordinated with AMOPS prior to departure.

2.4.2.3.4. Stereo Routes. The aircraft commander or flight lead notifies Tower if departing on a stereo flight plan under VFR. All VFR departures, unless otherwise indicated to Tower, follow the stereo ground track while remaining outside of the Class B airspace unless approval is obtained from SLCA.

2.4.2.4. Alert, Scramble, and Exercise Flight Plans. AMOPS maintains copies of pre-approved flight plans for alert, scramble, and exercise missions. Tenant units must contact AMOPS when one of the pre-approved flight plans is issued. The unit is responsible for maintaining records of the flight plan IAW Air Force RDS.

2.4.2.5. Procedures.

2.4.2.5.1. AMOPS:

2.4.2.5.1.1. Receives all information from units via approved methods in **paragraph 2.4.2**, and coordinates with appropriate agencies.

2.4.2.5.1.2. Provides selected NOTAMs to base agencies when requested.

2.4.2.5.1.3. Will ensure that a flight plan has been filed (either electronically or in-person) for all aircraft departing HAFB.

2.4.2.6. Entering flight plans. AMOPS and flying units share primary responsibility for entering flight plans.

2.4.2.6.1. HAFB Tower may also enter stereo flight plans. Tower shall coordinate with AMOPS when doing this to prevent duplication of effort and standardized information.

2.4.2.6.2. When advised that the Tower flight data system is inoperative, AMOPS will forward available flight plan information on all inbound and outbound aircraft to the Tower. This applies to all flight plans (IFR/VFR).

2.5. Ground Operations.

2.5.1. Tower. Aircraft shall monitor HAFB GC frequency during ground operations from initial engine start to shut-down. Fighter aircraft may switch to their squadron operations frequencies after engine start but must monitor Guard Frequency (243.0) at all times.

2.5.2. Aircraft shall have a flight plan on file before being allowed to taxi. USFS aircraft are allowed to perform engine run-ups and reposition on the USFS portion of the Alert Ramp during firefighting operations without prior coordination with AMOPS. **NOTE:** Tower may coordinate digitally or through AMOPS or SOF to approve aircraft taxi while awaiting finalized/modified flight plans.

2.5.3. Aircraft clearance. For the safe and efficient flow of ground traffic, TA and GC ensure aircraft taxiing with the intent to park on the North Ramp are marshaled or have a "follow me" vehicle to direct the aircraft to final parking spot.

2.5.4. IAW AFMAN11-218, vehicles towing aircraft on any taxiway will contact GC for permission prior to moving the aircraft. Vehicles towing aircraft maintain the required distance of 25 ft from any obstacle or obstruction.

2.5.5. To reduce FOD potential, all aircraft should taxi at the minimum power setting required for taxi operations. "Heavy" aircraft are requested to taxi with outboard engines off or at idle, if able.

2.6. Aircraft Sunshades. The current sunshade configuration does not provide the minimum 10' wingtip clearances required for F-35 aircraft on the 388 FW Ramp. The distance across the sunshades from the inside support poles are only 53'4". This results in a wingtip clearance of 9'2" on each side of the aircraft. The obstruction waiver procedures for F-35 aircraft state the use of the sunshades is only authorized with implementation of the following safety measures:

2.6.1. When towing into or out of the sunshades, wing walkers are required IAW AFMAN 11-218, A*ircraft Operations and Movement on the Ground,* Table 1.3. The towing supervisor shall ensure sufficient clearance exists. Towing operations require a minimum of three personnel. Centerlines are lighted during times of darkness or reduced visibility.

2.6.2. When taxiing into or out of the sunshades, the aircraft wing walkers visually ensure clearance is IAW AFI 11-218, AFMCSUP, Table 1.2. Centerlines are lighted during times of darkness or reduced visibility.

2.7. Hot Pit Refueling Areas. The following areas are authorized for hot pit refueling:

2.7.1. South Ramp. Row S, parking spots 5 through 13.

2.7.2. 388 FW Ramp. Rows Alpha, Hotel, and India, parking spots 1 thru 12.

2.7.3. West Ramp. Row Juliet, parking spots 1 thru 12.

2.7.4. Hot Pads 6 and 7.

2.8. Hot Pads. Users shall request hot pad use through AMOPS at least 15 days prior to the desired dates by emailing **75OSS.OSAA.AMOPS@us.af.mil** with information on dates, type aircraft, and munitions used. Once approved, users will coordinate any changes with AMOPS.

2.8.1. Loading and unloading combat aircraft on hot pads.

2.8.1.1. Loading of explosives is conducted within the potential explosion site block established for each location in **Table A8.1**. Explosive Operations Authorizations (designated nose wheel parking spots).

2.8.1.2. Inter-magazine (IM) distance must be maintained between aircraft. If IM cannot be maintained, a risk assessment must be completed, and the risk must be accepted at the appropriate level IAW DESR 6055.09 & AFMAN91-201. Documentation of this approval must be provided to the Airfield Manager with a copy to 75 ABW Weapons Safety (75 ABW/SEW).

2.8.1.3. MUNS or the owning aircraft unit will notify Maintenance Operations Center (MOC) or deployed flying unit's equivalent of aircraft type, explosive hazard and division, type of munitions and/or explosives, and the using organization when aircraft are loaded and unloaded. Provide MOC with the highest explosive hazard and division loaded or stored on the pad each time there is a change in firefighting or chemical hazard symbols.

2.9. Instrument Landing Systems (ILS) Critical Areas. ILS critical areas at HAFB are located at the north end airfield perimeter road, North End of Runway (NEOR), South End of Runway (SEOR) and the entrance to the Alert Ramp (See **Attachment 2**).

2.9.1. Localizer critical area.

2.9.1.1. When the reported ceiling is less than 800' and/or the visibility is less than 2 miles, restrict aircraft and vehicle operations in the localizer critical area unless the vehicle or personnel maintains two-way communications with the Tower. Do not permit vehicles or aircraft to transit the localizer critical area when an aircraft on the ILS approach is inside the Final Approach Fix (FAF). A preceding aircraft, approaching the same runway or another runway, may pass through the area while landing, departing, or exiting the runway; do not allow aircraft to stop within the critical area.

2.9.1.2. When the reported ceiling is less than 200' and/or RVR 2,000' or less (1/2 mile if no RVR) do not authorize vehicle or aircraft operations in or over the area when an arriving aircraft is inside 1 NM from touchdown.

2.9.2. Glideslope critical area.

2.9.2.1. When the reported ceiling is less than 800' and/or visibility less than 2 miles, but at or above 200' and/or visibility at or above 1/2 mile (RVR 2,400), restrict aircraft larger than fighter type and vehicle operations in the localizer critical area unless the vehicle maintains two-way communications with the Tower. Do not permit aircraft to taxi beyond the instrument hold line or allow vehicles in the glideslope critical area when an aircraft executing an ILS approach is inside the FAF.

2.9.2.2. When the reported ceiling is less than 800' and/or visibility less than 2 miles, restrict all vehicles. **NOTE:** Vehicles escorting fighter-type aircraft (i.e., launch essential vehicle, mission support vehicle, and EOR vehicle) during the weather conditions above are authorized to proceed into the glideslope critical area with the aircraft (aircraft tows are not authorized). Do not permit vehicles to proceed beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF, unless the arriving aircraft has reported the runway in sight.

2.9.2.3. When the reported ceiling is less than 200’ and/or visibility is less than 1/2 mile (RVR 2,400’), restrict all aircraft and vehicles. Do not permit aircraft to taxi or vehicles to proceed beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF.

2.9.3. Precision Obstacle Free Zone (POFZ). When the reported ceiling is less than 800’ and/or visibility less than 2 miles, do not allow aircraft and vehicle operations in the POFZ from the time an approach aircraft is within 2 miles of the landing threshold until the approach aircraft passes the hold line.

2.10. Heat Deterioration. Vertical Takeoffs and Landings (VTOLs) are not authorized at HAFB. Aircraft are not permitted to remain stationary on asphalt portions of the runway or have any rear thrust directors pointed downward toward asphalt portions of the runway.

2.11. Aircraft Turns on Runway. To preclude abrasions and deterioration of the surface, C-130 or larger aircraft are not allowed to make 180° turns on the asphalt portions of the runway.

2.12. New Aircraft Assignments. Directorates and tenant organizations, in conjunction with the Management Services Division (OO-ALC/FMR), coordinate with the Airfield Manager before accepting aircraft assignments or workloads requiring parking beyond existing capabilities.

2.13. Organizations Requiring Aircraft Parking. All agencies must coordinate with AMOPS for approval prior to parking/repositioning aircraft on any aprons (Hot Pads, South Ramp, North Ramp, etc.). The request will include the number and type of aircraft, requested parking location, expected duration, along with any other applicable information relating to the request. AMOPS will approve or disapprove requests based on projected parking plans for other locally assigned, transient and visiting unit aircraft. **NOTE:** 388 FW/419 FW (388 FW Ramp) and 309 AMXG (East/Flight Test Ramp) are authorized to park aircraft on their respective ramps without prior coordination with AMOPS.

2.14. Contractor Coordination. All airfield construction, proposed signs or changes to parking plans, airfield maintenance to include, but not limited to, ramp cleaning, snow removal, and grass mowing shall be coordinated with the Airfield Manager prior to implementation. It is the Airfield Manager’s responsibility to coordinate changes with impacted HAFB agencies.

2.15. Combat Aircraft Parking Areas. Combat aircraft parking areas are identified in **Attachment 11.**

2.16. Aircraft Arm and De-arm Procedures.

2.16.1. Prior to takeoff, combat aircraft requiring arming of munitions will taxi to the North/South EOR, which are designated as the arm and de-arm areas. Park aircraft before removing or installing electrical or mechanical pins, arming devices, positioning of interval meter, and connecting or disconnecting igniter cables.

2.16.2. If an unsafe munitions condition exists which cannot be corrected by weapons personnel, the pilot notifies or declares a ground emergency; nonessential personnel withdraw to an initial distance of 300’ and perform hung ordnance and emergency procedures, as applicable.

2.16.3. Aircraft returning to HAFB with unexpended live ordnance should proceed to the N/S EOR. Unit personnel take the necessary actions to render guns, launchers, dispensers, and racks safe. De-arm aircraft in the N/S EOR areas prior to returning to their designated parking areas or hot pad.

2.16.4. External fuel tanks, aircrew ejection system, captive AIM-9/AIM-120 missiles, chaff/flare, and inert practice bombs, may be armed or de-armed on the 388 FW/419 FW ramp, South Ramp, and 514 FLTS or transient aircraft parking ramps with 75 OSS/CC approval.

2.17. Drag Chute Jettison Areas. Aircraft are instructed to retain drag chutes until parked. If unable, jettison chutes on N/S EOR or taxiways between runway and Taxiway Alpha. TA will retrieve chutes and advise Tower when they are recovered.

2.18. Automatic Terminal Information Service (ATIS) Procedures. ATIS information is provided by Hill Tower and is broadcast during airfield hours of operation IAW FAA JO 7110.65, *Air Traffic Control*.

2.19. Ice Foreign Object Debris Procedures. When Ice FOD monitors are required, the number of aircraft in the N/S EORs will be determined by the flying unit's operational leadership. Aircraft will not be given instructions to "line up and wait" or "hold short" of the runway unless no delay is expected.

Chapter 3

FLIGHT OPERATIONS

3.1. Airspace.

3.1.1. HAFB's International Civil Aviation Organization airport code is KHIF. KHIF airspace extends upward from the surface up to, but not including, 7,800' within a 4.6-mile radius of KHIF, excluding the airspace north of a line beginning at a point where the Ogden Control Tower (KOGD) a216 degree radial intersects the KHIF 4.6-mile radius, then counter-clockwise along the 4.6-mile radius to the point where the KOGD 099 degree radial intersects the KHIF 4.6-mile radius, then northwest to Latitude 41.10.56 N., Longitude 111.59.19 W.; to Latitude 41.10.21 N, Longitude 112.00.55 W., to the point of beginning.

3.1.2. HAFB Tower is responsible for control of IFR and VFR traffic within its Class D airspace.

3.1.3. Ogden Control Tower. The Ogden Airport is located 4.5 nautical miles (NM) north of HAFB. Ogden Tower is responsible for controlling VFR traffic within their Class D airspace, excluding the portion that lies south of the common coordination boundary line. These ATC agencies maintain close coordination.

3.1.4. Common Coordination Area Boundary Line. A line beginning at a point where the western portion of the KOGD and KHIF Class D airspace boundaries intersect; then east-northeast along the common Class D Airspace boundary to Interstate-15 (I-15); then northeast to a point where an east/west line overlying 40th Street intersects Riverdale Road; then east along the line overlying 40th Street to the HAFB Class D airspace boundary. **NOTE:** The Dee Events Center, which is visible from Ogden and HAFB Towers, is a suitable landmark for the common coordination boundary line.

3.1.5. Hill Arrival Corridor (HAC). The HAC is defined as the airspace within the Ogden's Class D airspace at and above 5,700' MSL and is delegated to SLCA for transition of aircraft over Ogden to HAFB. The HAC is bounded on the east by a line one-half (1/2) mile east and parallel to the ILS Runway 14 Localizer centerline (R-318); on the north by Ogden Class D airspace boundary; on the west by a line one-half (1/2) mile west and parallel to the HIF 311 radial; and on the south by a line overlying Riverdale Road. See **Attachment 4** for a visual depiction.

3.2. Clearance of Other Than Air Force Aircraft.

3.2.1. Civil Aircraft. Civil aircraft using ATC facilities may conduct practice low approaches at HAFB on a noninterference basis. Low approaches are at the discretion of the Tower Watch Supervisor, but shall not be conducted during base flying. To conduct other types of practice approaches, or land at HAFB, civil aircraft must be given a PPR number by AMOPS, be approved by the 75 ABW/CC (for one time use) or authorized approver, and comply with AFI 10-1001, *Civil Aircraft Landing Permits*, and AFI 10-1002, *Joint Use Agreements for Military and Civilian Flying Facilities*. PPR numbers will generally only be given when civil aircraft use of HAFB is mission essential.

3.2.2. Operating owned or leased aircraft. AFI 10-1001 and AFI 10-1002 establish procedures for government personnel operating their owned or leased aircraft to use Air Force installations.

3.2.3. Unauthorized aircraft landings. When civil aircraft land without permission or proper authorization, action will be taken to include activating the PCAS and SCN (respectively) by HAFB Tower and AMOPS IAW AFI 10-1001 and AFI 10-1002. In addition, AMOPS will notify:

3.2.3.1. Customs (if applicable).

3.2.3.2. 75 OSS/OSA. The AOF/CC will notify:

3.2.3.2.1. 75 OSS/CC.

3.2.3.2.2. 75 OSS/DO.

3.3. Aerial Demonstration (Demo) Operations. Demo airspace is defined as the airspace within a 3 NM radius of the geographical center of Runway 14/32; surface up to 17,500' MSL.

3.3.1. All participating aircraft:

3.3.1.1. Remain VFR at all times.

3.3.1.2. Remain within 3 NM of the geographical center of the airport (midfield Runway 14/32) up to 17,500' MSL.

3.3.1.3. Comply with all requirements of the FAA Certificate of Waiver.

3.3.2. AMOPS will NOTAM the HAFB Class D airspace closed for all aircraft not participating in the DEMO prior to the utilization of the DEMO airspace. The DEMO team coordinates with all flying units on base at least two weeks in advance of the scheduled flight. DEMO team will coordinate with 75 OSS/OSA via email (**75OSS.OSAA.AMOPS@us.af.mil**) and provide the following information:

3.3.2.1. Date and time of the DEMO flight.

3.3.2.2. Aircraft staging location (when outside the 388 FW Ramp). **NOTE**: AMOPS will deny parking requests that conflict with other scheduled operations.

3.3.2.3. Estimated number and staging location of any spectators.

3.3.3. Tower advises SLCA at least ten minutes prior to a DEMO flight. Additionally, Tower calls SLCA for release of DEMO aircraft and DEMO airspace.

3.3.4. SLCA will ensure all traffic, including KHIF arrivals, remain outside of the 3 NM DEMO airspace. Increase separation by 1.5 NM for the portion of the DEMO airspace that is contained in Class B airspace. **NOTE:** The SLCA DEMO video map displays a 4.5 NM radius.

3.3.5. When DEMO airspace is active, no personnel or vehicles are authorized within the show box as depicted in **Attachment 13**. Tower will make a blanket advisory over the Tower Net stating, "ATTENTION ALL VEHICLES, DEMO IN PROGRESS. REMAIN OFF TAXIWAY ALPHA." Subsequent calls will be made by Tower in the same fashion every 5 minutes throughout the duration of the DEMO.

3.3.5.1. If any vehicles or personnel enter into the show box during a DEMO event, Tower will notify the DEMO team via GC stating the type of violation (vehicle or person) and the location.

3.3.5.2. At the point of notification, the DEMO activity will either be halted or canceled within the aerobatic practice area until the violator exits the show box IAW the U.S. Department of Transportation FAA Certificate of Waiver Authorization Form.

3.3.5.3. Once the violator exits the show box, the DEMO team may choose to continue, or cancel and reschedule with AMOPS. **NOTE:** The "DEMO" call sign is only authorized when utilizing DEMO airspace.

3.3.6. Once the DEMO flight is complete, Tower will make a blanket advisory over the Tower Net stating, "ATTENTION ALL VEHICLES, DEMO COMPLETE. RESUME OPERATIONS ON TAXIWAY ALPHA."

3.4. Local Aircraft Priorities. Aircraft priorities are IAW FAA JO 7110.65, in conjunction with local aircraft priorities approved by the 75 ABW/CC. Tower Watch Supervisors shall adhere to this guidance and utilize sound judgement to facilitate an orderly and safe flow of traffic. When feasible, use the following preferential handling:

3.4.1. Aircraft in distress (emergencies).

3.4.2. Active scrambles.

3.4.3. Life Guard (civilian air ambulance or military air evacuation when operational priority is requested).

3.4.4. USFS aircraft (when performing fire-fighting missions).

3.4.5. Search and rescue (when performing a search and rescue mission).

3.4.6. Presidential aircraft and entourage (includes President, Vice-President, or any other public figures when designated by the White House).

3.4.7. Flight check.

3.4.8. Zoom departures.

3.4.9. Distinguished visitor arrivals and departures.

3.4.10. Controlled departures.

3.4.11. Scheduled range times.

3.4.12. Practice scrambles.

3.4.13. Demonstration (DEMO) operations.

3.4.14. Arrivals (aircraft only receive priority on first approach).

3.4.15. Other departures.

3.4.16. Practice approaches. The Tower Watch Supervisor may amend the preferential handling of assigned aircraft to meet mission requirements. Aircraft on an initial approach are given priority over aircraft flying multiple practice approaches.

3.5. Departures.

3.5.1. Runway 14/32 cross-country IFR departures typically depart on a DEVLN1 Departure.

3.5.2. Protection of the 360º Overhead Pattern. Aircraft departing or performing a go-around, missed approach, or low approach shall not climb above 6,300' MSL until beyond the departure end of the runway unless otherwise specified by Tower. If the overhead pattern is active, Tower will advise transient aircraft of the departure restriction.

3.5.3. VFR departures. Aircraft departing VFR and desiring flight following make their request through HAFB GC prior to departure.

3.5.4. Intersection Departures. Intersection departures are authorized with the following exceptions:

3.5.4.1. Runway 14. Not authorized from Taxiway Golf.

3.5.4.2. Runway 32. Not authorized from Taxiway Charlie.

3.5.4.3. See **Attachment 2** for all intersection distances remaining.

3.5.5. 388 FW, 419 FW and 514 FLTS departures. 388 FW, 419 FW and 514 FLTS aircraft normally take off using standard stereo departures. Zoom departures are assigned a single radio frequency for duration of the Zoom. This frequency is at the direction of SLCA.

3.5.6. To aid SLCA in positive radar identification of aircraft in non-standard formation departures, apply the following:

3.5.6.1. The flight lead squawks the transponder code assigned with the flight plan clearance.

3.5.6.2. Remaining aircraft squawk 510X, where X defines the position of that aircraft in the flight. Aircraft other than the flight lead shall stop squawk once established within a standard formation.

3.5.7. Wingmen. Wingmen terminate the procedures outlined in **paragraph 3.5.7** after a rejoin to standard formation or reaching HIF R250 at 20 Distance Measuring Equipment (DME), whichever occurs first. Flight Leads continue to squawk the assigned ATC codes unless reassigned a new squawk by Clover Control.

3.6. Opposite Direction Traffic.

3.6.1. Initial coordination for opposite direction operations must include "OPPOSITE DIRECTION DEPARTURE/ARRIVAL, (CALL SIGN) (TYPE AIRCRAFT), RUNWAY (NUMBER)." All coordination thereafter between controllers must include the phrase "OPPOSITE DIRECTION ARRIVAL/DEPARTURE, RUNWAY (number)."

3.6.2. Opposite direction operations may be approved when an operational necessity exists and traffic permits.

3.6.3. The following separation standards for opposite direction operations shall be used IFR/IFR, VFR/VFR, or IFR/VFR:

3.6.3.1. Arrival versus arrival. The succeeding aircraft will be no closer than a 10-mile final until the preceding aircraft passes the landing threshold.

3.6.3.2. Departure or low approach versus arrival. A departing or low approach aircraft must be airborne and turned to a 45 offset heading prior to the arriving aircraft reaching a point no closer than 10 mile final.

3.6.3.3. An opposite direction departure/low approach aircraft must be airborne and turning to avoid conflict prior to an arrival aircraft reaching 4 NM from the runway.

3.6.3.4. The aforementioned minima in **paragraph 3.6.3.3** does not apply to circling approaches. Tower will issue traffic.

3.6.4. The Tower Watch Supervisor may suspend opposite direction operations based on existing traffic conditions.

3.6.5. To facilitate administrative tracking of opposite direction traffic, Tower shall advise AMOPS whenever an aircraft departs from or makes a full-stop landing to the runway not in use.

3.7. Functional Check Flight (FCF) Areas. HAFB and Depot Status aircraft operating locally primarily use the R-6404 airspace in the UTTR. However, any area in the UTTR and Lucin MOA/ATCAA may be used for FCFs.

3.8. Parachute Jumping Over Ogden (OGD) Airport.

3.8.1. The Parachute Jump Airspace over the Ogden Airport is defined as a 1 NM radius circle, based on the center of the landing zone, excluding the airspace southwest of the eastern boundary of the HAC. The eastern boundary of the HAC is defined as a line 0.5 NM east of and parallel to the HAFB ILS Runway 14 Localizer centerline. Airspace extends from the surface to the altitude of the jump. Parachute Initial (**para 3.16.2.2** of this document) is utilized during Runway 14 operations at HAFB when the Jump Airspace is active.

3.9. Reduced Same Runway Separation (RSRS) Standards. IAW AFMAN 13-204V3 RSRS standards (i.e., less than FAAO JO 7110.65 standard separation) apply to AFMC assigned aircraft as well as aircraft assigned to:

3.9.1. Air Combat Command (ACC).

3.9.2. Air Education and Training Command (AETC).

3.9.3. Air Force Global Strike Command (AFGSC).

3.9.4. Air Mobility Command (AMC).

3.9.5. Air Force Reserve Command (AFRC).

3.9.6. Air National Guard (ANG).

3.9.7. Air Force Special Operations Command (AFSOC).

3.9.8. US Air Forces in Europe (USAFE).

3.9.9. Pacific Air Forces (PACAF).

3.10. Conditions for Application of RSRS.

3.10.1. 75 OSS/OSA will coordinate RSRS for non-USAF aircraft.

3.10.2. Air traffic controllers must be able to see the aircraft involved to determine distances by reference to suitable landmarks (i.e., distance markers and taxiways) for daytime and nighttime operations. See **Table 2** and **Table 3** for Daytime and Nighttime RSRS standards. **NOTE:** "Same aircraft" means same airframe (i.e., F-35 behind F-35, F-16 behind F-16). All other fighter and trainer-type operations means not the same airframe (i.e., F-15 behind F-16, F-16 behind A-10). Non-heavy, non-fighter-type aircraft operations include, but are not limited to, C-130, C-12 and B-737.

3.10.3. Aircrew or ATC may refuse RSRS for safety of flight. In these cases, appropriate separation standards published in FAA JO 7110.65 shall apply.

3.10.4. Controllers must provide appropriate traffic advisories to aircraft involved.

3.10.5. Aircraft will not overfly aircraft on the runway. Responsibility for separation of aircraft rests with the pilot. Controllers must provide appropriate traffic advisories to landing aircraft.

3.10.6. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases. When operating IFR or under ATC instructions, controllers must ensure standard wake turbulence separation exists.

3.10.7. RSRS between formation full stops (holding hands) are authorized provided involved aircraft are the same type aircraft (i.e., all F-15s, all F-16s). Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

3.11. Non-Applicability of RSRS. RSRS separation standards do not apply:

3.11.1. To any situation involving an emergency aircraft.

3.11.2. To touch-and-go behind full stop.

3.11.3. To low approach behind a touch-and-go.

3.11.4. To "heavy" aircraft (capable of takeoff weights of more than 255,000 pounds) other than a full stop following a full stop.

3.11.5. When RCR is less than 12 (ANG RCR less than 20) or braking action of less than "Medium" is reported.

3.11.6. Controllers consider formation flights to be a single aircraft and do not apply RSRS standards between aircraft within the same formation. Separation between aircraft within the formation is the responsibility of the flight leader and the pilots of the other aircraft in the flight (FAA JO 7110.65, *Pilot/Controller Glossary*).

Table 3.1. Daytime RSRS Standards.

Pairings	**FS behind TG**	**FS Behind LA**	**LA Behind LA**	**FS Behind FS**	**LA Behind FS**	**TG Behind TG**	**TG Behind LA**
Same Fighter-Type	3,000’	3,000’	3,000’	3,000’	3,000’	3,000’	3,000’
Same Trainer-Type or T-6 behind T-1/T-38 Aircraft	3,000’	3,000’	3,000’	3,000’	3,000’	3,000’	3,000’
Dissimilar Fighter/ Trainer-Type	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’
Same Non-Heavy, Tactical Airlift Type (ie C-130)	3,000’	3,000’	3,000’	3,000’	3,000’	3,000’	3,000’
Same –Type Aircraft Formations	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’
Same Type-Heavy, FS Only	*	*	*	8,000’	*	*	*
***NOTE:** FAAO JO 7110.65 *Air Traffic Control*, Standard separation shall be applied.							

Table 3.2. Nighttime RSRS Standards (After Civil Twilight).

Pairings	**FS behind TG**	**FS Behind LA**	**LA Behind LA**	**FS Behind FS**	**LA Behind FS**	**TG Behind TG**	**TG Behind LA**
Same Fighter-Type	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’
Same Trainer-Type or T-6 behind T-1/T-38 Aircraft	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’
Dissimilar Fighter/ Trainer-Type	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’
Same Non-Heavy, Tactical Airlift Type (ie C-130)	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’
Same –Type Aircraft Formations	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’	6,000’
Same Type-Heavy, FS Only	*	*	*	8,000’	*	*	*
***NOTE:** FAAO JO 7110.65 *Air Traffic Control*, Standard separation shall be applied.							

3.12. ILS Approaches. ILS approaches are not available when any portion of the approach end of Runway 14 is closed.

3.12.1. 514 FLTS ILS Equipment Checks on FCF/ECF/OCF (Functional/Equipment/Operational Check Flight) sorties. If any portion of the approach end of Runway 14 is closed or men or equipment are in the localizer or glideslope critical areas rendering that equipment out of service, 514 FLTS aircrew may request the localizer or glideslope equipment be turned on to check aircraft equipment reception during VFR conditions to complete required check profiles. Aircrew may also request an opposite direction ILS equipment check when Runway 32 is in use.

3.12.2. ILS equipment is not utilized for course guidance during this check. The terminology "Request ILS for Equipment Check" is used with Tower. Termination of the equipment check due to traffic is at the discretion of the Tower Watch Supervisor. Upon completion of the check, aircrew use the terminology "Equipment Check Complete" at which time Tower turns off pertinent equipment and re-sequences traffic as necessary. **NOTE:** Opposite direction does not apply if the check is terminated prior to the aircraft reaching 4 mile final.

3.13. Go-Around or Missed Approach Procedures.

3.13.1. For Runway 14 operations:

3.13.1.1. Tower issues "EXECUTE PUBLISHED MISSED APPROACH" to all IFR aircraft except those cleared for the ILS Z.

3.13.1.2. For HAFB assigned aircraft arriving on the ILS Z approach, Tower must issue "EXECUTE LAYTON CLIMBOUT" (see **Attachment 9**).

3.13.1.3. For non-base assigned aircraft Tower must issue, "TURN RIGHT HEADING 290, REMAIN WITHIN 5.7 DME. CLIMB AND MAINTAIN 6,500'."

3.13.2. For Runway 32 operations:

3.13.2.1. Tower issues "EXECUTE RIVERDALE CLIMB-OUT" (see **Attachment 9**) for base assigned aircraft.

3.13.2.2. For non-base assigned aircraft Tower must issue, "TRACK HEADING 319, CLIMB AND MAINTAIN 7,000'."

3.14. Aerobatic Maneuvers.

3.14.1. Aerobatic flight means an intentional maneuver involving an abrupt change in an aircraft's attitude, an abnormal attitude, or abnormal acceleration, not necessary for normal flight as defined in AFMAN 11-202v3, Chapter 3.

3.14.2. Coordinate aerobatic maneuver requests through 75 OSS/OSA for 75 OSS/CC approval. Submit requests with sufficient lead-time to allow detailed review and coordination.

3.14.3. Air Traffic Control shall not approve aerobatic maneuvers within HAFB Class D airspace if they are not essential to the performance of the flight.

3.14.4. Aircraft conducting aerobatic maneuvers communicate via Tower frequencies unless otherwise coordinated prior to flight.

3.15. Diverts and Weather Recall Procedures. The SOF relays diverts and weather recall instructions to appropriate flying squadrons, Clover Control, CP, and unit aircraft. CP relays the divert and weather recall instructions to other applicable agencies.

3.16. Visual Flight Rules (VFR) Traffic Patterns. See Attachments **5 and 6** for visual references.

3.16.1. Arrivals. VFR arrivals should contact SLCA for initial sequencing and advisories at least 20 NM out.

3.16.1.1. The overhead traffic pattern for aircraft is flown at 6,800' MSL (2,000' AGL). Aircraft maintain pattern altitude until turning base.

3.16.1.2. When the reported ceiling is less than 7,300' MSL (2,500' AGL), the VFR overhead and fighter closed patterns are not flown. The Tower Watch Supervisor may lower the overhead or fighter closed pattern to 6,300' MSL or direct a right break or crosswind (weather conditions permitting).

3.16.2. Runway 14 VFR fighter-type aircraft traffic patterns:

3.16.2.1. Runway 14 overhead recovery from MUDFLAT. Aircraft maintain 7,300' MSL until crossing Ogden Airport and then descend to 6,800' MSL. The VFR entry point is a 7 mile initial, which allows the pilot to maneuver prior to entering the HAFB Class D airspace. Pilots advise Tower of the type of landing when reporting initial. Left breaks are standard direction for Runway 14.

3.16.2.2. Runway 14 Parachute Initial (overhead) recovery from MUDFLAT. Aircraft proceed direct to a 2-mile initial to Runway 14, maintain at or above 7,300' MSL until entering the confines of HAFB Class D airspace (4 DME or over Riverdale Rd.), then descend to 6,800' MSL or as otherwise directed by ATC. **NOTE:** When the Jump Airspace is active, Parachute Initial shall be flown unless otherwise advised.

3.16.2.3. Runway 14 straight-in recovery from MUDFLAT. Aircraft maintain 6,300' MSL until in contact with Hill tower and inside 7 DME. Cross 4 DME at or above 5,700' MSL. Non-DME equipped aircraft maintain a minimum altitude of 5,700' MSL until over Riverdale Road, 2.3 NM from the approach end of Runway 14. Tower advises transient aircraft making a visual approach of this restriction.

3.16.2.4. Runway 14 Left Re-Entry procedures:

3.16.2.4.1. Aircraft instructed to make a Left Re-Entry to initial, also known as Left-90 to initial or East Re-Entry to initial, will transition to an outside downwind east of the runway (east of HWY 89) at 6,800' MSL. Turn left 90 to initial one mile north of Ogden Airport and call "left 90 for initial".

3.16.2.4.1.1. Runway 14 Left Re-Entry to the straight-in procedures: Aircraft instructed to make a Left Re-Entry to the straight-in will transition to an outside downwind east of the runway (east of HWY 89) at 6,800' MSL. Turn left 90 to the straight-in abeam Ogden canyon (2.5 miles north of Ogden Airport), call "left 90 for straight-in", maintain 6,800' MSL until established on final, then cross 4 DME at or above 5,700' MSL.

3.16.2.5. Runway 14 Right Re-Entry to initial procedures: Aircraft instructed to make a right re-entry, also known as Right-90 to initial or West Re-Entry to initial, will transition to an outside downwind west of the runway at 6,800' MSL. Turn right 90 to initial one mile south of Ogden Airport and call "right 90 for initial".

3.16.2.6. Runway 14 Tactical Initial recovery from MUDFLAT. Tactical initial can be flown as either a 2-ship or 4-ship. Tactical initial may be flown at 300-350 KIAS. Coordinate all non-standard formations with SLC Approach. Elements depart MUDFLAT with all wingmen in standard formation. At the VFR entry point, a tactical turn is executed to place the wingman on the west side of the formation, approximately 4,000', aligned abreast. Descend to 7,300' MSL in tactical line-abreast formation. After over-flying the Ogden Airport, descend to 6,800' MSL. Trailing elements position themselves 1-2 NM in trail of the lead element prior to reaching the approach end of the runway. At the approach end of the runway both aircraft initiate a pitchout. Wingman temporarily delays north-bound turn when headed east to roll out on a normal downwind ground track.

3.16.2.7. Runway 14 Breakout Procedures: Aircraft will execute a climbing turn to 7,300' MSL, referencing East outside downwind (remain South of McKay-Dee hospital in the turn). Execute an East Re-Entry (when parachute operations are in effect: Enter a left inside downwind abeam the departure end of Runway 14) at 7,300' MSL. Follow ATC instructions.

3.16.3. Runway 32 VFR fighter-type aircraft traffic patterns:

3.16.3.1. Runway 32 overhead recovery from MUDFLAT. From MUDFLAT, aircraft continue inbound and turn to downwind leg 3NM West of the runway at 7,500' MSL. Abeam departure end of Runway 32, descend to 6,800' MSL. Turn left 90-to-initial over the Freeport Center. Right breaks are standard direction for Runway 32.

3.16.3.2. Runway 32 straight-in recovery from MUDFLAT. From MUDFLAT, aircraft continue inbound and turn to downwind leg 3NM West of the runway at 7,500' MSL. Abeam departure end of Runway 32, descend to 6,800' MSL turn left base over the Freeport Center. Accomplish maneuvering within Hill Class D Airspace on turn to final (4.3 DME).

3.16.3.3. Runway 32 Direct Left Base recovery from MUDFLAT. From MUDFLAT, aircraft proceed direct Ogden and maintain 7,500' MSL and proceed to a left inside downwind. Abeam departure end of Runway 32, descend to 6,800' MSL. **NOTE:** Tactical patterns are not authorized to Runway 32.

3.16.4. Closed traffic patterns (see Attachments **5 and 6** for visual references).

3.16.4.1. Fighter-type aircraft. Closed traffic patterns are flown at 6,800' MSL (2,000' AGL). Aircraft turn crosswind at departure end, unless otherwise directed.

3.16.4.2. Larger than fighter-type aircraft. Closed traffic patterns are flown at 6,300' MSL (1,500' AGL). Aircraft turn crosswind at departure end, unless directed otherwise.

3.16.4.3. Small general aviation aircraft. Closed traffic patterns are flown at 5,800' MSL (1,000' AGL). Aircraft turn crosswind at departure end unless otherwise directed.

3.16.5. Simulated Flame-Out (SFO)/Precautionary Flame-Out (PFO) patterns.

3.16.5.1. High Key altitude is a maximum of 14,500' MSL unless otherwise coordinated with SLCA. Aircraft hosted by a tenant unit are considered base-assigned (See Attachments **5 and 6** for SFO airspace information).

3.16.5.2. LARAE Transition SFO/PFO procedures. Prior to reaching the OGD 260/020 DME the SLCA shall approve or deny the SFO/PFO procedure. If approved, the pilot shall proceed to the north end of the SFO/PFO airspace via the LARAE Transition. The pilot reports entering the airspace at 14,500' MSL (or as assigned) with their request (orbit high key or report low key).

3.16.5.3. Straight-in SFO/PFO procedures (applicable to Runway 14 only).

3.16.5.3.1. On initial contact with SLCA, request straight-in S/PFO, maintain 11,000' MSL enroute to LARAE. SLCA will approve or deny Straight-In Transition by OGD VORTAC 20 DME.

3.16.5.3.2. If denied the transition or a reply from approach is not received by OGD 20 DME, cross LARAE at 9,000' MSL and proceed with the MUDFLAT Transition.

3.16.5.3.3. If approved, cross LARAE at 11,000' MSL and cancel IFR. Cross TUMMS at 14,500' MSL and execute the ILS Z Runway 14 ground track as published via the arc. Passing the HIF TACAN R-301 slow to 250 KIAS. Report "15 NM straight-in." Remain at 14,500; MSL until HIF 10 DME. Maintain at or above 7,000' MSL until clear of Ogden Airport.

3.16.5.3.4. Tower will deny the Straight-in SFO/PFO approach if more than four aircraft are projected to be in the VFR pattern when the Straight-in SFO/PFO is projected to arrive, or if a safety issue is resolved. **NOTE:** Remain on SLCA frequency until instructed to contact Hill Tower. Squawk discrete code until landing or entering the pattern, then squawk 1200.

3.16.5.4. SFOs/PFOs are only flown during daylight hours (official sunrise to sunset) by F-35/F-16 aircraft when:

3.16.5.4.1. Approved by SLCA.

3.16.5.4.2. Existing traffic conditions permit.

3.16.5.4.3. Approved by HAFB Tower.

3.16.5.4.4. VFR conditions can be maintained throughout the approach.

3.16.5.4.5. Operations must be contained in designated S/PFO airspace (see Attachment **5 and 6**).

3.16.5.5. Reporting Points:

3.16.5.5.1. S/PFO PARAMETERS:

3.16.5.5.1.1. TURNS: Runway 14 - Left Turns; Runway 32 – Right Turns

3.16.5.5.1.2. HIGH KEY: 14,500' MSL and below

3.16.5.5.1.3. KEY: 7,000' - 11,500' MSL, Airspeed: 180K – 260K

3.16.5.5.1.4. BASE KEY: 6,500' - 8,500' MSL

3.16.5.5.2. S/PFO can be initiated after touch and go/low approach or at initial.

3.16.5.5.3. SI S/PFO REPORT: "(CALL SIGN), 10- MILE S/PFO FINAL" AND "(CALL SIGN), 5-MILE S/PFO FINAL, GEAR, AND INTENTIONS (E.G., TOUCH AND GO, LOW APPROACH)" to tower. Expect low approach clearance at 5 NM. If clearance is not received by 3 NM on final, proceed straight ahead, maintain 7,300' Mean Sea Level (MSL) and expect an overhead approach.

3.16.5.5.4. Overhead S/PFO REPORT: "(CALL SIGN), HIGH KEY" AND "(CALL SIGN), LOW KEY, GEAR, AND INTENTIONS (E.G., TOUCH AND GO, LOW APPROACH)" to tower. Expect low approach clearance no later than Base Key. If clearance is not received by Base Key, fly runway heading, maintain 7,300 MSL, and can expect an overhead approach. **NOTE:** If tower does not have visual or radar

indicated position of the aircraft by 5 NM final, tower must discontinue the SI S/PFO approach and give directions to sequence the aircraft into the overhead pattern. Once the SI S/PFO aircraft is 8 NM final or closer, no arrival or departure aircraft are permitted in front of the SI S/PFO aircraft.

3.16.6. Breakout/go-around procedures.

3.16.6.1. SI S/PFO: When instructed to "breakout", pilots climb to 7,300' MSL and proceed directly to the indicated reporting point (as specified by ATC) and await further instructions. If no instructions are received, climb to or maintain 7,300' and expect an overhead approach.

3.16.6.2. OVERHEAD S/PFO: When instructed to "breakout", if the High Key/Low Key traffic has NOT initiated the turn to Base Key, the pilot will advise Tower of climb back to High Key/Low Key. Pilots who have initiated the base turn will maintain at or above 7,300' MSL, fly runway heading, and advise Tower of intentions. Pilots will not climb back to High Key after initiating the turn to Base Key or climb back to Low Key after descending below 7,300' MSL.

3.16.7. Multiple VFR patterns. If a pilot requests multiple VFR patterns at the end of an IFR flight, the IFR clearance is canceled after the first approach.

3.16.8. Over-flight. Aircraft do not descend below 6,000' MSL (1,200' AGL) when flying over the base munitions storage area except during emergencies, when executing a published missed approach procedure under IFR conditions, executing circling approaches, or are locally assigned C-130 aircrew performing tactical beam approaches when approved by Tower.

3.16.9. Recoveries. Flight lead squawks ATC assigned transponder code. Unless otherwise directed by ATC, remaining aircraft shall squawk IAW **para 3.5.7.2** of this document.

3.16.10. Canyon Re-Entry. See **Attachment 8**

3.16.10.1. Runway 14. Enter Weber Canyon at 6800' MSL or as directed by ATC and proceed VFR to the east of Snowbasin. Exit Ogden Canyon at 6800' MSL and proceed to a 3-mile initial to Runway 14, or as directed by ATC. Use caution for VFR traffic when exiting the canyon and traffic arriving from MUDFLAT.

3.16.10.2. Runway 32. Enter Weber Canyon at 6800' MSL or as directed by ATC and proceed VFR to the east of Snowbasin. Exit Ogden Canyon at 6800' MSL and proceed to EAST outside downwind, or as directed by ATC. Use caution for VFR traffic when exiting the canyon and traffic arriving from MUDFLAT.

3.17. Radar Trail Recovery (RTR) Procedures.

3.17.1. Coordination. RTR shall be coordinated with Clover Control or SLCA prior to beginning the recovery. Clover Control coordinates with SLCA for approval of a RTR. RTR recoveries to Runway 14 are limited to a maximum of four aircraft. RTR to Runway 32 are limited to a maximum of two aircraft. Coordination is required for a planned missed approach.

3.17.1.1. Upon receiving approval for a RTR, the lead aircraft of the flight squawks the beacon code assigned with the aircraft clearance. Remaining aircraft in the flight shall squawk IAW **para 3.5.7.2** of this document.

3.17.1.2. RTR spacing between each aircraft or element (an element is a two-ship) in the radar trail recovery flight is between 1.5-3 NMs, which is maintained by the pilot.

3.17.1.3. Aircraft spacing between the trailing aircraft of the first flight and the lead aircraft of the second flight is a minimum of 10 NMs.

3.17.1.4. Recoveries flown via the Causeway Four have the radar trail recovery formation established prior to HIF 260 radial at 25 DME (WIDOE).

3.17.1.5. Approaches other than the Causeway Four, the flight lead coordinates with ATC regarding the location where the radar trail recovery formation is established.

3.17.1.6. If aircraft are in contact with Clover Control when the radar trail recovery formation is approved, Clover Control hands-off the flight to SLCA. **NOTE:** There is only one flight plan per flight.

3.17.1.7. Trail recoveries do not terminate with circling approaches.

3.17.2. No Radio (NORDO) Aircraft. NORDO aircraft squawk 7600 and continue the radar trail recovery. The remaining aircraft are notified of the NORDO aircraft by ATC.

3.17.3. Radar Trail Separation. If radar trail separation cannot be maintained by the aircraft or element, the aircraft or element shall notify ATC to request further instructions.

3.17.4. Missed approach and climb-out procedures.

3.17.4.1. If executing a missed approach, the flight will execute the Layton/Riverdale climb-out. Each aircraft is then required to obtain a separate clearance from ATC.

3.17.4.2. If the flight is instructed to go around, climb-out procedures are according to ATC instructions. If the radar trail formation is interrupted, each aircraft obtains a separate clearance from ATC. **NOTE:** The radar trail formation will be interrupted when one of the aircraft lands and the others cannot. For example, if one aircraft takes the barrier and the following aircraft have to go around, radar trail formation is discontinued and each aircraft obtains a separate clearance from ATC.

3.18. Aero Club Operations. There is no Aero Club at HAFB.

3.19. Night Vision Device (NVD) Operations. NVD operations are not authorized at HAFB.

3.20. Unmanned Aerial Systems (UAS) and Small Unmanned Aircraft System (sUAS).

3.20.1. Military UAS operations are not conducted at HAFB. Only sUAS operations may be authorized at HAFB. 75 OSS/OSA is designated as Program Manager (PM) of HAFB sUAS programs.

3.20.2. sUAS will be conducted IAW DAFMAN 11-501, *Small Unmanned Aircraft Systems Management*, FAA, AFMC, and 75 ABW guidance.

3.20.2.1. No military or civilian sUAS operations are permitted over 75 ABW property, including the Air Force Museum, unless approved by 75 OSS/OSA.

3.20.2.2. Operations in HAFB Class Delta airspace (excluding recreational users operating outside 75 ABW property and below sUAS Facility Map altitudes). The following procedures apply:

3.20.2.2.1. Operators must have an approved CONEMP/COA through 75 OSS/OSA.

3.20.2.2.2. 75 OSS/OSA will evaluate CONEMP/COA requests as provided by the FAA or other agency and may approve, deny, or restrict operation for OPSEC and safety of flight.

3.20.2.2.3. Airfield Management will notify Tower, Security Forces, and Command Post whenever an authorized drone will be operating within 4.6 NM of HAFB. Unauthorized flights will be reported to Security Forces.

3.20.2.2.4. Airfield Operations Flight Staff will maintain a sUAS Facility Map. **NOTE**: Counter sUAS (C-sUAS) will be conducted IAW DAFMAN 11-501, CONEMP, IDP, FAA, AFMC, and 75 ABW guidance.

3.21. VFR Local Training Areas. The main VFR training area for HAFB aircraft is within the UTTR.

3.22. Functional Flight Checks. Functional flight checks will be conducted on NAVAIDs as needed after coordination between the AOF/CC, ATCALS, and the Air Force Flight Test Agency (AFFSA).

3.23. Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring. ASR and PAR approaches are not conducted at HAFB.

3.24. High DEVLN Departure Procedure (VMC ONLY).

3.24.1. Aircraft filed on a DV04A or DV06A may request a "High DEVLN Departure" with ground control on initial contact. If approved, Tower will assign the altitude for Runway 14/32. On departure, the aircraft will make a VFR climb to the east within S/PFO airspace until reaching the assigned altitude to be established on the HIF 250 radial. The aircraft must remain on Tower frequency until instructed to contact departure or when crossing over the airfield (see **Attachment 7**). This will be a VMC maneuver only. Aircraft will remain on their IFR clearance. If the procedure is not approved, aircraft will fly the DV04A/06A as filed. **NOTE:** This procedure is not authorized for TDY flying units.

3.24.2. High DEVLN Departure noise abatement procedures: Aircraft Afterburner (AB) will be cancelled by 350 kts while still on runway centerline and before residential areas. Aircraft will be on a normal takeoff attitude of 15 degrees nose high. Climb to assigned altitude will be made in military power only (sub-afterburner).

Chapter 4

SPECIAL OPERATIONS

4.1. Tower Fly-Bys. Tower may authorize pilots encountering unknown in-flight aircraft conditions to fly over the runway at lower than traffic pattern altitude for an external check of the aircraft. If NORDO, and aircraft does a fly-by, tower shall use a light gun to communicate.

4.2. Sonic Booms or Dropped Objects.

4.2.1. When information is received concerning an inadvertent or undocumented sonic boom or dropped object, AMOPS will pass any information deemed applicable when notifying the following offices:

4.2.1.1. Office of Public Affairs (75 ABW/PA).

4.2.1.2. CP.

4.2.1.3. 75th Air Base Wing Judge Advocate Office (75ABW/JA) for potential claims.

4.2.1.4. AOF/CC. The AOF/CC will notify 75 OSS/CC.

4.2.1.5. Tower.

4.2.2. The pilot responsible for the incident documents pertinent information on an AF Form 121, *Sonic Boom Log*. Operations officers will review their units' reports. Using organizations maintain and transmit this information IAW internal procedures. In the event of an undetermined cause, AMOPS records details of the incident in the daily events log.

4.2.3. AMOPS will conduct a runway check to look for any potential FOD hazards when a dropped object is found.

4.3. Fire Protection Support to Flying Operations.

4.3.1. Reduced Aircraft Rescue Fire Fighting (ARFF). When ARFF capability is reduced., the 775th Civil Engineer Squadron, Fire & Emergency Services (775 CES/CEF) will immediately notify AMOPS of the change to the Risk Category.

4.3.2. Upon notification, AMOPS will issue a NOTAM to include aircraft categories/type affected, (Yellow) Increased Risk/(Red) Severe Risk, with the applicable restrictions and immediately notify the following agencies of the reduced crash or rescue capability, IAW DAFMAN 13-204v2:

4.3.2.1. CP, 388 MOCC, and 309 MOCC

4.3.2.2. 388/419 FW Top 3, 514 FLTS, and USFS Tanker Base.

4.3.2.3. Airfield Manager.

4.3.2.4. AOF/CC. The AOF/CC will notify 75 OSS/CC.

4.3.2.5. Tower.

4.3.3. Normal operations resumed. When crash and rescue capability returns to the required minimum, 775 CES/CEF notifies AMOPS. AMOPS then informs agencies listed in **paragraph 4.3.2** that normal operations will resume.

4.4. Curtailment During Reduced Capability. The Airfield Manager, through coordination with 775 CES/CEF, determines curtailed activities during the period of reduced capability IAW above references.

4.5. Rescue Protection for Aero-Medical Airlift Aircraft.

4.5.1. Upon receipt of an official Estimated Time of Arrival (ETA) of aero-medical evacuation aircraft or other aircraft transporting patients, AMOPS notifies the AOF/CC, Tower, TA, 775 CES/CEF, and the 75th Medical Group Commander (75 MDG/CC). The AOF/CC will notify 75 OSS/CC.

4.5.2. When the aircraft is 10 miles from HAFB, Tower notifies AMOPS with the aircraft position and relays other pertinent information. AMOPS passes the information to 775 CES/CEF, 75 MDG/CC, TA, and other affected base organizations.

4.5.3. One Aircraft Rescue and Firefighting (ARFF) vehicle will standby on the taxiway directly east of Building 1 during arrival and departure operations. The fire or fire crash truck remains near the aircraft throughout loading, unloading, refueling, and engine start. An ambulance will standby and remain positioned aft of the crash truck. TA will remain in the vicinity of the aircraft.

4.6. Programmed Depot Maintenance (PDM) Aircraft-Receiving and Delivery.

4.6.1. During published airfield hours, AMOPS notifies TA and 309th Aircraft Maintenance Group Maintenance Operations Center (309 AMXG/MOC) upon pilot confirmation of a PDM aircraft arrival. TA directs F-16 and A-10 aircraft to the Incoming Ramp (south of building 270), C-130 aircraft to the 233 Ramp, F-35 aircraft to the East Ramp, and F-22 aircraft to the ALC Ramp.

4.6.2. Weekends. AMOPS notifies TA and 309 AMXG/MOC for aircraft received on weekends.

4.6.2.1. TA parks the aircraft on the Incoming Ramp (south of building 270), chocks and grounds the aircraft, and installs necessary safety pins and locks.

4.6.2.2. The 309 AMXG/MOC makes all follow-on arrangements to accept the aircraft for PDM and returns all chocks and grounds wires to TA.

4.7. Airfield Operations Participation in Exercises and Comm-Out Large Force Exercise. IAW AFMAN 13-204V1, organizations planning exercises on the airfield, involving ATC facilities, or Airfield Operations personnel must contact the AOF/CC at least 48 hours in advance of base exercises for approval. No Comm-Out or Large Force Exercise operations are used at HAFB. If any future Comm-Out or Large Force Exercise is planned the AOF/CC will coordinate the procedure with SLCA and flying units. All aircraft will comply with comm-out/NORDO procedures outlined in **para 5.12** of this instruction.

4.8. Visiting Units (Deployed/TDY) and Flight Operations. Deployed and TDY units must follow HAFB Visiting Unit Program guidance by contacting 75th Air Base Wing Plans and Scheduling Office (75 ABW/XP, DSN: 775-6617). Visiting units must also comply with the contents of this instruction and the following:

4.8.1. The deployed/TDY unit must provide 75 ABW/XP with the following information: type of aircraft, call sign and number, dates assigned, approximate number of sorties, and take-off and landing times.

4.8.2. Local area briefing. The host unit bears responsibility to brief the visiting units on the contents of this regulation. Assistance with the briefing may be obtained by contacting AOF/CC.

4.8.3. Live ordnance operations. Visiting unit aircrews must meet the requirements listed in **Chapter 6** and the following requirements before conducting live ordnance operations from HAFB:

4.8.3.1. Visiting unit aircrews must be hosted by a permanently assigned unit to HAFB.

4.8.3.2. Each air and ground crew member receives a local area briefing conducted by the host unit (in addition to the briefing listed in **paragraph 4.8.2**.). This briefing includes pertinent data affecting range operations, procedures for carriage and jettison of live munitions (both on and off the range), and procedures to follow for live ordnance related emergencies.

4.8.4. Engine runs and tows for visiting unit aircraft must be coordinated with AMOPS prior to initiation of the operation, except as authorized by HAFB Plan 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, and **paragraph 5.5.** of this instruction.

4.9. Hush House / Engine Runs.

4.9.1. As a general policy, run-up and testing of engines is not conducted between the hours of 2200L-0600L except in hush houses with the outer doors closed. During quiet-hour periods, unsuppressed engine runs are prohibited. A log is maintained by 309 AMXG MOC of all engine runs performed outside the approved periods along with the approving official's name.

4.9.2. During airfield operating hours, HAFB assigned aircraft parked on the 388 FW Ramp or East Ramp may only conduct low-power engine runs after receiving permission from Hill GC on 275.8 or 121.6 and monitor same while conducting engine run.

4.9.3. All other aircraft requesting engine runs shall contact AMOPS, who will coordinate with Tower. Aircraft will call Hill GC for final approval and monitor GC while conducting engine run.

4.9.4. If East Ramp blast fence space is not available, the alternate C-130 high power engine run area is Taxiway Echo between Taxiways Charlie and Delta. 309 AMXG MOC will coordinate use of this area with AMOPS who will then obtain approval from Tower. Aircraft will contact Hill GC to obtain taxi clearance and shall monitor Hill GC when conducting the engine run. As a general rule, C-130s will ask to face into the wind for the engine run.

4.10. Airfield Explosive Operations Requirements.

4.10.1. Visiting flying units. Visiting flying units do not fly live ordnance from HAFB without coordination with 75 ABW/XP and authorization from the 75 ABW/CC, with the exception of units participating in a Weapons System Evaluation Program (WSEP).

4.10.2. Explosive operations. Explosive operations involving aircraft on HAFB are conducted only in locations authorized by an approved explosive site plan (see **Attachment 11**, *Combat Aircraft Parking Area*).

4.10.3. Responsibilities.

4.10.3.1. 75 OSS/CC approves explosive operating instructions affecting the parking and movement of aircraft loaded with explosives on the airfield.

4.10.3.2. Airfield Manager:

4.10.3.2.1. Controls parking of explosive loaded aircraft.

4.10.3.2.2. Schedules hot pad space on a first come, first served basis indicating the status of each hot pad with the type of aircraft, explosive hazard and division, type of munitions and explosives, and the using organization.

4.10.3.2.3. Ensures at least one combat aircraft parking spot is available to park aircraft with hung or misfired ordnance during flying operations. If forward firing ordnance is used, ensures a parking spot is available on Hot Pad 3, 6, or 7 with earthen berm protection before the mission commences.

4.10.3.2.4. Maintains access to explosive site plans or other explosive authorizing documents to ensure compliance.

4.10.3.2.5. Ensures maintenance of assigned explosive locations and safety equipment.

4.10.4.1. Airfield users:

4.10.4.1.1. Request the use of hot pads with AMOPS and notifies them of changes.

4.10.4.1.2. Park explosive loaded aircraft only in locations provided by the Airfield Manager.

4.10.4.1.3. Notifies AMOPS of aircraft type, explosive hazard and division, type of munitions and explosives, and the using organization.

4.10.4.1.4. Ensures the correct fire or chemical hazard symbol is posted on the pad.

4.10.4.1.5. Notifies the 388 FW/MOC of symbols posted or changed during explosive operations.

4.10.4.1.6. 388 FW/MOC updates hot pad status in FSTS when notified.

4.10.4.1.7. Provide name and telephone number (radio call sign) of a weapons safety point of contact to the hosting unit if a visiting unit.

4.11. Authorized Airfield Explosives Locations.

4.11.1. Explosive loaded cargo aircraft. Loading or unloading of transportation configured explosive cargo is accomplished on Hot Pads 1, 2, 4, 6A, Ramp Pads 7A, 8A and 12. Explosive quantities for each location are shown in **Attachment 12**.

4.11.2. Explosive loaded combat aircraft. Hot Pads 3, 6, 7, NEOR or Alert area are reserved for loading or unloading of explosives on combat configured aircraft. Explosive quantities for each location are shown in **Attachment 12**. Aircraft parking must maintain Inter-Magazine Quantity Distance separation. Coordinate proper separation with hosting unit if necessary.

4.11.3. Forward-firing ordnance. Hot Pads 3, 6, 7, NEOR and the Alert Area are the only pads available to load combat aircraft with forward-firing ordnance IAW approved Explosive Site Plans. All other types of 2.75-inch rockets will be loaded or unloaded on Hot Pads 3, 6 or 7. Ammunition 30mm or smaller may be loaded on the 388 FW Ramp.

4.12. AGM-65 Maverick and AGM-88 HARM Missile Procedures.

4.12.1. The SOF coordinates with the pilot and Mission Control Center to determine missile status via telemetry, if equipped.

4.12.2. If visual or telemetry evidence indicates "Battery Not Fired/Non-Consent to Release," no hazard exists, aircraft Return to Base (RTB) for normal de-arm procedures.

4.12.3. If there is visual evidence the hung missile's motor fired (partial separation from launcher rail or soot or burn evidence), aircraft diverts to Michael Army Airfield (MAAF). If found on ground, notify the pilot and declare a ground emergency. Non-essential personnel evacuate to a minimum of 300'. Explosive Ordnance Disposal (EOD) personnel and 775 CES/CEF will evaluate the situation to determine further actions.

4.12.4. If there is telemetry evidence the battery fired, follow "Battery Fired" procedures in the applicable aircraft-specific Technical Order (T.O.) or Joint Technical Data (JTD). The aircraft then proceeds to MAAF or RTBs to HAFB at the discretion of the SOF. If returning to HAFB, aircraft proceeds to an empty hot pad, if available (Hot Pad 6, 7, or 3; in order), or a spot designated by the SOF facing the berm. Do not perform aircraft maintenance operations or unloading procedures for at least an hour (two hours for AGM-88) after missile battery has been fired.

4.12.5. For "Consent to Release" conditions, follow approved aircraft procedures and proceed to MAAF. Consideration may be made to RTB to HAFB.

4.12.6. For partial fire or Consent to Release conditions, non-essential personnel evacuate to a minimum of 300'. EOD responds to the scene to safe the weapon or determine further precautions.

4.12.7. Weapons load crew pin and safe all ordnance to include landing gear. Wait one hour for AGM-65 and two hours for AGM-88 from release attempt prior to handling and downloading weapon. This allows the battery to cool and liquid electrolytes to evaporate.

4.13. GBU-15/AGM-130 Aircrew Procedures. The following procedures should be implemented for recovering telemetry instrumented hung GBU-15/AGM-130 configured with an inert warhead:

4.13.1. When telemetry indicates weapon battery fired, orbit over range for 20 minutes to ensure battery is expended, then RTB to HAFB.

4.13.2. Wait two hours from release attempt prior to handling and downloading weapon. This allows the battery to cool and liquid electrolytes to evaporate.

4.14. Procedures For Live 1760 Series Weapons. (i.e. AGM-154, AGM-158, GBU-31, GBU-38, GBU-32, GBU-39, GBU-54, CBU-103 and CBU-105). The following procedures are implemented when recovering an aircraft with live 1760 series weapons installed:

4.14.1. A "Non-Consent to Release" from either the weapons or the aircraft does not indicate a hung condition. No emergency exists. RTB to HAFB.

4.14.2. For a "Consent to Release" condition, follow approved aircraft procedures and proceed to MAAF. Non-essential personnel must evacuate to a minimum of 300'. EOD evaluates the situation to determine if the evacuation distance should be increased and safe the weapon.

4.14.3. GBU-39.

4.14.3.1. If telemetry indicates the weapon battery fired, wait three hours from release attempt before handling or downloading the weapon to allow the battery to cool and liquid electrolytes to evaporate.

4.14.3.2. Due to existing hazards with a battery-fired GBU-39, maintain a distance of at least 6' from the aft end of the weapon during cool-down time. No maintenance is performed on the aircraft during this period other than aircraft recovery and safing procedures.

4.15. AIM-9 and AIM-120 Missile Procedures. The following procedures should be implemented for recovering hung AIM-9 and AIM-120 missiles with live rocket motors:

4.15.1. When telemetry indicates missile battery did not activate, follow approved aircrew procedures.

4.15.2. When telemetry indicates missile battery fired, record time of Battery Firing Device (BFD) activation. Missile cannot be safed until BFD time has expired and battery is dead (15 minutes for AIM-9 and 90 minutes for AIM-120). Do not perform any switch actions (keep weapon power on) until status is confirmed. Follow approved aircrew procedures; declare IFE and RTB to HAFB. Upon landing, if the battery is dead and the missile can be safed, the aircraft should taxi to Hot Pad 3, 6, or 7, facing the berm. If the missile cannot be safed, the aircraft remains at the EOR until safing procedures can be accomplished.

4.15.3. If there is visual evidence the missile fired (started to leave the launcher rail or soot visible on aircraft), the aircraft should divert to MAAF. If found on ground, notify the pilot and declare a ground emergency. Aircraft should proceed to an empty hot pad parking spot, if available (Hot Pad 6, 7, or 3; in order) or a spot designated by the SOF. Non-essential personnel evacuate to a minimum of 300'. EOD personnel and the 775 CES/CEF should evaluate the situation and determine further actions.

4.15.4. Request for deviations from the requirements in this section or for approval of temporary procedures not covered in this section, must be requested in writing and coordinated through the 75 OSS/CC and 75 ABW/SEW for approval by 75 ABW/CC. These requests must be submitted with sufficient lead-time to allow detailed reviewed of the request prior to approval or disapproval.

4.16. Helicopter Landings for Life Flight or Air Medical. If possible, prior to aircraft arrival, the Inter-Mountain Dispatch Center will coordinate with Tower, 75 SFS and F&ES. The primary landing areas are the runway and the North Ramp. If another landing location is selected on the airfield, AMOPS will ensure the landing area is clear of vehicles, personnel and obvious hazards. If another landing location is selected off the airfield, 75 SFS or F&ES will ensure the landing area is clear of vehicles, personnel and obvious hazards. Additionally, 75 SFS ensures vehicular traffic is rerouted from the immediate area, if required.

Chapter 5

EMERGENCY PROCEDURES

5.1. Primary Crash Alarm System (PCAS).

5.1.1. PCAS. Tower conducts a daily test of the PCAS with F&ES, CP, AMOPS and Medical at 0800L or as soon as possible thereafter. Personnel acknowledge all information passed on the PCAS by stating their initials when their station is called. Upon completion of the PCAS check, AMOPS will activate the SCN for a daily test.

5.1.2. Tower activates the PCAS when any of the following conditions exists:

5.1.2.1. In-flight or ground emergency.

5.1.2.2. On-base aircraft mishap.

5.1.2.3. Off-base accident, when directed by AMOPS.

5.1.2.4. NORDO aircraft landing HAFB.

5.1.2.5. Unauthorized landings.

5.1.2.6. Suspected or actual hijack.

5.1.2.7. Emergency Power Unit (EPU) activation.

5.1.2.8. Bomb threat.

5.1.2.9. Barrier engagement. **NOTE:** Certification barrier engagements do not require activation of the PCAS or the SCN.

5.1.2.10. When requested by AMOPS, 775 CES/CEF, 75 MDG, 75 SFS or other competent authority.

5.1.2.11. When the Tower Watch Supervisor deems it necessary for the safety of personnel or property.

5.1.2.12. Tower evacuation (time permitting).

5.1.2.13. During exercises, when directed by a competent authority.

5.1.3. Tower relays the following, if available, to the same organizations as 5.1.1. when activating the PCAS for aircraft emergencies, mishaps or aircraft malfunctions:

5.1.3.1. Aircraft identification and type.

5.1.3.2. Nature of emergency and pilot’s desires.

5.1.3.3. Landing runway for the emergency aircraft.

5.1.3.4. Number of personnel on board.

5.1.3.5. Fuel remaining (hours and minutes).

5.1.3.6. Wind.

5.1.3.7. ETA in minutes.

5.1.3.8. Dangerous cargo or munitions.

5.1.3.9. Remarks (i.e., barrier engagement, EPU activation, or other pertinent information). **NOTE**: Tower will not delay activation of the PCAS until all information is received at the expense of a timely response.

5.2. Secondary Crash Network (SCN). Upon notification of an aircraft emergency, AMOPS activates the SCN and relays all available information concerning the aircraft emergency. When AMOPS is closed or unavailable (i.e., due to system malfunction), CP activates the SCN.

5.3. Off-Base Mishap. When AMOPS receives notification of an off-base mishap involving a military aircraft (in the HAFB vicinity), they will active the SCN and pass available information. AMOPS will then pass all known information to Tower and request the activation of the PCAS. If CP receives notification of an off-base incident or accident, they will advise AMOPS to activate the SCN and pass on all known information to Tower.

5.4. In-Flight Emergency (IFE), Mishaps, or Incidents.

5.4.1. General. During aircraft emergencies or mishaps, the 75 ABW/CC, if on scene, or the Incident Commander (IC), have final authority over the aircraft after it lands. The IC will utilize frequency (381.3) to coordinate as required with the emergency aircraft (including aircraft on Single Frequency Approach (SFA)) after landing. The Tower will instruct the pilot to contact Chief 2/IC at the appropriate time. For non-UHF equipped aircraft, the tower will relay information.

5.4.2. During an in-flight emergency, aircraft mishap, or incident, ATC controls the flow of airborne aircraft and those on the ground in such a manner to ensure the emergency aircraft is not jeopardized.

5.4.2.1. Primary non-armament in-flight emergency aircraft recovery location, when Runway 14 is in use, is located on the South Ramp, S Row, Spot 2.

5.4.2.2. Primary non-armament in-flight emergency aircraft recovery location, when Runway 32 is in use, is located on the NEOR (arm and de-arm area), Spot 22.

5.4.3. Tower:

5.4.3.1. Will ensure priority handling of the in-flight emergency aircraft.

5.4.3.2. Will minimize disruptions of normal operations consistent with efficient handling of emergency aircraft.

5.4.3.3. Will make a blanket broadcast on UHF 263.15 and 243.0 advising airborne aircraft of the emergency in progress, ETA, and essential information (i.e., barrier engagement and runway closure.).

5.4.3.4. If requested by the pilot, will recover the in-flight emergency aircraft on the following discrete frequency: UHF 257.875.

5.4.3.5. Will notify AMOPS if it appears an object has dropped from the emergency aircraft on the runway. If it appears there is a dropped object on the runway or the de-arm crew reports hung ordnance missing, the runway is closed to all aircraft, except emergencies, until it is confirmed free of FOD by AMOPS.

5.4.3.6. When notified an aircraft is inbound with hung or unexpended ordnance, will coordinate traffic to allow hung or unexpended ordnance aircraft to perform a straight-in, full stop landing to minimize any possibility of a go-around.

5.4.3.7. Will notify the Senior Fire Officer (Chief 2) or IC when an IFE aircraft is next to land.

5.4.3.8. Tower will activate the PCAS when notified by Clover Control of an aircraft mishap of any USAF or HAFB aircraft operating in the UTTR.

5.4.4. AMOPS.

5.4.4.1. Runway operations. AMOPS closes or suspends runway operations, if necessary, and inspects for FOD or damage following the arrival of an emergency aircraft. A FOD check need not be conducted if the emergency was for smoke in the cockpit, physiological reasons, emergency fuel, instrument problem, compressor stall, electrical problem, fuel problem, oxygen, environmental system problem, communication or navigation problem, or EPU activation. Only AMOPS can reopen the runway or resume runway operations. The SOF may waive the FOD check for aircraft under their responsibility. However, if AMOPS determines a FOD check is necessary, it must be accomplished prior to arrivals or departures of aircraft outside of the SOF's responsibility. **NOTE:** The Tower Watch Supervisor has final authority to ensure efficient flow of air traffic.

5.4.4.2. Vehicular traffic and response personnel. In the interest of safety, it is critical only the minimum necessary emergency vehicles and personnel respond to emergency or mishap event. Should the Emergency Operations Center (EOC) be recalled, response shall be executed IAW Installation Emergency Management Plan 10-2. The following response procedures for IFEs or minor mishaps are guidelines for the IC to use as needed when the EOC is not recalled:

5.4.4.2.1. The Primary Emergency Response Group includes Chief 2 and Fire Crash/Rescue. Chief 2 assumes responsibility and accountability for these vehicles and personnel.

5.4.4.2.2. During emergency or mishap response, an entry control point (ECP) is marked and secured by Battalion 115 (pickup with overhead lights). Vehicles and responders not included in the Primary Emergency Response Group assemble at the ECP to gain access through the ECP with Chief 2 approval. **NOTE:** When responding to an emergency or mishap on the runway, any vehicles not included in the Primary Emergency Response Group, after being granted access through the ECP, must also be granted approval on the runway by Tower.

5.4.4.2.3. When the aircraft must be shut down on the runway, AMOPS or TA will contact the TA shift supervisor to request the aircraft be removed from the runway as soon as possible.

5.5. Aircraft Hijacking and Theft Protection.

5.5.1. The HAFB Plan 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking),* prescribes procedures for the operation, movement, and control of aircraft on the ground to resist and manage possible hijackings. Access to this document contact the 75 OSS/OSA or 75 ABW/XP.

5.5.2. Engine start procedures. HAFB assigned aircraft are responsible for monitoring authorized and unauthorized engine starts on their respective ramps, including the USFS on the Alert Ramp. All aircraft should monitor VHF 121.5 / UHF 243.0 emergency frequencies at all times. **NOTE:** Visiting units hosted by a HAFB assigned flying organization are considered local units for the purpose of aircraft hijacking and theft protection. The local host flying organization is responsible for monitoring authorized and unauthorized engine starts within their respective ramps.

5.6. Unauthorized Engine Starts.

5.6.1. As the designated base agency for receipt of unauthorized engine start information, AMOPS notifies 75 SFS when the airfield is open during normal duties hours.

5.6.2. When the airfield is closed or after normal duty hours, CP relays information concerning unauthorized engine starts to 75 SFS.

5.7. Hung-Fire Ordnance Procedures. All hung, misfired, or jammed ordnance will be parked on Hot Pads 6, 7, or 3, including inert munitions with live fuses. If hung forward firing munitions are recovered on Hot Pad 3, the Frontage Road will be blocked on the North and South ends to preclude traffic from crossing in front of the hung munitions. Aircraft returning with hung ordnance or jammed guns shall perform the following procedures:

5.7.1. Aircraft returning with a jammed or hung gun proceed to an empty hot pad, if available (Hot Pad 6, 7, or 3; in order), or a spot designated by the SOF. To minimize forward firing hazards, aircraft landing on Runway 14 make a left turn, back-taxi on the runway to Taxiway Echo, if possible, and turn left to the hot pads. If landing on Runway 32, exit the runway at Taxiway Echo, and proceed to the hot pads. When reaching a hot pad, park the aircraft with the gun towards the berm. Under no circumstances are personnel, vehicles, or equipment allowed in front of the aircraft until the gun is safe. Use applicable unit operation instruction for system clearing procedures.

5.7.2. EOD maintains a standby capability when live ordnance missions are being flown. EOD responds to live ordnance IFEs when notified through the CP or over the Secondary Crash Network (SCN). EOD proceeds to the established safe area through appropriate entry control points to wait for further instructions from the Fire Chief or IC.

5.8. Unexpended Live, Hung, Hang Fired, or Misfired Ordnance Procedures.

5.8.1. Unexpended live, hung, hang fire or misfired ordnance, including inert munitions with live fuses, proceed to the appropriate EOR for de-arming. If mechanical pins, safety devices, or arm safe handles cannot be properly positioned or cannot be installed, declare a ground emergency and shut down the aircraft.

5.8.2. Procedures:

5.8.2.1. Pilots of aircraft with suspected hung external live ordnance attempt to jettison the ordnance over a designated drop area or on the range.

5.8.2.2. After the release system has been activated or drops have been attempted or made, pilots should avoid flying over populated areas to the maximum extent possible and RTB to HAFB with ordnance.

5.8.2.3. Advise Clover Control as soon as possible after determining the aircraft with hung ordnance is RTB to HAFB. **NOTE:** Any SOF may declare an emergency based on technical guidance.

5.8.2.4. Aircraft carrying hung or misfired high explosive ordnance items (live 500, 1,000, and 2,000 pound bombs) not covered in this instruction, with unstable, unsecure practice or inert munitions listed above (see **paragraph 5.7**), will recover at MAAF. If MAAF is closed or unusable, return to HAFB.

5.8.2.5. Hung and misfired ordnance carried internally may be returned to HAFB, if the bomb bay doors can be closed, and at the pilot's discretion.

5.8.2.6. Hung or misfired guns. Aircraft proceed to an empty hot pad (Hot Pad 6, 7, or 3; in order) or a spot designated by the SOF and point towards the berm. Units follow their written gun clearing procedures to render the aircraft safe for maintenance. If an aircraft jammed gun (round in firing position) is discovered during normal maintenance operations, a ground emergency will be declared. Jammed guns presenting a forward firing hazard will be cordoned off until the hazard is cleared. For aircraft not parked on hot pads, the IC establishes cordons and protective measures based on risk management principles.

5.8.2.7. Hung flare. Declare a ground emergency, shut down the aircraft, and notify EOD if a hung flare is protruding out of the magazine.

5.8.2.8. Rockets. If a rocket is not fully seated in the rocket launcher, EOD personnel assume responsibility for safe removal of munitions. If the rocket is deemed safe, the load crew chief installs the appropriate safety devices so the aircraft may taxi to parking location.

5.8.3. Recoveries:

5.8.3.1. In the UTTR, aircraft proceed to WIDOE while avoiding populated areas and test facilities in the UTTR.

5.8.3.2. Aircraft will make a hung ordnance recovery using the MUDFLAT straight-in arrival if VMC or recover via the Causeway TACAN or ILS in Instrument Meteorological Conditions (IMC).

5.8.3.3. In VMC, aircraft with hung ordnance and NORDO fly the hung ordnance (MUDFLAT straight-in) pattern, avoiding populated areas to the maximum extent possible. If IMC and NORDO, aircraft will fly a Causeway Recovery to a TACAN or ILS approach and landing.

5.8.3.4. The following procedures shall be implemented for recovering malfunctioning AGM-65 Maverick or AGM-88 missiles to HAFB:

5.8.3.4.1. Hold on range for 15 minutes to ensure expiration of battery power. **NOTE:** Not applicable for AGM-65 and AGM-88 missiles with functioning telemetry where the status of the battery can be determined.

5.8.3.4.2. Declare an emergency with Clover Control.

5.8.3.4.3. If in IMC, aircraft should RTB to HAFB via Causeway ILS or TACAN (Runway 14) or Stansbury/Moser recovery (Runway 32).

5.8.3.4.4. If in VMC, aircraft recover via the MUDFLAT straight-in procedure.

5.8.3.4.5. De-arming procedures are IAW paragraph. 2.3.

5.9. Barrier Engagement.

5.9.1. Barrier maintenance crews pre-position at the respective barriers.

5.9.2. If an emergency aircraft requires an approach end cable engagement, the pilot advises the controlling agency. Tower relays this information via the PCAS. There are two cables available for a Runway 14/32 approach end engagement (prior notice required). See **Attachment 2** for barrier locations and types. Aircrew will obtain the current ATIS for barrier status. ATIS indicates if a barrier is unusable or in a configuration other than standard operational status for the runway in use. **NOTE:** Cable reset takes approximately 10–15 minutes per cable.

5.9.3. If an emergency aircraft requires towing or removal from the barrier, TA ensures only those vehicles absolutely necessary to respond to the aircraft are used. Normally only one tow vehicle and one "follow-me" vehicle responds. Tow vehicles without radio contact with the Tower are escorted by TA to the parking area.

5.9.4. Extraction of aircraft from runway barriers is normally accomplished after aircraft shutdown. When cleared by the IC, TA tows the aircraft from engaged barrier to the appropriate parking area.

5.9.5. If an F-16 EPU is activated, assume hydrazine is released into the air creating a hazard to personnel. If the EPU is activated, the pilot will notify Tower using the term "EPU activated." The term "hydrazine" is not used unless there has been an actual spill or damage. In either case, the aircraft proceeds immediately to Taxiway Charlie between Runway 14/32 and Taxiway Alpha or Golf, but does not approach other aircraft until the hydrazine response team inspects the aircraft for possible leaks. All other personnel shall remain at least 200' upwind and 300' downwind from the aircraft.

5.9.6. Barrier certification procedures will be completed IAW the Aircraft Arresting System Certification Plan Memorandum of Agreement (**Attachment 16**) as required.

5.10. Departure and Arrival Emergencies.

5.10.1. Aircraft aborting takeoff prior to brake release are taxied to the N/SEOR, de-armed, if necessary, and will then contact Tower for clearance to taxi against traffic. Aircraft aborting takeoff after brake release may taxi to one of the hot brake areas for inspection. Pilots unable to taxi for hot brakes or other reasons should follow checklist procedures and notify Tower of their intentions.

5.10.2. If the emergency is an unsafe landing gear indication and fuel permits, Tower will assist the pilot in obtaining any desired technical assistance. If the aircraft can remain airborne, technical assistance may be obtained from the SOF, squadron operations desk, home base, or CP teleconference (Conference Hotel).

5.11. Visual Meteorological Conditions (VMC) Emergency Holding. Emergency aircraft should proceed to the VMC emergency holding fix over Fremont Island (HIF 263 radial at 19 DME). The aircraft will hold at 9,500' MSL or as assigned by ATC and remain outside of the Class B airspace. Emergency aircraft will use this point to burn down fuel, reduce aircraft gross weight, or coordinate with the SOF, unless emergency or fuel status requires immediate landing. The emergency holding patterns are adjusted to maintain VFR conditions.

5.12. No Radio (NORDO) with Emergency Procedures.

5.12.1. If possible, the aircraft shall remain in VMC or descend below FL180 to VMC within restricted airspace, squawk the appropriate code, and proceed to destination under VMC conditions. Tower will issue landing clearance and airfield information on Tower and Guard frequencies. Tower will also provide light gun signals.

5.12.2. If unable to maintain VFR, proceed as outlined below.

5.12.2.1. When Runway 14 is active:

5.12.2.1.1. Radio failure within the UTTR or associated airspace. The aircraft must proceed from the assigned working area via the shortest route practical to cross WIDOE at 11,000' MSL and proceed via the Causeway 4 Recovery for a TACAN or ILS approach.

5.12.2.1.2. Radio failure on departure. Maintain departure routing, then as follows: DV04 - proceed to Eagle Range, LG418 - once established in the LUCIN Bravo airspace, climb to MSA and proceed direct to EAGLE Range, DV06 - proceed to POISN, LG420 - once established in Sevier B, climb to MSA and proceed to POISN. Once established at the directed point (EAGLE Range in the NUTTR, or POISN in the SUTTR) hold within 10 NM of point at MSA. Once desired fuel states are met and when ready to RTB, go direct to WIDOE and return to HAFB via the Causeway Recovery for a TACAN or ILS approach.

5.12.2.1.3. Radio failure on a missed approach. If radio contact is not established by HIF 12 DME, climb to 7,500' MSL, intercept the HIF 18 DME arc to execute the ILS or TACAN approach.

5.12.2.1.4. When on a radar vector to an approach. Maintain last assigned heading and altitude, intercept the HIF 18 DME arc or final approach course if heading east and execute the TACAN or ILS approach.

5.12.2.2. When Runway 32 is active:

5.12.2.2.1. Radio failure inside the UTTR or associated airspace.

5.12.2.2.1.1. North range. Depart the range at 16,000' MSL on the HIF 250 radial to the 30 DME arc then proceed on the STANSBURY Recovery to the HI-TACAN Runway 32 approach.

5.12.2.2.1.2. South range. Proceed to Moser at 15,000' MSL and fly the MOZER Recovery to the HI-TACAN Runway 32 approach.

5.12.2.2.2. Radio failure on departure. Maintain departure routing, then as follows: DV04 - proceed to Eagle Range, LG418 - once established in the LUCIN Bravo airspace, climb to MSA and proceed direct to Eagle Range, DV06 - proceed to POISN, LG420 - once established in Sevier B climb to MSA and proceed to POISN. Once established at the directed point (EAGLE Range in the NUTTR, or POISN in the SUTTR) hold within 10 NM of point at MSA. Once desired fuel states are met and when ready to RTB, proceed inbound on the HIF 250 radial to the 30 DME arc via the STANSBURY/MOZER Recovery as outlined in **para 5.12.2.2.1.1** to the HI-TACAN Runway 32 approach.

5.12.2.2.3. Radio failure on missed approach. Proceed via the published missed approach, climb to 14,000' MSL in the holding pattern, upon reaching 14,000' MSL, arc southeast on the 30 DME arc to PEERC then proceed inbound on the HI-TACAN Runway 32 approach.

5.12.2.3. When in the HAFB VFR traffic patterns, if VMC conditions can be maintained, continue squawking IAW the Flight Information Handbook and proceed to MUDFLAT at 7,500' MSL. Proceed with the MUDFLAT transition as defined in the Causeway Recovery to the last known active runway for the overhead pattern. Begin rocking wings over the numbers until breaking midfield. Look for and comply with light gun signals from the Tower after the break.

5.13. Hot Brakes. In the event an aircraft has suspected or actual hot brakes, Tower will activate the PCAS. The aircraft involved taxis to the designated hot brake area. The aircraft taxis to park when F&ES determines it is safe to do so.

5.13.1. Hot Brake areas are as follows: NEOR, SEOR, and the portions of Taxiways Charlie, Delta, Echo, Foxtrot and Golf between the runway and Taxiway Alpha. **NOTE:** The first FCF of a depot aircraft by the 514 FLTS may result in visible smoke from the wheels due to residual fluids on the brakes. If smoke from the wheels is observed, Tower will advise the affected aircraft, and the affected aircraft will inform Tower of "new brakes". Smoke observed from "new brakes" do not require action for suspected hot brakes unless requested by the flight crew.

5.13.2. Hot Brakes in Parking Ramp. If an aircraft has confirmed hot brakes once in an aircraft parking area or hot pad, the aircraft will be taxied to an area clear of other aircraft to minimize possible damage from a blown tire. If the affected aircraft cannot be taxied, other aircraft in the area will be taxied, if possible, away from the emergency aircraft.

5.14. External Store Jettison and Fuel Dumping. Procedures IAW Utah Test and Training Range Manual 13-212, Volume 1. Contact UTTR Range Operations Flight DSN: 777-9022/5801 or Air Operation Center (Clover Control) DSN 777-7575.

5.15. Bail-Out Areas. Contact SLCA on UHF 319.25/VHF 121.1 (Departure), UHF 257.2/VHF 120.9 (VFR South), UHF 377.15/VHF 119.95 (Center East of Weber Canyon) or Clover Control on UHF 363.5/VHF 134.1 (South) or UHF 285.65/VHF 118.45 (North) for assistance.

5.15.1. Controlled bail-out. There are two controlled bail-out areas on the UTTR, one each in north and south ranges. In each case, ejection should be at or below 15,000' MSL (10,000' AGL) on a westerly heading.

5.15.1.1. North Range Controlled Bail-Out: HAFB TACAN (Channel 49) 242/53 NM Fix.

5.15.1.2. South Range Controlled Bail-Out: HAFB TACAN (Channel 49) 226/60NM Fix.

5.15.2. Emergency bail-out. In the event of an emergency bail out in Sector D, Kittycat Target Complex, HAG Complex (near the "coffin" live impact area) or near any of the test targets: Remain in position and wait for assistance or pickup.

5.15.3. AMOPS and Tower each maintain a crash grid map to plot aircraft coordinates. Any changes to coordinates or established cordons will be broadcast via the SCN.

5.16. Emergency Locator Transmitter (ELT) or Crash Position Indicator (CPI) Signals. When Tower receives or is notified of an unscheduled ELT or CPI signal for more than three sweeps, Tower will immediately notify AMOPS. Tower also notifies AMOPS when the signal ends. The PCAS will not be activated unless advised by AMOPS. AMOPS in turn, notifies Salt Lake Center.

5.17. Evacuation of ATC Facilities. In the event the Tower evacuates, personnel relocate to the Alternate Tower above Hangar 1, Tower Simulator System building, Tower 3rd floor office, or AMOPS, at the discretion of the Tower Watch Supervisor or other competent authority. Evacuation location shall be based on the circumstances at hand and the ability for personnel to safely reach the evacuation location. Reasons for evacuation include, but are not limited to, excess wind speed, bomb threat near the facility, safety of personnel, system failure, or any situation that hinders mission accomplishment.

5.18. Wind Speed.

5.18.1. Tower wind speed. HAFB Tower cab shall be evacuated anytime the sustained wind or wind gusts exceed 83 knots.

5.18.2. Personnel safety. The Tower cab shall be evacuated any time the Tower Watch Supervisor deems the safety of personnel is in jeopardy.

5.19. Alternate Tower Transition Procedures.

5.19.1. Local control shall transmit on all frequencies including guard: "ATTENTION ALL AIRCRAFT, HILL TOWER IS BEING EVACUATED AND THE AIRFIELD IS UNCONTROLLED. MAINTAIN VFR AND CONTACT APPROACH CONTROL ON 319.25 OR 121.1."

5.19.2. GC shall transmit on all frequencies and FM Nets: "ATTENTION ALL AIRCRAFT AND VEHICLES: HILL TOWER IS BEING EVACUATED AND THE AIRFIELD IS UNCONTROLLED. REMAIN OFF THE RUNWAY UNTIL FURTHER ADVISED."

5.19.3. Flight Data shall broadcast via the crash phone on a time permitting basis: "HILL TOWER IS EVACUATING DUE TO (STATE THE REASON). ALL PARTIES ARE NOTIFIED WHEN OPERATIONS RESUME."

5.19.4. Runway operations shall be suspended until the Alternate Tower is activated and AMOPS completes a runway check and resumes runway operations.

5.19.5. Airfield lighting panel control shall be transferred to AMOPS until the Alternate Tower is activated.

5.19.6. If the digital voice recording system in the Primary Tower remains operational, all frequencies and FM Nets shall remain selected on the Electronic Touch Voice System in the Primary Tower to provide limited recording capabilities in the Alternate Tower.

5.19.7. The following radio frequencies and FM Nets are available in the Alternate Tower:

5.19.7.1. Tower: VHF 127.15 / UHF 263.15.

5.19.7.2. Ground: VHF 121.6 / UHF 275.8.

5.19.7.3. FM Nets: Tower Net and Crash Net.

5.19.8. NAVAID monitoring shall be accomplished via Remote Status Maintenance System software and pilot reports.

5.19.9. After completion of the Alternate Tower opening checklist, the Tower Watch Supervisor shall determine when safe operations may resume. Once deemed safe, AMOPS will conduct a runway check in order to resume runway operations.

5.19.10. Local Control shall transmit on all frequencies: "ATTENTION ALL AIRCRAFT: HILL ALTERNATE TOWER IS NOW OPERATIONAL; RUNWAY (RUNWAY NUMBER) IS IN USE."

5.19.11. GC shall transmit on all frequencies and FM Nets: "ATTENTION ALL AIRCRAFT AND VEHICLES: HILL ALTERNATE TOWER IS NOW OPERATIONAL. STATE YOUR POSITION AND INTENTIONS."

5.19.12. Flight Data shall broadcast via the crash phone: "HILL ALTERNATE TOWER IS NOW OPERATIONAL AND FLIGHT OPERATIONS ARE RESUMED (STATE LOCATION)."

5.19.13. Limitations/shortfalls.

5.19.13.1. Clearance delivery frequencies, VHF 124.1/UHF 335.8 are not available. Clearance Delivery functions shall be accomplished on GC frequencies VHF121.6/UHF 275.8.

5.19.13.2. Flight Data System not available. AMOPS shall pass flight plan information via landline.

5.19.13.3. Due to decreased equipment and operational capabilities, airborne aircraft operations shall be restricted to departures and ILS, TACAN, or visual straight-in approaches to full-stop landings. Airborne aircraft operations in the Tower pattern shall not exceed four aircraft at any time.

5.19.13.4. When ATC services are provided via the Alternate Tower, AMOPS shall issue a NOTAM stating that the ATIS is unavailable.

5.19.14. Tower management, after assessing capabilities, coordinates with local flying units to determine if the Alternate Tower may support any increase in volume of aircraft operations.

5.20. Evacuation of AMOPS. In the event AMOPS must evacuate Building 1, the SCN will be activated (situation permitting) to advise agencies of the evacuation. AMOPS will relocate to the alternate location in the Tower Simulator, Building 10A. Personnel will carry the evacuation kit, QRC binders, vehicles, and at least two hand held radios. Once established in the alternate location, AMOPS will inform the Command Post of the completion of the evacuation and transfer responsibility of the SCN to the Command Post. Command Post will activate the SCN to advise agencies of the new AMOPS location and contact number. AMOPS services are limited during alternate facility operations. Reasons for AMOPS evacuation include, but are not limited to, bomb threat, fire, building damage resulting from a natural disaster, or as directed by Hill Fire & Emergency Services.

DANIEL L, CORNELIUS, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFMAN 11-203V3, *Flight Operations,* 9 January 2022

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

DAFMAN 13-204V2, *Airfield Management,* 19 September 2024

DAFMAN 13-204V3, *Air Traffic Control,* 26 April 2024

DAFMAN 13-204V4, *RADAR, Airfield, and Weather Systems,* 13 May 2024

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

AFI 10-1002, *Joint Use Agreements for Military and Civilian Flying Facilities,* 8 August 2018

DAFI 32-2001, *Fire Emergency Services Program,* 28 July 2022

DAFI 90-302, *The Inspection System of the Department of the Air Force,* 15 March 2023

AFPD 13-2, *Air Traffic, Airfield, Airspace, and Range Management,* 2 January 2019

DAFI 90-160, *Publications and Forms Management,* 1 June 2023

JO 7110.65, *Air Traffic Control,* 20 February 2025

Adopted Forms

AF Form 121, *Sonic Boom Log*

DD Form 1801, *DoD International Flight Plan*

Abbreviations and Acronyms

AFI–Air Force Instruction
AFMAN–Air Force Manual
AFPD–Air Force Policy Directive
AFRIMS–Air Force Records Information Management System
AGL–Above Ground Level
AMOPS–Airfield Management Operations
AOB–Airfield Operations Board
AOF/CC–Airfield Operations Flight Commander
ATC–Air Traffic Control
ATCALS–Air Traffic Control and Landing Systems
ATIS–Automated Terminal Information System

BFD—Battery Firing Device

CMA–Controlled Movement Area
COA–Certificate of Authorization
CP–Hill Consolidated Command Post
CPI–Crash Position Indicator

DEMO–Aerial Demonstration
DME–Distance Measuring Equipment
ECP–Entry Control Point
ELT–Emergency Locator Transmitter

EOC—Emergency Operations Center

EOD–Explosive Ordnance Disposal

EOR—End of Runway

EPU–Emergency Power Unit
ETA–Estimated Time of Arrival
FAA–Federal Aviation Administration
FAF–Final Approach Fix

FCF—Functional Check Flight

FLIP–Flight Information Publication
FOD–Foreign Object Debris

HAC—Hill Arrival Corridor

HATR–Hazardous Air Traffic Report
HIRL–High Intensity Runway Lights
IAW–In Accordance With

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS–Instrument Landing System
JTD–Joint Technical Data
MAAF–Michael Army Airfield
MOC–Maintenance Operations Center
MSL–Mean Sea Level
NEOR–North End of the Runway
NM–Nautical Mile
NORDO–No Radio
NOTAM–Notice to Airmen
ODALS–Omni Directional Approach Lighting System
OPR–Office of Primary Responsibility
PCAS–Primary Crash Alarm System
PDM–Programmed Depot Maintenance
POFZ–Precision Obstacle Free Zone
POV–Privately Operated Vehicle
PPR–Prior Permission Required
RAWS–Radar, Airfield and Weather Systems
RCR–Runway Condition Reading

RMA—Radio Monitoring Area

RTR–Radar Trail Recovery
REIL–Runway End Identifier Lights
RVR–Runway Visual Range
RSRS–Reduced Same Runway Separation
RTB–Return to Base
SCN–Secondary Crash Net
SEOR–South End of the Runway
SFO–Simulated Flameout
SLC–Salt Lake City
SOF–Supervisor of Flying
TA–Transient Alert
TACAN–Tactical Air Navigation System
TDY–Temporary Duty
TERPS–Terminal Instrument Procedures
SLCA–Salt Lake Approach Control

UEI—Unit Effectiveness Inspection

USFS–United States Forest Service
UTTR–Utah Test and Training Range
VFR–Visual Flight Rules
VMC–Visual Meteorological Conditions
WSEP–Weapons System Evaluation Program

Terms

Aircraft Capacity—The maximum capacity of explosives authorized for a particular type of aircraft as determined by an aircraft T.O.

Aircraft Explosive Cargo Parking—Any area commonly called a Hot Cargo Pad and specifically designated for parking aircraft loaded with transportation configured explosives or those being loaded, unloaded, or awaiting loading. See **Attachment 12** for explosive cargo aircraft parking areas and explosive limitations for these areas.

Assigned Unit—HAFB assigned units.

Combat Aircraft Parking Area—Area specifically designated for parking aircraft loaded with combat configured explosives or those being loaded, unloaded, or awaiting loading.

Combat Configured Aircraft—Any aircraft, (e.g., fighter, bomber, gunship, or forward air controller) loaded with ordnance in or on a launcher, rack, gun, or other means of releasing or firing the ordnance.

Controlled Movement Area—Any portion of the airfield requiring aircraft, vehicles, and pedestrians to obtain specific Hill Air Traffic Control approval for access into. At HAFB, the CMA is defined as the runway, overruns, ILS critical area (when active) and those portions of the airfield within 100 ft of the runway edge lights (either side), except for the NEOR (295 feet west of the runway edge light); Alert taxiway (135 feet east of the runway edge light); Taxiway Delta (200 feet west of the runway edge light); Taxiway Juliett (200 feet east of the runway edge light); Taxiway Echo (250 feet west of the runway edge light); Taxiway Foxtrot (110 – 160 feet west of

the runway edge light); taxiway Golf (110 feet west of the runway edge light) and the SEOR (110 feet west of the runway edge light). Permission into these areas can only be obtained through the VHF 121.6 radio or trunking network "Tower" net. Call sign: "Hill Ground."

Forward Firing Ordnance—A munitions item that, if fired, would present a hazard to personnel, aircraft, equipment, or structures located in front of the combat aircraft.

Hung Gun—An operational gun that fails to fire or has a sudden stoppage of fire when the trigger switch is depressed.

Hung Ordnance—Any munitions item remaining on suspension gear, bomb rack, or dispenser after an attempted release.

Instrument Flight Rules (IFR)— A set of rules governing the conduct of flight under instrument meteorological conditions. Additionally, it is used by pilots and controllers to indicate a type of flight plan.

Live Ordnance—Any ordnance with an assigned hazard class.

Misfire—Failure of an item of ammunition to fire after initiating action is taken.

Radio Monitoring Area—An area paralleling the runway 1,000' either side of centerline to the end of the runway, then an area from the threshold to 3,000' beyond the threshold 1,500' either side of centerline. This is an area of increased hazard due to accident potential. Only vehicles being used to complete mission requirements are authorized to operate within the RMA. At HAFB, a rough estimate of the western edge of the radio monitoring area is the western edge of taxiway Alpha. Personnel need not ask permission into the RMA but must monitor VHF 121.6 or trunking network "Tower" net for any instructions from the Air Traffic Control Tower.

Transient Aircraft—Aircraft not affiliated with, deployed to, or stationed at HAFB.

Uncontrolled Movement Area—All taxiways west of taxiway Alpha (to include taxiway Alpha), aprons, ramps, parking areas, loading docks, and any other areas not under the control of air traffic are considered uncontrolled movement areas.

Unexpended Ordnance—Any munitions item remaining on suspension, gear, bomb rack, or dispenser for which no attempt to release has been made**.**

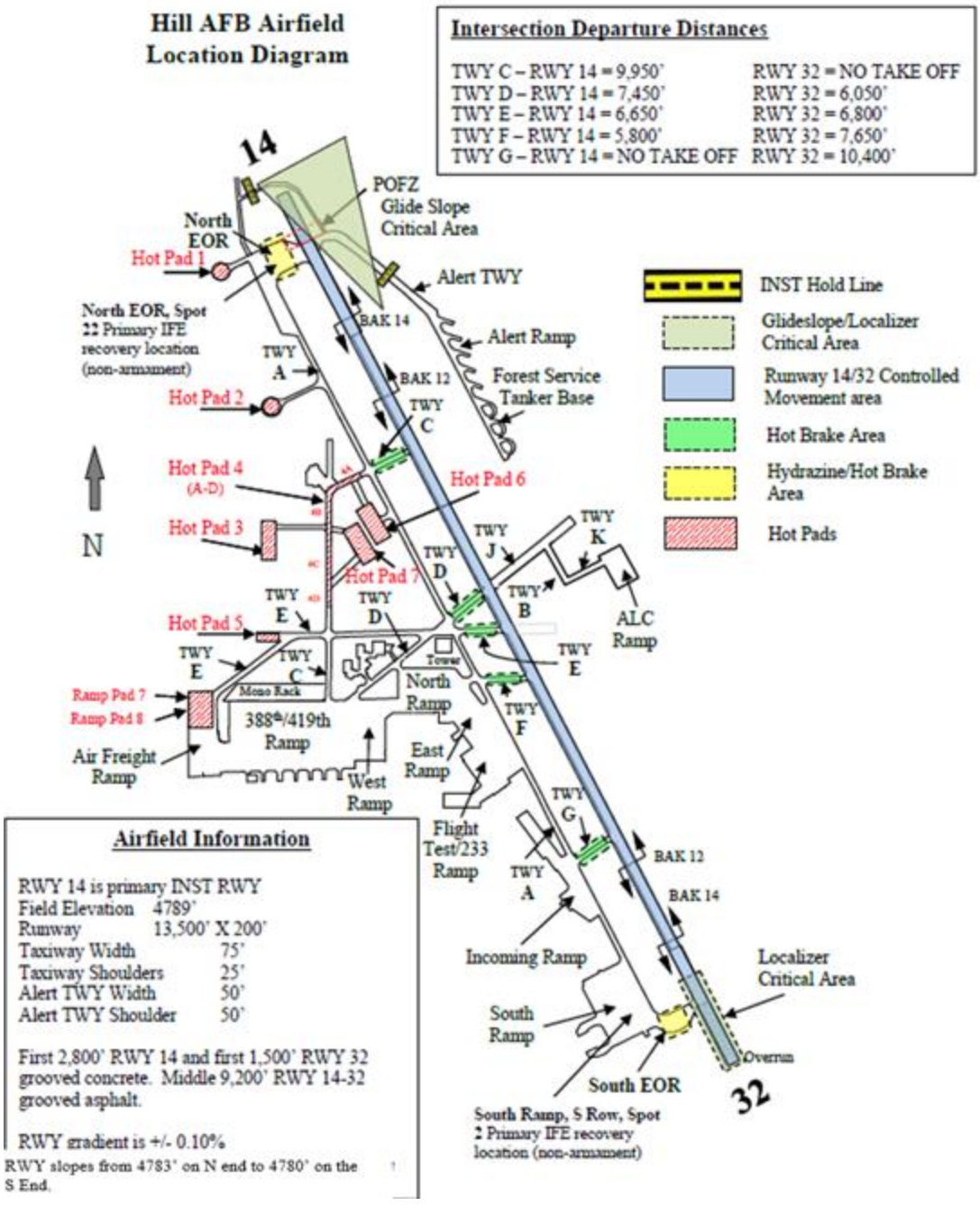
Visiting Unit—A unit temporarily deployed to HAFB for flying training/operations.

Visual Flight Rules (VFR)—Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. Basic VFR minima for Class D airspace are flight visibility of 3 statute miles, 500' below clouds, 1,000' above clouds, and 2,000' horizontal from clouds.

Attachment 2

AIRFIELD DIAGRAM

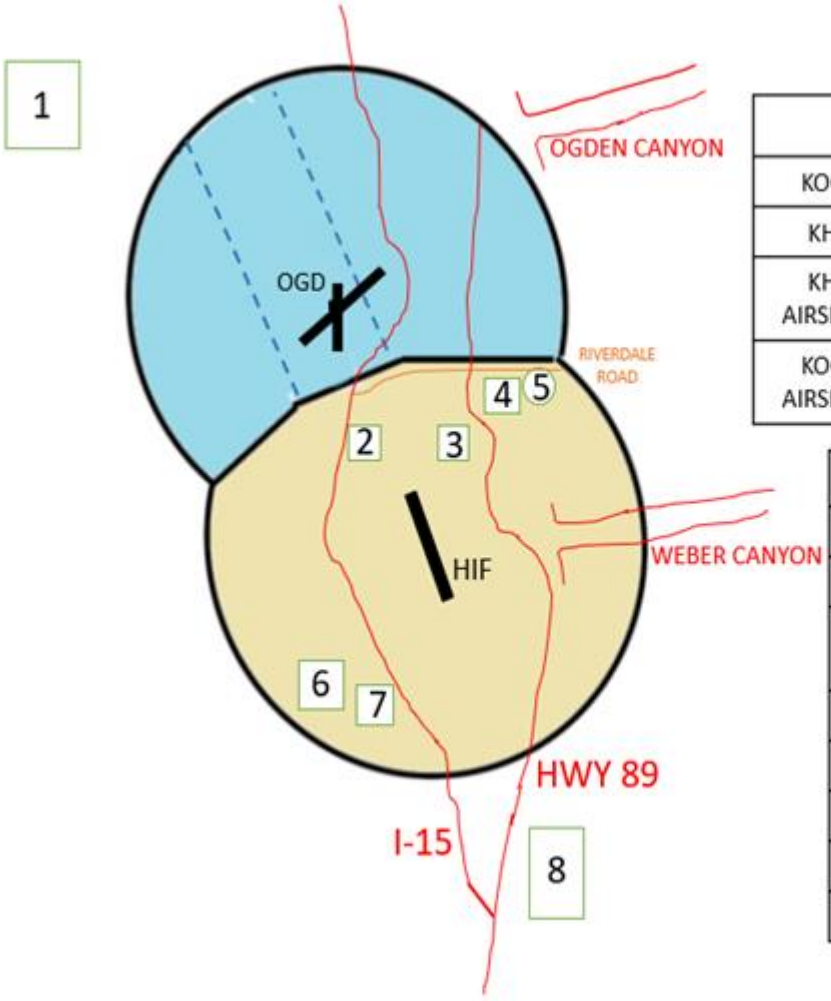
Figure A2.1. Airfield Diagram.



Attachment 3

AIRSPACE CONFIGURATION

Figure A3.1. Airspace Configuration.



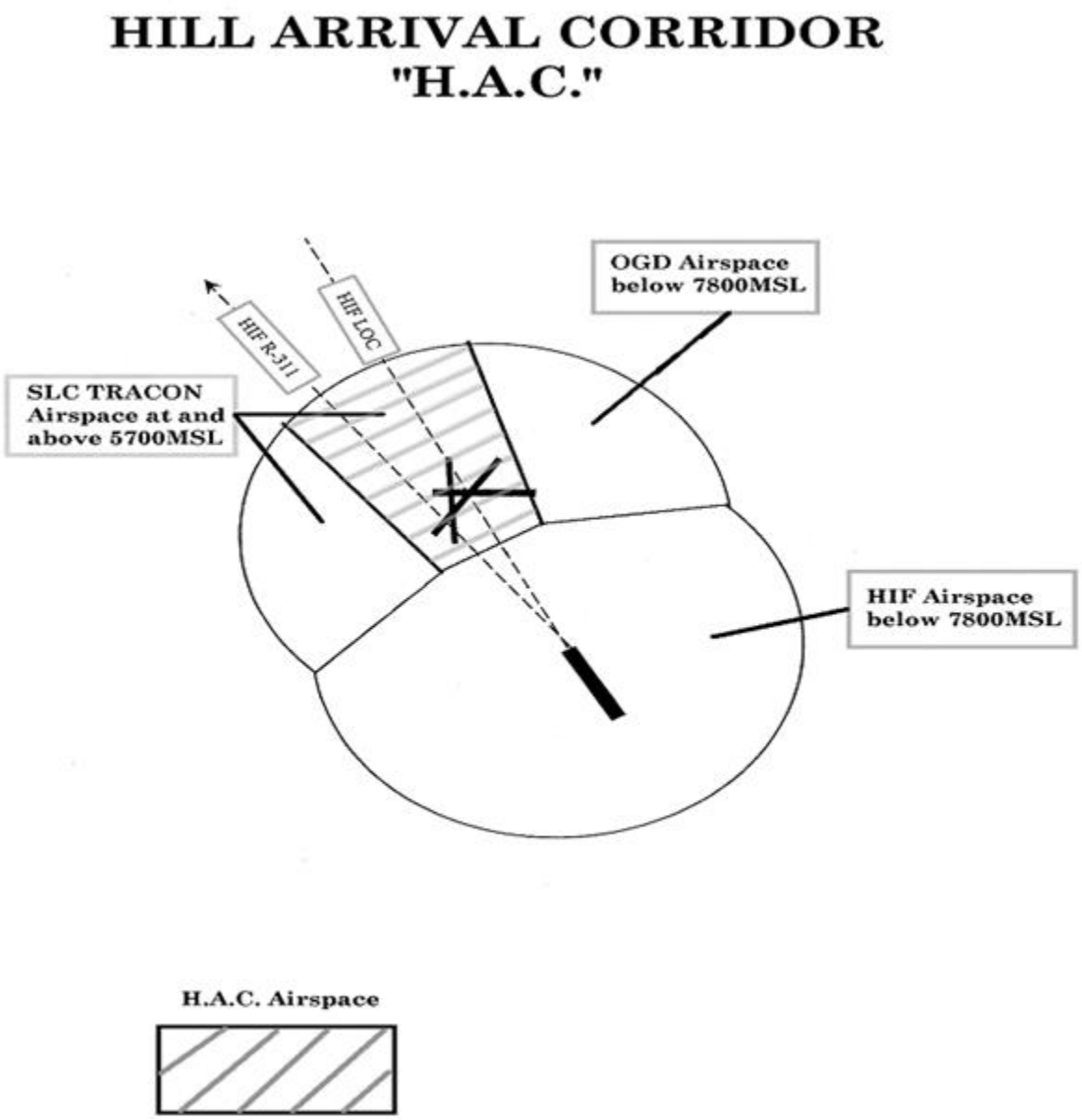
AIRSPACE		
KOGD	CLASS D	~~7,800~~
KHIF	CLASS D	~~7,800~~
KHIF AIRSPACE	DME 4.6	
KOGD AIRSPACE	DME 4.6	

VFR REPORTING POINTS	
1	MUDFLAT
2	AIR FORCE MUSEUM
3	OGDEN REGIONAL MEDICAL CENTER
4	MCKAY DEE HOSPITAL
5	DEE EVENTS CENTER
6	FREEPORT CENTER
7	DAVIS HOSPITAL
8	LAGOON

Attachment 4

HILL ARRIVAL CORRIDOR (HAC)

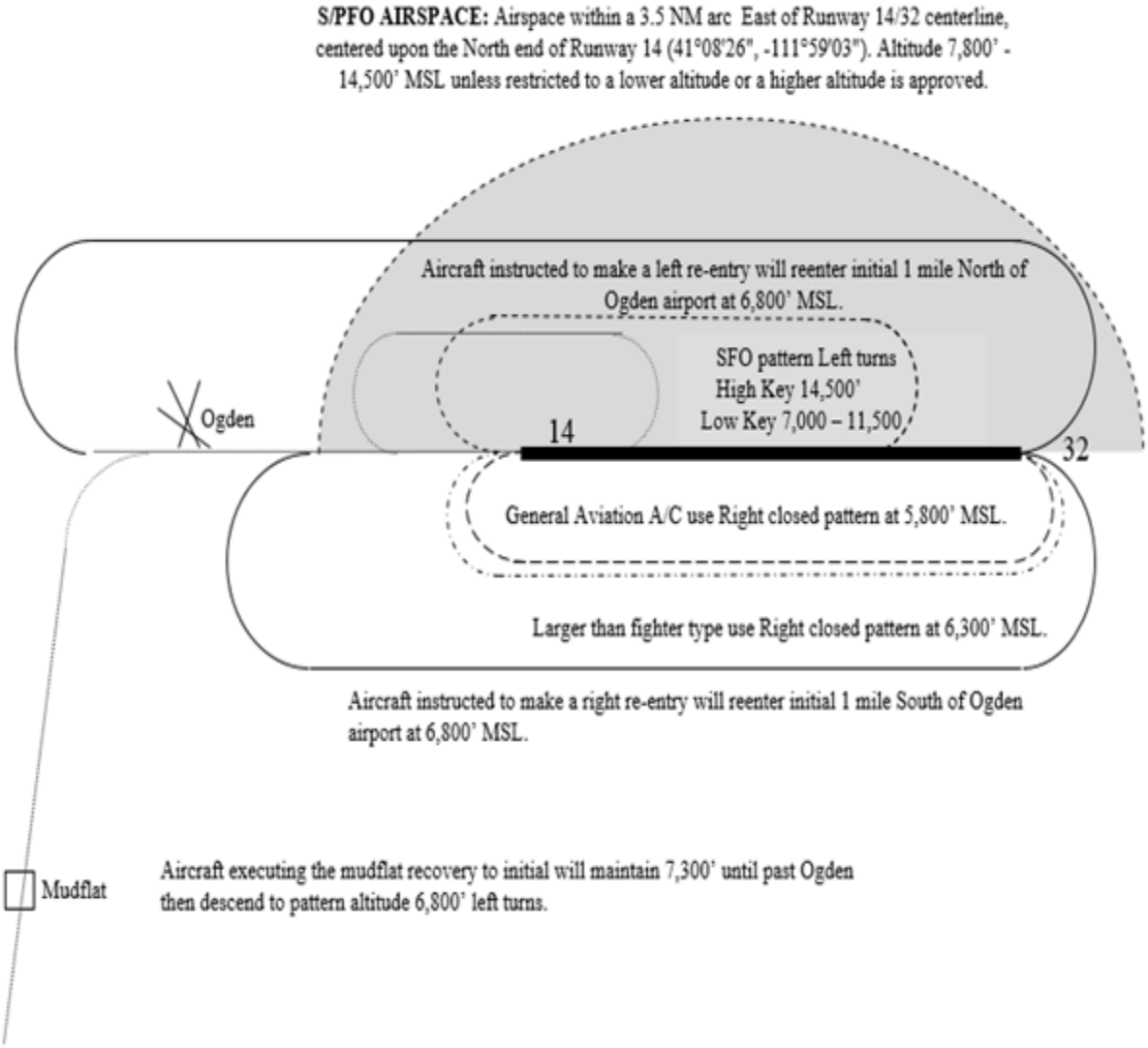
Figure A4.1. Hill Arrival Corridor (HAC).



Attachment 5

TRAFFIC PATTERNS FOR RUNWAY 14

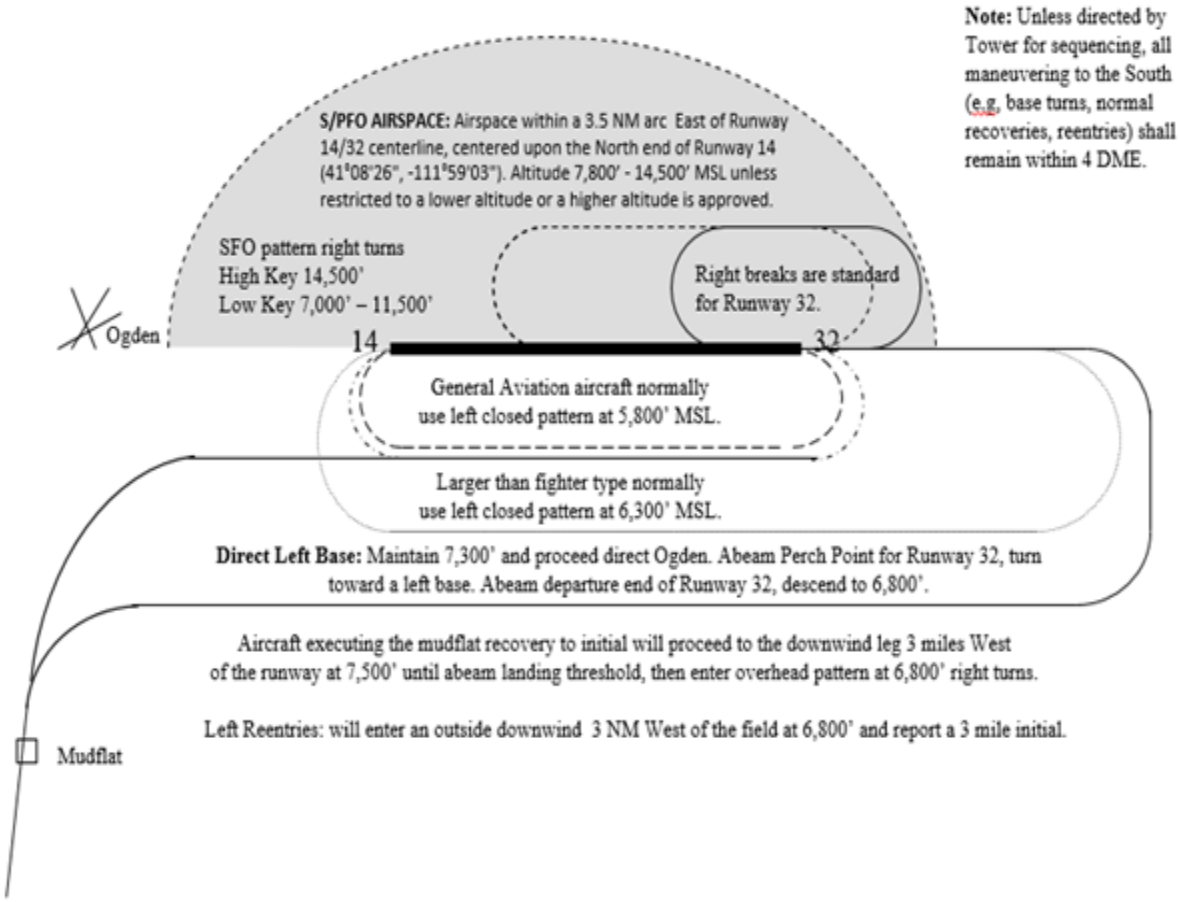
Figure A5.1. Traffic Patterns for Runway 14.



Attachment 6

TRAFFIC PATTERNS FOR RUNWAY 32

Figure A6.1. Traffic Patterns for Runway 32.



Attachment 7

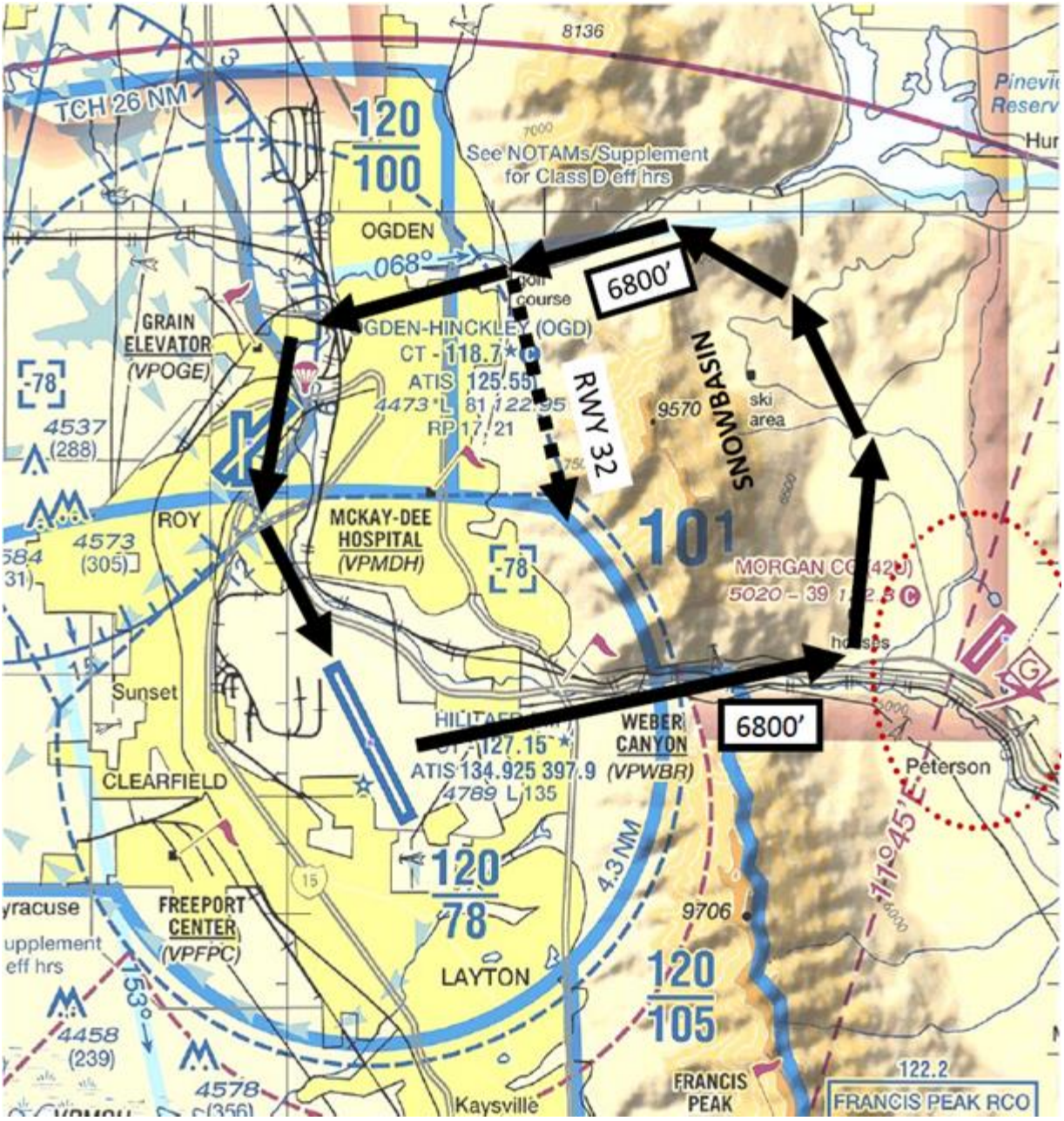
HIGH DEVLN DEPARTURE

Figure A7.1. High DEVLN Departure.

Attachment 8

CANYON RE-ENTRY

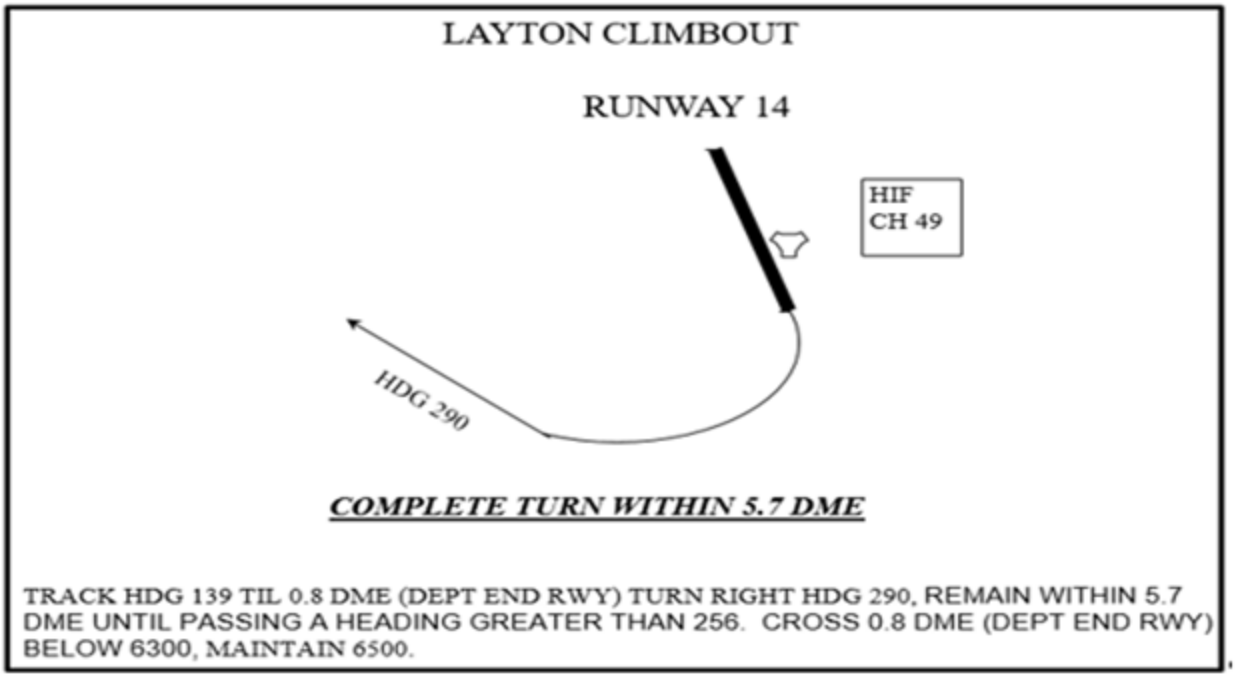
Figure A8.1. Canyon Re-Entry.

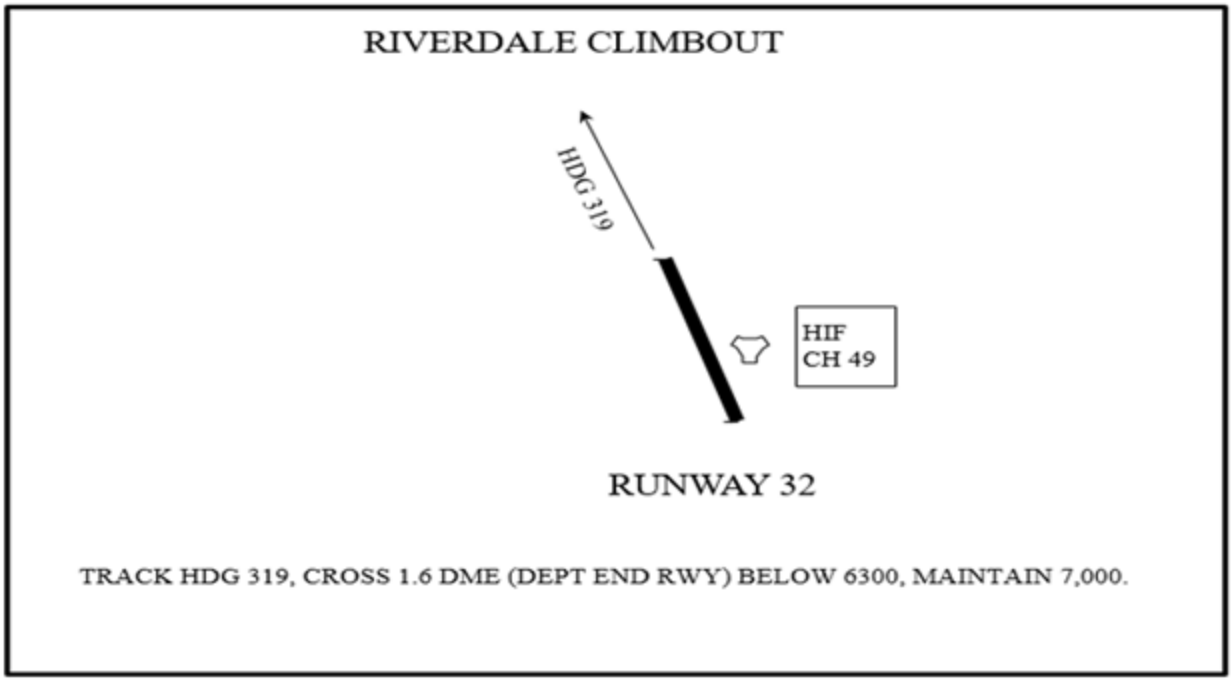


Attachment 9

CLIMBOUTS: (LAYTON, RIVERDALE)

Figure A9.1. Layton/Riverdale Climb outs.

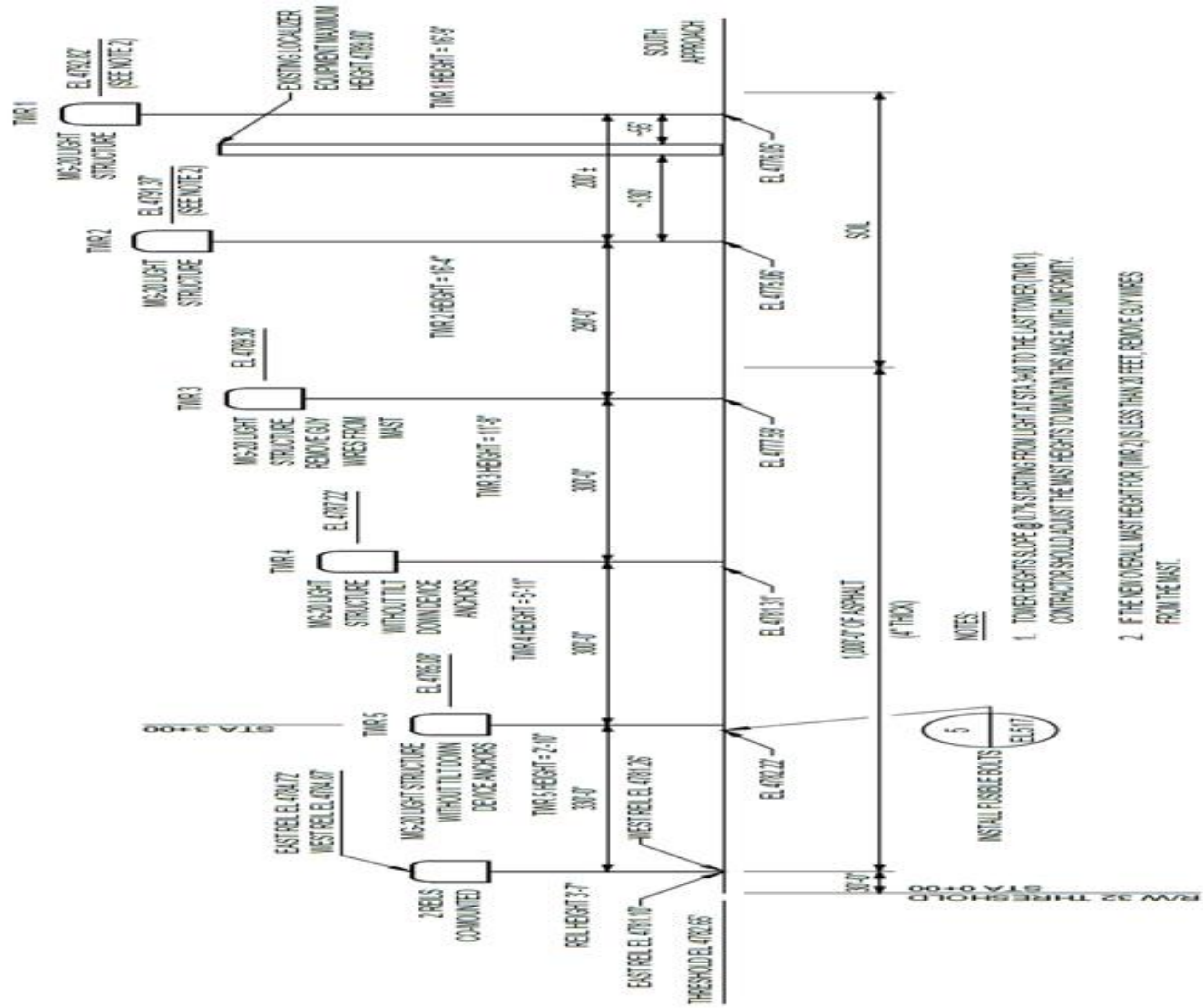




Attachment 10

ONNI-DIRECTIONAL APPROACH LIGHTS (ODALS) CONFIGURATION

Figure A10.1. Onni-Directional Approach Lights (ODALS) Configuration.



Attachment 11

COMBAT AIRCRAFT PARKING AREA

Figure A11.1. Combat Aircraft Parking Area.

Attachment 12

EXPLOSIVE OPERATIONS AUTHORIZATIONS

Table A12.1. Explosive Operations Authorizations.

Hot Pad Number	Use	HD 1.1	HD 1.2.1	HD 1.2.2	HD 1.2.3	HD 1.3	HD 1.4
NEOR	Combat A/C	5,000	5,000 MCE ≤ 99	5,000	(13) 5,000 MCE ≤ 99	5,000	Capacity
		Cargo Aircraft Parking Pad 1 is prohibited from use when combat aircraft are present. Notify 388 FW Munition Control when combat aircraft are present. Munitions Control will ensure Facility 11489 is limited to 24,600 pounds of HD 1.1 and Facility 1477 is limited to 31,000 pounds of HD 1.1.					
ZULU ALERT AREA	Combat A/C– Noble Eagle F-15, F-16, F-22, or F-35	40 Per A/C	0	0	0	0	0
	Non-Explosives A/C Allowed						
Pad 1	Explosives Cargo A/C	50,000	50,000 MCE>450	50,000	(13) 50,000 MCE≤450	200,000	Capacity
	Non-Explosives A/C, Not Allowed Combat A/C, Not Allowed						
Pad 2	Explosives Cargo A/C	100,000	50,000 MCE>450	50,000	(13) 50,000 MCE≤450	250,000	Capacity
	Non-Explosives A/C, Not Allowed Concurrent operations are not authorized at locations Pad 2, Pad 2C and Pad 2D						
Pad 2A	FLMHA	33,897	250,000 MCE>450	250,000	(13) 250,000 MCE≤450	374,000	Capacity
Pad 2B	FLMHA	33,897	250,000 MCE>450	250,000	(13) 250,000 MCE≤450	358,000	Capacity
Pad 2C	FLMHA	62,939	94,825 MCE>450	250,000	(13) 250,000 MCE≤450	242,975	Capacity
	Concurrent operations are not authorized at locations Pad 2, Pad 2C and Pad 2D						

Pad 2D	Combat A/C	4,450	780 MCE≤100	50,000	(06) 50,000 MCE≤100	50,000	Capacity
	Concurrent operations are not authorized at locations Pad 2, Pad 2C and Pad 2D						
Pad 3	Combat A/C	20,000	14,990 MCE≤358	20,000	(11) 20,000 MCE≤358	20,000	Capacity
	Concurrent operations are not authorized at locations Pad 3 and Pad 3 STAMP						
Pad 3 STAMP	FLMHA	100,000	100,000 MCE>451	100,000	(12)100,000 MCE≤450	100,000	Capacity
	Concurrent operations are not authorized at locations Pad 3 and Pad 3 STAMP						
Pad 4	Explosives Cargo A/C	100,000	100,000 MCE>450	100,000	(13) 100,000 MCE≤450	100,000	Capacity
	Pad 4 cannot be used when Pad 6B is utilized as a passenger load/unload area. No aircraft can be parked at Pad 7 when Pad 4 is being utilized.						
Pad 6	Combat A/C	20,000	20,000 MCE>450	20,000	(12) 20,000 MCE≤450	20,000	Capacity
	Non-Explosives A/C, Not Allowed Explosive loaded cargo aircraft are prohibited when cobat aircraft are present Pad 6 cannot be used when Pad 6B is utilized as a passenger load/unload area						
Pad 6A	Explosives Cargo A/C	50,000	50,000 MCE>450	50,000	(13) 50,000 MCE≤450	125,000	Capacity
	Non-Explosives A/C, Not Allowed Explosive loaded cargo aircraft are prohibited when combat aircraft are present on Pad 6 Pad 6A cannot be used when Pad 6B is utilized as a passenger load/unload area						
Pad 6B	Non-Explosives A/C Allowed						
	Explosive Cargo Parking Areas PAD 4A, PAD 4B, PAD 4C, PAD 6, PAD 6A and PAD 7 cannot be utilized for explosive operations						
Pad 7	Combat A/C	20,000	20,000 MCE>450	20,000	(12) 20,000 MCE≤450	20,000	20,000
	Non-Explosives A/C, Not Allowed Aircraft cannot be present on Pad 4C when combat aircraft are present Pad 7 cannot be used when Pad 6B is utilized as a passenger load/unload area						
Pad 7A	Explosives Cargo A/C	0	590 MCE≤87	50,000	(06) 50,000 MCE≤87	50,000	Capacity
	Non-Explosives A/C Allowed						

	Pad 7A cannot be used when Airfreight Ramp is utilized as a passenger load/unload area						
Pad 8A	Explosives Cargo A/C	0	314 MCE≤65	30,940	(04) 50,000 MCE≤65	50,000	Capacity
	Non-Explosives A/C Allowed						
	Pad 8A cannot be used when Airfreight Ramp is utilized as a passenger load/unload area						
Pad 12	Explosives Cargo A/C	0	0	0	0	11,015	Capacity
	Non-Explosives A/C Allowed						
	Pad 12 cannot be used when Airfreight Ramp is utilized as a passenger load/unload area						
Airfreight Ramp	Non-Explosives A/C Allowed						
	Explosive Cargo Parking Areas PAD 7A, PAD 8A and PAD 12 cannot be utilized for explosive operations when non-explosive aircraft are present						
388 FW Ramp	Daily Training **(note one)**	0	0	0	0	0	0
	Non-Explosives A/C Allowed						
75 CAPA **(note one)**	Non-Explosives A/C Allowed						
South Ramp **(note one)**	Non-Explosives A/C Allowed						
Transient Ramp **(note one)**	Non-Explosives A/C Allowed						
HD: Hazard Division							

NOTE: 1. The following munitions can be uploaded and downloaded at the designated aircraft parking area provided that the quantity of munitions being loaded or unloaded is limited to a single aircraft load. Munitions delivery trailers (i.e., UALS, BDU, flare & chaff mods, captive carry missiles) are considered in the transportation mode (QD-exempt) provided the trailers do not remain at the designated aircraft parking area longer than the loading or unloading operation being conducted. HD 1.2.2 internal gun ammunition, 30 mm or less. HD 1.3 installed aircraft defensive flares. Externally loaded munitions such as LUU-1/2 flares and 2.75" training rockets require QD. HD 1.4 munitions (i.e., chaff squibs, captive-carry training missiles, BDU-33s). Installed Explosives necessary for safe flight operations are not required to be located in a sited area. Any designated aircraft parking spot is authorized.

Attachment 13

DEMO AIRSPACE BOX

Figure A13.1. Demo Airspace Box.

Figure A13.2. Demo Airspace Box (Cont.) – Show Box.

Attachment 14

LOCAL FREQUENCIES

Table A14.1. Local Frequencies.

	VHF	UHF
LOCAL:	127.15	263.15
GROUND:	121.6	275.8
CLEARANCE:	124.1	335.8
EMERGENCY:	121.5	243.0
SINGLE FREQUENCY APPROACH:	-	257.875
TOWER COMMON:	-	251.05
ATIS:	134.925	397.9
PTD:	134.75	372.2
COMMAND POST:	138.725	381.3
SOF:	143.7	381.3
METRO:	-	342.3
OGD:	118.7	253.5
SLCA VFR SOUTH:	120.9	257.2
SLCC WEBER CANYON:	119.95	377.15
SLC DEPARTURE:	121.1	319.25
419TH:	-	252.1

Attachment 15

QUIET HOURS REQUEST FOR 75ABW

Figure A15.1. Quiet Hours Request for 75ABW.

75 ABW QUIET HOURS REQUEST FORM

In accordance with HAFBI 13-204, all quiet hours requests must be approved by the 75 ABW/CC.

Quiet hours requests must be submitted to 75 OSS/OSA, Airfield Operations, 30 days prior to scheduled event. Later than 30 days may result in a denied request.

EVENT POC:

DATE AND REASON FOR EVENT:

LOCATION:

QUIET HOURS START TIME:

QUIET HOURS FINISH TIME:

NOISE REDUCTION MEASURE REQUESTED (select options):

Quiet Hours. Quiet hours are during the times requested for the event. (Requester selects options)

- ☐ No arrivals
- ☐ No departures
- ☐ No practice approaches to runway
- ☐ No taxiing within 1000' of event location
- ☐ No engine runs, engine starts, or AGE equipment operating within 1,000' of event location
- ☐ No vehicle traffic within 1,000' of event location (includes tows)
- ☐ Custom Restrictions or Other Information.

List specifics below:

Note: Restrictions do not apply to higher headquarters missions, emergency aircraft, alert missions and US Forest Service missions. The 75 ABW/CC is the approval authority for changes to approved quiet hour restrictions.

SUBMIT INITIAL REQUESTS TO: "75 OSS/OSAA AMOPS" org box (75OSS.OSAA.AMOPS@us.af.mil)

Office	APPROVAL COORDINATION	Date
75 OSS/OSA		
75 OSS/CC (or DO)		
388 OSS/CC (or DO)		
86 FWS/CC (or DO)		
514 FLTS/CC (or DO)		
309 AMXG/CC (or CD)		
75 ABW/CC		

SUBMIT COMPLETED REQUESTS TO: "75 OSS/OSAA AMOPS" org box (75OSS.OSAA.AMOPS@us.af.mil)

Attachment 16

AIRCRAFT ARRESTING SYSTEM CERTIFICATION PLAN

Figure A16.1. Aircraft Arresting System Certification Plan.

MEMORANDUM OF AGREEMENT
BETWEEN
THE 75TH OPERATIONS SUPPORT SQUADRON (75 OSS) AND
THE 573RD AIRCRAFT MAINTENANCE SQUADRON (573 AMXS) AND
THE 514TH FLIGHT TEST SQUADRON (514 FLTS) FOR
AIRCRAFT ARRESTING SYSTEM CERTIFICATION PLAN

This is a Memorandum of Agreement (MOA) between the 75th Operations Support Squadron, the 573rd Aircraft Maintenance Squadron, and the 514th Flight Test Squadron. When referred to collectively, the 573rd Aircraft Maintenance Squadron, the 514th Flight Test Squadron and the 75th Operations Support Squadron are referred to as the "Parties".

1. BACKGROUND: Applicable to all parties.

2. AUTHORITIES: Department of Defense Instruction 4000.19, *Support Agreements*, Air Force Instruction 25-201, *Intra-Service, Intra-Agency, and Inter-Agency Support Agreements Procedures*, Air Force Manual 13-204V1, *Management of Airfield Operations*, Air Force Manual 13-204V2, *Airfield Management*, Air Force Instruction 11-208, *Department of Defense Notice to Airmen* System, Paragraph 3.3.3, Air Force Manual 11-213, *Military Flight Plan and Flight Movement Data Communications*, Department of Defense Data Processing Reference Guide, and other directives as required.

3. PURPOSE AND SCOPE: The purpose of this MOA is to outline clear expectations for all parties in the airfield arresting system (AAS) certification process for the BAK-12 and BAK-14 systems. The 75th Air Base Wing (ABW) has four (4) AASs on Runway 14/32 (two BAK-12s and two BAK-14s). Each AAS requires annual aircraft engagements for certification. The 75 ABW does not own any aircraft to accomplish this task. The 573 AMXS has agreed to coordinate F-16 arrivals to engage each barrier for certification. The 514 FLTS has agreed to provide a pilot for a F-16 to conduct the barrier engagement. This will ensure that all four AAS on Hill Air Force Base (HAFB) remain operational and in compliance.

4. RESPONSIBILITIES OF THE PARTIES:

4.1. The 75 OSS will—

4.1.1. Notify the 573 AMXS NLT 60 days prior to any upcoming AAS certification deadline.

4.1.2. Coordinate a date and time of AAS engagement with all applicable HAFB agencies to include: Fire Department, Transient Alert (TA), Barrier Maintenance, Tower, 573 AMXS, and 75 ABW Flight Safety.

4.1.3. Will de-conflict with any other airfield traffic.

4.1.4. Prior to engagement –

4.1.4.1. Direct the pilot through all applicable taxi and runway staging instruction via the Tower.

4.1.4.2. Release the aircraft to engage the barrier once the pilot and all agencies listed in 4.1.2. deem ready to conduct the certification.

4.1.5. After engagement –

4.1.5.1. Record the speed the aircraft was going as reported by the 514 FLTS pilot.

4.1.5.2. Direct TA and the 573 AMXS through all applicable tow requests to reposition the aircraft from the runway/taxiways to the approved 573 AMXS parking spot.

4.2. The 573 AMXS will—

4.2.3. Prior to engagement:

4.2.1. Coordinate an aircraft with a tow hook capable of engaging an AAS prior to being accepted within the depot.

4.2.2. Notify 75 OSS and 514 FLTS the date of aircraft availability.

4.2.4. After engagement: Receive aircraft from TA once it is positioned in the approved 573 AMXS parking spot.

4.3. The 514 FLTS will—

4.3.1. Provide a test pilot for the AAS certification.

4.3.3. Prior to engagement-

4.3.3.1. Have assigned pilot ready in the aircraft at either the North or South End of Runway (N/SEOR) at the scheduled engagement time.

4.3.3.2. Relay the weight of the aircraft to the Tower

4.3.3.3. Further stage the aircraft on the runway at the discretion of the Tower.

4.3.3.4. Ensure the tailhook is down and speed brakes are closed.

4.3.3.5. Ensure aircraft speed at the time of engagement is at least 75 knots (do not use aircraft brakes).

4.3.4. After engagement-

4.3.4.1. Relay to the Tower the speed the aircraft was going when it engaged the cable (prior to engine shut down).

4.3.4.2. Prepare for the aircraft to be towed to its coordinated parking spot after being removed from the cable.

5. PERSONNEL: Each Party is responsible for all costs of its personnel, including pay and benefits, support, and travel. Each Party is responsible for supervision and management of its personnel.

6. GENERAL PROVISIONS:

6.1. POINTS OF CONTACT (POCs): The following POCs will be used by the Parties to communicate in the implementation of this MOA. Each Party may change its POC upon reasonable notice to the other Parties.

6.1.1. For the 75 OSS —

6.1.1.1. Primary: Mr. Thomas J. Murdock, Airfield Manager, 75 OSS/OSAA, (801)777-3592, thomas.murdock@us.af.mil

6.1.1.2. Alternate: Mr. Patrick K. Robello, Assistant Airfield Manager, 75 OSS/OSAA, (801)777-4168, patrick.robello@us.af.mil

6.1.2. For the 573 AMXS—

6.1.2.1. Primary: 573 AMXS, F-16 Master Scheduler, Mr. Mike Huffman, (801) 586-
5087. Michael.huffman.1@us.af.mil

6.1.2.2. Alternate: 573 AMXS, F-16 Master Scheduler, Mr. Thomas Ramage, (801) 586-1761, thomas.ramage@us.af.mil

6.1.3. For the 514 FLTS—

6.1.3.1. Primary: Maj Victor Ditommaso, F-16 FCF Pilot, (801) 777-3905 , 514 FLTS/DOF, victor.ditommaso.2@us.af.mil

6.1.3.2. Alternate: Lt Col Justin Choate, F-16 FCF Pilot, (801) 777-3905, 514 FLTS/DOF, justin.choate.2@us.af.mil

6.3. REVIEW, MODIFICATION, OR TERMINATION OF AGREEMENT: This MOA will be reviewed no less often than annually on or around the anniversary of its effective date in its entirety. This MOA may only be modified or terminated by the written agreement of the Parties, duly signed by their authorized representatives with at least 30 days written notice to all parties.

6.4. DISPUTES: Any disputes relating to this MOA will, subject to any applicable law, Executive Order, or DoD issuance, be resolved by consultation between the Parties.

6.5. AGREEMENT: This MOA supersedes all prior agreements and representations by the Parties with respect to the subject matter.

6.6. EFFECTIVE DATE: This MOA takes effect beginning on the day after the last Party signs.

AGREED

BRADFIELD.DIANA.K.1270102219 Digitally signed by BRADFIELD.DIANA.K.1270102219 Date: 2023.01.04 16:46:50 -07'00'

DIANA K. BRADFIELD, Lt Col, USAF
Commander, 75 OSS

(Date)

LESSEY.CHAD.R.1158025430 Digitally signed by LESSEY.CHAD.R.1158025430 Date: 2023.01.30 07:55:46 -07'00'

CHAD R. LESSEY, NH-04, DAF
Director, 573 AMXS

(Date)

LITZ.NATHAN.A.1085041157 Digitally signed by LITZ.NATHAN.A.1085041157 Date: 2023.01.10 16:21:56 -07'00'

NATHAN A. LITZ, Lt Col, USAF
Commander, 514 FLTS

(Date)

Attachment 17

UNCONTROLLED AIRFIELD OPERATIONS (UAO)

A17.1. Introduction. This attachment implements AFMAN 13-204V1, *Management of Airfield Operations*, Attachment 4, *ORM Considerations for Operations When Essential Services Are Not Available*.

A17.1.1. It outlines flying procedures for USFS aircraft to operate during periods when HAFB Tower and AMOPS are closed.

A17.1.2. Additionally, it outlines airfield operating/coordination procedures for units that are authorized to access the Runway/CMA as described in **para 1.15.1**.

A17.1.3. All personnel that access the Runway/CMA are responsible for understanding the UAO process and their responsibilities within this publication. The intent is to ensure safe arrival/departure of aircraft.

A17.2. UAO Limitations. Operations conducted under the scope of this attachment have specific limitations. **NOTE:** USFS will be cognizant of weight restrictions for taxiways and parking areas.

A17.2.1. KHIF airfield hours of operation are per **para 1.5**. USFS personnel will be trained to operate airfield lighting system.

A17.2.2. USFS aircraft will not depart if weather is forecasted to go below VFR minimums within 1 hour plus or minus the scheduled departure/arrival time unless re-positioning to another airport.

A17.2.2.1. Minimum weather for operations: 1,000 ft AGL ceiling and 3 SM visibility. Exception: USFS rotary wing aircraft may adhere to service minimums.

A17.2.3. UAO must be limited to a single departure/arrival for each aircraft. Pattern work is prohibited. Pilots must depart the aerodrome following initial takeoff unless they experience a situation that requires an immediate landing. Pilots returning to land at KHIF must make one pattern to a full stop landing.

A17.3. UAO - Procedures.

A17.3.1. AMOPS will ensure critical information/procedures for KHIF UAO are published in the FLIP/NOTAMs.

A17.3.2. The Air Tanker Base Manager (ATBM) is the focal point for operations conducted under the scope of this instruction. In supervising UAO, the ATBM operates in lieu of the ATC Tower and AMOPS to ensure operations are conducted safely, airfield security is not compromised, and that emergency response is available as required.

A17.3.2.1. The ATBM MUST NOT perform ATC functions and may not issue ATC instructions. When the USFS is conducting operations in the local area during UAO, the ATBM will be on duty. The ATBM shall be on duty until the final USFS aircraft shuts down. For USFS aircraft arriving from outside of the local flying area, the ATBM will be on duty at least 1 hour prior to scheduled arrival and will remain until the aircraft is parked and the engines are shut down. For aircraft departing the local area, the ATBM will be on duty from 1 hour prior to departure until at least 30 minutes after departure. The ATBM

must provide updated arrival/departure times to the 75 ABW/CP (CP). The CP will pass the arrival/departure times to AMOPS on the next duty day.

A17.3.3. Preparation. The ATBM shall accomplish the following steps prior to commencing operations.

A17.3.3.1. Scheduling ATBM. The ATBM must complete the UAO Setup Checklist, NLT Friday of each week, or the as soon as possible the day prior to requested operations. If UAO will occur on multiple days, coordination must be accomplished for each day. For example, if the requested ops are on Saturday and/or Sunday, one checklist must be accomplished NLT Friday by 1600L (assuming it is not a Holiday or "Down" day).

A17.3.3.1.1. The ATBM must obtain an in-person briefing from the AMOPS prior to commencing operations. This briefing must be the last checklist item completed. The briefing must address airfield facilities status, construction avoidance areas, and planned airfield maintenance activities during the period of UAO. Once the checklist is complete, a copy will be given to AM for final approval. When ATBM calls CE Customer Service, the ATBM will ensure that there are no maintenance or PMIs scheduled outside of what is published in the FLIP/NOTAMs. If an irreconcilable conflict exists, maintenance operations will have priority. Note: If the full setup checklist, including AMOPS briefing, is not accomplished, UAO are not authorized.

A17.3.3.1.2. AM will retain UAO Setup Checklist (**Figure A17.1**) for record keeping. AM will notify 75 OSS/CC, CP, 388 FW/MOC, 775 CES/CEF, 75 SFS/BDOC, Salt Lake Approach Control, Unit Airfield Driving Program Managers (ADPM) and other units as deemed necessary via email to include a copy of the upcoming UAO schedule and checklist once received.

A17.3.3.1.3. 75 OSS/OSA reserves the right to cancel/modify scheduled UAO at any time due to unforeseen conflicts. Any agency that might be impacted by UAO will call CP to verify whether UAO will be occurring. If so, CP will refer the agency to the lead ATBM. The agency will contact the ATBM and attempt to coordinate deconfliction. If deconfliction is not possible, then the agency must inform the ATBM that ops will terminate due to mission essential activities. The agency will inform CP of the termination. The ATBM will then notify the CP once ops have terminated.

A17.3.3.2. The ATBM must obtain a weather briefing for KHIF and the surrounding area from 75 OSS/OSW or any official weather source.

A17.3.3.3. Commencement/Termination of Operations. The ATBM must contact CP to coordinate commencement/terminations of UAO operations. This is accomplished prior to the USFS' first aircraft engine start and last aircraft shut down in park. CP must in turn notify the Fire Department (FD) and 75 SFS.

A17.3.3.3.1. Commencement Operations. When the airfield is open transition to UAO upon closing, the ATBM must contact the tower to coordinate a handoff of airfield status and operations prior to airfield/tower closing for a smooth transition to UAO as per transition checklist.

A17.3.3.3.2. Termination Operations. When UAO operations are in effect and will terminate upon airfield opening, AMOPS will contact the ATBM to coordinate the airfield opening time. The tower will contact the ATBM to coordinate airfield status and operations prior to airfield/tower opening for a smooth transition to normal ATC/airfield operations as per transition checklist.

A17.3.3.4. Prior to aircraft movement, the ATBM must perform an airfield check on all taxi routes and runway to be utilized by their aircraft to ensure movement areas are clear of FOD, wildlife, obstructions, etc. AM must provide initial and recurring training to the ATBM to ensure quality education on appropriate airfield checks. (See **Figure A10.2**., ATBM Training Checklist).

A17.3.3.5. Flight Plans. IAW DAFMAN 13-204V2, *Airfield Management*, all aircraft departing USAF installations must have a flight plan on file with AM (or locally assigned unit with approved flight plan processing procedures in place) prior to takeoff. Maintain the original flight plan form (hard-copy or electronic) at the ATB for 90 days. In the remarks section of the flight plan(s) the pilot will annotate "UAO".

A17.3.3.6. Step briefing. The ATBM must accomplish an in-person briefing with each aircrew prior to launch. The ATBM must ensure knowledge of each aircrew's intentions and brief aircrews on any airfield taxi, departure, and landing restrictions.

A17.3.3.7. Taxi Routes. Pilots must taxi via the most direct route to and from the runway consistent with safety and taxi restrictions. Pilots must not taxi into restricted areas or West of Taxiway A. Pilots must give right of way to all emergency vehicles.

A17.3.3.8. Runway. The ATBM must determine runway in use based on existing and forecasted wind direction. Normally the arresting cables will be removed with the exception of UTA Saturdays. Cable status will be part of the AMOPS brief. If required, the ATBM can contact FD for cable removal during UAO.

A17.3.3.9. Patterns. Pilots will adhere to recommended pattern procedures for UAO as described in the Aeronautical Information Manual (AIM) and other related FAA regulations. Observe traffic pattern and VFR procedures identified in **Chapter 3**, **Attachment 5**, and **Attachment 6**.

A17.3.3.9.1. BASH normally operates Monday-Friday 0800-1700. The ATBM will contact the CP for wildlife hazards that cannot be resolved.

A17.3.3.10. Altimeter Setting. Pilots must obtain an altimeter setting from the KHIF Weather Observer on duty.

A17.3.3.11. Airfield Lighting Training. Tower/AMOPS will provide training to the ATBM on airfield lights/procedures.

A17.3.3.12. If aircraft are departing/arriving Runway 32 or at night, the ATBM must turn on airfield lighting at AMOPS at least 30 minutes prior to taxi and no less than 30 minutes prior to landing. Airfield lighting must be turned off by the ATBM when terminating operations. **NOTE:** If required airfield lighting is not turned on prior to landing, aircraft must hold or divert to another airport until lighting is turned on.

A17.3.3.13. Communication procedures.

A17.3.3.13.1. Radio Communications. Common Traffic Advisory Frequency (CTAF) is KHIF Tower frequency, 127.15. Pilots must adhere to the recommended radio procedures for UAO as described in the AIM. Departing pilots must establish contact with the ATBM before taxiing to the runway for departure. Arriving pilots must establish contact with the ATBM at least 10 NM prior to landing. The ATBM must provide airfield advisories as appropriate. All communication between the ATBM and the aircraft will be via the CTAF on a VHF radio. The ATBM must use unit specific call sign "Hill Tanker Base". **NOTE:** Use of UHF for the purpose of KHIF CTAF is not authorized.

A17.3.3.13.2. The primary method for the ATBM to communicate with vehicular traffic will be via land mobile radio (LMR) "Tower FM Net". The USFS will ensure the ATBM has an operable LMR (Tower Net). All vehicle operators that will be accessing the Runway/CMA will have an operable LMR (Tower FM Net) to ensure two-way communication between the ATBM and the vehicle operators. ATBM should communicate via cell phone as a last resort. The ATBM must monitor all ops on VHF and LMR radios.

A17.3.3.13.3. At a minimum the ATBM will transmit a blanket broadcast on the LMR Tower FM Net at the following times.

A17.3.3.13.3.1. Commencing operations (after calling 75 CP)--"Attention on the Tower Net, Uncontrolled Airfield Operations is commencing".

A17.3.3.13.3.2. When aircraft calls to taxi for departure--"Attention on the Tower Net, aircraft departing Runway XX".

A17.3.3.13.3.3. When aircraft call inbound--"Attention on the Tower Net, aircraft XX minutes from Hill, will be landing Runway XX".

A17.3.3.13.3.4. Terminating operations (prior to calling CP)--"Attention on the Tower Net, Uncontrolled Airfield Operations are terminated".

A17.3.3.13.4. AMOPS will have a limited number of LMRs with Tower FM Net capability that will be available for use. The ATBM may sign out a FM Net but must return it on the next duty day.

A17.4. UAO - Aircraft Mishap/Emergency.

A17.4.1. The ATBM has the authority to declare an emergency at any time. In the event of an aircraft mishap or declared emergency, the ATBM must immediately notify the HAFB Emergency Communication Center (ECC/HAFB 911) with pertinent information (i.e., type aircraft and location) to assist rescue efforts to the maximum extent possible. The ECC will utilize their UAO Inflight/Ground Emergency Checklist and notify the CP with pertinent information to activate the Secondary Crash Net. The CP will also notify 75 OSS Airfield Operations Flight Commander immediately, to ensure they are aware of potential impact to airfield operations. If neither 75 OSS/OSA nor DO can be contacted, CP will call 75 OSS/DO or 75 OSS/CC. If unavailable, CP will call the 75 ABW/CC.

A17.4.2. ATBM must restrict vehicle access to emergency response vehicles only until the emergency has been terminated by the FD. After an emergency, the ATBM is responsible for ensuring that the runway is clear of all debris, damage, and fluid spills. Following an aircraft mishap, aircraft debris WILL NOT be moved without Emergency Operations Control Commander approval. The ATBM will notify AMOPS on the next duty day of any declared emergencies or any pertinent info to include damage to airfield or fluid spills that occurred.

A17.5. UAO - Vehicle Operations.

A17.5.1. During the hours of 0900L-2200L daily, no vehicles may access the Runway/CMA without tower approval. In order to minimize the potential for incidents, only a select few agencies may operate in the Runway/CMA when the airfield is closed. These agencies are FD, 75 SFS, ATBM, AM/AMOPS, Barrier/Airfield Maintenance, Airfield Electrician, and RAWS Maintenance.

A17.5.1.1. If any unit needs access to the Runway/CMA from 0900L-2200L for mission essential reasons when the airfield is closed, prior coordination and training must be accomplished with AM. The AM will be the approval authority. Under no circumstances will any non-approved units drive on any portion of the Runway/CMA when the airfield is closed from 0900L-2200L.

A17.5.1.2. Any unauthorized vehicle accessing the Runway/CMA during UAO will be treated as a Controlled Area Movement Violation (CMAV).

A17.5.2. Airfield Driving Training. See AFI 13-213/HAFB SUP for UAO training. Units not listed in **paragraph A17.5.1**. ARE NOT allowed Runway/CMA access when the airfield is closed from the hours of 0900L-2200L daily unless prior coordination is accomplished with AM.

A17.5.3. Vehicles operating on the airfield when the airfield is closed must exercise extreme caution when operating in the proximity of the Runway/CMA.

A17.5.4. Vehicle operations on the Runway/CMA when HAFB airfield is closed will be kept to the absolute minimum. Vehicles WILL NOT be left unattended on the runway at any time. In the event a vehicle requires access to the Runway/CMA from 0900L-2200L when the airfield is closed, they must call the CP prior to entering the runway (defined as the runway and the area within 100 ft of any runway surface). If CP verifies that UAO are not being conducted, the vehicle may proceed to enter the runway environment.

A17.5.4.1. If UAO are or will be in effect, the CP will not authorize any vehicle operations on the Runway/CMA. Only the ATBM or AM/AMOPS are authorized access.

A17.5.4.2. The ATBM must transmit a blanket broadcast via LMR (Tower FM Net) prior to commencing UAO, upon receiving notification of a landing or departing unit aircraft, and prior to terminating UAO. Refer to **paragraph A17.3.14.3**.

A17.5.4.3. Vehicles responding to an emergency will contact the ATBM on the Tower Net prior to entering the Runway/CMA; if unable to contact the ATBM via the Tower Net, they must ensure the emergency aircraft is at a full stop before entering the runway in use. All participating emergency response vehicles must utilize extreme caution when entering, exiting, and operating within the Runway/CMA environment during UAO. FD will advise ATBM and CP when emergency is terminated and all emergency vehicles are off the airfield.

A17.5.4.4. When the airfield lights are turned on and the airfield is closed, all vehicle traffic will immediately clear the runways and use increased caution while operating on the airfield until the airfield lights are turned off. Operators will call the CP to verify UAO status.

A17.6. UAO - ATBM Qualifications.

A17.6.1. ATBMs must be knowledgeable of USFS aircraft operations and have sound decision-making ability. ATBM will possess either a Restricted Area Badge or an FAA pilot certificate. The 75 OSS/OSA/CC will appoint the UAO ATBM via memorandum for 75 ABW/CC approval. All ATBM candidates must personally interview with 75 OSS/CC prior to final approval.

A17.6.2. ATBM Training. The USFS must develop a training program for ATBMs. The training must include, but not be limited to:

A17.6.2.1. Airfield driver's training with an Airfield driver's license. This training will be conducted by the sponsoring 75 OSS ADPM.

A17.6.2.2. AM will provide the ATBM with the Airfield Inspection and Maintenance and Airfield Criteria Course CBTs. Prior to meeting with the AM or designated representative the ATBM must complete the CBTs and provide the AM with the certificates of completion.

A17.6.2.3. Briefing from the FD Chief or assistant.

A17.6.2.4. Briefing from the 75 SFS Operations NCOIC.

A17.6.2.5. Airfield Lighting training conducted by tower personnel.

A17.6.2.6. Review of service applicable regulations.

A17.6.2.7. Briefing from the AM or designated representative.

A17.6.2.8. Airfield orientation with qualified AM personnel if not qualified.

A17.6.2.9. Completed (see **Figure A17.2**.) ATBM Training Checklist must be submitted to AM prior to assuming duties for UAO.

A17.7. UAO - ATBM Responsibilities.

A17.7.1. Complete all necessary checklists.

A17.7.2. ATBM will possess either a Restricted Area Badge or an FAA pilot certificate and all items listed in **paragraph A17.8.1.1** when performing UAO operations.

A17.7.3. Schedule training with tower personnel for lighting procedures and obtain access to the AMOPS control computer.

A17.7.4. Ensure no unscheduled maintenance/PMIs are scheduled outside of what is published in the FLIP when coordinating with CE during setup checklist completion.

A17.7.5. Ensure flight plans and any amendments are on file.

A17.7.6. Obtain an in-person briefing with AM or designated representative prior to commencing operations during setup checklist completion.

A17.7.7. Ensure setup checklist is accomplished (**Figure A17.1**., UAO Setup Checklist).

A17.7.8. Be familiar with each pilot's intentions and flight plans.

A17.7.9. Obtain a weather briefing for KHIF and the surrounding area.

A17.7.10. Be on duty at respective duty location 1 hour prior to any UAO.

A17.7.11. Determine runway in use based on current and forecasted wind direction.

A17.7.12. Accomplish an in-person step brief with each aircrew prior to launch.

A17.7.13. , ATBM Ops Checklist. If the pilot is returning from another airport, it is the responsibility of the ATBM to ensure the pilot is contacted and given a step briefing prior to landing at KHIF.

A17.7.14. Immediately prior to commencing ops, conduct an airfield check of all taxi routes and runway to be utilized by the aircraft.

A17.7.15. Notify CP when commencing or terminating UAO and make blanket broadcasts.

A17.7.16. All communication between the ATBM and the aircraft will be via the CTAF.

A17.7.17. Monitor the weather and direct pilots as necessary to ensure safe operations.

A17.7.18. When called by a vehicle operator, disapprove Runway/CMA access unless an emergency situation exists based on UAO arriving/departing traffic.

A17.7.19. The ATBM must transmit a blanket broadcast via LMR (Tower FM Net) of landing or departing aircraft.

A17.7.19.1. Check-out an LMR (with Tower FM Net), if needed, from AMOPS. On the next duty day, the ATBM will return the LMR to AMOPS.

A17.7.20. Report unauthorized aircraft/vehicles in the airfield environment to 75 SFS and CP.

A17.7.21. In the event of an aircraft mishap or emergency, immediately notify FD then notify CP. After an emergency, ensure the runway, taxiways and ramps are clear of all debris, damage, and fluid spills.

A17.7.22. Notify and direct emergency response to the site of an aircraft mishap.

A17.7.23. Act as the on-scene final authority for UAO until relieved by a higher authority. Higher authority may include but is not limited to 75 SFS, FD, AM, or designated representative.

A17.7.24. Be accessible via provided contact numbers or risk suspension from UAO.

A17.7.25. If aircraft are departing/arriving at night, the ATBM must turn on airfield lighting at AMOPS at least 30 minutes prior to taxi and no less than 30 minutes prior to landing when required. Airfield lighting must be turned off by the ATBM no earlier than 15 minutes after departure and prior to terminating operations. **NOTE:** If required airfield lighting is not turned on prior to landing, aircraft must divert to another airport until lighting is turned on.

A17.8. Pilot UAO Responsibilities.

A17.8.1. Must depart the aerodrome following initial takeoff unless experiencing a situation that requires an immediate landing. Pilots returning to KHIF to land must make one pattern to a full stop landing. UAO must be limited to a single departure and/or single arrival for each aircraft. Pattern work is prohibited. The CTAF frequency is VHF 127.15.

A17.8.2. Ensure an ATBM has been scheduled if planning to fly when KHIF airfield is closed.

A17.8.3. File, activate, and close flight plan with applicable facilities. Pilots must file a flight plan before participating in UAO. In the remarks section of the flight plan, the pilot will annotate "UAO".

A17.8.4. Taxi in the most direct route to and from the runway consistent with safety and taxi restrictions. Pilots must not taxi into restricted areas or West of Taxiway A. Pilots must give right of way to all emergency vehicles.

A17.8.5. Adhere to recommended pattern procedures for UAO as described in the AIM and other related FAA regulations. Observe traffic patterns identified in this regulation.

A17.8.6. Obtain an altimeter setting from the KHIF weather observer.

A17.8.7. Adhere to the recommended radio procedures for UAO as described in the AIM. Departing pilots must establish contact with the ATBM before taxiing to the runway for departure. Arriving pilots must establish contact with the ATBM at least 10 NM prior to landing. All communication between the ATBM and the aircraft will be via the CTAF.

A17.8.8. The ATBM has the authority to declare an emergency at any time.

A17.8.9. Ensure the ATBM is familiar with each pilot's intentions and flight plans.

A17.8.10. If returning from another airport, ensure the ATBM is contacted and that pilot has been given a step briefing prior to returning to KHIF to land.

A17.9. AM UAO Responsibilities.

A17.9.1. Provide ATBM, CP, CE, 75 SFS, and FD/Crash Recovery with the updated ATBM contact list.

A17.9.2. Ensure critical information/procedures for KHIF UAO are published in the FLIP.

A17.9.3. Confirm presence of the arrival/departure times received from CP on the schedule and maintain records.

A17.9.4. Provide in person briefing to ATBM on airfield status prior to commencing operations and sign the completed setup checklist.

A17.9.5. Notify CP of upcoming UAO schedule via email.

A17.9.6. UAO Procedures for Airfield Driving have are being included to AFI 13-213_HAFBSUP, Airfield Driving.

A17.9.7. Provide the ATBM with airfield inspection and airfield criteria course CBTs.

A17.9.8. Brief UAO candidates prior to them assuming UAO responsibilities.

A17.9.9. Conduct airfield orientation for ATBM UAO nominees.

A17.9.10. Solicit arrival/departure information from CP.

A17.10. 75 ABW/CP Responsibilities.

A17.10.1. Maintain ATBM contact list as received from AMOPS.

A17.10.2. Upon receiving notification of UAO commencement and termination, notify FD and 75 SFS, and Flight Medicine.

A17.10.3. Notify FD, 75 SFS, 75 OSS/OSA/CC upon receiving notification of an emergency or mishap. If neither 75 OSS/OSA/CC nor OSA/DO can be contacted, call 75 OSS/CC/DO. If they are unavailable, CP will call the 75 ABW/CC.

A17.10.4. Record arrival and departure times and pass to AMOPS the next duty day.

A17.10.5. When contacted by any agency regarding airfield access/UAO during periods of airfield closure, provide UAO operational times.

A17.11. CE UAO Responsibilities.

A17.11.1. Barrier and Airfield Maintenance/Airfield Electrician will deconflict any airfield work (scheduled or unscheduled) when ATBM calls CE Customer Service to coordinate. For maintenance during hours of airfield closure, contact CP.

A17.11.2. FD will advise ATBM and CP when emergency is terminated and all emergency vehicles are off the airfield. The FD can contact USFS aircraft on VHF 127.15 during emergency situations.

A17.12. 75 SFS UAO Responsibilities.

A17.12.1. Maintain situational awareness of UAO through CP notification of commencement/termination and related emergencies/mishaps.

A17.12.2. Investigate reports of suspicious activities to include unauthorized vehicle/aircraft movement.

A17.13. Approved Airfield Vehicle Operator UAO Responsibilities.

A17.13.1. In order to minimize the potential for incidents, only a select few agencies must have access to the runway when the airfield is closed. These agencies are SFS, FD/Crash Recovery, ATBM, AM/AMOPS, Barrier and Airfield Maintenance, Airfield Electrician, and RAWS Maintenance.

A17.13.1.1. If any other unit needs access to the runway or Runway/CMA, prior coordination and training must be accomplished with the AM.

A17.13.2. Call CP prior to accessing the runway/CMA during periods when KHIF airfield is closed. If any unit needs access to the Runway/CMA from 0900L-2200L for mission essential reasons when the airfield is closed, prior coordination and training must be accomplished with AM. The AM will be the approval authority. Under no circumstances will any non-approved units drive on any portion of the Runway/CMA when the airfield is closed from 0900L-2200L.

A17.13.3. If there is any doubt as to whether UAO is in effect, call the CP.

Figure A17.1. UAO Setup Checklist.

Date:	**Agency:**	**Individual Conducting UAO:**	**UAO Operator Cell:**
Expected Date/Time of Requested UAO with any aircraft Callsign/Type information:			
Unit Point of Contact Phone List			
Unit	DSN / Commercial	Fax	
75 ABW/CP	777-3007		
AMOPS	777-1861		
CE/Barrier Maint	777-2006/801-777-3056		
CE/Airfield Electrician	801-6451906		
Required Coordination (may be accomplished via phone)			
Agency	DSN	Commercial	Name/Rank of Person Contacted
CE/Customer Service	777-1856	801-777-1856	
CE/Fire Department	777-3021	801-777-3021	
75 SFS	777-3056	801-777-3056	
Note: UAO must be coordinated/deconflicted with the above agencies prior to any operations.			

AMOPS UAO Brief (in person)	Initials	
	AMOPS	**ATBM**
Confirm flight plans on file		
Airfield Status Briefing		
ATBM received latest NOTAM sheet		

UAO Operator	Print Name	Signature	Date
AMOPS	Print Name	Signature	Date

Figure A17.2. ATBM OPS Checklist.

Initials	Actions / Responsibilities
	Be on duty at respective duty location one hour prior to any UAO.
	2. Obtain a weather brief and review NOTAMs/FCIF/ORFs.
	3. Be familiar with each pilot's intentions/flight plans.
	4. Contact CP (777-3007) to coordinate commencement of UAO prior to their first aircraft engine start.
	5. Perform an airfield check of routes to be used, immediately prior to aircraft movement.
	6. Accomplish an in-person briefing with each aircrew prior to launch and brief applicable FCIF/ORFs.
	7. Determine runway in use based on current and forecasted wind direction.
	8. Visually observe all takeoffs and landings.
	9. Monitor the weather and direct pilots as necessary to ensure safe operations.
	10. Turn on/off airfield lighting as necessary.
	12. In the event of an aircraft mishap or emergency, immediately notify FD (777-3021), then notify CP. After an emergency, ensure the runway, taxiways and ramp is clear of all debris, damage, and fluid spills. Coordinate with on-scene Commander.
	13. Be accessible via LMR and provided contact numbers.
	14. Inform vehicle operators of arriving or departing aircraft. Inform any arriving/departing aircraft, on initial contact, of any known ground traffic.
	15. Make LMR broadcast for UAO commencement, arriving/departing aircraft and UAO termination of ops IAW paragraph A10.3.14.4. of HAFBI 11-250 Attachment 10.
	16. Report unauthorized aircraft/vehicles in the airfield environment to SFS (777-3056).
	17. Report termination of operations to CP.
NOTE: This checklist does not preclude reading, understanding, and applying the entire instruction.	