BY ORDER OF THE COMMANDER
SPACE LAUNCH DELTA 30

SPACE LAUNCH DELTA 30
INSTRUCTION 13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management,* Department of the Air Force Manual (DAFMAN) 13-204 Volume 1*, Management of Airfield Operations,* DAFMAN 13-204 Volume 2, *Airfield Management,* DAFMAN 13-204 Volume 3*, Air Traffic Control*, DAFMAN 13-204 Volume 4, *Radar, Airfield and Weather Systems*, Department of the Air Force Instruction (DAFI) 13-213, Space Launch Delta 30 (SLD 30) Supplement*, Airfield Driving*, and AFMAN 13-215, Volume 2, *Airfield Operations Charts* and Instrument Procedures Support. This instruction is the primary source document for establishing local air traffic control (ATC), airfield, airspace, and flying operations. It may be supplemented, and all supplements must be reviewed by Headquarters, Air Force Material Command Airfield Operations Branch (HQ AFMC/A3OO) prior to implementation. It establishes policies, procedures, and responsibilities for effective management of local ATC and Airfield Operations and procedures, airspace utilization, flight and ground operations, transient aircraft exercise and training activities, Unmanned Aircraft Systems (UAS) operations, and emergency response procedures at Vandenberg Space Force Base (VSFB). It directs the administration of facilities, the use of equipment, the operations, and the training of Airfield Operations. Additionally, it outlines duties and responsibilities of Airfield Operations Flight (AOF) members assigned to the VSFB airfield (KVBG). This instruction is applicable to all groups within the SLD 30 base, tenant and participating transient aircraft flying units, and other agencies operating at VSFB. Deviation from this instruction is authorized only in emergencies where adherence would jeopardize safe aircraft or vehicular operation. Airfield and flight operations in the VSFB area necessitate compliance with the procedures established herein. Refer recommended changes and questions about this publication to the Office of Primary Responsibility

(OPR) using the DAF Form 847, *Recommendation for Change of Product*; route DAF Form 847s from the field through the appropriate functional chain of command. Ensure all records generated because of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed of in accordance with the Air Force Records Disposition Schedule, which is in the Air Force Records Information Management System. See **Attachment 1**, *Glossary of References and Reporting Information,* for a glossary of references the use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been retitled (previously 30SWI 13-204), substantially revised, and must be completely reviewed. Major changes include added or updated procedures for: airfield closures on USSF Space Systems Command designated down days (i.e., family or goals days, etc.), added quiet hours request procedures, new restricted area on the airfield parking apron; new procedures for CMA access when the airfield is closed; added Space Launch Complex 2 Firefly rocket flight restrictions; updated weather dissemination and coordination; added Diverse Vector Area; updated standard IFR climbout; new tactical arrival and departure procedures; updated Unmanned Aircraft Systems policies, and local procedures; added abandonment of aircraft and coordinates plotting; updated **Chapter 5** Transient Aircraft Exercise and Training Special Operations request policies; added Helicopter Landing Zone procedures, added runway rubber removal, painting plan, airfield infrastructure maintenance and repair planning policy, and added Airfield Operations Compliance Verification (AO-CV) inspection information. Minor changes were made throughout and include paragraph order changes, reference and organizational updates, and other miscellaneous updates. Revisions within this publication comply with changes to Air Force, Space Force, and local Airfield Operations and include renumbering/renaming guidance to be consistent with new or updated base, Space Force, or Air Force organization designations.

Chapter 1

GENERAL INFORMATION

1.1. Location. The VSFB airfield is located adjacent to Lompoc California, at 34° 44.14' N, 120° 35.04' W. The airport identifier is KVBG.

1.2. Airfield and Control Tower Operating Hours. The published airfield operating hours are 0800L to 1700L, Monday through Friday, closed weekends, holidays and designated down days, i.e., family or goals days, etc.

1.2.1. The SLD 30/CC has authorized airfield closures on all USSF/Space Systems Command (SSC) designated down days (i.e., family or goals days, etc.). Unless mission dictates or otherwise directed, the airfield will be closed on these days.

1.2.2. Airfield Management will notify all support agencies and local flying units NLT 72 hours prior to approved USSF/SSC designated down days (i.e., family or goals days, etc.) or other airfield closures during times that the airfield is published to be closed and issue a NOTAM. See Notice to Airmen (NOTAM) for any changes. Airfield openings during designated down days (i.e., family or goals days, etc.) are approved on an individual basis by the 30 OSS/CC.

1.2.3. Airfield Management will also notify all support agencies of all approved airfield openings outside of published operating hours. See NOTAM for operating hours and any changes. After-hour operations are approved on an individual basis by the 30 OSS/CC.

1.2.4. The VSFB Command Post (CP) is the communications focal point for airfield activity during closure periods. NOTE: CP cannot visually monitor Airfield Operations.

1.3. Airfield Closures or Restrictions. Airfield closures of 96 hours or less during published airfield operating hours must be approved by the SLD 30/CC, with FAA support facility concurrence (as applicable).

1.3.1. HQ AFMC/A3OO is the approving authority for airfield closures in excess of 96 hours. In requests for closures exceeding 96 hours, the 30th Operations Support Squadron Airfield Operations Flight (30 OSS/OSA) will submit approval request through HQ AFMC/A3OO not less than 30 calendar days prior to the projected airfield closure with required information IAW DAFMAN 13-204, Volume 1, *Management of Airfield Operations*.

1.3.2. 30 OSS/OSA will notify SLD 30/CC, tenant units and HQ AFMC/A3OO of all temporary airfield/runway closures related to hazardous weather, airfield incidents, or any other unforeseen closure event IAW DAFMAN 13-204, Volume 1, *Management of Airfield Operations*.

1.4. Requests for Airfield Openings Outside of Published Operating Hours. After-hours operations are defined as any Airfield Operations service required outside of published operating hours. The requesting agency Point of Contact (POC) must justify the need for support and comply with requirements contained in this instruction. Requests will include any details related to the operation (Contact information, aircraft call-sign, mission number, type aircraft, date, time, justification, and any other details related to support requests). Job Order Numbers (JON) will be provided for all launch support after-hour requests. All requests for after-hour support will be considered individually. 30 OSS/OSA will staff all requests to the 30th Operations Support Squadron Commander (30 OSS/CC) for approval. No other transient aircraft operations are approved to operate at the airfield during that time without a separately approved request.

1.4.1. Airfield Management will coordinate with ATC, Weather, TA, Fire Department, Fuels, Flight Safety (for United States Department of Agriculture [USDA] support, if needed), and Aerospace Medicine (notification only) to verify support prior to requesting approval. Mission impact and ability to support recommendation will be included with request.

1.4.2. If after-hour support request is approved, Airfield Management will execute applicable Quick Reaction Checklist (QRC) and coordinate support effort.

1.4.3. Procedures.

1.4.3.1. Transient aircraft will be supported by a controlled, open airfield. A transient aircraft is defined as any aircraft other than those locally assigned to VSFB agencies. As a minimum, the Tower, a Weather Forecaster and Observer, Airfield Management, Fire Department and TA personnel will be scheduled to support. All personnel other than TA/AGE will report one hour prior to the scheduled airfield opening. TA/AGE will report IAW their current contract but NLT one hour prior to the scheduled airfield opening time. The airfield will open 30 minutes prior to scheduled arrivals and departures and remain open 30 minutes after departures that occur outside of published airfield operating hours to ensure the airfield is available if an aircraft emergency event occurs after departure. **Note:** The requirement for the airfield to remain open an additional 30 minutes after departure only applies if the departure occurs outside of published airfield operating hours.

1.4.3.2. The aircraft scheduler, manager, or pilot must contact Airfield Management and identify the need or potential need for extended operating hours as early as possible. Requests should be received at least 48 hours in advance to coordinate support. Call Airfield Management (DSN 276-6941) during airfield operating hours. A request form is also normally emailed to Airfield Management at **30oss.osaa@us.af.mil**. After airfield operating hours, call the CP (DSN 276-9961). CP will relay all information to Airfield Management personnel via standby phone (Comm 805-972-0380).

1.4.3.3. During times that the airfield is closed, requestor will communicate and request any changes to arrival time through CP and must receive a new Prior Permission Required (PPR) number from Airfield Management if requesting to arrive or depart earlier than the originally approved PPR time. NOTAM will reflect airfield hours based on after hours request and approved times, and direct aircrews to contact CP 30 minutes out or earlier on frequencies VHF 126.2 or UHF 311.0 and 321.0.

1.4.3.4. If reimbursement of services is required, the POC will provide a Fiscal Service (FS) Form 7600A, *U.S. Government General Terms and Conditions,* and/or FS Form 7600B*, U.S. Government Work Order*, and DD Form 448, *Military Interdepartmental Purchase Request (MIPR)*. Fund sites and JON information may also be required. All accounting or payment requirements will be coordinated through 30th Logistics Readiness Squadron Support Agreement Manager (30 LRS/LGRDX, DSN 275-0099), SLD 30 Program Management Office/PMD (SLD 30/PMD, DSN 276-2157) and 30th Comptroller Squadron (30 CPTS/FMA, DSN 276-5962), or the 30th Contracting Squadron (30 CONS/PKD, DSN 276-3981).

1.5. Airfield Quiet Hours Request. Quiet hours may be requested for ceremonies on or near the airfield when noise reduction from aircraft operations and airfield ground support equipment/vehicles are required. Submit all quiet period requests to Airfield Management via e-mail at least 15 days prior to the ceremony. Contact Airfield Management at 805-606-6941/6942 to obtain the current e-mail address for requests. Approval authority is 30 OSS/CC. For approved quiet period requests, a NOTAM with the date, time and restrictions will be disseminated by Airfield Management.

1.6. Airfield Description.

1.6.1. The field elevation is 368 ft MSL. Runway 30 threshold elevation is 368 ft MSL, and runway 12 threshold elevation is 237 ft MSL.

1.6.2. The runway (runway 30/12) is 15,000 ft long and 200 ft wide. From the approach end of runway 30, the runway has a downward gradient of 0.9%. The entire runway is grooved (See **Attachment 2**, *Airfield Diagram*).

1.6.3. Runway 30 is designated as the primary instrument runway.

1.6.4. The parallel taxiway, taxiway Alpha, and portion of taxiway Delta (See **Attachment 2**, *Airfield Diagram*) between the runway and taxiway Alpha, are 75 ft wide (concrete) with 50 ft stabilized asphalt shoulders on each side. taxiways Bravo, Charlie and the portion of taxiway Delta between taxiway Alpha and the aircraft parking ramp are 75 ft wide (concrete) with 25 ft stabilized asphalt shoulders on each side.

1.6.5. Emergency bypass roads are available to circumnavigate an aircraft parked on the Pegasus L-1011 aircraft pad on taxiway Alpha. These asphalt roads are 925 ft long and 14 ft wide and delineated by white lines and amber edge lights. This bypass road is only for small vehicle traffic.

1.6.6. A 200 ft radius turnaround is provided at the approach end of runway 12 to assist aircraft in maneuvering for runway 12 departures. There is insufficient space in this area for any aircraft to hold while another aircraft simultaneously departs or lands.

1.6.7. A hammerhead approximately 575 ft long by 200 ft wide (at its widest point) is located on taxiway Alpha at the approach end of runway 30. (See **Attachment 7**, *Airfield Diagram RWY 30 Approach End - Secondary Haz Cargo Parking*)

1.6.8. Runway 12 full-length departure. Aircraft which cannot accept an intersection departure are required to back-taxi and may experience departure delays. **NOTE:** Information concerning maximum gross weight allowed per aircraft type and landing gear configuration is in the Installation Development Plan/Comprehensive Planning Platform and is published in appropriate Flight Information Publication (FLIP) documents. Additional Information is available from the Airfield Manager or Civil Engineering (CE) Pavements Engineer.

1.6.9. The Airfield Controlled Area (ACA) (See **Attachment 3**, *Airfield Controlled Area and Mower Zones*) encompasses the runways, taxiways, taxi lanes and other areas of the airfield that are utilized for taxiing/hover taxiing, air taxiing, takeoff and landing of aircraft, maintenance areas, loading ramps, maintenance hangars, and parking areas. The ACA is identified as Area 20 on the SLD 30 assigned Automated Entry Control Card. **NOTE:** Refer to DAFI 13-213, SLD 30 Supplement, *Airfield Driving*, and this instruction for specific guidance on airfield driving requirements, airfield violations/penalties, vehicle traffic procedures, emergency vehicle operations, vehicular call signs, authorization of Privately Owned Vehicles (POV), and pedestrian operations within the AMA and Controlled Movement Area (CMA).

1.7. Aircraft Special Operations Areas/Ramps. Special operations area locations are as follows:

1.7.1. Hazardous Cargo Areas and Operations. Any base agency receiving information on hazardous cargo airlift is required to pass the information to Airfield Management as soon as practical.

1.7.1.1. When transient aircraft carrying hazardous cargo arrive at KVBG, Airfield Management and Tower will coordinate necessary changes in airfield status. Hazardous cargo loading or unloading will require closure of appropriate portions of the airfield to protect unrelated personnel and property. SLD 30 Weapons Safety personnel will be notified/consulted concerning appropriate actions for hazardous cargo. There are three hazardous cargo pads located on the airfield:

1.7.1.1.1. Primary Hazardous Cargo Parking Pad 1 (HC-PAD 1) is located on the northwest end of taxiway Alpha (See **Attachment 6**, *Airfield Diagram Midfield - Primary Hazardous (Haz) Cargo Parking Location)*. This pad is sited for 1.1 through 1.4, IAW DESR6055.09_DAFMAN 91-201, *Explosive Safety Standards*, with varying Net Explosive Weights.

1.7.1.1.2. Secondary Hazardous Cargo Parking Pad 2 (HC-PAD 2) is located on the opposite end of taxiway Alpha (See **Attachment 7**, *Airfield Diagram Runway 30 Approach end - Secondary Hazardous Cargo Parking Location*). This is also referred to as the “Pegasus Pad” and has a widened asphalt area around it. This pad is also sited for 1.1 through 1.4, IAW DESR6055.09_DAFMAN 91-201, *Explosive Safety Standards*, with varying Net Explosive Weights.

1.7.1.1.3. Alternate Hazardous Cargo Parking Pad 3 (HC-PAD 3) is located Southwest Building 1749 on the aircraft parking apron between taxiways Charlie and Delta, adjacent to the Cargo Deployment Facility (CDF) area (See **Attachment 6**, *Airfield Diagram Midfield - Primary Hazardous (Haz) Cargo Parking Location)*. This pad is sited for 1.3 through 1.4, IAW DESR6055.09_DAFMAN 91-201, *Explosive Safety Standards*, with varying Net Explosive Weights

1.7.1.2. The pads are located to allow simultaneous hazardous cargo loading or unloading operations, if required. When an aircraft carrying hazardous cargo is parked on one of the pads, no vehicles or persons will enter the closed area unless directly involved with the operation.

1.7.1.3. If the primary hazardous cargo pad (HC-PAD 1) is used, taxiway Alpha north from taxiway Delta, north to the runway hold line (at runway intersection at taxiway Alpa north) will be closed. If the secondary pad (HC-PAD 2) is used, taxiway Alpha south will be closed from taxiway Bravo to the runway hold line (at runway 30 approach end). Aircraft operations on the runway are unaffected by these restrictions.

1.7.1.4. Following coordination with TA, Tower directs aircraft with hazardous cargo to the primary, secondary, or alternate hazardous cargo parking area. Aircraft are normally directed to park facing Northwest on the primary pad and southeast on the alternate pad to simplify convoy operations and loading or unloading of hazardous cargo.

1.7.2. Hot Armament and Arm/De-arm Areas and Operations. Any base agency receiving information on aircraft missions requiring hot armament support is required to pass the information to Airfield Management as soon as possible.

1.7.2.1. Hot armament/Arm-De-Arm areas are located on either end of taxiway Alpha (See **Attachment 6**, *Airfield Diagram Midfield - Primary Hazardous (Haz) Cargo Parking Location)*, and **Attachment 7**, *Airfield Diagram Runway 30 Approach end - Secondary Hazardous Cargo Parking Location*).

1.7.2.2. Tower will direct aircraft departing or landing with hot armament to proceed to nearest hot armament area, and park with weapons facing northwest parallel to runway for arming/de-arming. 30th Civil Engineer Squadron Explosive Ordnance Disposal (30 CES/EOD) personnel will safe weapons. Tower may then direct aircraft to nearest hazardous cargo parking area. **NOTE:** If the net explosive weight and cargo characteristics are within tolerance, an aircraft carrying hazardous cargo may be parked elsewhere on airfield as dictated by operational, security, or other concerns. Requests must be pre-coordinated with Airfield Manager and SLD 30 Explosives Safety (SLD 30/SEW).

1.7.3. Engine Run-up Areas. Engine run-up areas are depicted in **Attachment 8**, *Aircraft Apron and Processing Area.* All aircraft other than heavy aircraft, or as determined by Airfield Management M, will conduct engine tests and run-ups for maintenance on spot A4 of the ramp with the aircraft facing northwest. For heavy aircraft, B row of the ramp will be utilized. If any of these areas are not available Airfield Management and TA personnel will determine a suitable location and notify Tower.

1.7.4. Drag Chute Jettison Areas/Procedures. Unless otherwise required and coordinated, Tower will request aircrews to retain drag chute until well clear of the runway. If possible, retain the drag chute until directed by TA personnel to jettison it upon reaching the parking ramp. If the chute is jettisoned on the runway or a taxiway, the Tower will suspend operations to the affected area until the chute can be removed. NOTE: Depending on aircraft type and conditions, drag chute jettison may occur on the runway.

1.7.4.1. TA personnel will recover jettisoned chutes.

1.7.4.2. Chute repacking is not available.

1.7.5. Hot Pit refueling is not available and there are no established areas on the airfield.

1.7.6. UAS Designated Engine Start/Run Areas. The UAS engine start area is located on the Southeast portion of the parking apron. The designated UAS engine run-up area is located Southeast of the building 1735 hangar. See **Attachment 8**, *Aircraft Apron and Processing Area*, for a depiction of these areas.

1.7.7. Inertial Navigation System (INS) Checkpoints. Three INS checkpoints are available on the airfield. Specifications are posted in Airfield Management or available through pilot to dispatch radio. The designated INS checkpoints are:

1.7.7.1. INS 1 – DV aircraft parking spot in front of the Tower. Coordinates: 34° 44.0’ N, 120° 34.2’ W. Magnetic Variation: 12.5° E. Elevation: 343 ft MSL.

1.7.7.2. INS 2 – Primary hazardous cargo parking spot. Coordinates: 34° 44.3’ N, 120° 34.7’ W. Magnetic Variation: 12.5° E. Elevation: 320 ft MSL.

1.7.7.3. INS 3 – Alternate hazardous cargo parking spot. Coordinates: 34° 43.5’ N, 120° 33.9’ W. Magnetic Variation: 12.5° E. Elevation: 360 ft MSL.

1.7.7.4. Aircrews requiring coordinates for other locations must compute their own. Recommend use of airfield diagrams provided in FLIP Terminal (High/Low) Instrument Approach Procedures.

1.7.8. Navigation Aid (NAVAID) Ground Receiver Checkpoints. Two TACAN NAVAID checkpoints are available on the airfield. The checkpoints are identified as follows:

1.7.8.1. Taxiway Alpha and Delta intersection – VBG TACAN R-074/0.5 DME, elevation 337 ft.

1.7.8.2. South taxiway Alpha hammerhead runway 30 – VBG TACAN R-111/1.1 DME, elevation 365 ft.

1.7.9. Pegasus L-1011 Stargazer Aircraft Pad Operations. The Pegasus Pad is located on taxiway Alpha between taxiway Bravo and the hammerhead (See **Attachment 7**, *Airfield Diagram Runway 30 Approach end - Secondary Hazardous Cargo Parking*). This is the only location on the airfield where the Pegasus rocket can be mated to the L-1011 aircraft. See **paragraph 1.7.1.1.2** for more information on this area, which is also used for other hazardous cargo operations and is designated as Secondary Hazardous Cargo Parking Pad 2 (HC-PAD 2).

1.8. Restricted Areas on the Airfield. A Restricted Area is located on the South corner of the aircraft parking apron and will be activated if required by 30 SFS when Protection Level 1-3 aircraft are present (See **Attachment 8**, *Aircraft Apron and Processing Area*). A NOTAM will be issued by Airfield Management upon activation of this area. The restricted area boundary is marked with a red painted line on all sides. Restricted Area Warning Signs are also placed along the boundaries IAW DAFI 31-101, *Base Defense Operations*. Restricted area violations must be reported to the 30 SFS Base Defense Operations Center (BDOC) immediately.

1.9. Classified Areas on the Airfield. No classified areas have been designated.

1.10. Permanently Closed/Unusable Portions of the Airfield. The shuttle tow road on the west side of the runway 30 approach end, the corner of north taxiway Alpha near the airfield lighting vault, and the old aero club asphalt area adjacent to the Bldg 1755 Aerospace Ground Equipment (AGE) hangar are not for aircraft use and designated "closed."

1.11. Aircraft Arresting Systems. There are currently no arresting systems installed on the airfield.

1.12. Aircraft Parking Plan/Restrictions. The aircraft parking plan is for general reference only. See **Attachment 8**, *Aircraft Apron and Processing Area*, for depiction of parking locations. Contact the Airfield Manager for access to the full aircraft parking plan. TA personnel, in coordination with the Airfield Manager, will park transient aircraft based on ramp workload and pre-coordinated requirements. If other considerations allow, TA will attempt to park priority aircraft remaining overnight in lighted areas of the ramp to reduce the need for portable light units.

1.13. Airfield Lighting Systems. The runway is equipped with High Intensity Runway Lights (HIRL), Precision Approach Path Indicators (PAPI) on both ends, and High Intensity Approach Lighting System Category I with Sequenced Flashers (ALSF-2) on both ends. The Airfield also contains three-step LED taxiway lighting, non-standard amber lights around the Pegasus Pad located on taxiway Alpha South, a Rotating Beacon, Apron Stadium Lighting, and Pilot-Controlled Airfield Lighting capability. The following non-standard configurations exist:

1.13.1. The runway 12 ILS Glideslope and PAPIs are non-coincidental.

1.13.2. The runway 30 threshold lights are 17 ft from usable pavement surface.

1.13.3. Non-standard amber lights surrounding Pegasus Pad located on taxiway Alpha South.

1.14. Air Traffic Control Facilities.

1.14.1. KVBG Tower is responsible for IFR, VFR, and SVFR aircraft and UAS operations within the Class D Surface Area and SUA. Tower published hours of operation are contained in **paragraph 1.2**.

1.14.2. Santa Barbara TRACON is KVBG's terminal radar approach control facility from 0600L-2300L, 7 days a week and is responsible for providing IFR and basic radar services to VFR aircraft within the local flying area, surface to 8,000 ft MSL.

1.14.3. ZLA ARTCC will provide approach control services from 2300L-0600L, 7 days a week in the event the KVBG airfield is open outside SBA's operating hours, surface to unlimited. During times that SBA is open, ZLA ARTCC airspace begins above 8,000 ft MSL to unlimited.

1.15. Airfield Support Facilities. Tower, Airfield Management, Representative Observation Site (ROS) official Weather Observer, Weather Operations Center (WOC) Duty Forecaster, Fire Department (FD), and TA/AGE facilities will operate during published airfield hours (0800L to 1700L, Monday through Friday), unless otherwise published in a NOTAM. Other than the ROS, WOC, and FD, the facilities are closed weekends, holidays, and designated down days (i.e., family or goals days, etc.). After-hour operations are approved on an individual basis by the 30 OSS/CC.

1.15.1. The ROS, WOC, and Airfield Management are not collocated. A direct line is provided in the Airfield Management mission planning room for access to the WOC duty forecaster.

1.15.2. The ROS is located at Bldg. 1764 and weather observations are taken from this location during normal airfield operating hours and when the airfield is open for after-hour operations (by request).

1.15.3. The WOC is located at Bldg. 21150. Normal operating hours are Sunday 2000L-Friday 2000L, closed designated down days (i.e., family or goals days, etc.) and holidays. When the WOC is open, terminal forecasts are issued by the on-duty forecaster 24 hours a day and amended during hours when official observations are taken (e.g. when the airfield is open). During hours when no official observations are taken, the forecasts will have the remark "LIMITED MET WATCH" appended to it. These forecasts will only be amended for weather warning criteria at the airfield. Pilot-to-Metro Service (PMSV) may provide useful planning information concerning the forecast and current weather trends. All other weather services, except NOTAMs, are available from PMSV.

1.15.4. The Transient Alert/Aerospace Ground Equipment (TA/AGE) facility provides basic transient aircraft arrival, departure, and processing services. Aircraft refueling, limited fleet services for DV aircraft, and organizational level repairs are provided. Limited tow capabilities are available. Services and equipment are available during airfield operating hours and outside of published operating hours upon request of aircrews. See DoD FLIP IFR Supplement and contact Airfield Management for specifics.

1.15.5. The airfield Fire Department (FD) Station 41 is staffed 24/7, including holidays. However, during periods that the airfield is closed, staffing and equipment is typically adjusted and reduced to cover other fire stations on the base.

1.15.6. The Western Test Range Area Control Center is operated by Frontier Control. Normal operating hours are 0745L to 1545L, Monday through Friday, closed weekends and holidays. Frontier Control also operates at other times in support of space launch and Western Test Range operations. During launch operations, Frontier Control provides guidance to support aircraft for hazard area surveillance and aerial photographic staging; provides precision vectoring to instrumentation support aircraft; directs airborne launch platforms to the launch point; and supports any other airborne asset to meet the needs of the range user. Frontier Control supports aeronautical operations daily.

1.16. Operational Status of KVBG Airfield. The airfield is considered controlled when the Tower is open, and uncontrolled when the Tower is closed. HQ AFMC/A3OO must approve flight operations when the airfield is closed or uncontrolled.

1.16.1. Authority for uncontrolled or closed airfield flight operations may be delegated no lower than the SLD 30 Commander (SLD 30/CC).

1.16.2. A Local Operating Procedure (LOP) addressing required ORM items in DAFMAN 13-204, Volume 1, Management of Airfield Operations, Attachment 4, *ORM Considerations for Operations When Essential Services are Not Available,* must be established and coordinated as part of a formal risk assessment before flight operations to an uncontrolled airfield will be approved.

1.16.3. 30 OSS/OSA will coordinate all requirements with HQ AFMC/A3OO and maintain any approved LOP.

1.17. Airfield Inspections, Checks, and Hazards. Airfield Management will conduct airfield and runway inspections and checks IAW DAFMAN 13-204, Volume 2, *Airfield Management*.

1.17.1. Airfield Management will notify the Tower, CP and pilots of any hazards or changes to airfield conditions via telephone or radio communications, and/or NOTAMs.

1.18. Opening and Closing the Runway. The Airfield Manager or designated representative is the approval authority for opening and closing the runway IAW DAFMAN 13-204, Volume 2, *Airfield Management*. **NOTE:** Runway closures do not constitute an airfield closure.

1.19. Runway Selection Procedures. The Tower Watch Supervisor determines the runway in use IAW JO 7110.65, *Air Traffic Control*.

1.19.1. Runway 30 is designated as the calm wind and primary instrument runway.

1.19.2. Tower must coordinate with Santa Barbara TRACON (SBA TRACON) or Los Angeles Air Route Traffic Control Center (ZLA ARTCC) (depending on which facility is providing service) before changing the runway in use.

1.19.3. Tower must notify the following agencies of the active runway in use when opening the airfield and when a runway change is complete:

1.19.3.1. SBA TRACON or ZLA ARTCC (depending on service agency).

1.19.3.2. Airfield Management.

1.19.3.3. Weather observer.

1.19.3.4. Weather forecaster.

1.20. Suspending and Resuming Runway Operations and Other Airfield Areas. The Tower Watch Supervisor or Airfield Management may suspend runway operations and coordinate appropriate NOTAMs in response to any condition that could temporarily affect safe Airfield Operations. Prior to resuming runway operations, Airfield Management personnel must conduct an airfield check of all affected areas. Suspension and resumption notifications will be passed through Tower and CP facilities. **Paragraph 6.5** of this instruction also contains guidance on suspending and resuming runway operations following Inflight Emergency (IFE) landings or other emergency events.

1.20.1. Only Airfield Management may close portions or all of the CMA or other movement areas.

1.20.2. Tower or Airfield Management may suspend operations to any portion of the CMA or other movement areas when conditions warrant.

1.21. Exercises Involving ATC Facilities or the CMA. All exercises taking place on the airfield or within KVBG Class D Airspace must be coordinated with 30 OSS/OSA at least 60 days prior to the exercise to discuss the capability to comply with objectives/requirements and mitigate any impacts to Airfield Operations.

1.21.1. IAW DAFMAN 13-204, Volume 3, *Air Traffic Control*, the Tower Watch Supervisor must ensure ATC facility participation in exercises does not degrade services.

1.21.2. The Watch Supervisor may interrupt or discontinue facility participation in any exercise if flight safety is in question or participation interferes with the recovery of emergency aircraft.

1.22. Airfield Mobility Support. The 30 LRS and SLD 30 Inspector Geneal (IG) will coordinate with the Airfield Manager at least 48 hours in advance for all mobility activities, IG inspections, or any other related activities that will take place on the airfield. 30 LRS will provide a minimum of 24-hour notice (if possible) for all real-world requirements. This will allow time for Airfield Management to separate the area(s) that vehicle and aircraft traffic will use. Airfield Management will assist in generating a parking plan to accommodate the 30 LRS's support requirements. In addition, the 30 LRS will provide Airfield Management with a diagram illustrating the number of chock loads and the layout to justify the space needed. If additional space is required, there will be a cargo overflow area located in front of Building 1749. NOTE: Taxiway Delta will remain open for aircraft traffic.

1.22.1. All mobility activities and operations will be restricted to the Cargo Deployment Facility (CDF) area. The CDF is located in front of the Bldg. 1749 TA/AGE facility, bordered by Airfield Road, and the cinder block wall adjacent to gate four on the airfield. The total dimension for this area is 177 ft x 235 ft and is outlined by a green/white hatched line painted on the asphalt.

1.22.2. All airfield driving requirements will be in effect and enforced during all operations and activities. All drivers on the airfield will have a valid DAF Form 483, *Certificate of Competency*, from KVBG. **NOTE:** Drivers operating vehicles confined to the CDF area require only a briefing given by 30 LRS.

1.22.3. All vehicle operators will inspect their tires for rocks and other debris that may become lodged in the tire tread prior to gaining access onto the airfield. All Foreign Object Damage (FOD) materials will be placed in the appropriate receptacles either in the vehicle or located at the mobility staging area adjacent to the airfield. **NOTE:** Food waste will not be placed in these receptacles.

1.22.4. Hazard Class Division exceeding 1.4 are not authorized on alternate Hazardous Cargo Parking Pad 3 (HC-PAD 3), located on the aircraft parking apron adjacent to the CDF area. Hazard Class Division exceeding 1.4, IAW Defense Explosives Safety Regulation 6055.09, Department of the Air Force Manual 91-201 (DESR6055.09_DAFMAN91-201), *Explosive Safety Standards*, will be parked at the Primary/Alternate Hazardous Cargo area. The CDF site license is on file with SLD 30/SEW.

1.22.5. The 30 LRS will coordinate FL-1D light cart support through TA/AGE 24 hours in advance as required.

1.23. NOTAM Procedures. During airfield operating hours, Tower is designated the ATC facility responsible for monitoring NAVAID status and is the NOTAM monitoring facility for KVBG and performs duties IAW DAFMAN 13-204, Volume 1, *Management of Airfield Operations.*

1.23.1. Tower will:

1.23.1.1. Notify Airfield Management of current RAWS/ATCALS status before each airfield opening.

1.23.1.2. Notify Airfield Management of any RAWS/ATCALS outage and return to service.

1.23.1.3. Notify SBA TRACON (or ZLA ARTCC if SBA TRACON is closed) of any RAWS/ATCALS outage and return to service.

1.23.2. During airfield operating hours, Airfield Management is designated the NOTAM dispatch facility for KVBG. Airfield Management will:

1.23.2.1. Process Flight Safety NOTAMs for RAWS/ATCALS outages, airfield hazards (runway closure, threshold displacement, airfield lighting, etc.), and return to normal service AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*.

1.23.2.2. Provide all Flight Safety and Local NOTAMs when requested by transient aircrews.

1.23.2.3. Notify Tower of Flight Safety or Local NOTAM initiation or cancellation.

1.24. Prior Permission Required (PPR) Procedures. All transient aircraft executing a full stop landing (excluding practice approach full stop taxi back aircraft) are required to obtain a PPR number prior to departing from the airport of origin. PPRs enable Airfield Management to ensure aircraft parking and support services are not exceeded, as well as to deconflict transient operations from base mission requirements such as space launches and other test range operations that may limit access to the airfield and surrounding airspace. PPR numbers are normally issued no later than 24 hours prior and no earlier than 5 business days before to ensure the most accurate mission requirements are known.

1.24.1. Transient aircraft that are deployed to KVBG (for mission operations, exercises, etc.) are exempt from PPR numbers while flying local sorties; however, they must still file local area flight plans during their KVBG exercise or deployment sorties and obtain a PPR number for their initial arrival.

1.24.2. PPR procedures are coordinated IAW NOTAM and IFR supplement guidance. Notify Airfield Management and provide a local point of contact (POC) to coordinate the following information:

1.24.2.1. Aircraft call sign and type.

1.24.2.2. Home base, assigned flying unit, company, or air carrier, and POC name/phone number.

1.24.2.3. Purpose of aircraft departure/arrival. Examples include launch or test range support, gas and go, aircrew proficiency and training, exercise participation, cargo, personnel, or DV movement, etc.

1.24.2.4. Estimated time of arrival (ETA) date/time and originating airport.

1.24.2.5. Estimated time of departure (ETD) date/time and destination airport.

1.24.2.6. Aircraft fuel, Aerospace Ground Equipment (AGE) servicing, and support requirements. Unique mission support requirements for special weapon systems or aircraft must be scheduled through the Aerospace Support Services Office (DSN 276- 8417) and coordinated with the 30 OSS TA/AGE Contract Officer Representative (COR) (DSN 276-4263).

1.24.2.7. Aircrew ground transportation requirements.

1.24.2.8. Distinguished Visitor movement information. Airfield Management does not coordinate Protocol support. Airfield users are responsible for contacting SLD 30 Protocol (DSN 276-3711) to arrange protocol services.

1.24.2.9. Cargo information includes hazardous and non-hazardous cargo; cargo and convoy movement or special handling requirements. All aircraft carrying hazardous materials must also obtain prior permission IAW applicable regulatory documents.

1.24.2.10. Any other special mission support requirements that might impact the airfield.

1.24.3. Aircrews are responsible for obtaining a PPR number and filing and retaining a flight plan when operating on KVBG, otherwise a security response will result.

1.24.4. Non-exempt civil aircrews must comply with AFI 10-1001, *Civil Aircraft Landing Permits* (CALP) and paragraph 1.28. of this instruction.

1.25. Requirements of Local Agencies Using Airfield for Support. All local agencies that schedule or coordinate aircraft use of the airfield to support their operations must contact Airfield Management and ensure aircrews are aware they must obtain a PPR number, file and retain a flight plan, and schedule aircraft arrival and departure servicing within published airfield operating hours unless mission requirements dictate otherwise. **NOTE:** Failure to properly coordinate airfield access and services may result in a security response.

1.26. Authorized Aircraft Landings. All aircraft inbound to KVBG for a full stop landing must be on a flight plan which contains KVBG as a destination and have a PPR number issued by Airfield Management.

1.27. Unauthorized Aircraft Landings. During airfield closure hours, civilian or transient military aircraft that land while the airfield is closed will be considered unauthorized landings. All unauthorized landings will be handled IAW **paragraph 6.19** of this instruction.

1.28. Civilian Aircraft Use of Airfield and RAWS/ATCALS. All non-exempt civil aircraft operating at KVBG must obtain a civil aircraft landing permit IAW AFI 10-1001, *Civil Aircraft Landing Permits*.

1.28.1. Aircraft operators requiring a Civil Aircraft Landing Permit (CALP) must contact Airfield Management NLT 30 days prior to the date of the first intended landing.

1.28.2. Contractor or other civilian aircraft intending to land at KVBG must have on board the aircraft a valid CALP. Conditions of the permit require a designated representative of the agency to contact Airfield Management at least 24 hours in advance of each proposed landing at KVBG to activate the permit, receive final clearance instructions and obtain a PPR number. The remarks section of the aircraft's flight plan will include the user agency name and permit identification number. Unauthorized flights may be turned away, charged landing fees, refused permits in the future, and reported to the regional FAA Flight Standards District Office (FSDO). Failure to comply will result in revocation of PPR approvals and denial of landing clearance.

1.28.3. The SLD 30/CC delegates to the 30 OSS Airfield Operations Flight Commander (AOF/CC) the authority to approve civil aircraft landing permit applications for which Wing/Delta Commanders have authority and, for expeditious handling of short-notice requests, one-time official government business flights that are in the best interests of the US Government. Additionally, the SLD 30/CC has appointed the AOF/CC as the designated representative for all action concerning unauthorized landings at KVBG.

1.28.4. IAW AFI 10-1001, *Civil Aircraft Landing Permits*, civil aircraft not flying DoD missions are authorized to receive radar vectors and use base RAWS/ATCALS facilities. Only practice low approaches are authorized for non-DOD aircraft. Military aero club aircraft are owned by the DOD and are authorized to make touch and go landings on KVBG runways, traffic permitting.

1.29. Flight Planning Procedures and Requirements. All aircraft departing KVBG must file a flight plan using DD Form 1801, *DoD International Flight Plan*. IAW DAFMAN 13-204, Volume 2, *Airfield Management*, flight plans must be filed in person or electronically (e.g., fax, e-mail, canned, telephone, and flightplan.com).

1.29.1. All aircraft departing KVBG must have a filed flight plan prior to engine start.

1.29.2. When the user electronically files a flight plan a copy must be submitted to Airfield Management in person, the email org box (**30oss.osaa@us.af.mil**) or faxed (805-606-6664).

1.29.2.1. Personnel filing flight plans electronically MUST call Airfield Management and confirm flight plan copy receipt via telephone (805-606-6941/6942). **NOTE:** Failure to call and confirm receipt may result in engine start disapproval and ground delays.

1.29.2.2. Electronically filed flight plans will be maintained by the unit for 3 months according to Air Force Records Disposition Schedule (RDS) located at **https://afrims.cce.af.mil/**.

1.29.3. Filing original flight plans via radio transmission is not authorized. An aircraft commander on a stopover flight/divert flight plan may re-file or amend the flight plan with Airfield Management via any means provided Airfield Management verify an original flight plan clearance was filed.

1.29.4. Aircrews must file IFR flight plans no more than 24 hours in advance and NLT 1 hour prior to departure time. DD Form 1801, *DoD International Flight Plan*, must be filed no more than 24 hours in advance and NLT 2 hours prior to departure time.

1.29.5. Filed flight plans can be amended via any means. Normally, pilots can amend flight plans via the radio with Airfield Management on pilot to dispatch frequencies VHF frequency 126.2 and UHF frequency 372.2.

1.29.6. The aircraft commander, approval authority, or clearing official will be responsible for receiving the weather briefing, checking NOTAMs, and making the required annotations on electronically filed flight plans.

1.29.7. All original flight plans must be kept on file by the user or Airfield Management, depending on who filed the original flight plan.

1.29.8. Airfield Management is ultimately responsible for flight following/tracking aircraft, search and rescue, aircraft security, antihijacking, and for amending, cancelling and re-filing.

1.29.9. HQ AFMC recognizes that the 618 Tanker Airlift Control Center (TACC), and the PACAF/USAFE Air Mobility Operation Control Centers (AMOCC) as approved MAJCOM flight planning cells. Flight plans filed through these organizations or commercial airline flight dispatch offices only require a copy be sent to Airfield Management via AISR, the email org box (**30oss.osaa@us.af.mil**) or fax (805-606-6664) IAW paragraph **1.29.2 and 1.29.3** of this instruction. Airfield Management personnel will verify flight plans are on file with the Air Route Traffic Control Center (ARTCC) during stop over flight plans. **NOTE:** Airfield Management personnel will NOT modify/change Flight Manager Mission flight plans without the expressed permission of the applicable flight planning cell/flight manager.

1.30. Unscheduled/No Flight Plan (FPNO) Arrivals and Departures. Tower will notify Airfield Management of FPNO inbounds and departures.

1.30.1. Unless an emergency exists, Tower will refuse landing clearance to all civilian FPNO arrival aircraft requesting to land until Airfield Management grants approval. Military aircraft will normally be allowed to land and will be handled on a case-by-case basis.

1.30.2. If confirmed that an inbound aircraft is FPNO, Tower will (workload permitting) obtain aircraft's departure airport and any other information requested and forward directly to Airfield Management.

1.30.3. If approval to land is granted by Airfield Management but the issue has not been fully resolved by the time the aircraft exits the runway, Tower will advise the aircraft to contact KVBG PTD on UHF frequency 372.2 or VHF frequency 126.2.

1.30.4. Tower will verify all FPNO departure aircraft with Airfield Management prior to granting engine start approval.

1.31. Forwarding Flight Data. Flight plans will normally be transmitted from Airfield Management to Tower via landline and to ZLA ARTCC via the Airfield Management Aeronautical Information System Replacement (AISR) for inclusion in the National Airspace System. When the AISR connection to the ZLA ARTCC host computer is not operational:

1.31.1. Airfield Management will provide the following data on IFR departures via landline, email, or fax to ZLA ARTCC, or to alternate flight plan filing bases that have Letters of Agreements in place (currently Edwards and Travis AFB) to perform these duties:

1.31.1.1. Aircraft identification.

1.31.1.2. Type of aircraft.

1.31.1.3. Destination.

1.31.1.4. Proposed departure time.

1.31.1.5. Any other remarks pertaining to operation in the terminal area.

1.31.2. Airfield Management will provide Tower with the following data on all departures and arrivals via direct landline:

1.31.2.1. Aircraft identification.

1.31.2.2. Type of aircraft.

1.31.2.3. Estimated time of arrival or requested proposed departure time.

1.31.2.4. Destination or clearance limit.

1.31.2.5. Stop-over flight plan information.

1.31.2.6. Type of flight plan (VFR/IFR).

1.31.2.7. Additional data, such as DV support aircraft, hazardous cargo, ordinance, oceanic routings, local flight plans, and/or any other information that would assist in service to the flight.

1.31.3. Departure and arrival times.

1.31.3.1. To the extent possible and workload permitting, Tower will forward all aircraft departure and arrival times to Airfield Management via direct landline NLT 5 minutes after landing or takeoff.

1.31.3.2. Airfield Management will pass departure and arrival times to CP via direct landline.

1.32. Tie-In Flight Service Station (FSS) for KVBG. The FAA's Hawthorne Automated FSS provides this service 24 hours per day, 7 days per week.

1.32.1. Airfield Management enters all outbound flight information into the AISR, and flight follows inbound flights during operating hours. Before closing each day, Airfield Management transfers flight following responsibility to the FAA FSS.

1.32.2. Flight following by any agency other than Airfield Management or an FAA agency does not guarantee automatic initiation of search and rescue, should it be required. If a local flight being followed by its parent unit becomes overdue, the parent unit must contact FAA FSS to start search and rescue. If such an aircraft becomes overdue, Airfield Management will initiate procedures as outlined in AFMAN 11-213, *Military Flight Plan and Flight Data Communications*.

1.33. Flight Information Publication (FLIP) Requesting Procedures. Airfield Management is the focal point for ordering FLIP products. To order FLIPs through Airfield Management, you must have a pre-established account with Airfield Management. Contact the Airfield Management desk and ask for the FLIP Program Manager.

1.33.1. Request a FLIP account or changes to an existing account in writing to Airfield Management or via e-mail to FLIPs Manager with product descriptions and quantities requested as listed in the National Imagery and Mapping Agency (NIMA) Catalog of Maps, Charts, and Related Products. If a FLIP request exceeds recommended allocation for the type of unit in the National Geospatial Intelligence Agency catalog or your unit type is not listed in the catalog, formal justification for the additional requirements must be submitted. The FLIPs manager will keep this letter on file for future reference.

1.33.2. During crisis support, FLIPs can be emergency requisitioned. Requested products are normally shipped within 24 hours. Requests must be made in writing to 30 OSS/OSAA through the 30 OSS/CC for validation.

1.34. Distinguished Visitor (DV) Facilities, Marquee, and Aircraft Notification Procedures.

1.34.1. The DV lounge is in building 1746. Maintenance and upkeep of the lounge, with the exception of routine janitorial cleaning services provided by contractor personnel, is the responsibility of SLD 30 Protocol Office (SLD 30/CCP).

1.34.2. Airfield Marquee. The SLD 30 Protocol office is responsible for the input, content, and approval of DV messages for airfield marquee. Airfield Management maintains a connection for updating the marquee. All Airfield Management personnel will be trained to input messages.

1.34.3. DV Notification Procedures. Airfield Management and the CP are the primary base agencies for processing information pertaining to DV aircraft arrivals and departures.

1.34.3.1. Airfield Management will notify and update the CP of DV-related information using the Airfield Management Quick Reaction Checklist.

1.34.3.2. Airfield Management will notify Tower if arrival or departure aircraft are supporting a DV mission.

1.34.3.3. Tower will advise Airfield Management when an arriving DV support aircraft is 10 minutes or 30 flying miles from the airfield.

1.35. Aero-Medical Evacuation (AIR EVAC) Notification and Response Procedures.

1.35.1. Airfield Management is responsible for notifying Fire Department and the base medical clinic of inbound aeromedical aircraft, including Medical Evacuation (MEDEVAC) or Hospital (HOSP) flights and coordinating rescue protection assistance.

1.35.2. Tower will notify Airfield Management when known inbound aeromedical aircraft are 15 flying miles from the base.

1.36. Flight Checks. FAA Flight Check aircraft support and services will be scheduled and provided IAW JO 7110.65 *Air Traffic Control,* FAA Order 8200.1D*, United States Standard Flight Inspection Manual,* AFMAN 11-225_IP, *U.S. Standard Flight Inspection Manual*, and SLD 30 Radar, Airfield and Weather Systems (RAWS)/Air Traffic Control Landing Systems (ATCALS) Operations Letter, *Air Traffic Control and Landing Systems (ATCALS) and Support Equipment Operation, Maintenance, Outage Reporting, and Restoral Priorities*.

1.37. RAWS/ATCALS Facilities. The following ATC, NAVAID, radio, and weather equipment are in use and available:

1.37.1. TACAN--Channel 59Y, Identifier-VBG (USAF maintained, operated and monitored by the Tower, and equipped with emergency generator power).

1.37.2. ILS (USAF maintained, operated, and monitored by the Tower, and equipped with internal monitors and emergency generator power). NOTE: All NAVAID and FMQ-23 systems are provided back-up power initially from the airfield lighting vault generator. In the event the lighting vault generator fails, the individual generators provide power where installed.

1.37.3. Runway 12-Frequency: 110.1 Identifier: I-BVD

1.37.4. Runway 30-Frequency: 110.1 Identifier: I-VBG

1.37.5. The Ground Air Transmitter Receiver (GATR) VHF and UHF transmitter and receiver facility is located at Building 1579.

1.37.6. Airfield FMQ-23 Fixed Base Weather Observation System (FBWOS). The airfield is equipped with an FMQ-23 FBWOS consisting of 8 different sensor types that measure wind speed/direction, rain accumulation, lightning occurrence/location/frequency, cloud height, temperature/humidity, atmospheric pressure, precipitation type/intensity, freezing rain occurrence, ambient light and visibility/runway Visual Range (RVR). Discontinuity sensor groups are located at mid field and at the runway 12 touchdown areas. Approach end, rollout and departure end RVR are available. The FMQ-23 is operated by 30 OSS/OSW and maintained by 30 OSS/OSM.

1.37.7. The Air Traffic Control Tower facility is located at Building 1748 and houses the ATC Standard Terminal Automation Radar System (STARS) display equipment, Flight Data Input/Output (FDIO) system, ATIS, Digital Audio Legal Recorders (DALR), Enhanced Terminal Vice Switch (ETVS), Primary Crash Alarm System (PCAS), NAVAID Remote Status Indicators (RSIs), and back-up VHF and UHF radios.

1.38. RAWS Preventative Maintenance Inspection (PMI) Schedule. Scheduled (No-NOTAM) PMI for the TACAN is Mondays, 0600L-0800L. Scheduled (No-NOTAM) PMI for the ILS systems is Tuesday-Friday, 0600L-0800L.

1.39. Auxiliary Generator Power for RAWS/ATCALS Facilities. ATC and airfield services must continue during severe weather or other power outages. The following procedures apply to ensure that continuous power is supplied to ATC facilities and NAVAIDs:

1.39.1. All KVBG RAWS/ATCALS facilities will operate on commercial power if commercial power is reliable. If the auto-start capability for any RAWS/ATCALS equipment is determined to be inoperative, Power Production will notify the Tower and the RAWS/ATCALS facility will be placed on back-up power 30 minutes prior to the observed or forecast arrival of severe weather. For this requirement, severe weather is defined as thunderstorms or lightning within 10 NM of the airfield as reported by the base weather station or observed by the Tower. All RAWS/ATCALS placed on generator power will remain on generator until the severe weather advisory has been terminated by the base weather station.

1.39.2. Maintenance personnel will receive approval from the Tower Watch Supervisor prior to transferring power from commercial to generator at any of the RAWS/ATCALS facilities (radio transmitter/receiver sites, TACAN, ILS facilities, Airfield Lighting Vault, Control Tower), and also before transferring power from generator power back to commercial.

1.39.3. The Tower Watch Supervisor and Airfield Management must be notified by maintenance personnel prior to any planned power outages and will receive approval from the Tower Watch Supervisor prior to transferring power as detailed in **paragraph 1.39.2** above.

1.39.4. All RAWS/ATCALS facilities listed below are equipped with auto-start generators. Generator maintenance, operation, and coordination procedures are detailed in SLD 30 RAWS/ATCALS Operations Letter, *RAWS, ATCALS and Other Airfield Systems and Support Equipment Operation, Maintenance, Outage Reporting, and Restoral Priorities, and this instruction*.

1.39.4.1. Tower and Airfield Management facilities (Buildings 1746 and 1748).

1.39.4.2. TACAN (Building 1581).

1.39.4.3. Runway 30 localizer (Building 1592), runway 30 glideslope/FMQ-23 (Building 1501), runway 12 localizer (Building 1524), runway 12 glideslope/FMQ-23 (Building 1591), ground-to-air transmitter and receiver [GATR] site (Building1579).

1.39.4.4. Airfield lighting vault (Building 1747).

1.40. Airfield Video Surveillance System. The airfield is equipped with a video surveillance system that includes 10 cameras located at the Control Tower (2 cameras), Airfield Management (2 cameras), Building 1735 (1 camera), and 5 tilt/pan cameras located north/right of the last half of runway 30 for viewing of Tower visual blind spots. The Control Tower and Airfield Management have viewing stations with monitors and control equipment for this system.

1.40.1. Operating procedures for the system are contained in the SLD 30 RAWS/ATCALS Operations Letter, *Radar, Airfield, and Weather Systems (RAWS) ATC and Landing Systems (ATCALS) and Other Airfield Systems and Support Equipment Operations, Maintenance, Outage reporting, and Restoral Policies*.

1.40.2. The 5 video camera stations located near the runway are installed outside of the electro braid wildlife deer fence and mounted on frangible posts that are approximately 5 feet tall. A temporary waiver is in place for these camera units until a new taller Control Tower facility is built.

1.41. Airfield Lighting Inspections, Maintenance, and Operation. 30 CES Exterior Electric airfield lighting maintenance personnel will complete all preventive maintenance and repairs as soon as practical each day. Airfield lighting maintenance personnel can complete emergency repairs at any time with the concurrence of Airfield Management and Tower Watch Supervisor.

1.41.1. 30 CES Exterior Electric airfield lighting maintenance personnel will:

1.41.1.1. Conduct airfield lighting system inspections twice a week to ensure system reliability.

1.41.1.2. Obtain the airfield lighting inspection checklist form via e-mail or in person from Airfield Management for the current list of lighting outages prior to conducting their daily routine maintenance.

1.41.1.3. Complete all preventive maintenance and repairs as soon as practical each day.

1.41.1.4. Assume responsibility for airfield lighting control if the Tower is closed.

1.41.1.5. Notify Airfield Management of status of airfield lighting outages (repairs, awaiting parts, etc.) and completion of lighting inspections, and the results.

1.41.2. The Airfield Management will:

1.41.2.1. Conduct an airfield lighting check once per day. Annotate the results of this check on the airfield lighting inspection checklist form. A copy of the airfield lighting inspection checklist form will be provided to 30 CES Exterior Electric airfield lighting maintenance personnel via email. **NOTE:** A copy of the checklist can also be obtained in person at Airfield Management Operations.

1.41.2.2. Conduct a lighting check during the hours of darkness at least once per month or any time an after-duty hour operation allows.

1.41.2.3. Track all airfield lighting discrepancies and coordinates repairs with 30 CES Exterior Electric airfield lighting maintenance personnel

1.41.2.4. Notify Tower of all airfield lighting outages and issue NOTAMs.

1.41.2.5. When deemed necessary by the Airfield Manager, a NOTAM will be issued by Airfield Management stating that "NO APPROACH LIGHTS MINIMUMS APPLY" if runway markings are significantly obscured due to rubber build-up or any other condition.

1.41.2.6. Notify the 30 OSS/OSM Air Traffic Systems Flight (Airfield Systems and Radar Maintenance work centers) of all obstruction light outages associated with meteorological and navigational equipment.

1.41.2.7. Instruct the 30 CES Exterior Electric airfield lighting maintenance personnel to take control of the airfield lights in the event the Tower is closed and access to the airfield lighting is required for maintenance or inspections.

1.41.3. Tower will:

1.41.3.1. Operate the airfield lighting systems IAW JO 7110.65, *Air Traffic Control*, and other local guidance.

1.41.3.2. Before closing each day, Tower personnel will ensure the airfield lighting system is programmed to the "pilot radio enabled" setting. **NOTE:** Tower is not responsible for the operation of the airfield lighting system when the airfield is closed.

1.41.4. When Tower is closed, emergency aircraft requiring airfield lighting may activate the lights by keying a transmitter 3 times in quick succession on Tower VHF frequency 124.95. This will turn on the runway, taxiway, approach, PAPI, and Sequenced Flashing Lights (SFL). The runway, approach, and PAPI lights can be increased to medium intensity by keying the transmitter 5 times and to high intensity by keying the transmitter 7 times. The airfield lighting will turn off automatically after 15 minutes.

1.42. Contingency Control of Airfield Lighting. In the event the airfield lighting or the Tower Airfield Lighting Control System fails:

1.42.1. Tower will advise Airfield Management of the outage and provide light settings requirements to 30 CES Exterior Electric airfield lighting maintenance personnel.

1.42.2. Airfield Management will immediately advise 30 CES Exterior Electric airfield lighting maintenance personnel of lighting outages and post applicable NOTAMs.

1.43. Airfield Sweeper Operations. 30 CES sweeper personnel will report to Airfield Management Monday through Friday at 0800L. Sweeper personnel must sign in when they arrive and sign out when they leave.

1.43.1. Sweeper schedule for the week is as follows:

1.43.1.1. Monday - Full runway including overruns and Tow Road.

1.43.1.2. Tuesday - All of taxiway Alpha.

1.43.1.3. Wednesday - taxiways Bravo, Charlie, and Delta.

1.43.1.4. Thursday - The full parking apron, including North & South hangar apron.

1.43.1.5. Friday - Flightline Road and access gates 1, 2, 3 and 4.

1.43.2. The Airfield Manager and/or Airfield Management personnel will brief the sweeper of other areas needing to be swept each morning upon check-in.

1.43.3. After Airfield Management personnel have completed their morning inspection/check, the above weekly schedule may be adjusted and only specific areas requiring service will be swept as needed (except both overruns, Tow Road, taxiway Delta, Bravo and Charlie access gates 1, 2, 3 and 4 must be swept regardless).

1.43.4. Emergency sweeper operations are available by contacting 30 CES/CEOHP Horizontal Construction shop at 606-6165 or 606-1856. Sweeper personnel will report to the airfield for emergencies within 30 mins of notification. If there is no answer at the Horizontal Construction shop or during after-duty hours, Airfield Management will contact the Disaster Control Center (DCC) at 606-1856 to have a sweeper dispatched. If contacted after-hours or holidays, response time could take up to 90 minutes.

1.44. Runway Surface Condition (RSC). RSC checks and reporting will be conducted IAW DAFMAN 13-204, Volume 2, *Airfield Management*. During rapidly changing conditions (e.g., rain showers in vicinity, thunderstorms within 10 NM) Airfield Management will increase RSC checks as conditions warrant to ensure aircrews are provided with the most timely and accurate information.

1.44.1. Airfield Management is responsible for determining RSC.

1.44.2. Airfield Management will disseminate RSC data to Tower, CP, and weather observer, send applicable NOTAMs, and update the Airfield Automation System (AFAS) Information Display System 5 (IDS-5).

1.45. Runway Condition Reading (RCR). RCRs are not available at KVBG.

1.46. Supervisor of Flying (SOF). Base assigned flying organizations do not require/utilize a SOF in the Control Tower. Temporary Duty organizations must coordinate SOF requirements with the Air Traffic Manager on a case-by-case basis.

1.47. Wear of Hats on the Airfield. Hats, watch caps, bump caps, and career field authorized berets are authorized for wear on the flight line and other work areas. EXCEPTION: Head coverings will NOT be worn within 50 feet of any operating aircraft engine.

1.47.1. Military personnel will adhere to hat wear standards as authorized DAFI 36-2903, *Dress and Personal Appearance of Department of the Air Force Personnel*.

1.47.2. Civilian personnel may wear any head covering if it is workplace appropriate IAW DAFI 36-147, *Civilian Conduct and Responsibility*.

1.48. Airfield Smoking Policy. Smoking is permitted only in already established smoking areas off the airfield.

1.49. Airfield Photography, News Agencies, and Reporters. All requests for photography or access to the airfield by any news agencies, organizations, or reporters for any reason must be approved by SLD 30/PA and coordinated with Airfield Management.

1.49.1. Unauthorized photography will result in immediate removal of violator/s from the airfield, detainment and/or equipment seizure by 30 SFS personnel, and suspension of airfield driving license of the vehicle operator/s.

1.49.2. Aerial photography of any portion of VSFB will be coordinated with 2 ROPS/DON and SLD 30/PA.

1.50. Airfield Construction, Repair, and Maintenance. Policies and procedures contained in DAFMAN 13-204, Volume 2, *Airfield Management,* and other applicable guidance apply. Any construction, repair, or maintenance work within or near the airfield environment must be coordinated with Airfield Management prior to commencement of work. For new construction or maintenance projects, coordination normally begins at pre-construction meetings. If no pre-construction meeting is scheduled, coordinate with Airfield Management at least 45 days prior to commencement of work and then daily, prior to beginning any work. Specific procedures for coordinating and conducting contractor and construction activities on the airfield are also contained in DAFI 13-213, SLD 30 Supplement, *Airfield Driving*

1.51. Waivers to Airfield and Airspace Criteria. Policies and Procedures contained in DAFMAN 13-204, Volume 2, *Airfield Management*, and other applicable guidance apply**.** The Airfield Manager will coordinate with the Base Community Planner (30 CES/CENPL) to ensure appropriate waivers to airfield and airspace criteria are established and all waivers are reviewed annually IAW Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*, and DAFMAN 13-204, Volume 2, *Airfield Management*.

1.51.1. 30 CES/CENPL is the custodian of all temporary and permanent airfield waivers and can be contacted for an update on the number and status of all airfield waivers.

1.51.2. A temporary construction waiver must be approved by the installation commander and is required for all construction activities on the airfield that violate any imaginary surface.

1.51.2.1. The 30 CES Project Execution Section (30 CES/CENMP) is the OPR for all temporary construction waivers. Temporary construction waivers are a coordinated effort between 30 CES/CENMP, 30 OSS/OSA, and SLD 30 Flight Safety (SLD 30/SEF). Temporary waivers must address the required areas outlined in UFC 3-260-1, *Airfield and Heliport Planning and Design,* and other applicable guidance.

1.51.2.2. 30 CES will draft the particulars of the construction project to include airfield criteria violations, impacts to Airfield Operations and mitigating actions to reduce the risk of mishap.

1.51.2.3. Temporary construction waiver requests must be received by the installation commander NLT 45 days prior to start of construction activities, unless an emergency exists.

1.51.2.4. Contractors or Project Managers must provide a signed copy of all approved temporary construction waivers to the Airfield Manager prior to the start of new construction projects or activities, if applicable.

1.52. Construction or Alterations of Facilities and Elevating Cranes, Antennas, and Other Structures. IAW Title 14, Code of Federal Regulations (CFR), Part 77, proposals for any new construction, or alteration of existing facilities height which, if adjusted upward on VSFB property require the requestor, proponent, or project manager to file notice with the FAA at least 45 days prior to beginning construction or elevating structures to evaluate impacts to aviation safety. Additionally, elevation of cranes, antennas or other structures, including for temporary use, require an obstacle evaluation from the FAA and USAF and may require obstruction lighting.

1.52.1. Project proponents, requestors or project managers for any of the structures contained in CFR, Title 14, Part 77 must register and file FAA Forms 7460-1, *Notice of Proposed Construction or Alteration,* and/or 7460-2, *Notice of Actual Construction or Alteration,* electronically via the following FAA website link: **https://oeaaa.faa.gov/oeaaa/external/portal.jsp**. FAA Circular 70/7460-1, *Obstruction Marking and Lighting,* must also be reviewed to ensure required obstruction lighting is installed. Once the online request is made an obstacle assessment will be conducted, including a Terminal Instrument Procedures (TERPS) evaluation. The request must be submitted for any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the FAA-listed slopes.

1.52.2. Project proponents, requestors or managers must ensure the FAA Forms 7460-1 and/or 7460-2 are approved by the FAA via a written response, provide copies to the Airfield Manager, and receive approval before construction or elevation of structures (cranes, antennas, buildings, etc.) begins.

1.52.3. The Airfield Manager will coordinate impacts with base agencies, review the FAA Forms 7460-1 and/or 7460-2 before construction begins IAW DAFMAN 13-204, Volume 2, *Airfield Management,* and disseminate applicable NOTAMs, if required. **NOTE:** At his/her discretion, the Airfield Manager may provide approval or guidance to requestors, proponents, or project managers to proceed with proposed project work if no imaginary surfaces or protected airspace will be violated IAW DAFMAN 13-204, Volume 2, *Airfield Management,* and/or other applicable guidance.

Chapter 2

CONTROL OF GROUND OPERATIONS AND TRAFFIC

2.1. Vehicle and Pedestrian Operations on the Airfield. Detailed policies and instructions pertaining to airfield driving operations and procedures, violations and penalties, vehicle activity in the CMA or other airfield areas, POV authorization, and vehicle/pedestrian operations can be found in DAFI 13-213, SLD 30 Supplement, *Airfield Driving*.

2.2. Airfield Operating Areas. The airfield includes the Airfield Controlled Area (ACA), the CMA, the aircraft parking ramp (excluding old Aero Club ramp), and Airfield Road. There are four primary airfield gates used to access the airfield CMA.

2.2.1. Airfield Management must always be contacted before any vehicles, equipment, or personnel operate within the airfield electro braid wildlife deer fence or the CMA.

2.2.2. To operate a vehicle on these airfield areas, a vehicle operator must be trained, appropriately licensed, and use access procedures contained in this Instruction and DAFI 13-213, SLD 30 Supplement, *Airfield Driving.* Airfield Management personnel will deny access to the airfield for personnel who do not meet these requirements. Contact the Base Airfield Driving Program Manager (DSN 276-6941/6942) to schedule training.

2.3. Airfield Controlled Area (ACA). The ACA is described in **paragraph 1.6.9** and depicted in **Attachment 3**, *Airfield Controlled Area and Mower Zones*. DAFI 13-213, SLD 30 Supplement, *Airfield Driving,* contains more information on this area. NOTE: The ACA is identified as Area 20 on the SLD 30 assigned Automated Entry Control Card.

2.4. Controlled Movement Area (CMA). The CMA consists of runway 12/30, its overruns, Instrument Landing System (ILS) Critical Areas, Precision Obstacle Free Zones (POFZ), all taxiways other than the portion of taxiway D that is North of taxiway A and North of the hold line, and unpaved infields as depicted in **Attachment 4**, *Controlled Movement Area*. The outer CMA boundary begins 100 feet from the edge of runway 12/30, encircling its overruns and continuing 100 feet from the edge of taxiway Alpha, and extending to the non-movement area boundary lines at taxiways B, C and D. See **Attachment 4**, *Controlled Movement Area*, Attachment 8, *Aircraft Apron and Processing* Area, and **Attachment 2**, *Airfield Diagram,* for depictions. See **paragraph 2.14**, figures **2.1 and 2.2** for description and depiction of the runway 12 and runway 30 Localizer and Glideslope Critical Areas, and POFZ areas.

2.4.1. To operate a vehicle in this area a vehicle operator must be trained and appropriately licensed.

2.4.2. The SLD 30/CD approves boundary changes to the CMA based on the requirements of a specific event, operation, or mission IAW DAFI 13-213, SLD 30 Supplement, *Airfield Driving.*

2.4.3. CMA lighted signs and hold lines are located at the intersections of taxiways B, C, and D with taxiway A (See **Attachment 4**, *Controlled Movement Area*). The hold lines are a single unbroken line; dashed yellow and solid yellow.

2.4.4. Tower will issue specific instructions by two-way radio to control the movement of aircraft, vehicles, equipment, or personnel in the CMA. In the event two-way radio communication fails, the Tower will control vehicular movements with standard light signals.

2.4.5. Tower will immediately notify 30 SFS BDOC and Airfield Management of any unauthorized entry into the CMA.

2.5. CMA Control Procedures When Airfield is Open. Tower controls and directs all ground traffic and vehicles in the CMA. To achieve this control, the following must be obeyed:

2.5.1. No one may proceed into the CMA (including NAVAID critical areas and ILS/POFZ areas) without establishing and maintaining two-way radio communications with, and approval from Tower. Vehicles and pedestrians with qualified escorts meet this requirement. All vehicle operators must possess a valid DAF Form 483, *Certificate of Competency*, or be escorted by a vehicle operator that possesses a valid DAF Form 483, *Certificate of Competency*. NOTE: A valid AF Form 483, *Certificate of Competency,* must be in the driver's possession when operating a vehicle and/or non-vehicle equipment on the airfield.

2.5.2. Vehicle operators must provide their own radios; however, Airfield Management may loan a radio if one is available. NOTE: Tower light-gun signals will not be used as a substitute for the two-way radio requirement except in emergency situations such as radio failure.

2.5.3. Use the Tower and Fire FM Nets or Ground Control frequencies 275.8/121.75 to communicate with Tower. Tower does not continuously monitor the Fire FM Nets. Fire Department vehicle operators who require communications with Tower on these frequencies must coordinate through Fire Dispatch to have them notify Tower of the request. Fire Dispatch, or the vehicle operator(s) will inform the Tower when communication is no longer required. Additionally, all vehicle operators must adhere to the following:

2.5.3.1. DO NOT cross a runway hold line without explicit permission from the Tower.

2.5.3.2. Tower approval to cross the runway is a one-time approval only. Once your vehicle has exited the runway beyond the runway hold line, Tower approval is required to re- enter or cross the runway.

2.5.3.3. Repeat instructions back to the Tower verbatim.

2.5.3.4. Report departing the CMA.

2.5.3.5. If you are operating a vehicle on the runway or runway overrun and Tower directs you to exit the runway, exit the runway at any of the taxiway intersections with the runway or position yourself at least 100 ft from the edge of the runway or runway overrun. As a guide, the runway distance remaining markers (large black signs with large white numbers), located in the grass on both sides of the runway, are approximately 75 ft from the runway edge.

2.5.3.6. If vehicles are on the runway and Tower loses radio contact because of radio failure, Tower will signal for vehicles to exit the runway by turning the runway edge lights on and off or utilizing ATC light gun signals until all vehicles have exited the runway. On other CMA areas Tower will use ATC light gun signals only. Vehicles should always be alert to these signals.

2.5.3.6.1. As a last resort, drive along the runway until you reach a taxiway or access road that leaves the runway area and exit the runway.

2.5.3.6.2. Depart the runway and CMA at the nearest safe location at least 100 feet from the CMA and then proceed to, and report to Airfield Management. Remain vigilant for aircraft and do not reenter or cross the runway.

2.5.3.6.3. If ATC light gun or runway lights communications are unsuccessful, Tower will contact Airfield Management to have vehicles and/or pedestrian traffic escorted off the runway and CMA.

2.6. Non-CMA Vehicle and Pedestrian Airfield Access Procedures. All other non-CMA airfield areas where aircraft operate are designated as non-controlled movement areas. Unless directed by Airfield Management, vehicles and pedestrians operating in these areas are not required to establish radio contact with the Tower; however, vehicles must give way to aircraft and should continuously monitor the Tower net in the event of unforeseen circumstances.

2.7. Vehicle and Pedestrian Operations When Airfield is Closed. Specific CP and Airfield Management transition procedures and duties for transferring information to each facility when the airfield closes and reopens are contained in DAFI 13-213, SLD 30 Supplement, *Airfield Driving*. After duty hours or when Tower or Airfield Management are not available, vehicles and/or pedestrians must request authorization by contacting CP (805-606-9961) prior to and after driving on the airfield. Failure to contact CP prior to entering the airfield, or failure to pre-coordinate after-hours airfield access with Airfield Management may result in apprehension and denial of future access. Personnel authorized to drive on the airfield must be fully trained and possess a valid DAF Form 483, *Certificate of Competency*.

2.7.1. Prior to closing the airfield, Airfield Management will notify CP of all known personnel or vehicles on or near the airfield.

2.7.2. Following airfield closures and prior to the airfield opening, CP will notify Airfield Management of all known personnel and vehicles on or near the airfield.

2.7.3. When Tower is closed, the CMA becomes inactive. To ensure safety, the following procedure must be adhered to prior to entering the CMA outside of normal operating hours:

2.7.3.1. Only authorized personnel who have been licensed to drive in the CMA (DAF Form 483, *Certificate of Competency*) may utilize the inactive areas. Airfield drivers must continue to follow procedures outlined in this supplement, including the use of beacon lights/hazard lights and possessing a radio (handheld or in-vehicle) capable of communicating with Tower.

2.7.3.2. Personnel must attempt to contact Tower two times via radio prior to entering the area. If there is no response, operators must make a general radio announcement of their activity (e.g., "*ATTENTION ON THE NET, BASH ONE IS PROCEEDING INTO THE CMA FROM TAXIWAY BRAVO*") and continuously monitor the Tower Net. Likewise, operators should announce when exiting the area.

2.7.3.3. If airfield is closed and Tower is completing their opening checklist in preparation of an impending airfield opening and hears the vehicle call, Tower will reply to vehicle transmissions and instruct operators: “(Vehicle Call Sign) *TOWER, AIRFIELD IS CLOSED AND WILL OPEN AT (local time). CONTINUE MAKING ACTIVITY ANNOUNCEMENTS*”. Tower will also acknowledge general radio announcements that a vehicle is on, entering, or leaving the Runway.

2.7.3.4. Drivers will ensure there are no aircraft in the immediate vicinity by performing a thorough visual overhead check of the traffic pattern and surrounding area.

2.7.3.5. Vehicle operators on the CMA (including critical areas and ILS/POFZ areas) prior to the airfield opening will notify Tower of their position via radio call not later than (NLT) 0755L (or five minutes prior to airfield opening, if other than regularly scheduled). If radio contact cannot be established with Tower, the vehicle operator must exit the Runway and CMA, ensuring all personnel and vehicles are clear NLT 0800L (or such time as the airfield opens, if other than regularly scheduled). Failure to either notify Tower or exit the CMA will be documented as a CMA violation or runway incursion, as the situation dictates.

2.7.3.6. In the event of an emergency or exigent circumstances requiring the airfield to open on short notice, Tower will broadcast intent to open the airfield via the Tower Net 15 minutes prior, or as soon as reasonably possible. Any airfield drivers in the CMA must be prepared to vacate the area or contact Tower or Airfield Management as soon as possible for accountability.

2.8. Engine Start/Test/Run-up Procedures and Airfield Movement Verification. Designated areas for engine start, test and run-up are listed in paragraph **1.7.3 and 1.7.6**, and depicted in **Attachment 8**, *Aircraft Apron and Processing Area*. When Tower is open, all aircraft must:

2.8.1. File a flight plan with Airfield Management and notify Airfield Management of planned engine starts/run-ups for maintenance, etc.

2.8.2. Receive approval from Ground Control prior to starting engines.

2.8.3. Unless otherwise coordinated and approved by 30 OSS/OSA, no transient aircraft will be permitted to start engines without TA personnel present. **NOTE:** Transient aircraft aircrews are authorized to use their own personnel and equipment for aircraft servicing after coordination with, and approval from 30 OSS/OSA.

2.8.4. Tower must ensure all aircraft flight plans, engine starts, tows, or taxi movements have been verbally coordinated by Airfield Management before authorizing engine starts or movements. If a flight plan has not been verbally coordinated by Airfield Management or an uncoordinated automated flight plan strip is received, Tower will delay engine start or taxi approvals until the flight plan or movement information is validated with Airfield Management.

2.9. Aircraft Taxi Requirements. All aircraft movements under engine power (including tows) must be approved by Tower prior to the operation. Taxiing will be via established routes unless prior coordination and approval has been obtained from the ground controller.

2.9.1. Air taxiing and hover taxiing will be done IAW JO 7110.65, *Air Traffic Control*.

2.9.2. Wing-walkers are required for B-52 aircraft operations due to narrow taxiways, raised taxiway lights, and landing gear configuration.

2.10. Taxi Routes and Restrictions. Paved areas on the airfield not stressed for aircraft movement are marked by a double yellow line. The double yellow line separates non-stressed pavement from aircraft weight- bearing pavement.

2.10.1. All aircraft movements will always follow established taxiway centerlines. Aircraft tires must never cross the double yellow boundary lines. Any violations will be reported to Airfield Management immediately.

2.10.2. Heavy and large aircraft are required to use minimum taxi power and shut down or idle outboard engines to avoid blowing FOD onto airfield pavements.

2.11. Heavy Aircraft Jet Blast/Thrust Avoidance. All personnel must exercise extreme caution when operating near aircraft (especially heavy aircraft), that are running engines, taxiing, or taking off. See **Attachment 17**, *Jet Blast/Thrust Avoidance Areas*, for recommended safe distances from aircraft. The following must be adhered to when operating on the airfield:

2.11.1. Remain alert for jet blast hazard indicators such as operational aircraft anti-collision lighting and/or undercarriage (landing gear) lighting turned on or the presence of jet engine start observers, fire guards, or aircraft marshallers.

2.11.2. Remain at least 25 feet to front and 200 feet to the rear of aircraft with engines running.

2.11.3. Remain clear of taxiing traffic and do not pass within 200 feet behind aircraft with engines running.

2.12. Aircraft Towing Procedures. Prior to towing an aircraft during airfield operating hours, the tow operator will notify Airfield Management, then establish and maintain radio contact with Tower. No aircraft will be towed onto the CMA and runway without specific approval from the Tower. TA/AGE is equipped to tow KC-135 or smaller aircraft, 450,000 lbs. or less, and is available during airfield operating hours and after hours upon the request of the aircrew. This capability is limited by available tow bars.

2.13. Ground Support Equipment. Support equipment may be pre-staged up to 3 hours prior to use IAW UFC 3-260-01, *Airfield and Heliport Planning and Design Criteria*. After ground servicing and the aircraft becomes airborne, all equipment will be removed and placed in the proper storage location within 3 hours of last use.

2.14. ILS Critical Areas and Precision Obstacle Free Zones (POFZ). The runway 30 Glideslope and Localizer critical areas are configured to FAA standards due to a significant operational advantage (proximity to Tangair road), and runway 12 Glideslope and Localizer areas are configured to USAF standards. The POFZ areas are located at the approach ends of runway 12/30 and configured to FAA standards.

2.14.1. ILS Critical Areas are part of the CMA. The ILS Critical Areas consist of the runway 30 Localizer Critical Area, the runway 30 Glide Slope Critical Area, the runway 12 Localizer Critical Area, and the runway 12 glideslope Critical Area. See Figures **2.1 and 2.2** below for depictions of the ILS Critical Areas.

2.14.1.1. Runway 12 Localizer Critical Area (USAF standard). This rectangular area extends from the localizer transmitting antenna 2,000 ft toward the approach end of the runway and 150 ft on each side of the runway centerline. It includes a 50-ft extension behind the localizer antenna.

2.14.1.2. Runway 12 Glide Slope Critical Area (USAF standard). This is a fan-shaped area that extends from the runway 12 glideslope antenna 1,300 ft towards the approach end of runway 12. It covers an area 30 degrees each side of a line drawn through the glideslope antenna and parallel to the runway centerline.

2.14.1.3. Runway 30 Localizer Critical Area (FAA standard). This mostly rectangular area begins 50 ft behind the localizer transmitting antenna and extends outward laterally to 75 ft from each side of the runway extended centerline. It is then angled, extending outward towards the approach end of the runway at 45 degrees from the runway centerline on each side of the runway centerline until reaching 300 ft from the runway centerline on each side. It then extends parallel to the runway towards the approach end to equal a total length of 2,050 ft.

2.14.1.4. Runway 30 Glideslope Critical Area (FAA standard). This mostly rectangular area extends parallel to the runway from the runway 30 glideslope antenna 3,100 ft towards the approach end of runway 30 and extends in width from the glideslope antenna up to the edge of the runway and 200 ft south of the glideslope antenna for a total width of 600 ft.

2.14.2. The runway 30 and 12 Precision Obstacle Free Zones (POFZ) are part of the CMA and consist of a 200 ft long by 800 ft wide rectangular shaped area that begins at the runway 30 threshold and extends laterally 400 ft on each side of the runway centerline and extends 200 ft towards and into the overruns and surrounding areas. See Figures **2.1 and 2.2** below for depictions of the runway 12/30 POFZ areas. **NOTE:** The runway 30 POFZ hold line sign is identified as the "ILS" hold line.

Figure 2.1. Runway 30/12 POFZ and ILS Critical Areas.

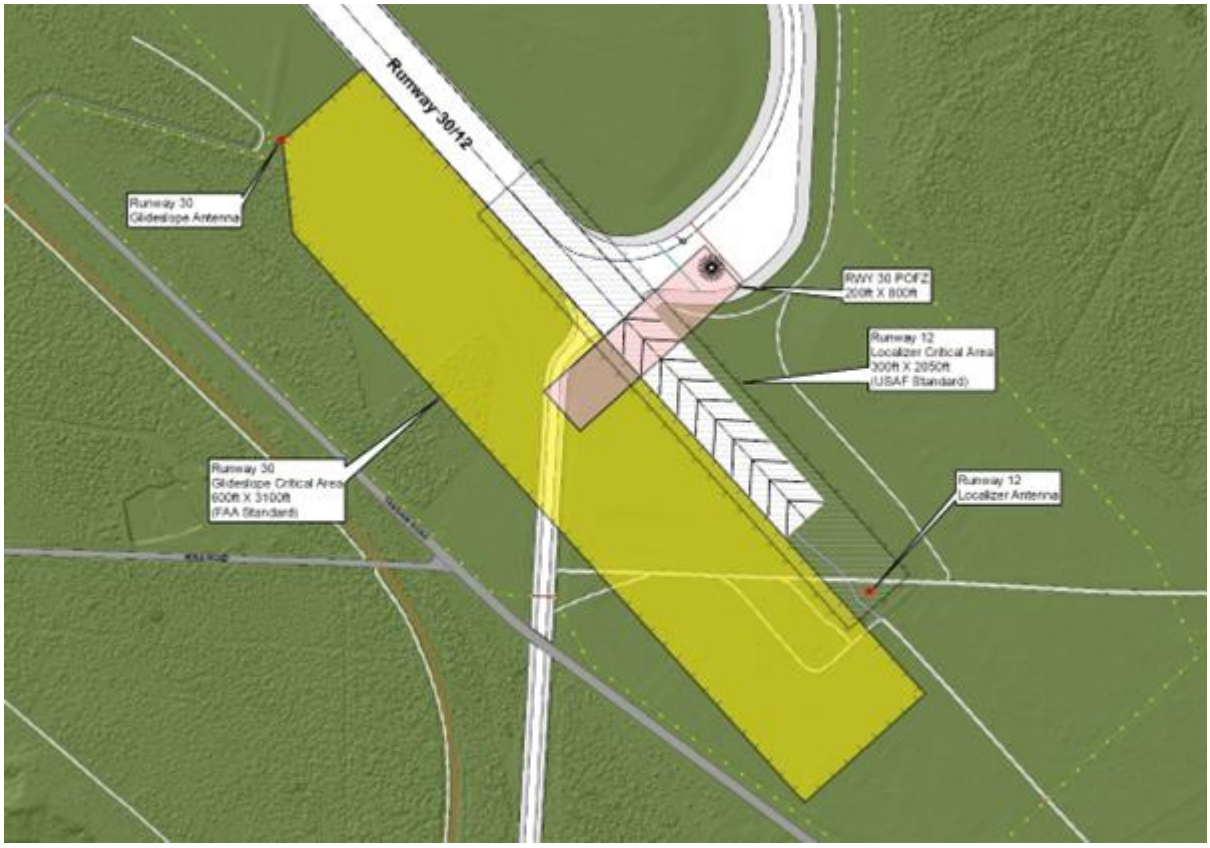
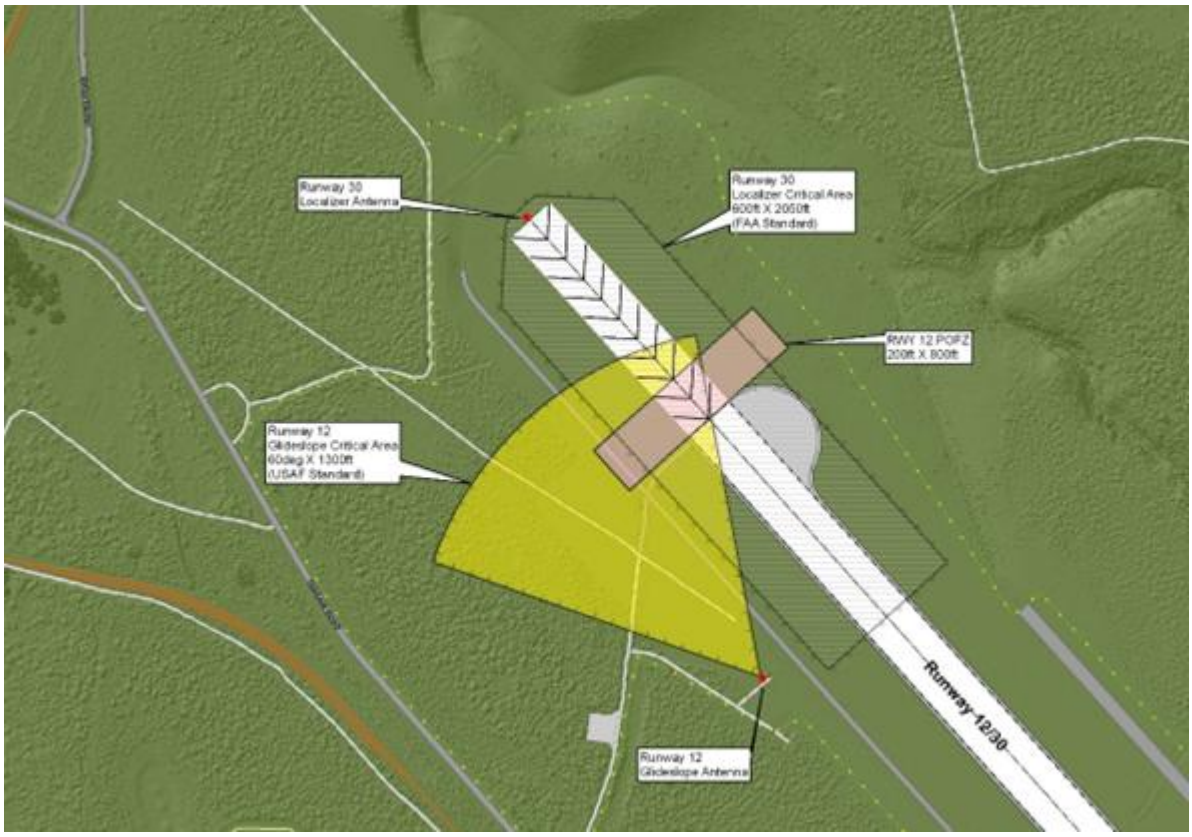


Figure 2.2. Runway 30/12 POFZ and ILS Critical Areas.



2.15. Protection of ILS Critical and POFZ Areas. These areas have been designated as part of the CMA and procedures must be followed to protect NAVAID electronic signals from being disrupted while aircraft are executing instrument approaches.

2.15.1. When the airfield is open, Tower will apply procedures in DAFMAN 13-204, Volume 3, *Air Traffic Control*, JO 6750.16, *Siting Criteria for Instrument Landing Systems*, and JO 7110.65, *Air Traffic Control*, to protect ILS Critical Areas (USAF standard for runway 12 Localizer and Glideslope Critical Areas and FAA standard for runway 30 Localizer and Glideslope Critical Areas) and control vehicle/aircraft access to these areas. Vehicle operators or other ground personnel must request approval from Tower prior to entering these areas.

2.15.2. When the airfield is closed, ILS Critical Areas and POFZs are not protected. If vehicles, personnel, or equipment are in the ILS Critical Areas and POFZs, aircraft on approach may receive erroneous azimuth or glideslope indications. Personnel needing to enter ILS Critical Areas when airfield is closed must first contact CP. Contact CP again when leaving these areas. **NOTE:** During hours when the airfield is published to be closed, vehicle operators must attempt to contact the Tower two times before proceeding into the ILS critical areas, POFZ areas, or the CMA IAW **paragraph 2.7.3** of this instruction and DAFI 13-213, SLD 30 **S**upplement**,** *Airfield Driving.*

2.16. Taxiway Alpha and Tangair Road Access. The Tangair road airfield access road is utilized by many base contractors accessing the airfield via the orbital vehicle tow road route and the Tangair road tow road gate. This tow road intersects runway 30 at the approach end threshold. Agencies requiring access to airfield via this route must contact Airfield Management.

2.16.1. Airfield Management will dispatch someone to standby and must remain in place for the duration in which the fence/barriers are not in place.

2.16.2. Airfield Management personnel will notify CP of all scheduled movements accessing the airfield via this route during non-duty hours.

2.16.3. Fence/barriers will not be moved sooner than 30 minutes prior to scheduled movement.

2.16.4. The fence/barriers will not be moved unless someone is on location standing guard at the intersection or effective temporary traffic markers have been put in place.

2.16.5. Airfield Operations personnel will notify CP when movements accessing the airfield via this route are complete and the road is secure during non-duty hours.

2.17. Airfield Mowing Operations. All airfield areas will be mowed to a height of 7 to 14 inches IAW SLD 30 Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard Management Plan*, and DAFI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program*. A contract is in place for continuous year-round airfield mowing and landscaping. If additional services are required that are not under contract, Airfield Management will coordinate specific requirements with 30 CES/CEOES via AF 332, *Base Civil Engineer Work Request* using the NexGen database.

2.17.1. Contract mowing operations are conducted on an as-required basis.

2.17.2. Mowing operators will check in with Airfield Management before and after mowing activities for the day.

2.17.3. Airfield Management will issue radios to the mowers.

2.17.4. Mowers will establish and maintain radio contact with the Tower when mowing on the CMA. Radio contact with Tower is not required for mowing in other areas, unless directed by Airfield Management.

2.17.5. Mower personnel must advise Airfield Management and Tower of which mowing zones (See **Attachment 3**, *Airfield Controlled Area and Mowing Zones*) they will operate within prior to entering the airfield and CMA and receive approval from Tower prior to relocating to a new zone.

2.18. Contractor Personnel Working on the Airfield. Procedures and requirements for contractor access and work on airfield are contained in DAFI 13-213, SLD 30 Supplement, *Airfield Driving.* All contractor personnel that require access to the airfield must coordinate with their sponsoring unit security manager and complete required background checks and obtain Airfield Controlled Area access approval.

2.19. Tower Visual and Radio Blind Spots. The following areas are not visible from the Tower:

2.19.1. Area directly above and below the Tower.

2.19.2. The ramp area South of Building 1735 hangar is a visual and radio blind spot from the Tower cab. However, this area can be seen when the Airfield Video System camera mounted on the hangar is operational.

2.19.3. The last 7000 ft of runway 30 (first 7000 ft of runway 12) and overrun, and surrounding airfield areas are visual blind spots due to siting of the Tower. Small-medium-sized aircraft, vehicles, equipment and personnel are difficult to see and, at times, cannot be seen in these areas.

Chapter 3

LOCAL AIRFIELD AND AIRSPACE PROCEDURES

3.1. Local Flying and VFR Local Training Areas. VFR local training areas are any areas, routes, or airports within a 150 NM radius of the VBG TACAN which are used to conduct operations and training. The local flying areas are designated as the portion of Central California, bordered on the south by a straight line starting at Monterey, northeast to Lee Vining Airport (Mono Lake), northwest to the northern tip of Eagle Lake, west to Eureka, south to Point Arena, and southeast to the point of origin (See **Attachment 13**, *Local Flying Area*). **NOTE:** Full stop landings at airports other than KVBG followed by a return to KVBG are not considered a VFR local flight plan.

3.2. KVBG Class D and E Airspace.

3.2.1. Class D Surface Area. That airspace extending upward from the surface to and including 2,900 ft MSL within a 5 NM radius of the airport (34° 44'14"N, 120° 35'04" W), which includes airspace within R-2516, R-2517, and W-532S (See **Attachment 9**, *KVBG Class D and E Airspace*).

3.2.2. Class E airspace. That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Vandenberg AFB from the airport (34° 44'14" N, 120° 35'04" W) 007° bearing clockwise to the airport 143° bearing, and within a 12.5-mile radius of the airport from the airport 143° bearing clockwise to the airport 168° bearing, and within an 11-mile radius of the airport from the airport 168° bearing clockwise to the airport 190° bearing, and within a 7.3-mile radius of the airport from the airport 190° bearing clockwise to the airport 343° bearing, and within an 11-mile radius of the airport from the airport 343° bearing clockwise to the airport 007° bearing, which includes airspace within R-2516, R-2517, R-2534A, R-2534B, and W-532S (See **Attachment 9**, *KVBG Class D and E Airspace*).

3.2.3. During the hours that the Tower is operational, Tower is authorized to conduct aircraft operations within the Class D airspace without prior coordination with Frontier Control.

3.2.4. KVBG Class D airspace reverts to Class G and E in R-2516 and W-532S, and Class G in R-2517 when the Tower is closed.

3.3. Controlled Airspace and Restricted/Warning Areas.

3.3.1. R-2516 and R-2517 (See **Attachment 14**, *Special Use Airspace*) are continuous use restricted areas that begin from the surface. Frontier Control and Tower, located on VSFB, are the controlling agencies for these restricted areas. R-2517 is closed continuously to all air traffic, except aircraft under Tower control conducting operations within the KVBG Class D/E airspace, any aircraft supporting an approved range operation, and aircraft authorized by Frontier Control or Tower on a case-by-case basis. Use of R-2516, which contains the airfield, is granted to air traffic control (KVBG Tower, SBA TRACON and ZLA ARTCC) by the using agency for the purpose of conducting flight and Airfield Operations.

3.3.2. Joint-use restricted areas R-2534A and R-2534B (See **Attachment 14**, *Special Use Airspace*) are not continually active and begin 500 feet above the surface. Activations are scheduled by 2 ROPS/DON and may impact the local flying area and the KVBG instrument approaches.

3.3.3. Intermittent warning area W-532S (See **Attachment 14**, *Special Use Airspace*) activations below 6,000 ft may impact KVBG instrument procedures. Runway 12 arrivals, runway 30 departures and missed approaches are also affected. FLIP AP/1A and enroute charts describe these areas in detail.

3.3.3.1. Tower will:

3.3.3.1.1. Provide ATC services within KVBG Class D/E airspace and SUA.

3.3.3.1.2. Maintain status of R-2516, R-2517, R-2534A, R-2534B, and W-532S.

3.3.3.1.3. Verify airspace assignment at the start of each duty day with Frontier Control.

3.3.3.1.4. Vacate the airspace of all transient aircraft and relinquish control of Class D airspace to Frontier Control within 15 minutes of recall.

3.3.3.2. Frontier Control will:

3.3.3.2.1. Notify Tower as soon as possible, but not less than one hour prior, of any launch or other scheduled test operations that may affect ATC operations. For short notice or unscheduled operations, the airspace can be closed with 15 minutes notice.

3.3.3.2.2. Provide Tower by direct line daily, scheduled airspace assignments and operating times of R-2516, R-2517, R-2534A, and R-2534B for the ensuing 24-hour period.

3.3.3.2.3. Grant approval, as the situation permits, for aircraft to transit areas under their control upon request by Tower.

3.3.3.2.4. Obtain approval from Tower prior to authorizing aircraft to transit through areas released to Tower.

3.3.4. R-2516 Access Procedures.

3.3.4.1. To enter, depart, or operate in R-2516 for the purpose of conducting Airfield Operations when the Tower is open, pilots must have an active IFR or VFR flight plan on file and clearance from the Tower.

3.3.4.2. When Tower is closed, aircraft will not land, takeoff, operate on, or conduct approaches or traffic patterns to the airfield.

3.3.4.3. To conduct a full stop landing, takeoff, or operate on the airfield, pilots must have clearance from the Tower. Clearance for full stop (does not include full stop taxi backs during practice approaches either on runway or taxiways) or departing aircraft is based on notification from Airfield Management of a valid flight plan on file which comes through the AISR, via DD Form 1801, *DoD International Flight Plan*, or equivalent. An automated flight progress strip from the Tower's Flight Data Input Output (FDIO) equipment must be verified with Airfield Management for full stop (does not include full stop taxi backs) and departing aircraft. **NOTE:** This does not apply to transient aircraft conducting practice approaches that will not full stop land and receive airfield services.

3.3.4.4. Civilian aircraft transition of R-2516 is authorized only for aircraft in contact with Tower, Frontier Control, SBA TRACON or ZLA ARTCC. Civilian transition operations to the airfield are only authorized when the Tower is open and are restricted to low approaches only. The Tower may withdraw approval for transition work when traffic situations or airspace changes dictate.

3.4. Local Aircraft Priorities. Exercise activity will not interfere with operational mission flying. Air traffic controllers will use the following local aircraft priorities when sequencing arrivals and departures or prioritizing flight operations: **NOTE:** Local operational priorities must not take precedence over operational priorities listed in JO 7110.65, *Air Traffic Control*.

3.4.1. Designated mission priority aircraft.

3.4.2. Aircraft with controlled departure times.

3.4.3. Space Launch and recovery aircraft operations.

3.4.4. Higher Headquarters directed missions to include Distinguished Visitors (DVs).

3.4.5. Base assigned and deployed exercise aircraft operations, including practice approaches.

3.4.6. Transient aircraft practice approaches.

3.4.7. Base assigned and transient/test SUAS operations.

3.5. Local Frequencies/Channelization. Local Channelization is shown in **Table 3.1** below.

Table 3.1. Local Frequencies/Channelization.

Agency:	**UHF:**	**VHF:**	**LMR:**
Tower	326.2	124.95	Tower UAS Net
Ground Control	275.8	121.75	Tower Net
Clearance Delivery	275.8	121.75	
SBA TRACON	327.8	124.15	
ZLA ARTCC	269.5	119.05	
Automatic Terminal Information Service (ATIS)	257.975	133.125	
Pilot to Dispatch (Airfield Management)	372.2	126.2	
Pilot to Metro (Weather)	342.4	-	
Frontier Control#1 (Range Airspace)	256.0	121.4	
Frontier Control#2 (Range Airspace)	266.0	-	
Fire Department			Fire Con 1
Command Post	311.0	126.2	
Command Post	321.0	-	

3.6. Automatic Terminal Information Service (ATIS) Procedures. The Tower will broadcast ATIS messages anytime the airfield is open IAW JO 7110.65, *Air Traffic Control*. When the airfield is closed, a continuous message indicating that the airfield is closed will be broadcasted. Additional information may be included as deemed necessary by ATC.

3.7. VFR Weather Minimums. Ceiling at or above 1,000 ft and visibility at or greater than 3 miles. Aircraft must remain clear of clouds, and the Tower must maintain visual contact with the aircraft throughout the pattern.

3.8. Unusual Maneuvers. Tower will not approve unusual maneuvers within the Class D airspace unless they are essential to the performance of flights. The exception is departing aircraft requesting an unrestricted climb, which may be approved by the Tower after coordination with SBA TRACON (or ZLA ARTCC if SBA TRACON is closed) on a traffic-permitting basis. The Air Traffic Manager must approve all other requests for unusual maneuvers after coordination with appropriate FAA agencies. **NOTE:** Certain maneuvers may require an FAA waiver. Unusual maneuvers are defined as any aircraft operation that is not IAW locally established or JO 7110.65, *Air Traffic Control*, traffic pattern procedures (e.g., high speed passes, aerobatics, etc.).

3.9. VFR Traffic Patterns.

3.9.1. Helicopter and Small Aircraft Traffic Patterns (See **Attachment 10**, *Helicopter and Small Aircraft Traffic Patterns*). Pattern altitude 1,400 ft MSL. Unless otherwise instructed by Tower, right turns for runway 30 and left turns for runway 12. When weather or traffic is necessary, Tower may open a rectangular pattern with the same pattern altitude and general dimensions on the southwest side of the airfield.

3.9.1.1. Helicopters will avoid over-flying hazardous cargo loading operations on taxiway Alpha, taxiing or parked aircraft (maintain 100 ft lateral and 500 ft vertical clearance), and moving vehicles and not over-fly the Lompoc Federal Correctional Institution.

3.9.2. Rectangular Traffic Patterns (See **Attachment 11**, *Rectangular Traffic Patterns*). Pattern altitude 1,900 ft MSL. Unless otherwise instructed by Tower, left turns for runway 30 and right turns for runway 12. When weather or traffic is necessary, Tower may open a rectangular pattern with the same pattern altitude and general dimensions on the northeast side of the airfield. Entrance to this pattern can be made as requested and approved, or as directed.

3.9.3. Overhead Traffic Pattern (See **Attachment 12**, *Overhead Traffic Patterns*). Pattern altitude 2,400 ft MSL. Unless otherwise instructed by Tower, left turns for runway 30 and right turns for runway 12. **NOTE:** Departing aircraft will be instructed to remain at or below 1,900 ft MSL until reaching the departure end of the runway to protect the overhead pattern when it is in use.

3.9.4. Closed Traffic Pattern. Closed traffic patterns are authorized at the discretion of the Tower. All closed patterns will be flown in the same direction and at the same altitude as the standard patterns (e.g., overhead, rectangular and helicopter and small aircraft patterns) for that runway and type of aircraft unless specified otherwise by the Tower.

3.10. VFR Tactical Arrival and Departure Procedures. KVBG tactical arrival and departure procedures, rules and requirements that must be met before they can be flown are contained in **paragraph 5.4** of this instruction. Additionally, tactical arrival and departures are flown by aircraft from Travis AFB and procedures are contained in the SLD 30, 60 OG and 349 OG Letter of Agreement, *Vandenberg SFB Tactical Arrival/Departure Training*, and are utilized at KVBG by C-5, C-17, and KC-46 aircraft.

3.11. Intersection Departures. Intersection departures are authorized and will be conducted IAW JO 7110.65, *Air Traffic Control*. The pilot assumes full responsibility for performance data computation and compliance. The following distances are based on measurements from the appropriate runway end (threshold) to the closest edge of the intersecting taxiway. Distances are rounded down to the nearest 50 ft (See **Attachment 2**, *Airfield Diagram,* and **Figure A2.1**., *Airfield Diagram*). Intersection departures are not authorized at night due to wildlife hazards.

3.11.1. Runway 30:

3.11.1.1. From Taxiway D: 10,750 ft available.

3.11.1.2. From Taxiway A (midfield): 7,000 ft available.

3.11.2. Runway 12:

3.11.2.1. From Taxiway D: 4,150 ft available.

3.11.2.2. From Taxiway A (midfield): 7,900 ft available.

3.12. Transient Helicopter and Aircraft Operations.

3.12.1. During Visual Meteorological Conditions (VMC), transient helicopters can use the runway or other areas as approved or directed by Tower.

3.12.2. During Instrument Meteorological Conditions (IMC), transient helicopters will use the runway. Operations at other locations on the airfield may be approved by the Tower upon pilot request.

3.12.3. During IMC, itinerant aircraft are authorized to conduct SVFR transition of the Class D airspace within R-2516 and R-2517. Transition of R-2517 outside of the Class D airspace will only be authorized if the aircraft has a valid “whiskey” number issued by 2 ROPS approving the operations, or individual approval is received from Frontier Control.

3.12.4. During VMC, itinerant aircraft are authorized to conduct transition of the Class D airspace within R-2516 and R-2517.

3.13. Endangered Species Traffic Pattern Procedures. Aircraft involved with emergency operations that include in-flight emergencies, law enforcement, pre-launch patrol, search and rescue, wildfire suppression, or any other emergency situations are exempt from these procedures. Low altitude aircraft are likely to cause disruptions to endangered species in the Purisima Point area during standard (southwest of runway) VFR traffic pattern operations. Therefore, Tower will enforce the following procedures from 1 March to 30 September each year (or when notified by Installation CC that plover nesting season has started or completed):

3.13.1. Circling approaches to the southwest are prohibited unless an operational necessity dictates otherwise.

3.13.2. For right traffic to runway 12, aircraft conducting rectangular/closed traffic patterns will be advised to delay base turn until abeam Point Purisima or 3 DME.

3.13.3. For left traffic to runway 30, aircraft conducting rectangular/closed traffic patterns will be advised to execute crosswind turn prior to the departure end of the runway. If unable to execute crosswind turn prior to the departure end of the runway, fly runway heading and climb to 1,900 ft MSL before turning crosswind.

3.14. Class D Space Facilities Avoidance Areas. The following flight restrictions will be adhered to:

3.14.1. When controlling operations within the Class D airspace, Tower will instruct aircraft to avoid over-flying the area between the VBG TACAN R-157 and R-187 beyond a 3.5 NM radius from the TACAN and to remain north of the railroad spur line on the south side of the Santa Ynez River. These restrictions ensure avoidance of the TPQ-18 radar exclusion area (VBG TACAN R-166/4 DME) and the Hypergolic Fuels Storage Facility (VBG TACAN R-176/3.6 DME). Aircraft overflight requests will be coordinated on a case-by-case basis.

3.14.2. When controlling operations during periods when a Firefly rocket booster is elevated in preparation for a launch at Space Launch Complex 2 (SLC-2), located 1.9 NM West-Northwest of the airfield, Tower, Airfield Management, and the Firefly Program Management (PM) office will ensure the area is protected from aircraft or UAS overflights 2,000 ft AGL and below within a 1/4 mile radius of the site. The following will be accomplished to protect this area:

3.14.2.1. Firefly PM must notify Tower and Airfield Management that a Firefly rocket booster and payload will be elevated, and overflight restrictions are required at least 1 business day in advance and include the scheduled date and time of rocket elevation and anticipated launch date. Firefly PM will also notify Tower and Airfield Management when protection of the area and NOTAMs/flight restrictions are no longer required following launch.

3.14.2.2. Airfield Management will issue and cancel NOTAMs for the SLC-2 flight restrictions.

3.14.2.3. Tower will broadcast an advisory on the ATIS (including the "Airfield is Closed" message), issue the restrictions to all aircraft, and ensure that traffic pattern and other aircraft do not fly within the restricted area. Aircraft that must fly over the area will be 2,400 ft MSL and above. Additionally, low level overflights along the shoreline will be instructed to remain "feet wet" and over the water when transitioning past the Purisima Point/SLC-2 area.

3.15. Noise Abatement Procedures. Noise abatement procedures will not jeopardize safety and ATC procedures. Based on traffic situation, emergencies, or other considerations, Tower may use any available procedure consistent with governing directives and criteria. Airfield Management will ensure these procedures and any changes are coordinated with the effected airfield users and 30 CES/CEV for environmental impact analysis. These procedures are published in appropriate FLIP documents and this instruction. For noise abatement purposes, all aircraft will avoid over-flying the following noise sensitive areas except as dictated by mission requirements, ATC procedures, or the situation:

3.15.1. City of Lompoc.

3.15.2. Base housing areas.

3.15.3. Base medical clinic.

3.15.4. Vandenberg Village and Mission Hills housing developments.

3.15.5. La Purisima Mission State Historic Park.

3.15.6. Tower will instruct transient aircraft flying VFR traffic patterns to the northeast of the airfield to avoid over-flying the base medical clinic and housing areas.

3.16. Breakout, Go-Around and Missed Approach Procedures. All aircraft must maintain at least 500 ft lateral or vertical separation when over-flying aircraft on the runway. Responsibility for separation rests with the pilot. **NOTE:** Any aircraft unable to comply with the restrictions below will notify the Tower as appropriate. In the event the Tower directs a go- around, the following phraseology/ procedures apply:

3.16.1. Standard go-around:

3.16.1.1. **TOWER ACTION:** "[Call Sign], *GO-AROUND* [Reason]". If the overhead traffic pattern is in use, Tower must instruct the pilot to "*MAINTAIN AT OR BELOW 1,900 UNTIL DEPARTURE END*" if necessary to protect aircraft in the overhead pattern.

3.16.1.2. **PILOT ACTION:** The pilot will fly runway heading, and if directed by the Tower, maintain at or below 1,900 ft MSL until crossing the departure end of the runway, then climb out as instructed by SBA TRACON (or ZLA ARTCC if SBA TRACON is closed) or maintain VFR conditions if remaining with the Tower.

3.16.2. Offset go-around:

3.16.2.1. **TOWER ACTION:** "[Call Sign], *GO-AROUND LEFT/RIGHT SIDE* [Reason]." If the overhead traffic pattern is in use, Tower must instruct the pilot to "*MAINTAIN AT OR BELOW 1,900 UNTIL DEPARTURE END*" if necessary to protect aircraft in the overhead pattern.

3.16.2.2. **PILOT ACTION:** Pilot will offset laterally 500 ft left/ right of the runway (as directed) and if directed by the Tower, maintain at or below 1,900 ft MSL until crossing abeam of the departure end of the runway, then climb out as instructed by SBA TRACON (or ZLA ARTCC if SBA TRACON is closed) or maintain VFR conditions if remaining with the Tower.

3.16.3. Missed Approaches:

3.16.3.1. Runway 30 ILS and TACAN Missed Approach: Climb out VBG TACAN R-309 to WARRN and hold. Continue climb in hold maintain 4,000 ft.

3.16.3.2. Runway 12 ILS and TACAN Missed Approach: Climb out VBG TACAN R-119 until 20 DME (WATKN) and hold. Continue climb in hold maintain 7,000 ft.

3.17. Lost Communications Instructions. Radio-out/Lost Communication aircraft will follow procedures published in the Flight Information Handbook and JO 7110.65, *Air Traffic Control*.

3.18. Opposite Direction Operations (ODO). Specific ODO procedures between Tower and SBA TRACON are contained in the SLD 30 Air Traffic Control Tower (ATCT) and SBA TRACON LOA, *Inter-facility Coordination and Control Procedures*. Vandenberg SFB ODO procedures apply to all aircraft arriving or departing the airport, both VFR and IFR during times that SBA TRACON is providing approach control service. ODO is not required or authorized when ZLA ARTCC is providing approach control services to the Vandenberg SFB airfield.

3.19. Standard IFR Climb-Out Instructions. The standard IFR climb-out procedures are:

3.19.1. During times that SBA TRACON provides approach and departure control service:

3.19.1.1. Runway 30: "*TURN RIGHT HEADING 325, VECTORS* (approach in use) *FINAL APPROACH COURSE/FIX, MAINTAIN 4,000*".

3.19.1.2. Runway 12: "*FLY RUNWAY HEADING, VECTORS* (approach in use) *FINAL APPROACH COURSE/FIX, MAINTAIN 6,000*".

3.19.2. During times that ZLA ARTCC provides approach and departure control service:

3.19.2.1. Runway 30: "*FLY PUBLISHED MISSED APPROACH, CLIMB AND MAINTAIN 5,000*".

3.19.2.2. Runway 12: "*FLY PUBLISHED MISSED APPROACH, CLIMB AND MAINTAIN 5,000*". **NOTE:** Departing aircraft must be instructed to remain at or below 1,900 ft MSL until reaching the departure end of the runway to protect the overhead pattern when it is in use if necessary.

3.20. Local IFR Departure Procedures and Standard Instrument Departures (SIDS).

3.20.1. Runway 30 SID. VANDENBERG THREE DEPARTURE: Minimum climb rate to 700 ft. Climb on track 305 degrees to intercept MQO VORTAC R-154 at or above 1,300 ft direct to MQO. Cross MQO at or above 4,000 ft. Expect vectors to first filed fix/route prior to MQO.

3.20.2. Runway 12 SID. GAVIOTA THREE DEPARTURE: Minimum climb rate to 1,500 ft. Climb on track 120 degrees to 2,000 ft. Then climbing left turn to intercept the GVO VORTAC R-274 inbound to GVO. Cross GVO at or above 6,000 ft. Expect vectors to first filed fix/route prior to GVO.

3.20.3. VISUAL CLIMB ABOVE AIRPORT (VCOA): Runway 12/30: For climb in visual conditions with weather minimums of 1,700 ft ceiling and 2 ½ SM visibility. Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vandenberg airport at or above 1,900 ft before proceeding on course. Remain within 4 NM of Vandenberg airport during climb in visual conditions. NOTE: Aircrews must notify ATC prior to executing this VCOA procedure.

3.20.4. Diverse Vector Area (DVA) Departures (Radar Vectors).

3.20.4.1. Runway 30: Heading assigned by ATC; requires minimum climb of 296 ft per NM to 3,300 ft.

3.20.4.2. Runway 12: Heading as assigned by ATC; requires minimum climb of 247 ft per NM to 3,300 ft.

3.21. Radar Traffic Patterns and Availability of Radar Approaches. Radar traffic patterns are controlled by SBA TRACON and ZLA ARTCC. Aircraft and helicopters are typically vectored Northwest-Northeast of the airfield due to closed restricted airspace (R-2517). An altitude of 4,000 ft MSL and above is flown in a rectangular-shaped traffic pattern to an extended final approach course to runway 30/12.

3.21.1. Airport surveillance radar (ASR) and precision approach radar (PAR) approaches are not available.

3.22. Overflight Avoidance of Coastal Protected Endangered Species Areas. VSFB is habitat for several threatened and endangered species and contains many environmentally sensitive areas. See **Attachment 16**, *Overflight Avoidance of Coastal Protected Endangered Species Areas*, and **Figure A16.1.**, *Overflight Avoidance of Coastal Protected Endangered Species Areas*, for depiction of the areas and specific restrictions and procedures.

3.23. Model Rocket Launches. Agencies or individuals must submit requests to launch model rockets within the Class D/E/G airspace to Airfield Management and 2 ROPS Range Scheduling NLT 48 hours prior to planned operations. Requests must include POC name, organization, office and phone numbers, date/time, location (nearest Bldg number and coordinates in World Geodetic System (WGS84) format, maximum altitude of rockets, and number of launches.

3.23.1. Airfield Management will issue a NOTAM and relay the launch request information (date, time, location, altitude, etc.) to Tower to include the POC's phone number.

3.23.2. 2 ROPS will add operations to the range schedule.

3.23.3. Rocket launch POC must call Tower prior to launching each rocket to request approval, notify Tower when each launch is complete, and when complete for the day.

3.23.4. Tower will delay model rocket launches, execute required control actions as required to protect aircraft operations, issue traffic advisories to aircraft (location, altitudes, etc.), and include information on the ATIS. Aircraft operations have priority over all launches.

Chapter 4

UNMANNED AIRCRAFT SYSTEMS (UAS) OPERATIONS

4.1. Military, DoD-Sponsored, and all Other VSFB UAS Request Onboarding. VSFB is a 'No Drone Zone' which prohibits all UAS, or "drone" operations over the installation property boundary, a Special Security Instructions (SSI) area, and/or within restricted airspace without SLD 30/CC approval. Approval for mission related flights is contingent on UAS compliance with all DoD and FAA guidance. Recreational Unmanned Aircraft (UA) flights that are not members of the base Wing Busters Radio Control (RC) Recreational UA Club are prohibited on installation and within restricted airspace. See **paragraph 4.12** of this instruction for specific Wing Busters Radio Control (RC) Recreational UA Club policies and procedures.

4.1.1. IAW the current SLD 30/CC UAS Onboarding policy memorandum, all requests for UAS operations on VSFB must be submitted in advance of proposed SLD 30/CC Statement of Support (SoS) requests. Requests must be vetted through the SLD 30 Programs and Requirements Office (S5R) and SLD 30 UAS Program Manager (UAS PM) as defined in the current policy memorandum. S5R is the initial entry point for all UAS requests. Additionally, a government sponsor is required for non-DoD UAS programs and personnel. Operational requirements and installation support functions will be briefed to SLD 30/CD prior to the SLD 30/CC SoS and approval decision.

4.1.2. Vetted and SLD 30/CC approved UAS programs that have completed the Onboarding process with S5R must then coordinate with SLD 30/SEF and UAS PM for UAS Approval to Operate (ATO), Exception to Policy (ETP), and any other required flight approvals.

4.1.3. 30 CES/CEF (Fire Department) and 30 CES/CEX (Readiness and Emergency Management) must be notified off all UAS flight program approvals at VSFB and will be provided the UAS type/s and airframe composition technical data (fuel type, battery information, and airframe materials) and all planned payload/sensor types/materials that will be used to ensure this information is available in the event of an UAS crash and/or a fire occurs.

4.1.4. After Onboarding and flight approvals (ATO, ETP, etc.) are received, coordinate with 2 ROPS/DON, and 30 OSS/OSA for Local Operating Procedures (LOP) development, scheduling, deconfliction and integration with other aircraft flight operations. This includes proposals to conduct group 4 and 5 operations for emergency divert base designation use to/from the airfield, or groups 1-5 flights within KVBG Class D/E/G, and instrument approach and departure airspace.

4.2. VSFB Staging Areas/Segregated Operating Areas for Groups 1-3 and Other UAS. IAW DAFMAN 13-204, Volume 1, *Management of Airfield Operations*, Group 1, 2, and 3 UAS will generally have segregated airspace assigned to operate in that does not conflict with the normal flow of airfield air and ground traffic. To meet this requirement, UAS' in these groups must be segregated from instrument approach, departure, and missed approach procedure corridors, including the IFR climb/descent/crossing/holding areas and altitude assignments for these procedures which are published in the KVBG FLIPs.

4.2.1. Groups 1-3 transient (temporary flight testing, surveys, data collection, exercises, etc.) UAS programs/units should, to the extent possible stage and/or operate from the pre-established VSFB UAS staging/operating areas at the Boat Dock, Ferrini Ranch, Radio Rec, or Lompoc Terrace UAS or other locations in R-2517 (See **Attachment 15**, *VSFB Groups 1-3 UAS Staging and Operating Areas*). If operations must be conducted from areas within R-2516, FAA Certificates of Authorizations (COAs), DoD Airspace Access Approvals (AAA), and vertical and lateral airspace segregation will be utilized to ensure manned aircraft traffic flows are not impacted.

4.2.2. Groups 4-5 UAS will be handled in the same manner as manned flights. FAA COAs/DoD AAAs, visual separation, and vertical/lateral airspace segregation will be used to the maximum extent possible to keep the terminal area SUA inactive (cold) and enable concurrent segregated operations with manned aircraft in KVBG NAS airspace.

4.3. UAS Local Operating Procedures (LOP) Procedural Documents. Specific procedures for local UAS operations must be established in Local Operating Procedures (LOPs), i.e., Letter of Agreement (LOA) or Test Procedures Directive (TPD) between the SLD 30 and using agencies. 30 OSS/OSA and/or 2 ROPS/DON will complete the LOPs. Local UAS operations are defined as UAS operations that are conducted to/from the airfield, within KVBG Class D, E, G and Terminal Instrument Procedures (TERPS) airspace, VSFB SUA, or over any portion of base property. Procedures, proposals, airspace segregation, NOTAM requirements, safety no-fly areas, frequency de-confliction, scheduling, emergency recall of airspace, lost link, ditch, altitude caps, and other issues specific to base flying operations must be contained in this instruction and an LOP IAW AFMAN13-204, Volume 1, *Management of Airfield Operations*, DAFMAN13-204, Volume 2, *Airfield Management*, DAFMAN13-204, Volume 3, *Air Traffic Control*, AFMAN 11-502, *Small Unmanned Aircraft Systems,* and other AF and FAA guidance.

4.4. VSFB UAS FAA Certificate of Authorization (COA) and DoD Airspace Access Approval (AAA) Requirements. In addition to an LOP, all UAS units/coordinators requesting use of KVBG Class D, E, G, and instrument approach and departure airspace must, to the extent possible, coordinate with SLD 30/SEF, 30 OSS/OSA, 2 ROPS/DON, FAA agencies and ATC facilities, and AFSOC/A3OU and/or ACC/A3AA to develop and tailor an FAA COA/DoD AAA to allow UAS flights in the KVBG National Airspace System (NAS) airspace to facilitate concurrent segregated UAS and manned aircraft operations in the KVBG Class D/E/G airspace and minimize impact to airfield VFR and IFR manned aircraft operations. To the extent possible, the COA/AAA will be completed 60 days prior to planned operations.

4.5. Local UAS Procedures. The following UAS procedures will be used at VSFB following Onboarding, SLD 30/CC approval, and ETP/ATO approvals:

4.5.1. Unless otherwise coordinated, SLD 30 Spacelift, West Test Range, and scheduled airfield mission activities have priority.

4.5.2. Tower and/or 2 ROPS will provide a local area airspace and procedures familiarization briefing to all UAS pilots/operators.

4.5.3. The safety of manned aircraft will take precedence over unmanned aircraft in an emergency.

4.5.4. UAS pilots/operators will pre-coordinate all UAS missions with Airfield Operations, 2 ROPS, and other base agencies unless addressed in an LOP, schedule all UAS flights with 2 ROPS, and if required, obtain a PPR number from Airfield Management (Typically Groups 4 and 5 only). **NOTE:** The intent is primarily for advanced planning in scheduling, prioritizing and deconflicting UAS operations which may require airspace sanitation and/or segregation, and cause significant delays to manned aircraft and Airfield Operations.

4.5.5. Groups 1, 2, and 3 UAS will generally have segregated airspace assigned IAW **paragraph 4.2.1** of this instruction. Groups 4-5 UAS will be handled in the same manner as manned flights IAW **paragraph 4.2.2** of this instruction. Altitude caps will be assigned.

4.5.6. For Groups 4-5 UAS operations flying under provisions of a Class D, E, or G FAA COA or DoD AAA, the Tower Standard Terminal Automation Replacement System (STARS) Tower Display Workstation (TDW) must be operational and in service. Additionally, the UAS must be equipped with an operational mode 3/A transponder with altitude encoding, or mode S transponder (preferred) set to an ATC or Range assigned squawk.

4.5.7. UAS mission commanders, pilots, or SOFs will advise Tower and/or Frontier Control, or other Airspace Control Authority agencies of initiation and completion of flight operations. **NOTE**: 30 SFS SUAS operations can operate 24/7 and may be conducted outside of Tower and or Frontier Control operating hours. During these times, Command Post becomes the Airspace Control Authority and withdraws/returns R-2516 and/or other Special Use Airspace from/to Santa Barbara TRACON and/or Los Angeles Air Route Traffic Control Center.

4.5.8. If capability exists, all communications between Tower and UAS pilot/operator will be accomplished on 121.75 and 275.8 (Ground Control), 124.95 or 326.2 (Tower), and/or alternate Tower frequencies. Frontier Control frequency will be 121.4, 256.0, or as coordinated and assigned. Secondary, backup communications and/or telephone connectivity will be pre-coordinated.

4.5.8.1. Small UAS Groups 1-3 operators without VHF/UHF radio capability will use the LMR Tower UAS Net and/or LMR Range Net to communicate with Tower and/or Frontier Control during operations.

4.5.8.2. Radio check between UAS pilot/operator and Tower and/or Frontier Control will be conducted prior to operations.

4.5.9. Flight Planning. Flight plans (DD Form 1801, *DoD International Flight Plan*) will be filed for UAS flights to/from the airfield, as applicable. **NOTE:** UAS designations in the "Aircraft Type" section of 1801 flight plans are not recognized by the Air Route Traffic Control (ARTCC) host computer. Therefore, include the UAS designation in the remarks section of all IFR flight plans. For additional guidance see the *General Planning Guide*. If UAS is departing VFR and remaining in the local area within active SUA, the flight plan will not be entered into the FAA host computer.

4.5.10. Tower will, and only where specifically addressed, Frontier Control and UAS Pilots/Operators will:

4.5.10.1. Tower will describe UAS (small-UAS [SUAS] and/or Remotely Piloted Aircraft (RPA) to other aircraft by stating "*unmanned aircraft/unmanned* [TYPE])". PHRASEOLOGY: "*ACID, UNMANNED AIRCRAFT/UNMANNED RQ-4*"

4.5.10.2. Aircraft Category: For ATC separation and sequencing, classify UAS as “Category III”, subject to change dependent on the COA/AAA or appropriate guidance.

4.5.10.3. Prior to commencing and at the conclusion of UAS operations, advise SBA TRACON and/or when applicable, ZLA ARTCC that UAS operations are being conducted or terminated.

4.5.10.4. Update the ATIS to reflect when UAS operations are conducted within the terminal area and when they terminate. Include in the ATIS broadcast remarks that "*UNMANNED AIRCRAFT OPERATIONS ARE IN PROGRESS*.” This advisory is required once a UAS requests to taxi or launch, and 15 minutes prior to its estimated time of arrival, if operating outside of the terminal airspace, or for UAS flights that do not originate or terminate from the airfield but are within KVBG Class D/E/G/SUA, i.e., FAA COA/DoD AAA or Title 14 CFR, Part 107 operations.

4.5.10.5. Terminate ATIS advisory when UAS operations are complete; UAS is not returning for over one hour, or when the UAS lands, exits the runway, and no longer poses a potential impact to taxi or local flight operations.

4.5.10.6. Tower will provide UAS traffic count data on all UAS categories IAW DAFMAN 13-204, Volume 3, *Air Traffic Control*.

4.5.10.7. Issue cautionary wake turbulence advisories, and the position, altitude, and direction of flight to landing UAS operators/pilots, if in your opinion, wake turbulence may have an adverse effect on the aircraft. Wake turbulence rules cannot be waived by the operator/pilot

4.5.10.8. Segregate manned aircraft and UAS operations and direct traffic pattern, IFR circling approach, and other required flight restrictions when R-2517/R- 2516 and/or their sub-areas are active/closed and there is UAS flying within Class D/E/G airspace, i.e., discontinue VFR patterns/circling approaches on the Southwest side of the airfield, flight avoidance, holding within segregated areas, land/ground UAS, etc..

4.5.10.9. Segregate and de-conflict UAS traffic from manned aircraft and other UAS traffic within the Class D/E/G airspace IAW COAs/AAAs issued by the FAA/DoD and applicable LOP guidance for flight operations within these areas when R-2516/R-2517 are not active/closed and are released by Frontier Control to ATC in National Airspace System (NAS) mode use.

4.5.10.10. Separation and Sequencing.

4.5.10.10.1. UAS cannot be instructed to follow another aircraft or UAS.

4.5.10.10.2. Visual Separation. Use of visual separation between UAS and manned aircraft or UAS and UAS is not authorized. This does not restrict the Tower controller's ability to visually separate aircraft.

4.5.10.10.3. Special Visual Flight Rules (SVFR) are not authorized by UAS.

4.5.10.10.4. Simultaneous Same Direction. All UAS will be treated in accordance with FAAO JO 7110.65, *Air Traffic Control*.

4.5.10.10.5. Tower will issue cautionary wake turbulence advisories, and the position, altitude, and direction of flight to landing UAS operators or pilots, if in their opinion, wake turbulence may have an adverse effect on the aircraft. Wake turbulence rules cannot be waived by the operator/pilot.

4.5.10.10.6. During UAS lost link, the Tower may activate the PCAS. However, it may not require the same level of rescue services provided for normal emergencies. UAS pilot/operator will determine required rescue services and Fire department will be notified for coordination of base property and ocean recovery.

4.5.10.10.7. If lost link occurs, UAS pilot/operator will immediately notify Tower/Frontier Control with the following information, if applicable:

4.5.10.10.7.1. Time of lost link.

4.5.10.10.7.2. Last known position.

4.5.10.10.7.3. Altitude.

4.5.10.10.7.4. Route of flight.

4.5.10.10.7.5. Confirm execution of lost link procedures, to include orbit points and squawk 7400. **NOTE:** The Tower STARS display will indicate “LL” in in the data block when a squawk of 7400 is received.

4.5.10.10.7.6. Confirm pilot/observer has visual contact with UAS.

4.5.10.10.7.7. Communications procedures and preplanned flight termination points, if the recovery of the UAS is deemed unfeasible.

4.5.10.10.8. Lost link procedures are dependent upon airframe and operations and will be outlined in accordance with local procedures and FAA JO 7110.65, *Air Traffic Control.*

4.5.10.10.9. Emergency Airspace Recall or Required UAS Landing Procedures. In the event VSFB airspace is required for UAS or manned aircraft emergency, or other emergency operations, Tower or Frontier Control will instruct UAS pilot/operator to proceed to LOJAC (or other designated lost link area) lost link/hold area and hold, return airspace to ATC (NAS mode) for manned aircraft operations, or withdraw SUA and land the UAS.

4.5.11. Airfield Management will:

4.5.11.1. Publish a FLIP (IFR Supplement) advisory to that effect. **NOTE:** Example FLIP entry “Use extreme caution for extensive UAS ops in the vicinity”,

4.5.11.2. If required or requested, issue NOTAMs to alert aircrews to specific areas and times of UAS operations.

4.5.11.3. Airfield Markings and Signage. All changes to airfield signage/markings along established UAS taxi routes will be coordinated with UAS units prior to implementation.

4.5.11.4. Pass airfield status changes to UAS operators in a timely manner.

4.5.12. 2 ROPS/DON will: schedule VSFB Special Use Airspace (SUA), as required, before UAS operations are conducted.

4.6. SLD 30 and 27th Special Operations Group (27 SOG, Cannon AFB) MQ-9 Operations. Procedures for conducting 27 SOG manned aircraft and MQ-9 operations at KVBG are contained in the SLD 30 and 27 SOG LOA, *Manned and MQ-9 Remotely Piloted Local Flying Guidance,* and applicable FAA COAs/DoD AAAs. Contact 30 OSS/OSA for inquiries pertaining to the current Letter of Agreement and COAs/AAAs.

4.7. 30 SFS Small UAS (SUAS) Operations. Procedures for conducting SUAS operations at VSFB are outlined in the SLD 30 SUAS LOA, *30 SFS SUAS Operations*, and applicable FAA COA/DoD AAA. Contact 30 OSS/OSA for inquiries pertaining to the current SUAS Letter of Agreement.

4.8. X-37B Orbital Vehicle (OV) Contingency Landing Operations. Procedures for conducting X-37B landing operations at VSFB are outlined in the SLD 30 Plan 13-1, *X-37B Contingency Landing Plan*, and Boeing SUAS Quadcopter LOP for conducting SUAS operations over the airfield during X-37B landings and runway recovery exercises/rehearsals. Contact 2 ROPS/DOF (for 13-1) or 30 OSS/OSA (for SUAS Quadcopter LOA) for inquiries concerning these documents.

4.9. Stratolaunch Talon and Sierra Space Dream Chaser UAS Operations. Procedures and information for conducting landing of unmanned Talon and Dream Chaser unmanned vehicles on the runway can be obtained by contacting 2 ROPS or 30 OSS/OSA.

4.10. UAS Airfield Emergency Divert Base Designation and Operations. A UAS launched from a different airfield may require an emergency landing at the KVBG airfield. 30 OSS/OSA will coordinate, plan, and execute requests to designate the airfield as an Emergency Divert Base IAW AFMAN13-204, Volume 1, *Management of Airfield Operations*, and this instruction. The AOF/CC will notify HQ AFMC/A3OO and S5R if VSFB is contacted to be an Emergency Divert Base and will ensure procedures are developed and contained in an LOA/LOP for:

4.10.1. Procedures to notify the respective command post of any/all changes in airfield status.

4.10.2. Engine shut down, towing procedures and coordination.

4.10.3. Notification procedures for specific dates/time windows airfield is a divert option.

4.10.4. Other required communications, control (planned flight routes, altitudes, orbit/hold areas) and lost link/emergency procedures, etc., as contained in this instruction.

4.10.5. Agencies requesting to designate the KVBG airfield as a UAS emergency divert base must:

4.10.5.1. Submit requests to the 30 OSS/OSA AOF/CC.

4.10.5.2. Be Onboarded though S5R IAW **paragraph 4.1** of this instruction.

4.10.5.3. Receive an approved COA/AAA from the FAA/DoD for KVBG arrivals and follow on departures, as required.

4.10.5.4. Complete an LOA/LOP with SLD 30.

4.11. Civilian Remote-Controlled Model Aircraft, Recreational UA, Commercial Off-The-Shelf SUAS, Quadcopter, and Drone Flight Operations. A UAS is defined as any contrivance invented, used, or designed to navigate or fly in the air and operated without the possibility of direct human intervention from within or on the aircraft. A remote-controlled model aircraft and other commercially purchased recreational systems (RC aircraft), to include corporate or privately owned "quadcopters" and "drones" fall within the definition of an unmanned aircraft. (FAA) Modernization and Reform Act of 2012, Public Law 112-95, Section 331). **NOTE:** AS OF THIS PUBLISHING DATE UNTIL FURTHER NOTICE THERE IS A DOD-WIDE SUSPENSION/SHUT DOWN OF ALL COMMERCIAL OFF-THE-SHELF (COTS) CIVILIAN AND CORPORATE SUAS/REMOTE CONTROLLED (RC) RECREATIONAL MODEL AIRCRAFT AND SUAS/DRONE/QUADCOPTER FLIGHT OPERATIONS OVER DOD PROPERTY OR SUA. THIS INCLUDES TITLE 14, CFR, PART 107 RULES FLIGHTS. COTS SUAS FLIGHTS OVER ANY PORTION OF VSFB PROPERTY ARE PROHIBITED UNLESS A REQUEST HAS BEEN ONBOARDED THROUGH S5R AND APPROVED BY SLD 30/CC, SLD 30/SEF AND UAS PM. ADDITIONALLY, THE OFFICE OF UNDER SECRETARY OF DEFENSE (USECDOW) AND/OR SECRETARY OF THE AIR FORCE MUST APPROVE REQUIRED COTS AND/OR EXCEPTION TO POLICY, AND ANY OTHER REQUIRED WAIVERS. A WAIVER TO THIS POLICY CAN BE SUBMITTED TO THE USECDEF. COTS SUAS OPERATORS SEEKING A USECDOW WAIVER CAN CONTACT SLD 30/SEF OR UAS PM FOR ADDITIONAL INFORATION.

4.12. Wing Busters Radio-Controlled (RC) Recreational UA Club. The only Recreational UA/SUAS/quadcopter/drone operations permitted over base property or in KVBG Class D/G airspace or VSFB SUA are those conducted by the Wing Busters RC Recreational UA Club.

4.12.1. 30 FSS is responsible for obtaining, updating, renewing, and distributing required DoD SUAS waivers for Wing Busters RC Recreational UA Club SUAS models flight approval and names of club SUAS operators to SLD 30/SEF, UAS PM, 30 OSS/OSA, and other required agencies.

4.12.2. All Wing Busters operators will comply with the current FAA Air Circular Number 91-57D, *Exception for Limited Recreational Operations of Unmanned Aircraft*. Additionally, FAA rules for registration, operations, and statutory requirements are available from the FAA's UAS website, which can be found at the following link: **https://www.faa.gov/uas/**. Wing Busters operators are required to check this website periodically and adhere to all applicable changes to current policies. Failure to register may result in both civil and criminal penalties.

4.12.3. The Wing Busters RC Recreational UA Club conducts flight operations on KVBG within Class D/G/ SUA in a manner that does not interfere with and gives way to any other aircraft. Class G airspace takes effect below 700 ft above ground level (AGL) when the airfield is closed.

4.12.4. The Wing Busters landing strip is located 2 nautical miles North-Northeast of the airfield at VBG TACAN R-029/2 DME. The club will conduct flight operations within a 1/2-mile radius of a 330' long asphalt paved landing strip at or below 400 ft AGL. Club flight operations are limited to VFR weather conditions (ceiling at or above 1,000 ft and visibility at or above 3 miles as reported by KVBG weather observer).

4.12.5. Wing Busters Recreational UA are limited to not more than 55 lbs.

4.12.6. At the direction of SLD 30/CC, only club members in good standing are authorized to operate Recreational UA. This is necessary to enhance flight safety by ensuring all users of the facility are aware of the club's operating procedures and appropriate agencies are notified when the Wing Busters designated flight area will be in use.

4.12.7. Recreational UA must not be flown in a careless or reckless manner that could endanger people or other aircraft.

4.12.8. Recreational UA cannot be flown for payment or commercial purposes unless special FAA and SLD 30 Commander authorization has been obtained.

4.12.9. Operators must comply with base photography directives if the Recreational UA is equipped with a camera, photographic, video, optical sensor or other data collection device. (Memorandum: Current Photography Authorization Directive).

4.12.10. Use of Recreational UA is prohibited during force protection conditions (FPCON) Charlie or Delta.

4.12.11. Wing Busters Recreational UA operators must post appropriate signs in their operating area as necessary to increase awareness of club policies and procedures. Any changes to the club's constitution and bylaws which affect their flight procedures will be coordinated with 30 OSS/OSA prior to publication and implementation.

4.12.12. Wing Busters will notify Airfield Management during duty hours (0730L–1700L, M–F) and CP during non-duty hours of intentions to conduct RC aircraft activity. This notification will be made at least 30 minutes prior to the scheduled activity and will include name/s, the time and duration of the activity, number of models and operators, and contact information for any required communications.

4.12.13. Airfield Management will relay the Recreational UA activity to Tower to include the duration of the activity. If the activity is to occur after the closure of the airfield, Airfield Management will notify CP and pass on the same information.

4.12.14. Tower will advise aircraft or UAS entering, exiting, or conducting operations in the Class D/SUA when Recreational UA flying is underway. This advisory may be broadcast on ATIS.

4.12.15. The CP will advise Airfield Management of ongoing or planned Recreational UA activity when the airfield opens following a closure, or for after-hours operations. The CP must refer any Wing Busters Recreational UA scheduling requests to Airfield Management when the airfield is open.

4.12.16. When notified of a planned Recreational UA operation, the Tower, Airfield Management, or Frontier Control may deny or terminate operations if they impact the safety of other operations at the KVBG airfield or in Class D/G/SUA.

4.12.17. Wing Busters Recreational UA operators will check NOTAMs for the KVBG airspace (area KVBG) which address operations near the airport prior to beginning operations. NOTAMS can be provided by Airfield Management or found online at the following link: **https://www.notams.jcs.mil/PilotWeb/notamRetrievalByICAOAction.do?method=displayByICAOs&reportType=REPORT&formatType=ICAO&retrieveLocId=KVBG%20&actionType=notamRetrievalByICAOs**

4.12.18. Wing Busters Recreational UA operators will elevate the club operations flag at the Wing Busters operating area when commencing operations and lower/remove it when complete.

4.13. Unauthorized Operations and Use of UAS (including Quadcopters and Drones), and Recreational Unmanned Aircraft. Any individual who is operating a UAS or Recreational UA in violation of the policies contained herein may have their Recreational UA confiscated by 30 SFS. Violation of this paragraph and other policies and laws may subject individual to both civil and criminal penalties. **NOTE:** 30 SFS has the authority to seize and confiscate unauthorized UAS under CFR, Title 49, U.S.C §40103(B)(3) & § 46307, and Title 14, CFR Parts 101 & 107 & 10 (United States Code (U.S.C.) § 130i) within VSFB installation property/jurisdiction.

4.13.1. UAS flights are prohibited except as specifically authorized by the Installation Commander. Any unauthorized UAS/RC aircraft operated on VSFB for surveillance, photography, video, or any other data collection purpose, may be immediately disabled, damaged, destroyed, seized or confiscated. Unauthorized UAS operators may be subject to criminal prosecution, fines, and loss of operator privileges under CFR, Title 49 U.S.C §40103(B)(3) & § 46307, and Title 14, CFR Parts 101 & 107 & 10 U.S.C. § 130i). Any data collection device found on an UAS/RC aircraft may be seized and searched. All data, including but not limited to videos, photographs, aerial mapping, and any other reproducible information, relating to or concerning VSFB will be seized and may not be returned to the individual conducting data gathering. Violation of this paragraph may subject individual to both civil and criminal penalties. **NOTE 1**: "Intercepted" may mean having an RC pilot ground the plane, or in extreme real-world hazardous situations may mean taking measures to physically destroy the vehicle in flight. **NOTE 2**: "Data collection device" means any surveillance device to collect video, pictures, radio signals, etc. outside the model aircraft. The intent is not to limit collection of on-board aircraft status or performance such as fuel level, receiver voltage, etc.

4.13.2. Violations should be reported immediately to 30 SFS Base Defense Operations Center (BDOC) at (805) 606-3911/3912.

4.14. Title 14, CFR, Part 107 SUAS Operations in Class D/G Airspace and SUA. All units or companies requesting to fly a UAS, including SUAS on VSFB property or SUA, must follow Title 14, CFR, Part 107, *Small Unmanned Aircraft Systems*, receive USECDEF/SAF COTS waiver and/or all other required ETP approvals, and contact S5R for Onboarding IAW **paragraph 4.1** of this instruction. Additionally, a government sponsor is required for non-DoD UAS programs and personnel. SLD 30/CC approval is required prior to coordinating and scheduling any SUAS operations. Once approved, the below procedures and policies apply.

4.14.1. During daylight hours only, non-recreational civilian/corporate unmanned aircraft that weigh less than 55lbs and operated by a Title 14, CFR, Part 107, *Small Unmanned Aircraft Systems,* certified pilot 400 ft. AGL or below or within 400 ft of a structure are now allowed to operate within uncontrolled and controlled airspace without airspace segregation/sterilization, or SUA closures (in most cases).

4.14.2. Operations must be for official business only and:

4.14.2.1. Coordinated with, approved and scheduled by SLD 30/SEF, UAS PM, 2 ROPS/DON and/or other designated base officials, i.e., Tower or Airfield Management personnel (if within 3 miles of the airfield).

4.14.2.2. Conducted IAW Title 14, CFR, Part 107, *Small Unmanned Aircraft Systems*, rules, this instruction, and other LOP guidance i.e., local TPD or LOA.

4.14.2.3. Comply with all base "no-fly" area restrictions provided by SLD 30/SEF, 2 ROPS, and 30 OSS/OSA.

4.14.2.4. Be coordinated with Tower and/or SBA TRACON (if necessary) if operations are conducted in Class D, E, and G airspace.

4.14.2.5. Operations with a 3 NM radius of the airfield may require an LOP with 30 OSS/OSA and 2-way radio communications with Tower.

4.15. FAA SUAS Facility Maps. Due to safety and security concerns and the complexities of operating in the VSFB SUA environment, SUAS facility maps for KVBG and VSFB SUA will not be provided to the FAA for dissemination to the public.

Chapter 5

TRANSIENT AIRCRAFT EXERCISE/TRAINING SPECIAL OPERATIONS

5.1. Aircraft Exercise/Special Operations Training Procedures Planning and Approval. Parachute drop zone (DZ), airfield lights out/night vision devices (NVD), Forward Area Refueling Point (FARP)/hot pit, C-130/E-2/C-2/C-12/V-22 aircraft tactical traffic patterns, engine running offloads/onloads (ERO), combat offload, and helicopter landing zone (HLZ) operating procedures are contained in this chapter. Transient aircraft units/organizations that want to utilize procedures contained in this chapter must:

5.1.1. Complete the SLD 30 Exercise Customer Process checklist provided by SLD 30, and a Support Agreement (Fiscal Service Form 7600A/7600B) at least 60 days in advance, if applicable. **NOTE:** Some transient aircraft that request use of **Chapter 5** procedures during published operating hours, i.e., tactical traffic patterns only, do not require these documents unless other reimbursable services are requested.

5.1.2. Be briefed by 30 OSS/OSA, complete familiarization training on procedures contained in this instruction, and document completion of training and the request for use on a separate approved signatory Memorandum of Agreement (MOA) document signed by their senior operational commander and the SLD 30/CD-O (See **Attachment 20**, *Transient Unit Request Memorandum Example – Special Operations Training and Exercise Procedures Use Requests)*. The signed Memorandum must be submitted to 30 OSS/OSA for record. 30 OSS/OSA can be contacted at DSN 276-4264/6287 or Commercial (805) 606-4264/6287. Participating units will ensure all associated, partner, and participating flying units receive a copy of this instruction and are briefed on participating aircraft commander and aircrew responsibilities prior to conducting any operations in this Chapter. Transient aircraft that are deployed to KVBG (for mission operations, exercises, training etc.) are exempt from PPR numbers while flying local sorties; however, they must still file local area flight plans during their KVBG training, exercise or deployment sorties and obtain a PPR number for their initial arrival to the airfield.

5.1.3. Provide funding for reimbursable expenses, which include but are not limited to costs associated with operations beyond the Airfield's published operating hours, and applicable TA/AGE, ATC, Range, Fire Department, and mowing services/portable toilet costs, etc. SLD 30 is responsible for establishing a Job Order Number (JON) and providing cost estimates for each service category. The unit is responsible for sending a Military Interdepartmental Purchase Request (MIPR) with the required funds to the 30th Comptroller Squadron (30 CPTS) NLT 45 days prior to planned operations. Final MIPR completion is required at least 21 days prior to the start of operations.

5.1.4. Complete all required work and dig permits (AF Form 332/103, *Base Civil Engineering Work/Clearance Request)*, environmental assessments (DAF Form 813, *Request for Environmental Impact Analysis*), and coordinate with Frequency Management, 30 SFS, 30 LRS, 30 CES, and other key base support agencies.

5.1.5. Transient units/organizations are also responsible for conducting required site surveys for Drop Zones, Landing Zones, Helicopter Landing Zones, and Forward Area Refueling Point use and completing AF Form 3823, *Drop Zone Survey*, AF Form 4066, *Forward Area Refueling Point (FARP) Site Survey*, and AF Form 4303, *Helicopter Landing Zone Survey*. All siting must comply with DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, and AFI 11-235, *Specialized Fueling Operations*, and AFMAN 11-2 (aircraft model/MDS Specific), *Flying Operations*. **NOTE:** Surveys that are in place and are current can be used by requesting units/organizations. Existing surveys expire after 5 years, and transient units are responsible for re-accomplishing expired surveys.

5.2. Airfield Lights-Out NVD Operations. Concept of operations: authorized aircraft may conduct airfield lights-out operations within KVBG Class D and airfield to include FARP, infiltration/exfiltration training, emergency procedures training, and in-place crew changes. Nonparticipating aircraft and vehicles will not mix with participating aircraft or vehicles in any traffic pattern or on any CMA/aircraft Ramp. VFR itinerants and overflights are authorized. For the purposes of handling by Tower, the following definitions apply:

5.2.1. Participating aircraft are only those aircraft engaged in, and part of, the NVD operation.

5.2.2. Non-participating aircraft are all other aircraft.

5.2.3. NVD use by Tower (limitations on ATC separation responsibilities): NVDs must only be used as an aid for air traffic controllers to assist in maintaining air traffic situation awareness and airfield surveillance during periods of aircraft operations at airfields with reduced lighting configurations. NVDs must not be used to provide separation services and are intended to enhance situational awareness only.

5.2.4. Requesting units must contact KVBG Airfield Management at DSN 276-4129 or Commercial (805) 606-4129 or with the requests NLT 45 days prior to planned lights-out operations.

5.2.5. Priority: Unless dictated by higher priority mission aircraft operations, scheduled lights-out operations have priority over unscheduled nonparticipating aircraft requests. Unscheduled lights-out operations have last priority.

5.2.6. Weather minimums: weather requirements for NVD air land operations are IAW AFMAN 11-202 Volume 3, *Flight Operations*, i.e., USAF Class D VFR cloud clearance and visibility minimums apply. Minimum weather requirements are visibility 3 SM or better, ceiling at or above 1,500 ft (500 ft above the lowest KVBG rectangular pattern altitude of 1,400 ft MSL). A higher cloud ceiling is required if using higher altitude traffic pattern, i.e., 2,000 ft or higher cloud ceiling is required to fly the 1,900 ft rectangular pattern). **NOTE:** Weather ceilings are reported in AGL.

5.2.7. Airfield and Tower cab lighting: During operations, the following airfield lights must be turned off unless otherwise requested by the aircrew: runway/taxiway lights, PAPIs, approach lights, and parking Ramp stadium lights. Airfield obstruction lights and the airfield rotating beacon must remain on. Tower will maintain the lowest practical light setting in the cab. Airfield lighting must be turned on IAW JO 7110.65, *Air Traffic Control*, for nonparticipating aircraft.

5.2.8. Emergency/ “KNOCK-IT-OFF”. Aircrew and Tower may initiate a “KNOCK-IT-OFF”. Tower will state “*NORMAL LIGHTS COMING UP*,” wait 10 seconds, and then turn the lights on. This will allow the aircrew to take off NVD equipment prior to the lights coming up.

5.2.9. Emergency or intrusion aircraft handling: Lights-out operations must be immediately suspended, and Tower/aircrews must direct a “*KNOCK-IT-OFF*” if:

5.2.9.1. A nonparticipating unidentified aircraft enters Class D airspace.

5.2.9.2. A participating aircraft experiences a no radio (NORDO) situation.

5.2.9.3. An emergency has been declared.

5.2.9.4. Lights-out operations may be resumed when the intrusion, NORDO, or emergency has been resolved/terminated.

5.2.10. Nonparticipating aircraft handling: Lights-out operations must be suspended before a nonparticipating arrival enters Class D airspace for landing or a nonparticipating departure begins to taxi. **NOTE:** VFR Itinerants and overflights are authorized.

5.2.11. Pattern use limitations: During multiple aircraft operations limit approaches and departures to same-direction operations. Opposite direction operations are prohibited. Note: Simultaneous use of runway and taxiway Alpha parallel are authorized.

5.2.12. Trans-load operations: FARP and Trans-load operations require prior coordination with Airfield Management and are normally conducted on the aircraft parking Ramp. Airfield Management will publish applicable NOTAMs to close affected areas and restrict operations, as required.

5.2.13. Taxi and Vehicle Routes: Standard routes must be utilized.

5.2.14. Ramp operations: Lights-out operations that include the ramp, stadium and taxiway lighting must be specifically coordinated with Airfield Management and should be included in the initial request outlined in **paragraph 5.1**.

5.2.15. Aircrews must:

5.2.15.1. Coordinate Class D and traffic pattern entry, re-entry and exit points with Tower.

5.2.15.2. Utilize published traffic patterns.

5.2.15.3. To ensure a maximum level of situational awareness, ensure all participating aircraft are operating on and continuously monitoring the same Tower frequency.

5.2.15.4. Continuously monitor guard frequency.

5.2.15.5. Ensure situational awareness is maintained on the position of all participating aircraft while operating in KVBG Class D and the runway environments and remain vigilant for intrusions from nonparticipating aircraft or vehicles. **SAFETY NOTE:** During lights-out operations, position reports must be used to ensure positive control. Aircrews may observe ground traffic and other airfield hazards not visible to controllers. It is incumbent on aircrews to see and avoid such hazards and to report such situations to Tower immediately.

5.2.15.6. Operate aircraft lighting IAW Title 14, CFR, Part 91, Section 91.209, *Aircraft Lights*, AFMAN 11-202, Volume 3, *Flight Operations,* AFMAN 11-214*, Air Operations Rules and Procedures,* AFMAN 11-2 (aircraft model/MDS Specific), *Flying Operations*, and applicable supplements. **NOTE:** There are currently no exceptions to 14 CFR Part 91 Section 91.209, *Aircraft Lights,* granted by the FAA allowing aircraft lights- out operations within any Tower surface area airspace class within the U.S.

5.2.15.7. After landing, report when off the runway (past the runway hold line).

5.2.15.8. Obtain ground control approval prior to commencing FARP or trans-load operations.

5.2.15.9. Advise Tower on initial contact if requesting lights-out for NVD operations.

5.2.15.10. Ground operations can be conducted on the CMAs and aircraft parking Ramp.

5.2.15.11. Ensure correct minimum lunar moon illumination exists for their specific aircraft.

5.2.16. Ground Support Crews must:

5.2.16.1. Ensure compliance with Airfield Controlled Area access (Entry Authorization List, etc.), base security, driving and CMA procedures IAW DAFI 13-213, SLD 30 Supplement, *Airfield Driving,* and this instruction. **NOTE:** Vehicle operations will be kept to a minimum during periods of reduced airfield lighting and FARP operations.

5.2.16.2. Vehicle Lighting Requirements. Vehicles operating on the airfield must utilize proper lighting IAW the DAFI 13-213, SLD 30 Supplement, *Airfield Driving*. Vehicles will maintain radio communications with the Tower while operating within the CMA.

5.2.17. Airfield Management must:

5.2.17.1. Provide airfield driving training as needed.

5.2.17.2. Conduct an Airfield check prior to the start of any NVD operations.

5.2.17.3. Not approve any conflicting airfield activities during scheduled Lights-out operations unless higher mission operations are required. Airfield Management will notify participating unit of scheduling changes or conflicts ASAP.

5.2.17.4. Disseminate the following NOTAM prior to commencement of scheduled lights-out operations: Airfield lights-out operations in progress. Airfield closed to all unscheduled nonparticipating aircraft. For unscheduled operations (approved by Tower) disseminate the following NOTAM: Airfield lights-out operations in progress on a noninterference basis with nonparticipating aircraft.

5.2.17.5. Turn off main Ramp stadium lights during Airfield lights out FARP operations.

5.2.18. Tower must:

5.2.18.1. Terminate all nonparticipating traffic patterns, vehicle, and other airfield activities prior to approving lights-out operations. VFR itinerants and VFR/IFR overflights are authorized.

5.2.18.2. Prior to commencing lights-out operations, notify Airfield Management and SBA TRACON, ensure NOTAMs are in place or issued, and enter a remark on the ATIS.

5.2.18.3. Unless otherwise requested, turn off Airfield lighting and dim Tower cab lighting as outlined in **paragraph 5.2.17** above, upon initial contact with aircrews.

5.2.18.4. Prohibit any nonparticipating aircraft from taxiing, arriving, or departing the airfield during Lights-out operations.

5.2.18.5. Utilize pilot position reports to ensure positive control of runways/taxiways i.e. delay landings if a previous arrival has not reported off the runway.

5.2.18.6. Tower will not clear participating aircraft to land. Tower will issue safety advisories (such as traffic or observed hazards) but will instruct the participating aircraft "*LANDING WILL BE AT YOUR OWN RISK*".

5.2.18.7. Termination/Restart/Transition Procedures. Lights out approaches will not be authorized if a non-participating aircraft is 15 flying miles by the time the participating aircraft has exited the runway and the airfield lights have been turned on. If non-participating aircraft need to utilize the runway, the Tower will advise the participating aircraft, "*NORMAL LIGHTS COMING UP*", wait 10 seconds, and then turn the lights on. This will allow the aircrew to take off NVD equipment prior to the lights coming up. Tower will then provide control instructions and participating aircraft can go-around, hold, or continue with normal lighting while waiting to continue with NVD landings.

5.2.18.8. Notify aircraft and receive acknowledgement prior to turning lights back on.

5.2.18.9. During multiple aircraft lights-out operations, limit approaches/departures to same-direction operations. Opposite direction operations are prohibited. Simultaneous same-direction use of the runway and taxiway Alpha parallel is authorized.

5.3. FARP/Hot Pit Refueling Operations. The VSFB Petroleum, Oils and Lube (POL) shop does not have proper hoses for Hot Pit refueling. VSFB POL should be contacted if these operations are requested.

5.3.1. Scheduling: Requesting units must contact Airfield Management with the request to conduct these operations no later than 30 days prior to planned FARP/Hot Pit operations.

5.3.2. Requesting units must coordinate with the Airfield Manager for copy of current FARP/Hot Pit site surveys or waivers. Only current FARP/Hot Pit surveys or waivers that are approved can be utilized. If no current approved FARP survey or waiver exists, i.e., a previously used survey has expired, the requesting unit is responsible for conducting a new/updated FARP/Hot Pit site survey or waiver IAW AFI 11-235, *Specialized Refueling Operations,* and completing AF Form 4066, *Forward Area Refueling Point (FARP) Survey*.

5.3.3. For FARP and Hot Pit operations, with prior approval from VSFB POL, only qualified personnel from the requesting unit will operate the refueling equipment. VSFB TA/AGE and fuel personnel are not qualified or authorized to conduct FARP/Hot Pit fueling operations.

5.3.4. Airfield Management will publish applicable NOTAMs to close affected areas and restrict operations, as required.

5.3.5. FARP operations must be conducted IAW AFI 11-235, *Specialized Refueling Operations.* Pilots will reference Mission Design Series (MDS) Specific Technical Order (T.O.) for specific hot refueling procedures.

5.3.6. Personnel performing these operations will have a thorough knowledge of applicable T.O.s for specific aircraft models executing FARP, specifically Electrostatic Hazards and Static Grounding and Bonding, and Specialized Aircraft Fueling Operations.

5.3.7. In the event the aircraft will have to egress the FARP site the aircrew will contact Ground Control and advise them of their intentions.

5.3.8. Only current FARP/Hot Pit surveys or waivers that are approved can be utilized IAW AFI 11-235, *Specialized Refueling Operations*, and approved KVBG AF Form 4066, *Forward Area Refueling Point (FARP) Survey*.

5.3.9. FARP personnel operating refueling equipment during blacked-out operations must be Night Vision Device (NVD) qualified.

5.3.10. Pilots will reference approved and current KVBG FARP certifications (or waivers) for standard entry/exit flow procedures. All equipment, flight line vehicles, and standby fuel trucks must be clear of designated taxi paths or parked within the designated lines, and aircraft will not taxi or be marshalled off of designated taxi lines.

5.3.11. During Hot Pit operations, the ground crew will loosely chock the aircraft to prevent tire- to-chock binding. Except for emergency situations, pilots will not actuate the canopy or transmit on the radio with the refueling hose connected. Upon completion, the ground crew will disconnect, clear the aircraft, and wait for the taxi signal.

5.3.12. When complete, pilots will contact Ground Control with taxi request.

5.4. C-130/E-2/C-2/C-12/V-22 Tactical VFR Patterns and Assault Landings. C-130/E-2/C-2/C-12/V-22 aircraft have specific mission events that require continuous training and proficiency. The procedures in this chapter are for C-130/E-2/C-2/C-12/V-22 aircraft and only describe the procedures. Crews must be specifically authorized to perform procedures IAW AFMAN 11-2 (aircraft model/MDS Specific), *Flying Operations*, as supplemented or other applicable service airframe requirements. The following rules and procedures apply:

5.4.1. The Tower STARS radar display must be operational for aircraft to fly the tactical traffic patterns contained in this chapter.

5.4.2. Official weather must be reported as VFR and the lowest ceiling must be 500 ft or more above the highest altitude of each procedure flown.

5.4.3. Practice tactical patterns are conducted to runway 30/12 only when controllers can make positive visual identification or see the aircraft on the Tower radar display. Tower may disapprove or instruct pilots to discontinue tactical patterns at any time due to safety. Breakout instructions will be issued by Tower as required.

5.4.4. All RANDOM STEEP/SHALLOW/TEARDROP and other tactical patterns in this chapter are restricted to no more than 5 aircraft (including overflights) or UAS's under Tower control during execution. No more than two aircraft may perform the tactical patterns simultaneously. The following landings and patterns are available:

5.4.4.1. **ASSAULT LANDINGS.** C-130/E-2/C-2/C-12/V-22 aircraft may execute simulated assault landings at either end of runway 30/12.

5.4.4.1.1. Simulated ASSAULT LANDINGS may be flown from any type of C-130/E-2/C-2/C-12/V-22 approach, to include instrument approaches, visual approaches and RANDOM STEEP approaches. Assaults are normally stop-and-go landings. Normal pattern altitude is 1,400 ft MSL.

5.4.4.1.2. Requests/Radio Calls. The assault landing can be made with any normal pattern. For example, "*TOWER, OCEAN11, REQUEST CLOSED FOR SIMULATED ASSAULT STOP AND GO runway* (30/12)".

5.4.4.2. **TAC 1 RANDOM STEEP.** Pattern Description: The TAC 1 RANDOM STEEP is a 360-degree turn to final, flown at 140 KIAS and initiated at 4,400 ft MSL (see **Figure 5.1**.).

Figure 5.1. TAC 1 Random Steep.

1) Initial

-Initiate slowdown

3.0 NM from 250 KIAS

2.0 NM from 210 KIAS

- Flaps 50%

- Gear Down

2) Break

- Flaps 100%

- Flight Idle

- 140 KIAS

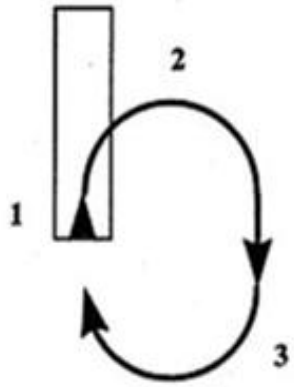
- Normally 15-20 degrees nose low

3) Turn to Final

- 140 KIAS

- Intercept normal glidepath

- Slow to max effort threshold on final



5.4.4.2.1. Pattern Procedures. TAC 1 RANDOM STEEP patterns require coordination with Tower and point-out to Santa Barbara TRACON. TAC 1 RANDOM STEEP approaches may be flown as a recovery when entering the local area or requested while operating in the pattern.

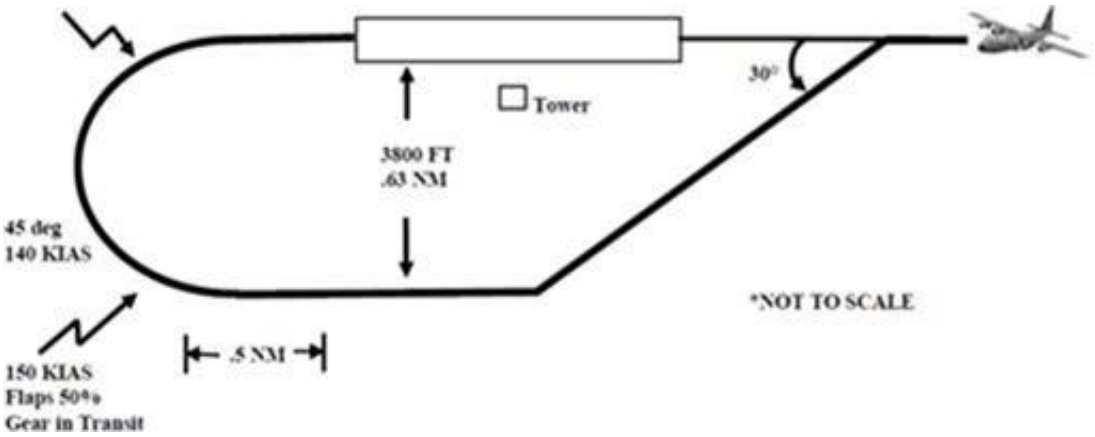
5.4.4.2.2. Request the TAC 1 RANDOM STEEP recovery with Tower: "*TOWER, OCEAN11, REQUEST TAC 1 RANDOM STEEP runway 30/12, HIGH INITIAL AT 4,400 FT*". Tower will coordinate a point-out with Santa Barbara TRACON and approve/disapprove the approach, *"OCEAN11 TAC 1 APPROVED runway 30/12, REPORT HIGH INITIAL AT 4,400, RIGHT/LEFT TURNS"* or "*UNABLE TAC 1 APPROACH* (reason and instructions)". Once flown and while in the pattern, RANDOM STEEP may be requested again from Tower, "*OCEAN11, REQUEST RIGHT TURNOUT TO A HIGH INITIAL AT 4,400 FT, TAC 1 RANDOM STEEP*". Once cleared, execute re-entry procedure. Aircraft may proceed direct to high initial for the RANDOM STEEP to the landing runway, "*OCEAN11 INITIAL ENTRY FOR TAC 1 RANDOM STEEP FOLLOWED BY* (type landing: assault/touch and go, etc.)".

5.4.4.2.3. Radio Calls. Standard radio calls for the RANDOM STEEP in the pattern are "*OCEAN11 HIGH INITIAL*" and a normal base call with type landing (option/full stop).

5.4.4.3. **TAC 2 RANDOM SHALLOW TEARDROP.**

5.4.4.3.1. Pattern Description: The TAC 2 RANDOM SHALLOW TEARDROP is a high speed, low level straight-in approach to a high energy circling maneuver, normally flown at 300 ft AGL/700 ft MSL (day) or 500 ft AGL/900 ft MSL (night) (See **Figure 5.2**.). TAC 2 RANDOM SHALLOW TEARDROP may be flown to runway 30 or 12, circle to land runway 12 or 30. The circle maneuver will be flown north of the runway.

Figure 5.2. TAC 2 Random Shallow Teardrop.



5.4.4.3.2. Pattern Procedures. TAC 2 RANDOM SHALLOW TEARDROP will be flown on a pattern availability basis.

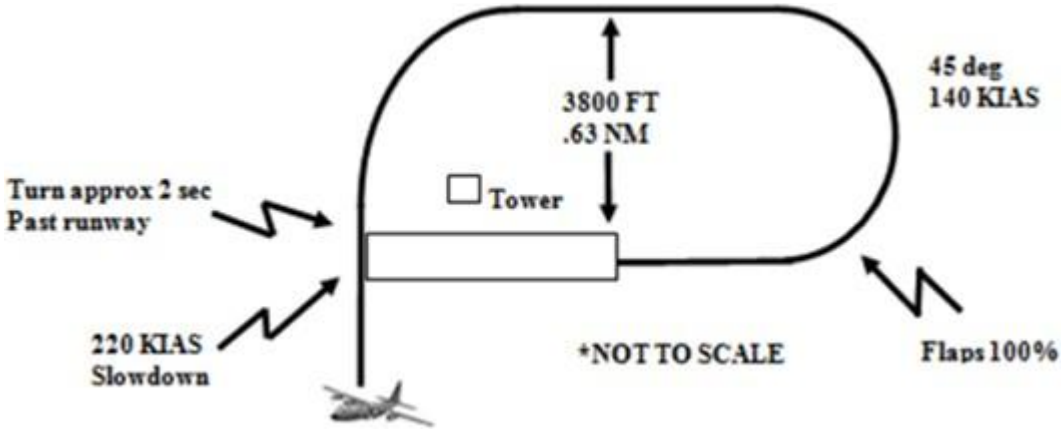
5.4.4.3.3. Requests. Request the TAC 2 RANDOM SHALLOW TEARDROP with Tower by requesting, "*TOWER, OCEAN11, REQUEST OWN NAVIAGION TO TAC 2 RANDOM SHALLOW TEARDROP RUNWAY 30, CIRCLE TO LAND runway 12*". Tower will coordinate the opposite direction operation with Santa Barbara TRACON (as required) and approve/disapprove the approach, *"OCEAN11, TAC 2 APPROVED runway 30/12, CIRCLE NORTH OF THE AIRFIELD FOR A LEFT/RIGHT BASE RUNWAY 12/30, REPORT COMMENCING CIRCLE"* or "*UNABLE TAC 3 APPROACH* (reason and instructions)".

5.4.4.3.4. Radio Calls. Standard radio calls for the TAC 2 RANDOM SHALLOW TEARDROP in the KVBG pattern are "*OCEAN11, XX MILES OUT ON TAC 2 RANDOM SHALLOW TEARDROP, CIRCLE TO LAND RUNWAY 12/30, REQUEST* (Option/Full Stop)". The aircraft will also make a normal base call.

5.4.4.4. **TAC 3 RANDOM SHALLOW BEAM.**

5.4.4.4.1. Pattern Description: The TAC 3 RANDOM SHALLOW BEAM is a high speed, low level approach to a high energy circling maneuver, and will be flown from 1,400 ft MSL until the normal closed downwind track, then to 300 ft AGL/700 ft MSL (day) or 500 ft AGL/900 ft MSL (night) (See **Figure 5.3)** on the downwind to base turn as required for the maneuver. TAC 3 RANDOM SHALLOW BEAM will be flown from a downwind to the approach end runway 30/12, break to land runway 12 or 30, normally crossing the runway on the break. The circle maneuver will be flown north or south of runway 12/30.

Figure 5.3. TAC 3 Random Shallow Beam.



5.4.4.4.2. Pattern Procedures. TAC 3 RANDOM SHALLOW BEAM may be requested while in the pattern.

5.4.4.4.3. Requests. Requests the TAC 3 RANDOM SHALLOW BEAM with Tower by requesting, "*TOWER*, *OCEAN11, REQUEST OWN NAVIGATION FOR TAC 3 RANDOM SHALLOW BEAM, CIRCLE TO LAND runway* (30/12)". Tower will approve/disapprove the approach, *"OCEAN11, TAC 3 APPROVED, REPORT INITIAL ENTRY FOR A LEFT/RIGHT BASE RUNWAY 12/30"* or "*UNABLE TAC 3 APPROACH* (reason and instructions)".

5.4.4.4.4. Radio Calls. Standard radio calls for the TAC 3 RANDOM SHALLOW BEAM in the pattern are "*OCEAN11, INITIAL ENTRY FOR THE TAC 3 BEAM, CIRCLE TO LAND runway 12/30*, *REQUEST* (Type Landing: assault/full stop, etc.)". Once cleared, the aircraft will execute the Beam. The aircraft will also make a normal base call.

5.4.4.5. **TAC 4 HIGH SPEED DOWNWIND.**

5.4.4.5.1. Pattern Description: On the TAC 4 HIGH SPEED DOWNWIND, the aircraft maintains airspeed on the downwind and configures in the base turn. It is normally flown at 1,400 ft MSL and 200 KIAS.

5.4.4.5.2. Pattern Procedures. The TAC 4 HIGH SPEED DOWNWIND may be requested in the pattern.

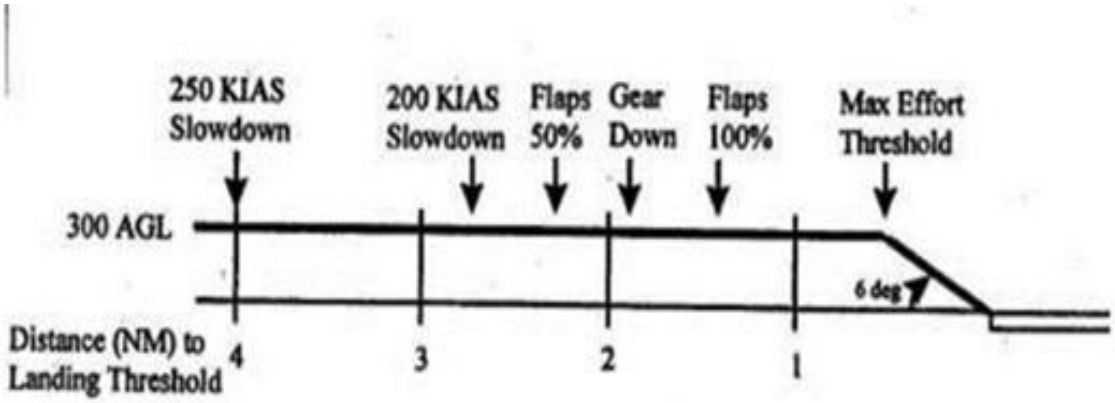
5.4.4.5.3. Requests. Request the TAC 4 HIGH SPEED DOWNWIND with Tower by requesting, "*TOWER*, *OCEAN11, REQUEST OWN NAVIGATION TO TAC 4 HIGH SPEED DOWNWIND, runway* (30/12)". Tower will approve/disapprove the approach, "*OCEAN11, TAC 4 APPROVED, REPORT BASE"* or "*UNABLE TAC 3 APPROACH* (reason and instructions)". TAC 4 HIGH SPEED DOWNWIND may be requested in the pattern or entered from a re-entry pattern.

5.4.4.5.4. Radio Calls. Standard radio calls for the HIGH SPEED DOWNWIND in the pattern are "*OCEAN11, PROCEEDING TO THE TAC 4 HIGH SPEED DOWNWIND FOR runway 12/30, REQUEST* (Type landing: assault/full stop, etc.)". The aircraft will make a normal base call.

5.4.4.6. **TAC 5 RANDOM SHALLOW STRAIGHT-IN.**

5.4.4.6.1. Pattern Description: The TAC 5 RANDOM SHALLOW STRAIGHT-IN is a high speed, low level straight-in approach, normally flown at 300 ft AGL/700 ft MSL (day) or 500 ft AGL/900 ft MSL (night) (See **Figure 5.4.**). TAC 5 RANDOM SHALLOW STRAIGHT-INs will be flown to runway 30 or 12. TAC 5 RANDOM SHALLOW STRAIGHT-INs may be flown using Self Contained Approach (SCA) procedures and criteria, although once cleared "*OWN NAVIGATION*" this will be transparent outside the aircraft. The pattern is similar to a VFR straight-in with approximately 5-10 mile final.

Figure 5.4. TAC 5 Random Shallow Straight-In.



5.4.4.6.2. Pattern Procedures. TAC 5 RANDOM SHALLOW STRAIGHT-INs will be flown after a point-out to Santa Barbara TRACON and on a pattern availability basis.

5.4.4.6.3. Requests. Request the TAC 5 RANDOM SHALLOW STRAIGHT-IN with Tower by requesting, "*TOWER, OCEAN11, REQUEST OWN NAVIGATION TO TAC 5 SHALLOW STRAIGHT- IN runway 30*". Tower will coordinate a point-out with Santa Barbara TRACON and approve/disapprove the approach, "*OCEAN11, TAC 5 APPROVED, REPORT 5 MILE FINAL"* or "*UNABLE TAC 5 APPROACH* (reason and instructions)".

5.4.4.6.4. Radio Calls. Standard radio calls for the TAC 5 RANDOM SHALLOW STRAIGHT-IN in the pattern are "*OCEAN11, 5 MILES OUT TAC 5 RANDOM SHALLOW STRAIGHT-IN, REQUEST* (Option/Full Stop)".

5.5. Engine Running Offload/Onload (ERO). ERO operations must be conducted IAW Defense Transportation Regulation – Part III Mobility, and AFMAN 11-2 (aircraft model/MDS Specific), *Flying Operations.* All ERO requests must be coordinated and approved by Airfield Management 48 hours in advance to ensure deconfliction. There are two designated locations for ERO operations. Additional locations must be coordinated through the Airfield Manager.

5.5.1. Primary location: taxiway Delta north of taxiway Alpha with aircraft facing Southwest.

5.5.2. Alternate location: North taxiway Alpha on the Hot Cargo Pad with aircraft facing Northwest.

5.6. Combat Offloads. All combat offload operations must be conducted IAW AFMAN 11-2 (aircraft model/MDS Specific), *Flying Operations.* Requests must be coordinated and approved by Airfield Management 48 hours in advance to ensure deconfliction. The location of combat offload operations will be coordinated with the Airfield Manager prior to operations.

5.7. Parachute Drop Zone (DZ) Operations.

5.7.1. All VSFB DZ operations will be conducted IAW JO 7110.65, *Air Traffic Control*, Title 14, CFR, Part 105, *Parachute Operations*, Title 14, CFR, Part 91, Section 91.209, *Aircraft Lights*, DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, AFMAN 11- 202 Volume 3, *Flight Operations*, and AFMAN 11-2 (aircraft model/MDS Specific), *Flying Operations*, this instruction, and applicable military service and aircraft model guidance.

5.7.2. Scheduling. Units must formally request use of the VSFB DZs with 30 OSS/OSA NLT 45 days prior to desired date. A tentative flight schedule will be provided NLT 7 duty days prior to arrival. Current VSFB DZ surveys (AF Form 3823, *Drop Zone Survey)* can be found on the AMC Zone Availability Report (ZAR) SharePoint website, the Talon Point website, or can be provided by 30 OSS/OSA upon request.

5.7.2.1. Requests are not automatically approved and require de-confliction with other previously scheduled operations.

5.7.2.2. VSFB DZs must have current, non-expired surveys. Units requesting use of expired-survey DZs are responsible for completing a resurveying IAW DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations,* before use is authorized. **NOTE:** DZ surveys expire after 5 years and require a resurvey after expiration. Typical time required to complete a survey/resurvey of a DZ is a minimum of 90 days.

5.7.2.3. All changes to an approved schedule must be coordinated at least 72 hours prior to operations. Amended requests inside 72 hours will be considered on a workload permitting basis. Real-time requests will not be considered. For NOTAM purposes, these requests within a 72-hour window should be kept to a minimum.

5.7.2.4. DZ coordination must include as a minimum: type activity, inclusive date(s), start/stop time(s), call sign(s), type aircraft, number of passes, jumpers and bundles, and jump altitude(s) prior to request.

5.7.2.5. Maximum jump altitude is 25,000 ft MSL (HALO/HAHO free fall), or other coordinated and approved altitude.

5.7.2.6. Common jump altitudes are 13,000 ft MSL free fall, and 1,400 ft MSL for equipment drops and statics jumpers.

5.7.3. Common parachute opening altitude for free fall jumps is 3,500 ft – 5,800 ft MSL. **NOTE:** Continuous communication between parties is necessary to de-conflict flight and maintenance operations on the airfield and other VSFB DZ areas to ensure safety for all users.

5.7.4. Conditions of Use. DZ operations will comply with Title 14, CFR, Part 105, *Parachute Operations*, and approved DZ surveys, rules, and restrictions. The VSFB DZs are for training use only. The areas may be used for drop missions in VFR conditions during times that the Airfield is open. DZ use and operations outside of published operating hours must be coordinated with the AOF/CC, who will ensure scheduling, coordination and notifications take place prior to DZ operations. A Formal initial request 45 days prior is required. DZ activities will not commence until the DZ is reported as “safe and clear” by the DZ Controller (DZC) and Tower Watch Supervisor.

5.7.5. Restrictions. Overflight of the main base (office buildings, Cantonment area, structures and housing), Space Launch Complexes (SLCs), and other populated areas are prohibited at or below 1,400 ft MSL except as mission requires. Additionally, flights over the Lompoc Prison are prohibited below 2,400 ft MSL. VSFB DZ use is limited to participating aircraft operations. Unusual maneuvers not covered in this instruction are not authorized.

5.7.6. General Precautions. Use caution for birds. Several species of birds inhabit the area and could pose potential threat to aircraft. Many bird species encountered are protected under the Migratory Bird Treaty Act and no personnel will deliberately pursue, hunt, capture, kill, or injure any protected bird, its nest or eggs.

5.7.7. Weather requirements. Flight visibility and clearance from clouds requirements for operations in the DZs are contained in Title 14, CFR, Part 105, *Parachute Operations*. Drops will not be conducted when surface winds are greater than 18 knots for free fall, 17 knots for equipment drops, and 13 knots for static fall. Participating units and aircrews may contact the 30 OSS Range Weather Forecaster (RWF) for weather briefings.

5.7.8. Priority. The SLD 30/CC sets priorities for Western Range use. Unless otherwise coordinated, SLD 30 Western Test Range and scheduled mission Airfield activities have priority over DZ operations. Previously scheduled operations will take priority over aircraft usage of the DZ. Every effort will be made to accommodate and de-conflict DZ schedule requests.

5.7.9. Vandenberg DZ areas. The Airfield Rectangular, Pegasus Circular, SuperHawk Rectangular, Duhast Circular, and Plateau Circular DZs are located within the KVBG Class D/R-2516 (See Attachment 18, *VSFB Drop Zone*). The Vino DZ is in KVBG Class E airspace, approximately 2.5 NM outside of R-2516 and 2 NM south/outside of the Santa Maria Airport Class D (See **Attachment 18**, *VSFB Drop Zones*). The Vandenberg Circular Water DZ is in R-2517/W-532S (See **Attachment 18**, *VSFB Drop Zones*). All DZs other than the water DZ are located on VSFB property. Users must check with Airfield Operations to ensure surveys are current/active. **NOTE:** Because most DZs are in grassland areas, mowing requests must be submitted at least 30 days in advance and using units must fund the mowing. If time is available 90 days is the preferred request time.

5.7.9.1. Airfield Rectangular DZ (34° 43'53.85" N, 120° 34'28.26" W): 1.28 X .36 (7,800 ft X 2,214 ft) rectangular area located on the airfield, in the infield area between taxiway Delta and both portions of taxiway Alpha. This large DZ can be used for personnel and equipment drops.

5.7.9.2. SuperHawk Rectangular DZ (34° 45.833' N, 120° 33.660' W): .91 X .35 NM (5,550 ft X 2,130 ft) rectangular area located 2.1 NM north of the airfield (.5 NM Northwest of Wing Buster flying club area). This large DZ can be used for personnel and heavy equipment drops.

5.7.9.3. Pegasus Circular DZ (34° 46.978' N, 120° 33.399' W): .32 NM (1,917 ft) radius circular area approximately 3.3 NM north of the airfield (immediately south of the VSFB Golf course). This large DZ can also be used for personnel and equipment drops.

5.7.9.4. Duhast Circular DZ (34° 47.360' N, 120° 29.898' W): .16 NM (954 ft) radius circular area approximately 5.2 miles North-Northeast of the Airfield.

5.7.9.5. Plateau Circular DZ (34° 47.866' N, 120° 31.052' W): .29 NM (1,800 ft) radius circular area 4.9 NM North-Northeast of the airfield.

5.7.9.6. Vino Circular DZ (34° 48.414' N, 120° 27.054' W): .11 NM (656 ft) radius circular area 7.7 NM North-Northeast of the airfield.

5.7.9.7. Vandenberg Circular Water DZ (34° 31.740' N, 120° 39.480' W) 2.27 NM (13,779 ft') radius circular area 12.7 NM south of the airfield in R-2517 and W-532S (Mike 2) 1.7 NM Southwest of Point Arguello.

5.7.10. Participating units accept responsibility for:

5.7.10.1. Drop Zone surveys, certifications, and resurveying (if required).

5.7.10.2. All risks and damages associated with operations as follows:

5.7.10.3. Any damage to VSFB facilities or property.

5.7.10.4. Safety of jump personnel.

5.7.10.5. Safety of ground personnel.

5.7.10.6. Parachute or load damage.

5.7.10.7. Ensuring all scheduling/coordination requirements are met.

5.7.10.8. Zone Safety Officer and Zone Controller responsibilities as applicable and outlined in DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, or other applicable military service (i.e., Navy/Army/USMC) guidance.

5.7.10.9. Providing a qualified Drop Zone Coordinator (DZC) for each jump.

5.7.10.10. Ensuring all associated, partner, and participating flying units receive a copy of this instruction and are briefed on participating aircraft commander/aircrew responsibilities prior to conducting DZ operations.

5.7.11. Participating DZ aircraft Commanders/aircrews will:

5.7.11.1. The pilot of the drop aircraft will coordinate with Tower and get approval for the post drop maneuver prior to the drop. Post drop maneuver climbs/descents will to the extent possible occur/remain in R-2516 for other than Water DZ drops. Following Northwest direction run-ins and drops at Duhast, Vino, or Plateau DZs, a left turn away from Santa Maria airport Class D is required (for Southeast direction run-ins and drops, a right turn is made). Post drop maneuvers will be limited to closed traffic, re-entry, rerun, straight-out VFR departures, and IFR pick-ups if required.

5.7.11.2. During run-in, the drop aircraft will contact Tower prior to entering R-2516 or KVBG Class D (See Attachment 18, *VSFB Drop Zones Depiction*) with call sign, position, and intentions (example: "*VIKNG11, 10 NM EAST, VFR AT* (ALTITUDE)*, INBOUND FOR VANDENBERG PARACHUTE OPERATION AT* (DZ NAME)". The aircraft will call inbound for parachute operation and coordinate the post drop maneuver (example: "*VIKNG11, INBOUND, REQUEST ACCESS TO* (DZ NAME) *DROP ZONE AREA, SURFACE TO* (ALTITUDE)", *FOLLOWED BY A VFR STRAIGHT-OUT DEPARTURE/LEFT/RIGHT TURN OUT WITHIN R-2516*"). Once bundles/jumpers have exited the aircraft, the aircraft will notify Tower "*BUNDLES /JUMPERS AWAY*" and then execute the approved post drop maneuver.

5.7.11.3. Maintain communications with Tower on 124.95 or 326.2 at all times.

5.7.11.4. Advise Tower when established within DZ and are one minute from drops.

5.7.11.5. Perform pre-training visual sweeps of the DZ as required to ensure the DZ is clear (confirm with DZC).

5.7.11.6. During VSFB DZ operations to the extent possible, initial climb and descent will occur within established boundaries of R-2516. Specific request must be made and approval received from Tower prior to operating outside of specified airspace.

5.7.11.7. Pre-coordinate run-in ground tracks with Tower and ensure compliance with noise abatement and environmental restrictions. Advise Tower of time over target (TOT).

5.7.11.8. Advise Tower when the last parachutist or object leaves the aircraft. **NOTE:** A "last pass" call from the aircrew to Tower is required when performing final drops for each flight.

5.7.11.9. During Airfield DZ drops a runway FOD check by Airfield Management is required before runway ops can be resumed.

5.7.11.10. In the event of a drop malfunction, the aircraft will notify the Tower of intentions and request emergency assistance, if required.

5.7.11.11. Vacate the DZ as soon as safely practical via coordinated post-drop maneuver, or upon notification from Tower.

5.7.11.12. Advise Tower prior to exiting airspace when operations have been completed or terminated.

5.7.11.13. Ensure compliance with the operational restrictions outlined in the DZ Survey remarks and all applicable Federal, FAA, DOD, USAF, and local directives.

5.7.12. DZ Ground crews (Drop Zone Controller – DZC) will:

5.7.12.1. Maintain radio communications with both the jump aircraft and Tower. If the DZC does not have a radio programmed with Tower's frequency, a Tower Net LMR radio will be requested from Airfield Management. All jump operations will cease if two-way communication is lost.

5.7.12.2. Perform pre-training visual sweeps of the jump areas to avoid contact with construction crews, wildlife, and other personnel.

5.7.12.3. The DZC will notify Tower when all deployed expendables are recovered "*BUNDLES /JUMPERS SECURE*" and when all parachute operations are completed and the "*DZ IS CLOSED*."

5.7.12.4. In the event of an injured jumper, the DZC will notify the Tower via 124.95, 326.2, or FM Tower Net (LMR). Tower will activate the Primary Crash Alarm System (PCAS). **NOTE:** Use of pyrotechnics is prohibited unless approval is coordinated through SLD 30 agencies.

5.7.13. Airfield Exercise Planner or AOF/CC will:

5.7.13.1. Oversee/facilitate all VSFB DZ requests.

5.7.13.2. Coordinate range airspace with 2 ROPS/DON 72 hours prior to proposed operation, if required.

5.7.13.3. Ensure all other scheduling, coordination and notifications take place prior to DZ operations implementation.

5.7.14. Tower will:

5.7.14.1. To the maximum extent possible, protect the airspace within a 3-mile radius of the center of the Airfield, Pegasus or SuperHawk DZs, from the surface to 1,000 ft above the jump altitude to all nonparticipating aircraft, from five minutes prior to aircraft time over target (TOT) until DZ operations are completed (i.e., jumpers/packages landed). Protected airspace may be reduced to a 2-mile radius for operations at or below 2,500 ft MSL with pilot concurrence.

5.7.14.2. Coordinate with SBA TRACON, ZLA ARTCC, Santa Maria Tower (for Duhast/Vino/Plateau DZs), and Frontier Control for aircraft point-outs during run-ins on event days as part of opening activities, and throughout each day as required. All DZ operations will be de-conflicted with any other aircraft or Western Range operations based on priorities.

5.7.14.3. Notify SBA TRACON and ZLA ARTCC 15 minutes prior to beginning parachute operations, and upon termination.

5.7.14.4. Assign Mode 3A Squawk code to aircraft participating in DZ operations.

5.7.14.5. Approve/disapprove pilot or aircrew DZ access requests. **PHRASEOLOGY:** "(*DZ NAME*) *DZ OPS APPROVED*" or "*NO DROP*, (*REASON*)".

5.7.14.6. Transmit an informational broadcast on ATIS. Include advisement of (Drop Zone active with applicable altitude, parachute operations in progress and any other applicable event).

5.7.14.7. Time permitting, issue traffic information to all aircraft affected by DZ operations.

5.7.14.8. Time permitting, issue traffic information to aircraft established in the DZ of all other aircraft operating near the DZ.

5.7.14.9. Notify participating aircraft within the DZ of any unplanned or emergency events and state "*NO DROP*, (*INSTRUCTIONS*)" to terminate the operation and have them exit the DZ. Once participating aircraft have vacated the DZ and all jumpers and/or cargo are on ground, Tower will advise nonparticipating aircraft to proceed with the unplanned operation or emergency response.

5.7.15. Airfield Management will:

5.7.15.1. Publish NOTAM with activation date/time and applicable airfield restrictions.

5.7.15.2. Provide DZC with programmed LMR radio.

5.7.16. 30 OSS/OSW (Weather Flight) will:

5.7.16.1. The on-duty Range Weather Forecaster (RWF) will provide surface and upper-air Meteorological support to units and participant aircrews as needed.

5.7.16.2. Upon request, the RWF will complete a DD Form 175-1, *Flight Weather Briefing*, providing a generalized forecast for the airfield, R-2516, R-2517, W-532S and other requested working areas.

5.8. VSFB Helicopter Landing Zone (HLZ) Operations and Use. HLZ operations are currently not approved on the installation and there are no published and/or approved VSFB HLZs. As of this writing, there are four permanent HLZs in development and temporary/one-time-use HLZs have been established and approved in the past for exercise activities. If HLZs are approved in the future, operations must be conducted IAW DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations*, this instruction, published surveys and conditions of use. If/when published, permanent VSFB HLZ's can be found on the Air Mobility Command (AMC) Zone Availability Report (ZAR) SharePoint website, the Talon Point website, or can be provided by 30 OSS/OSA or SLD 30/SEF upon request. Requests to establish permanent, or temporary use/non-published HLZ on VSFB for exercises or other activities must be coordinated with Airfield Management at DSN 276-6941/6942 or Commercial (805) 606-6941/6942 or the SLD 30/SEF office at DSN 276-5142 or (805) 606-5142. A minimum of 120-day notice is required for these requests and approval is required prior to operations. Requesting units are responsible for scheduling and conducting the HLZ surveys IAW DAFMAN 13-217, *Drop Zone, Landing Zone, and Helicopter Landing Zone Operations.* If temporary or permanent HLZs are established, the following procedures apply:

5.8.1. Tower and airfield must be open to utilize Vandenberg HLZs.

5.8.2. HLZ use authorized only after specific approval and scheduling during published operating hours, or other times when coordinated and approved.

5.8.3. Official weather conditions must be reported VFR for HLZ landings or takeoffs.

5.8.4. Pilots must request entry into R-2516 from Tower on VHF 124.95 or UHF 326.2 or Santa Barbara TRACON on VHF 124.15 or UHF 327.8.

5.8.5. Pilots must call Tower for access into/through Class D/E/G airspace, run in instructions, and approval to land NLT 4 miles from the HLZ.

5.8.6. Pilots must call Tower for departure approval prior to takeoff from HLZs.

5.8.7. When ATC services are being provided to the LZ and other associated runways, and the landing/departure operations to the LZ are contained within the Tower-controlled CMA, Tower will issue landing/departure clearance using the following phraseology: "(ACID) *RUNWAY 12/30/LANDING ZONE (NUMBER/NAME) WIND, CLEARED TO LAND/FOR THE OPTION/FOR TAKEOFF*."

5.8.8. If landing is requested to non-movement areas, an area not authorized for helicopter use, or an area off the airport and the operation appears to be reasonable, Tower will issue the following information to the pilot:(ACID) *LANDING AND DEPARTURE AT/FROM (HLZ NUMBER/NAME) WILL BE AT YOUR OWN RISK* (additional instructions, as necessary). *USE CAUTION* (traffic or conflict information, if applicable). *WIND* (current reading)."

5.8.9. Tower must suspend IFR straight-in and circling approaches, as required, for approach tracks that are near HLZs in use until operations are complete.

5.8.10. Pilots will be responsible for separation from other helicopters or Vertical Takeoff and Landing (VTOL) aircraft using the same HLZ and complying with all HLZ conditions of use.

Chapter 6

EMERGENCIES

6.1. In-Flight and Ground Emergency Response Procedures.

6.1.1. When the airfield is open, Tower will:

6.1.1.1. Gather information, activate the Primary Crash Alarm System (PCAS), and provide follow-up information.

6.1.1.2. Advise Incident Commander (IC) when the aircraft is 10 miles out and when it is the next aircraft to land. **NOTES:** The IC will be the senior fire official unless and until relieved by the designated representative of the installation commander, IAW SLD 30 Plan 10-2, *Installation Emergency Management Plan*. During actual emergencies all first responders (i.e. FD, Airfield Management, SFS etc.) may exceed established speed limits, considering driving conditions. First responders are exempt from conducting a FOD check when responding to an actual emergency until emergency terminates. All drivers MUST obtain approval from the Tower prior to entering the CMA and/or runway.

6.1.1.3. Give priority to emergency vehicles.

6.1.1.4. Suspend operations to the runway, except for the emergency aircraft when:

6.1.1.4.1. An emergency aircraft is within 7 miles of the runway.

6.1.1.4.2. An aircraft accident occurs on the runway or in the immediate vicinity of the runway.

6.1.1.4.3. A hazardous situation exists in the airfield environment that poses a hazard to flight operations.

6.1.1.5. Relinquish control of the runway to the IC once the aircraft has landed and been brought to a stop unless circumstances prevent this (e.g., additional emergency aircraft that require landing).

6.1.1.6. Resume normal runway operations after the Airfield Manager or designated representative reopens the runway.

6.1.2. Airfield Management will:

6.1.2.1. Activate the Secondary Crash Net (SCN).

6.1.2.2. Advise Tower when runway operations are suspended (if Tower has not suspended runway operations already) or may be resumed.

6.1.2.3. Dispatch Airfield Management personnel to the airfield to suspend runway/airfield ops as needed. A physical response to all in-flight and ground emergencies is required to assess the emergency scene.

6.1.2.4. Plot grid coordinates/cordons/Entry Control Points and send NOTAMS as applicable.

6.1.2.5. Prior to resuming runway operations, Airfield Management personnel must conduct an airfield check of all affected areas.

6.1.3. The IC will:

6.1.3.1. Determine the level of emergency response consistent with the nature of the emergency.

6.1.3.2. Assume control of the runway upon notification from Tower and return control to the Tower when emergency access is no longer needed.

6.1.4. When the airfield is closed:

6.1.4.1. CP may, upon initial contact with the emergency aircraft (if in-flight emergency), advise the aircrew of the following: **NOTE:** The CP will likely be the first agency to be notified of an in-flight or ground emergency when the airfield is closed. Due to the time required for personnel to arrive and conduct airfield inspections, it is highly unlikely that the airfield will be opened in time to provide normal ATC and Airfield Management services.

6.1.4.1.1. The airfield is closed and the Tower, Airfield Management, and TA Personnel will not be immediately available.

6.1.4.1.2. That a wildlife hazard exists and that the runway cannot be checked prior to the aircraft landing.

6.1.4.1.3. ILS approaches are not available. Instrument approach availability is limited when Tower/airfield is closed. Unless otherwise coordinated (i.e., pre-planned emergency divert option), the TACAN and GPS-RNAV approaches (if published) are the only instrument approach available (runway 30 and 12) to an emergency aircraft when the Tower is closed.

6.1.4.1.4. The airfield is uncontrolled and that personnel or vehicles may be on the landing surface.

6.1.4.1.5. If, after receiving this information, the pilot elects to land at KVBG, CP will:

6.1.4.1.5.1. Acquire pertinent emergency information such as aircraft call sign and type, nature of emergency, pilot desires, and landing runway, etc.

6.1.4.1.5.2. Initiate the Secondary Crash Net.

6.1.4.1.5.3. Inform Airfield Management, TA, and SLD 30/SEF standby personnel.

6.1.4.1.5.4. Inform the 30 OSS/CC.

6.1.4.2. The IC will:

6.1.4.2.1. Take control of the runway and CMA area when released by the Tower (if airfield is open).

6.1.4.2.2. Determine whether to request ambulance support.

6.1.4.2.3. Once the aircraft has landed and is determined fire safe, have the pilot shut down the engines, then chock the aircraft. **NOTE:** The aircrew or Fire Department will perform this task if chalks are available. If TA is available, they will do it.

6.1.4.3. Airfield Management will respond to the airfield as soon as practical to determine runway condition and whether or not the aircraft needs to be repositioned.

6.1.4.4. TA will respond to ensure the aircraft is safely parked and/or moved as deemed necessary by the Airfield Manager. Response time will be IAW the TA/AGE contract, currently 1 hour.

6.1.4.5. SLD 30/SEF will respond as required.

6.2. Primary Crash Alarm System (PCAS) and Emergency Notifications.

6.2.1. The PCAS provides the Tower with an immediate means of relaying emergency information. Tower will activate the primary PCAS for the following:

6.2.1.1. The pilot, Tower personnel, or officials responsible for the safe operation of the aircraft/UAS declare an emergency.

6.2.1.2. An aircraft mishap occurs in the base response jurisdiction.

6.2.1.3. 30 Reconnaissance Squadron Detachment 1 Commander (30 RS DET 1/CC) or designated aircraft/UAS representative declares an emergency.

6.2.1.4. SLD 30 Operations Deputy Commander (SLD 30/CD-O) or designated representative declares an emergency.

6.2.1.5. Aircraft departs on a runway or taxiway surface without authorization.

6.2.1.6. Hung ordnance/hydrazine leak/hot gun/hung flares/Emergency Power Unit (EPU) activation.

6.2.1.7. Suspected or confirmed blown tire or hot brakes on an aircraft.

6.2.1.8. Nuclear, toxic chemical, or fuel emergency or accident involving aircraft or cargo.

6.2.1.9. Unauthorized/hostile aircraft operations.

6.2.1.10. Aircraft bomb threat.

6.2.1.11. Known or suspected aircraft hijack or threat.

6.2.1.12. As requested during a disaster response (real or exercise) that includes the airfield environment.

6.2.1.13. KVBG receives notification that an X-37B Orbital Test Vehicle will land at KVBG.

6.2.1.14. Any event a Tower controller may decide requires an emergency response.

6.2.1.15. To amend, revise, or update information previously passed on the PCAS. **NOTE:** Relay events occurring outside of KVBG controlled airspace to the appropriate civil agencies (FSS, SBA TRACON, ZLA ARTCC, etc.).

6.2.1.16. Any other time required by JO 7110.65, *Air Traffic Control*, or deemed necessary by the Tower Watch Supervisor.

6.2.1.17. All advance information that is received regarding an aircraft emergency should be relayed to the Tower.

6.2.2. Tower will activate the PCAS in a timely manner/as appropriate when an emergency is declared. Avoid activations that require lengthy delays to emergency response vehicles (i.e. long-range early notifications). All updates pertaining to the emergency aircraft are transmitted via the PCAS. The following agencies have access to PCAS:

6.2.2.1. Tower - only agency capable of activation, transmit and receive.

6.2.2.2. Airfield Management - transmit and receive.

6.2.2.3. Aerospace Medicine Clinic (0730L–1630L, M–F), transmit and receive.

6.2.2.4. Fire Dispatch - transmit and receive.

6.2.2.5. Airfield Ambulance Facility (open 24/7) - transmit and receive.

6.2.2.6. Security Forces Base Defense Operations Center (BDOC) - receive only.

6.2.2.7. CP - receive only.

6.2.2.8. Alternate Fire Dispatch - transmit and receive.

6.2.3. Airfield Management will relay verbatim all PCAS-received information and other known data over the SCN and advise Tower of updated or new information received from a different source.

6.2.4. Tower will advise the IC via radio of emergency aircraft estimated arrival time.

6.2.5. The fire department will immediately notify Tower when a Class III fuel spill is discovered or when a Class II spill is upgraded to Class III.

6.2.6. Tower will receive emergency termination from the IC or fire department over the fire/crash nets or direct landline.

6.2.7. Tower/CP will notify Airfield Management upon termination of an emergency. The PCAS is not activated to relay emergency termination.

6.2.8. Airfield Management will relay emergency termination over the SCN and advise Tower.

6.2.9. Airfield Management will check the SCN system daily, normally right after the primary crash net is tested.

6.2.10. During real-world emergencies, trainees may only activate the PCAS if the trainer/monitor has the capability to monitor and transmit over the PCAS.

6.2.11. When the PCAS is answered, no verbal response is necessary. If the Tower polling lights are inoperative, Tower will initiate a roll call before passing any emergency information.

6.2.12. As a minimum, the following information will be relayed as applicable:

6.2.12.1. Aircraft call sign and type.

6.2.12.2. Nature of the emergency or accident.

6.2.12.3. Pilot’s intentions or desires.

6.2.13. The following information will be collected and relayed as time and circumstances permit. **NOTE:** Tower will not delay PCAS activation to collect this information:

6.2.13.1. Location (include on or off base grid coordinates or landmarks).

6.2.13.2. Personnel involved (number and location, if known).

6.2.13.3. Fuel on board.

6.2.13.4. Hazardous cargo (net explosive weight, line number).

6.2.13.5. Landing runway.

6.2.13.6. Estimated time of arrival or time of occurrence.

6.2.13.7. Wind direction and speed.

6.2.13.8. Other information deemed necessary by the IC. **NOTE:** Specific procedures cannot always be prescribed for every emergency. If there is doubt that a given situation constitutes an emergency, it should be handled as an emergency. Obtain enough information to handle the emergency intelligently.

6.2.14. Any agency having additional or corrective information concerning the announced situation will relay the information to Airfield Management via telephone or the secondary crash net.

6.2.15. The Tower initiates any required repair action of the PCAS circuits.

6.2.16. The Tower initiates an operational test of the PCAS after 0730L each duty day (normally prior to 0800L) and before opening the airfield on non-duty days. Other than normal duty hours, there will be no response from the Aerospace Medicine Clinic. **NOTE:** Tower will only test the PCAS once per day, even if it is opening after hours.

6.3. Secondary Crash Net (SCN). The SCN is used for the dissemination of emergency information only. SLD 30 Plan 36-3803, *Installation Alert Notification and Recall Procedures*, provides checklist formats approved for local use.

6.3.1. The following agencies are granted access to the SCN:

6.3.1.1. CP.

6.3.1.2. Airfield Management.

6.3.1.3. Hospital (0730-1630L, M-F).

6.3.1.4. American Ambulance Response (24/7 flightline ambulance).

6.3.1.5. Fire Department (normally within Emergency Control Center).

6.3.1.6. Security Forces (normally within Emergency Control Center).

6.3.1.7. Emergency Management.

6.3.1.8. Weather Operations Center.

6.3.1.9. Frontier Control (Range).

6.3.1.10. SLD 30 Safety (SLD 30/SE).

6.3.1.11. 30 CES Damage Control Center.

6.3.1.12. TA Personnel.

6.3.1.13. The 30 RS/Detachment 1.

6.3.2. When the SCN is answered, no verbal response is necessary unless requested by Airfield Management or CP.

6.3.3. VSFB is authorized SCN activation activity from both Airfield Management and CP. Airfield Management activates the SCN for those situations initiated by the PCAS. The CP activates the SCN for all other situations addressed in SLD 30 Plan 36-3803, *Installation Alert Notification and Recall Procedures*. If the CP's equipment is inoperative, they may request Airfield Management to initiate the net. Airfield Management has authority to interrupt other usage of SCN should an aircraft emergency occur. The CP has sole activation authority when Airfield Management is closed.

6.3.4. Airfield Management will test the SCN at 0800L each duty day or before opening the airfield for early or late openings and weekend or holiday openings.

6.3.5. When unable to activate the SCN by primary means, Airfield Management personnel will notify CP and request they assume SCN responsibilities. If CP should be unable to assume SCN responsibilities Airfield Management will utilize the alternate SCN.

6.3.6. The alternate SCN is a pre-program land line conference call. When needed Airfield Management will activate the alternate SCN by dialing 605-2700. **NOTE:** Airfield Management will conduct a check of the alternate SCN capabilities the first week of each month. **NOTE:** During other than normal duty hours, there will be no response from the Aerospace Medicine Clinic.

6.4. Aircraft Mishap Response and Reporting. All mishap response and reporting procedures will be IAW applicable Air Force instructions, SLD 30 plans, local operating instructions and facility quick-reaction checklists.

6.5. Suspending and Resuming Runway and CMA Operations. The Tower Watch Supervisor or Airfield Management will suspend runway and other CMA operations and coordinate appropriate NOTAMs in response to any condition that could temporarily affect safe Airfield Operations. **Paragraph 1.20** of this instruction also outlines procedures.

6.5.1. Tower must suspend runway and/or other CMA operations following an IFE landing.

6.5.2. Prior to resuming runway operations, Airfield Management personnel must conduct an airfield check of all affected areas. Suspension and resumption notifications will be passed through Tower and CP facilities.

6.5.3. Tower may resume normal runway/CMA operations at Airfield Management direction or concurrence.

6.6. Wind Limitation on Tower. The Tower will be evacuated when steady winds or peak gust velocity reaches or exceeds 60 knots, or 70 mph. This determination is based on structural limitations of the facility and safety of personnel. When required to evacuate, Tower personnel will advise SBA TRACON (or ZLA ARTCC if SBA TRACON is closed) and aircraft operating under Tower control that the Tower will close. Airfield Management personnel will issue appropriate NOTAM closing the airfield. Tower personnel will evacuate to Airfield Management (Building 1746).

6.7. Controlled Bailout Area/Abandonment of Aircraft Procedures. The controlled bailout area is located on the VBG TACAN R-180 between 1 and 2 DME. Ejection should occur while the aircraft is over land.

6.7.1. Tower will report the estimated aircraft position at time of ejection to Fire Department and Airfield Management.

6.7.2. Fire Department will plot and relay estimated ejection, Personnel Locator Beacon (PLB), and aircrew recovery coordinates to all applicable base emergency response agencies.

6.8. External Stores and Cargo Jettison Area. The jettison area is a 2 NM diameter circle centered on the VBG TACAN R-262/4.2 DME. During VFR conditions, drop at 2,000 ft MSL. During IFR conditions, drop at or above 2,400 ft MSL.

6.9. Fuel Dump Procedures. The fuel dump area is located on the VBG TACAN R-262 between 10 and 20 DME. Operations will be coordinated through ZLA ARTCC or controlling agency (if other than ZLA). Recommended dumping altitude is at or above FL200.

6.10. Emergency Locator Transmitter (ELT). When Tower receives an ELT, they will report it to SBA TRACON or ZLA ARTCC (if SBA TRACON is closed) and Airfield Management via direct telephone line rather than activating the PCAS.

6.10.1. During airfield operating hours, any organization receiving an ELT signal must report it to Airfield Management and perform their organization's prescribed associated actions. When the airfield is closed, contact the CP.

6.10.2. Airfield Management, Tower, or CP coordinates with Frequency Control Analysis Center (FCAC) for assistance in locating the transmitter. FCAC operates 24 hours a day, 7 days a week. The FCAC can be contacted at DSN 276-9247 to request assistance in locating the source of an ELT or other frequency broadcasts, i.e., hot mics, etc.

6.11. Hung Ordnance Procedures. Aircraft carrying hung live ordnance are considered an emergency. When notified an aircraft has hung live ordnance:

6.11.1. Tower will:

6.11.1.1. Activate the PCAS and pass all known information.

6.11.1.2. Ensure aircraft carrying hung ordnance do not use the overhead traffic pattern.

6.11.1.3. After landing, the aircraft will be taxied to the nearest hot armament area (See **Attachment 6**, *Airfield Diagram Midfield - Primary Hazardous Cargo Parking*, and **Attachment 7**, *Airfield Diagram Runway 30 Approach end - Secondary Hazardous Cargo Parking*) and park with weapons facing heading 300 (parallel to the runway).

6.11.2. 30th Civil Engineer Squadron Explosive Ordnance Disposal (30 CES/EOD) personnel will safe the weapons.

6.12. Blown Tire/Hot Brakes Procedures. When blown tires occur or hot brakes are reported or suspected, Tower will declare a ground emergency.

6.12.1. TA will be dispatched via landline or LMR Tower Net to examine the aircraft, determine the condition of the aircraft's brakes and tires, and notify Airfield Management.

6.12.2. If possible, Tower will direct the aircraft to clear the runway and stop in a designated area (See **Attachment 6**, *Airfield Diagram Midfield - Primary Hazardous (Haz) Cargo Parking*, and **Attachment 7**, *Airfield Diagram Runway 30 Approach end - Secondary Hazardous Cargo Parking*). If hot brakes have not been identified until the aircraft is approaching the ramp, use Taxiway Alpha between Taxiways B and C as the hot brakes parking area. As soon as the aircraft has stopped in a designated area, use chocks on the nose wheel only. The aircraft should be evacuated unless aircraft technical data dictate otherwise.

6.13. Airfield and Aircraft Security. Airfield and aircraft security procedures are specified in the SLD 30 Plan 31-101, *Integrated Defense Plan*.

6.14. Bomb Threat to Aircraft. Upon receipt of information from any source that a bomb or other explosive device was or will be placed on or in an aircraft, take the following actions.

6.14.1. Upon notification, Tower will:

6.14.1.1. Activate the PCAS and relay all known information.

6.14.1.2. Advise the pilot of the aircraft involved and the SBA TRACON Air Traffic Manager (or ZLA ARTCC Sector 15 Area Manager if SBA TRACON is closed).

6.14.1.3. If the aircraft is on the ground, clear it to taxi to the nearest hazardous cargo area.

6.14.1.4. If the pilot of an aircraft suspected of having a bomb aboard insists on taking off and in the controller's opinion the operation will not adversely affect other traffic, issue or relay an ATC clearance. Instruct the pilot to contact SBA TRACON (or ZLA ARTCC if SBA TRACON is closed) for radar flight following.

6.14.1.5. If the aircraft is airborne and requests landing instructions, clear the aircraft to land and handle it as an emergency.

6.14.2. Airfield Management will advise the Tower of any information received, activate the SCN and relay all information on the threat or hazard.

6.15. Explosive Detection K-9 Team Information. If an emergency aircraft requests the services of an explosive detection K-9 team, Tower and/or other agencies. i.e., Fire Department must relay the request to BDOC, who will determine if they can provide assistance. Airfield Management must also be notified following BDOC coordination.

6.16. Hijack and Unlawful Seizure of Aircraft. Airfield Management is designated as the primary base agency to receive notification of a hijack or attempted theft of an aircraft.

6.16.1. CP is the alternate agency to receive notification when Airfield Management is closed.

6.16.2. Any unauthorized movement or engine start of an aircraft will be treated as a possible hijack. Tower will attempt to contact the aircraft and instruct it to hold its position. Tower will confirm legitimacy of aircraft movement or engine start with Airfield Management. If Airfield Management cannot confirm aircraft movement, Tower will activate the PCAS and initiate hijack procedures. **NOTE:** TA will coordinate all aircraft tows and engine runs with Airfield Management. Airfield Management will, in turn, notify Tower and SFS BDOC.

6.16.3. Specific requirements and procedures are contained in SLD 30 Plan 31-101, *Integrated Defense Plan,* AFI 13-207*, Preventing and Resisting Aircraft Piracy,* and JO 7610.4*, Sensitive Procedures and Requirements for Special Operations.*

6.17. Evacuation of Airfield Management and Control Tower Facilities. Tower personnel will evacuate to building 1746 (Airfield Operations facility). If Buildings 1746 and 1748 are within a cordon area or conditions warrant evacuation of building 1746, Tower and Airfield Management will evacuate to building 1764 (Weather Observer and balloon launch facility on 13th Street).

6.17.1. If time and conditions permit, Tower will activate the PCAS and advise SBA TRACON and all aircraft of the situation and transfer all air traffic to SBA TRACON (or ZLA ARTCC if SBA TRACON is closed). The Tower Watch Supervisor will alert all building occupants to evacuate.

6.17.2. If time and conditions permit, Airfield Management will activate the SCN and relay that Airfield Management and Tower are evacuating to Building 1764 and transmit a NOTAM. The reason for evacuation will be communicated on the SCN. Airfield Management will alert all building occupants to evacuate.

6.17.3. After evacuation, designated Airfield Management and ATC personnel will remain on the airfield and report to the FD for further guidance from the IC (i.e. establish and maintain 2,000ft cordon) and assist as needed. If released by the IC, the designated Airfield Management representative will proceed to the following rally points unless otherwise directed by the IC.

6.17.3.1. 2,000ft cordon: Pegasus parking area on Taxiway Alpha.

6.17.3.2. 1,000ft cordon: Intersection of Taxiways Delta and Alpha.

6.17.3.3. 500ft cordon: Intersection of Taxiway Charlie and the main parking ramp. **NOTE:** Rally points may be changed depending on the situation, i.e. wind direction

6.17.4. Designated Airfield Management and ATC personnel will report to Building 1764. Upon arrival at the alternate facility the AMOC will contact AMOS via phone or radio to obtain the following information.

6.17.4.1. AMOS location.

6.17.4.2. Building condition, if known.

6.17.4.3. Cordon established.

6.18. Continuity of Air Traffic Services. Sustainment of ATC services during emergency evacuations of essential services at KVBG is not required. Tower and Airfield Management facilities will evacuate in accordance with this instruction and the airfield will be closed and aircraft diverted.

6.19. Unauthorized Aircraft Arrivals. All aircraft inbound to KVBG must be on a flight plan which contains KVBG as a destination. If a flight plan does not exist, FPNO procedures contained in **paragraph 1.27** of this instruction must be followed.

6.19.1. If FPNO procedures are followed and an unscheduled or scheduled aircraft arrives without landing clearance from the Tower, the aircraft is considered an unauthorized arrival.

6.19.2. Additionally, unless an emergency exists, aircraft that have a KVBG flight plan and PPR number are prohibited from landing during times that the Tower and airfield are closed, i.e., arrival into the local area prior to a pre-coordinated and approved landing time, or published airfield opening/closing times. The following actions must be taken during unauthorized landings:

6.19.2.1. Tower must activate the PCAS and initiate unauthorized aircraft landing procedures contained in this instruction.

6.19.2.2. If two-way radio communications exist or are established, Tower will direct the pilot to taxi to the primary hazardous cargo area on north Taxiway Alpha, shut down engines, and have all personnel remain in the aircraft.

6.19.2.3. Tower will direct the aircrew to contact Airfield Management via pilot-to-dispatch radio on UHF frequency 372.2 or VHF frequency 126.2.

6.19.2.4. 30 SFS will cordon off and secure the area and crew/passengers will not be allowed out of the area until released by the IC, SLD 30/CD-O or SLD 30/CC. **NOTE:** Airfield Management will make every effort to ensure scheduled after-hours aircraft are aware of hours and procedures. Airfield Management will publish a NOTAM to reflect airfield hours based on after-hour requests and direct aircrew to contact CP (Space Port) 30 minutes out or earlier on frequencies VHF 126.2 or UHF 311.0 or 321.0.

6.20. Hydrazine Procedures. If the Tower is advised of an Emergency Power Unit activation or hydrazine leak, they will instruct the aircraft to park in one of the hazardous cargo areas and will declare an emergency. Tower will give wind direction and speed information to the pilot and instruct them to point the nose of the aircraft into the wind and then relay the information to the Fire Chief or IC.

6.21. Other Emergency Procedures as Locally Determined (flame out, precautionary approaches). Specific Simulated Flameout (SFO) procedures used at KVBG are contained in 30 RS Det 1/SLD 30/732 OG LOA, *Local Flying Guidance for Vandenberg SFB*, and the SLD 30/27 OG LOA, *VSFB Manned Aircraft and MQ-9 Remotely Piloted Aircraft (RPA) Local Flying Guidance*.

6.22. Reduced Aircraft Rescue and Fire Fighting (ARFF) Capabilities. Crash personnel will notify Airfield Management operations and CP when base rescue or fire capabilities are diminished or reduced. For diminished/reduced firefighting capability, Airfield Management will publish a NOTAM for CATEGORY YELLOW or RED and coordinate arrival/departure aircraft information so firefighting assets may be postured to support. **NOTE:** The Fire Department is equipped with ARFF capability to support a C-130 or smaller size aircraft. Larger aircraft will be supported as CATEGORIES YELLOW or RED as indicated below. The Aircraft Commander is the decision authority for using the airfield during CATEGORIES YELLOW or RED.

6.22.1. Influencing factors which impact the unit's ability to provide crash firefighting capability are manning, crash fire rescue vehicles, and non-aircraft related emergencies.

6.22.2. The following crash fire rescue capability categories were developed to aid commanders in making operational decisions when crash fire rescue capability is degraded. Procedures are further outlined in crash fire rescue vehicle capability notification requirements.

6.22.2.1. CATEGORY GREEN. Capability at 75-100%, normal risk. Fire protection can support all Airfield Operations.

6.22.2.2. CATEGORY YELLOW. Capability below 75%, medium risk. Consider minimizing touch and go landings for large frame aircraft (C-5, KC-10, E-4, and B-747) can fully support medium frame aircraft (C-9, C-17, and E-3) operations. Consider minimizing aircraft maintenance activities to those activities that directly support the mission. Degraded capability to mount an effective aircraft interior firefighting attack.

6.22.2.3. CATEGORY RED. Capability below 50%, maximum risk. Cannot adequately support runway operations for large frame or medium frame aircraft. Consider curtailing aircraft launches to higher priority missions only. Curtail or consider stopping aircraft maintenance activities. Extremely limited capability to mount an effective interior fire attack on a large frame aircraft.

6.22.2.4. Upon Airfield Management notification of CATEGORY YELLOW or RED, Airfield Management will post NOTAM detailing airfield operation restrictions.

Chapter 7

MISCELLANEOUS PROCEDURES

7.1. Local Bird/Aircraft Strike Hazard (BASH) Program. This program is managed by SLD 30 Flight Safety (SLD 30/SEF) IAW DAFI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Program*. Specific local guidelines, roles, responsibilities, and procedures are contained in SLD 30 Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard Management Plan*.

7.1.1. **Deer.** The base and airfield have a large population of deer year-round and the following actions will be used to mitigate:

7.1.1.1. Intersection departures are not authorized between sunset and sunrise hours.

7.1.1.2. To the extent possible, Airfield Management and/or USDA (if hired) will conduct runway checks/sweeps and herd deer off the runway before aircraft arrivals and departures between the hours of sunset and sunrise, and at other times as required during observed increases in deer populations and activity on the airfield.

7.1.1.3. Anytime deer are seen inside the airfield fence:

7.1.1.3.1. Airfield Management and/or USDA will attempt to herd them away.

7.1.1.3.2. Tower will delay take-off and landing for fixed-wing aircraft until the runway environment is free of deer or other wildlife.

7.1.1.3.3. Helicopter operations will not be restricted, but aircrews will be advised of the areas of deer activity.

7.1.2. **Birds.** Established Bird Watch Conditions (BWC) inform aircrews of dangerous bird activity around the airfield and establish operational limitations to maintain the proper level of safety (Airfield Management, Tower, and SEF personnel are responsible for raising the BWC). Only Airfield Management is authorized to lower the BWC once a condition of MODERATE or SEVERE is declared. Airfield Management, Tower (via propane gas cannons and other measures), and USDA (if hired) are responsible for harassment of birds on the airfield. The BWCs are defined as follows:

7.1.2.1. **LOW:** Normal bird activity on and above the airfield with a low probability of hazard.

7.1.2.2. **MODERATE:** Increased bird population in locations which represents an increased potential for strikes. This condition requires increased vigilance by all Airfield Operations and support personnel and caution by aircrews. During BWC Phase II periods (see DAFI 213, *The Department of the Air Force Mishap Prevention Program*), accomplish one approach to a full stop unless mission needs to warrant additional approaches and sufficient fuel exists to divert if BWC changes to SEVERE.

7.1.2.3. **SEVERE:** High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission needs before conducting operations in areas under condition SEVERE. Do not conduct flight operations except in an emergency without SLD 30/CD-O approval. Arriving aircraft should either hold awaiting a lower BWC or divert. All flying operations will be suspended until Airfield Management or USDA personnel disperse the birds and downgrade the condition. Emergency aircraft and aircraft in critical phase of flight (during initial declaration of "SEVERE") may land at pilot discretion if that is the safer option.

7.1.3. Operating restrictions during increased wildlife and bird activities will be tailored to the observed bird activities. Although restrictions will vary depending on the type and location of wildlife and bird activity.

7.1.3.1. During BWC low, there are no restrictions to aircraft operations.

7.1.3.2. During BWC moderate:

7.1.3.2.1. Local pattern and transitional work will be kept to a minimum.

7.1.3.2.2. For low level flight, change flight altitudes to minimize bird hazards.

7.1.3.2.3. During low level flight, specific areas and altitudes will be specified and avoided. **EXAMPLE:** Santa Ynez River area below 1,000' – avoid). Alternate routes will be chosen if available.

7.1.3.3. During BWC severe:

7.1.3.3.1. Only straight-in approaches to full stop landings are permitted.

7.1.3.3.2. Operational commanders will consider delaying departures and arrivals and diverting aircraft.

7.1.4. ScareWars System Remote Bird Unit Deterrent BASH cannons. The ScareWars BASH cannon system is a commercial bird deterrent product operated by Airfield Management, Tower, and USDA via handheld radio controllers, computer workstations in the Tower and Airfield Management counter, and by activation at each cannon individually. A contractor is responsible for servicing, maintaining, and inspecting the cannons approximately every three months, or when maintenance is required. The system at KVBG consists of 28 units (14 off each side of the runway spaced approximately 1,000 ft apart), each containing a propane tank, propane-powered cannon, battery, solar panel, CPU, timers, and radio receiver equipment built into frangible cabinets. Additionally, all of the units also have bio-acoustic bird-distress call speakers installed onto the units which loudly broadcast predatory bird calls when the cannons are activated. The cannons are operated remotely and are hard wired on an approved frequency. Specific rules and procedures for operation of the BASH cannons is contained in SLD 30 Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard Management Plan.*

7.2. Cooperative Weather Watch Reporting. Tower personnel will advise the weather observer (if on duty) or duty forecaster of any unusual weather activity as defined in SLD 30I 15-101, *Weather Support Procedures*. Tower personnel will also advise all affected aircraft. The duty forecaster can be reached at the Weather Operations Center during normal operating hours: Sunday 2000L-Friday 2000L, closed on designated down days (i.e., family or goals days, etc.) and holidays. Otherwise, the standby forecaster can be reached on the standby phone.

7.3. Weather Dissemination and Coordination. A base weather observer and forecaster are available during airfield operating hours. Weather observations, forecasts, and Weather Warnings, Watches and Advisories are disseminated via the Air Force Weather Bridging Environmental Intelligence for Responsive Operational Support Portal (BIFROST). Tower receives these and other FMQ-23 weather sensor data and other weather information from FMQ-23 Sensor Collection Appliance and BIFROST, which is automatically ingested into the Tower's Airfield Automation System (AFAS) Information Display System 5 (IDS-5) and issued to pilots. In addition, Tower controllers are certified as limited weather observers. Tower utilizes the FMQ-23 to issue winds (2-minute average) and RVR (10-minute average) to pilots from two sensor groups located abeam the ILS glideslopes and one sensor group located at midfield.

7.3.1. Pilots can obtain current weather observations by contacting Tower or via the Automatic Terminal Information Service (ATIS) radio broadcasts 24/7 on VHF 133.125 and UHF 257.975, or by telephone to the KVBG ATIS dial-in phone number at DSN 275-2847 (ATIS) or commercial (805) 605-2847 to hear the current ATIS message.

7.3.2. Pilots can also obtain current weather observations and enroute and terminal forecasts by contacting KVBG METRO on UHF 342.4 or by telephone at DSN 276-8022 or commercial (805) 606-8022. During weather section reduced hours, pilots should contact regional operations weather squadron. Pilots will immediately report all potentially hazardous or un-forecasted weather encountered to METRO. Forecasters will disseminate those reports locally and in weather briefings. Tower will participate in the cooperative weather watch IAW SLD 30I 15-101, *Weather Support Procedures*.

7.3.3. Lightning Response. Lightning that is observed in the vicinity of KVBG will be reported to the weather forecaster or observer.

7.3.4. Additional information on weather services and systems available at VSFB is contained in SLD 30I 15-101, *Weather Support Procedures*.

7.4. Severe Weather Procedures. 30 OSS/OSW will issue Weather Advisories (WA), Weather Warnings (WW), and Weather Watches. Due to the size and large acreage of the base, Weather Warnings, Watches, and Advisories are reported for three different base areas: airfield, north base, and south base areas. The criteria and desired lead times for Weather Warnings, Watches, and Advisories are detailed in SLD 30I 15-101, *Weather Support Procedures*.

7.4.1. Tower will disseminate all airfield and pertinent north and south base area Weather Warnings, Watches, and Advisories to all aircraft when applicable and broadcast this information on the ATIS.

7.4.2. Airfield Management will:

7.4.2.1. Disseminate WA, WW and Weather Watches to local and transient aircrews and other agencies upon request.

7.4.2.2. Help coordinate hangar space or evacuation of transient aircraft, if required.

7.4.2.3. During weather warnings for observed lightning within 10 miles of the airfield, Airfield Management will cease all routine outdoor activity on the airfield. Aircraft departures and arrivals will be at the discretion of the aircraft commander or operator.

7.4.3. TA will:

7.4.3.1. If possible, park aircraft facing into the wind.

7.4.3.2. Ensure all transient aircraft are secured IAW current directives. Secure loose equipment and objects that might be damaged or cause damage to aircraft if moved by high winds.

7.4.3.3. Help aircrews move transient aircraft to different areas or evacuate aircraft as conditions dictate. **NOTE:** Owners of private or contractor aircraft are solely responsible for protecting their aircraft from weather.

7.4.4. CP will:

7.4.4.1. Notify transient aircrews of Weather Advisories, Weather Warnings and Weather Watches when Tower and Airfield Management are closed.

7.4.4.2. Notify TA personnel if transient military aircrews require assistance in securing their aircraft.

7.4.4.3. During weather warnings for observed lightning within 10 miles of the airfield, CP will cease all routine outdoor activity on the airfield when airfield is closed.

7.5. Airfield Painting Plan and Pavement Maintenance/Servicing. IAW DAFMAN 13-204, Volume 2, *Airfield Management*, the Airfield Manager is required to coordinate with base Civil Engineers to establish an airfield and runway rubber removal and painting plan that includes a recurring budget and schedule. At KVBG this will be a three-year painting cycle. This three-year cycle plan will require a paint project every year ensuring all airfield surfaces are painted and runway rubber removal operations are conducted every year for a three-year cycle, and then the cycle is repeated. In addition to this, a 15-year runway rubber removal and paint plan is outlined in **paragraph 7.6** of this instruction that provides a more detailed scope of work and specific recurring requirements. Annual assessment of all surfaces or scheduled projects may cause an adjustment to this plan as determined by the Airfield Manager, SLD 30/SEF, and CES representative. This paragraph outlines this current plan.

7.5.1. The 30 CES, as OPR, must ensure the schedule/plan is maintained, airfield surfaces are serviced and repaired, and funding is allocated. 30 CES/CEOER must:

7.5.1.1. Evaluate paint and rubber removal requirements annually and upon request of the Airfield Manager and provide recommendations when errors are identified.

7.5.1.2. Attend the annual Airfield Certification and Safety Inspection.

7.5.1.3. Brief the three and fifteen-year cycle airfield and runway rubber removal and painting plan schedule at each Facilities Working Group and Facilities Board.

7.5.1.4. With the assistance of the Airfield Manager or designated representative, create the airfield paint and rubber removal plans, establishing a three-year rotation.

7.5.1.4.1. Year one of the 3-year airfield painting plan cycle will encompass rubber removal and painting of the runway IAW Table **7.1, 15**-Year Airfield Runway Rubber Removal and Paint Plan. **NOTE:** All existing runway paint markings must be removed/obliterated and repainted at least every nine years or sooner if required.

7.5.1.4.2. Year two will encompass painting of the overruns and taxiways (including taxiway shoulders).

7.5.1.4.3. Year three will encompass painting all aprons, vehicle traffic lanes, and airfield parking lots.

7.5.2. 30 CES/CEOHP must:

7.5.2.1. Perform required pavement maintenance and repair activities and monitor for deterioration.

7.5.2.2. Provide recommendations to the Airfield Manager when repairs are outside the scope of 30 CES personnel.

7.5.2.3. Provide personnel for sweeper duties as described in **paragraph 1.43** of this regulation.

7.5.3. 30 CPTS/FMAB, as OCR, will validate adequate financial support to the 30 OSS.

7.5.4. 30 OSS/OSA must brief the three and fifteen-year rubber removal and painting plan/program annually at the 1st semi-annual (or quarterly) AOB.

7.6. Fifteen-Year Runway Rubber Removal and Painting Plan. In addition to requirements contained in **paragraph 7.5** of this instruction, the following must be adhered to ensure the runway is correctly and visibly marked for aircrews and flight safety is maintained:

7.6.1. An inspection of the runway will be conducted annually by 30 OSS/OSAA and 30 CES/CEOER.

7.6.2. 30 CES, in coordination with 30 CPTS/FMAB, will implement the program based upon requirements identified by 30 OSS/OSAA, and guidance contained in DAFMAN 13-204, Volume 2, *Airfield Management*, and this instruction.

7.6.3. Runway rubber removal and painting will be completed IAW the dates below in Table below which begin in FY26 and will continue for approximately 15 years.

Table 7.1. 15-Year Airfield Runway Rubber Removal and Paint Plan.

15-Year Airfield Runway Rubber Removal and Paint Plan			
Year	**All Existing Runway Paint Removed/Obliterated**	**Runway Painting**	**Rubber Removal**
2027	X	X (All Areas Repainted)	X
2030		X	X
2033		X	X
2036	X	X (All Areas Repainted)	X
2039		X	X
2042		X	X

7.6.4. Runway rubber removal and paint buildup will be removed using high-pressure water spray method. Painting, as requested, will include but is not limited to threshold markings, fixed distance markings, designation markings, centerline, side stripes and other required airfield markings.

7.6.5. All existing runway paint must be removed/obliterated and full repainting of all areas on the runway must occur at least every 9 years, or sooner as determined by Airfield Management and 30 CES.

7.7. Airfield Operations Compliance Verification (AO-CV). The AO-CV evaluates the ability of the air traffic system (e.g., AOM, ATC, Airfield Management, RAWS) to meet safety standards and operational requirements of military and civil users. The objective is to analyze and evaluate pertinent Airfield Operations functional areas for safety and operational compliance. The AO-CV provides the means to resolve identified deficiencies at the appropriate command echelons and offers MAJCOMs and units a means of self-evaluation and improvement. MAJCOMs can then analyze trend data derived to continuously improve AO policies or procedures. Specific AO-CV guidance is contained in DAFMAN 13-204, Volume 1, *Management of Airfield Operations.*

7.7.1. Evaluations will follow a 24-month cycle for Department of the Air Force locations and can also be conducted at any time based on negative safety trends or unsafe conditions identified through trend and analysis.

7.7.2. Team In/Out-briefs and daily briefings. The AOF/CC will coordinate and schedule an AOB on the first day of the AO-CV as an In-Brief. The AOF/CC will coordinate any additional meetings as requested by AFMC/A3OO Team Chief and will coordinate and schedule the final out-brief with the SLD 30/CD or designated representative.

7.8. Airfield Operations Board (AOB). The AOB is established and documented (including agenda and minutes) IAW DAFMAN 13-204, Volume 1, *Management of Airfield Operations*, and provides a forum for discussing, updating, and tracking various activities in support of Airfield Operations and the flying mission.

7.8.1. Board Membership. The board is chaired by the SLD 30/CD or designated representative; not to be delegated lower than the senior operations commander or equivalent. The following organizations are identified as members and will attend the AOB or send a designated representative. Other personnel with business for the board are welcome and encouraged to attend:

7.8.1.1. SLD 30/CD-O (Chairman).

7.8.1.2. SLD 30/CD-S.

7.8.1.3. SLD 30/SEF.

7.8.1.4. SLD 30/CP.

7.8.1.5. 30 OSS/CC.

7.8.1.6. 30 RS DET 1/CC.

7.8.1.7. 30 CES/CC.

7.8.1.8. 2 ROPS/CC.

7.8.1.9. 30 OSS/DO/OSA/OSAA/OSAB/OSM/OSW/OSAT.

7.8.1.10. 30 CES/CEF/CEI/CEN/CEO/CENPD/CENPL.

7.8.1.11. 2 ROPS/DON.

7.8.1.12. TA Representative (Amentum).

7.8.1.13. Air Force Air Traffic Representative (AFREP, FAA Western-Pacific Region).

7.8.1.14. FAA Air Traffic Representative (ATREP).

7.8.1.15. ZLA ARTCC.

7.8.1.16. Santa Barbara TRACON

7.8.1.17. HQ AFMC/A3OO Terminal Instrument Procedures (TERPS).

7.8.2. Scheduling/frequency. The AOB will convene quarterly or semi-annually (IAW current HQ AFMC/A3OO policy), whenever requested by the SLD 30/CD-O, and during AO-CV inspection in-briefs. If conducted semi-annually, the AOF/CC will continue to track activities and staff updates on briefing items listed in DAFMAN 13-204, Volume 1, *Management of Airfield Operations,* to the HQ AFMC/A3OO OPR for Airfield Operations on a quarterly schedule and will provide quarterly updates to briefing items and place the updates within the Vandenberg AOB minutes section of AFMC/A3OO SharePoint site.

7.8.3. AOB review items. In addition to the required AOB agenda items in DAFMAN 13-204, Volume 1, *Management of Airfield Operations*, see **Attachment 19**, *AOB Calendar Year Quarter and Month Review Items,* for other local required agenda review items.

7.9. AOF Training Review Board (TRB). The AOF TRB was established to monitor and document the training status of AOF personnel. The TRB will be conducted monthly. Board minutes will be approved, signed and forwarded to HQ AFMC/A3OO no later than the 15th day of the month.

7.10. Mid-Air Collision Avoidance Program (MACA). An active MACA program is essential to flight safety. Representatives from SLD 30/SEF and/or Airfield Operations will educate the local flying community in the services provided by KVBG air traffic control as well as the hazards associated with military aircraft. The AOF plays a key role in supporting SLD 30/SE-managed programs such as MACA. This program is directed by DAFI 91-202, *The Department of the Air Force Mishap Prevention Program.*

7.11. Pilot Airfield Liaison (PAL) Program. The pilot Airfield Operations flight liaison program provides a medium for cross flow of information between air traffic controllers, Airfield Management personnel, base and FAA facilities, and airports. The Tower Air Traffic Manager (ATM) implements and facilitates this program.

7.12. Airfield Management Digital Audio Legal Recorder (DALR) Recording/Access. DALR operation, including data retention requirements of all recordings, is managed by Tower IAW DAFMAN 13-204, Volume 1, *Management of Airfield Operations,* DAFMAN 13-204, Volume 3, *Air Traffic Control*, and OSAB OI 13-204, *Air Traffic Control.*

7.12.1. Tower will record and maintain audio recordings of Airfield Management console positions, radio frequencies and telephone lines IAW DAFMAN 13-204, Volume 2, *Airfield Management.*

7.12.2. Tower will secure all Airfield Management audio recordings in the DALR equipment room. If required, access for audio playback or recorded audio data will be provided to the Airfield Manager, Deputy Airfield Manager, or NCOIC, Airfield Management Operations by the ATM or AOF/CC.

7.13. Special Procedures Not Applied or Available. The following special procedures are not available or applicable at KVBG:

7.13.1. Radar procedures such as airport surveillance radar (ASR) approaches and precision approach radar (PAR) approaches are not available.

7.13.2. Reduced same runway separation is not authorized.

7.13.3. No airfield snow removal services are available.

7.13.4. Functional Check Flight procedures are not available or applicable.

7.13.5. Radar vectors to initial procedures are not available.

7.13.6. KVBG does not have a base Aero Club.

7.13.7. There are no classified areas on the airfield.

7.14. Revisions. This instruction will be reviewed annually. Recommendations for revisions to this instruction are encouraged and should be forwarded to 30 OSS/OSA.

JAMES T. HORNE III, Colonel, USSF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

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CFR, Title 49, U.S.C. Part A § 40103, *Sovereignty and Use of Airspace*, 1 January 2024

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Adopted Forms

AF Form 103, *Base Civil Engineering Work Request*

AF Form 185, *Project Order*

AF Form 332, *Base Civil Engineer Work Request*

DAF Form 483, *Certificate of Competency*

AF Form 651, *Hazardous Air Traffic Report*

DAF Form 813, *Request for Environmental Impact Analysis*

DAF Form 847, *Recommendation for Change of Product*

AF Form 3616, *Daily Record of Facility Operation*

AF Form 3823, *Drop Zone Survey*

AF Form 4066, *Forward Area Refueling Point (FARP) Site Survey*

AF Form 4303, *Helicopter Landing Zone Survey*

DD Form 175-1, *Flight Weather Briefing*

DD Form 448, *Military Interdepartmental Purchase Request*

DD Form 1801, *DoD International Flight Plan*

FAA Form 7460-1, *Notice of Proposed Construction or Alteration*

FAA Form 7460-2, *Notice of Actual Construction or Alteration*

FS Form 7600A, *United States Government General Terms and Conditions*

FS Form 7600B, *United States Government Work Order*

Abbreviations and Acronyms

AAA—Airspace Access Approval

ACA—Airfield Controlled Area

ACC—Air Combat Command

ACSI—Airfield Certification and Safety Inspection

AF—Air Force

AFAS—Airfield Automation System

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFMC—Air Force Material Command

AFSOC—Air Force Special Operations Command

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

AIR EVAC—Aero-Medical Evacuation

AISR—Airfield Management Aeronautical Information System Replacement

ALSF-2—High Intensity Approach Lighting System with Sequenced Flashing Lights

AMC—Air Mobility Command

AMOCC—PACAF/USAFE Air Mobility Operation Control Centers

AO—Airfield Operations

AOB—Airfield Operations Board

AO-CV—Airfield Operations Compliance Verification

AOF—Airfield Operations Flight

AOF/CC—Airfield Operations Flight Commander

AOI—Airfield Operations Instruction

AOM—Airfield Operations Management

ARFF—Aircraft Rescue and Fire Fighting

AFREP—Air Force Air Traffic Representative

ARTCC—Air Route Traffic Control Center

ASAP—As Soon as Possible

ASRR—Airfield Suitability and Restriction Report

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

ATM—Air Traffic Manager

ATO—Approval to Operate

ATREP—Federal Aviation Administration Air Traffic Representative

BASH—Bird/Wildlife Aircraft Strike Hazard

BDOC—Base Defense Operations Center

BIFROST—Bridging Environmental Intelligence for Responsive Operational Support Portal

BWC—Bird Watch Condition

CALP—Civil Aircraft Landing Permit

CDF—Cargo Deployment Facility

CE—Civil Engineering

CFR—Code of Federal Regulations

CMA—Controlled Movement Area

CMAV—Controlled Movement Area Violation

COA—Certificate of Authorization

COR—Contract Officer Representative

COTS—Commercial-Off-The-Shelf

CP—Command Post

CPU—Central Processing Unit

DAFI—Department of the Air Force Instruction

DAFMAN—Department of the Air Force Manual

DALR—Digital Audio Legal Recorder

DCC—Disaster Control Center

DME—Distance Measuring Equipment

DV—Distinguished Visitor

DVA—Diverse Vector Area

DZ—Drop Zone

DZC—Drop Zone Coordinator

E—East—ELT—Emergency Locator Transmitter

EPU—Emergency Power Unit

ERO—Engine Running Offload/Onload

ETA—Estimated Time of Arrival

ETD—Estimated Time of Departure

ETP—Exception to Policy

ETVS—Enhanced Terminal Voice Switch

FAA—Federal Aviation Administration

FARP—Forward Area Refueling Point

FBWOS—Fixed Base Weather Observation System

FCAC—Frequency Control Analysis Center

FD—Fire Department

FDIO—Flight Data Input/Output

FINPLAN—Financial Plan

FL—Flight Level

FLIP—Flight Information Publication

FM—Frequency Modulation

FOD—Foreign Object Damage

FPCON—Force Protection Condition

FPNO—No-Flight-Plan Operations

FS—Fiscal Service

FSDO—Flight Standards District Office

FSS—Flight Service Station

Ft—Feet

FY—Fiscal Year

GATR—Ground Air Transmitter Receiver

GPS—Global Positioning Satellite

HATR—Hazardous Air Traffic Report

HAZ—Hazardous

HC-PAD—Hazardous Cargo Parking Pad

HIRL—High Intensity runway Lights

HLZ—Helicopter Landing Zone

HOSP—Hospital

HQ—Headquarters

HQ AFMC/A3OO—Headquarters, Air Force Material Command, Airfield Operations Branch

IAW—In Accordance With

IC—Incident Commander

IDS-5—Information Display System 5

IFR—Instrument Flight Rules

IG—Inspector General

IGEMS—Inspector General Evaluation Management System

IMC—Instrument Meteorological Conditions

IFE—Inflight Emergency

ILS—Instrument Landing System

INS—Inertial Navigation System

JO—Joint Order

JON—Job Order Number

KVBG—Vandenberg SFB Airfield

LED—Light-Emitting Diode

LF—Launch Facility

LMR—Land Mobile Radio

LOA—Letter of Agreement

LOP—Local Operating Procedure

MACA—Mid-Air Collision Avoidance

MAJCOM—Major Command

MDS—Mission Design Series

MEDEVAC—Medical Evacuation

MET—Meteorological

MICT—Management Internal Control Toolset

MIPR—Military Interdepartmental Purchase Request

MSL—Mean Sea Level

NAS—National Airspace System

NAVAID—Navigation Aid

NCOIC—Non-Commissioned Officer in Charge

N—North—NAS—National Airspace System

NIMA—National Imagery and Mapping Agency

NLT—Not Later Than

NM—Nautical Mile

MOA—Memorandum of Agreement

NORDO—Non-Operational Radio

NOTAM—Notice to Airmen

MOU—Memorandum of Understanding

NVD—Night Vision Devices

OCR—Office of Collateral Responsibility

ODO—Opposite Direction Operations

OG—Operations Group

OI—Operating Instruction

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

OSS—Operations Support Squadron

PACAF—Pacific Air Forces

PAL—Pilot Airfield Liaison

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PIC—Pilot-In-Command

PLB—Personnel Locator Beacon

PM—Program Manager

PMI—Preventive Maintenance Inspection

PMSV—Pilot-to-Metro Service

POC—Point of Contact

POFZ—Precision Obstacle Free Zone

POL—Petroleum, Oils and Lube

POV—Privately Owned Vehicle

PPR—Prior Permission Required

PTD—Pilot-to-Dispatch

QRC—Quick Reaction Checklist

R—Radial—RAWS—Radar, Airfield and Weather Systems

RC—Radio Controlled

RCR—Runway Condition Reading

RDS—Air Force Records Disposition Schedule

RNAV—Area Navigation

ROS—Representative Observation Site

RPA—Remotely Piloted Aircraft

RSC—Runway Surface Condition

RSI—Remote Status Indicator

RVR—Runway Visual Range

RWF—Range Weather Forecaster

RWY—Runway

S—South

S5R—Space launch Delta 30, Program Requirements Office

SBA TRACON—Santa Barbara Terminal Radar Approach Control

SCA—Self Contained Approach

SCN—Secondary Crash Net

SFL—Sequence Flashing Lights

SFO—Simulated Flameout

SFS—30th Security Forces Squadron

SID—Standard Instrument Departure

SII—Special Interest Item

SLC—Space Launch Complex

SOF—Supervisor of Flying

SoS—SLD 30/CC Statement of Support

SSC—Space Systems Command

SSI—FAA Special Security Instructions

SUA—Special Use Airspace

STARS—Standard Terminal Automation Radar System (STARS)

SUAS—Small Unmanned Aircraft System

SVFR—Special Visual Flight Rules

TA—Transient Alert

TA/AGE—Transient Alert and Aerospace Ground Equipment

TAC—Tactical

TACAN—Tactical Air Navigation

TACC—618 Tanker Airlift Control Center

TDW—Tower Display Workstation

TERPS—Terminal Instrument Procedures

T.O.—Technical Order

TOT—Time-Over-Target

TPD—Test Procedures Directive

TRB—Training Review Board

UA—Unmanned Aircraft

UAS—Unmanned Aircraft Systems

UFC—Unified Facilities Criteria

UHF—Ultra High Frequency

USAF—United States Air Force

USAFE—United States Air Forces in Europe

U.S.C.—United States Code

USDA—United States Department of Agriculture

USECDEF—Under Secretary of Defense

USSF—United States Space Force

VBG—Vandenberg

VCOA—Visual Climb Over Airport

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VTOL—Vertical Takeoff and Landing

W—West—WA—Weather Advisory

WGS84—World Geodetic System

WOC—Weather Operations Center

WW—Weather Watch

ZAR—Zone Availability Report

ZLA ARTCC—Los Angeles Air Route Traffic Control Center

Office Symbols

2 ROPS/DON—2nd Range Operations Squadron, Airspace and Offshore Management

30 CPTS—30th Comptroller Squadron

30 LRS—30th Logistics Readiness Squadron

30 LRS/LGRDX—30th Logistics Readiness Squadron, Support Agreement Manager

30 CES/CEOER—30th Civil Engineer Squadron, Engineering Flight

30 CES/CEOES—30th Civil Engineer Squadron, Service Contracts

30 CES/CEOHP—30th Civil Engineer Squadron, Horizontal shop

30 CES/CENMP—30th Civil Engineer Squadron, Project Execution Section

30 CES/CENPL—30th Civil Engineer Squadron, Base Community Planner

30 CES/CEF—30th Civil Engineer Squadron, Fire Department

30 CES/CEV—30th Civil Engineer Squadron, Environmental Conservation

30 CES/CEX—30th Civil Engineer Squadron, Readiness and Emergency Management

30 CES/EOD—30th Civil Engineer Squadron, Explosive Ordnance Disposal

30 CPTS—30th Comptroller Squadron

30 CPTS/FMAB—30th Comptroller Squadron, Budget Analysis

30 CONS—30th Contracting Squadron

30 OSS—30th Operations Support Squadron

30 OSS/CC—30th Operations Support Squadron, Commander

30 OSS COR—30th Operations Support Squadron, Contract Officer Representative

30 OSS/OSA—30th Operations Support Squadron, Airfield Operations Flight

30 OSS/OSM—30th Operations Support Squadron, Air Traffic Systems Flight

30 OSS/OSW—30th Operations Support Squadron, Weather Flight

30 RS DET 1/CC—30th Reconnaissance Squadron, Detachment 1 Commander

30 SFS—30th Security Forces Squadron

SLD 30/CC—Space Launch Delta 30, Commander

SLD 30/CD-O—Space Launch Delta 30 Deputy Commander, Operations

SLD 30/CD-S—Space Launch Delta 30 Deputy Commander, Support

SLD 30/CCP—Space Launch Delta 30, Protocol Office

SLD 30/PA—Space Launch Delta 30, Public Affairs

SLD 30/PMD—Space Launch Delta 30, Program Management Office

SLD 30/SE—Space Launch Delta 30, Safety

SLD 30/SEF—Space Launch Delta 30, Flight Safety

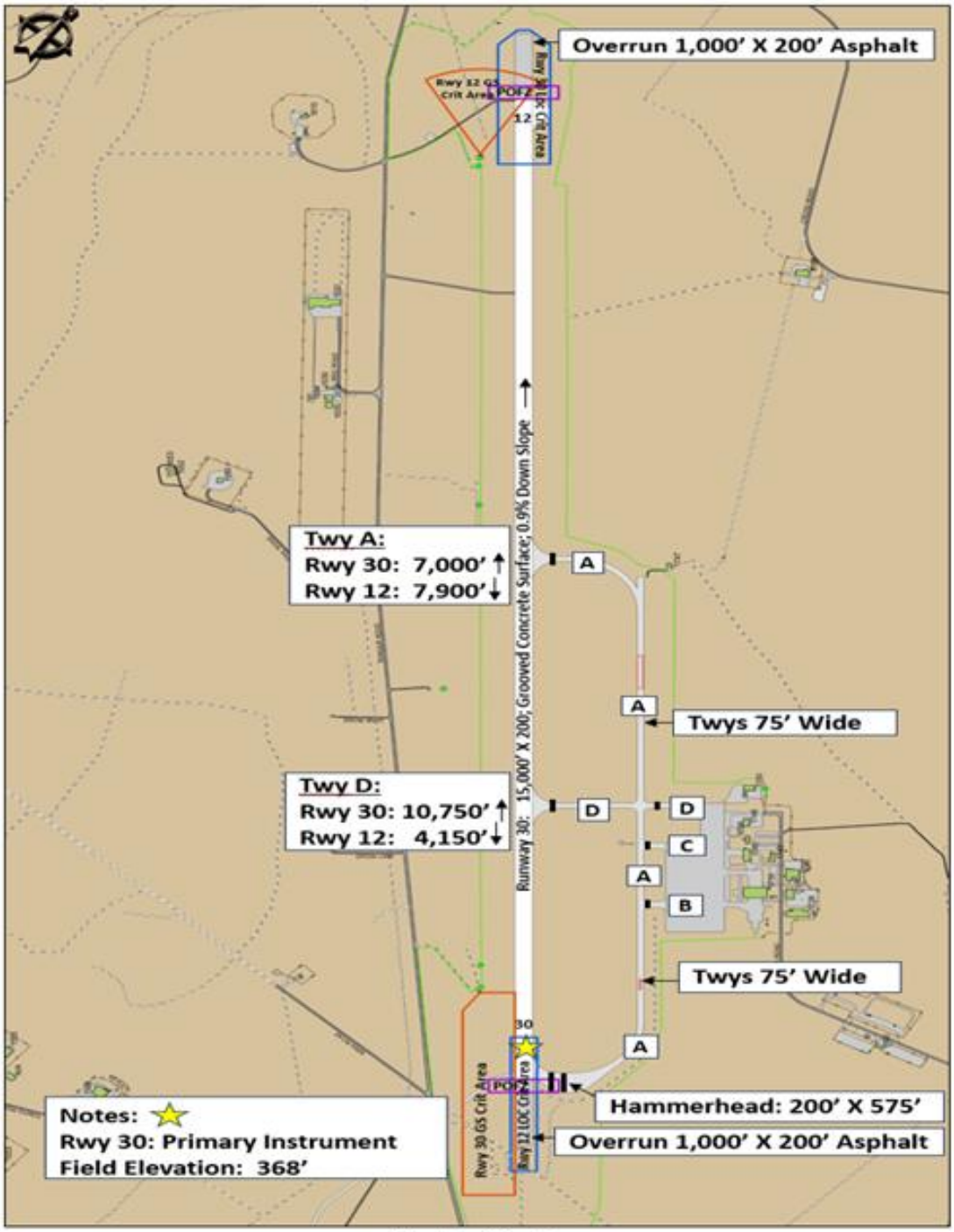
SLD 30/SEW—Space Launch Delta 30, Explosives Safety

SLD 30/S5R—Space Launch Delta 30, Program Requirements Office

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.



Not to Scale

Attachment 3

AIRFIELD CONTROLLED AREA (ACA) AND MOWER ZONES

Figure A3.1. Airfield Controlled Area.

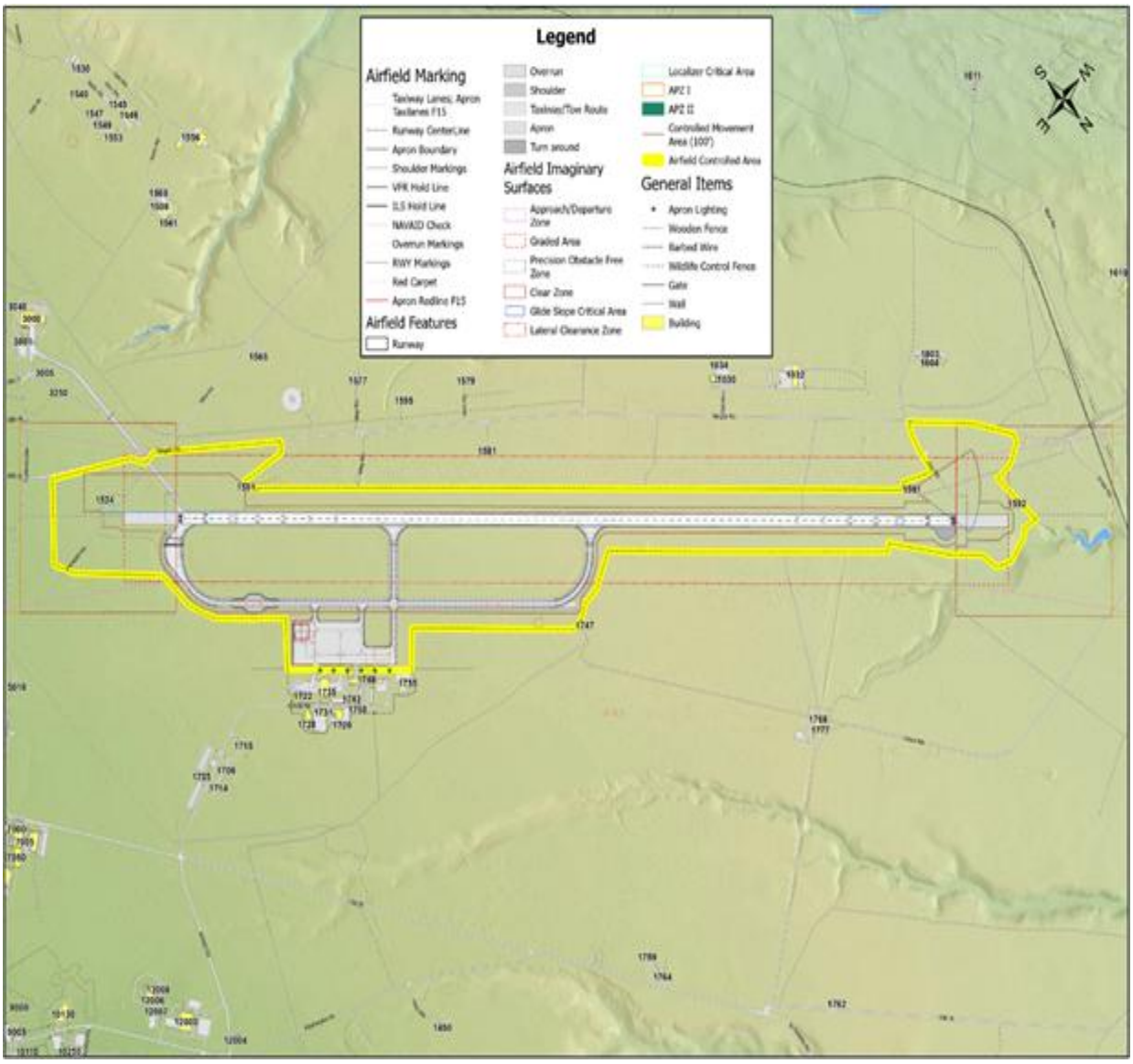
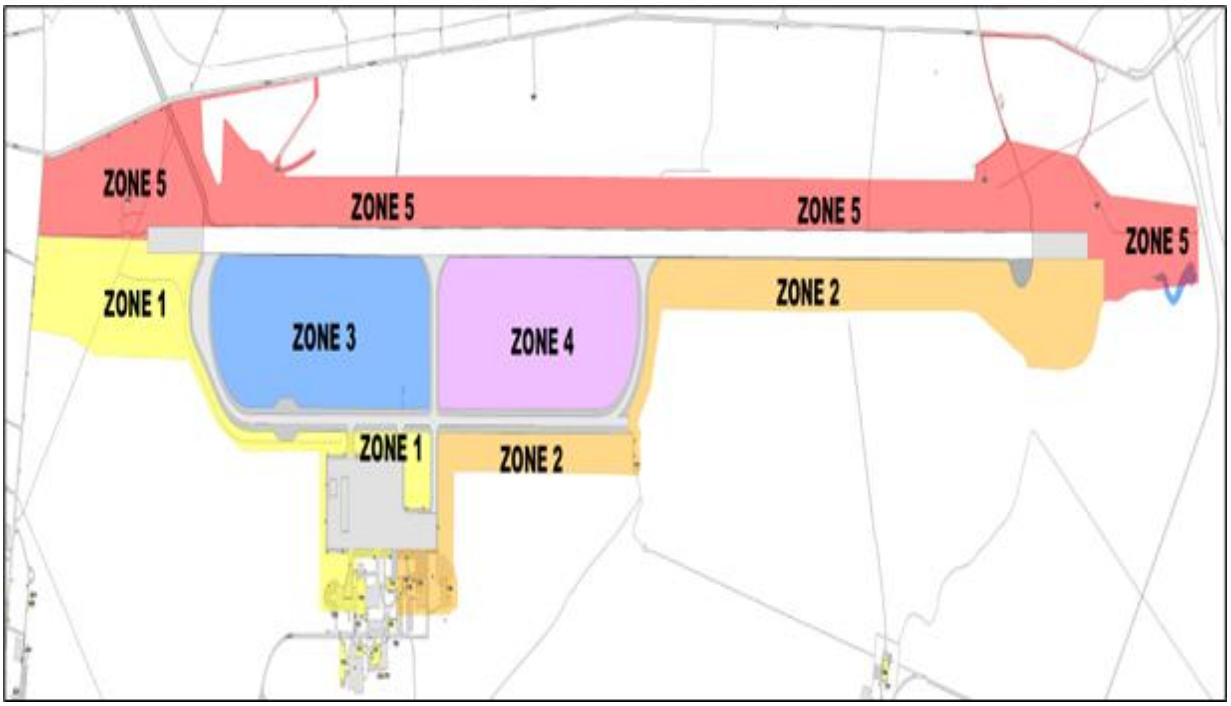


Figure A3.2. Mower Zones.



Attachment 4

CONTROLLED MOVEMENT AREA

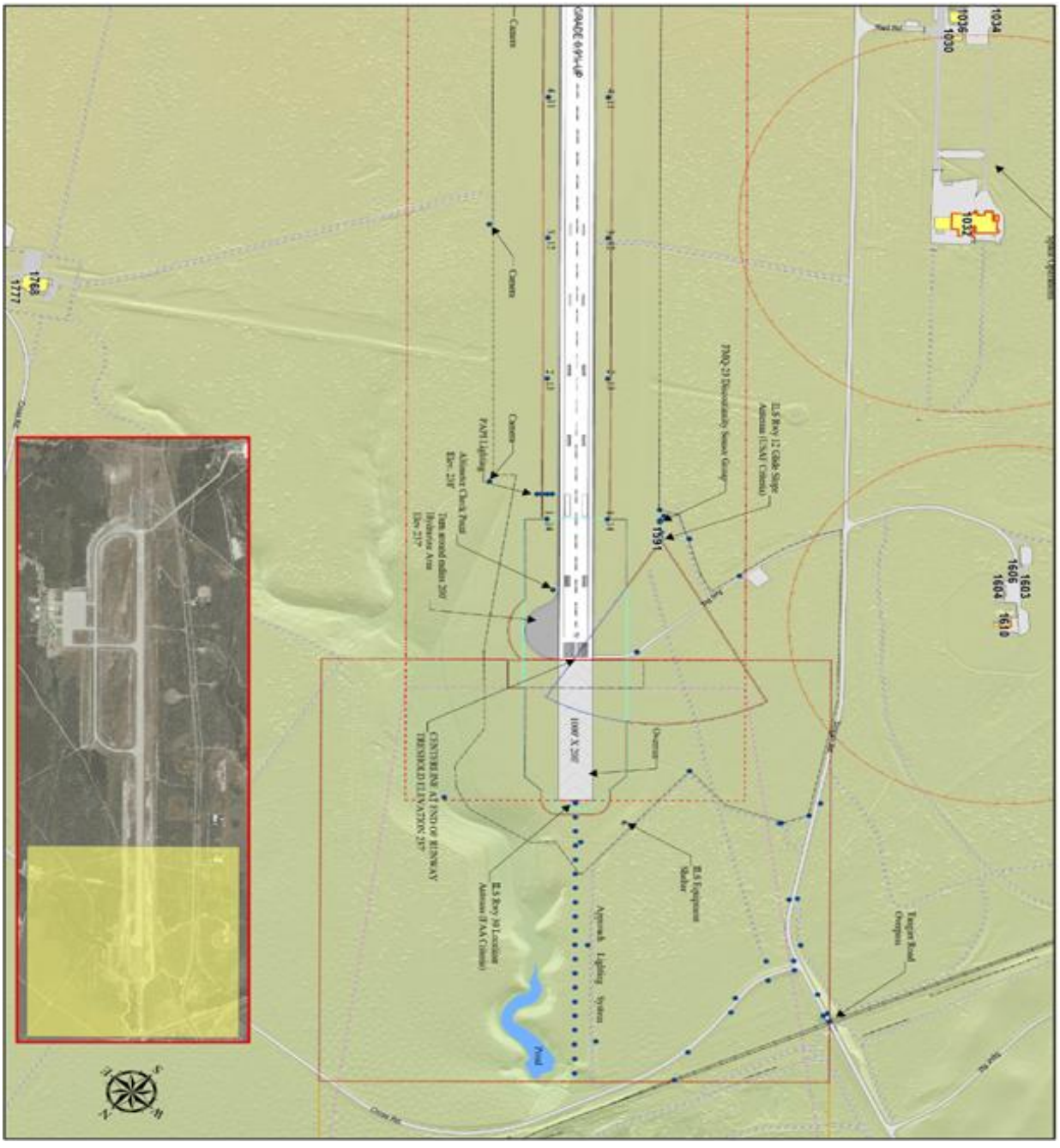
Figure A4.1. Controlled Movement Area.

Not to Scale

Attachment 5

AIRFIELD DIAGRAM – RWY 12 APPROACH END

Figure A5.1. Airfield Diagram - RWY 12 Approach End.



Attachment 6

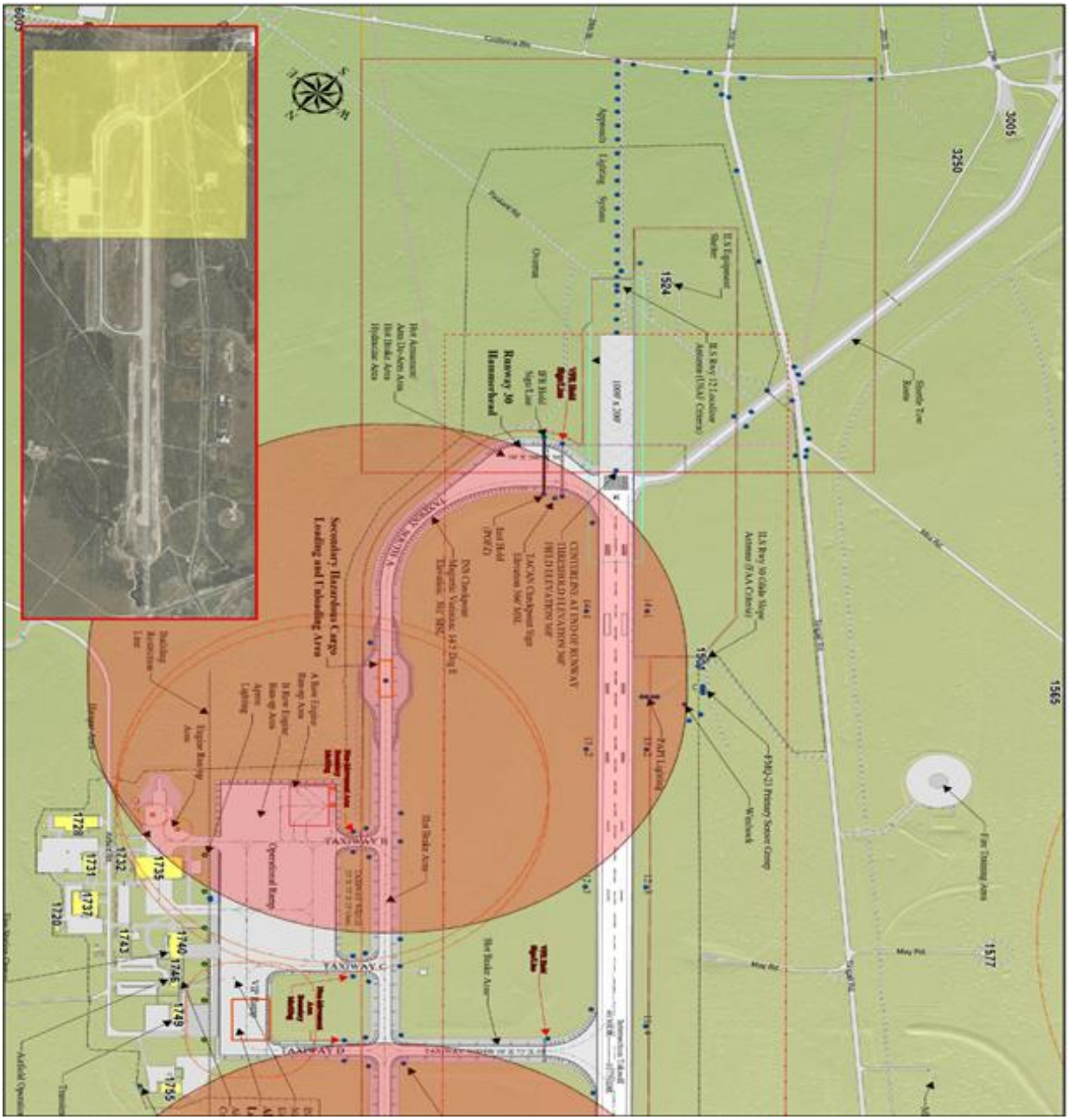
AIRFIELD DIAGRAM MIDFIELD - PRIMARY HAZARDOUS (HAZ) CARGO PARKING

Figure A6.1. Airfield Diagram Midfield - Primary and Alternate HAZ Cargo Parking Locations.

Attachment 7

AIRFIELD DIAGRAM RWY 30 APPROACH END - SECONDARY HAZ CARGO PARKING

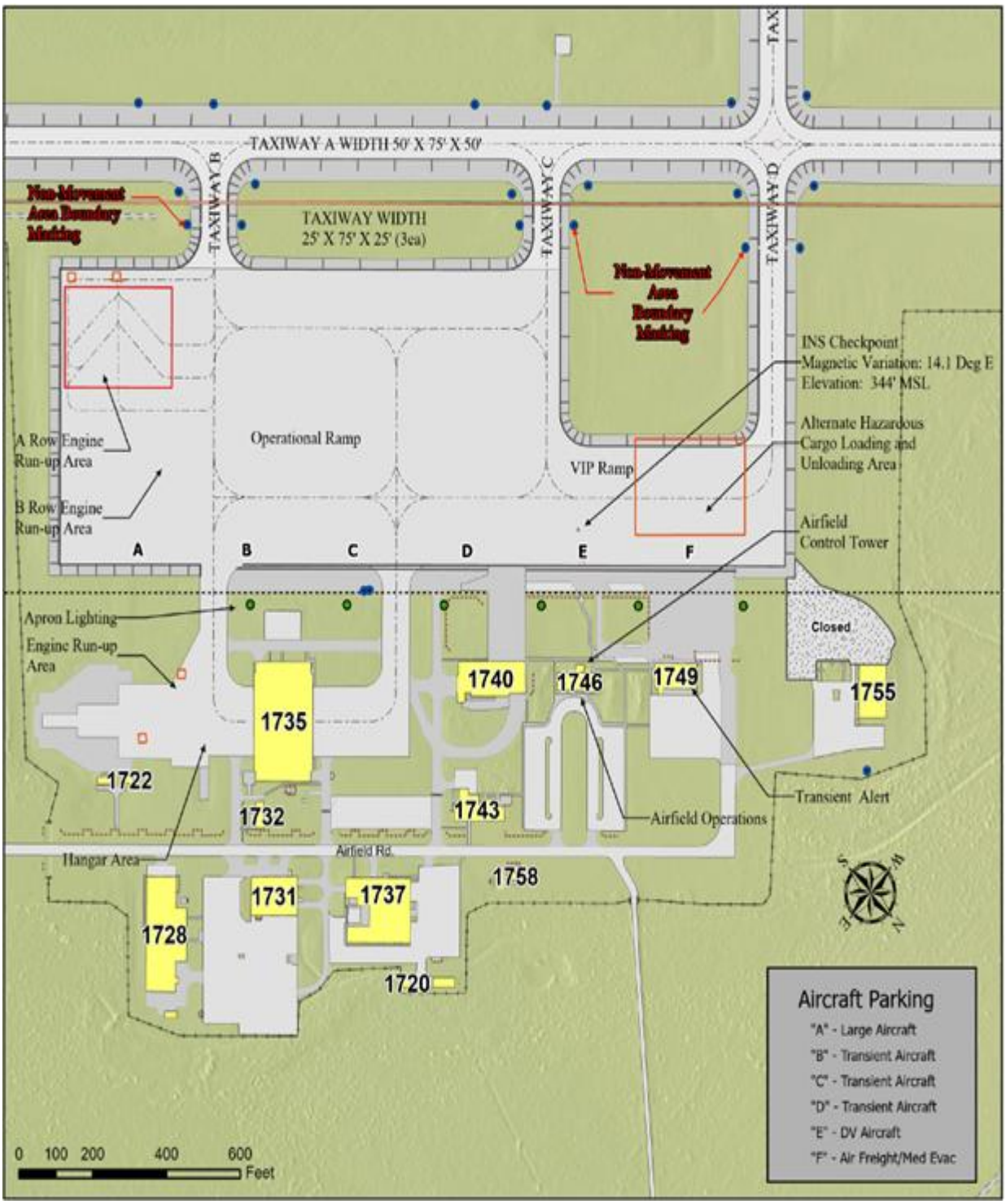
Figure A7.1. Airfield Diagram RWY 30 Approach End - Secondary HAZ Cargo Parking Location.



Attachment 8

AIRCRAFT APRON AND PROCESSING AREA

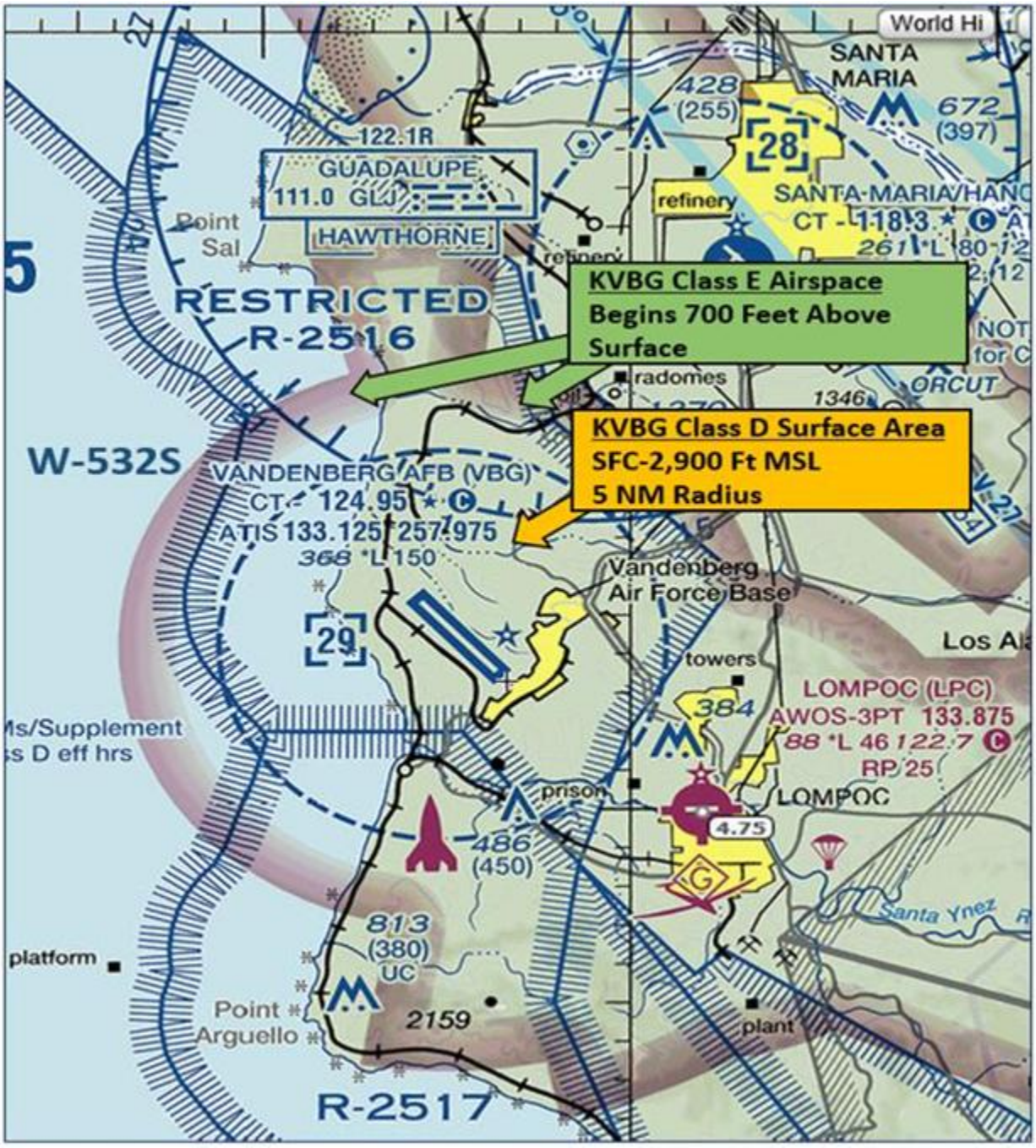
Figure A8.1. Aircraft Apron and Processing Area.



Attachment 9

KVBG CLASS D/E AIRSPACE

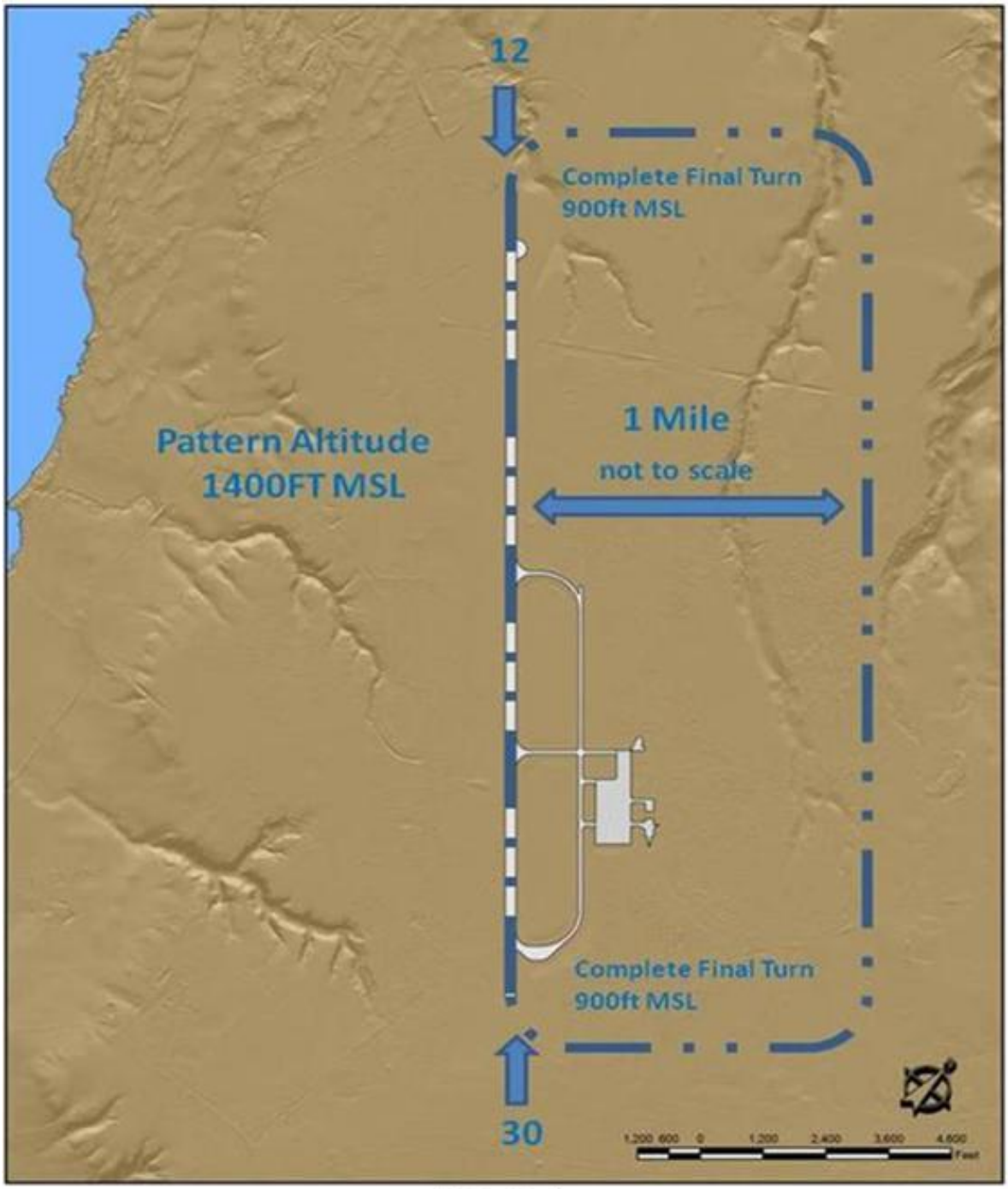
Figure A9.1. KVBG Class D and E Airspace Depiction.



Attachment 10

HELICOPTER AND SMALL AIRCRAFT TRAFFIC PATTERN

Figure A10.1. Helicopter and Small Aircraft Traffic Pattern.

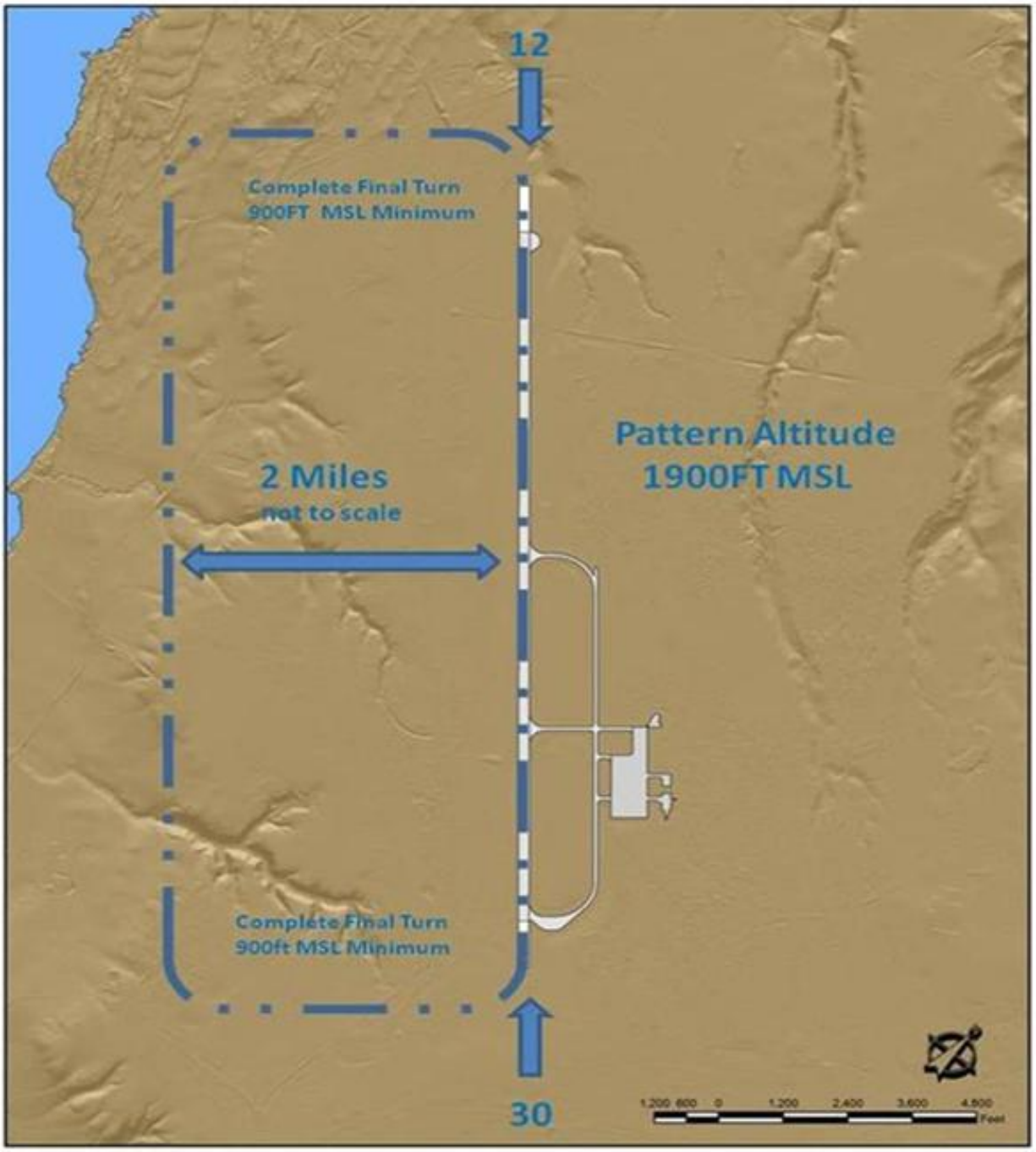


Not to Scale

Attachment 11

RECTANGULAR TRAFFIC PATTERN

Figure A11.1. Rectangular Traffic Pattern.

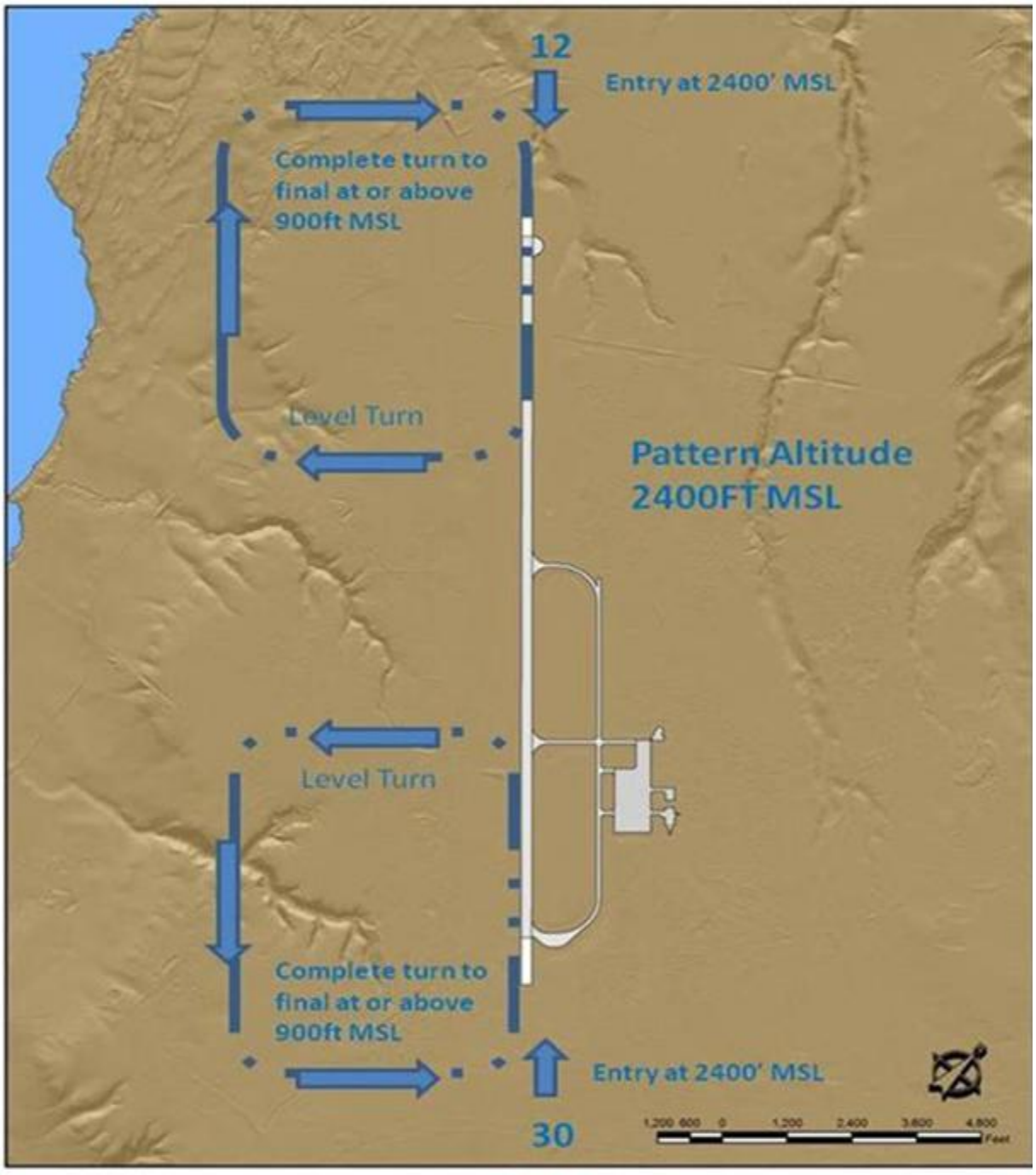


Not to Scale

Attachment 12

OVERHEAD TRAFFIC PATTERN

Figure A12.1. Overhead Traffic Pattern.

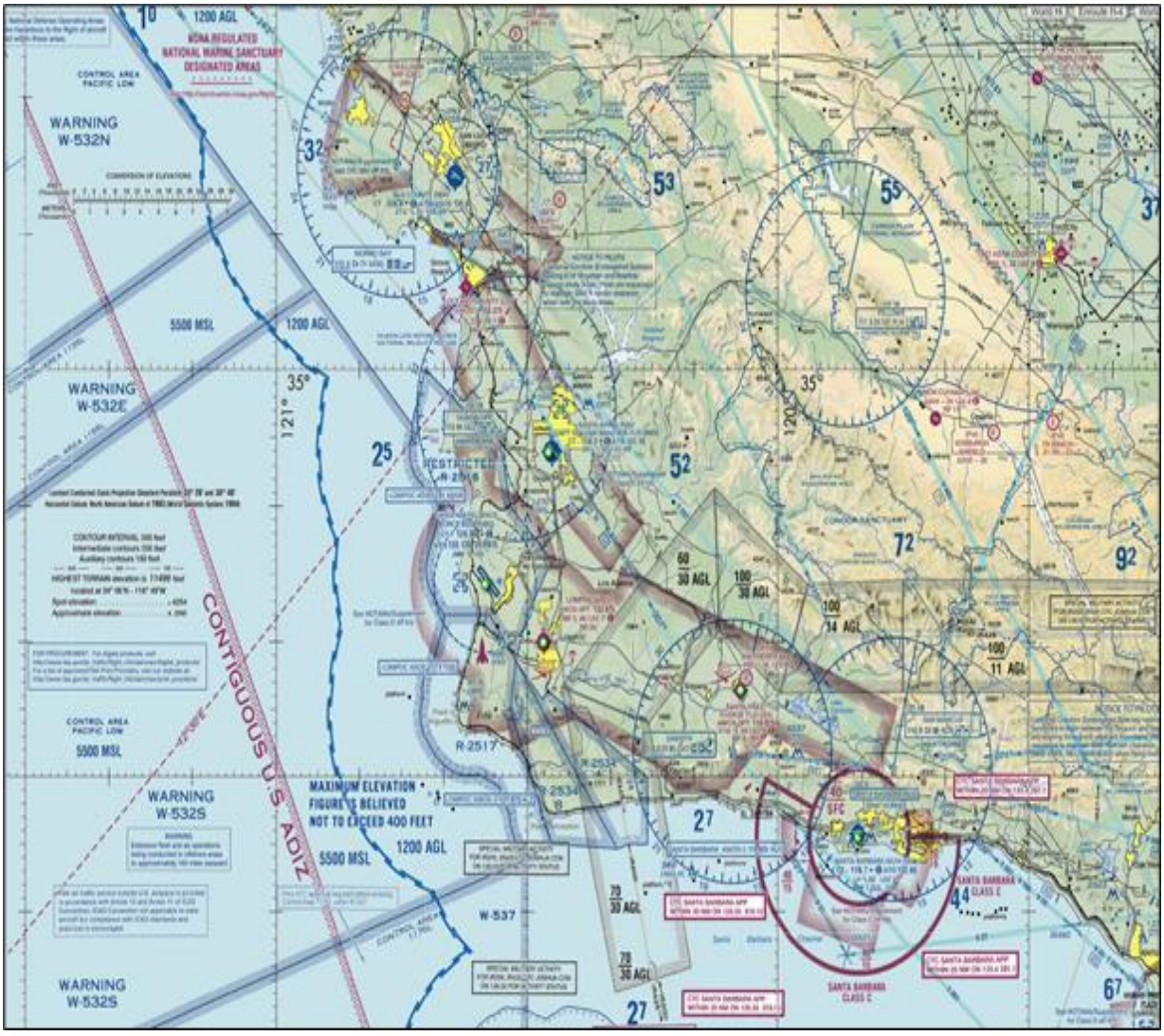


Not to Scale

Attachment 13

LOCAL FLYING AREA

Figure A13.1. Local Flying Area.



Attachment 14

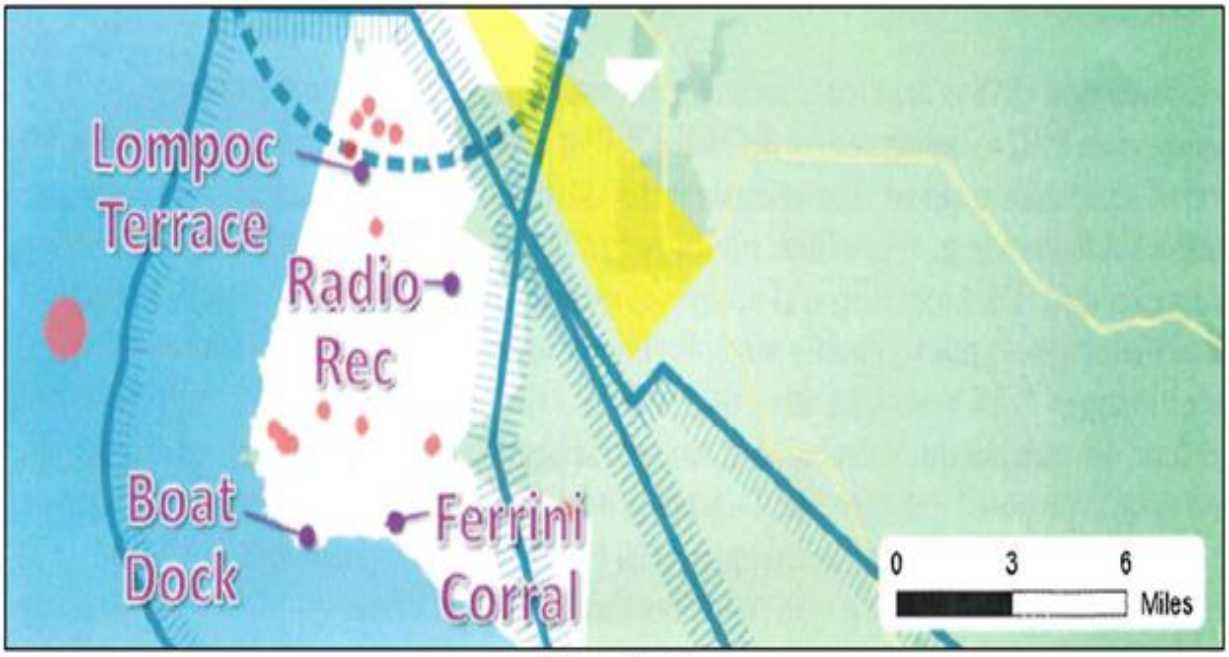
SPECIAL USE AIRSPACE

Figure A14.1. Special Use Airspace Depiction.

Attachment 15

GROUPS 1-3 VSFB POTENTIAL UAS STAGING AND OPERATING AREAS

Figure A15.1. VSFB Potential UAS Groups 1-3 Staging and Operating Areas Map.



Not to Scale

Attachment 16

AVOIDANCE OF COASTAL PROTECTED ENDANGRED SPECIES AREAS

A16.1. VFR Overflight Avoidance of Coastline Protected Species Habitat Areas. Aircraft involved with emergency operations that include in-flight emergencies, law enforcement, pre-launch patrol, search and rescue, wildfire suppression or any other emergency situations are exempt from these procedures. VSFB is habitat for several threatened and endangered species and contains many environmentally sensitive areas. Tower will issue traffic pattern restrictions contained in this instruction to ensure endangered habitat areas are protected. Waivers must be coordinated through the 30th Civil Engineer Environmental Flight (30 CES/CEV). The restrictions below apply within R-2516 and R-2517 to ensure base compliance with federal laws and regulations protecting these species and their habitats.

A16.2. Point Sal/Lion Rock supports pinnipeds (harbor seals, California sea lions) that are protected under the Marine Mammal Protection Act. This area must be avoided year- round by a minimum 1,000 ft slant range. The pinnipeds haul out at Lion's Head is also subject to the 1,000 ft minimum altitude area.

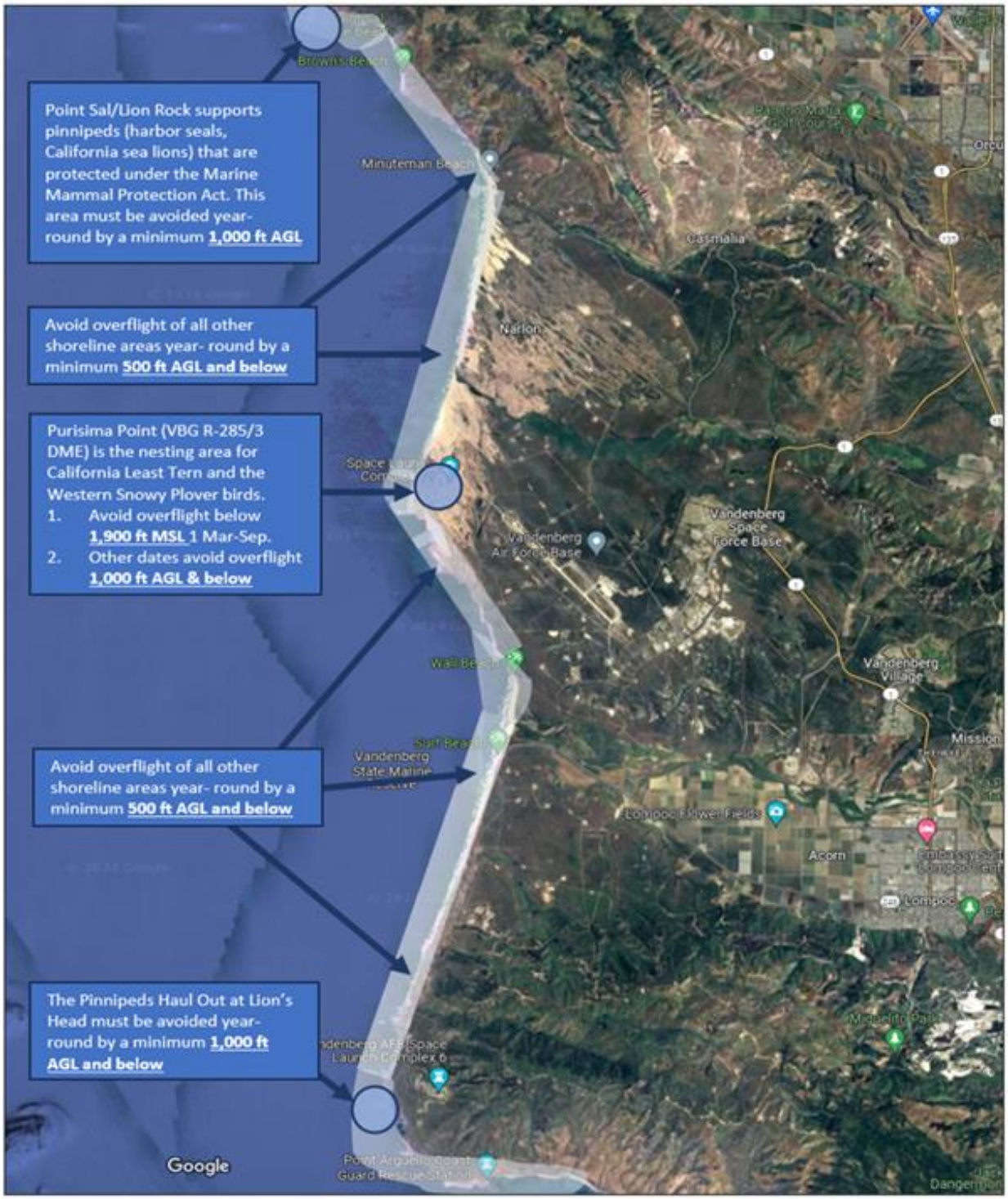
A16.3. Purisima Point. (VBG TACAN R-285/3 DME) and the neighboring terrain along the shoreline to LF-576E is the nesting area for the endangered California Least Tern and the threatened Western Snowy Plover (**Attachment 11**). All aircraft will avoid overflight of this area at a slant range less than 1,900 ft MSL from 1 March through 30 September each year. The Federal Endangered Species Act prohibits disrupting the nesting birds during this time. From October through February, a 1,000 ft minimum altitude applies due to marine mammal haul-out in this area. Marine mammals are protected from unauthorized harassment under the Marine Mammal Protection Act.

A16.4. The following areas provide habitat for the threatened Western Snowy Plover and must be avoided year-round by a minimum 500 ft slant range: Minuteman Beach to Purisima Point; from 1.1 mile north to 3.7 miles south of the Santa Ynez River mouth (Wall and Surf Beach); and Jalama Beach. **NOTE:** 2 ROPS/DON is exempt from this requirement per MOU between VSFB and the California Department of Fish and Wildlife regarding Air Force activities in VSFB Marine Resources Protection Act Ecological Reserve.

A16.5. The Vandenberg State Marine Reserve. Protects the shoreline between just south of Point Purisima south to Government Point (just Northwest of the Boathouse). Protected resources along this shoreline include marine mammals and nesting seabirds. A minimum 500 ft slant range restriction applies year-round.

A16.6. See Figure A12.1 below, *Endangered Species Shoreline Avoidance Areas Depiction.*

Figure A16.1. Avoidance of Coastal Protected Endangered Species Areas Depiction.

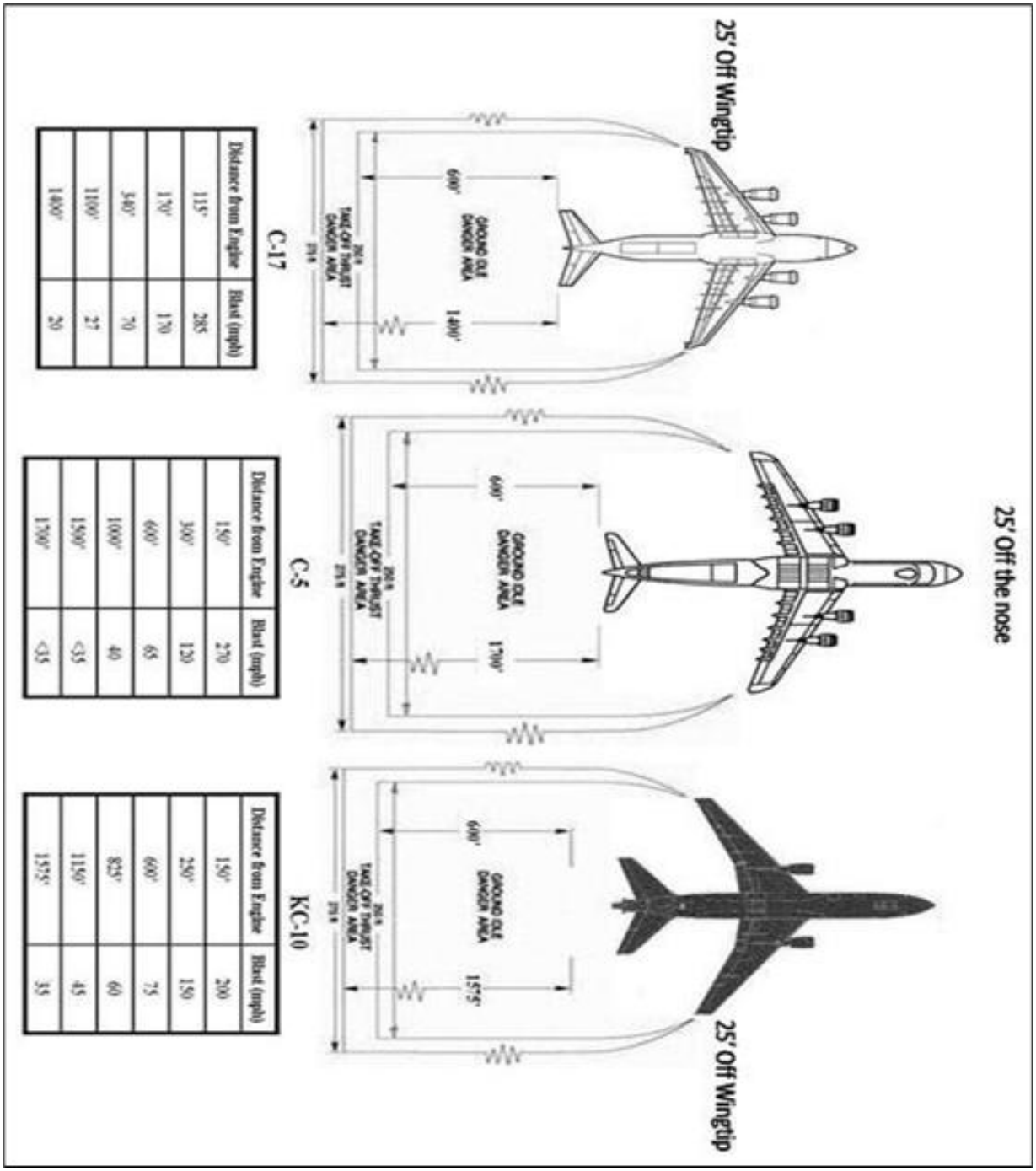


Not to Scale

Attachment 17

JET BLAST/THRUST DANGER AREAS

Figure A17.1. Jet Blast/Thrust Danger Areas.



C-17

Distance from Engine	Blast (mph)
115'	285
170'	170
340'	70
1100'	27
1400'	20

C-5

Distance from Engine	Blast (mph)
150'	270
300'	120
600'	65
1000'	40
1500'	<35
1700'	<35

KC-10

Distance from Engine	Blast (mph)
150'	200
250'	150
600'	75
825'	60
1150'	45
1575'	35

Attachment 18

VSFB DROP ZONES

Figure A18.1. VSFB DZs.

Not to Scale

Attachment 19

AOB CALENDAR YEAR QUARTER AND MONTH REVIEW ITEMS

A19.1. In addition to required agenda items contained in DAFMAN 13-204, Volume 1, *Management of Airfield Operations.* The following annual review items will be addressed at the AOB in the calendar quarter and month indicated, or as changes occur.

A19.2. First Quarter:

A19.2.1. RAWS/ATCALS PMI Schedule (January)

A19.2.2. ATC Flying Procedures (February)

A19.2.3. Three and fifteen-year airfield painting and runway rubber removal plans (February)

A19.2.4. Maps and Diagrams (Grid Map, Visibility Checkpoint, Airport Diagram, Sunset/Sunrise Table, Airfield Lighting Diagrams and Magnetic Variation Diagrams) (March)

A19.2.5. Airfield Certification and Safety Inspection (ACSI) (March)

A19.3. Second Quarter:

A19.3.1. Airfield Suitability and Restriction Report (ASRR) (April)

A19.3.2. Air Installation Compatible Use Zone (AICUZ) (April)

A19.3.3. Terminal Instrument Procedures (May)

A19.3.4. Local Operating Procedures (LOP). Review of listings and effective dates of LOPs affecting the local airfield/flight environment (AOI, LOAs, Operations Letters, OPLAN taskings as applicable to the airfield environment, host nation agreements, etc.) (May)

A19.3.5. Waivers (Permanent, Temporary and ATC) and associated correction plans (June)

A19.3.6. Financial Plan (FINPLAN) (June)

A19.4. Third Quarter:

A19.4.1. Airfield Parking Plan (Third quarter: July)

A19.4.2. Local aircraft priorities (Third quarter: July)

A19.4.3. Results of annual self-inspection (September)

A19.5. Fourth Quarter:

A19.5.1. Installation Security and Hijack Prevention Plan (October)

A19.5.2. ATC, Airfield Management (Airfield Management) and Airfield Operations (AO) Officer Training Programs (November)

A19.6. AO-CV Inspection, MICT, or IGEMS Open Discrepancies. These will be reviewed at all AOBs until items are closed. **NOTE:** Meeting minutes must be marked ―CONTROLLED UNCLASSIFIED INFORMATION‖ if they contain AO-CV, Inspector General, or Special Interest Items (SII) information.

A19.7. Special Interest Items (SII). Report the results of new AF and/or MAJCOM SII checklists, including SIIs carried over from the previous year, at the first AOB following the official release of the SII checklist (Month following the official release)

Attachment 20

TRANSIENT UNIT REQUEST MOA DOCUMENT EXAMPLE – SPECIAL OPERATIONS TRAINING AND EXERCISE PROCEDURES USE REQUEST

Figure A20.1. Example Transient Unit Special Operations Request MOA Document.

YOUR LETTERHEAD

22 August 2025

MEMORANDUM FOR SLD 30/CD

FROM: UNIT SENIOR OPERATIONS COMMANDER

SUBJECT: Vandenberg Space Force Base Exercise Training and Special Operations Procedures Use

1. (UNIT) requests utilization of procedures contained in SLD30I 13-204, *Vandenberg SFB Airfield Operations*, Chapter 5 and all other applicable chapters and associated diagrams and attachments, and will adhere to all provisions and procedures.

2. All personnel have been briefed by the 30 OSS Airfield Operations Flight and have completed familiarization training. (UNIT) will ensure all associated partner, and participating flying units receive a copy of SLD30I 13-204, *Vandenberg SFB Airfield Operations*, and are briefed on participating aircraft commander, aircrew, and support personnel responsibilities prior to conducting any operations contained in Chapter 5.

3. (UNIT), flying (TYPE AIRCRAFT) aircraft, will execute VFR tactical traffic patterns, DZ operations, and other flight operations contained in SLD30I 13-204, *Vandenberg SFB Airfield Operations*, Chapter 5 and other instruction chapters as required, and will adhere to all request cut-off and other coordination deadlines contained in the Instruction. Additionally, associated, partner, and participating flying units are responsible for requesting and/or using any other Vandenberg SFB airfield or base assets IAW SLD30I 13-204, *Vandenberg SFB Airfield Operations,* and other applicable guidance.

4. Review of this memorandum shall be on an annual basis, any change to SLD30I 13-204, *Vandenberg SFB Airfield Operations*, or at any time deemed by either party.

XXXX X. XXXXXXX, RANK, SERVICE
Commander, (UNIT)

Ind, XX/XXX/CC
MEMORANDUM FOR SLD 30/CD

Approve / Disapprove

XXXX X. XXXXXXX, Colonel, USAF
Deputy Commander, SLD 30