BY ORDER OF THE COMMANDER OF THE 914TH AIR REFUELING WING

NIAGARA FALLS AIR RESERVE STATION INSTRUCTION 13-204

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Space, Missile, Command and Control

AIRFIELD OPERATIONS INSTRUCTION

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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. It extends the guidance of Air Force Manual (AFMAN) 13-204, Volume 1, *Management of Airfield Operations* and AFMAN 13-204, Volume 2, *Airfield Management.* It applies to all personnel, military and civilian, assigned to the 914th Air Refueling Wing (914 ARW) and all tenants as applicable. It establishes and outlines responsibilities and procedures in support of flying operations of the 914 ARW. Refer recommended changes and questions about this publication to 914 OSS Airfield Management, Niagara Falls Air Reserve Station (NFARS), NY. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 33-363, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located at **https://afrims.cce.af.mil/afrims/rims.cfm**

SUMMARY OF CHANGES

This interim change revises NFARSI 13-204 by changing (1) taxi instructions for aircraft, (2) activation authority for the Secondary Crash Net (SCN), (3) agencies on the SCN, and (4) receipt of flight plans. A margin bar (|) indicates newly revised material.

1. GENERAL INFORMATION:

1.1. General. This instruction is intended to be utilized as a source document for NFARS, NY local airfield and flying operations policies and procedures. This source document is not intended to relieve personnel of their responsibility to be familiar and comply with other pertinent directives. If deviations or conflicts exist between this Airfield Operations Instruction (AOI) and another directive, report them to AM. In the interest of flying safety or when directed by an appropriate air traffic control agency, pilots may deviate from the procedures outlined in this publication.

2. NIAGARA FALLS ARS GENERAL INFORMATION:

2.1. **General Information.** NFARS is a joint-use airport located in Western New York, approximately 21 miles north/northwest of Buffalo, New York and seven miles east of Niagara Falls, NY. The 914 ARW at NFARS is co-located with the Niagara Falls International Airport. The primary runway is utilized by military and civilian aircraft. AM is located in Building 700.

2.1.1. AM hours of operations are: Monday through Friday: 0700L-2300L; AM is closed all Federal holidays; other hours as required. For proposed operations outside the published hours, the point of contact (POC) is the Airfield Operations Manager (AOM).

2.1.2. Niagara Frontier Transportation Authority (NFTA) hours of operation: a representative is available 24 hours/day.

2.1.3. Air Traffic Control (ATC) services hours of operation. NFARS has a Federal Contracted ATC Tower (IAG FCT). IAG FCT operates daily from 0700L to 2300L. The Tower Chief is the POC for proposed operations outside of published hours.

2.1.4. See the IFR Supplement for additional information.

2.2. **Runway (RWY) Information.**

2.2.1. RWY 28R/10L.

2.2.1.1. The designated primary instrument runway at NFARS is RWY 28R/10L. The runway is 9,826 feet long and 150 feet wide. RWY 28R/10L is part concrete and part asphalt. See **Attachment 2**.

2.2.2. RWY 06/24. NFARS base assigned aircraft will not utilize RWY 06/24 for departure or arrival due to the length and weight bearing capacity.

2.2.2.1. Military units can utilize RWY 06/24 as an assault/short field runway. The runway is 5,188 feet long and 150 feet wide. The runway has painted landing zone (LZ) markings at both approach ends for assault procedures. NOTE: the assault zone painted markings are being allowed to fade as NFARS base assigned aircraft no longer require the assault zone.

2.2.3. RWY 28L/10R is 3,972 feet long and 78 feet wide. It is not normally used by military fixed wing aircraft. NOTE: NFTA will be permanently closing this runway in the future.

2.2.4. See the IFR Supplement for additional information.

2.3. **Taxiway (TWY) Information.**

2.3.1. TWY A is the parallel taxiway extending from RWY 10L to TWY A3. It is 75 feet wide.

2.3.2. TWY A1 is 75 feet wide.

2.3.3. TWY A2 is 50 feet wide and utilized as a “High-Speed” taxiway for RWY 28R. NFARS base assigned aircraft will not utilize TWY A2 due to the width without an approved waiver. NOTE: base assigned KC-135s require a minimum taxiway width of 74’.

2.3.4. TWY A3 ranges between 75 feet and 210 feet wide.

2.3.5. TWY C is 75 feet wide.

2.3.6. TWY D is 75 feet wide.

2.3.7. TWY D1 is 100 feet wide.

2.3.8. TWY D2 is 40 feet wide and unusable for most military aircraft.

2.3.9. See the IFR Supplement for additional information.

2.4. **Runway Selection Procedures.** The Tower is responsible for selecting the active runway(s) in use. The main runway, RWY 28R, is utilized as a calm wind runway. When the wind is 5 knots or more, use the runway(s) most nearly aligned with the wind unless the use of another runway will be operationally advantageous or is requested by the pilot.

2.5. **Controlled Movement Area (CMA).** Refer to 914 ARWI (Air Refueling Wing Instruction) 13-213, *Airfield Driving Instruction, section 4.2* for additional information. The CMA at NFARS is defined as all areas south of the hold lines for taxiways A, A1, A2, A3 including the runways, overruns and the closed North/South runway. Also in the CMA is the west end access road (used to access the fire training pit and ILS building). All vehicle operators and pedestrians requiring access to the CMA shall contact Niagara Falls Air Traffic Control Tower on VHF 118.5 frequency for approval, PRIOR to entering any portion of the CMA. Drivers and pedestrians will follow all of IAG FCT Ground control instructions explicitly. While in the CMA, drivers and pedestrians will monitor Tower Control frequency. ***NOTE:*** See **Attachment 3** for depiction of CMA at NFARS and Niagara Falls International Airport (NFIA).

2.6. **Airfield Lighting Systems.**

2.6.1. Operation of Lights. Operational control of airfield lighting systems is the responsibility of IAG FCT. The lights will be operated in accordance with FAA Order 7110.65, *Air Traffic Control*.

2.6.2. Airport Beacon. The airport beacon is located on top of IAG FCT. The airport beacon will be lit when the airfield is open during hours of darkness and during daylight hours when the weather drops below Visual Flight Rules (VFR) minima.

2.6.3. Runway Lights. Current Runway Visual Range (RVR) information, will be provided when the prevailing visibility is 1 Statute Mile (SM) or less. NOTE: Runway edge lights are operated IAW FAAO 7110.65.

2.6.3.1. The following airfield lighting systems are available for RWY 28R:

2.6.3.1.1. Pilot Controlled Lighting (PCL).

2.6.3.1.2. Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR).

2.6.3.1.3. Sequenced Flashing Lights (SFL).

2.6.3.1.4. High Intensity Runway Lights (HIRL). The last 2,000 feet of HIRLs are yellow. ***NOTE:*** HIRLs are preset to low intensity.

2.6.3.1.5. Runway Alignment Lights (RAIL).

2.6.3.1.6. Precision Approach Path Indicator (PAPI).

2.6.3.1.7. Touchdown Zone Lighting (TDZL).

2.6.3.1.8. Centerline Lighting System (CL).

2.6.3.2. The following airfield lighting systems are available for RWY 10L:

2.6.3.2.1. Pilot Controlled Lighting.

2.6.3.2.2. HIRL. The last 2,000 feet of HIRLs are yellow. ***NOTE:*** HIRLs are preset to low intensity.

2.6.3.2.3. Visual Approach Slope Indicator (VASI).

2.6.3.2.4. Centerline Lighting System.

2.6.3.3. The following airfield lighting systems are available for RWY 06/24: ***NOTE:*** RWY 06/24 is not used by NFARS base assigned aircraft for arrival or departure.

2.6.3.3.1. Pilot Controlled Lighting.

2.6.3.3.2. Medium Intensity Runway Lights (MIRL).

2.6.3.3.3. Runway End Identifier Lights (REIL).

2.6.3.3.4. Precision Approach Path Indicator (PAPI).

2.6.3.4. The following airfield lighting systems are available for RWY 28L/10R: ***NOTE:*** RWY 28L/10R is not utilized by NFARS base assigned aircraft.

2.6.3.4.1. Pilot Controlled Lighting.

2.6.3.4.2. Medium Intensity Runway Lights (MIRL).

2.6.3.4.3. Runway End Identifier Lights (REIL).

2.6.3.4.4. Precision Approach Path Indicator (PAPI).

2.6.3.4.5. See the IFR Supplement for additional information.

2.7. **Permanently Closed/Unusable Portions of Airfield.**

2.7.1. The following are permanently closed runways and taxiways at NFARS:

2.7.1.1. Old "North/South" Runway.

2.7.1.2. TWY B.

2.7.1.3. TWY E. Closed to aircraft over 12,500 lbs. and closed from RWY 28R to RWY 06/24 and between TWY C and TWY D.

2.7.1.4. TWY H. Closed between RWY 10L and RWY 10R and between RWY 10R and RWY 6.

2.7.1.5. TWY W. Closed between RWY 28R and RWY 24.

2.7.2. All permanently closed/unusable portions of the airfield are marked with yellow X's. A NOTAM and appropriate notifications are made to the users when a portion of the airfield becomes permanently closed.

2.7.3. See the IFR Supplement for additional information.

2.8. **Aircraft Parking Plan and Restrictions.** The parking plan is maintained by AM and is reviewed on an annual basis by the Airfield Manager (AFM), Civil Engineering (CE), Maintenance (MX) and Safety (SE). See Airfield Management Operating Instruction 13-210 (AMOI 13-210), Aircraft Parking Plan for additional information.

2.8.1. The Main Parking Ramp is designed with 10 primary parking locations to accommodate KC-135 aircraft. The first lane on the eastern portion of the ramp is the main entrance lane for the ramp. Aircraft will normally be parked on their designated spots facing south. Spots 8, 9, and 10 are designated aircraft de-icing spots. Additional secondary parking spots are located north of spot 1 and 2 between hangars 917 and 850.

2.8.1.1. Transient Aircraft with Distinguished Visitors (DVs) will be parked on the Main Parking Ramp in an available parking spot or north of the Main taxi line to spots

1-10, south of hangar 850. These spots must be coordinated with AM and Maintenance Operations Center (MOC), prior to issuing a Prior Permission Required (PPR) to an aircraft. Other parking spots can be utilized on the Operations Ramp if requested through the MOC and approved by Aircraft Maintenance Squadron supervision.

2.8.2. Implementation of Maximum On Ground (MOG) will require the north edge driving lane along the Main Ramp to be closed to vehicular traffic due to loss of wing tip clearance requirements. The area north of these spots between the restricted area boundary line and grass normally provides vehicles an area to drive outside the restricted area to traverse between the hangars. When in MOG, AM will coordinate with the responsible agencies to place cones at the beginning of the driving area located just east of the Entry Control Point (ECP) at hangar 907 and extending to hangar 917 to indicate closure to vehicles. Maintenance Operations Center (MOC) will notify AM of closure requirement. AM will in turn notify the following:

2.8.2.1. 914th Air Refueling Wing Safety (914 ARW/SE)

2.8.2.2. 914th Air Refueling Wing Command Post (914 ARW/CP)

2.8.2.3. Fire Emergency Services (FES)

2.8.2.4. 30th Aerial Port Squadron (30 APS)

2.8.2.5. 914th Security Forces (914 SF)

2.8.2.6. Transportation

2.8.2.7. POL

2.8.2.8. 914th Operations Group Commander (914 OG/CC)

2.8.2.9. 914th Operations Group Stan Evaluation (914 OG/OGV)

2.8.2.10. Unit Airfield Driving Program Managers (ADPMs)

2.8.3. The Operational Ramp (parking row "F") will normally be entered by taxiing aircraft at the eastside entrance. The Operational Ramp has painted taxi lines for C-130s. C-130s will normally nose into parking and reverse taxi out of the parking spots exiting out the west side of the Ramp. Other aircraft (i.e.: KC-135) may be required to tow into and/or out of parking.

2.8.3.1. Aircraft taxiing onto the Operational Ramp for on loading/off loading passengers/baggage/equipment, may be parked south of the taxi lane in an east-west configuration. When parking south of the centerline is required, MOC will coordinate for approval with AM.

2.8.4. There are limited parking locations for large/heavy aircraft on the Main and Operational Ramps. AM will coordinate with CE for weight restrictions and MOC on best locations to park all types of aircraft.

2.9. **Air Traffic Control (ATC) Facilities Information.** IAG FCT operates daily from 0700L to 2300L. Class D airspace is in effect during Tower operating hours. Class E is in effect when Tower is closed. See Flight Information Publication (FLIP) AP/1 for additional supplementary airport information.

2.9.1. **Local Frequencies/Channelization.**

2.9.1.1. Common Traffic Advisory Frequency (CTAF): 118.5

2.9.1.2. Universal Communications (UNICOM): 122.95

2.9.1.3. Ground Control: 125.3, 275.8

2.9.1.4. Tower: 118.5, 349.0

2.9.1.5. AM/CP (Carbonate): 340.025

2.10. **Radar, Airfield, and Weather Systems (RAWS)/Preventive Maintenance Inspection (PMI) Schedule.** A NOTAM will be issued when RAWS personnel notify AM that a PMI needs to be performed on the Tactical Air Navigation (TACAN). RAWS schedules the PMIs quarterly and when appropriate funds and personnel are available. Unscheduled maintenance is an on demand requirement and will be coordinated by AM when notified there is an outage. Refer to IFR Supplement for TACAN information.

2.11. **Transient Aircraft Services.**

2.11.1. There is minimal support available for transient aircraft (NFARS lacks Transient Alert). Minimal support available as follows: follow-me services based on availability of assigned maintenance personnel, placement of fire bottles and AGE equipment. Transient crews shall provide personnel during fueling operations and for maintenance problems. There is no fleet service available.

2.11.2. The Fixed Base Operator (FBO) is located south of the main runway at the Niagara Falls International Airport and may be able to provide additional services, as requested, to include DoD contract fuel.

2.12. **Automatic Terminal Information Service (ATIS).**

2.12.1. Broadcasts are available when IAG FCT is operational. The broadcasting frequency is 120.8 or 269.4.

2.12.2. The Automated Surface Observing System (ASOS) is available by calling commercial 716-297-6984. This system is augmented by IAG FCT daily from 0700L-2300L.

2.13. **Aircraft Special Operations Areas/Ramps.**

2.13.1. Drag Chute Jettison, Arm/De-Arm and Hot Pit Refueling Areas are N/A for Niagara Falls ARS.

2.13.2. Unmanned Aircraft Systems (UAS) Designated Start Areas. No UAS operations are authorized on Niagara Falls ARS airfield.

2.14. **Aircraft Towing Procedures.** Maintenance will notify AM and Security Forces (SF) when an aircraft is being towed from one parking spot to another. If the aircraft is being towed from or to a hangar, MOC will also notify FES. Prior to towing an aircraft onto a taxiway or runway, the Tower will be notified. Maintenance personnel will maintain two-way radio communications with Ground Control when operating in the Controlled Movement Area (CMA).

2.15. **Aircraft Taxiing Requirements and Routes.** All areas north of Taxiways A, A1, A2 and A3 are "non-movement" areas and do not require IAG FCT approval to taxi. Prior to taxiing out of the Main and Operational Ramps, aircrew should contact IAG FCT Ground Controller for taxi guidance to the appropriate hold short area. The most direct route will be utilized upon start of taxiing. Aircraft that require a taxiway that is wider than 50' will not utilize TWY A2 due to the width. Tower provides all taxi instructions.

2.16. **Airfield Maintenance.**

2.16.1. NFARS is a joint-use airfield. NFTA is responsible for maintaining all runways (RWY 28R/10L, RWY 28L/10R and RWY 06/24) and all taxiways south of RWY 28R/10L. NFTA Airfield Electrician maintains all airfield signage, with the exception of the TACAN sign located on TWY A, which is maintained by the 914 ARW BOS Contractor.

2.16.2. The 914 ARW BOS Contractor is responsible for airfield maintenance on TWY A, TWY A1, TWY A2, TWY A3 and the military aircraft parking ramps.

2.16.3. Sweeping and grass mowing operations, by NFTA on the south side of RWY 28R, in the Controlled Movement Area are IAW FAAO JO 7110.65.

2.16.3.1. Sweeping and grass mowing operations by the 914 ARW BOS Contractor, are IAW 914 ARW Sweeping and Mowing Plans and IAW FAAO JO 7110.65 when in the CMA or Runway Safety Area (RSA).

2.16.4. The 914 ARW BOS Contractor is responsible for snow removal activities on Runway 28R/10L, Taxiways A, A1, A2, and A3 during normal business hours (Monday through Friday, 0715L – 1600L, holidays excluded). After normal business hours (Monday through Friday), weekends, and holidays, the 914 ARW BOS Contractor is also responsible for snow removal activities prior to and during military flying operations. During short-notice (three hours or less) or un-forecasted snow removal operations, the request for snow removal may come from AM or the 914 ARW BOS Contractor.

2.16.4.1. NFTA assumes responsibility for snow removal operations on RWY 28R/10L during all other times. NFTA is responsible for snow removal operations on all areas south of RWY 28R/10L at all times.

2.17. **Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values.**

2.17.1. AM is the primary agency responsible for the determination of the RSC and RCR for military aircraft (only) on RWY 28R/10L and all surfaces north of RWY 28R. The RSC and RCR will be disseminated to the following agencies:

2.17.1.1. IAG FCT.

2.17.1.2. 914 ARW Command Post (via FM radio or calling 236-2150).

2.17.1.3. 328 ARS Operations Coordinator (328 ARS OC).

2.17.2. AM will create a NOTAM to report the surface condition (other than Dry) for Taxiways A, A1, A2, and A3, Main Ramp, and Operational Ramp.

2.17.3. The RCR values are IAW the RCR Correlation Chart in the Flight Information Handbook (FIH).

2.17.4. IAW AFMAN 13-204 Volume 2, 7.1.7. Wet Runway. When water is the only form of visible moisture on 25% or more of the runway surface area (whether in isolated areas or not), report the RSC as "wet runway" and no RCR. (T-2)

2.17.5. NFTA is the primary agency responsible for the determination of the ICAO Braking Action for RWY 28R and all other runways and taxiways located south of RWY 28R.

2.18. **Procedures/Requirements for Conducting Airfield Inspections and Checks.**

2.18.1. Airfield inspections are done IAW AFMAN 13-204 Volume 2 and Airfield Management Operating Instruction (AMOI) 13-204. An airfield inspection will be accomplished once daily. AM inspects RWY 28R/10L, to include overruns, and all areas north of the runway.

2.18.2. Airfield checks are done IAW AFMAN 13-204 Volume 2 and AMOI 13-204. First airfield check will occur prior to the first flight. Checks are accomplished for the same areas as the inspection. Additional checks will be accomplished as required or requested.

2.18.2.1. Wide body/heavy checks will be accomplished for all B-52, B-747, C-17, C-5, and KC-10 aircraft. Additional heavy checks will be accomplished when aircraft arriving and/or departing weights are greater than the weight based upon the PCN.

2.18.3. NFTA conducts Airfield inspections and checks on RWY 28R and all areas south of RWY 28R, IAW **Part 139** requirements.

2.19. **Procedures for Opening and Closing the Runway.** NFTA is the only agency authorized to open and/or close the runway. Runway closures are at the discretion of NFTA, and if prolonged closures are necessary a NOTAM will be issued IAW Responsibilities and Notification Process for Aerodrome NOTAMs LOA. NFTA will issue a NOTAM and contact AM. AM will then notify 914 ARW/CP, 914 OG/CC, 328 ARS/DO, 914 OSS/Current Operations, and 328 ARS Scheduling. Prior to re-opening of any closed runway, AM will conduct an airfield check. NFTA will also conduct a check and reopen the runway; if a NOTAM had been issued NFTA will cancel the NOTAM. AM will notify appropriate agencies when the NOTAM is cancelled and the runway is reopened.

2.20. **Procedures for Suspending and Resuming Runway Operations.** IAG FCT and NFTA are the only agencies authorized to suspend runway operations. All airfield operations are suspended in the event of an In-Flight Emergency (IFE) once emergency aircraft has landed. IFEs are the only automatic suspensions for runway operations. Each circumstance is taken on a case by case basis and appropriate actions will be determined. After an emergency, FES will secure the aircraft and AM will conduct an airfield check. NFTA will also perform an airfield check and determine when runway operations can resume.

2.20.1. IAG FCT must suspend runway operations when two consecutive reports of poor braking action are received or one report of nil braking action.

2.20.2. AM will notify IAG FCT and NFTA if something unsafe to flying operations is found during an airfield inspection or check and request that runway operations be suspended.

2.21. **Engine Test and Run-Up Procedures.** KC-135 aircraft engine runs performed on the Main Parking Ramp (Spots 1-10) are limited to power settings Flight Idle and below. When performing engine runs above Flight Idle, the aircraft will normally be positioned (towed) to the intersection of TWY A and TWY A1, with coordination from AM and IAG FCT Ground Control. The aircraft will be positioned south of the taxiway centerline. Exact positioning is dependent upon current winds. See Attachment **7** and **8** for most common placement. NOTE: when utilizing TWY A for an engine run, AM will close TWY A, from TWY A2 to the west (intersection of TWY A and RWY 10L) and TWY A1. A NOTAM will be issued and coordinated for the length of time Maintenance personnel require.

2.22. **Noise Abatement Procedures.** Not applicable to NFARS.

2.23. **Procedures for Protecting Precision Approach Critical Areas.**

2.23.1. Precision Approach Critical Areas (same as Precision Obstacle Free Zones [POFZ] at Niagara Falls) must be protected when the ceiling is less than 800 feet and/or visibility is less than 2 SM. IAG FCT is responsible for the protection of these zones on all movement areas. Published minimums for approaches will be protected by Tower or Approach. IAG FCT will notify aircraft or vehicle drivers to hold short at the ILS critical area. The hold-line on TWY A also protects the critical areas. These areas are defined as:

2.23.1.1. Localizer. A rectangular area parallel and perpendicular to the antenna array extending from the antenna array 2,000 feet towards the approach end of the runway and 150 feet on each side of the centerline of the approach course. It includes a 50 foot extension behind the antenna. This area is at the west end of the airfield.

2.23.1.2. Glideslope. A fan-shaped area that extends from the glideslope antenna 1,300 feet toward the approach end of the runway (or to the end of the runway, whichever is greater). It covers an area 40 degrees on each side of a line drawn through the glideslope antenna and parallel to the runway centerline. ***NOTE:*** See **Attachment 4** for depiction of critical areas at NFARS.

2.24. **Restricted/Classified Areas on the Airfield.** Aircraft Main Ramp and Operational Ramp are restricted areas when aircraft are present. This also applies to aircraft maintenance hangars when aircraft are present. No classified areas exist on the airfield.

2.25. **Auxiliary Power for RAWS Facilities.** The TACAN has a generator that starts automatically.

2.26. **Aircraft Arresting Systems.** Not applicable for Niagara Falls.

2.27. **Drone Operations.** Requests for drone operations in the local area are routed through IAG FCT. No drone operations are approved for flight over NFARS property.

3. FLYING AREAS:

3.1. **Local Flying Area and Designation of Airspace.** See 914th Air Refueling Wing In-Flight Guide.

3.2. **Visual Flight rules (VFR) Local Training Areas.** See 914th Air Refueling Wing In-Flight Guide.

4. VFR PROCEDURES:

4.1. **VFR Weather Minimums.** Must comply with AFI 11-202V3 and *Aeronautical Information Manual (AIM)* requirements for Visual Flight Rules (VFR) cloud clearance, visibility, and weather minimums.

4.2. **VFR Traffic Patterns.** VFR Traffic Pattern altitude is 2100' Mean Sea Level (MSL). Traffic patterns should not be extended over the Niagara River due to helicopter traffic.

4.3. **Special Procedures.**

4.3.1. **Niagara Falls Restricted Area (Falls Tour).** See the North East Chart Supplement.

4.3.2. **Airdrop Operations.** Airdrop operations are not conducted at NFARS.

4.4. **Reduced Same Runway Separation (RSRS) Procedures.** RSRS procedures are not currently applicable to any military aircraft operating at NFARS.

4.5. **Intersection Departures.**

4.5.1. There are no restrictions for intersection departures. IAG FCT can approve or initiate intersection departure IAW FAAO JO 7110.65.

4.5.2. Pilots are responsible for determining sufficient runway length is available to permit a safe departure. Pilots have the prerogative to use the full runway length or request an alternate intersection. See **Attachment 5** for distances.

5. IFR PROCEDURES:

5.1. **Radar Traffic Patterns.** North of the airport, normally at 2500' MSL. Buffalo (BUF) Approach is responsible for the control of IFR traffic into and out of IAG. Radar traffic patterns and altitudes may change depending on aircraft requirements and additional traffic. Buffalo Approach Control will designate all radar pattern traffic direction and altitude.

5.2. **Availability/Restrictions for Airport Surveillance Radar (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring.** Not applicable/available at NFIA.

5.3. **Local Departure Procedures.** As directed by IAG FCT or Buffalo Approach Control.

5.4. **Radar Vector to Initial Procedures.** Buffalo Approach Control will provide vectors as required or requested.

6. EMERGENCY PROCEDURES:

6.1. **Operation of the Primary Crash Alarm System (PCAS).** PCAS operation and requirements is IAW FAAO JO 7110.65.

6.1.1. The PCAS will be activated by IAG FCT for all aircraft emergencies, airfield accidents, or at other times deemed appropriate.

6.1.1.1. IAG FCT personnel will activate the PCAS for a daily check between 0800L-0815L.

6.1.2. The PCAS consists of the following agencies. NOTE: all agencies have two-way communication capability:

6.1.2.1. IAG FCT.

6.1.2.2. 914 ARW/CP.

6.1.2.3. Fire Emergency Services (FES).

6.1.2.4. 914 OSS/OSA (AM).

6.1.3. All agencies will respond to PCAS activation in accordance with their specific unit directives.

6.2. **Operation of Secondary Crash Net (SCN).**

6.2.1. AM will test the SCN daily upon completion of the daily PCAS check. NOTE: 914 ARW/CP is the alternate activation authority.

6.2.2. The SCN circuit consists of the following agencies:

6.2.2.1. 914 ARW Command Section.

6.2.2.2. 914 MSG Section.

6.2.2.3. DELETED

6.2.2.4. 914 ARW/CP

6.2.2.5. DELETED

6.2.2.6. Fire Emergency Services (FES).

6.2.2.7. Base Defense Operations Center (BDOC).

6.2.2.8. MOC.

6.2.2.9. 914 ARW Safety.

6.2.2.10. DELETED

6.2.2.11. 914 ARW Civil Engineers.

6.2.2.12. DELETED

6.2.2.13. 914 ARW Emergency Management.

6.2.2.14. DELETED

6.2.3. The SCN will only be used to relay information critical to aircraft and airfield operations (e.g., hazardous weather warnings, in-flight emergencies (IFEs), ground emergencies (GEs), Force Protection Condition (FPCON) levels, Emergency Support Functions (ESF) activations/recalls, bomb threats or terrorist activities) including exercise inputs. Other forms of communication will be used to relay non-critical information.

6.3. **Emergency Response Procedures and Responsibilities: In-Flight/Ground Emergency Procedures (On/Off Base).**

6.3.1. Emergency response procedures and responsibilities will be IAW local Letter of Procedures (LOPs), Operating Instructions (OIs), Niagara Falls International Airport (NFIA) Airport Emergency Plan (AEP) and the Niagara Falls ARS Installation Emergency Management Plan (NFARS IEMP) 10-2 (For Official Use Only).

6.3.1.1. AM will respond to all military IFEs and military GEs on the airfield. If requested by IAG FCT or NFTA personnel, AM will assist with runway checks if the IFE/GE aircraft is a non-military aircraft.

6.3.1.2. All pertinent information received by AM personnel, will be relayed to 914 ARW/CP to be transmitted over the SCN to ensure widest dissemination to appropriate agencies.

6.3.1.3. AM will secure all documentation as required if aircraft were departing from NFARS. If aircraft had not originated from NFARS, the departure location (or home unit) will be contacted for required documents.

6.3.1.4. No information concerning the aircraft or personnel will be released to the public; callers will be referred to 914 ARW/PA.

6.3.2. Off base response by FES is covered in 914 FES Standard Operating Procedures (SOP) and various mutual aid agreements with the local community emergency response agencies.

6.4. **Local Fuel Jettison Area.**

6.4.1. The local fuel jettison area is defined as holding south of the AIRCO intersection, left hand turns with 20 Nautical Miles (NM) legs. All fuel dumping will occur at or above FL200. Coordination will be through Cleveland Center. See **Attachment 6** for a visual depiction of AIRCO.

6.4.2. If this procedure is required, a specific request will be made with ATC for: "Holding at AIRCO, left hand turns, 20 mile legs for fuel jettison."

6.4.3. If a fuel jettison incident occurs, the Aircraft Commander will document all pertinent data required on AMC Form 97 and report the fuel jettison IAW AFMAN 11-202v3. The AMC Form 97 will be forwarded to 914 ARW/SE.

6.5. **Hot Brakes Procedures.** See 914th ARW LOA with Niagara Falls Federal Contract Tower and NFTA (copy located in AM).

6.5.1. The aircrew will declare a GE with Tower. Tower will activate the PCAS and advise aircraft to proceed to the appropriate Hot Brake Area (as listed below). The aircrew will notify the 914 ARW/CP and 328 ARS OC, on the UHF assigned frequency, if time and situation permits.

6.5.2. Tower will direct the aircraft to the appropriate "Hot Brake Area" as defined below:

6.5.2.1. Landing RWY 28R. The "hammerhead" area on TWY A at the west end of RWY 28R, aircraft positioned to face north.

6.5.2.2. Landing RWY 10L. The "hammerhead" area on TWY A3 at the east end of RWY 10L, aircraft positioned to face north.

6.5.2.3. Landing RWY 24. TWY C, west of RWY 06/24, aircraft positioned to face west.

6.5.2.4. Landing RWY 06. Same area and procedure as RWY 10L, see 6.5.2.2.

6.5.3. FES will respond to the aircraft parking location and make determination if aircraft is safe to taxi to ramp and park near other aircraft or if it should be segregated.

6.6. **Abandonment of Aircraft.** Not applicable to NFARS.

6.7. **Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Procedures.**

6.7.1. The reception of an ELT signal by IAG FCT or any agency will be treated as a possible aircraft accident/pilot ejection and will be handled accordingly, except IAG FCT will not activate the PCAS.

6.7.2. When an ELT signal is received or reported, IAG FCT will immediately notify AM.

6.7.3. AM will take appropriate action to locate and determine the source of the ELT signal, and will advise IAG FCT of the actions taken and the results.

6.8. **Hung Ordnance Procedures.**

6.8.1. NFARS does not have the capability to arm/de-arm aircraft with munitions. Munitions loaded on aircraft with hung or malfunctioning ordinance will be encouraged to proceed to an alternate facility, as long as safety of flight will not be compromised.

6.8.2. If the aircraft cannot proceed to another location, aircraft with forward firing munitions will have nose facing south. All aircraft will stop at the Hot Cargo Pad, TWY A-1. If the Hot Cargo Pad is not possible, park aircraft as remotely as practical from other explosives or populated areas IAW AFMAN 91-201 and AFMAN 32-1084. NOTE: Weapons systems such as guns, rockets, missiles and flare dispensers pose additional hazards because of their directional response and potential long range if inadvertently activated on the ground. Position these aircraft to present the minimum hazard to personnel and resources and treated as an aircraft with Hazardous Cargo. See **paragraph 8.9** of this AOI for procedures.

6.9. **Wind Limitations on Control Tower.** IAG FCT can withstand winds of 70 knots.

6.10. **Evacuation of Air Traffic Control (ATC) Facilities.** An ATIS broadcast will be made advising aircraft in the area that IAG FCT is evacuating. If time permits, an Automated Service Observing System (ASOS) message will be recorded and broadcast. Air Traffic Control (ATC) ZERO will be implemented and IAG airspace will be turned over to BUF Approach. During ATC ZERO, IAG airspace will revert to class E/G.

6.11. **Evacuation of Airfield Management Facilities.** In the event AM has to evacuate the facility, AM personnel will proceed to Building 807. See Quick Reaction Checklist (QRC) for Airfield Management Building/Facility Evacuation procedures.

6.12. **Alternate Facility Procedures.**

6.12.1. Tower alternate facilities procedures. IAG FCT is unable to operate from an alternate facility. See 6.10. When IAG FCT is able to return to normal operations, appropriate notifications will be made.

6.12.2. AM alternate facilities procedures. Alternate facility operations will be IAW QRC.

6.13. **Emergency Aircraft Arresting System Procedures.** Not applicable at NFARS.

7. FLIGHT PLANNING PROCEDURES:

7.1. **General Information.** AM will maintain the Flight Planning Room in support of base assigned aircraft and transient crews. AM will conduct and document checks of the Flight Planning room daily and as necessary to insure the required mission support requirements set forth in AFMAN 13-204 Volume 2 are available.

7.2. Flight Plans. IAW AFMAN 13-204V2, all aircraft departing Air Force installations must have a flight plan on file with Airfield Management Operations (AMOPS) prior to takeoff. EXCEPTION: Civil aircraft (Air Carriers, General Aviation, etc.) at joint use airfields are exempt from this requirement if they park on the civilian side. Civil aircraft that are supporting a military mission and park on the military ramp, will be required to file a flight plan.

7.2.1. Original flight plans will not be accepted via radio. Locally filed flight plans may be amended via any means, provided AMOPS has an original on file.

7.2.2. A transient aircraft commander may re-file or amend a flight plan provided AMOPS can verify an original flight plan was filed at the departure location.

7.2.3. If the flight plan is filed electronically by other than AM, AM will obtain a copy electronically. If AM unable to obtain a copy of the flight plan, the aircrew will ensure AM is provided a copy.

7.2.3.1. DELETED

7.3. **Filing Flight Plans.** AM will input the flight plan into the system via the Aeronautical Information System-Replacement (AIS-R). In the event AM personnel cannot access AIS-R, see the MOA, AIS-R and NOTAM Outage Backup Facilities or AMOI 13-204, Flight Plans for procedures.

8. MISCELLANEOUS PROCEDURES:

8.1. **Airfield Operations Board (AOB) Membership.**

8.1.1. The success of the AOB is based on the ability to discuss the issues and take decisive action. Individuals attending this board must have the authority to commit their squadrons/sections to action. Therefore, the following personnel (or designated representative) are identified as mandatory members, using authority under AFMAN 13-204v1.

8.1.1.1. 914 OG/CC.

8.1.1.2. 914th OSS/OSA.

8.1.1.3. 914 ARW/SE.

8.1.1.4. 914 ARW/CP.

8.1.1.5. 914 OG/OGV.

8.1.1.6. 914th Mission Support Group Commander (914 MSG/CC).

8.1.1.7. 914th Missions Support Group Civil Engineers (914 MSG/CE).

8.1.1.8. 914th Maintenance Group Commander (914 MXG/CC).

8.1.1.9. 914th Communications Squadron (914 CS).

8.1.1.10. 328th Air Refueling Squadron Director of Operations (328 ARS/DO).

8.1.1.11. 914th OSS Commander (914 OSS/CC).

8.1.1.12. 914th OSS Tactics (914 OSS/DOK).

8.1.1.13. NFTA.

8.1.1.14. Grissom RAWS Maintenance (434 OSS/OSM) .

8.1.1.15. IAG FCT.

8.1.1.16. BUF Approach.

8.2. **Annually Reviewed Items.** The following items will be reviewed annually in accordance with AFMAN 13-204 Volume 1:

8.2.1. Local Operating Procedure (LOP) Review. Review in month written.

8.2.2. Terminal Instrument Procedures (TERPS). The instrument procedures for Niagara Falls are FAA procedures. The FAA is the responsible agency for reviewing. Locally, 914 OG/OGV, 914 ARW/SE and 914 OSS/DOK review the procedures continually for relevancy, accuracy, and applicability.

8.2.3. Results of Annual Self-Inspection. Conducted in January through March using the applicable Self-Assessment Communicators (SACs) loaded into Management Internal Control Toolset (MICT).

8.2.4. Special Interest Items (SII). SII checklists will be accomplished immediately upon notification of release.

8.2.5. Results of Annual Airfield Certification/Safety Inspection and/or Quarterly Joint Inspection (as required). The Annual Airfield Certification/Safety Inspection is conducted in October. The Quarterly Joint Inspections are conducted in January, April, July, and October.

8.2.6. Aircraft Parking Plan (AMOI 13-210). Review occurs in November, or as required due to proposed or necessary changes or construction.

8.2.7. Status of existing airfield waivers. Annual Airfield Waiver review conducted in October, in conjunction with the Annual Airfield Certification/Safety Inspection.

8.3. **Notices to Airmen (NOTAM) Procedures.** AM is the military NOTAM authority for NFARS. NFTA is the NOTAM authority for the airport.

8.4. **Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes.** AM is responsible for NFARS FLIP data and changes, with the exception of TERPS data. All requests/changes to FLIP will be submitted through AM.

8.5. **Prior Permission Required (PPR) Procedures.** AM will coordinate PPR requests IAW AMOI 13-204, PPRs.

8.6. **Air Evacuation (AirEvac) Notification and Response Procedures.** AM is designated as the base agency for relaying information on arriving/departing aeromedical aircraft. AM will relay applicable information to the following base agencies:

8.6.1. 914 ARW/CP.

8.6.2. BDOC.

8.6.3. MOC.

8.6.4. FES.

8.7. **Unscheduled/Unauthorized Aircraft Arrivals.**

8.7.1. Niagara Falls Tower will treat an unscheduled/unauthorized aircraft arrival as a No Radio Aircraft (NORDO) IAW FAA 7110.65.

8.7.2. A PPR is required for any military aircraft, or civilian military contracted aircraft, utilizing the Main and Operational Ramps.

8.7.3. Niagara Falls Tower is notified in advance of PPR times for authorized military arrivals. In the event an aircraft exits towards the north of RWY 28R, or states they are proceeding to the military ramp, if necessary Tower will contact AM to confirm. If AM states no aircraft are expected, Tower will make radio contact with the aircrew to request they stop in their current location. In the event of unresponsive aircraft, the Tower will use red light gun signals to indicate stop orders to unauthorized taxiing aircraft. Upon notification from Tower, AM will immediately contact 914 SF to request they initiate their protocols to prevent the aircraft from entering military aircraft parking ramps.

8.7.3.1. All PPR information and local flying schedule are provided to 914 SF. 914 SF will contact AM if an aircraft attempts to enter military ramps they are not expecting. If AM does not validate aircraft are authorized, SF will initiate their protocols as required to stop the aircraft prior to entering Main and Operational Ramps.

8.7.3.2. Tower will contact AM to confirm PPR times or any aircraft requesting taxi to military ramp. TWY A is available for use by non-military aircraft as an alternate to TWY K. If able, Tower shall restrict use of TWY A to a known aircraft or to aircraft with a known destination.

8.7.4. AM will conduct a Foreign Object Damage (FOD) check after aircraft is secured.

8.7.5. Unauthorized landings will be handled by the Installation Commander IAW AFI 10-1001.

8.8. **Distinguished Visitor (DV) Notification Procedures.** 914th Air Refueling Wing Public Affairs (914 ARW/PA) normally receives the information prior to AM. They will contact AM with the applicable information and any requests they have. If information has not been provided to AM, upon receipt of the notification, AM will accomplish the following:

8.8.1. AM shall notify the following agencies for all DVs or other special missions inbound to NFARS. This notification will include the appropriate VIP code and name of DV, the agency the DV is visiting, call sign and type of aircraft, the aircraft parking location, and estimated time of arrival (ETA).

8.8.1.1. 914 ARW/CP.

8.8.1.2. 914 OG/CC.

8.8.1.3. MOC.

8.8.1.4. IAG FCT.

8.8.1.5. BDOC.

8.8.1.6. Transportation, as required.

8.8.1.7. 914 ARW/PA, as required.

8.8.2. AM will request IAG FCT provide a 30 minute out call on the aircraft. AM will relay updated ETA and requests to agencies listed **8.8.1.1** through **8.8.1.7**.

8.9. **Military Aircraft with Dangerous/Hazardous Cargo.**

8.9.1. Aircraft will be parked, loaded, and unloaded in the designated dangerous/hazardous (HOT) cargo area, TWY A1.

8.9.2. AM will notify the following agencies/units, giving aircraft call sign, ETA or departure time as required, type of hazardous cargo, class number, and net explosive weight:

8.9.2.1. IAG FCT.

8.9.2.2. 914 ARW/CP.

8.9.2.3. FES.

8.9.2.4. 914 ARW/SE.

8.9.2.5. 914 ARW Emergency Management.

8.9.2.6. BDOC.

8.9.2.7. 914 ARW Aeromedical Staging Squadron (ASTS).

8.9.2.8. MOC.

8.9.2.9. NFTA.

8.9.3. Relay any emergency information to FES.

8.9.4. IAG FCT shall direct aircraft to the hazardous cargo area.

8.10. **Night Vision Devices (NVDs).** NVDs are not authorized for use by the vehicle driver on the airfield at NFARS.

8.11. **Lost Communications Instructions.** Instructions will be IAW the Flight Information Handbook (FIH) and FAAO JO 7110.65. There are no additional local procedures required.

8.12. **Standard Climb-Out Instructions.** Climb out instructions will be issued with take-off clearance and are to be conducted after following departure procedures.

8.13. **Breakout/Go Around/Missed/Multiple Approach Procedures.**

8.13.1. Breakout/Go Around/Missed approach procedures will be the published missed approach unless otherwise instructed by IAG FCT.

8.13.2. Multiple approaches are requested with Buffalo Approach. The normal procedure will be turn heading 050 degrees, climb 2500 MSL, or as directed by IAG FCT or Buffalo Approach Control.

8.14. **Opposite Direction Take-Offs and Landings.** This procedure is at the discretion of IAG FCT.

8.15. **Civilian Aircraft Operations.** Civilian aircraft landing at Niagara Falls International Airport are directed to the FBO. If civilian aircraft wish to utilize the military aircraft parking ramps, they are only authorized to do so if they are IAW AFI 10-1001, *Civil Aircraft Landing Permits*.

8.16. **Civil Use of Military Navigational Aids (NAVAIDs).** The only military NAVAID located at NFARS is the TACAN. Civil aircraft, if capable, may utilize it.

8.17. **Weather Dissemination and Coordination Procedures.** 914 ARW/CP receives Weather Warnings and Watches from 15 Operational Weather Squadron.

8.17.1. **Hazardous/Severe Weather Notification Procedures.**

8.17.1.1. All weather warnings will be disseminated over the SCN. 914 ARW/CP will also broadcast them via the AtHOC and Giant Voice systems.

8.17.1.2. Weather watches for the possibility of severe weather will be issued via the SCN.

8.17.2. **Lightning Response.** When NFARS receives a warning for lightning within five miles of the airfield, the following procedures apply:

8.17.2.1. All personnel, including civilians and 914 ARW BOS assigned contractors, must seek shelter in a vehicle, aircraft, or structure immediately after notification until the lightning warning is cancelled.

8.17.2.2. Arriving aircraft shall be allowed to land, but the crew and passengers must remain on board the aircraft until the lightning warning is cancelled. Crews should not expect any ground support during the warning period.

8.17.2.3. Departing aircraft, assuming the crew is already on board and no further ground support is required, shall be allowed to taxi and depart at their discretion.

8.17.2.4. All agencies in receipt of the warning shall relay the warning to personnel operating on the aerodrome to the maximum extent possible.

8.18. **Military Airfield Snow Removal Operations.** Snow removal priorities are reviewed and established annually by the Snow and Ice Control Committee and published in the 914th Snow Removal and Ice Control Plan. Snow removal operations will be conducted IAW the Snow Removal and Ice Control Plan. NFTA is responsible for all snow removal south of RWY 28R/10L, to include RWY 06/24. The 914 ARW BOS Contractor is responsible for snow removal activities on RWY 28R/10L, TWYs A, A1, A2, and A3 during normal business hours (Monday through Friday, 0715L – 1600L, holidays excluded). After normal business hours (Monday through Friday), weekends, and holidays, the NFTA is responsible for snow removal operations on RWY 28R/10L. The 914 ARW BOS Contractor is also responsible for snow removal activities prior to and during military flying operations. During short-notice (three hours or less) or un-forecasted snow removal operations, the request for snow removal may come from AM or the 914 ARW BOS Contractor. See 914 ARW Snow Removal and Ice Control Plan for additional information.

8.19. **Bird/Wildlife Control.**

8.19.1. The BASH program is maintained by the 914th Wing Safety Office (914 ARW/SE) and executed through a cooperative effort between Safety, the US Department of

Agriculture, AM, and NFTA personnel. Personnel involved in the BASH program and any aircrew operating at NFARS will be familiar with 914th Air Refueling Wing Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan*. 914 ARW/SE is the OPR for this plan.

8.19.2. Phase II represents heavy bird activity, normally associated with migratory seasons. Phase II occurs: 15 March – 15 May and 1 September – 1 November.

8.19.3. IAW 914 ARW Plan 91-212, during periods of increased bird activity, consideration should be given to avoiding takeoffs and/or landings at dawn/dusk, plus or minus one hour.

8.19.4. US Air Force Safety Center Tools. Access to the Bird Avoidance Model (BAM) and the Avian Hazard Advisory System (AHAS) are available in the flight planning room.

8.20. **Bird Watch Conditions (BWC).**

8.20.1. Determining BWC. AM will determine the BWC. Agencies spotting wildlife on the aerodrome shall report activity immediately to AM and/or IAG FCT.

8.20.2. The BWC will be determined IAW 914 ARW Plan 91-212. An increase in the BWC to moderate or severe has the following restrictions:

8.20.2.1. **BWC Severe** indicates bird activity on or immediately above the active runway or other specific location representing high potential for strikes. During BWC Severe: Takeoffs and landings are prohibited unless authorized by the 914 OG/CC or a greater emergency and/or immediate operational necessity dictates a landing or takeoff is made (e.g. minimum fuel, in-flight emergency, or active air defense alert). In the absence of an OC, the pilot in command shall make a proper risk assessment obtaining as much information as possible about the bird hazard together with all available alternatives. Notify AM immediately to disperse birds from the airfield (if not already in progress).

8.20.2.2. **BWC Moderate** indicates bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews. During BWC Moderate: approaches for training will normally terminate in a full stop landing, provided arrival/departure routes can avoid bird activity. Multiple approach and traffic pattern activity is prohibited. Pilots and OCs will modify training events as required in order to avoid bird activity. Notify AM immediately to disperse birds from the airfield (if not already in progress).

8.20.2.3. **BWC Low** indicates bird activity on and around the airfield representing low potential for strikes. Continue with operations as normal.

8.20.3. AM will notify the following agencies of increases/changes to BWCs, including BWC Low:

8.20.3.1. IAG FCT.

8.20.3.2. 914 ARW/CP.

8.20.3.3. 328 ARS OC.

8.20.4. AM will conduct bird dispersal utilizing the vehicle horn and/or pyrotechnics (BASH munitions bangers and/or screamers). Upon dispersal of the birds, AM will change the BWC and notify all agencies in 8.20.3. of the updated BWC.

8.21. **Airfield Photography.**

8.21.1. The 914 ARW/PA office, acting on behalf of the Wing Commander, will determine final approval of all requests for airfield or operational photography. Based upon the nature of the request and the security level or sensitive nature of the subject area, the Public Affairs office will coordinate requests through the appropriate offices. PA will notify AM of all approved requests. Notification includes details of location, date and time, reason, and who the approval was granted to.

8.22. **Tactical Arrival/Departure Procedures.** See 914th Air Refueling Wing In-Flight Guide.

8.23. **Local Aircraft Priorities.** IAG FCT places all IFE as number one priorities. IAW FAAO JO 7110.65, *Air Traffic Control*, Civilian Air Ambulances are number two priorities followed by Search and Rescue aircraft. Refer to FAAO JO 7110.65 for the remaining list. An aircraft with a controlled departure time will take precedence over other aircraft that are not part of the priority listing.

8.24. **Aero Club Operations.** There are no Aero Clubs located at NFARS.

8.25. **Supervisor of Flying (SOF)/Operations Coordinator (OC) Operating in the Tower.** The SOF/OC does not operate in the Niagara Falls Tower. The OC operates out of building 807.

8.26. **Unmanned Aircraft Systems (UAS) Operations Procedures.** There are no authorized UAS operations by personnel on NFARS airfield.

8.27. **Contractors Working on the Airfield.**

8.27.1. Off base contractors working on airfield construction projects receive a briefing/training IAW DAFI 13-213, Airfield Driving by either the AAFM or AFM.

8.27.2. Off base contractors for airfield construction projects require Government escorts; escorts must be properly trained and current on airfield driving requirements.

8.27.3. The assigned escorts notify AM prior to entering the airfield with the contractor at the start of the day and at the end of the day. The time, initials of escort, company name, and location of work will be entered onto the airfield status board and the AF Form 3616.

8.28. **Airfield Non-Standard Markings.**

8.28.1. Operations Ramp has non-standard markings to identify each parking spot (F-1, F-2, F-3, F-4, F-5, F-6).

8.28.2. Main Parking Ramp has non-standard Aircraft Stop Blocks (nose wheel markings) at each parking spot.

8.28.3. Non-standard Aerospace Ground Equipment (AGE) Box markings are located at each parking spot off the wing tip on the Main Parking Apron.

CARL J. MAGNUSSON, Col, USAFR
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

US Air Force Publications

Air Force Records Information Management System (AFRIMS), AF Records Disposition Schedule (RDS)

AFI 11-202V3, *General Flight Rules*

AFMAN 13-204V1, *Management of Airfield Operations*

AFMAN 13-204V2, *Airfield Management*

AFMAN 32-1084, *Facility Requirements*

AFMAN 33-363, *Management of Records*

AFMAN 91-201, *Explosive Safety Standards*

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

Federal Aviation Administration (FAA) Handbooks/Orders

FAAO JO 7110.65, *Air Traffic Control*

Flight Information Publications (FLIP)

Aeronautical Information Publication (AIP) (for overseas country of assignment)

Air Almanac Aeronautical Information Manual (AIM) (for CONUS bases)

Airport Facility Directory, all volumes

National Geospatial-Intelligence Agency (NGA)Chart Updating Manual (CHUM)

General Planning Guide

Flight Information Handbook (FIH)

International Flight Information Manual (for overseas locations)

International Notices to Airmen

Sight Reduction Tables

USAF Foreign Clearance Guide (FCG)

National Geospatial-Intelligence Agency (NGA) Catalog of Maps, Charts, and Related Products

Enroute, Terminal, Navigation and Aeronautical Charts appropriate for transient and base missions

Local Standard Instrument Departures (SID) (loose leaf or bound as appropriate). Civil SIDs as required.

Abbreviations and Acronyms

ADI—Airfield Driving Instruction

ADPM—Airfield Driving Program Manager

AEP—Airport Emergency Plan

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AGE—Aerospace Ground Equipment

AIM—Aeronautical Information Manual

AIREVAC—Aeromedical Evacuation

AIS-R—Aeronautical Information System Replacement

AHAS—Aviation Hazard Advisory System

AM—Airfield Management

AMOI—Airfield Management Operating Instruction

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOI—Airfield Operations Instruction

ARW—Air Refueling Wing

ARWI—Air Refueling Wing Instruction

ASR—Airport Surveillance Radar

ASOS—Automated Surface Observation System

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing System

ATIS—Automatic Terminal Information Service

BAM—Bird Avoidance Model

BASH—Bird/Wildlife Aircraft Strike Hazard

BDOC—Base Defense Operations Center

BOS—Base Operating Services

BWC—Bird Watch Condition

CE—Civil Engineering

CL—Centerline Lighting

CMA—Controlled Movement Area

CMAV—Controlled Movement Area Violation

CP—Command Post

CTAF—Common Traffic Advisory Frequency

DV—Distinguished Visitor

ECP—Entry Control Point

ELT—Emergency Locator Transmitter

ESF—Emergency Support Function

FAA—Federal Aviation Administration

FAAO JO—Federal Aviation Administration Order Joint Order

FBO—Fixed Base Operator

FES—Fire Emergency Services

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FOUO—For Official Use Only

FPCON—Force Protection Condition

GE—Ground Emergency

HATR—Hazardous Air Traffic Report

HIRL—High Intensity Runway Lights

HQ AFFSA—Headquarters Air Force Flight Standards Agency

IAG FCT—Niagara Falls Federal Contract Tower

IAW—In Accordance With

IFE—In-Flight Emergency

IFG—In-Flight Guide

IFR—Instrument Flight Rules

ILS—Instrument Landing System

LOA—Letter of Agreement

LOP—Local Operating Procedure

LZ—Landing Zone

MACA—Mid Air Collision Avoidance

MAJCOM—Major Command

MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights

MIRL—Medium Intensity Runway Lights

MOC—Maintenance Operations Center

MOG—Maximum On Ground

MX—Maintenance

NAVAID—Navigational Aid

NE AFD—Airport/Facility Directory Northeast U.S.

NFARS—Niagara Falls Air Reserve Station

NFARS IEMP—NFARS Installation Emergency Management Plan

NFARSI—Niagara Falls Air Reserve Station Instruction

NFIA—Niagara Falls International Airport

NFTA—Niagara Frontier Transportation Authority

NM—Nautical Mile

NOTAM—Notice to Airmen

NVD—Night Vision Device

OBO—Official Business Only

OC—Operations Coordinator

OG—Operations Group

OG/CC—Operations Group Commander

OI—Operating Instruction

OPR—Office of Primary Responsibility

OSS—Operations Support Squadron

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PCL—Pilot Controlled Lighting

POC—Point of Contact

PMI—Preventive Maintenance Inspection

PPR—Prior Permission Required

QRC—Quick Reaction Checklist

RAIL—Runway Alignment Indicator Lights

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

REIL—Runway End Identifier Lights

RPM—Real Property Management

RSA—Runway Safety Area

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

RVR—Runway Visual Range

RWY—Runway

SCN—Secondary Crash Net

SE—Safety

SF—Security Forces

SFL—Sequenced Flashing Lights

SII—Special Interest Item

SM—Statute Mile

TACAN—Tactical Air Navigation

TDZL—Touchdown Zone Lighting

TERPS—Terminal Instrument Procedures

TWY—Taxiway

UAS—Unmanned Aircraft System

UHF—Ultra High Frequency

UNICOM—Universal Communications

USAF—United States Air Force

VASI—Visual Approach Slope Indicator

VFR—Visual Flight Rules

VHF—Very High Frequency

WR—Wet Runway

WX—Weather

Terms

Aerodrome—A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure, and movement of aircraft.

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

Airfield Driving Instruction (ADI)—Establishes local procedures for driving a vehicle on the airfield.

Airfield Facilities—Includes runways, taxiways, aircraft parking and servicing areas, ATC facilities, Airfield Management Operations, ATCALS, aircraft fire suppression and rescue services, airfield lighting systems and systems to hold or stop aircraft (where required).

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

Airfield Management (AM)—A function that conducts airfield inspections and checks for safety and compliance with planning and design criteria. Plans, organizes and directs airfield activities to include airfield construction/repairs, airfield driving program, ice/snow removal operations, Bird/Wildlife control, etc. Procures, maintains, and produces information on safe operation of aircraft through the national and international airspace system such as Flight Information Publications, aeronautical charts and maps, Notice to Airmen (NOTAM), local airfield and navigational aid status, and weather information. Process domestic and international flight plans. Coordinates with base agencies to meet aircrew requirements for billeting, messing, refueling, transportation, and transient aircraft maintenance.

Airfield Operating Hours—The hours of airfield operations as published in the MAJCOM Supplement.

Airfield Operations Instruction (AOI)—Defines local procedures for Airfield Management and ATC.

Air Traffic Control and Landing Systems—Department of Defense facilities, personnel, and equipment (fixed, mobile, and seaborne) with associated avionics to provide safe, orderly, and expeditious aerospace vehicle movements worldwide.

Closed—An airfield is "closed" when no flying activity is permitted. If the closure is for a particular type of aircraft or operation, it must be so stated. For example: "Closed to aircraft not involved in Volant Rodeo."

Controlled Movement Area (CMA)—As defined in Airfield Operations Instructions, any portion of the airfield requiring aircraft, vehicles and pedestrians to obtain specific Air Traffic Control approval for access (normally via two-way radio contact with the control tower). Controlled Movement Areas include but are not limited to areas used for takeoff, landing and as required taxiing of aircraft. **Note:** This definition is used in lieu of "movement area" as defined in the FAA Pilot Controller Glossary.

Controlled Movement Area Violation (CMAV) Event—An airfield infraction caused by aircraft, vehicles, or pedestrians entering the control movement area without specific control tower approval. This definition includes runway incursions and infractions caused by communication errors. Refer to AFMAN 91-223 paragraphs 1.3.1.8. for reportable HATR reporting procedures and 1.3.1.9. for reportable CMAV events.

Flightline—Any area or facility including Ramp, hardstand and Ramps on or in which aircraft may be parked, stored, serviced or maintained.

Foreign Object Damage Check—Conducted by AM personnel prior to start of normal flying activities or in response to FOD reports by OC, control tower, aircraft, etc.

Host Wing Commander—The individual with ultimate responsibility for operating the airfield.

Lighting Check—Conducted by Civil Engineer (electrician) or AM personnel preferably during periods of darkness (including pre-dawn and dusk) to determine the operability of airfield lighting systems.

Local Operating Procedures (LOP)—Supplemental procedures issued as letters of agreement, operations letters, operating instructions, memorandum of understanding, squadron regulations, operations plans, or base manual or instructions.

Major Command (MAJCOM)—For the purpose of this instruction, includes all USAF Major Commands plus the Air National Guard Readiness Center, Air Force Reserve Command, Direct Reporting Units, and Field Operating Agencies.

Mishap—A mishap is an unplanned occurrence, or series of occurrences, that results in damage or injury and meets Class A, B, C, D and Class E event reporting criteria IAW AFI 91-204, paragraph 1.10. Damage or injury includes: damage to DoD property (excluding normal wear and tear or aging); occupational illness to DoD military or civilian personnel; injury to DoD military personnel on- or off-duty; injury to on-duty DoD civilian personnel; damage to public or private property, or injury or illness to non-DoD personnel caused by Air Force operations.

Multiple Approach—When more than one aircraft is on the radar final approach at the same time. Normal radar separation standards apply, and a controller controls only one aircraft, but may monitor two aircraft or two flights of two aircraft simultaneously.

Official Business Only (OBO)—The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and Prior Permission is received from the Airfield Management.

Operations Coordinator (OC)—Authorized by the flying unit commander to monitor and supervise current flight operations. Also known as OPS Sup and SOF.

Overrun—Usually a non-stressed extension at each end of the runway. Do not use the extension as a landing area, except in instances where an aircraft emergency warrants its use. The extension is part of the controlled movement area, but do not use the extension for spacing/separation between aircraft.

Prior Permission Required (PPR)—The airfield is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Airfield Management. PPR must be requested and approved before the flight departs to that airfield. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204.

Runway Condition Reading (RCR)—A numerical reading that identifies the surface friction capability of the runway pavement, obtained using a decelerometer. The aircrew uses this information to determine runway braking action during takeoffs and landings.

Runway Safety Area (RSA)—An area surrounding the runway, and is measured from the runway ends and centerline. The RSA can be identified by a hold line. See also CMA.

Runway Surface Condition (RSC)—Identifies the condition of the runway surface when covered with slush, snow, ice or water.

Runway Suspension—A short-term condition that requires temporarily restricting aircraft arrivals and departures until corrected (e.g., FOD, severe bird/wildlife activity, snow and ice removal checks, arresting systems maintenance/configuration changes, airfield construction, pavement repair, etc.).

Shared—**Use—**An airfield jointly used by civil and military flight activities that is located at a civil airport under control of civil authorities.

Unauthorized Landing—A landing at an Air Force airfield by a civil aircraft without prior authority (approved DD Form 2401 and 24 hours prior notice).

Uncontrolled Movement Areas—Taxiways and Ramp areas not under the control of air traffic. **Note:** This definition is used in lieu of "non-movement area" as defined in the Federal Aviation Administration Pilot Controller Glossary.

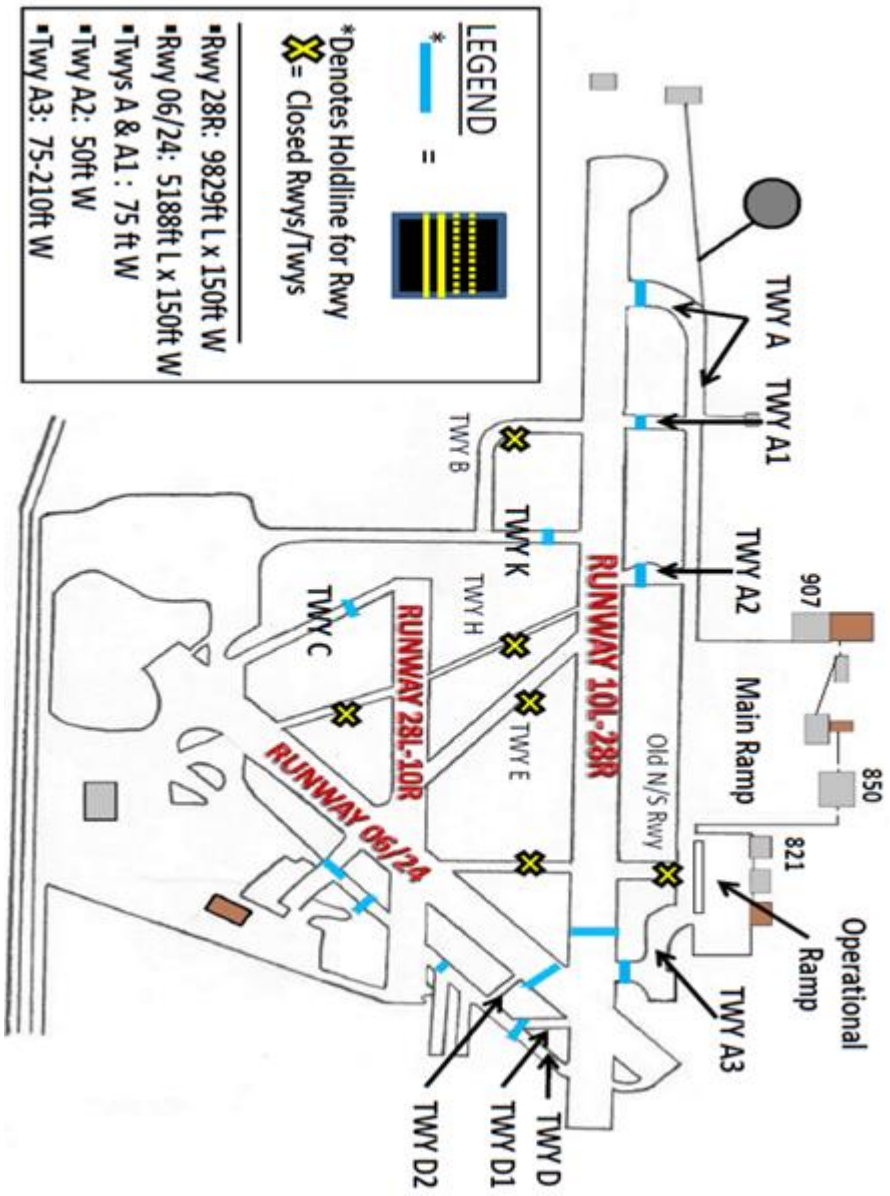
Underrun—See overrun.

Wet Runway—When water is the only form of visible moisture on 25 percent or more of the runway surface area (whether in isolated areas or not).

Attachment 2

RUNWAYS & MARKINGS

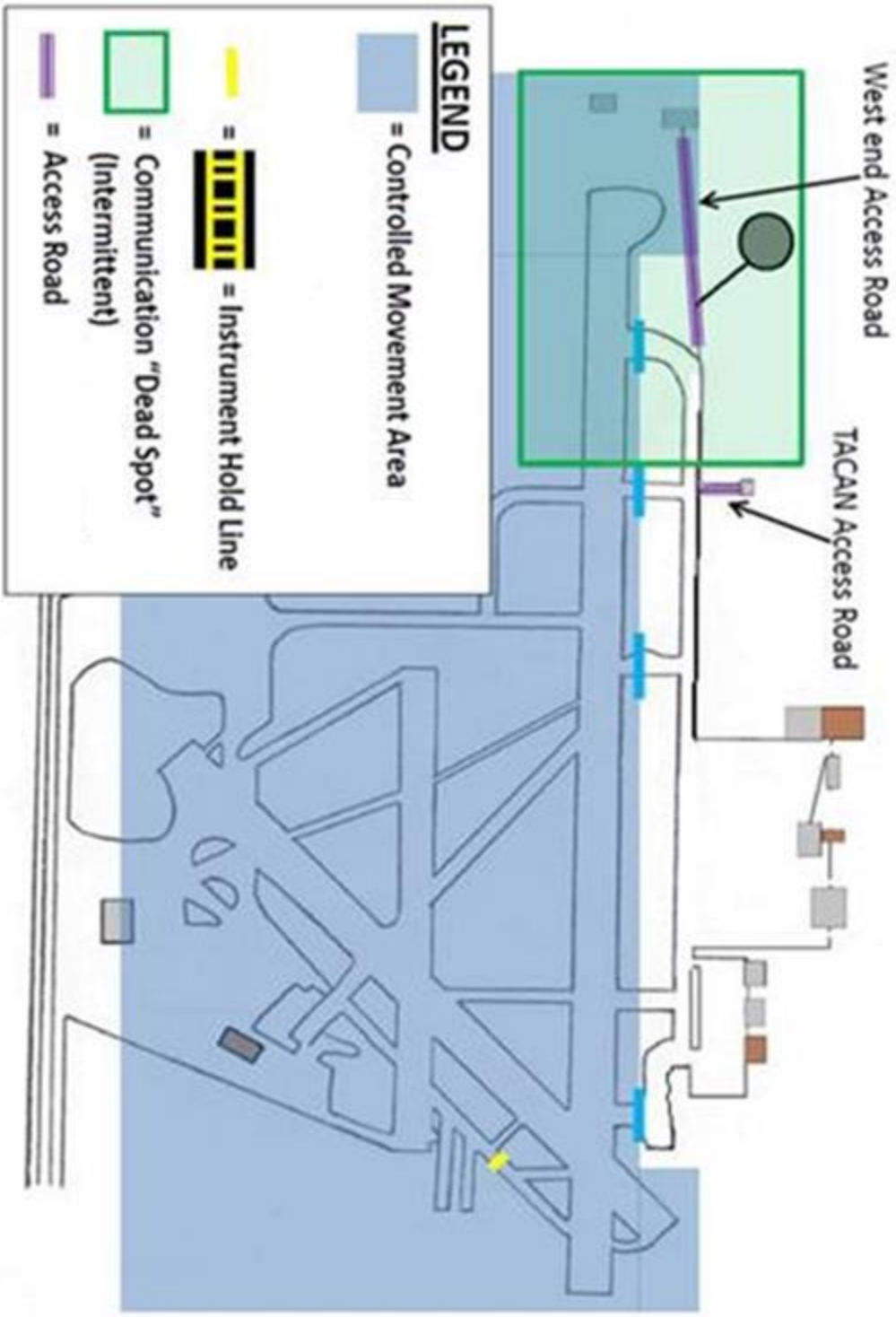
Figure A2.1. Runways & Markings.



Attachment 3

CMA, ACCESS ROADS, INST HOLDLINE & COMM DEAD SPOT

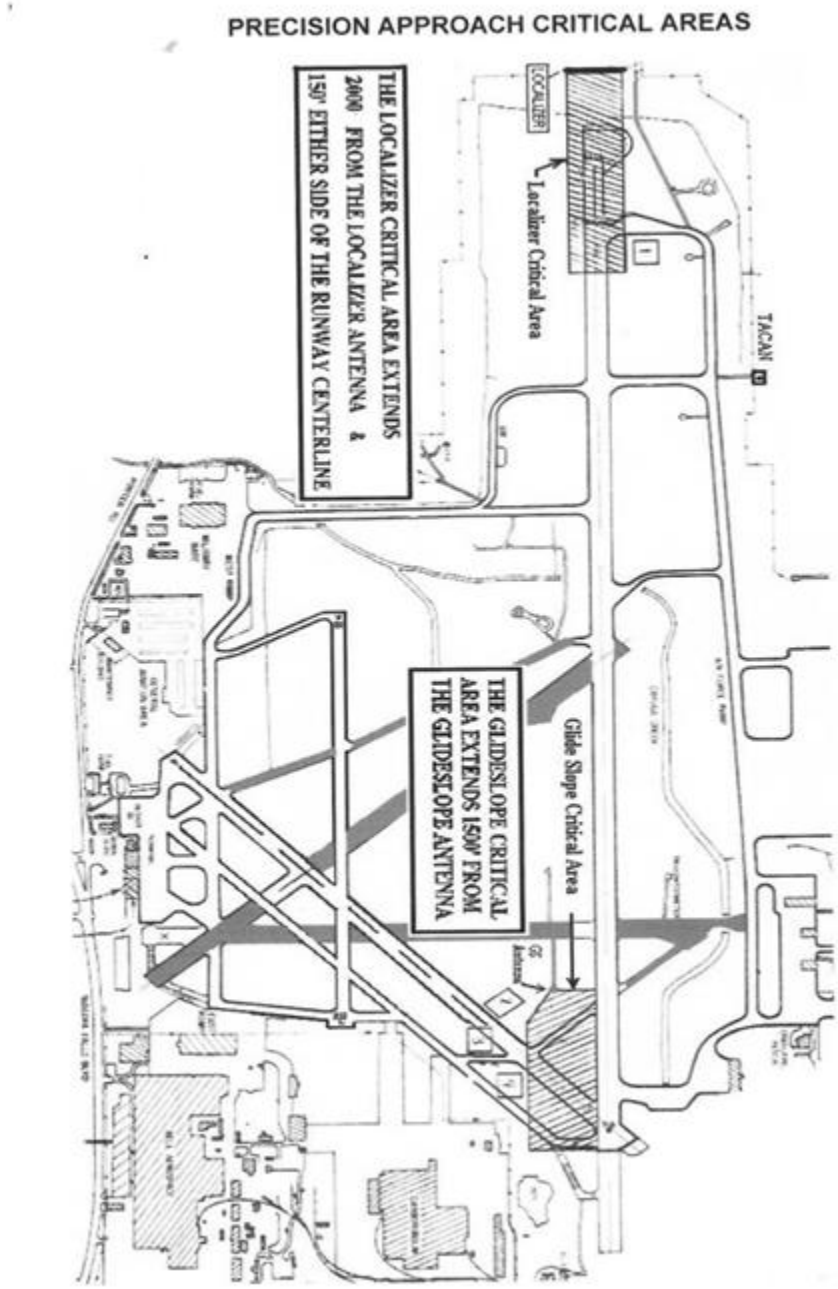
Figure A3.1. CMA, Access Roads, Inst Holdline & Comm Dead Spot.



Attachment 4

CRITICAL AREAS

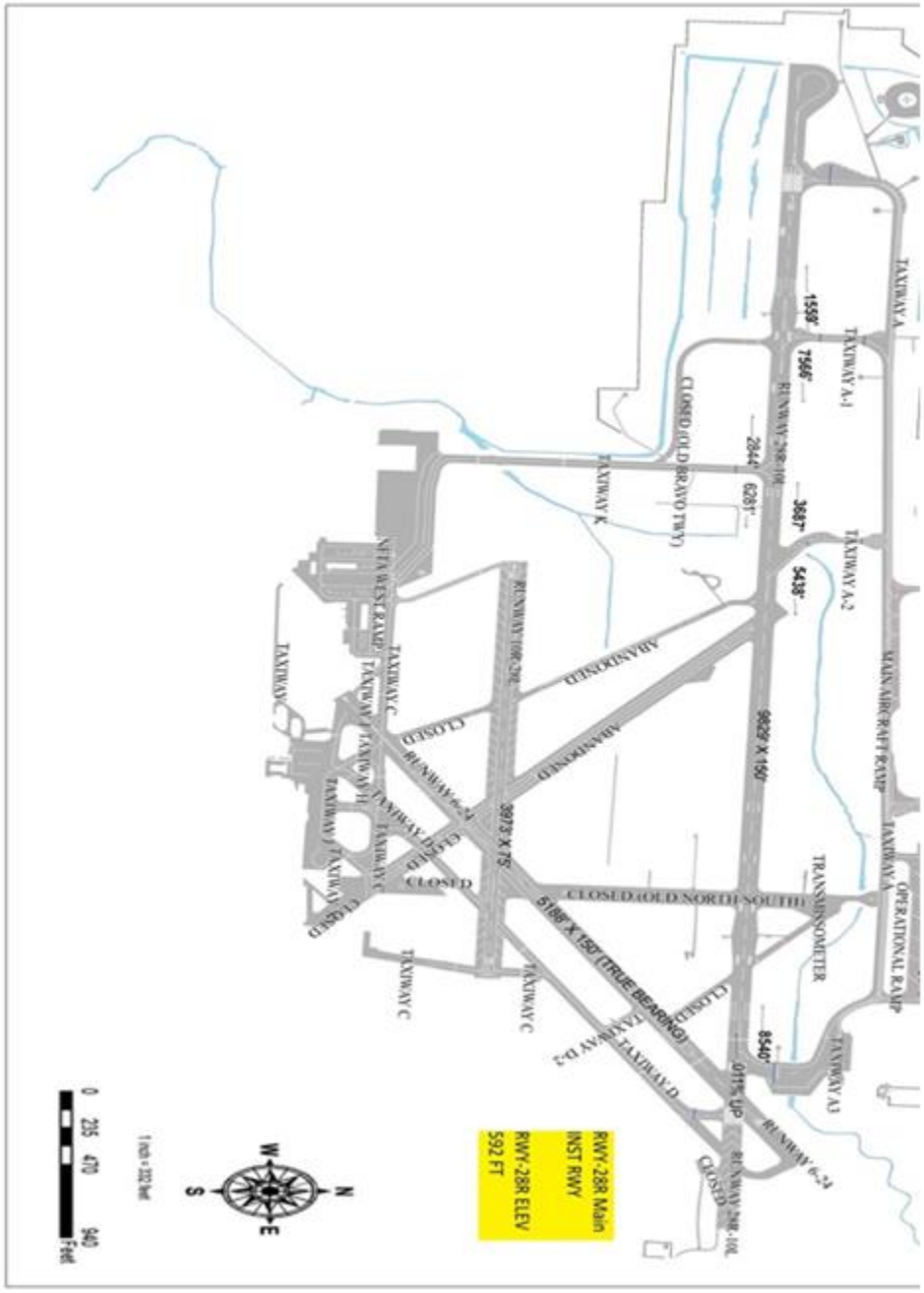
Figure A4.1. Critical Areas.



Attachment 5

INTERSECTION DEPARTURES

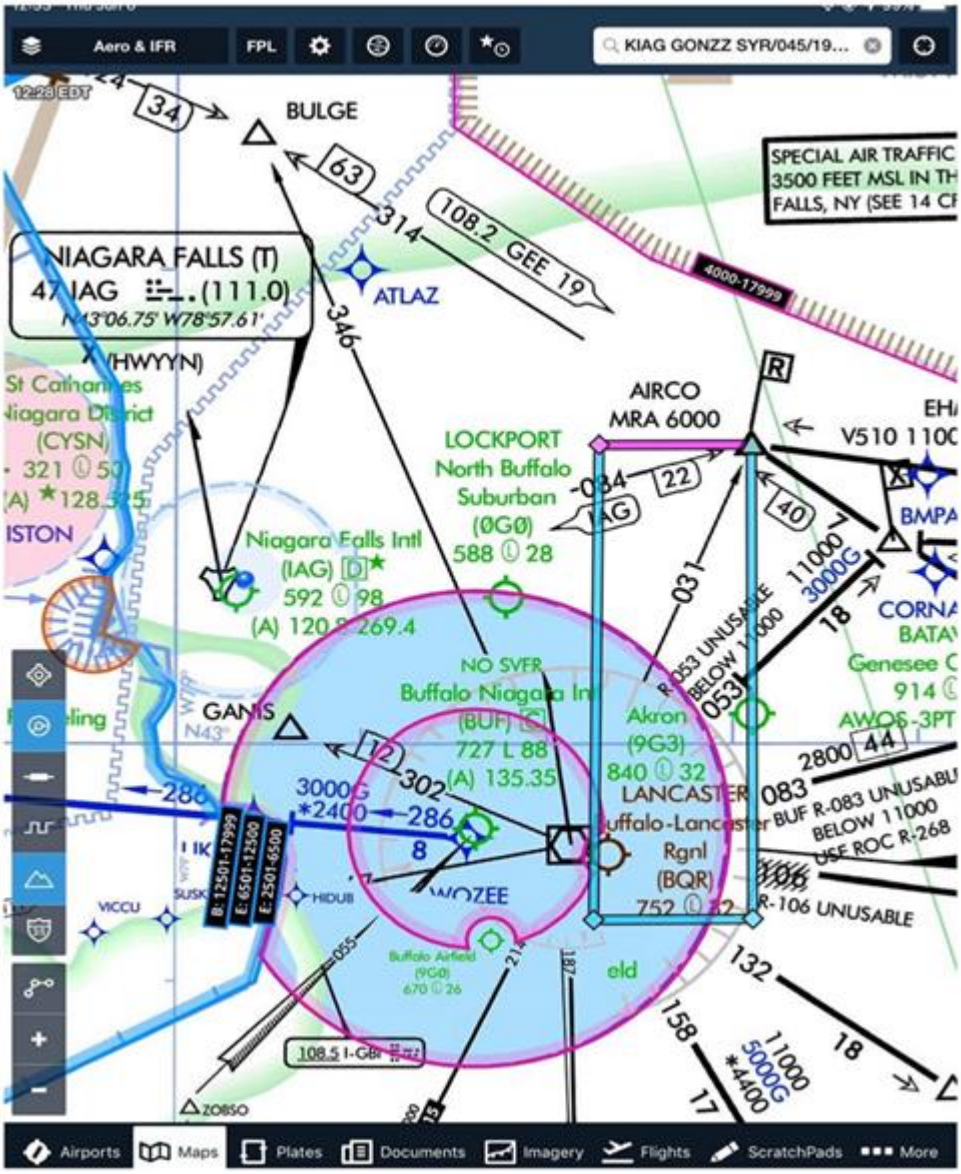
Figure A5.1. Intersection Departures.



Attachment 6

AIRCO DEPICTION

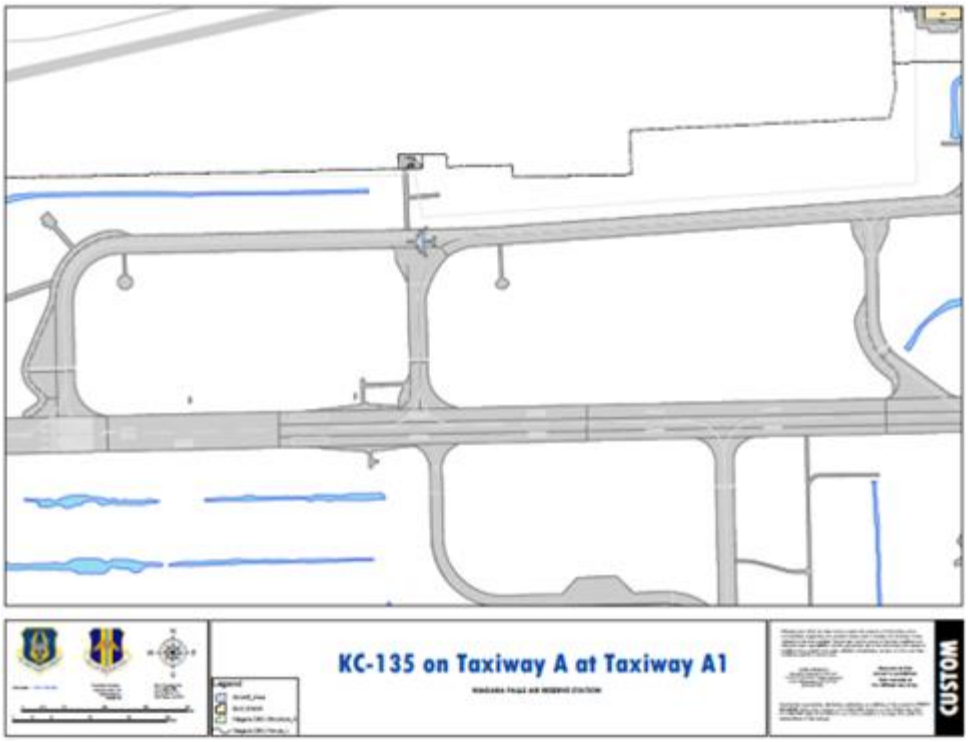
Figure A6.1. Airco Depiction.



Attachment 7

KC-135 FULL POWER ENGINE RUN POSITIONING

Figure A7.1. KC-135 Full Power Engine Run Positioning.



Attachment 8

KC-135 FULL POWER ENGINE RUN POSITIONING WITH SOUTHWEST WINDS

Figure A8.1. KC-135 Full Power Engine Run Positioning with Southwest Winds.