BY ORDER OF THE COMMANDER
SPANGDAHLEM AB (USAFE)

SPANGDAHLEM AIR BASE
INSTRUCTION

13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This Airfield Operations Instruction (AOI) implements Air Force Policy Directive (AFPD) 13-2, *Air Traffic, Airfield, Airspace, and Range Management*. It provides a source document describing procedures, equipment, and facilities for Spangdahlem Air Base (ETAD) aircrews, airfield operations (AO) personnel, including air traffic control (ATC) and Airfield Management (AMOPS), and all other base agencies involved in AO. The instruction prescribes local flying areas, aircraft traffic patterns, clearance procedures, In-Flight Emergency (IFE) response procedures, local aircraft priorities, and general flight rules for aircraft operating in Spangdahlem controlled airspace. This instruction is written in accordance with (IAW) Air Force Manual (AFMAN) 13-204v1, *Management of Airfield Operations*, and is specifically supplemental to AFI 11-202v3, *General Flight Rules*; AFMAN 13-204v2, *Airfield Operations Standardization and Evaluations*; AFI 11-2F-16v3_Spangdahlem Air Base Supplement, *Pilot Operational Procedures*; and Federal Aviation Administration Order (FAAO) 7110.65, *Air Traffic Control*. In addition, this instruction prescribes many procedures applicable to ground operations on Spangdahlem Airfield and is supplemental to Department of Air Force Instruction (DAFI) 13-213 USAFE-AFAFRICA Supplement, *Airfield Driving*; AFMAN 11-218, *Aircraft Operations and Movement on the Ground*; Air Force Joint Instruction (AFJI) 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*; and AFI 32-1043, *Managing Aircraft Arresting Systems*. The 52d Fighter Wing (52 FW) Commander (52 FW/CC) has delegated waiver authority to the 52 OG/CC for the provisions of this document. This instruction is written in coordination with the 52 OG Standard

and Evaluations Office (52 OG/OGV) authored **Chapter 8** supplement of AFI 11-2F-16v3 and will include annual reviews and, if necessary, annual rewrites to maintain both documents' currency. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program,* and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the DAF Form 847, *Recommendation for Change of Publication;* route DAF Forms 847 through appropriate chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See DAFI 90-160, *Publications and Forms Management,* for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. The organization, section titles, and topic locations have been revised IAW AFMAN 13-204, Volumes 1 – 4. Parking requirements have been updated to reflect current standards and safety mandates. Additionally, airfield design criteria have been updated to reflect the most current USAFE standards. Finally, many local Airfield Operations Flight processes have been updated to reflect current operations and technological advancements.

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Designation of Senior Airfield Authority (SAA).

1.1.1. For the purpose of this instruction, the 52 OG/CC is designated as the SAA for ETAD.

1.2. Runways (RWY) and Taxiways (TWY). The ETAD airfield diagram depicting runway/taxiway designations, runway length, width and surface type, field elevation/gradient, designation of Primary Instrument Runway, depiction of Instrument Landing System (ILS) Critical Areas, Intersection Departure Distances, and Instrument Hold Lines is located at **Attachment 4**.

1.2.1. Airfield and Runway Data (**Attachment 4**).

1.2.1.1. Location: N 49° 58.59' and E 06° 41.91'.

1.2.1.2. Field Elevation: 1197ft Mean Sea Level (MSL).

1.2.1.3. Runway: ETAD has a single precision-instrument runway, designated RWY 04/22, with dimensions 10,007ft x 148ft. The runway surface is mastic asphalt. The first 970ft of RWY 22 and first 493ft of RWY 04 are grooved concrete. The runway has a down slope of 0.7 percent northeast to southwest. The runway has 26ft wide asphalt shoulders.

1.2.1.4. Overruns: RWY 04 overrun is 995ft x 148ft and RWY 22 overrun is 988ft x 148ft. The first 493ft of the RWY 04 and first 506ft of the RWY 22 overruns are composed of concrete with a black epoxy coating; the remaining portions of the overruns are asphalt. Landings and departures are not authorized on any portion of the runway overruns. Note: A 6ft tall near-field ILS monitor is located 659ft into the RWY 04 underrun/RWY 22 overrun on centerline.

1.2.1.5. Runway Imaginary Surface Criteria. IAW United States Air Forces in Europe (USAFE) Instruction (USAFEI) 32-1007, Airfield and Heliport Planning and Design, ETAD uses modified International Civil Aviation Organization (ICAO) and North Atlantic Treaty Organization (NATO) Class B runway criteria. This criterion differs from Unified Facility Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design, to more closely mirror airfield criteria that is commonly used in Europe. Aircrews and personnel operating on the airfield will observe the following differences from Continental US (CONUS) locations.

1.2.1.5.1. Total width of the Runway Lateral Clearance Zone (RLCZ) and Primary Surface is 984ft, centered on the runway, instead of 2000ft wide standard for CONUS Class B runways. The length of the RLCZ still coincides with the runway ends IAW USAFEI 32-1007 criteria.

1.2.1.5.2. Runway clear zone dimensions are 1,000ft long by 984ft wide, instead of the 3000ft long by 3000ft wide runway clear zone standard for CONUS Class B runways.

1.2.1.5.3. Width of USAF Mandatory Frangibility Zone (MFZ) is 984ft wide centered on the runway centerline, instead of 500ft wide standard for CONUS Class B runways. All objects site within the MFZ must be frangible except as noted in UFC 3-260-01,

Appendix B13. The length of the MFZ is equal to the length of the clear zone (1,000ft) IAW USAFEI 32-1007 criteria.

1.2.1.5.4. Conical Surface ending height and Outer Horizontal Surface height is 100 meters (328ft) above the established airfield elevation (EAE) out to a radius of 15,000 meters (49,213ft), instead of standard 152 meters (500ft) for CONUS Class B runways.

1.2.2. Taxiways (**Attachment 4**).

1.2.2.1. The airfield has seven taxiways: Alpha, Bravo, Charlie, Delta, Echo, Golf, and Papa. All taxiways west of TWY P, excluding TWY C, are considered taxitraks for airfield criteria purposes IAW USAFEI 32-1007 and are limited to use by fighter aircraft only.

1.2.2.2. Taxiway Surface: All taxiways are asphalt except TWY A from TWY P to the runway; TWY G, and C from TWY P to the Alpha Taxitrak (ATT); and TWY A and TWY E east of the runway have grooved concrete surfaces.

1.2.2.3. Taxiway Widths: All taxiways east of the runway are 75ft wide. TWY A between the runway and TWY P is 80ft wide. The ATT is 39ft wide, TWY B is 75ft wide, TWY C west of the runway is 73ft wide, TWY D between the runway and TWY P is 75ft wide and 50ft wide west of TWY P, TWY E west of the runway is 50ft wide, TWY P is 74ft wide and TWY G is 75ft wide. Taxiways west of the runway are not equipped with paved shoulders.

1.2.3. Taxiway Restrictions.

1.2.3.1. Precision approach critical areas cover parts of TWY A, D, E, G, and P (see airfield diagram depicted in **Attachment 4** for critical area locations). Airfield drivers will hold short of precision approach critical areas and receive permission from Ground Control before proceeding IAW Spangdahlem Air Base Instruction AFI 13-213 Airfield Driving Spangdahlem AB Supplement.

1.2.3.2. Aircraft with wingspans greater than or equal to 135ft must use taxiways east of the runway and park on Ramp 5/6 unless otherwise approved by the 52 OG/CC.

1.2.3.3. Aircraft with wingspans less than 135ft, to include helicopters, may taxi across the ATT between ramps 3 and 4. Note: Aircraft using Ramp 3 require prior coordination with Airfield Management Operations (AMOPS) and Transient Alert (TA).

1.2.3.4. ATT Restrictions. The ATT is 39ft wide which is not in compliance with the 39.4ft taxitrak standard width for tactical fighter aircraft IAW USAFEI 32-1007.

1.2.3.4.1. To provide the required minimum wingtip clearance of 25ft IAW AFMAN 11-218, taxi operations through the ATT north of ramp 4 are restricted to fighter aircraft with wingspans of 38ft or less and south of ramp 4, 58ft or less. Helicopters may only taxi through the ATT to access ramp 3. Note: Aircraft with wingspans of up to 58ft may taxi through the ATT north of TWY Charlie with wing walkers. See USAFEI 32-1007 for additional guidance on taxiing and ground operations.

1.2.3.5. ATT Wingtip Clearance Lines. ATT does not meet USAFEI 32-1007 wingtip clearance criteria. Wingtip clearance lines are painted on hardstands, ramps, and taxiways along the full length of the ATT. These wingtip clearance lines are identical to the ATT driving lanes painted on ATT itself. When aircraft are taxiing on the ATT, all vehicles,

personnel, equipment, and obstructions must be outside the wingtip clearance lines to maintain required wingtip clearance. See **Attachment 5**, **Figure A5.6** for a depiction of the ATT Wingtip Clearance Lines. Note: Driving Lanes are marked similarly to wingtip clearance lines and run the entire length of the ATT; these do not provide wingtip clearance.

1.2.3.6. Only aircraft with wingspans less than 135ft, to include helicopters, may taxi on TWY P by the Bravo and Delta arm/de-arm pads when arming and de-arming is in progress due to insufficient wingtip clearance.

1.3. Runway Selection Procedures.

1.3.1. Runway Selection: When the winds are 5 knots or greater, the Tower Watch Supervisor shall determine the runway in use based on current and forecasted winds (within a two-hour window). When the SOF is present, the SOF will coordinate with the Tower Watch Supervisor to change the runway in use based on higher mission requirements or aircraft configuration.

1.3.1.1. Calm Wind Runway: RWY 22 is designated as the primary calm wind runway for use when sustained wind velocity is forecasted to be less than 5 knots due to airspace requirements.

1.3.1.2. Runway Change Procedures: Tower will pre-coordinate runway changes with Deutsche Flugsicherung GmbH (Langen ACC), Ground Controlled Approach (GCA), SOF, AMOPS, Barrier Maintenance (BM) (as required), Base Weather (52 OSS/OSW), and Fire Department (FD). Tower will notify Langen ACC, GCA, SOF, AMOPS, OSW, and FD when the runway change is complete and report any changes to the barrier configuration, as required.

1.3.2. See Noise Abatement procedures in section 1.21 for additional runway selection criteria.

1.4. Controlled Movement Area (CMA) Procedures.

1.4.1. The CMA boundary is defined by the instrument, VFR, and non-movement area hold lines surrounding the runway environment (**Attachment 4**). It consists of a large semi-rectangular area surrounding the runway. West of the runway, the area spans from approximately 100ft west of TWY P, excluding the Bravo and Delta arm/de-arm areas. East of the runway, the area is defined by the runway hold lines at TWY A, B, C, E and TWY G north of Ramp 5 spot 8. To the north and south, the CMA extends to the ends of each runway glide slope critical area.

1.4.2. Only individuals having official business within the CMA will be approved access. Detailed instructions for gaining access to and exiting the CMA are outlined in AFI 13-213 Airfield Driving Spangdahlem AB Supplement. Crossing the runway for convenience is strictly prohibited. Use of perimeter road is the authorized route for getting to the opposite side of the airfield.

1.4.3. General responsibilities, airfield driving requirements, authorization of Privately Owned Vehicle (POV) passes, vehicle call signs, and traffic procedures are outlined in AFI 13-213 Airfield Driving Spangdahlem AB Supplement.

1.4.4. Tower will immediately notify AMOPS of any CMA violation (CMAV), including runway incursions. AMOPS will immediately respond and escort the individual to AMOPS.

Required actions following a CMAV are outlined in AFI 13-213 Airfield Driving Spangdahlem AB Supplement.

1.4.4.1. Airfield Management or Airfield Operations Flight Commander (AOF/CC) will report CMAVs to 52 FW Flight Safety (52 FW/SEF) and USAFE/A3CA (Airfield Operations) within 24 hours IAW DAFI 13-213 USAFE-AFAFRICA Supplement, paragraph 2.6.3.1 utilizing AF IMT 457, USAF Hazard Report or AF IMT 651, Hazardous Air Traffic Report (HATR).

1.4.4.2. A runway incursion is the most hazardous type of CMAV due to the risk of aircraft endangerment. For trend and analysis purposes, all runway incursions must further be classified into three operational categories: Operational Error, Pilot Deviation, and Vehicle/Pedestrian. The AOF/CC will work with 52 FW/SEF and the 52 FW Airfield Driving Program Manager (ADPM) to ensure this classification is annotated in the recommendations section of the AF IMT 457 or AF IMT 651 IAW DAFI 13-213 USAFE-AFAFRICA Supplement, paragraph 2.6.1, and AFMAN 91-223.

1.4.4.3. The 52 FW ADPM and AOF/CC will ensure the results of all CMAVs, including runway incursions, are briefed at the Airfield Operations Board (AOB).

1.4.5. Runway Incursion Prevention Working Group (RIPWG). In the event there are three runway incursions within a six-month period, the 52 OG/CC will implement and chair the RIPWG IAW DAFI 13-213 USAFE-AFAFRICA Supplement. The RIPWG will convene within 30 days of the third runway incursion event.

1.4.5.1. RIPWG membership shall include the 52d Operations Support Squadron (52 OSS)/CC, AOF/CC, Airfield Manager (AFM), 52 FW ADPM, Tower Chief Controller (CCTLR), 52 FW/SEF, Unit Commanders, unit ADPMs, and other organizational leadership as required.

1.4.5.2. The AOF/CC will ensure the results of the RIPWG are briefed at the next AOB and that the RIPWG minutes are sent to USAFE/A3CA within 30 days IAW DAFI 13-213 USAFE-AFAFRICA Supplement.

1.4.6. CMA Control Procedures. IAW AFI 13-213 Airfield Driving Spangdahlem AB Supplement, Tower will maintain control of the CMA during published airfield hours. The CMA is uncontrolled outside of published airfield hours or during an airfield closure. If Tower is not available, drivers must contact Command Post via landline to verify airfield status prior to entering the CMA. When the Tower opens and initiates taking control of the CMA, Tower will announce on the Ramp Net that Tower is open and request all airfield drivers in the CMA to report their position. When Tower cannot observe the CMA due to restricted visibility, Tower will request AMOPS conduct a check of the CMA and report all vehicles and personnel observed in the CMA. Upon receipt of this message from AMOPS, Tower will assume control of the CMA and maintain radio contact with vehicles and personnel in the CMA. During snow removal operations, Tower will remain in control of the CMA IAW SABI 32-1002 Snow and Ice Control.

1.5. Airfield Lighting Systems.

1.5.1. High Intensity Approach Lights: Approach lighting systems are depicted in the Department of Defense (DoD) Flight Information Publication (FLIP) and Flight Information Handbook.

1.5.1.1. RWY 22: Non-standard ICAO Category (CAT) II approach lighting system (ALS) with Sequenced Flashing Lights (ALSF-2 equivalent). RWY 22 ALS is non-standard 2400ft length due to tree line and downslope of terrain prior to threshold. Note: IAW host nation procedures, the RWY 22 Sequence Flasher Lights (SFL) are not activated during CATII ILS operations.

1.5.1.2. RWY 04: Standard ICAO CATI ALS with SFLs (3000ft length, ALSF-1 equivalent).

1.5.2. Precision Approach Path Indicators (PAPI): RWY 04/22 PAPI angle is 3.0 degrees (Threshold Crossing Height (TCH) is 67ft) and is not coincidental with either ILS glide path. RWY 04/22 PAPIs are installed on both sides of the runway IAW ICAO lighting standards.

1.5.3. High Intensity Runway Lights (HIRL): Lights are spaced approximately 200ft apart down the full length of the runway. Lights are located non-standard 13ft from the usable runway surface. A permanent waiver has been approved by USAFE/A7 since HIRLs are not located within 10ft of runway edge IAW UFC 3-535-01, Visual Air Navigation Facilities and host nation criteria.

1.5.4. Touch Down Zone Lights: RWY 04/22.

1.5.5. Threshold Lights: RWY 04/22.

1.5.6. Runway End Lights: RWY 04/22.

1.5.7. Runway End Identifier Lights (REIL): RWY 04/22.

1.5.8. Runway Centerline Lighting.

1.5.9. Rotating Beacon.

1.5.10. Runway Stop Bar Lights. Red runway stop bar lights are installed on all TWYs intersecting CATII ILS critical areas to protect CATII ILS operations. Runway stop bar lights shall be operated by Tower IAW section 1.22. Protecting Precision Approach Critical Areas.

1.5.11. Operation of the ETAD airfield lighting system shall be IAW the German Zentralrichtlinie Mililtärisches Flugverkehrsmanagement (A2-272/2-2000-14), Aerodrome Lighting section 360. Procedures for airfield lighting system outages shall be IAW AFMAN 13-204v2, and the Airfield Lighting Guide, which is available for download from the AFFSA/XA SharePoint. The FW/CC is the approval authority for deviations to AFMAN 13-204v2 and the Airfield Lighting Guide (i.e. using the system beyond allowable outages').

1.5.12. AMOPS shall conduct a nightly airfield lighting serviceability check/inspection to verify compliance IAW AFMAN 13-204v2 and local directives. AMOPS will report and document all discrepancies found in the airfield discrepancy log. AMOPS will report all outages to the Exterior Electric Shop the next available duty day unless the outage is a safety of flight issue or exceeds the max allowed and requires standby personnel to be notified. Send

appropriate NOTAM(s) for affected system and pass the following information to standby personnel:

1.5.12.1. Equipment Description.

1.5.12.2. Nature of discrepancy.

1.5.12.3. Outage time (UTC).

1.5.12.4. Follow procedures in **Attachment 10** NOTES section as required.

1.5.13. 52 CES/CEOFE, Exterior Electrical Shop shall accomplish a detailed lighting inspection for systems reliability, daily Monday through Friday except for American holidays and/or wing down days. The inspection should be thorough and include all lighting systems, on and off base.

1.5.13.1. Inspect Airfield signs and lighting systems to ensure they are not obscured by any vegetation, dirt and/or snow. Ensure they are frangible mounted, and foundations do not exceed more than 3 inches above the finished surface or surrounding area.

1.5.13.2. Ensure lighting systems are illuminated if required for night operations and the different intensity levels (Steps 1-5) are checked, as applicable. Airfield Lighting will also ensure lighting is operational in areas that protect Instrument Critical areas and verify Traffic Control Light Systems at the intersection of runways, taxiways and perimeter road are operational.

1.5.14. Prior to going on the airfield to begin inspections, Airfield Lighting will check in with AMOPS to retrieve documented Airfield Lighting Outage discrepancies. AMOPS will annotate on the 3616 Events log that airfield lighting is on the airfield for the daily inspection. In the event AMOPS is not open when Airfield Lighting goes on the airfield, Airfield Lighting will make contact with AMOPS once the office has opened.

1.5.15. At the completion of the daily inspection of all airfield lighting systems, Airfield Lighting will check in via phone or at AMOPS to provide updates to discrepancies and/or other airfield lighting related issues.

1.5.16. Major system outages will be reported to Airfield Management. Major outages include total system outages and those that exceed the amounts listed in the Airfield Lighting Guide and locally developed lighting chart.

1.6. Permanently Closed/Unusable Portions of the Airfield.

1.6.1. Hardstand adjacent to Hardened Aircraft Shelter (HAS) 3070.

1.6.2. Hardstand adjacent to Bldg. 920 (Hush House 2).

1.6.3. Extended shoulder on the ATT adjacent to HAS 3086.

1.6.4. Taxiway Foxtrot.

1.7. Aircraft Arresting Systems.

1.7.1. Aircraft Arresting Systems Management and Use.

1.7.1.1. The OPR for aircraft arresting systems will be the CE Non-commissioned Officer in Charge (NCOIC) of Electrical Power Production and Barrier Maintenance (BM) Crew Chief. BM will ensure certified personnel are on duty whenever 52 FW flying is in

progress. BM will normally be on duty and available during 52 FW flying; however, they may be released whenever 52 FW tail hook equipped aircraft are not flying and no other tail hook aircraft are projected to arrive. BM will request permission from SOF, or AMOPS when SOF is not on duty, to be released from standby.

1.7.2. Inspections: BM will inspect aircraft arresting systems prior to all tail-hook equipped flying operations to include when Spangdahlem AB is a weather divert for tail-hook equipped aircraft. BM will notify AMOPS and Tower of the cable status. Additional checks may be required when directed by AMOPS.

1.7.3. Type and location: Four cable barrier arresting kits (BAK) are available on the runway: Two BAK-12 cables and two MB 100.10C (textile brake) systems (see **Attachment 4**). For reporting purposes, cables are numbered from one to four starting at the approach end of RWY 22. When removed, BAK-12 cables require a maximum of 20 minutes for reconnection. All cables are bi-directional; however, cables 1 and 4 will only be engaged at the departure end. Locations are as follows:

1.7.3.1. Cable number 1—Textile Brake—65ft into the RWY 04 overrun.

1.7.3.2. Cable number 2—BAK-12—1473ft from RWY 22 app end

1.7.3.3. Cable number 3—BAK-12—2113ft from RWY 04 app end.

1.7.3.4. Cable number 4—Textile Brake—65ft into the RWY 22 overrun.

1.7.3.5. Aircraft arresting system shelter locations can be described by the cable number and ALPHA for west side of the runway and BRAVO for east side of the runway.

1.7.4. Cable Configurations.

1.7.4.1. Normal configurations at ETAD will be cables 1 and 4.

1.7.4.1.1. The Tower Watch Supervisor may alter barrier configuration as required when outside of wing flying but may not remove cables 1 or 4 except for snow removal operations.

1.7.4.2. Wing flying cable configurations will normally be cables 1, 3, and 4 for RWY 22 and 1, 2, and 4 for RWY 04. Cable configurations may be altered at the discretion of the 52 OG/CC or SOF during wing flying and may include all cables in the raised position.

1.7.4.2.1. The SOF shall coordinate with the Tower Watch Supervisor to ensure the approach end cable is not strung for departures when aircraft configuration includes centerline ECM or travel pods.

1.7.5. Coordination.

1.7.5.1. When requested, Fire Department (FD) will aid BM when configuring cables. BM will request this assistance through Tower. Only BM and qualified fire protection personnel are authorized to pull cables across the runway. Only BM will recertify cable systems. If BM personnel are not present during system rewind, a post-arrestment inspection (tape inspection), which requires approximately one hour on the runway, must be performed by BM. The cable will not be certified for continued use until after the inspection.

1.7.5.2. Any change in cable status, such as runway changes or outages, will be coordinated immediately between Tower, AMOPS, SOF (as required), FD, and BM. During arresting system maintenance and configuration changes on the runway surface, runway operations must be suspended (excluding maintenance within the barrier shacks, i.e., oil/hydraulic changes, etc.). Note: Only AMOPS is authorized to resume runway operations after maintenance is completed and a runway check has been completed to verify there is no FOD on the runway.

1.7.5.3. BM will use the terms "operational," "not operational," "in- service," and "out of service" consistently when reporting barrier status to AMOPS. AMOPS will publish a NOTAM reported barrier status, as required.

1.7.6. Successive Engagement Time Intervals.

1.7.6.1. BAK-12: The average time interval between an engagement and resuming normal operations is 30 minutes (dependent on the aircraft's condition after engagement). Re-certification of the arresting system can be accomplished within 15 minutes after the tail-hook is separated from the cable.

1.7.6.2. Cables 1 and 4 may take up to 4 hours to replace when additional textile cables are on hand. There is no average time interval between engagements.

1.7.7. Slack Arresting Cables, Broken Supports, or Broken Tie Downs:

1.7.7.1. Immediately report slack cables, broken supports, or broken tie downs to Tower. This condition normally requires suspension of runway operations. Tower will coordinate with the SOF, notify AMOPS, and advice aircraft accordingly.

1.7.7.2. When a slack cable is reported, AMOPS will immediately advise BM. BM will inform AMOPS and Tower when the cable is reset and of any issue affecting its continued use.

1.7.7.3. A cable check is required when a heavy aircraft arrival or departure impacts a cable. A cable is considered "impacted" when a heavy aircraft makes high-speed contact with the cable. No cable inspection is required when a departure rolls over an approach end cable, an arrival rolls over the departure end cables, or the aircraft is at taxi speed. Additionally, no check is required between sequential heavy aircraft operations. After normal duty hours, on weekends/holidays, and during emergencies, AMOPS will perform the checks and, if discrepancies are found, notify FD to call standby BM personnel to respond.

1.7.7.4. Tower/GCA will advise transient aircraft of current configuration when cables are strung. Landing prior to or beginning departure roll before approach end cable is at the pilot's discretion.

1.7.8. Systems Engagements.

1.7.8.1. Emergency Engagements.

1.7.8.1.1. The aircraft commander shall notify the SOF or Tower as soon as possible with intention to make a cable engagement to ensure the cable is operational and ready for engagement. Tower will advise agencies of expected cable engagements via the

primary crash alarm system (PCAS). AMOPS will notify BM via the ramp net and/or the secondary crash net (SCN).

1.7.8.1.2. In-flight Emergency (IFE) aircraft anticipating a barrier engagement are normally given priority. However, if the nature of the emergency is such that landing may be delayed, the SOF may direct the recovery of other aircraft prior to recovery of the emergency aircraft.

1.7.8.2. Scheduled Engagements.

1.7.8.2.1. Tower will notify the following agencies prior to system engagement:

1.7.8.2.1.1. FD.

1.7.8.2.1.2. BM.

1.7.8.2.1.3. AMOPS.

1.7.8.2.2. Tower will switch aircraft conducting barrier certifications to Local Channel 5 (**CH 5**) prior to engagement for post-engagement coordination with the FD.

1.7.8.2.3. FD will request aircraft tail number, engagement speed, and weight from the pilot and pass this information to BM for re-certification of the arresting system.

1.7.9. Barrier Certification.

1.7.9.1. Barrier certification must be accomplished at least annually for barriers 2 and 3. BM will coordinate with the 52 OSS Current Operations Flight (OSO) at least 30 days in advance of a required barrier certification. Once scheduled, BM will notify AMOPS and FD. AMOPS will notify Tower, Spangdahlem Command Post (CP), 52 FW Flight Safety (SEF), and the AOF/CC of all scheduled barrier certifications.

1.7.9.2. The status of all barrier certifications will be tracked by BM and briefed at the AOB.

1.8. Parking Plan/Restrictions.

1.8.1. Parking locations for transient aircraft on Ramp 3 and 4 as well as squadron areas will be determined by AMOPS on a case-by-case basis. 726 AMS Maintenance Operations Center (MOC) will notify TA of parking locations for all aircraft parking on Ramp 5 and 6. Note: AMOPS shall inform Tower of transient aircraft parking locations when TA is not available and progressive taxi instructions must be given.

1.8.2. Ramps 3 and 4 are the primary parking locations for transient aircraft with wingspans less than 60ft. Flying squadron ops will contact AMOPS for approval to use Ramp 4 for lower refueling pit operations.

1.8.3. Transient aircraft may be parked in the squadron areas after coordination with MOC when aircraft size and parking space permit.

1.8.4. ETAD Maximum Aircraft on the Ground (MOG) Parking Capacity.

1.8.4.1. Ramp 1/2: Painted for F-16 wingtip clearance requirements. MOG is 12 F-16s.

1.8.4.2. Ramp 3: MOG is two F-16s.

1.8.4.3. Ramp 4: Painted for F-16 wingtip clearance requirements. MOG is 15 F-16s.

1.8.4.4. Ramp 5: Painted for C-5 wingtip clearance requirements. MOG is 11 C-5s.

1.8.4.5. Ramp 6: MOG is two C-5s.

1.9. Airfield Operating Hours and AO Facility Manning.

1.9.1. Normal operating hours are 0600-2200L Monday through Friday, 0800-2000L Saturdays, and 1200-2000L Sundays and all German holidays for the Rheinland-Pfalz region. See the German Military Aeronautical Information Publication (MIL AIP) for a table of German Holidays.

1.9.2. The airfield is closed on all U.S. federal holidays, and the Family Days outlined by the USAFE – AFAFRICA Family Day Program, unless directed otherwise by the 52 OG/CC due to mission requirements.

1.9.2.1. IAW the German MIL AIP, military training operations are principally suspended from Friday, 2200L until Monday, 0600L. This restriction does not apply to AMC transient non-training missions. Between Christmas Eve and New Year's Day, airfield hours of operation are 0800-1600L Monday through Saturday, and 1200-2000L Sunday. For exceptions see German MIL AIP para. 2.2.2.

1.9.2.2. When deemed necessary, the airfield is closed Saturday and Sunday prior to Labor Day for annual paint/rubber removal.

1.9.2.3. AOF/CC will coordinate with Spangdahlem CP at least two weeks in advance to provide adequate notification to AMC scheduling agencies. AMOPS will publish a NOTAM for all closures.

1.9.2.4. The AOF/CC must coordinate for 52 OG/CC approval for any additional airfield closures at least two weeks in advance (preferably four weeks) to ensure sufficient time for notification.

1.9.3. After-hours airfield operations and ATC facility opening/closing procedures.

1.9.3.1. Operations outside normal airfield operating hours must be approved by the 52 OG/CC or designated representative. To open the airfield outside normal operating hours, Spangdahlem CP or squadron operations will advise the AOF/CC or Airfield Operations Flight Operations Officer (AOF/DO) of after-hours support requirements as soon as possible prior to the planned operation. Note: ATC manning and crew rest requirements limit support of out-of-hour operations. Individual operations must be approved/disapproved due to host nation quiet hour requirements.

1.9.3.2. Spangdahlem CP or squadron operations must notify the AOF/CC or AOF/DO of known out-of-hours support requests to ensure the airfield can support the planned operation. The AOF/CC or AOF/DO will coordinate for OG/CC or designated representative approval and will notify requesting agency, Tower, GCA, and AMOPS of all approved out-of–hours requests. Note: Approval of an after-hour operation is not blanket approval for other operations during the approved timeframe. Each after-hour operation should be coordinated and approved individually to allow required coordination to be completed and to prevent confusion.

1.9.3.3. The AOF/CC will provide the CP with a key personnel roster containing contact information for after-hour requests. The list will indicate the order for personnel notification.

1.9.3.4. When the airfield must be opened outside of published operating hours, AMOPS, Tower, and GCA shall be open at least 60 minutes prior to any scheduled aircraft operations. The AOF/CC or AOF/DO will determine if operations require the GCA. If requested, AMOPS may open earlier for flight planning, NOTAM assistance, and general customer service assistance. Specific procedures for opening and closing ATC and AMOPS facilities can be found in the Operating Instructions (OI) for the appropriate AO facility.

1.9.3.5. AMOPS and Tower will not close until 15 minutes after the last scheduled departure. The AOF/CC or AOF/DO will determine if operations require the GCA to remain open for departures. For arrivals, AMOPS and Tower will not close until the last aircraft has shut down engines; GCA may close after the last aircraft has landed. The GCA may close at the published time for manning requirements if Langen ACC agrees to clear the aircraft. Note: Tower shall advise GCA when the last aircraft has landed and AMOPS when the last aircraft shuts down.

1.9.4. AO Facility Manning.

1.9.4.1. IAW AFMAN 13-204v1, AO facilities are authorized to use standby procedures. AO shift personnel must be able to return for duty within five minutes of recall. Authorized standby locations and circumstances can be found in the OI for the appropriate AO facility. Standby time is considered “duty time.”

1.9.4.2. IAW AFMAN 13-204v1, AO facilities are authorized to use on-call procedures. On- call personnel must remain in the local area with the ability to return to base within one hour in the event it becomes necessary to open AO facilities outside of normal operating hours (e.g., special missions requiring AO services outside of normal operating hours such as presidential support). Personnel who are on call must comply with restrictions and duty limitations found in the OI for their respective AO facility. On-call time shall not be considered “duty time.”

1.9.4.3. AO facilities typically operate 16 hours per day with assigned personnel working rotating shifts to support the wing’s primary flying mission. IAW AFMAN 13-204v1, AO facilities are not provided additional manpower for personnel to support base details and augmentees for base exercises, etc. AOF personnel must not be used outside of their UMD authorized duties and responsibilities unless waived IAW AFI 36-2101, Classifying Military Personnel (Officer and Enlisted).

1.9.4.4. The AOF/CC must closely monitor AO facility manning levels to ensure uninterrupted services are provided to support the flying mission. When AO facility staffing levels are forecasted to drop and have the potential to affect the local flying mission, the AOF/CC shall ensure appropriate actions are taken to mitigate the effects IAW AFMAN 13-204v1.

1.10. Local Channelization and Frequencies.

1.10.1. Local channelization and frequencies (**Attachment 2**). Local channels shall be used during communication with 52 FW aircraft. The use of Ultra-High Frequency (UHF) is preferred for UHF equipped aircraft to maximize operational security (OPSEC).

1.10.2. ATC Recorded Records. All local ATC frequencies are recorded continuously 24 hours a day using the Digital Audio Legal Recorder (DALR) and are maintained for a minimum of 45 days IAW Air Force Records Information Management System (AFRIMS) directives.

1.10.3. ATC Records Custodian. IAW AFMAN 13-204v1, the AOF/CC is designated as the records custodian for all recorded frequencies in AO facilities. Requests to review audio playbacks must be approved by the AOF/CC. Requests to review audio playbacks will only be considered in the event of a CMAV or when a Hazardous Air Traffic Report (HATR) has been filed. Note: The AOF/CC is only permitted to release written or recorded data regarding aircraft mishaps to official organizations conducting a safety and/or accident investigation.

1.11. NAVAIDSs, Radar, Airfield and Weather Systems (RAWS) and Auxiliary Generators.

1.11.1. NAVAIDs. RWY 04/22 ILS facilities are on discrete non-interfering frequencies. The interlock may be bypassed to allow simultaneous localizer and glideslope operations IAW AFMAN 13-204v3 and **paragraph 1.11.5.2**.

1.11.1.1. RWY 04. Solid-state CATI ICAO standard ILS with capture effect glideslope and a 14-element Log-Periodic Dipole (LPD) localizer antenna array. ILS Frequency: 109.15 MHz

1.11.1.2. RWY 22. Solid-state CATII ICAO standard ILS with capture effect glideslope and a 20-element LPD localizer antenna array. ILS Frequency: 108.10 MHz

1.11.1.2.1. RWY 22 ILS has an independent Distance Measuring Equipment (DME). The RWY 22 DME is unpaired from the CAT II ILS frequency and must be manually set (CH **56** or **1017** MHz).

1.11.1.2.2. RWY 22 Localizer is unusable beyond 14 nautical miles (NM) below 3200ft MSL due to rising terrain located to the northeast of the airfield.

1.11.1.3. AN/FRN-45C TACAN: Located midfield on northwest side of the runway (SPA **CH 32**X). See DoD Enroute Supplement for TACAN range/operating restrictions.

1.11.2. NAVAID Monitoring Facility.

1.11.2.1. Tower is the designated NAVAID monitoring facility for all base NAVAIDs. A Remote Status Indicator (RSI) is installed in the control tower cab for all NAVAIDs installed at ETAD. Tower will immediately report any RSI changes, malfunctions, or outages to the Tower CCTLR, GCA, AMOPS, and RAWS.

1.11.2.2. All ETAD NAVAIDs are equipped with internal monitors that automatically transfer transmitters or shuts down the NAVAID when its performance falls below established standards.

1.11.2.3. When an RSI is inoperative, NAVAIDs equipped with internal monitors can continue to be used as long as pilot or maintenance reports show the NAVAID is operating

normally. Note: IAW AFMAN 13-204v3 Airfield Operations Procedures and Programs, CATII ILS operations will be downgraded to CATI when the RSI is inoperative or whenever Tower personnel evacuate the facility.

1.11.3. Flight Inspections.

1.11.3.1. NAVAIDs require periodic flight inspection to verify the performance of air navigation services and associated instrument flight procedures. Periodic flight inspection of NAVAIDs is completed IAW AFMAN 11-225, United States Standard Flight Inspection Manual.

1.11.3.2. The AOF/CC is responsible for tracking flight inspection results, completion dates, and coordinating and scheduling future periodic evaluation requirements for all base NAVAIDs. The AOF/CC will brief upcoming flight inspection requirements at the AOB.

1.11.3.3. All requests for special out-of-cycle flight inspections will be sent to the AOF/CC for coordination with the Federal Aviation Administration (FAA) Flight Inspection Office.

1.11.4. Radar, Airfield, and Weather Systems (RAWS).

1.11.4.1. ASR-11/AN-GPN-30 Digital Airport Surveillance Radar (DASR). The DASR is a solid-state, redundant system and represents the next generation in terminal area surveillance radar technology. The DASR can provide primary surveillance radar coverage out to 60 NM and mono-pulse secondary surveillance radar coverage out to 120 NM.

1.11.4.2. Standard Terminal Automation Replacement System (STARS). The GCA utilizes STARS, a state-of-the-art ATC system for managing terminal-area airspace operations. STARS features digital radar displays and can display up to six different levels of weather information.

1.11.4.2.1. STARS provides a Data Recording Device (DRD) for digital radar data. Radar data is maintained for a minimum of 45 days IAW AFRIMS directives. Requests to review radar playbacks must be approved by the AOF/CC IAW AFMAN 13-204v3 **para 5.1**.

1.11.4.2.2. STARS has specific maintenance requirements and checks that must be completed to verify optimal system performance and operation IAW AFMAN 13-204v3. The AOF/CC is responsible for ensuring procedures for these requirements are identified in an Automation OI.

1.11.4.3. Airfield Automation System (AFAS). 52 OSS/OSA is the primary point of contact (POC) for base AFAS equipment and software issues. IAW AFMAN 13-204v3 **para 5.18**, all information required to be available to controllers while operating in a control position may be maintained on the AFAS. ATC facility CCTLRs will ensure the AFAS meets local ATC facility requirements.

1.11.4.3.1. 52 OSS/OSW shall inform ATC facilities immediately if the Joint Environment Tool (JET) weather server is not providing automatic updates to AFAS. When this occurs, Tower will access the JET online for weather updates IAW SABI 15-101, Weather Support.

1.11.4.3.2. ATC facilities shall inform the AFAS administrator when the JET weather server is not providing automatic updates to AFAS. CCTLRs will ensure procedures are incorporated in facility OIs.

1.11.5. RAWS Management.

1.11.5.1. The 52 OG/CC is the approval authority for interruptions to RAWS IAW AFMAN 13-204v4. The AOF/CC is the designated manager for all base NAVAIDS and RAWS. All actions, programs, modifications, maintenance requests, etc. regarding base NAVAIDS or RAWS will be coordinated through the AOF/CC when they affect equipment status so that ATC facilities can be informed, and appropriate NOTAM action can be taken.

1.11.5.2. Regularly scheduled downtimes are published in the DoD Enroute Supplement and shall be as follows:

1.11.5.2.1. AN/FRN-45C TACAN Monday-Sunday 2200L-0500L.

1.11.5.2.2. AN/GPN-30 DASR Monday-Sunday 2200L-0500L.

1.11.5.2.3. STARS Monday-Sunday 2200L-0500L.

1.11.5.2.4. Mark 20A ILS (RWY 04/22) Monday-Sunday 2200L- 0500L. Note: Simultaneous ILS operation is authorized on a case-by-case basis to accommodate facility installation, maintenance restoration, PMI, or flight inspection when Visual Meteorological Conditions (VMC) exist. However, minor interference exists in RWY 22 Zone 3 (3000’ prior to the threshold) therefore, simultaneous ILS operation is strictly prohibited during aircraft operations.

1.11.5.2.5. Only one critical system will be taken down for maintenance at a time.

1.11.5.3. IAW AFI 13-204v3, the OG/CC approves maintenance or other interruptions to RAWS (navigational and airfield lighting equipment) beyond normal PMI times. The 52 OG/CC has delegated authority to the 52 OSS/CC for minor interruptions (<30 minutes) that have no impact to flying operations. No more than one RAWS facility shall be removed from service for maintenance at a time.

1.11.5.4. Specific instructions for RAWS interruption procedures are outlined in the OSA OI 13-204, Airfield Operations Coordination Procedures.

1.11.6. RAWS Restoral Priorities. Restoral priorities are listed in **Attachment 8**, **Table A8.1**.

1.11.7. Testing and Operation of Auxiliary Power Generators.

1.11.7.1. Auxiliary power tests on NAVAIDS, building 47, and building 77 must be coordinated with the GCA and Tower Chief Controllers at least 24 hours in advance. Additionally, IAW AFMAN 13-204v3, personnel conducting auxiliary power tests must obtain approval from the GCA and Tower watch supervisor before transferring power at any of the aforementioned facilities. Note: The OG/CC shall be notified when auxiliary power tests require commercial power loss.

1.11.7.2. Local commercial power is considered reliable, and generators are additionally equipped with auto-start capability and uninterruptible power supplies; therefore, RAWS are not required to be placed on generator power prior to the estimated arrival of severe

weather. Unusual situations may make a transfer to generator power advisable and will be directed on a case-by-case basis by the AOF/CC. Auxiliary power systems are detailed in **Attachment 8**, **Table A8.2**.

1.12. Transient Alert (TA). See current DoD Enroute Supplement for TA services provided. Spangdahlem CP will provide storage of classified documents/equipment for transient aircrews. 726 AMS will provide storage of classified documents/equipment for Air Mobility Command (AMC) aircraft.

1.13. Automatic Terminal Information Service (ATIS) Procedures.

1.13.1. ATIS frequencies are published in DoD FLIPs and DoD Enroute Supplement. Contents of the ATIS shall be IAW FAAO 7110.65; A2-272/2-2000-14; AFMAN 13-204v3; 52 OSS/OSAT OI 13-204, Tower Facility Operations; and this AOI. ATIS operating hours coincide with local 52 FW flying.

1.13.2. Aircraft should advise air traffic control of the current ATIS code on initial contact.

1.13.3. During wing flying, the SOF will determine the fuel reserve requirement, a suitable divert base or alternate, and the divert/alternate's weather status. This information will be included on ATIS (e.g., "VFR Büchel VFR").

1.13.4. If the SOF determines aircraft will not be able to maintain VFR from the VFR entry point to the airfield, the SOF will direct "IFR Recoveries" on ATIS. This may be reported even if the airfield is VFR due to the MVA over the VFR reporting point(s).

1.14. Aircraft Special Operations Areas/Ramps—Arm/De-Arm Areas, Engine Run-up Areas, Drag Chute Jettison Areas, Hot Pit Refueling Areas, UAS Designated Start Areas.

1.14.1. Arm/De-Arm Areas (**Attachment 4**). ETAD has two arm/de-arm areas. The Alpha/Bravo arm/de-arm area is located near the intersection of TWY B and TWY P. The Delta/Echo arm/de- arm area is located near the intersection of TWY D and TWY P. Aircraft parking in both the arm/de-arm areas is limited to 6 F-16s on each pad (12 total per arm/de-arm area). Although the pads are marked for 7 F-16s, fighter aircraft typically arm/de-arm facing West needing one lane to exit the pad.

1.14.1.1. Aircraft shall contact Ground Control prior to exiting the arming area. (Example: "SPANGDAHLEM GROUND, SABER01, CONTINUE TAXI"). Ground will acknowledge the call and instruct the pilot to contact Tower when ready for takeoff.

1.14.1.2. If a reposition to the opposite side of the Arm/De-Arm area is required, aircraft shall contact Ground Control prior to repositioning (e.g., "SPANGDAHLEM GROUND, SABER01, REPOSITION DELTA/ECHO PAD"). Once repositioned, aircraft should normally be facing toward the gun berm. See **Attachment 5**, **Figure A5.5** for repositioning procedures.

1.14.2. Engine Run-up Areas and Drag Chute Jettison Areas. Engine Run-up procedures for ETAD are discussed in section 1.20. In the event of a jettisoned drag chute, TA will recover the chute and coordinate with AMOPS to resume runway operations after conducting a FOD check.

1.14.3. Hot Pit Refueling Areas. ETAD has two Hot Pit Refueling Areas, commonly referred to as the middle, and lower pits. Refer to **Attachment 4** for the location of these areas.

1.14.4. Unmanned Aerial System (UAS) Designated Start Areas. ETAD does not have any UAS designated start areas. Request for UAS operations at ETAD must be coordinated with the 52 OG/CC.

1.15. Aircraft Towing Procedures.

1.15.1. Aircraft tow operations do not require the airfield to be open.

1.15.2. Aircraft must be towed to Hush House 2 (bldg. 920) due to insufficient wingtip clearance on the adjacent tow lane that connects Hush House 2 to the ATT.

1.15.3. During published airfield hours, personnel who are towing aircraft shall contact Tower via landline for tow clearance and via RAMP net before commencing tow. This communication allows for de-confliction with other taxiing aircraft and other towed aircraft.

1.16. Aircraft Taxiing Requirements/Routes (to include Heavy Aircraft Jet Thrust Avoidance Procedures).

1.16.1. The airfield will be open prior to aircraft taxiing.

1.16.2. SOF requirements are IAW AFI 11-418, Operations Supervision. When more than six 52 FW aircraft are scheduled to be airborne, Tower shall not permit 52 FW aircraft to taxi or takeoff until the SOF is in place unless specifically approved by 52 OG/CC. The SOF's duties may be delegated to a Squadron Operations Supervisor when reduced flying operations are scheduled and approved by 52 OG/CC.

1.16.3. Standard Taxi Routes (**Attachment 5**, Figures **A5.1**-**A5.4**)

1.16.3.1. Unless otherwise advised, 52 FW pilots will follow designated taxi flows depicted in Figures **A5.1**-**A5.4** Instruct aircraft to taxi via the applicable intersection and taxiway. Phraseology: "(Callsign) DELTA/ECHO PAD, TAXI VIA DELTA PAPA."

1.16.3.2. In cases where the flows have options, the controller will specify the intersection the aircraft should utilize. This will give the specified taxi route to the perpendicular access taxiway and then on to destination. Phraseology: "(Callsign) RUNWAY 04 TAXI VIA CHARLIE PAPA." "(Callsign) TAXI TO PARK VIA ALPHA."

1.16.4. Large/heavy cargo aircraft must use minimum power setting during taxi operations with inboard engines only to avoid the potential for creating FOD.

1.16.5. If required, all heavy aircraft shall make 180-degree turns on the runway within the concrete portions of the runway ends.

1.16.6. The concrete half of the overrun turn-around that adjoins the runway is stressed and may be used for daytime taxiing only. When possible, prior coordination should be completed with AMOPS and BM to ensure overrun cables are de-strung before heavy aircraft taxi in the overrun.

1.17. Airfield Maintenance (Sweeper Operations, Grass Mowing, etc.).

1.17.1. Grass Mowing. Escorts and supervisors of grass mowing operations on or near the runway and taxiways will coordinate with AMOPS on their location and work schedule prior to commencing mowing operations and ensure a sweeper is present during their operation.

1.17.1.1. Grass mowing near the runway will normally not be conducted during 52 FW flying operations unless expected weather conditions will preclude this operation from being conducted during other times.

1.17.1.2. Grass mowing operators will inspect areas to be mowed near runway and taxiways prior to conducting mowing operations to ensure vehicles will not become stuck due to wet terrain.

1.17.1.3. Grass will be cut to heights IAW SABI 91-212, 52d Fighter Wing Bird/Wildlife Aircraft Strike Hazard (BASH) Plan.

1.17.2. Sweeper Operations.

1.17.2.1. The 52d Civil Engineering Squadron (52 CES) Pavements and Equipment section (CEOHP) will:

1.17.2.1.1. Ensure one sweeper is dedicated to the airfield during 52 FW flying operations and is available to begin operations at least one hour prior to 52 FW flying. A secondary sweeper will be on stand-by. Requests for additional sweeper support will have a 30-minute response time.

1.17.2.1.2. Sign in at AMOPS daily prior to sweeping operations and receive a brief on all airfield pavements identified for immediate sweeping operations. Unless otherwise noted; sweep the runway including overrun and FOD checkpoints daily then proceed as follows:

1.17.2.1.2.1. Monday: Alpha taxitrak, HAS trees, hardstands, upper, middle, and lower fuel pits.

1.17.2.1.2.2. Tuesday: Taxiways A, B, C, D, E and F.

1.17.2.1.2.3. Wednesday: Taxiways P, G and both arm/de-arm pads.

1.17.2.1.2.4. Thursday: Ramps 5 and 6.

1.17.2.1.2.5. Friday Ramps 1, 2, 3 and 4.

1.17.2.1.2.6. Every 2nd Saturday: Alpha taxitrak.

1.17.2.1.3. Provide AMOPS with Standby telephone number for afterhours contact and ensure standby personnel are available to respond within 30 minutes of notification.

1.17.2.1.4. If requested by Sweeper and as operations allow, AMOPS may obtain permission from 52 SFS for Sweeper to enter/exit the restricted areas (Break Red) as required.

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

1.18.1. The RCR and RSC, as applicable, will be determined and recorded IAW Technical Order (T.O.) 33-1-23, Procedures for use of Decelerometer to Measure Runway Slickness, AFMAN 13-204v2, and as supplemented and established by local procedures.

1.18.2. Applicable checks will be completed upon opening the airfield and again when it appears that the RSC has changed from what was previously determined, or when conditions require a RCR check. Revised data will be disseminated to aircrews and other operational

agencies as significant changes occur. RCRs will be conducted hourly during rapidly changing weather conditions and when a potential for freezing conditions exists.

1.18.3. RCRs can only be conducted when the RSC is either snow or ice due to the limitations of the RCR measuring equipment. If the RSC is wet, dry or slush, only the RSC will be reported.

1.18.4. If there is no RCR reported, the current RSC will be disseminated to:

1.18.4.1. Tower.

1.18.4.2. GCA.

1.18.4.3. Spangdahlem CP.

1.18.4.4. Weather.

1.18.5. If an RCR exists, AMOPS will disseminate results to:

1.18.5.1. Tower.

1.18.5.2. GCA.

1.18.5.3. Spangdahlem CP.

1.18.5.4. Weather.

1.18.5.5. 52 CES snow removal center.

1.18.5.6. Each flying squadron operations desk.

1.18.6. RSC and RCR instructions for F-16 operations are included in the 11-2F16v3 Spangdahlem Supplement. RSC and RCR procedures for transient aircrews are based on specific aircraft characteristics and it is the responsibility of the aircraft commander to determine taxi, takeoff, and landing requirements.

1.19. Procedures/Requirements for Conducting Runway Inspections/Checks.

1.19.1. Airfield Inspections.

1.19.1.1. The AFM or designated representative will conduct a minimum of one airfield inspection per day. The airfield inspection will be conducted prior to 52 FW flying.

1.19.2. Airfield Checks.

1.19.2.1. Opening the runway. At a minimum, AMOPS will conduct an airfield check prior to opening the airfield IAW AFMAN 13-204v2.

1.19.2.2. Additional checks will be conducted:

1.19.2.2.1. When requested by the SOF or Tower.

1.19.2.2.2. After a C-5, B-747, or similar aircraft lands or departs, runway operations are automatically suspended until a runway check has been completed by AMOPS. Runway checks are not required between sequential C-5, B-747, or AN-124 operations. Note: To help expedite runway checks, Tower will notify AMOPS when a C-5, B-747, or similar aircraft are taxiing for departure or are 15 miles from landing, or as soon as possible thereafter.

1.19.2.2.3. Unless a runway check has been specifically waived by the SOF, runway operations will be suspended after all IFEs until resumed by AMOPS. All IFEs requiring runway operations to be suspended (e.g., when aircraft shuts down on runway) require a runway check.

1.19.2.2.4. After a barrier configuration change.

1.19.2.2.5. When maintenance on the runway surface has been accomplished.

1.19.2.2.6. Nighttime/evening for airfield lighting serviceability checks. If airfield lighting is not activated and airfield operating hours have been reduced and/or do not extend into periods of darkness a lighting serviceability check is not required.

1.19.2.2.7. As otherwise required IAW AFMAN 13-204v2 or directed by the AFM.

1.20. Engine Test/Run-up Procedures.

1.20.1. 52 FW/MOC and 726 AMS/MOC will provide Tower with aircraft tail number and location for all engine runs. Maintainers will contact Ground Control before start and at termination of engine runs. When Tower is closed, 52 FW/MOC and 726 AMS/MOC will coordinate engine runs with Spangdahlem CP. Idle engine runs may be accomplished on hardstands or ramps. Maximum power engine runs will be accomplished in a hush house for 52 FW aircraft and in front of the noise barrier on Ramp 5 & Ramp 6 spot 3 for AMC aircraft. 52d Maintenance Group (52 MXG)/CC approval (52 OG/CC backup) is required for all 52 FW deviations to these procedures. 726 AMS/Director of Operations (726 AMS/DO) approval is required for 726 AMS engine runs prior to requesting 52 FW approval as directed IAW **Attachment 5**, **Table A5.1** Note: Aircraft must be towed to/from the hush houses.

1.20.2. 726 AMS Aircraft Maintenance Operations Ramps 5 & 6.

1.20.2.1. Engine Runs. 726 AMS/MOC will coordinate and track all engine runs on Ramps 5 and 6. Engine run supervisors will contact Ground prior to start and at termination of engine runs.

1.20.2.2. 726 AMS/MOC will coordinate and receive authorization for all engine runs outside of the Air Traffic Act Permit (ATAP) Operating Hours window identified in **Attachment 5**, **Table A5.1**.

1.20.3. Engine Run Supervisor Responsibilities.

1.20.3.1. Thoroughly review aircraft forms prior to any engine run.

1.20.3.2. Notify the Production Superintendent/Expediter who will notify the 726 AMS/MOC prior to and upon completion of all engine runs with estimated run time, tail number, parking spot, name and employee number of the run supervisor, number of engines to run, power, or idle and engine shutdown time.

1.20.4. Ramp 5 & 6 Run Location.

1.20.4.1. C-5 & C-17: Idle runs may be accomplished on all designated parking spots on both ramps 5 & 6.

1.20.4.2. C-5 & C-17: Maximum power runs are authorized on the engine run spot on Ramp 5 & Ramp 6 Spot 3. Contact Airfield Management for authorization and NOTAM

publishing when performing engine runs on Ramp 6 Spot 3. All exceptions must be approved IAW **para 1.20.1** of this AOI.

1.20.4.3. C-17. Maximum reverse power runs are authorized on all designated parking spots on both Ramps 5 and 6.

1.20.4.4. EXCEPTIONS. In cases when the designated run spots on Ramps 5 & 6 will not suffice (i.e. high winds, improper wind direction), aircraft parking and positioning may be used outside the above guidance as long as minimum safe distances are maintained and the 726 AMS/DO approves.

1.20.4.5. All other aircraft not otherwise identified above can run in idle on all spots on Ramp 5 & 6. All maximum power runs will be accomplished on the engine run spot on Ramp 5 or Ramp 6 Spot 3.

1.21. Noise Abatement and Quiet Hour Procedures.

1.21.1. To minimize disturbance to the public caused by aircraft conducting ground and flight operations, noise abatement policies have been established and are outlined in the DoD Enroute Supplement, Area Planning (AP) 2, General Planning/Route, and Area Restriction Section.

1.21.2. Aircraft will avoid overflying towns within the vicinity of the airfield below 3700ft MSL as much as possible and will avoid direct overflight of all towns in the local area. Overflying the town of Spangdahlem and base housing area below 3000ft MSL is prohibited.

1.21.3. Deviations from published noise abatement procedures for mission accomplishment must be approved by the 52 OG/CC through the SOF during 52 FW flying. The SOF (if applicable) will notify AMOPS and Tower of all approved deviations. Note: Transient aircraft are subject to the published noise abatement and engine run procedures.

1.21.4. Aircraft should not over-fly the towns of Spangdahlem, Beilingen, Herforst, and Bitburg. Traffic permitting, Tower should avoid breaking 4-ship flights at the departure end. Multiple-ship formations that break departure end will (fuel and weather conditions permitting) avoid Beilingen by following noise abatement procedures or request reentry for the entire formation.

1.21.5. VFR Closed Pattern. Aircraft will initiate the closed pattern at the departure end of the runway unless instructed otherwise. On RWY 22, aircraft will turn left to 210 degrees at the departure end to avoid overflying the town of Beilingen if a closed pattern request is delayed. Note: Controller instructions to extend upwind/downwind or to break departure end do not alleviate pilot requirements not to overfly local villages.

1.21.6. VFR RWY 22 North Departures. Aircraft departing north via RWY 22 will, when safely airborne, but not earlier than midfield, turn right to 280 degrees to avoid the towns of Beilingen, Speicher, and Bitburg.

1.21.7. VFR RWY 04 Departures. Aircraft departing RWY 04 will climb straight ahead until above 3700ft MSL.

1.21.8. Noise Complaints. Direct local noise complaints to the AOF/CC, DO or CCTLR. 52 OSS/OSO will determine the validity of the complaint which will be forwarded to the 52 OG/CC for dissemination to the 52 FW Community Relations Advisor (CRA) Office for further investigation.

1.21.9. Airfield Quiet Hours. ETAD operates under an approved Air Traffic Act Permit (ATAP) agreement between the Federal Republic of Germany (FRG) and USAF. Aircraft operations are not normally permitted outside of published airfield operating hours to minimize impact on the local community. Requests to conduct operations outside of published airfield operating hours should only be for circumstances that will result in significant mission degradation or mission loss. Only straight-in, full-stop landings and normal departures are authorized during ATAP established airfield quiet hours (unless waived by the 52 OG/CC or designated representative).

1.21.9.1. For noise abatement purposes, approved after-hour operations should arrive to RWY 22 and depart from RWY04, weather permitting and based on specific aircraft limitations. Additional information regarding after-hour operations is outlined in **para 1.9.3**.

1.21.9.2. Quiet hours for official ceremonies and special events require 52 OG/CC approval. Requests will be submitted to 52 OSS/OSO, who will coordinate approval. To ensure minimal effect on the wing's flying operations, organizations should submit requests for quiet hours to 52 OSS/OSO no later than (NLT) four weeks prior to the requested date. 52 OSS/OSO will schedule quiet hours from 10 minutes prior to the event's start time until the event's scheduled completion time. Once approved, 52 OSS/OSO will notify AMOPS to publish a NOTAM. Quiet Hour levels are depicted in **Attachment 5**, **Table A5.2** Note: Indoor Quiet Hours requests not in the immediate vicinity of the airfield will only be approved on a rare, case-by-case basis.

1.21.9.3. The SOF will ensure all 52 FW aircraft are complying with quiet hour procedures and notify aircrews when normal operations may be continued.

1.22. Protecting Precision Approach Critical Areas.

1.22.1. ETAD applies ICAO ILS critical area procedures IAW A2-272/2-2000-14. A waiver from the Bundeswehr Air Traffic Services Office (AFSBw) for CATI ILS critical area protection standards has been approved for fighter-type aircraft only when a CATI ILS approach is in progress. Per the waiver (**Attachment 9**), no more than eight fighter-type aircraft may be allowed in the RWY 22 glide slope critical area and no more than five aircraft in the RWY 04 glide slope critical area when a CATI ILS approach is in progress. This waiver does not apply to non-fighter type aircraft and/or vehicles located in the glide slope critical area when a CATI ILS approach is in progress.

1.22.2. CATI ILS Operations.

1.22.2.1. CATI ILS is defined as one or any combination of the following conditions:

1.22.2.1.1. Ceiling $\geq$ 200 ft.

1.22.2.1.2. Visibility $\geq$ 800 m.

1.22.2.1.3. RVR $\geq$ 550 m.

1.22.2.2. Vehicles may be authorized to operate in the critical areas during CATI conditions. Vehicles and aircraft other than 52 FW aircraft must be directed to vacate the critical areas upon receipt of a 15-mile inbound notification for an ILS arrival. This does not strictly prohibit aircraft and vehicles from entering the critical areas when a CATI ILS approach is in progress; however, controllers shall ensure that all approaching and

departing aircraft, taxiing aircraft, or vehicles are clear of the ILS critical areas by the time an ILS arrival reaches two mile final. If the critical area is NOT clear prior to the arriving aircraft reaching two-mile final, Tower will notify GCA or aircraft of the unprotected critical area. The pilot will be advised via the following phraseology: "ILS CRITICAL AREA NOT PROTECTED, ILS NOT AUTHORIZED, IF RUNWAY OR APPROACH LIGHTS NOT IN SIGHT, EXECUTE (missed approach or local climb-out)."

1.22.2.3. During the CATI approach to RWY04, the stop lights on perimeter road must be activated to protect the localizer critical area.

1.22.3. CATII ILS Operations.

1.22.3.1. CATII ILS is defined as one or any combination of the following conditions:

1.22.3.1.1. Ceiling < 200ft, however not < 100ft.

1.22.3.2. Visibility < 800m.

1.22.3.3. RVR < 550m, however not < 300m.

1.22.3.4. Aircraft and vehicles may not be in any critical area when a CATII ILS approach is in progress.

1.22.3.5. Tower will activate the runway stop bar lights and CATII airfield lighting system when required to protect the ILS CATII critical area and will announce that CATII ILS operations are in effect on the Ramp Net to alert airfield drivers. Note: When the runway stop bar lights are unserviceable, Tower will direct AMOPS to visually confirm the critical areas are free of aircraft and vehicles prior to approving CATII ILS approaches to be conducted.

1.22.3.5.1. Aircraft shall not taxi across runway stop bar lights when illuminated, unless given permission by ATC.

1.22.3.5.2. Airfield drivers shall not proceed across runway stop bar lights unless they have received permission from Tower to enter the runway or appropriate CATI or CATII ILS critical area.

1.22.3.6. GCA will notify Tower on receipt of inbound notification from Langen for aircraft requesting a CATII ILS to provide Tower sufficient time to clear any aircraft/vehicles out of the critical areas. Note: During CATII operations, GCA will not allow an aircraft to proceed on an ILS approach until Tower has verified the critical areas are free of aircraft and vehicles.

1.22.4. Preparation for CATI/II Operations. Due to host nation ILS procedures, preparation for CATI/II operations is critical to operations continuity. Tower must ensure the following steps are taken when the weather is/decreases below VFR minima and ILS recoveries are anticipated. Note: Refer A2-272/2-2000-14 for ILS downgrading requirements and other specific criteria not listed below.

1.22.4.1. In preparation for ILS approaches under CATI/II operations, Tower will ensure the following equipment is operating normally:

1.22.4.1.1. Required airfield lighting systems to include their backup power systems. Required airfield lighting for CATI and CATII operations is identified in A2-272/2-2000-14 section 360.

1.22.4.1.2. Wind measuring equipment.

1.22.4.1.3. RVR measuring equipment (transmissometer).

1.22.4.1.4. RWY 04 Perimeter Road control lights (located on north perimeter road).

1.22.4.2. RWY 22 CATII operations, Tower shall:

1.22.4.2.1. Verify the RWY 22 sequence flashing lights are turned off.

1.22.4.2.2. Verify runway centerline lights are turned on.

1.22.4.2.3. Verify secondary power supply for RWY 22 lighting system is operational.

1.22.4.3. CATII ILS operations must be downgraded to CATI if any of the following occurs:

1.22.4.3.1. Reduced monitoring capability of the RWY 22 localizer or glide path.

1.22.4.3.2. Failure of RWY 22 approach end RVR measuring equipment (Visibility Sensor).

1.22.4.3.3. Failure of the wind measuring equipment, unless an alternate wind measuring source is available (i.e., JET Web Portal in lieu of AFAS).

1.22.4.3.4. Failure of the secondary power supply for the RWY 22 lighting system.

1.22.4.3.5. Complete failure of RWY 22 lighting system during daytime operations.

1.22.4.3.6. Primary Tower evacuation.

1.22.4.4. Tower shall notify the GCA Watch Supervisor immediately of any outages with these systems during preparation for or during ILS operations and initiate the appropriate fix action.

1.22.5. Perimeter Road Control Light Procedures.

1.22.5.1. Upon notification of an inbound aircraft that will be conducting a CATI ILS approach to RWY 04, Tower will ensure the Perimeter Road control lights are turned on and set to flashing amber (“CAUTION”).

1.22.5.2. Once the aircraft is established on a CATI ILS approach to RWY 04, but NLT the Final Approach Fix, Tower will ensure the Perimeter Road control lights are set to steady red (“STOP”).

1.22.5.3. Tower will not turn off the Perimeter Road control lights until the aircraft has safely landed. If additional ILS approaches are expected, the Perimeter Road control lights shall be set to flashing amber (“CAUTION”) in between approaches.

1.22.5.4. If the Perimeter Road control lights are inoperative, Tower will not approve CATI operations until AMOPS has verified that there are no personnel or vehicles inside the Localizer Critical Area. AMOPS will coordinate with the 52d Security Forces Squadron (SFS) BDOC for assistance in controlling vehicle traffic on Perimeter Road

during CATI ILS operations. AMOPS will check the operation of the Perimeter Road control lights daily.

1.23. Restricted/Classified Areas on the Airfield.

1.23.1. Ramps 1, 2, 3, 4, 5, and 6 are all restricted areas when aircraft are present, and the use of restricted area badges (RAB) and Entry Control Points (ECP's) is mandatory. All HAS areas, hardstands, and associated maintenance facilities are also designated as restricted areas.

1.23.2. Operation of Movement Area Gates.

1.23.2.1. 52 SFS is responsible for opening/closing movement area gates and arm/de-arm pad access road gates. The Base Defense Operations Center (BDOC) will notify AMOPS when all gates have been opened and prior to the closure of any gate. When necessary for aircraft operations, 52 SFS can open gates within five minutes of a request. Gates on east side of runway will be kept always closed.

1.23.2.2. AMOPS will coordinate with BDOC to have movement area gates opened for aircraft operations and advise BDOC when use of the gates is no longer required. Security Forces will open the movement area gates one hour prior to wing flying operations and/or upon a request from AMOPS. Security forces will close the movement area gates upon the completion of wing flying and/or when the airfield closes.

1.23.2.3. During snow and ice season, 52 SFS will operate IAW SABI 32-1003 Snow and Ice Control.

1.23.2.4. For more details, refer to the 52 FW Spangdahlem Integrated Defense Plan (SIDP) 31-101.

1.24. Procedures for Closing/Suspending and Opening/Resuming Runway Operations.

1.24.1. IAW AFMAN 13-204v2, AMOPS personnel have the authority to impose airfield restrictions (close/suspend and resume airfield, runway, apron, or taxiway operations) when any unsafe condition affects operations (e.g., FOD, bird conditions, snow removal, arresting system maintenance/configuration, airfield construction, etc.). The SOF and/or Watch Supervisor may prohibit low approaches, restricted low approaches, and practice landings when airfield activities are in the vicinity of the runway.

1.24.2. AMOPS is the only agency authorized to reopen or resume operations to a previously closed or suspended runway.

1.24.3. When runway operations are closed or suspended, AMOPS will:

1.24.3.1. Notify Tower, SOF, and CP as soon as possible of the estimated length of time the runway will be unusable and any subsequent changes to the estimated time. If more than one hour, AMOPS shall notify the OG/CC, OG/CD, OSS/CC, OSS/DO, AOF/CC, AOF/DO, and Airfield Manager.

1.24.3.2. When required, transmit a NOTAM for sustained runway closures or suspension.

1.24.3.3. Notify all agencies identified in **paragraph 1.24.3.1** when the runway is reopened, or runway operations are resumed.

1.24.4. Tower may also suspend runway operations when required in response to a hazard. Tower will notify AMOPS and GCA when it suspends runway operations. The SOF will coordinate with the Tower Watch Supervisor to suspend runway operations when required.

1.25. Official Business Only (OBO).

1.25.1. Spangdahlem AB does not operate under OBO, unless specifically directed by the OG/CC or higher authority.

1.26. Prior Permission Required (PPR) Procedures.

1.26.1. AMOPS may approve all aircraft PPRs when there is no significant interference with flying operations. The OG/CC is the approval authority for all aircraft carrying live weapons and large force exercises (LFE).

1.26.2. Non-base-assigned NATO aircraft accomplishing practice approaches, touch-and-go's, and stop-and-go's may be coordinated through AMOPs and approved by Tower and GCA when traffic permits.

Chapter 2

FLYING AREAS

2.1. Local Flying Area/Designation of Airspace (Attachment 3, Figure A3.1).

2.1.1. The local flying area is established as that portion of the Federal Republic of Germany (FRG) within a 300 NM radius of ETAD and north of 48-degree latitude. Exact boundaries of German special use areas are found in the DoD Area Planning Guide AP/2, German Military Aeronautical Information Publication (MILAIP), 52d FW In Flight Guide (IFG), and 11-2F-16-v3 Spangdahlem Supplement.

2.1.2. Terminal instrument approach and departure services are provided by Langen ACC when GCA is not open or does not have their airspace. Operations within the confines of ETAD airspace will be conducted by Spangdahlem controllers IAW FAAO 7110.65 except where the LOA between the 52 OG, Luxembourg Approach, and Langen ACC takes precedence.

2.1.3. GCA Airspace (**Attachment 3**, **Figure A3.1**).

2.1.3.1. Langen ACC has assigned GCA the airspace approximately 21 NM northeast along the RWY 22 extended centerline, 12 NM southwest along the RWY 04 extended centerline, 2 NM southeast along the border of the ETAD Control Zone (CTR), and 12 NM northwest of ETAD, from the lower level of controlled airspace up to and including 5000ft MSL.

2.1.3.2. Special airspace SA-2 (Attachment 3, Figure A3.2) is available upon request with Langen ACC for the GCA to use up to and including 7000ft MSL.

2.1.3.3. Due to airspace constraints, the GCA is normally restricted to no more than six flights or individual aircraft under GCA control at any given time. Watch Supervisors may restrict pattern availability should weather or Pilot Report (PIREPs) indicate degrading conditions and if flight split ups are likely. In addition, controllers will discontinue practice IFR approaches at ETAD when the traffic pattern becomes saturated. Aircraft will then either full stop, cancel IFR service and proceed under VFR, or request climb out to return to Langen ACC for continued service.

2.1.4. **ETAD CTR Airspace (Attachment 3).**

2.1.4.1. The ETAD CTR airspace is 4 miles each side of the runway centerline, 6 miles northeast and 7 miles southwest along the extended runway centerline, extending from the surface up to and including 3700ft MSL. Exclude the area located to the southwest, approximately 2 NM by 3 NM, around the Bitburg airport (from SPA 246/07 to SPA 253/04 to the SPA 280/05).

2.2. Local VFR Training Areas.

2.2.1. Local VFR Training Areas are not available at ETAD.

2.3. Local Airport Traffic.

2.3.1. Aircraft should be vigilant to increased aircraft activity, to include seasonal gliders, hot air balloons, and parachute jumpers, in the vicinity of the following local airports:

2.3.1.1. Bitburg Airport-SPA 250 radial at 6NM.

2.3.1.2. Trier-Föhren Airport-SPA 153 radial at 8 NM.

2.3.1.3. Neumagen Airport-SPA radial 134 at 12 NM.

2.3.1.4. Daun Airport-SPA 026 radial at 14 NM.

2.3.1.5. Traben-Trabach Airport-SPA radial 092 at 16 NM.

2.3.1.6. Büchel Airfield-SPA radial 049 at 18 NM.

2.3.1.7. Frankfurt-Hahn Airport-SPA radial 094 at 22 NM.

2.4. Altimeter Setting.

2.4.1. For IFR flights at and below the transition altitude of 5000ft MSL, the altimeter shall be set to the QNH value transmitted by the responsible ATC unit. Above this level, the standard altimeter setting of 1013.2 hPa or 29.92 Hg shall be used.

2.4.2. For approaches, the altimeter will be set to the QNH value transmitted by the responsible ATC when passing through the transition level.

2.5. Transition Altitude.

2.5.1. The transition altitude for ETAD, local identifier ETAD, is 5000ft MSL. The transition level is located at least 1000ft above the transition altitude and based on the local altimeter setting. When the local altimeter drops below 29.92 Hg, 1000ft of separation no longer exists and the transition level moves from Flight Level (FL) 060 to 070. IAW A2-272/2-2000-14, altitudes on the local altimeter and above the transition altitude may also be assigned if appropriate, however lowest usable flight level procedures must be applied to assure separation from the levels above.

Chapter 3

VFR PROCEDURES

3.1. VFR Weather Minimums.

3.1.1. Minimum ceiling, visibility, and altitude requirements for VFR patterns are 2000ft Above Ground Level (AGL) ceiling and 5 km visibility for overheads and 1500ft AGL ceiling and 5 km visibility for straight-ins. Aircraft operating VFR in ETAD CTR may maneuver over the field to examine weather conditions and provide PIREP information. Controllers shall not use PIREPs to permit pattern operations (observation must be updated).

3.1.2. Tower shall not approve requests to perform pattern checks when the official weather reported is below established minima for the operation.

3.2. VFR Traffic Patterns.

3.2.1. VFR Traffic Pattern Hours: VFR traffic patterns may be used by non-base assigned aircraft IAW ATAP established quiet hours for ETAD (see section 1.21.).

3.2.2. VFR Entry Procedures (**Attachment 6**, Figure **A6.1-A6.3**): Aircraft will call Tower a minimum of 10 NM prior to the VFR entry point. Report shall include call sign, ATIS code, number in flight, position, approach request, and type landing. All aircraft will enter by point Alpha, Bravo, or Lake at 2700ft MSL for the overhead pattern and 2200ft MSL for straight ins unless otherwise instructed by ATC. Aircraft will report Alpha/Bravo/Lake and fly heading 280 degrees/355 degrees/165 degrees, respectively, for a 3-5 mile initial/final. CAUTION: During the summer, glider traffic over the Mosel River is a frequent conflict for aircraft. Reported aircraft activity near entry points shall be included on the ATIS.

3.2.3. VFR Traffic Patterns (**Attachment 6**, **Figure A6.1**).

3.2.3.1. Direction of turns: Left for RWY 22 and right for RWY 04.

3.2.3.2. Overhead and Fighter Rectangular: 2700ft MSL.

3.2.3.3. Rectangular: 2200ft MSL.

3.2.3.4. Light aircraft and helicopter pattern: 1700ft MSL.

3.2.3.5. Short Initial. When continuation of a pattern is not possible due to other traffic and a full reentry is not practical, controllers may send aircraft back to short initial. Short initial will be defined as 1-3 mile initial. If needed a greater distance may be specified. Ex: “CONTINUE DOWNWIND, REPORT 5 MILE INITIAL.”

3.2.3.5.1. “(Callsign) CARRY STRAIGHT THROUGH REPORT SHORT INITIAL”. Used when aircraft are at initial. Aircraft will fly to departure end, make a level turn (break) but will not descend at the base leg but rather re-enter at short initial and restart the approach.

3.2.3.5.2. “(Callsign) CONTINUE DOWNWIND REPORT SHORT INITIAL”. Used when an aircraft is established on the downwind (closed, following break, etc.). The aircraft will continue the downwind to the base leg and “roll back up” at short initial.

3.2.3.5.3. “(Callsign) PROCEED DIRECT SHORT INITIAL”. Used when aircraft are not established on a standard pattern (en-route to a VFR point, somewhere at a point in space).

3.2.3.6. Tactical Initial. Tactical Initial may be flown in line abreast formation as either a 2-ship or 4-ship in 2-by-2 formation. Elements will depart the VFR entry point at 2700 ft MSL with 1 NM of spacing abreast. Trailing elements will position themselves 1-2 NM in trail of the lead element prior to reaching initial. At the approach end of the runway elements will simultaneously break over the numbers. ATC calls and reporting points relating to tactical initial will be the same as normal initial.

3.2.3.7. Protection of Overhead Pattern. All aircraft shall maintain at or below 2200ft MSL until departure end of the runway to protect the overhead pattern (2700ft MSL), unless otherwise approved by Tower (i.e. unrestricted departures). This applies to all departures, landing options, missed approaches and pilot or ATC initiated go-arounds. Departure end crossing restriction is not required during IMC or when the overhead is not in use.

3.2.3.8. VFR Departures. If not given a frequency change by Tower, VFR departures are authorized to change from Tower’s frequency after departing the ETAD CTR surface area.

3.3. Special Procedures.

3.3.1. Helicopters. The primary helicopter arrival and departure surface is the runway. Medical Evacuation (MEDEVAC) helicopters are permitted to land wherever necessary. Helicopters may be authorized to arrive or depart from any paved surface in the controlled movement area when requested if the following requirements are met: 75ft clearance from any other stationary aircraft (including other helicopters), the helicopter does not fly over any personnel, aircraft or populated portion of the base, and Tower has the helicopter in sight.

3.3.2. Functional Check Flight. Detailed procedures are outlined in the LOA between the 52 OG, Luxembourg Approach, and Langen ACC.

3.3.3. Parachute Jumping. Detailed procedures are outlined in the LOA between the 52 OG, Luxembourg Approach, and Langen ACC. See Parachute Activity over Bitburg in section 7.39. for additional procedures.

3.3.4. Tactical Arrivals (**Attachment 7**, Figures **A7.3-A7.4**).

3.3.4.1. The THUD and RHINO Recoveries are the only tactical arrival procedures for ETAD and are only authorized for use by 52 FW assigned aircraft.

3.3.5. Tactical and Unrestricted Departures.

3.3.5.1. Tactical departures will only be accomplished in Visual Meteorological Conditions (VMC) and pilots must follow local noise abatement procedures. Pilots will takeoff normally and comply with departure end crossing procedures IAW section 3.2.4 and climb to at least 1,800 ft AGL. Once established, aircraft can accelerate to tactical airspeed (maximum 420 KCAS) and climb (45 degrees maximum) to the desired VFR altitude, not to exceed FL095 (unless otherwise coordinated and approved by Langen ACC) and proceed on course.

3.3.5.2. Unrestricted departures are authorized from ETAD by Langen ACC up to FL095. This is a VFR maneuver and must be completed in VMC. Departure end crossing restrictions are NOT required for this procedure. Note: When approving unrestricted departures, Tower assumes responsibility for protection of the overhead pattern.

3.3.5.3. Aircrews desiring to perform a tactical or unrestricted departure should notify Tower as soon as possible to allow adequate time for coordination with Langen ACC.

3.4. Reduced Same Runway Separation Procedures (RSRS).

3.4.1. Reduced runway separation for USAF fighter type aircraft and USAF C-130 aircraft shall be conducted only IAW applicable AFI13-204v3 USAFE Supplement. Aircrew or air traffic controllers may refuse RSRS when safety of flight may be jeopardized. In these cases, the appropriate separation standards published in FAAO 7110.65 are applied.

3.4.2. Between non-USAF or non-US aircraft, RSRS may be applied when a USAFE/A3/10 approved Letter of Agreement exists between the 52 OG/CC and the non-USAF/US aircraft unit commander. Coordination procedures are outlined in USAFE guidance.

3.4.3. RSRS shall only be applied:

3.4.3.1. Between USAF fighter/attack aircraft (F-15, F-16, A-10).

3.4.3.2. Between USAF C-130 aircraft.

3.4.4. RSRS is ONLY authorized for:

3.4.4.1. Full stop behind full stop, low approach or touch-and-go.

3.4.4.2. Touch-and-go behind touch-and-go or low approach.

3.4.4.3. Low approach behind low approach.

3.4.4.4. Low approach behind full stop.

3.4.4.4.1. Fighter/attack aircraft. The succeeding aircraft will offset to the west laterally as to not overfly the aircraft on the runway to not interfere with aircraft on the downwind.

3.4.4.4.2. C-130 aircraft. The succeeding C-130 must maintain at least 500 feet lateral or vertical separation to the west when overflying the C-130 on the runway to not interfere with aircraft on the downwind.

3.4.4.5. Option or stop-and-go behind a low approach.

3.4.5. RSRS is NOT authorized:

3.4.5.1. When the RCR is less than 12.

3.4.5.2. When runway braking actions reports are received from pilots which include the terms “medium,” “poor,” or “nil”.

3.4.5.3. When either aircraft is an emergency.

3.4.5.4. At night, when weather is less than 500ft ceiling or less than 2400 meters visibility.

3.4.5.5. Two flights of formation landings-dissimilar: full runway.

3.4.6. Separation minima for USAF fighter type aircraft:

3.4.6.1. 3000ft.

3.4.6.1.1. Same type aircraft.

3.4.6.2. 6000ft.

3.4.6.2.1. At night, except when **paragraph 3.4.5.4** applies.

3.4.6.2.2. When runway braking actions reports are received from pilots which include the terms “medium”.

3.4.6.2.3. Dissimilar fighter type aircraft.

3.4.6.2.4. Formation landing behind a single-ship full stop.

3.4.6.2.5. Single aircraft behind a formation landing.

3.4.6.2.6. Two flights of formation landings-same type.

3.4.7. Separation minima for USAF C-130 aircraft:

3.4.7.1. 6000ft.

3.4.7.1.1. At night, except when **paragraph 3.4.5.4** applies.

3.4.7.1.2. When runway braking actions reports are received from pilots which include the terms “medium”.

3.4.7.1.3. Formation landing behind a single-ship full stop.

3.4.7.1.4. Single ship behind a formation landing.

3.4.7.1.5. Two flights of formation landings.

3.4.8. Aircraft participating in RSRS must not overfly aircraft on the runway.

3.4.9. The pilot or air traffic controller may initiate a go around if separation appears to be insufficient. Pilots must make ATC personnel aware of their intentions if they do not intend to make the type landing, they were cleared for.

3.5. Intersection Departures (Attachment 4).

3.5.1. 52 FW assigned aircraft are authorized intersection departures per 11-2F-16v3 Spangdahlem Supplement.

3.5.2. Remaining length available for non-52 FW intersection departures:

3.5.2.1. Departing RWY 22:

3.5.2.1.1. From TWY C-4750ft available.

3.5.2.1.2. From TWY D-7900ft available.

3.5.2.2. Departing RWY 04:

3.5.2.2.1. From TWY B-8400ft available.

3.5.2.2.2. From TWY C-5200ft available.

3.5.3. Fixed wing aircraft departures are NOT authorized on RWY 04 from TWY D or on RWY 22 from TWY B.

Chapter 4

IFR PROCEDURES

4.1. Radar Traffic Patterns (Attachment 6, Figure A6.1).

4.1.1. Altitudes for the radar traffic pattern are 4000ft or 5000ft MSL and airspeed must be 250 knots indicated air speed (KIAS) unless otherwise approved by GCA.

4.1.2. Radar-in-Trail Recovery Procedures.

4.1.2.1. Flight leads electing to recover using radar-in-trail recovery procedures will advise ATC of their intentions and number of aircraft in formation prior to taking spacing. IAW AFMAN 13-204v3, radar-in-trail recoveries may only be flown as a 4-ship or less. IAW the LOA between the 52 OG and Langen ACC, the last aircraft in-trail will squawk 0032 as soon as the flight goes trail. Aircrews conducting radar in-trail recoveries are responsible for their own separation between elements of their flight while on final for full-stop landings.

4.1.2.2. To ensure appropriate departure separation, multiple practice radar-in-trail approaches that do not terminate with a full-stop landing shall be conducted only in VMC. During practice approaches in VMC conditions, after an executed low approach/landing, the flight is responsible for their own separation until ATC initiates flight split-ups for individual control on departure.

4.1.2.3. ATC breakout instructions apply ONLY to individual aircraft on radar-in-trail Recoveries. Flight leads and ATC retain the option to have all members breakout as a flight.

4.1.2.4. Lost Communications procedures will be IAW **paragraph 7.11**.

4.1.2.5. Missed approach/break-out/go-around procedures will be IAW **paragraph 7.14**.

4.1.3. Short Vector Approach. Aircraft may request “short vectors,” meaning they can accept one turn to final or can intercept final approach course at the approach gate, which is no closer than 1NM from the final approach fix (FAF).

4.1.4. Upon pilot request, GCA will call the FAF for non-TACAN equipped aircraft conducting localizer-only approaches to RWY 04/22 (non-TACAN equipped aircraft can also receive TACAN DME on 109.50).

4.2. Local Departure Procedures.

4.2.1. Take-off Position: Controllers should expect rolling take-offs for F-16s with non-standard spacing.

4.2.2. IFR departures will be IAW published departure procedures unless otherwise directed by ATC.

4.3. Radar Vectors to Initial Procedures.

4.3.1. Both VFR and IFR aircraft can request vectors to initial. For IFR aircraft, IFR clearances are automatically canceled when pilot reports or is at initial.

4.4. Radar Flight Following.

4.4.1. GCA will provide radar flight following for 52 FW assigned aircraft on instrument approaches upon pilot request, for all aircraft conducting a localizer-only approach to RWY 04/22 when the TACAN is out of service, or as deemed necessary by GCA for separation.

4.4.2. Landing clearances for radar-in-trail formations will be given to the lead aircraft only.

4.4.3. GCA will instruct aircraft being radar flight-followed to contact Tower after landing.

4.5. TACAN Outage Procedures.

4.5.1. The following instrument procedures are not usable when the TACAN is out of service.

4.5.1.1. All TACAN approaches.

4.5.1.2. GERKU/PIREK/TOLEY Departures. Southbound departures will execute local climbout with GCA.

4.5.1.3. NOR/GEBSO Departures. All northbound departures will execute ROPUV departure or execute local climbout with GCA.

4.5.1.4. Missed approach procedure (MAP) for all RWY 04/22 approaches. GCA must issue alternate MAP for all aircraft on an instrument approach to RWY 04/22 when TACAN is OTS.

4.5.2. GCA must call the FAF for all aircraft on a localizer-only approach to RWY 04/22.

4.5.2.1. GCA will call the FAF for each aircraft in a radar-in-trail formation for localizer-only approaches.

4.5.2.2. GCA will radar flight-follow fighter aircraft on localizer-only approaches when TACAN is OTS. GCA will instruct aircraft being radar flight-followed to contact Tower after landing.

4.6. IFR Circling Approaches.

4.6.1. IAW ICAO standards, aircraft conducting circling instrument approaches shall remain within the confines of ETAD CTR airspace, not to exceed 4NM from the airfield reference point. Aircraft that are not able to comply with this restriction shall inform Tower and request climbout instructions to conduct another instrument approach.

4.6.2. When clearing aircraft for a circling approach, ATC shall instruct aircraft to circle to the east to avoid overflying ETAD and the city of Bitburg, which is 4 NM southwest from the RWY 04 approach end.

4.7. Terminal Procedures (TERPS) Coordination.

4.7.1. The AOF/CC is the 52 FW POC for coordinating with USAFE/TERPS for new requests or revisions to existing terminal instrument procedures. The AOF/CC shall be informed of all proposals to construct new buildings or obstacles on or near ETAD to allow for coordination with USAFE/TERPS to evaluate potential impact to existing terminal instrument procedures.

4.8. IFR Clearances.

4.8.1. An IFR clearance is mandatory anytime the weather is below 1500ft ceiling and/or 5000m visibility.

4.8.2. IFR Clearance Limit. Issuance of local climb-out instructions does not automatically constitute a new IFR clearance limit. Aircraft transiting from VFR to IFR require a new IFR clearance limit to be issued to receive IFR services. If unable to obtain a new IFR clearance for aircraft requesting to depart the VFR traffic pattern, Tower will instruct the aircraft to maintain VFR and remain in the VFR traffic pattern until an IFR clearance can be issued.

4.8.2.1. The following phraseology will be used by ATC for issuing a new IFR clearance limit.

4.8.2.1.1. For base assigned aircraft: "(Call sign), CLEARED TO SPANGDAHLEM AIRPORT VIA LOCAL CLIMBOUT, DEPARTURE FREQUENCY (channel), SQUAWK (code)."

4.8.2.1.2. For transient aircraft: "(Call sign), CLEARED TO SPANGDAHLEM AIRPORT VIA RADAR VECTORS, CROSS DEPARTURE END AT OR BELOW 2200, THEN TURN RIGHT (RWY 22)/LEFT (RWY 04) HEADING 330, MINIMUM CLIMB RATE 221FT PER NM UNTIL PASSING 1600FT (RWY 04), CLIMB AND MAINTAIN 5000, DEPARTURE FREQUENCY (frequency), SQUAWK (code)." Departure-end crossing restrictions may be omitted if the overhead is not in use.

4.8.2.2. If Tower is unable to obtain a release, and the aircraft can maintain VMC in the VFR traffic pattern, Tower will issue the following instructions and advise the GCA. "(Call sign) EXECUTE LOCAL CLIMBOUT, MAINTAIN VFR, CONTACT GCA (channel)".

4.8.3. VFR to IFR Flight Plans (V&I). 52 FW aircraft may request to depart ETAD under VFR and later activate their filed IFR flight plan (referred to as V&I). This procedure is usable for 52 FW aircraft departures from ETAD only. Langen ACC will keep the IFR flight plan for V&I departures until the aircraft is observed leaving Langen's Area of Responsibility (AoR).

Chapter 5

EMERGENCY PROCEDURES

5.1. Operation of the Primary and Secondary Crash Net.

5.1.1. The 52 CS will maintain suitable emergency communications systems to permit rapid, reliable, and comprehensive notification of impending or actual airfield emergencies to all agencies concerned. This communications system will normally consist of the Primary Crash Alarm System and Secondary Crash Net.

5.1.1.1. Primary Crash Alarm System (PCAS). Tower, AMOPS, Flight Medicine, and FD are required to be on the PCAS and have two-way communications. The Spangdahlem CP will only monitor the PCAS. The following procedures apply:

5.1.1.1.1. Tower will test the PCAS daily between 0800L and 0830L Monday - Saturday and between 1200L and 1230L on Sundays and German holidays. In the event a station on the PCAS fails to answer (except for Flight Medicine after 1630L Monday through Friday, on weekends, German Holidays, American Holidays and Medical Group training days), Tower will call the station by standard telephone. If the office is scheduled to be occupied and the crash phone does not ring, Tower will notify Communications Focal Point (452-2666).

5.1.1.1.2. Tower will activate the PCAS when:

5.1.1.1.2.1. An aircraft has crashed, or is suspected to have crashed, on or off base.

5.1.1.1.2.2. Notification of an actual or suspected in-flight or ground emergency is received.

5.1.1.1.2.2.1. Hot brakes.

5.1.1.1.2.2.2. Hung flare.

5.1.1.1.2.2.3. Emergency Power Unit (EPU) activation.

5.1.1.1.2.3. A no-radio (NORDO) aircraft is inbound or has landed unless other means of communication indicate an emergency situation does not exist.

5.1.1.1.2.4. An aircraft intends to or unexpectedly engages an aircraft arresting system. Note: Tower will not activate crash phone for scheduled engagements.

5.1.1.1.2.5. An actual or suspected aircraft hijack or unauthorized movement.

5.1.1.1.2.6. A defector or non-North Atlantic Treaty Organization (NATO) nation aircraft is inbound or has landed.

5.1.1.1.2.7. Suspicious activities (security violations, personnel injuries, etc.) are observed/reported on the aerodrome.

5.1.1.1.2.8. Unauthorized Landing.

5.1.1.1.2.9. KRISTOFF/MEDEVAC aircraft are inbounded to land at ETAD.

5.1.1.1.2.10. Primary Tower evacuation.

5.1.1.1.2.11. As deemed necessary by the Tower Watch Supervisor.

5.1.2. Secondary Crash Net (SCN).

5.1.2.1. AMOPS will test the SCN daily following the PCAS check between 0800L and 0830L Monday-Saturday and 1200L and 1230L on Sundays and German holidays to the maximum extent possible (except for Flight Medicine after 1630L Monday through Friday, on weekends, German Holidays and American Holidays). In the event a station on the SCN fails to answer, the AMOPS dispatcher will call the station concerned by standard telephone. If the office is scheduled to be occupied and the secondary crash phone does not ring, the dispatcher will notify the communication service center. AMOPS will perform a weekly check of the backup SCN. Report backup SCN malfunctions as stated above. Note: IAW AFMAN 13-204v2, the SCN will only be used to relay information critical to aircraft and airfield operations. Use other forms of communication to relay non-critical base information.

5.1.2.2. AMOPS will activate the SCN and furnish known information to the following agencies as appropriate (T=Two-way communication available, R=Receive only). Note: All stations with two-way communications shall acknowledge daily checks by stating clarity and initials.

5.1.2.2.1. Spangdahlem CP (T).

5.1.2.2.2. FD (T).

5.1.2.2.3. Flight Medicine (T).

5.1.2.3. Not Used.

5.1.2.3.1. Not Used.

5.1.2.3.2. Not Used.

5.1.2.3.3. Not Used.

5.1.2.3.4. MOC (T).

5.1.2.3.5. Security Forces (T).

5.1.2.3.6. 52d Mission Support Group (52 MSG) Commander (R).

5.1.2.3.7. Emergency Management (T).

5.1.2.3.8. Explosive Ordnance Disposal (EOD) (T).

5.1.2.3.9. 52 FW/SE Safety (T).

5.1.2.3.10. Weather (T).

5.1.2.3.11. Crash Recovery (T).

5.1.2.3.12. Public Affairs (R).

5.1.2.3.13. Barrier Maintenance (R).

5.1.2.4. The Spangdahlem CP will make all notifications to agencies listed in **paragraph 5.1.2.2** when AMOPS is closed. Note: These actions take precedence over all other actions. Normal activity will continue only after all agencies have been notified.

5.1.2.5. All stations with two-way capability (T) must use a noise reduction feature. Failure to do so will result in the station being deleted or changed to receive only. If an agency moves or gets new equipment it is the user's responsibility to maintain the noise reduction feature.

5.2. Emergency Response Procedures and In-Flight/Ground Emergency Procedures (On/Off Base).

5.2.1. Designation and Responsibilities of the Incident Commander.

5.2.1.1. 52 OSS/OSA has specific checklists developed in each facility for in-flight/ground emergencies, on or off base, and will follow them to accomplish mission critical actions.

5.2.2. When an off-base crash is reported during normal duty hours to an agency, AMOPS will obtain full details including name, address, and telephone number of the person making the report. This information will be relayed immediately to Tower, who will activate the PCAS and report the mishap information. Note: These actions take precedence over all other actions. Normal activity will continue only after all agencies have been notified.

5.2.3. The Incident Commander will normally be the Senior Fire Official and will be in complete control at the scene of all mishaps until such time as relieved by a wing designated Incident Commander IAW the Installation Emergency Management Plan (IEMP).

5.2.4. During any on/off-base mishap, AO personnel will follow procedures listed on locally produced crash grid map for plotting mishaps. Additionally, each facility will execute appropriate facility checklists IAW AFI 13-204v3 USAFESUP and local OI's.

5.2.5. Actions Following an Aircraft Mishap.

5.2.5.1. The AOF/CC will coordinate both on and off base mishap notification procedures to ensure appropriate base agencies and senior leadership are notified of a mishap in a timely manner. To ensure ATC facilities are appropriately focused on mishap response activities and control of aircraft, only notification procedures directly associated with timely relay of data and mishap response activities should be delegated to controllers in the ATC facilities.

5.2.5.2. ATC facility CCTLRs will develop a facility mishap notification checklist to provide mishap response guidance to controllers on duty IAW AFMAN 13-204v3. The ATC Watch Supervisor or Senior Controller (SC) initiates and ensures completion of the mishap notification checklist.

5.2.5.3. The AOF/CC will notify USAFE/A3CA IAW AFMAN 13-204v3 of any mishap involving AO services as soon as possible without affecting emergency response activities and after receiving approval from 52 OG/CC.

5.2.6. Retaining Aircraft Mishap Records.

5.2.6.1. The AOF/CC will file and maintain official copies of written and recorded records pertinent to an alleged flying deviation, Military Flying Deviation (MFD), or HATRs for six months IAW AFMAN 13-204v3 and applicable AFRIMS directives.

5.2.6.2. The AOF/CC will file and maintain copies of written and recorded records about aircraft mishaps or accidents for two years, or on deactivation of the unit (if sooner),

according to USAF records disposition schedule located at https://www.my.af.mil/afrims/afrims/afrims/rims.cfm.

5.3. External Stores Jettison Area Procedures.

5.3.1. Controlled Jettison Procedures.

5.3.1.1. The primary impact point is Baumholder Range, target #1 (N4938.490, E00724.486, 1594ft MSL), located on the SPA 125 radial at 34 NM.

5.3.1.2. ATC will, as required, coordinate for transfer of emergency aircraft to Langen ACC for transit to Baumholder Range.

5.3.1.3. Aircraft shall coordinate with Langen ACC to proceed outbound on the SPA 125 radial towards the Baumholder Range. The recommended jettison altitude is at or above frag altitude up to 6600ft MSL (5000ft AGL). Recommended jettison airspeed is 250-300 KIAS and recommended jettison heading is 095. Aircrews will maneuver aircraft to jettison ordinance in a safe condition into the target area.

5.3.1.4. If IMC, aircrews shall contact Langen (**CH 6**) for vectors to ED-R 116 (Baumholder Range) at which point will resume own navigation to the jettison point. The minimum vectoring altitude (MVA) near Baumholder Range is 5000ft MSL.

5.3.1.5. If fuel state does not permit travel to Baumholder Range or entry into the range is not authorized, return to ETAD and follow the emergency jettison procedures in **para 5.3.2**.

5.3.2. Emergency Jettison Procedures.

5.3.2.1. Aircrews should fly runway heading on RWY 04 or turn to heading 210 for RWY 22 and maneuver aircraft to jettison ordinance in a safe condition into an unpopulated area.

5.4. Fuel Dumping.

5.4.1. GCA will not control fuel-dumping operations due to limited airspace. GCA will transfer control of aircraft to Langen ACC for fuel dumping operations.

5.5. Emergency Arresting/Barrier Gear Procedures.

5.5.1. Refer to locally developed checklists maintained in AMOPS and Tower.

5.6. Hot Brake Area and Procedures (Attachment 4).

5.6.1. When notified of hot brakes, Tower will activate the PCAS, switch the aircraft to **CH 5** and if conditions permit, direct aircraft to one of the designated "hot brake" areas that does not conflict with arming or de-arming operations. Crash Recovery will notify Tower if an aircraft must discontinue taxi and relay cordon size (normally 300 feet). The Senior Fire Official or Incident Commander will direct on-scene activities to mitigate the emergency by coordinating with Crash Recovery to determine if the aircraft has actual hot brakes. The Senior Fire Official or Incident Commander will continue or terminate the emergency and notify Tower.

5.7. Abandonment of Aircraft (Controlled Bail-Out, Ejection, Plotting Aircraft Coordinates).

5.7.1. Uncontrolled Procedures.

5.7.1.1. Use pilot judgment and follow T.O. procedures. If time and conditions permit, aircrew should attempt to maneuver to abandon aircraft into an unpopulated area before ejecting.

5.7.2. Controlled Procedures.

5.7.2.1. The primary impact point is Baumholder Range target #1 (N4938.490, E00724.486, 1594ft MSL), located on the SPA 125 radial at 34NM. Fuel required is approximately 2000 lbs. Target ejection fuel is 1000 lbs. Ejection should occur abeam the town of Baumholder pointed towards the target area. The minimum controlled bailout altitude is 3600ft MSL (2000ft AGL). Note: Aircrews should set throttle to idle power prior to ejection, if able.

5.7.2.2. ATC will, as required, coordinate for transfer of emergency aircraft to Langen ACC for transit to Baumholder Range.

5.7.2.3. If IMC, Contact Langen ACC (CH 6) for vectors to ED-R 116 (Baumholder Range) at which point aircrew will resume own navigation to the jettison point. MVA is 5000ft MSL.

5.7.2.4. If fuel state does not permit travel to Baumholder Range for ejection, aircraft will use the emergency bailout procedures in **para 5.7.3**.

5.7.3. Emergency Procedures.

5.7.3.1. Aircrews should fly runway heading on RWY 04 or turn to heading 210 for RWY 22 and maneuver to abandon aircraft in a safe condition into an unpopulated area before ejecting. Note: Aircrews should set throttle to idle power prior to ejection, if able.

5.7.3.2. GCA will coordinate with Langen ACC as required and obtain a point out from Büchel, if one is required. GCA will record aircraft mishap data (aircraft, wreckage, personnel, etc.) on the AF IMT 3616 and relay position information to the appropriate authorities.

5.8. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures.

5.8.1. If an operational ground testing of ELTs is conducted, it will be within the first five minutes of the hour and limited to no more than three audio sweeps of the radio beacon. The following procedures apply:

5.8.1.1. Tower will notify the Spangdahlem CP whenever receiving an ELT signal outside of the first five minutes of each hour or when it is longer than authorized. Tower will notify Spangdahlem CP when it stops.

5.8.1.2. The Spangdahlem CP is responsible for notifying MOC, 726 AMS/MOC, and coordinating search and rescue support as required. MOC will notify TA.

5.8.1.3. MOC will advise 726 AMS/MOC and Aircrew Flight Equipment (AFE) to check their equipment for an ELT. If the ELT continues and all equipment is normal at AFE, MOC will notify flight operations to send personnel with direction finding equipment to locate the source of the ELT.

5.9. Hung Ordnance Procedures.

5.9.1. When recovering with hung ordnance, aircrews will notify the SOF, Tower and GCA. If an emergency is declared, the aircraft or SOF will notify Tower immediately. The primary unsafe gun/hung ordnance area is the de-arm area for the respective runway. If EOD is required at the de-arm area, the aircraft will declare an emergency. Aircraft handling procedures are further outlined in 11-2F-16-v3 Spangdahlem Supplement and local maintenance policy.

5.9.2. If an arriving AMC aircraft declares an IFE with a hung flare, Tower will ring out the PCAS and state the nature and the pilot's intentions. AMOPS will ring out the SCN after the PCAS notification. If ground maintenance finds a hung flare once the aircraft is in parking, 726 AMS/MOC will call Command Post and declare a Ground Emergency (GE) giving as much information as possible (parking spot, required cordon etc.).

5.10. Wind Limitations on Control Tower (Bldg. 77).

5.10.1. Air traffic controllers shall evacuate the control tower, Bldg. 77, when the wind reaches a steady 75 knots or gusts of 94 knots or more. The following procedures apply:

5.10.1.1. Tower personnel will evacuate according to **para. 5.13.1.3** and the 52 OSS/OSAT OI 13-204.

5.10.1.2. AMOPS will initiate required SCN notifications and NOTAM actions.

5.10.2. When current winds drop below 75 knots, and are forecasted to remain there, operations from the control tower may be resumed after the facility has been inspected for possible damage.

5.11. Evacuation of ATC and AM Operations Facilities.

5.11.1. AO facilities will evacuate all personnel whenever there is a bomb threat, explosion, or when a fire occurs that cannot be extinguished and endangers lives. Tower will evacuate to the alternate control tower located in Bldg. 47. GCA and AMOPS shall evacuate to their respective alternate facilities IAW section 5.13. Alternate AO Facility Procedures. Tower, GCA, and AMOPS personnel will evacuate according to facility procedures and associated checklists.

5.11.2. After deemed safe by the Senior Fire Official, the decision to resume operation of an ATC facility after evacuation or fire shall be made by the 52 OSS/CC or designated representative (AOF/CC or ATC facility CCTLRs).

5.12. Simulated Flameout (SFO) Procedures and Precautionary Approaches.

5.12.1. SFO Procedures (**Attachment 7**, Figures **A7.1**-**A7.2**).

5.12.1.1. 52 FW assigned F-16s may fly straight-in, overhead SFOs, and Random Entry SFO's to RWY 04 and RWY 22. Aircraft will squawk 4217 when performing SFO procedures.

5.12.1.2. Tower will not instruct aircraft to squawk 4217 until after SFO airspace has been released from the GCA and Langen ACC. SFO airspace must be delegated by Langen ACC and GCA prior to climbing above 3700ft MSL.

5.12.1.3. Overhead SFO shall only be flown to the southeast of the field (opposite from the control tower). Maneuvering airspace will normally be flown within 3 NM of the runway. Direction of turns shall be left for RWY 22 and right for RWY 04.

5.12.1.3.1. To aid in deconfliction, aircraft climbing to High Key will remain 1.5 to 3 NM from the runway. Aircraft descending out of High Key for an overhead SFO pattern will remain within 1 NM of the runway. This does not alleviate the requirement for pilots to see and avoid other traffic.

5.12.1.4. Straight-in SFO may commence between 8 and 10 NM along the extended runway centerline.

5.12.1.5. Random Entry SFO may commence from any starting position southeast of ETAD. Pilots shall request this procedure using the phraseology: "(Callsign), REQUEST DIRECT LOW/BASE KEY." Once approved, aircraft will proceed direct to Low or Base Key and report those points, as applicable.

5.12.1.6. SFOs may be disapproved because of traffic or other reasons either before or after the start of the maneuver.

5.12.1.7. Aircrews must be cognizant of their proximity to Luxembourg airspace when executing SI SFOs to RWY 04.

5.12.1.8. While Tower may provide traffic advisories, the SFO is a VFR pattern and deconfliction from other aircraft is the responsibility of the pilot.

5.12.1.9. During SFO operations, Tower may direct aircraft on initial to offset to the west using the phraseology: "(Call sign), OFFSET INITIAL ONE-HALF MILE WEST FOR SFO TRAFFIC."

5.12.1.9.1. Aircraft will offset initial to the west to align the axis of flight over the western edge of ETAD. Aircraft flying SFO's must have traffic on initial in sight, and be able to ensure deconfliction from that traffic, before reaching low-key position.

5.12.1.10. If aircraft executing an SFO are unable to maintain visual separation or deconflict from overhead traffic they will not descend below 3200ft MSL. The SFO aircraft has four options available, and will communicate their intent with Tower:

5.12.1.10.1. Climb back to high key.

5.12.1.10.2. Maintain at or above low-key altitude, execute a 360 turn, then continue the SFO.

5.12.1.10.3. Break out and report the appropriate VFR entry point.

5.12.1.10.4. Coordinate with Tower for other options as traffic conditions permit.

5.12.2. SFO Entry Altitudes.

5.12.2.1. Pilot must notify Tower of requested entry altitude.

5.12.2.2. High Key or 8-10 NM (SI): FL080-FL095.

5.12.2.3. Low Key or 5 NM (SI): 4200ft MSL-FL065.

5.12.3. SFO Procedure Minimum Weather Requirements.

5.12.3.1. Tower shall advise pilots of the highest altitude available. Ceiling is measured in feet AGL and must be at least 1000ft above the highest portion of the pattern flown (for both SI and overhead). The pilot must maintain cloud clearance requirements and maintain VMC throughout the approach. In addition, the pilot must maintain visual contact with the runway environment throughout the maneuver.

5.12.3.2. SFOs are only authorized between sunrise and sunset.

5.12.3.3. High Key Entry: 7800ft-9300ft (AGL) ceiling and 8 km visibility.

5.12.3.4. Low Key Entry: 4000ft-6300ft (AGL) ceiling and 8 km visibility.

5.12.4. NOT USED.

5.12.5. SFO Low Approach Procedures.

5.12.5.1. RWY 04/22: Aircraft on the go for an overhead SFO will fly the normal overhead pattern ground track until Tower approves a climb to either high key or low key altitude. Note: ATC may issue alternate instructions when traffic dictates.

5.12.6. Pilots will:

5.12.6.1. Call Tower with current position, SFO request (as soon as possible for coordination) and “High Key” or “Low Key”.

5.12.6.2. Ensure that all radio calls are made at the correct points to aid Tower in traffic sequencing. SI SFOs require a radio call to Tower indicating entry point call. The following radio calls are mandatory: “10NM straight in SFO”, “4 NM, gear down, low approach”; standard “High Key” “Low Key” and “Base Key” calls apply to the overhead SFO pattern.

5.12.6.3. Remain vigilant for traffic in and around the overhead SFO maneuvering area.

5.12.6.4. Remain at least 1000ft above overhead pattern altitude and re-enter at high key or a VFR reporting point when initiating a traffic breakout, if possible.

5.12.7. Tower will:

5.12.7.1. Approve or disapprove the SFO (and requested entry point) based on traffic and weather conditions, and the LOA with Langen ACC.

5.12.8. Specific SFO procedures can be found in the LOA between Langen ACC and 52 OG.

5.13. Alternate AO Facility Procedures.

5.13.1. Control Tower Alternate Facility Procedures.

5.13.1.1. When ATC services cannot be provided from the primary control tower due to a fire, or communication failure, controllers will evacuate to the alternate control tower in Bldg. 47 and continue short-term service as practical. The potential exists that any aircraft not already under ETAD Tower/GCA control could be required to divert. Tower will make every effort to continue service until all aircraft have been recovered. Alternate control tower facilities have limited equipment and are not meant for sustained flying support.

5.13.1.2. The alternate control tower falls within the required cordon area for a bomb threat. In the event of evacuation for bomb threat or a bomb explosion, controllers will

evacuate to Fuels Management. ATC services will not be available from the control tower until the threat has been resolved.

5.13.1.3. In the event of high winds (sustained 75 knots or gusting 94 knots), or in the Tower Watch Supervisor's opinion conditions warrant evacuation, controllers will evacuate to the GCA or AMOPS. ATC services will not be available from the control tower until the winds subside.

5.13.1.4. GCA will monitor Tower local control Ultra High Frequency/Very High frequencies (UHF/VHF) and provide airport advisory service during the control tower transition.

5.13.1.5. Prior to evacuation, Tower personnel will notify all concerned agencies via PCAS (or telephone/cell phone, depending on the nature of the evacuation). Tower personnel will notify all concerned agencies when operations are resumed in the primary control tower.

5.13.2. **GCA Alternate Facility Procedures.**

5.13.2.1. GCA airspace will be returned to Langen ACC when ATC service cannot be provided from the GCA. There is no requirement for an alternate facility.

5.13.2.2. In the event immediate transfer of communications and control of aircraft cannot be accomplished, GCA will establish concerned aircraft in a "Non-Radar Transition Holding Area" and utilize alternate means to transfer communications and control of the aircraft concerned to Langen ACC.

5.13.2.2.1. The holding area is the missed approach holding point, ODROV, located at SPA R350/11 DME.

5.13.2.2.2. GCA will send all concerned aircraft to this holding area, separate aircraft, A2-272/2-2000-14, using emergency separation of 500ft (minimum of 1000ft vertical separation for all aircraft below a heavy aircraft) from 4500ft MSL to FL070 and instruct aircraft to squawk 7700 and contact Langen ACC sector EIFEL. Note: 5500ft MSL to FL070 will only be used when Spangdahlem owns SA-2 airspace.

5.13.2.3. During a radar outage, Langen ACC will clear aircraft only for a published approach procedure for full stop landings. Practice approaches are not authorized.

5.13.2.4. The GCA will notify all agencies concerned should the radar fail and upon resumption of operations IAW facility checklists. Advise all aircraft that GCA radar has failed, and that radar contact is lost. Issue a speed restriction to all aircraft to maintain 265 knots or less. "ATTENTION ALL AIRCRAFT, SPANGDAHLEM RADAR OUT OF SERVICE, RADAR CONTACT LOST; MAINTAIN TWO-SIX FIVE KNOTS OR LESS. STAND BY FOR NON-RADAR TRANSITION."

5.13.3. AMOPS Alternate Facility Procedures.

5.13.3.1. Evacuation/Alternate facility procedures will be IAW facility quick reaction checklist.

5.14. Hydrazine Response.

5.14.1. Hydrazine response procedures will be initiated anytime the emergency power unit (EPU) on an F-16 is activated or there is a known or suspected hydrazine leak.

5.14.2. Tower will activate the PCAS passing all known information. Note: Anytime an emergency F-16 has an activated EPU the phrase, "POSSIBLE HYDRAZINE LEAK" will be included in the message.

5.14.3. Hydrazine locations are the intersections of TWY P and TWYs A, B, D and E. Landing aircraft should taxi to the nearest area. An incident aircraft already on the ground is not permitted to taxi unless directed by the Senior Fire Official or Incident Commander.

5.14.4. The Senior Fire Official or Incident Commander will direct that all taxiing aircraft keep away from the ground emergency location and establish a minimum 300-foot clear area around the emergency aircraft. The Senior Fire Official or Incident Commander will direct notification of the hydrazine response teams for proposed assistance as needed.

5.15. Emergency Single Frequency Approach (SFA).

5.15.1. ETAD's SFA frequency is local **CH 5** (277.625). Pilots should expect a transfer to this designated frequency for both IFEs and ground emergencies. The GCA, Tower, SOF, and Senior Fire Official have capability to broadcast on the frequency. The ATC facilities control **CH 5** use in the air. After the aircraft has landed, the ATC facilities will transfer control of **CH 5** to the Senior Fire Official.

5.15.2. GCA shall:

5.15.2.1. Monitor **CH 5** always. Verbally advise Tower when transferring control of aircraft communications on the SFA from the GCA to Tower.

5.15.2.2. Assign **CH 5** to arriving emergency aircraft for Langen ACC inbounds. If more than one emergency arises, standard communication procedures apply for the next and subsequent emergencies. If required, the GCA and Tower Watch Supervisor can coordinate the use of a separate discrete frequency for a second emergency aircraft.

5.15.2.3. Release **CH 5** to Tower on request for emergencies.

5.15.3. Tower shall:

5.15.3.1. Monitor **CH 5** during emergencies.

5.15.3.2. Request **CH 5** when needed for Tower controlled emergencies.

5.15.3.3. Return **CH 5** to GCA when no longer needed.

5.15.4. SOF shall:

5.15.4.1. Request permission from Tower Watch Supervisor to transmit on **CH 5**.

5.15.4.2. Immediately stop broadcasting and return frequency when instructed by Tower Watch Supervisor. Limit lengthy transmissions.

5.15.5. FD shall:

5.15.5.1. Monitor **CH 5** during emergencies and standby until Tower verbally transfers control of **CH 5** to the Senior Fire Official.

5.15.5.2. Notify Tower when emergency has been terminated.

Chapter 6

FLIGHT PLANNING PROCEDURES

6.1. Flight Planning.

6.1.1. IAW AFMAN 13-204v2, a flight plan must be filed for all aircraft departing ETAD. The pilot in command or designated representative must complete a Department of Defense (DD) Form 1801, International Flight Plan, AF Form 4327, ARMS Flight Authorization (FA), (for 52 FW aircrews only). Refer to the General Planning Guide for specifics on filing flight plans outside of Germany.

6.1.2. Local area stereo flight plans should be filed with AMOPS via squadron direct lines, email, or Patriot Excalibur (PEX) for base assigned aircraft 1.5 hrs prior to their estimated time of departure (ETD). Base assigned aircraft and transient aircraft hosted by the 52 FW may email DD Form 1801 to AMOPS. Transient aircraft temporarily assigned to the 52 FW are authorized to use local area stereo flight plans. AMC aircraft may email flight plans from AMCC. AMCC will maintain the original copy of all flight plans filed. All other flight plans must be filed in person at AMOPS. IAW the General Planning Guide, all DD Forms 1801 for IFR flights must be submitted a minimum of 2 hours prior to the proposed take-off time. For general air traffic rules, flight plans should be filed at least 3 hours prior to ETD. Note: Squadrons must call AMOPS when changes are made in PEX.

6.1.3. Operational Air Traffic flight plan lead times for night flying. Note: In exceptional cases, flight plans may be filed outside the schedules below to execute urgent, non-planned, missions. They are subject to the approval of the applicable area controller. The urgency must be expressed by the entry Remark/Urgent (RMK/URG) in item 18 of DD Form 1801.

6.1.3.1. German Airspace. For all planned activity, flying squadrons will provide AMOPS with call signs, number of flights, total number of aircraft and first and last ETD NLT 1400L on day of intended flight. Flight plans will be submitted IAW **paragraph 6.1.2**.

6.1.3.2. Netherlands Airspace. For planned activity at FL200 or lower, flight plans must be submitted to AMOPS NLT 1100L of the date of intended flight. For flights above FL200, flying squadrons will provide AMOPS with aircraft call signs, number of flights, total number of aircraft and first/last ETD NLT 1100L on the date of intended flight. Flight plans above FL200 will be submitted IAW **paragraph 6.1.2**, but notification has to be made by 1100L on the day of intended flight.

6.1.3.3. Belgian Airspace. For all planned activity, flight plans must be submitted to AMOPS NLT one hour prior to the proposed departure time on the date of intended flight. No last-minute changes will be accepted.

6.1.3.4. French Airspace: Flight plans with proposed departure times starting at normal aerodrome opening hours up to 0800Z++ will be filed NLT 1500Z on the duty day prior. Note: "++" is to account for time changes due to daylight savings time. Exceptionally urgent cases may be filled outside of these outlined times IAW AP/2. Aircrews must confirm an acceptance (ACP) message of their flight plan with ATC. Aircrews should not depart without this message to avoid airspace delays.

6.1.3.4.1. Flight plans with proposed departure times between 0800Z++ and 1600Z++, Monday through Friday will be filed NLT two hours prior to ETD.

6.1.3.4.2. Flight plans with proposed departure times between 1600Z++ and normal aerodrome closing will be filed NLT 1500Z++ on the same day.

6.1.3.4.3. Flight Plans with proposed departure times anytime during normal airfield operating hours on Saturdays, Sundays, and French Holidays will be filed NLT 1100Z++ on the last duty day before the weekend/holiday.

6.1.4. AMOPS will:

6.1.4.1. Maintain a master flight plan file for use by the 52 FW and attached aircrews.

6.1.4.2. Provide assistance completing, filing and transmitting DD Form 1801 or local flight plans as needed.

6.1.4.3. Retain flight following responsibilities.

6.1.5. Flying squadrons will:

6.1.5.1. Ensure a knowledgeable person is available at squadron operations to provide detailed information on all non-standard stereos passed telephonically or by fax until notification that the flight plan has been entered and accepted into the system. Be ready to provide details regarding all non-standard stereos passed by phone or fax until the flight plan has been accepted in the system.

6.1.5.2. Maintain the original copy of all stereos passed to AMOPS IAW applicable directives.

6.1.5.3. Notify AMOPS by phone anytime a flight plan change is made (especially involving the number of aircraft in a flight) to the current day's flying schedule. PEX will not be relied upon for this type of time sensitive information.

6.1.6. Aircrews under operational control of the 52 FW (to include temporary duty and transient aircrews) may file local area (Round Robin) flight plans at squadron operations via a DD Form 1801, who will then file through AMOPS. The squadrons will maintain the completed original flight plans. AMOPS will annotate the flight plan in PEX.

6.1.7. Flight planning assistance is provided by AMOPS at DSN 452-6633 during airfield operating hours.

6.1.8. Chievres AMOPS will provide back-up flight plan filing services for ETAD AMOPS, when needed. 52 OSS/OSO (personnel specific) may input 52 FW flight plans at the request of AMOPS when Global Decision Support System II (GDSS II) is malfunctioning.

Chapter 7

MISCELLANEOUS PROCEDURES

7.1. Airfield Operations Board (AOB).

7.1.1. The 52 FW AOB provides a forum for discussing, updating, and tracking various activities associated with support of the flying mission. The AOB convenes quarterly and is chaired by the 52 OG/CC as delegated by the 52 FW/CV in accordance with AFMAN 13-204v1. The AOB chair may not be delegated lower.

7.1.2. The AOF/CC is the focal point for scheduling AOB meetings, preparing the agenda, and recording the minutes. The agenda shall include mandatory items and any other pertinent issues the AOB chairperson deems appropriate. AOB chairperson must sign and ensure AOB minutes are published within 20 workdays from the AOB IAW AFMAN 13-204v1.

7.1.3. The following board members or their designated representatives shall attend:

7.1.3.1. 52 OG/CC (Chairman).

7.1.3.2. 52 MSG/CC or Deputy Commander (52 MSG/CD).

7.1.3.3. 52 MXG/CC or Deputy Commander (52 MXG/CD).

7.1.3.4. 52 OSS/CC or Director of Operations (52 OSS/DO).

7.1.3.5. 52 OSS/OSW/OSO.

7.1.3.6. 52 CS/CC or Deputy Commander.

7.1.3.7. 52 CES/CC or Deputy Commander and /CEO/CEN/Community Planner (CENP).

7.1.3.8. Fighter Squadron Commanders or DOs.

7.1.3.9. 726 AMC/CC or 726 AMC/DO.

7.1.3.10. 52 FW/SEF.

7.1.3.11. Spangdahlem CP.

7.1.3.12. 52 OG, Standard and Evaluations (52 OG/OGV).

7.1.3.13. 52 OSS/GCA (OSAR)/Tower (OSAT)/Airfield Management (OSAM)/ATC Standards and Evaluations (OSAV)/ATC Training (OSAG)/ATC Automation (OSAX)/RAWS (OSAC).

7.1.3.14. USAFE/TERPS (Terminal Instrument Procedures) (upon request as required).

7.1.4. Required annual reviews, IAW AFMAN 13-204v3, will be conducted as follows:

7.1.4.1. Results of Annual Self-Inspection—January.

7.1.4.2. Special Interest Items (SII)—January.

7.1.4.3. Letters of Procedure Review (LOP)—April.

7.1.4.4. Results of Annual Airfield Certification/Safety Inspection (ACSI)—April.

7.1.4.5. Terminal Instrument Procedures Review—July.

7.1.4.6. Aircraft Parking Plan—July.

7.1.4.7. Annual Airfield Waiver Package—October.

7.1.4.8. Air Installation Compatible Use Zone (AICUZ)—October (Optional).

7.2. NOTAM Procedures.

7.2.1. AMOPS is designated as the base NOTAM dispatch center. AMOPS will ensure that NOTAMs for ETAD are published IAW AFI 11-208, DoD Notice to Airmen (NOTAM) System.

7.2.2. Tower is designated as the NOTAM monitoring facility.

7.2.3. If AMOPS data lines are inoperative, the AMOPS dispatcher will:

7.2.3.1. Notify Ramstein AMOPS of the problem and to stand-by, should the need to issue or cancel a NOTAM for ETAD occur.

7.2.3.2. Request NOTAM information from Ramstein AMOPS as required. If Ramstein is unable to provide information, the NOTAM office will be called directly.

7.2.4. Flying squadrons will use the Defense Aeronautical Information Portal (DAIP) or NOTAM Manager (NM) website (**https://notams.aim.faa.gov/dnotam/#1**) to obtain local NOTAMs.

7.2.5. AMOPS will notify AOF/CC, Spangdahlem CP, AMCC, SOF, Tower, and GCA whenever the Senior Fire Official, or designated representative, reports the inability to fully support the 52 FW or 726 AMS flying mission due to reduced capability. AMOPS will also send a NOTAM establishing an airfield restriction to reflect information provided by the Senior Fire Official.

7.3. FLIP Accounts, Procedures for Requesting Changes.

7.3.1. 52 OSS/OSA maintains a FLIP account to cover requirements for AO facilities and other 52 OSS units; flying squadrons maintain their own individual accounts. Any change requests for ETAD FLIP information should be routed through 52 OSS/OSA for approval and implementation.

7.4. Waivers to Airfield/Airspace Criteria.

7.4.1. 52 CES/CEN will process waivers IAW USAFEI 32-1007. Temporary waivers for construction on the airfield will be coordinated and completed NLT 45 days prior to beginning any construction project in the airfield environment.

7.4.2. 52 CES will coordinate with 52 OSS/OSA on all permanent/temporary waivers and the review of the annual waiver package. The AFM must coordinate to ensure validity for all proposed airfield waivers. The AOF/CC must coordinate all waivers that may affect instrument approach or departure procedures through USAFE/TERPS office for obstacle evaluation.

7.5. Arriving Aeromedical Evacuation (AIREVAC) Notification and Response Procedures.

7.5.1. Tower will ring the PCAS IAW **paragraph 5.1.1.1.2.9** and provide information below when known:

7.5.1.1. Landing location.

7.5.1.2. Estimated time of arrival.

7.5.1.3. Transportation requirements.

7.5.1.4. Any applicable pilot requests.

7.5.1.5. Number of patients on board.

7.5.1.6. Requests for specialized medical equipment.

7.6. Unauthorized Aircraft Arrivals.

7.6.1. In the event of an aircraft landing without a PPR or prior coordination for landing, such as an aircraft emergency, Tower will activate the PCAS immediately to report the intrusion.

7.6.2. The AFM will ensure emergency response to unauthorized aircraft arrivals are handled IAW 52 FW SIDP 31-1 and AFI 10-1001, Civil Aircraft Landing Permits, to include classifying the incident as an emergency landing, inadvertent landing, or intentional landing.

7.6.3. Regardless of the event classification, all unauthorized civil aircraft landing at ETAD are required to complete a DD Form 2402, Civil Aircraft Hold Harmless Agreement, as well as a DD Form 1801, prior to departure.

7.6.4. The AOF/CC will verify with the 52 OG/CC if landing fees shall be assessed IAW AFI10-1001 prior to allowing an unauthorized civil aircraft to depart the airfield.

7.6.5. The AOF/CC will ensure notification is made to USAFE/A3CA, HQ USAF/Civil Aviation Branch, Bases and Units Division (XOOBC), the US Defense Attaché Office (USDAO), and the local civil aviation authority of all inadvertent or intentional unauthorized civil aircraft landings as soon as possible after the incident IAW AFI 10-1001.

7.6.6. If an unauthorized military aircraft lands without a PPR, the 52 OG/CC or designated representative will contact the aircraft's unit to report the incident before allowing the aircraft to depart. Military aircraft that landed without a PPR must file a DD Form 1801 prior to departure.

7.7. DV Notification Procedures.

7.7.1. AMOPS is designated as the base agency for DV aircraft arrival notification. AMOPS will serve as the focal point for relaying DV information and updates to non-ATC agencies. Upon receipt of an arrival or departure flight plan indicating a DV is onboard, AMOPS will notify the OG/CC, OG/CD, OSS/CC, OSS/DO, AOF/CC, AOF/DO, Airfield Manager, BDOC, CP, FW/Protocol Office (if special honors are requested), Tower, GCA, and TA with the following information:

7.7.1.1. DV Code.

7.7.1.2. Name (if known/authorized).

7.7.1.3. Call Sign.

7.7.1.4. Type Aircraft.

7.7.1.5. Departure Base.

7.7.1.6. Estimated Time of Arrival (ETA).

7.7.1.7. Parking spot.

7.7.1.8. Special honor requested.

7.7.2. ATC facilities will only relay DV information and updates to AMOPS. Upon notification from Langen ACC, GCA will provide a proposed inbound time notification to AMOPS. ATC will provide a 15 flying mile notification to AMOPS. This is on a workload-permitting basis. Note: Due to the small size of ETAD's radar airspace it is common to receive DV inbound information in less than the requested time/distance.

7.8. Dangerous/Hazardous Cargo.

7.8.1. 52d Logistics Readiness Squadron Traffic Management Flight (52 LRS/LGRT) and 726 AMS/TROO Air Terminal Operations Center are the primary recipients of dangerous cargo mission setup messages and will coordinate these operations with all affected agencies. 52 LRS/LGRT and 726 AMS/TROO personnel will provide affected agencies with the following information:

7.8.1.1. Aircraft type and tail number.

7.8.1.2. Type of explosives being moved, class/division and net explosive weight.

7.8.1.3. Parking location will be on Ramp 6 (**Attachment 4**).

7.8.1.3.1. Spangdahlem CP must notify AMOPS 24-hours prior to planned use of spots 3 and 4 to coordinate NOTAMs and 52 OG/CC approval. These spots are restricted to VFR operations only. Light-alls must be used to illuminate the tail of the aircraft parked on these spots when flying is conducted during reduced visibility.

7.8.2. Designated explosive cargo parking areas for cargo aircraft will be based on the weight and class of hazardous cargo. 52 FW Safety (52 FW/SE) will provide AMOPS with detailed information on the maximum amount of hazardous cargo allowed on each parking spot.

7.8.2.1. All aircraft must be parked IAW site plans as depicted in D-8 tab, Explosive Safety Quantity Distance and UFC 3-260-01 Airfield and Heliport Planning and Design, AMOPS is the final approval authority for authorized aircraft parking locations.

7.8.2.2. Governing symbols 1-4 and chemical symbols 1-3 will be always posted.

7.8.3. Refer to AFMAN 91-201, Explosives Safety Standards, and SPANGDAHLEMABI91-201, Explosives Environment Management, for emergency withdraw distances and procedures for personnel.

7.8.3.1. The Senior Fire Official or Incident Commander determines who essential emergency personnel are and what distances they should maintain.

7.9. Wear of Hats on the Flightline.

7.9.1. The airfield, to include the CMA, taxiways, FOD checkpoints adjacent to taxiways, hardstand trees, and ramps, is a no-hat/no-salute area due to the potential to create FOD.

7.10. Local Aircraft Priorities.

7.10.1. Local aircraft priorities are IAW A2-272/2-2000-14, FAAO 7110.65, AFI 13- 204v3, and as supplemented in this paragraph. Note: These priorities may be altered by ATC personnel in the interest of safety or as directed by the SOF.

7.10.1.1. Emergency aircraft.

7.10.1.2. Civilian air ambulance ("Kristoff") and military air evacuation flights when requested.

7.10.1.3. DV arrivals/departures.

7.10.1.4. Controlled departures/dip clearances/slot times.

7.10.1.5. IFR full-stop arrivals.

7.10.1.6. IFR departures (departures can be sequenced before IFR full stop arrivals with due consideration to aircraft position, fuel status, filed take-off time, etc.).

7.10.1.7. Special operations (i.e., Functional Check Flights).

7.10.1.8. Multiple 52 FW IFR approaches.

7.10.1.9. Transient IFR approaches (priorities will not be applied so stringently as to degrade service, i.e., normally an arrival inside of 10NM will continue the approach).

7.10.1.10. VFR arrivals.

7.10.1.11. VFR departures (priorities will not be applied so stringently as to degrade service).

7.11. Lost Communications Instructions.

7.11.1. All aircraft experiencing lost communications (NORDO) will squawk 7600. ATC provides priority and separation to NORDO aircraft based on anticipated pilot actions.

7.11.2. Aircraft able to maintain VMC should avoid controlled airspace and noise sensitive areas and enter the pattern at the VFR entry point for the last known active runway and proceed to five mile final, recover to a straight-in, full stop landing and watch for tower light gun signals.

7.11.3. Aircraft unable to maintain VMC should climb or descend to 5000ft MSL, proceed to the closest initial approach fix for the runway in use, fly the published approach, and watch for tower light gun signals.

7.12. Standard Climb-Out Instructions.

7.12.1. The following standard climb-out instructions will be issued by Tower to all aircraft departing the ETAD CTR airspace not on a published instrument departure, unless otherwise coordinated with GCA or Langen ACC.

7.12.1.1. RWY 22: "MAINTAIN AT OR BELOW 2200 MSL UNTIL DEPARTURE END, THEN TURN RIGHT HEADING 330, CLIMB AND MAINTAIN 5000 MSL."

7.12.1.2. RWY 04: "MAINTAIN AT OR BELOW 2200 MSL UNTIL DEPARTURE END, THEN TURN LEFT HEADING 330, MINIMUM CLIMB RATE 221FT PER NM UNTIL PASSING 1600 MSL, CLIMB AND MAINTAIN 5000 MSL." For RWY04 departures, aircrews shall advise ATC if they are unable to maintain minimum climb requirements. ATC will coordinate with Langen ACC for alternate instructions.

7.12.2. In lieu of detailed climb-out instructions, ATC may instruct 52 FW aircraft to execute local climb-out instructions "(Call-sign), EXECUTE LOCAL CLIMBOUT." For both runways, the restriction to maintain at or below 2200ft MSL until departure end is not required when the VFR overhead patterns are not in use.

7.13. Opposite Direction Take-Offs and Landings.

7.13.1. Opposite direction operations may be authorized dependent upon mission requirements (i.e. emergencies, Flight Check, etc.). All opposite direction operations require coordination between the affected AO facilities.

7.13.2. When opposite direction operations are approved, Tower and GCA will use approved cutoff points as published in OSA OI 13-204, Airfield Operations Coordination Procedures.

7.14. Breakout/Go Around/Missed Approach Procedures.

7.14.1. Breakouts. "BREAKOUT" is intended to be used to turn aircraft away from the runway to preserve IFR separation. "GO AROUND" is intended to be used to have aircraft overfly, or next to, an unusable runway and may be supplemented with "OFFSET LEFT/RIGHT" as needed.

7.14.2. If Tower needs to discontinue an instrument approach, they shall specify "BREAKOUT" or "GO AROUND" as the situation dictates. Tower shall state the reason for the instruction, time permitting. This applies to ONLY the first aircraft in a standard formation flight on final; other aircraft in the formation shall continue the approach unless they receive alternate instructions from ATC. Example phraseology: "(A/C Call Sign), APPROACH CLEARANCE CANCELLED, CLIMB AND MAINTAIN 4,000 IMMEDIATELY. LEAVING 3,500, FLY HEADING 330."

7.14.3. In the event Tower initiates a breakout or go around, for an aircraft that is part of a flight conducting a radar-in-trail recovery, GCA shall ask remaining flight aircraft their intentions. If the remainder of the flight intends to land, GCA will advise Tower and confirm landing clearance. If the flight intends to follow the lead aircraft, GCA will advise Tower as soon as possible.

7.14.4. VFR Go Around Procedures. Go around and proceed as directed by Tower (reentry, closed traffic, etc.).

7.14.5. IFR Go Around Procedures. Go around, proceed straight ahead (unless directed otherwise by ATC) and execute local climb out.

7.14.6. Missed Approach Procedures (MAP). Due to a controlling obstacle in the MAP holding area, all ETAD MAPs require a higher than usual climb gradient to 4300 ft MSL. Aircraft that are unable to comply with the published climb gradient should request an alternate MAP with ATC prior to the final approach fix (FAF). Lost communication missed approach procedures can be found in **paragraph 7.12** of this instruction. Note: ATC is not responsible for asking aircraft if they require alternate MAP prior to clearing for the approach.

7.15. Airfield Smoking Policy.

7.15.1. IAW AFI 91-203, Air Force Consolidated Occupational Safety Instruction, and SPANGDAHLEMABI 32-2001, The Fire Protection Operations and Fire Prevention Program, smoking is prohibited in aircraft maintenance facilities, all airfield areas, and weapons storage and maintenance areas except where designated by the installation Senior Fire Official in coordination with the functional manager and supervisor.

7.16. Civilian Aircraft Operations.

7.16.1. The guidance for civil aircraft use of Air Force airfields is AFI 10-1001. Civil aircraft may not land, except for emergencies, on an Air Force airfield without an approved DD Form 2401, Civil Aircraft Landing Permit. The requesting agency must file the following paperwork with the applicable approving authority at least 30 days prior to scheduled arrival: Department of Defense (DD) Form 2400, Civil Aircraft Certificate of Insurance; DD Form 2401, Civil Aircraft Landing Permit; and DD Form 2402. Original copies of these documents must be kept on file.

7.17. Civil Use of Military NAVAIDs.

7.17.1. Civil aircraft registered in the United States with an FAA-issued "N-number" may use military NAVAIDs at ETAD. Civil aircraft using military NAVAIDs must have official business or an approved PPR issued by AMOPS IAW AFI 10-1001 prior to landing at ETAD.

7.17.2. Civil aircraft not registered in the United States, except those specifically approved IAW section 7.38. Foreign Government Aircraft Operations are not authorized to use military NAVAIDS at ETAD due to Status of Forces Agreement (SOFA) restrictions.

7.17.3. Civil aircraft may use ETAD NAVAIDs to conduct VFR practice instrument approaches. The GCA and Tower Watch Supervisor must ensure civil use of NAVAIDs does not interfere with military operations. Civil aircraft using ETAD NAVAIDs to conduct practice approaches must comply with all local noise abatement and quiet hour procedures. Civil aircraft conducting VFR practice instrument approaches must go-around NLT the minimum decent altitude (MDA).

7.18. Weather Dissemination and Coordination Procedures—Hazardous/Severe Weather Notification Procedures and Lightning Response.

7.18.1. When lightning is observed within 5 NM of ETAD, Tower will make a blanket announcement on all frequencies, including the Ramp Net. Example: "ATTENTION ALL AIRCRAFT, LIGHTNING HAS BEEN OBSERVED WITHIN FIVE NAUTICAL MILES OF SPANGDAHLEM AIR BASE."

7.18.2. Upon receipt of this announcement, all personnel operating on the airfield will cease work as soon as possible (without further compromising safety) and seek shelter immediately.

7.18.3. The SOF will declare weather hold and aircrew will not step or start engines. All outdoor activities will be ceased, and personnel will seek shelter, and close the HAS/Hangar doors.

7.18.4. Aircrew in running aircraft will contact the SOF, whether airborne or on the ground. The SOF will determine pilot actions and take into consideration munitions, emergencies, etc. In the absence of guidance from the SOF, pilots will adhere to the following:

7.18.4.1. Aircraft that have not already taxied will be shut down normally. If able, seek shelter after shutting down.

7.18.4.2. Aircraft taxiing for takeoff will continue taxiing and/or remain at the EOR until the lightning warning has been terminated.

7.18.4.3. Airborne aircraft will prepare to divert if required.

7.18.4.4. Aircraft that have been cleared for landing by Tower will taxi to the EOR and remain there until properly de-armed and it is safe to taxi to parking.

7.18.4.5. Aircraft already taxiing to parking will continue taxi and be chocked, pinned, and shut down normally. If able, pilots should seek shelter after shutting down.

7.18.5. AMC aircraft should be advised to hold until lightning is no longer observed. AMC aircraft may execute an approach to a full stop landing at the aircraft commander's discretion, provided sufficient weather minimums exist.

7.18.5.1. 726 AMS/MOC personnel will not be able to assist arriving AMC aircraft until after lightning has no longer been observed. Arriving AMC aircraft will taxi clear of the runway and ILS critical areas. AMC aircraft may taxi to parking without a Follow-Me vehicle, provided the aircrew can determine their assigned parking location without 726 AMS personnel assistance.

7.18.6. Tower will make a blanket announcement when lightning has no longer been observed.

7.18.7. Detailed weather dissemination/coordination procedures, including the Cooperative Weather Watch program can be found in SPANGDAHLEMABI15-101, Weather Support.

7.19. Airfield Snow Removal Operations.

7.19.1. Snow removal operations are conducted IAW local procedures, SPANGDAHLEM ABI 32-1003, Snow Removal and Ice Control, and with guidance and oversight from Airfield Management. Snow removal operations on the airfield are conducted by 52 CES Snow Removal Center.

7.19.2. Snow Removal around ILS Monitors. Snow accumulation more than 18 inches (less if there is a noticeable effect on the ILS signal), around the ILS far field monitor may become critical to the safe operation of the ILS and must be removed as soon as possible. The decision to remove snow will be made by the 52 OG/CC or designated representative and is based on:

7.19.2.1. Mission requirements.

7.19.2.2. Results of local aircraft flying ability checks.

7.19.2.3. Current and forecasted weather conditions.

7.19.3. Airfield lighting will be the point of contact for after-hours support of the airfield lights during snow removal operations. Tower may, at the request of the Snow Control Team, leave the runway edge/centerline lights and taxiway lights on when Tower closes. The request must be made prior to the airfield closing.

7.19.4. Snow berms along taxiways and aprons should not exceed a height of 24 inches.

7.20. Bird/Wildlife Control.

7.20.1. The airfield is monitored daily by AMOPS, 52 FW/SEF, and 52 CES to identify potential animal threats and initiate corrective action. The Bird Aircraft Strike Hazard (BASH) program is maintained by 52 FW/SE and guidelines for determining bird conditions are outlined in the SPANGDAHLEMABI91-212, 52 FW Bird Aircraft Strike Hazard (BASH) Plan.

7.21. Bird Watch Conditions (BWC).

7.21.1. Local BWC are established in SPANGDAHLEMABI 91-212 Bash Management Techniques.

7.22. SOF Operating from the Tower.

7.22.1. General. The SOF provides valuable technical assistance to the flying community and ATC, serving as the 52 OG/CC representative for flying related issues. Tower Watch Supervisor serves as the expert for ATC related issues. Together, the goal is to jointly assure a safe and efficient flow of 52 FW air traffic. The SOF Program is managed by 52 OG/OGV.

7.22.2. Coordination.

7.22.2.1. To provide an organized, professional environment, all questions, directions, and coordination must be accomplished directly between the SOF and Tower or GCA WS only.

7.22.2.2. The Tower Watch Supervisor will keep the SOF advised on the status of the runway, barriers, NAVAIDs, air traffic and any other situations that may affect 52 FW operations.

7.22.2.3. PIREPs will be passed between facility Watch Supervisors and the SOF.

7.22.3. SOF Position Equipment.

7.22.3.1. SOF position equipment includes Ground Radio Communication (GRC) -211 VHF and GRC-171 UHF multi-channel radios, Airfield Automation System, computer, and multiple line telephone.

7.22.3.2. Tower may request use of the SOF multi-channel radio during equipment outages. Conversely, the SOF may also request use of Tower multi-channel radio or telephones when necessary.

7.22.3.3. The SOF should relay all equipment outages to the Tower Watch Supervisor, who will initiate repair actions.

7.22.4. Special Conditions and Emergencies.

7.22.4.1. ATC will notify the SOF of IFE/GE aircraft as soon as conditions permit.

7.22.4.2. The SOF will notify ATC of any IFE/GE aircraft as soon as possible.

7.22.4.3. The SOF may relay emergency information to aircraft on ATC frequencies through Tower or GCA controllers. ATC will relay messages provided by the SOF verbatim and preface transmissions with, "SOF advises/directs." If necessary, the SOF may, after approval from the Watch Supervisor, communicate directly with the aircraft involved on the ATC frequency. When this occurs, advisory instructions must be limited to that essential for the prevention of a mishap. In most circumstances, the aircraft will be instructed to contact the SOF on the SOF frequency. The SOF must not perform ATC functions or transmit ATC instructions or clearances to an aircraft. If a need for ATC instructions arises while aircraft are on SOF frequency, the SOF will immediately instruct the aircraft to return to the ATC frequency.

7.22.5. SOF Access to Control Tower and Vehicle. 52 OG/OGV will provide the AOF/CC with a current SOF roster quarterly. Only personnel listed on the roster will be permitted

unescorted access to the Control Tower and use of the SOF vehicle. The SOF must inspect and sign AF 1800, Operator's Inspection Guide and Trouble Report, when using the vehicle. Report any problems with the SOF vehicle to AMOPS.

7.22.6. Use of Headsets. To reduce unnecessary noise levels that can lead to possible hazardous situations, the SOF will use the provided headset to the maximum extent possible to reduce noise during periods of local flying. The SOF should monitor ATC positions for traffic information, arrival/departure times, PIREP information, etc.

7.22.7. Approval of ETAD as a Divert or Alternate Airfield. The SOF approves the use of ETAD as an alternate airfield for other flying units (i.e., Büchel or Ramstein). When the SOF is off duty, AMOPS may approve ETAD as an alternate or divert airfield. The decision should be based on ATC manning, forecasted weather, ramp space (coordination with TA required), and field status. The ability to support heavy aircraft is limited due to ramp space. When ETAD is used as an alternate or divert airfield, AMOPS shall notify the OG/CC, OG/CD, OSS/CC, OSS/DO, AOF/CC, AOF/DO, and Airfield Manager. Note: ATC service may be limited outside forecasted 52 FW flying.

7.23. Airfield Photography.

7.23.1. All requests for photography, both official and personal, within a specific area, must be in writing and addressed to the responsible agency IAW SIDP 31-101.

7.23.2. Unauthorized photography within or around restricted areas will result in detainment by 52 SFS and possible disciplinary action. Film and/or memory card, as appropriate, will be confiscated and turned over to 52 SFS Office of Investigations to be processed to ensure classified material or operations have not been photographed.

7.24. Coordinating Official Tours of AO Facilities.

7.24.1. All DV or LN requests for official tours of AO facilities shall be coordinated through the AOF/CC for OG/CC approval at least three days in advance. All other requests may be approved by the AOF/CC or respective facility chief.

7.24.2. Due to the potential to affect services provided by AO facilities, agencies requesting tours must consider the size of the group is appropriate so as not to cause excessive disruption.

7.25. Special Visual Flight Rules (SVFR) Operations.

7.25.1. Fixed wing SVFR operations are not authorized IAW DoD FLIP AP/2.

7.25.2. Helicopter SVFR operations may be approved at or below 2000ft MSL (higher can be coordinated with Büchel GCA) and shall be conducted IAW A2-272/2-2000-14 and 52 OSS/OSA OI 13-204.

7.25.3. Allgemeiner Deutscher Automobil-Club (ADAC)/CHRISTOPH SVFR operations and separation minima in Spangdahlem Class D airspace shall be applied IAW the Letter of Agreement between Spangdahlem ATC and ADAC operators.

7.26. Over Flights.

7.26.1. Aircraft transitioning the ETAD CTR airspace will not fly over the base below 1000ft AGL. Only aircraft conducting approaches to ETAD are permitted to overfly the airfield below 1000ft AGL. With Tower approval, exceptions are authorized if required for mission

completion (i.e., CHRISTOPH Rescue, pipeline operations, aerial photography, etc.) or during emergencies. High-speed fly-bys require prior coordination with ATC and SOF (if on duty) or AOF/CC approval.

7.27. Aircraft Beacon Codes.

7.27.1. VFR: Military VFR aircraft squawk 0033 in Germany. In standard formation, only the lead aircraft will squawk. In a 2-ship non-standard formation, both aircraft will squawk 0033. For a 4-ship non-standard formation, only the lead and trailing aircraft will squawk 0033.

7.27.1.1. IAW A2-272/2-2000-14, all other VFR aircraft shall squawk 7000. VFR aircraft receiving advisory services from Langen ACC (Langen Info) are assigned squawk 3701-3777.

7.27.2. IFR: If performing a radar assisted trail departure, the last aircraft will squawk 0032 until rejoined to a standard formation. For radar-in-trail recoveries, the last aircraft will squawk 0032.

7.27.3. Local Beacon Code Allocation: The GCA's beacon code allocation from Langen ACC is 5401—5427. The Control Tower's beacon code allocation is 4210, 4215, and 4217. 4210 is reserved for SVFR aircraft, 4215 is reserved for aircraft conducting Night VFR (NVFR), and aircraft conducting Simulated Flameout (SFO) patterns will squawk 4217.

7.28. Aircraft Diverts.

7.28.1. During adverse weather conditions, suspension of runway operations, runway closure, or when NAVAID outages jeopardize safe landings at ETAD, inbound aircraft will be diverted to suitable alternate bases as directed by the 52 OG/CC or the SOF. To ensure efficient flight planning and control, the SOF, aircrews, weather, Spangdahlem CP, and other pertinent agencies will be notified as soon as possible when conditions warrant the diversion of aircraft to alternate bases.

7.28.2. If the potential exists for a missed approach (i.e., weather at or rapidly deteriorating to pilot weather minimums), pilots will coordinate missed approach intentions with GCA prior to the final approach fix if a missed approach is likely.

7.28.3. When a non-emergency NATO or DoD aircraft requests to divert into ETAD without PPR approval the following will occur: GCA or Tower will advise the aircraft to contact AMOPS Pilot-to-Dispatch on UHF frequency 278.175 or VHF frequency 138.4. AMOPS will gather aircraft call sign, type, home station and intentions, and will coordinate with TA for parking and service support. If supportable, AMOPS will issue a PPR and inform GCA or Tower that the aircraft is approved to land. Emergency aircraft will always receive a landing clearance no matter what servicing is available.

7.29. CMA Vehicle/Pedestrian/Emergency Vehicle Operations.

7.29.1. Refer to AFI 13-213 Airfield Driving Spangdahlem AB Supplement.

7.30. EOD Range Procedures.

7.30.1. When EOD (52 CES/CED) is planning operations, they will notify AMOPS. AMOPS shall issue an airfield advisory on EOD activity and inform Tower of range times. 52 CES/CED shall inform Tower prior to commencing any operations on the range. Tower will verify the height EOD operations will reach and determine if operations can be approved. EOD

activity should not impact 52 FW flying. However, operations could be a factor for low-level flights (i.e. helicopters). 52 CES/CED will immediately cease operations when instructed by Tower.

7.31. 52 FW Exercises.

7.31.1. 52 FW Plans, Programs, and Inspections (52 FW/IGP) or representative must brief the AOF/CC at least 48 hours in advance of any exercise that involves AO personnel, facilities to include RAWS, or the airport movement area. The AOF/CC must approve, in advance, exercises that include removing AO personnel to alternate facilities or to shelter areas IAW AFMAN 13-204v3. Consider traffic volume and service limitations when coordinating these exercises.

7.31.2. The use of Ramp 3 and Ramp 4 must be coordinated with the AFM at least 5 days in advance to de-conflict any transient PPRs or other scheduled aircraft operations.

7.32. Airfield Construction, Maintenance, and Special Activities.

7.32.1. It is essential all construction projects including airfield repair and maintenance, and special activities that may otherwise affect airfield operations, are coordinated with the AFM or designated representative prior to, during, and upon completion of construction.

7.32.2. Units managing airfield construction or maintenance projects will supply all details to AMOPS for coordination. Managing agencies should coordinate as far in advance as practical before the project start date. 52 CES will invite the AFM and a representative from 52 FW/SEF to all pre-construction meetings involving projects that affect flying or airfield operations. Note: Construction crews will not be allowed on the CMA without prior coordination.

7.32.3. For work on or near the taxiways, runway, or infield (the area between the runway and TWY G or between the runway and TWY P), the work supervisors or 52 FW Construction Escort Program will coordinate vehicle and equipment movement with AMOPS. All contractors will be escorted by an airfield driving qualified escort.

7.32.4. Supervisors of grass cutting operations on or near the runway, and all taxiways, will coordinate with AMOPS on their location and work schedule prior to commencing and ensure a sweeper is present during their operation.

7.33. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA).

7.33.1. MARSA is only permitted for 52 FW aircraft within Langen ACC and Spangdahlem AoRs. Non-52 FW aircraft may participate in local MARSA procedures with an LoA between the 52 OG/CC and their OG/CC equivalent commander.

7.33.2. Separate flights that wish to become one formation must inform GCA of their request and whether the maneuver will be conducted under pilot's own navigation or if vectors are required.

7.33.3. IFR aircraft requesting a flight rejoin should expect GCA to continue to ensure appropriate IFR separation, normally 1000ft vertically or 3 miles laterally, until the aircraft reports "MARSA". Once an IFR or VFR aircraft reports "MARSA," all further instructions and communications will be to the lead aircraft's callsign only.

7.33.4. Departure Of Multiple Flights Under One Call Sign. Upon taxi, the flight lead will call Tower and state the total number of aircraft departing in the flight. If necessary, the flight

lead will relay the call sign of the flight plan that needs to be delayed and picked up at a later time. Tower will advise Langen ACC of the delayed flight plan. This will ensure flight plans for participating flights are delayed and can be picked up by the individual flights when requested.

7.33.5. Langen ACC will handle departing or arriving formations flying under MARSA as one formation, addressing clearances to the call sign of the lead aircraft only. MARSA is only permitted within Langen ACC and ETAD assigned airspace, therefore flights departing from ETAD using MARSA must either enter the TRA or split into their respective flights prior to leaving Langen ACC's airspace. Once aircraft enter the TRA, the relevant departure flight segments of the flight plan may be deleted.

7.34. Night Vision Devices (NVD).

7.34.1. The use of NVD or use of blackout operations is not authorized at ETAD without prior coordination. Aircraft requesting to conduct NVD operations at ETAD must coordinate with 52 OSS/OSA and have a USAFE/A3CA approved Letter of Agreement on file IAW AFMAN 13-204v2.

7.35. Night Visual Flight Rules (NVFR).

7.35.1. NVFR operations within the CTR at or below 3700' MSL require approval from Büchel Radar. They shall be conducted IAW A2-272/2-2000-14 and 52 OSS/OSA OI 13-204.

7.36. Air Base Defense.

7.36.1. The GCA and/or Tower will notify the Spangdahlem CP of any suspicious unidentified aircraft operating within the confines of ETAD's assigned airspace. Tower will notify the Spangdahlem CP immediately of any unidentified personnel movements around the airfield perimeter. Specific procedures are outlined in the 52 FW SIDP 31-1.

7.37. Hazardous Air Traffic Reports (HATR).

7.37.1. Report any air traffic or movement area hazardous occurrence endangering the safety of an aircraft to 52 FW/SEF using AF 651, Hazardous Air Traffic Report, IAW AFI 91-204, Safety Investigations and Reports, and AFMAN 91-223, Aviation Safety Investigations and Reports, within 24 hours as required IAW AFI 91-204. The intent of the HATR program is to identify potentially hazardous aviation practices or procedures based on a particular event and to disseminate information that might prevent similar hazardous conditions at USAF locations.

7.37.2. If AO services are identified as contributory/causal to the HATR, the AOF/CC must provide comments in the final HATR message prepared by 52 FW/SEF. If the AOF/CC non-concurs with the HATR, specific details of the disagreement must be identified. Comments may also be added to clarify events, for the benefit of cross-tell other airfield operations locations.

7.37.3. The AOF/CC will notify USAFE/A3CA of all HATRs within 24 hours after the incident occurs IAW AFMAN 13-204v2. The AOF/CC will consult the 52 OG/CC prior to this notification.

7.38. Foreign Government Aircraft Operations.

7.38.1. Foreign government aircraft operating at ETAD must comply with the procedures in AFI 10-1801, Foreign Governmental Aircraft Landings at United States Air Force

Installations. The Commander, United States Air Forces in Europe (USAFE), has delegated landing authority for NATO aircraft or governmental aircraft from any NATO country to the installation commander.

7.38.2. Foreign governmental aircraft are responsible for obtaining any required diplomatic and overflight clearances from the Republic of Germany prior to landing at ETAD. Foreign governmental aircraft must also contact AMOPS to obtain a PPR at least 24 hours prior to arrival. Foreign governmental aircraft will file a DD Form 1801 flight plan with AMOPS.

7.39. Parachute Activity over Bitburg.

7.39.1. The Dropping area of EDRB is defined as a circle with a radius of 2 NM around 49 57 72N 006 33 90E from GRD up to FL 100. Jump altitudes will be between FL100 and FL120. The jump aircraft will be on set transponder code of 0025.

7.39.2. Prior to jumping activity and if time permits, tower shall notify AMOPS for NOTAM action.

7.39.3. When applicable, Spangdahlem Tower will broadcast the following on the ATIS "Parachute Jumping at the Bitburg Airport Drop Zone at (times in zulu) Expect Advisories".

7.39.4. If at any time a controller feels the safety of the aircraft or jumpers is questionable, notify Langen ACC to cease activities until the situation has been resolved.

7.39.5. Once parachute jumping is in-progress, due to the proximity of Bitburg's dropping area, Spangdahlem shall not:

7.39.6. Conduct IFR Runway 22 or 04 arrivals. Parachute jumping must not be approved once an aircraft has commenced an approach and until it has landed, entered the Tower pattern, or completed missed approach instructions and is clear of the drop area.

7.39.7. Conduct IFR Runway 22 departures. Parachute jumping must not be approved once an aircraft has been released for departure and until the departure is clear of the drop area. Note: IFR Runway 04 departures are not a factor for parachute jumping.

7.39.8. VFR operations may continue provided Tower controllers ensure all local operations remain on the east side of the field and provide traffic updates as required; reentry via LAKE is not available.

7.40. Unmanned Aerial System (UAS) Operations.

7.40.1. IAW Host Nation agreements, the official use of a UAS is authorized within the Spangdahlem Air Base fence line as outlined in 7.40.3.

7.40.1.1. Request to operate a UAS requires 30-day's notice and 52 OG/CC approval.

7.40.1.2. Unofficial or recreational use of a UAS is unauthorized within the confines of the Spangdahlem AB fence line without approval from appropriate host nation authorities.

7.40.2. Spangdahlem AB's only official UAS mission is to support the 52 SFS Small Unmanned Aerial Systems (sUAS) Group 1 currency and readiness for forward deploying personnel as outlined in the 52 OSS_52 SFS sUAS LOA. Other special and real-world circumstances may receive support on a case-by-case basis. Note: UAS operations are not authorized during alternate tower operations.

7.40.3. The UAS pilot/operator must be trained and qualified to operate UAS and will conduct communications checks with the control tower prior to commencing operations. Operations will not occur during flying operations and will be restricted to the airspace defined in **para 2.1.4**, Spangdahlem's Class Delta.

LESLIE F. HAUCK III, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AFI 10-1801, *Foreign Governmental Aircraft Landings at United States Air Force Installations*, 25 September 2018

AFI 11-208_IP, *Department of Defense Notice to Airmen (NOTAM) System*, 13 February 2018

AFI13-213_SABSUP, *Airfield Driving,* 19 August 2020

AFMAN 11-2F-16v3_SABSUP, *F-16 Operations Procedures*, 19 May 2020

AFMAN 11-202v3, *General Flight Rules*, 10 June 2020

AFMAN 11-230, *Instrument Procedures*, 24 July 2019

AFMAN 11-218_IC, *Aircraft Operations and Movement on the Ground*, 23 May 2023

AFMAN 13-204v1_GM, *Management of Airfield Operations,* 3 April 2023

AFMAN 13-204v2, *Airfield Management,* 22 July 2020

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AFMAN 13-204v4, Radar, *Airfield, and Weather System,* 22 July 2020

AFMAN 32-1040, *Civil Engineer Airfield Infrastructure Systems*, 23 August 2019

AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, 3 January 2019

DAFI 13-213, *Airfield Driving*, 4 February 2020

DAFI 91-202_GM, *The US Air Force Mishap Prevention Program*, 13 April 2023

DAFI 91-204, *Safety Investigations and Reports*, 10 March 2021

DAFMAN 91-203, *Air Force Occupational Safety Fire and Health Standards,* 25 March 2022

DAFMAN 91-223, *Aviation Safety Investigations and Reports*, 20 September 2022

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FAAO JO 7110.65Z, *Air Traffic Control*, 17 June 2021

FAAO 6750.16E, *Siting Criteria for Instrument Landing Systems*, 10 April 2014

SPANGDAHLEMABI 15-101, *Weather Support*, 28 June 2022

SPANGDAHLEMABI 32-1003, *Snow and Ice Control*, 5 November 2021

SPANGDAHLEMABI 32-2001, *Fire Protection and Prevention*, 10 December 2020

SPANGDAHLEMABI 91-201, *Explosives Safety Standards*, 8 December 2017

SPANGDAHLEMABI 91-212, *52 FW Bird/Wildlife Aircraft Strike Hazard (BASH) Plan*, 17 June 2019

USAFE-AFAFRICAI 32-1007, *Airfield and Heliport Planning and Design*, 6 October 2021

Adopted and Prescribed Forms

AF Form 457, *USAF Hazard Report*

AF Form 651, *Hazardous Air Traffic Report*

AF Form 1800, *Operator's Inspection Guide and Trouble Report*

AF Form 4327, *ARMS Flight Authorization*

DAF Form 847, *Recommendation for Change of Publication*

DD Form 1801*, International Flight Plan*

DD Form 2400, *Civil Aircraft Certificate of Insurance*

DD Form 2401*, Civil Aircraft Landing Permit*

DD Form 2402, *Civil Aircraft Hold Harmless Agreement*

Abbreviations and Acronyms

ACC—Area Control Center

ACSI—Airport Certification and Safety InspectionADI—Airfield Driving Instruction

ADPM—Airfield Driving Program Manager

AFAS—Airfield Automation System

AFI—Air Force InstructionAFM—Airfield Manager

AFJI—Air Force Joint InstructionAFMAN—Air Force Manual

AFOSHSTD—Air Force Occupational Safety and Health Standard

AFPD—Air Force Policy Directive

AGL—Above Ground Level

AIREVAC—Aeromedical Evacuation

ALSF—Approach Lighting w/ Sequenced Flashing Lights

AMC—Air Mobility Command

AMCC—Air Mobility Control Center

AMOPS—Airfield Management Operations

AO—Airfield Operations

AOAM—Airfield Operations Automation Manager

AOB—Airfield Operations Board

AOCI—Airfield Operations Compliance InspectionAOI—Airfield Operations Instruction

AOF—Airfield Operations Flight

AOF/CC—Airfield Operations Flight Commander

AOF/DO—Airfield Operations Flight Operations OfficerAOSS—Airfield Operations Systems Specialist

AP—Area Planning

ASR—Airport Surveillance Radar

ATAC—Air Transportation Action Program

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing SystemsATIS—Automatic Terminal Information ServiceATT—Alpha Taxitrak

BAK—Barrier Arresting Kits

BASH—Bird Aircraft Strike Hazards

BDOC—Base Defense Operations Center

CC—Commander

CCTLR—Chief Controller

CES—Civil Engineer Squadron

CMA—Controlled Movement Area

CMAV—Controlled Movement Area ViolationCOMUSAFE—Commander, United States Air Force in Europe

CP—Command Post

CS—Communications Squadron

CV—Vice Commander

DAFM—Deputy Airfield Manager

DASR—Digital Airport Surveillance RadarDAT—Damage Assessment Team

DD—Department of Defense (as used on forms)

HQ USAFE/A3/10—Headquarter United States Air Forces in Europe/A3/10

DCDR USEUCOM—Deputy Commander United States European Command

DME—Distance Measuring Equipment

DoD—Department of Defense

DRD—Data Recording Device

DV—Distinguished Visitor

EAE—Established Airport Elevation

ECM—Electronic Counter Measure

ECP—Entry Control Point

ELT—Emergency Locator Transmitter

EOD—Explosive Ordnance Disposal

EOR—End of Runway

EPU—Emergency Power Unit

ER—Emergency Room

ETA—Estimated Time of Arrival

ETAD—Location Identifier for Spangdahlem

ETD—Estimated Time of Departure

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FD—Fire Department

FL—Flight Level

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FS—Fighter Squadron

FW—Fighter Wing

GCA—Ground Control Approach

GRC—Ground Radio Communication

HATR—Hazardous Air Traffic Report

HDG—Heading

HIRL—High Intensity Runway Lights

IAW—In Accordance With

ICAO—International Civil Aviation Organization

IFE—In-Flight Emergency

IFG—In Flight Guide

IFR—Instrument Flight Rule

IEMP—Installation Emergency Management Plan

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IMT—Integrated Management Tool

JET—Joint Environmental Tool

KIAS—Knots Indicated Airspeed

LRS—Logistics Readiness Squadron

LOA—Letter of Agreement

LOP—Letters of Procedure

LPD—Log-Periodic Dipole

MAJCOM—Major Command

MB—Company makes textile brakes

MOC—Maintenance Operations Center

MOCC—Maintenance Operations Control Center

MSL—Mean Sea Level

MVA—Minimum Vectoring Altitude

MXG—Maintenance Group

NAAM—NCOIC, Airfield Automation Management

NAF—Non-Appropriated Fund

NAOC—National Airborne Operations Center

NATO—North Atlantic Treaty Organization

NAVAID—Navigational Aid

NM—Nautical mile

NORDO—No-radioNOTAM—Notice to Airman

OBO—Official Business Only

OG—Operations Group

OPR—Office of primary responsibility

OSS—Operations Support Squadron

PAPI—Precision Approach Path Indicators

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PEX—Patriot Excalibur

PIREP—Pilot Report

PPR—Prior Permission Required

PT—Physical Fitness Testing

RAWS—Radar, Airfield and Weather Systems

RCR—Runway Condition Reading

RLCZ—Runway Lateral Clearance Zone

RMK—Remark

RSRS—Reduced Same Runway Separation

RSC—Runway Surface Condition

RSI—Remote Status Indicator

RWY—Runway

SAA—Senior Airfield Authority

SACEUR—Supreme Allied Command Europe

SPANGDAHLEMABI—Spangdahlem Air Base Instruction

SCN—Secondary Crash Net

SFA—Single Frequency Approach

SFO—Simulated Flame Out

SFS—Security Forces Squadron

SI—Straight-In

SII—Special Interest Items

SOF—Supervisor of Flying

STARS—Standard Terminal Automation Replacement System

TA—Transient Alert

TACAN—Tactical Air Navigation

TDY—Temporary Deployment

TERPS—Terminal Instrument Procedures

TGT—Target

TWR—TowerTWY—Taxiway

UFC—Unified Facilities Criteria

UHF—Ultra High Frequency

URG—Urgent

USAF—United States Air Force

USAFE—United States Air Forces in Europe

V and I—Visual and Instrument

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

WS—Watch Supervisor

Terms

Accountable Forms—Forms that the Air Force stringently controls, and which cannot be released to unauthorized personnel, since their misuse could jeopardize DOD security or result in fraudulent financial gain or claims against the government.

Administrative Change—Change that does not affect the subject matter content, authority, purpose, application, and/or implementation of the publication (e.g., changing the POC name, office symbol(s), fixing misspellings, etc.)

Approval Authority—Senior leader responsible for contributing to and implementing policies and guidance/procedures pertaining to his/her functional area(s) (e.g., heads of functional two-letter offices).

Attachment 2

LOCAL CHANNELIZATION AND FREQUENCIES

Table A2.1. Ground Controlled Approach.

UHF	Channel (CH)	Designator	VHF
277.625	CH 5	SFA Emergency	N/A
399.1	CH 10	GCA Common	129.480
360.425	CH 11	GCA Discrete	N/A

Table A2.2. Control Tower.

UHF	Channel (CH)	Designator	VHF
328.55	CH 2	Ground Control	140.050
314.825	CH 3	Tower	122.205
379.275	CH 12	Tower Discrete	N/A
376.975	CH 14	ATIS	143.425

Table A2.3. Other Frequencies.

UHF	Channel (CH)	Designator	VHF
243.000	N/A	Emergency	121.500
257.800	N/A	NATO Common	123.300
278.275	N/A	Command Post Primary	N/A
258.7	N/A	Command Post Secondary	N/A
284.425	N/A	PMSV Metro	N/A
278.175	N/A	Pilot to Dispatch (PTD)	138.400
388.425	CH 7	Saber SOF	142.805
299.85	CH 1 (F-16’s)	480 FS Ops	139.075
375.700	CH 4	Langen Departure	125.600
340.325	CH 13	UHF Langen RADAR	125.600
362.300	N/A	Langen Advisory	123.525
387.150	N/A	Rhein RADAR	134.950
314.600	N/A	LIPPE RADAR	N/A
281.175	CH 8	TRA 205 (P)	108.000
341.700	N/A	POLY	141.350
278.275	N/A	AMCC	131.000

Attachment 3

ETAD CONTROL ZONE AND GCA ASSIGNED AIRSPACE

Figure A3.1. ETAD Control Zone, GCA, and SA-1 Airspace.

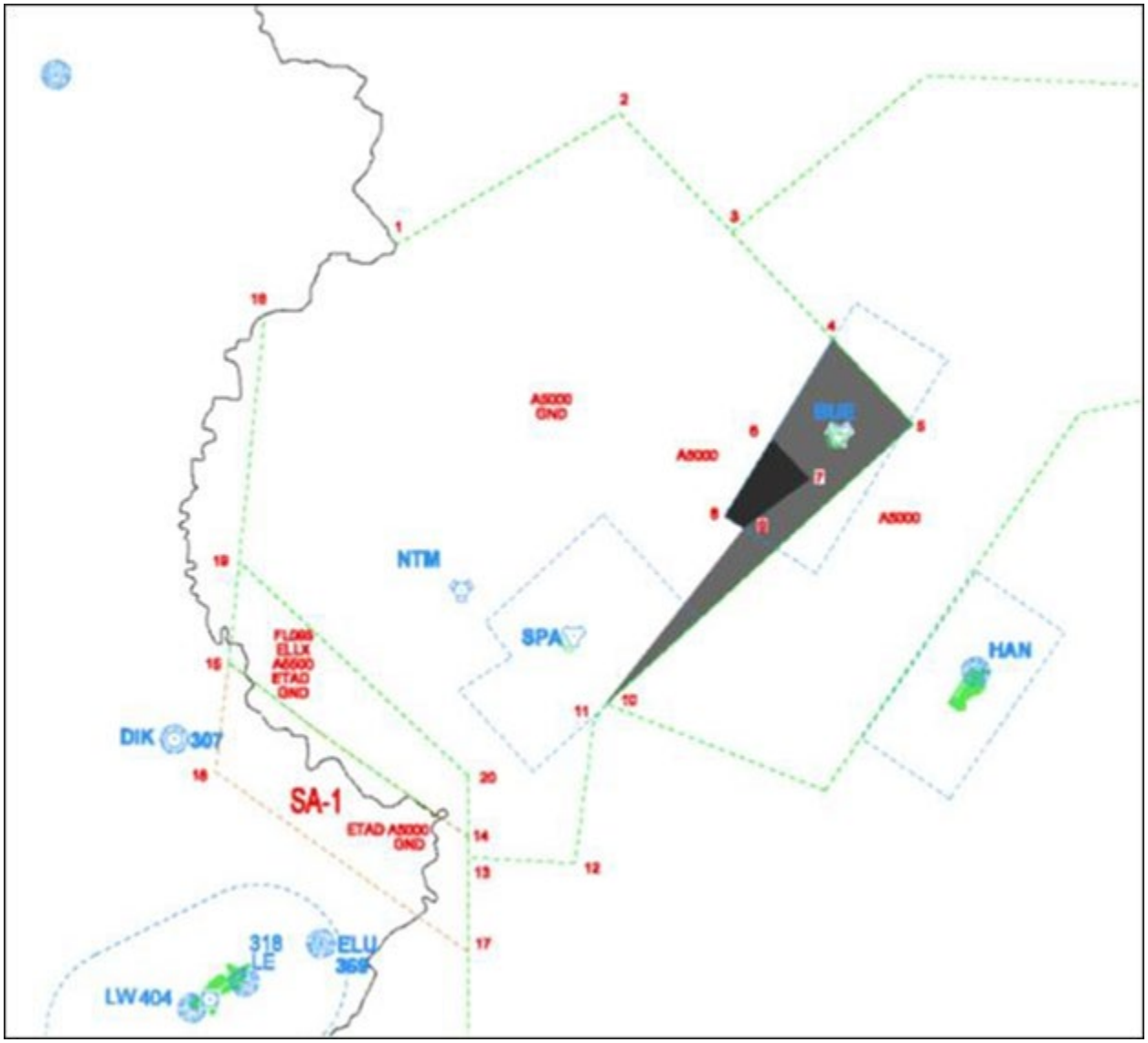
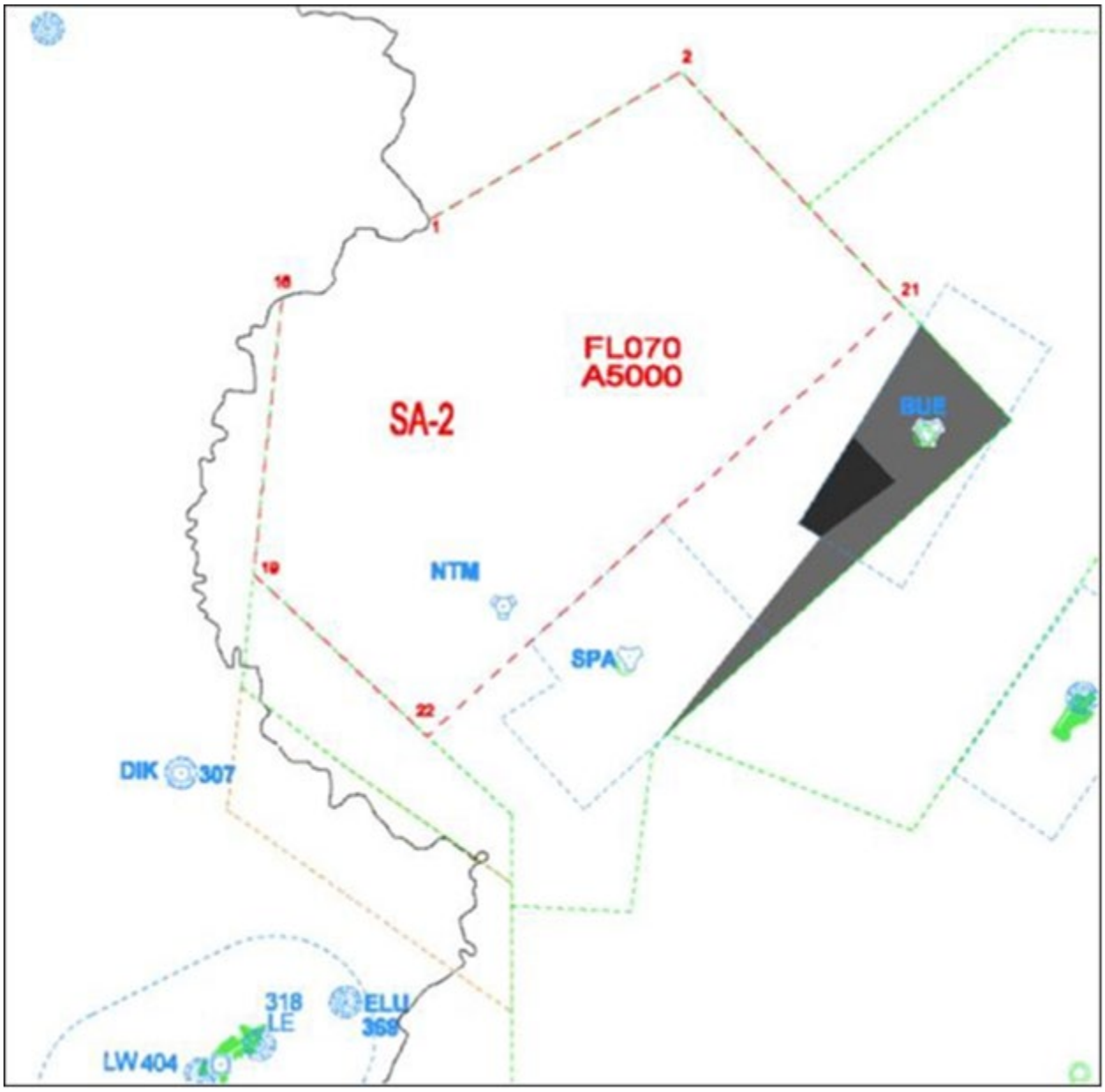


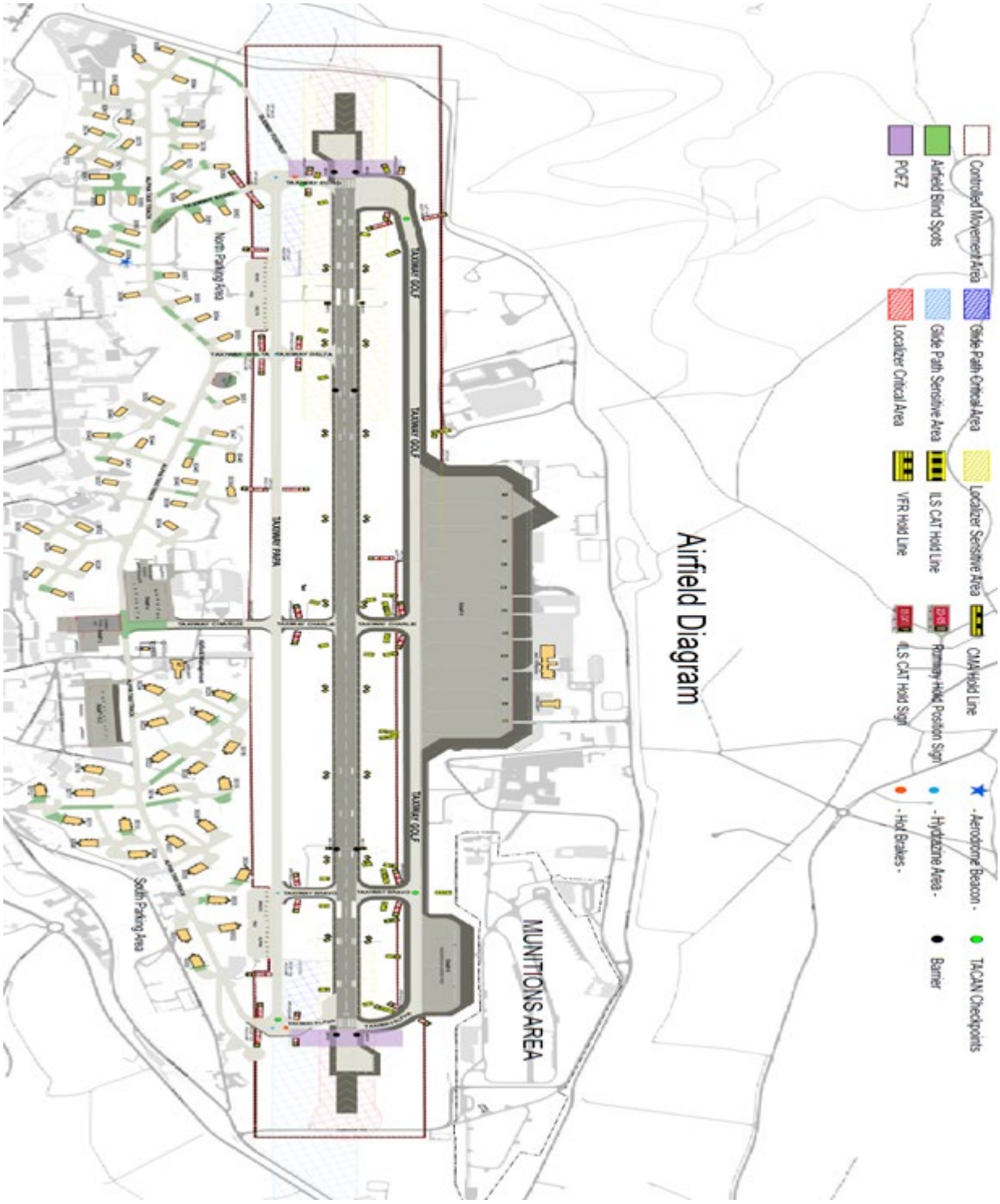
Figure A3.2. ETAD GCA SA-2 Airspace.



Attachment 4

ETAD AIRFIELD DIAGRAM

Figure A4.1. ETAD Airfield Diagram.



Attachment 5

TAXI PROCEDURES AND GROUND OPERATIONS

Figure A5.1. North Parking Taxi Flow for RWY 22.

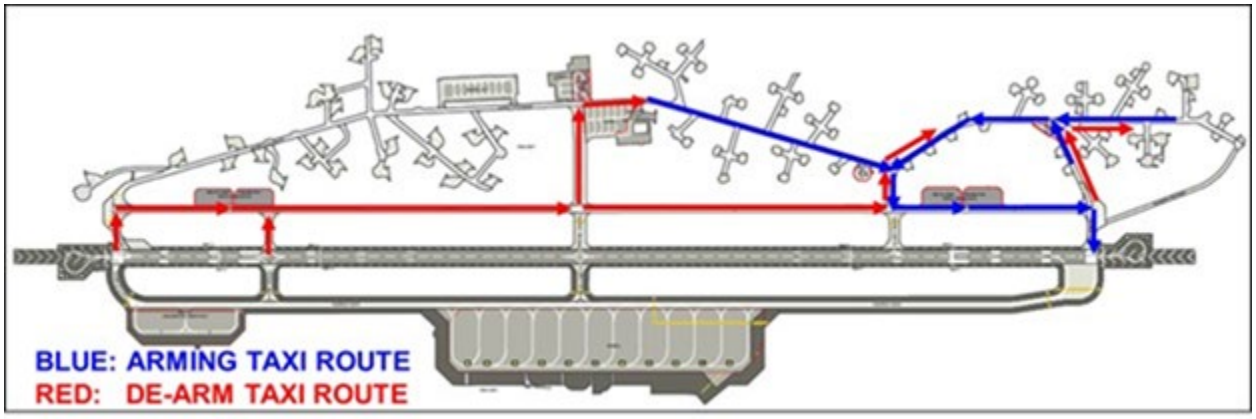


Figure A5.2. North Parking Taxi Flow for RWY 04.

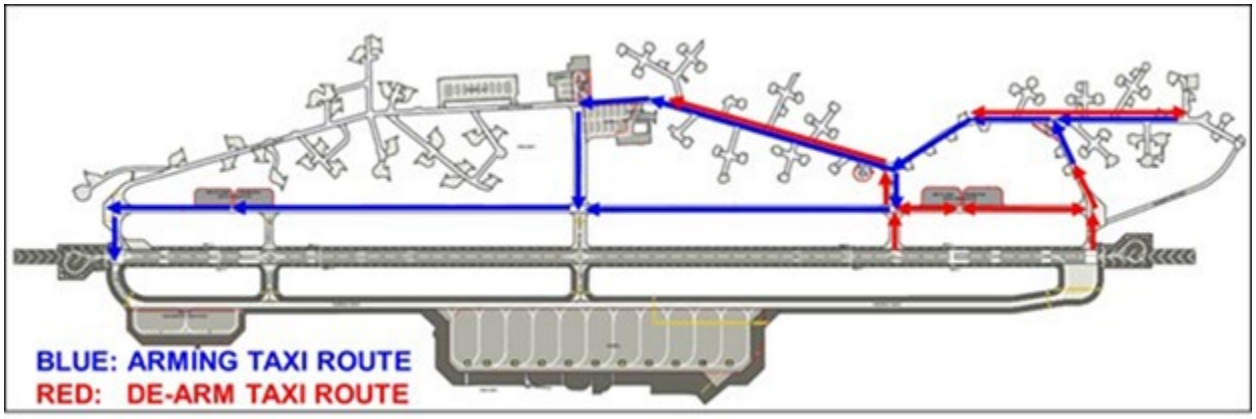


Figure A5.3. South Parking Taxi Flow for RWY 22.

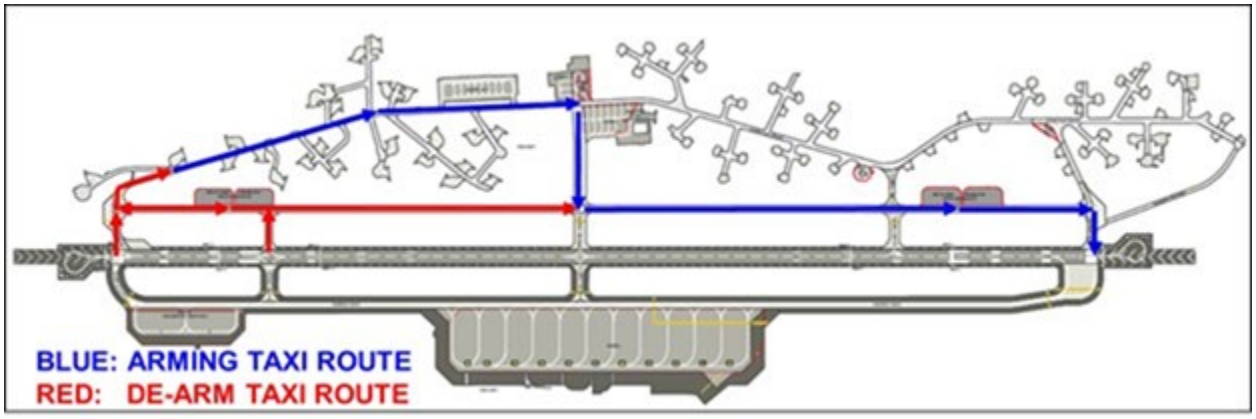


Figure A5.4. South Parking Taxi Flow for RWY 04.

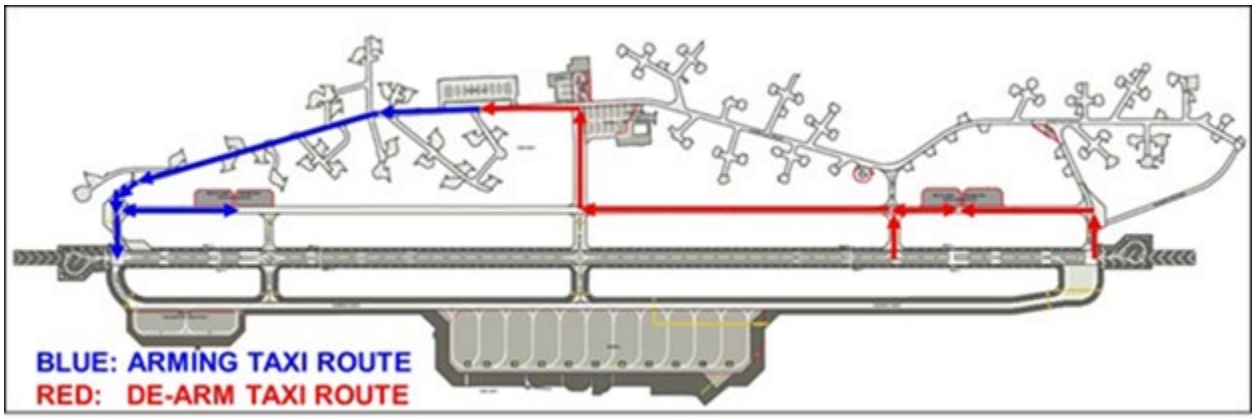
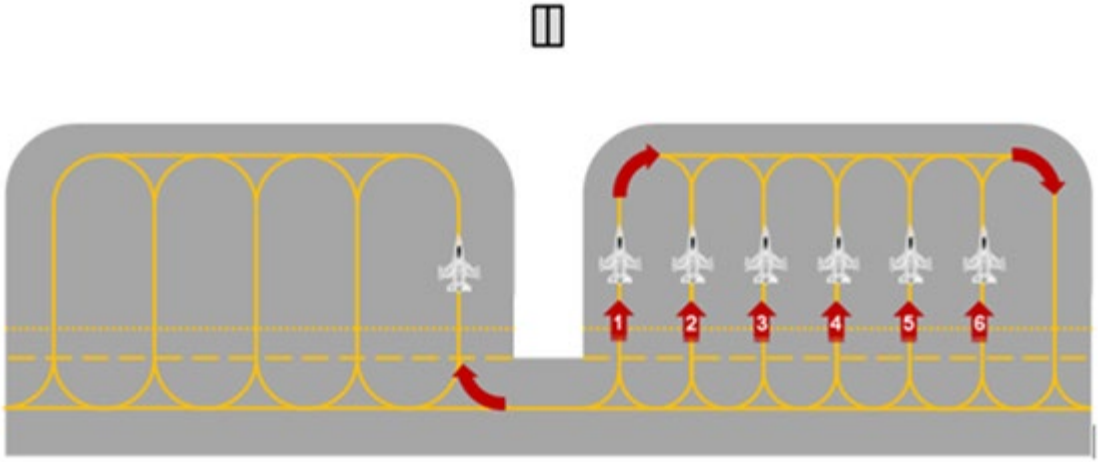


Figure A5.5. Arm-DeArm Area Reposition Procedures.



- SAME TAXI FLOW FOR BOTH ARM/DEARM AREAS
- BEFORE ARMING: FILL NORTH SIDE, LEFT TO RIGHT
- AFTER ARMING: FILL SOUTH SIDE, RIGHT TO LEFT, OR HOLD AT EOR
- CONTACT GROUND PRIOR TO EXITING THE ARMING AREA OR REPOSITIONING

Figure A5.6. ATT Wingtip Clearance Line.

Table A5.1. Engine Run Approval Chart.

Engine Run Approval		C-5	C-17
During non-ATAP Quiet Hours (0800L-2200L M-F)	Idle	No Approval Required	No Approval Required
	Power	52 MXG/CC Approval Required* (OG/CC backup)	No Approval Required
During ATAP Quiet Hours (2200L-0800L M-F and Weekends/ German Holidays)	Idle	52 MXG/CC Approval Required* (OG/CC backup)	No Approval Required
	Power	52 MXG/CC Approval Required* (OG/CC backup)	52 MXG/CC Approval Required* (OG/CC backup)
*Note: 726 AMS/MOC must notify AMOPS ASAP when engine runs on Ramp 5 or 6 may affect airfield operations (i.e. FOD) to allow coordination for an airfield sweeper to be on standby. Potential issues: wind direction, ceiling, and engine run duration should be factored in to determine potential impact on local community.			

Table A5.2. Aerodrome Quiet Hour Levels.

Level	Conditions

1	**Aerodrome use for emergency aircraft only. No maintenance engine runs or aircraft taxiing. No refueling or AGE operations on the affected side of the runway. No vehicle traffic or aircraft tows within 300 ft of the affected area.**
2	**Aerodrome use for full stop straight-in landings only. No maintenance engine runs or aircraft taxiing. No refueling or AGE operations on the affected side of the runway. No vehicle traffic or aircraft tows within 300 ft of the affected area.**
3	**Aerodrome use for full stop straight-in landings only. No maintenance engine runs.**

Attachment 6

TRAFFIC PATTERNS AND VFR ENTRY POINTS

Figure A6.1. Traffic Patterns and VFR Entry Points.

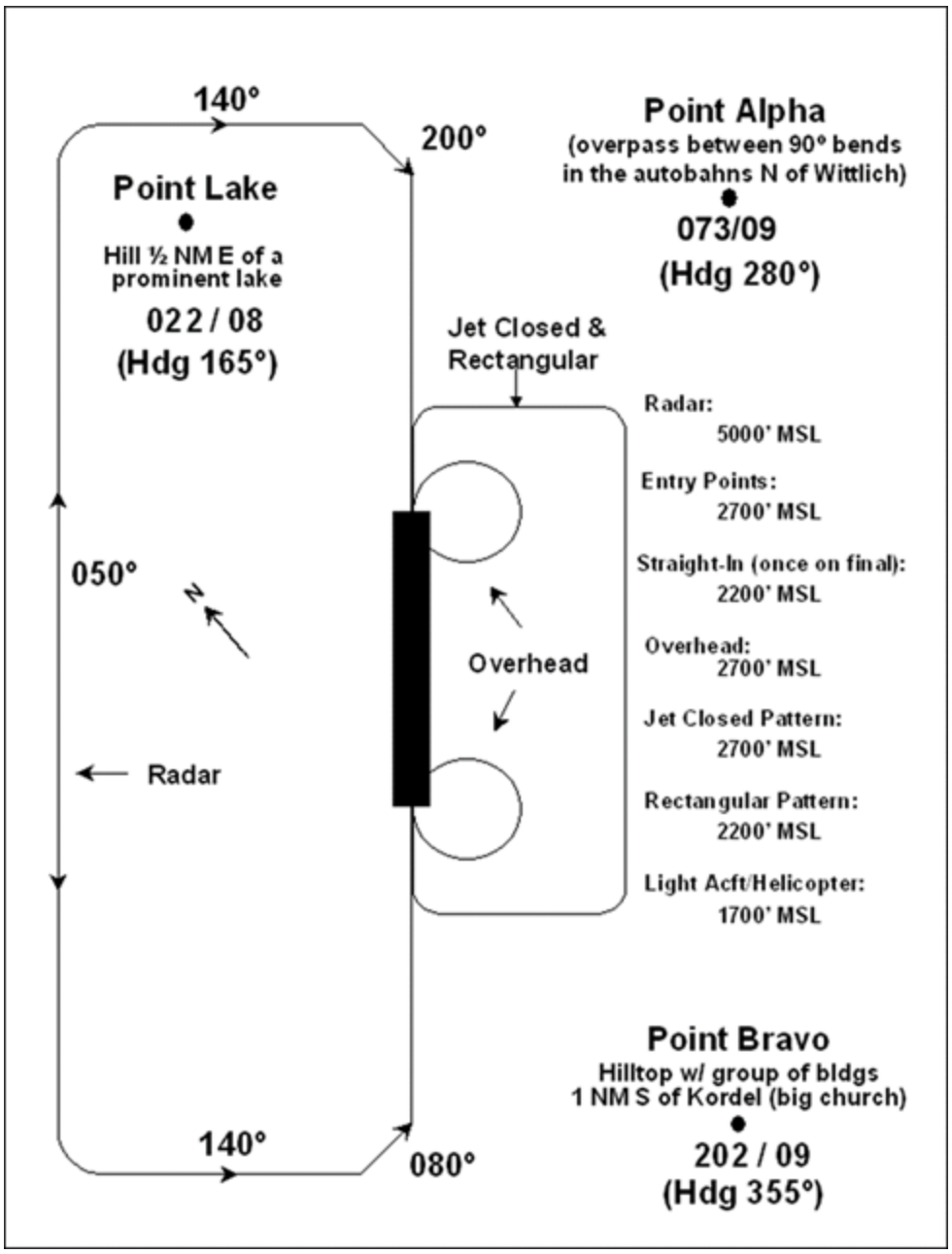
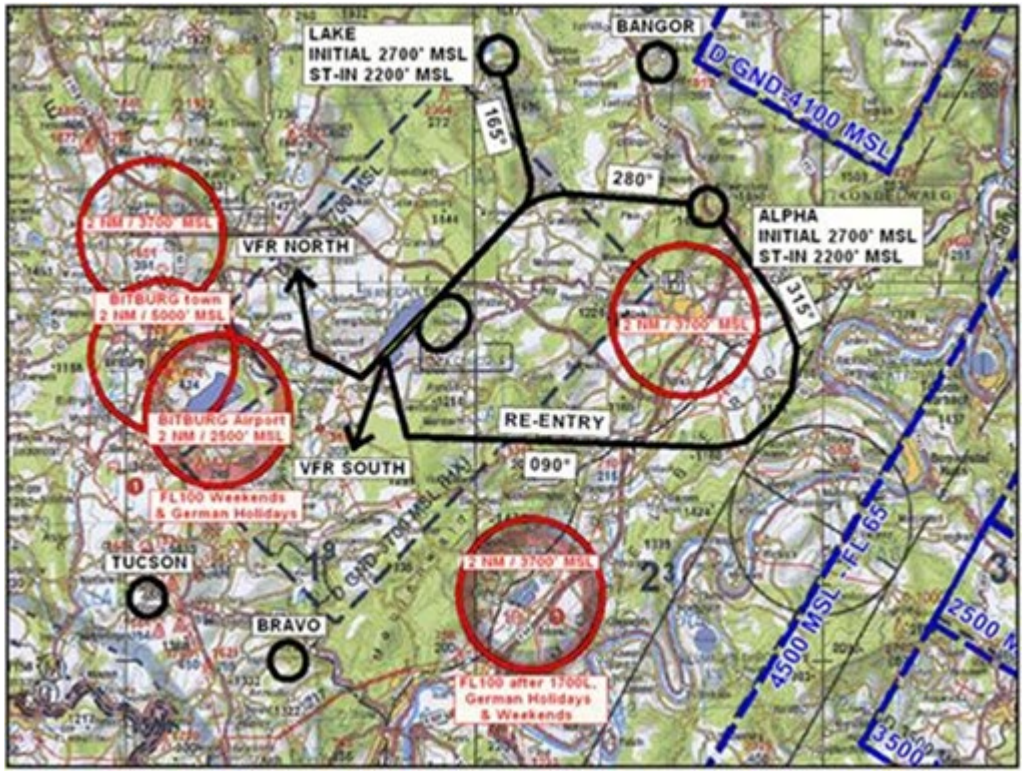


Figure A6.2. RWY 22 VFR Entry.



A6.1. VFR Departures.

A6.1.1. All aircraft shall maintain at or below 2200ft MSL until departure end of the runway to protect the overhead patter (2700ft MSL) unless otherwise approved by Tower (i.e. unrestricted departures). Aircraft will avoid direct overflight of all towns in the local area and will expedite climb above 3700ft MSL as soon as possible.

A6.1.2. **South Departures.** When safely airborne, but not earlier than midfield, turn left to 210 to avoid the town of Beilingen. Abeam departure end, turn left on course avoiding direct overflight of all towns.

A6.1.3. **North Departures.** When safely airborne, but not earlier than midfield, turn right to 280 avoiding the towns of Beilingen, Speicher, Bitburg, and Bitburg Airfield. Abeam departure end, turn right on course avoiding direct overflight of all towns.

A6.2. VFR Entry.

A6.2.1. **Alpha.** Depart heading 280 to intercept 3—5NM initial or final.

A6.2.2. **Lake.** Depart heading 165 to intercept 3—5NM initial or final.

A6.2.3. **Initial.** 2700ft MSL and 300 KIAS at pattern entry point.

A6.2.3.1. **Tactical Initial.** 2700ft MSL and 350 KIAS to pattern entry point.

A6.2.4. **Straight-in.** 2200ft MSL and 300 KIAS at pattern entry point.

A6.3. VFR Reentry.

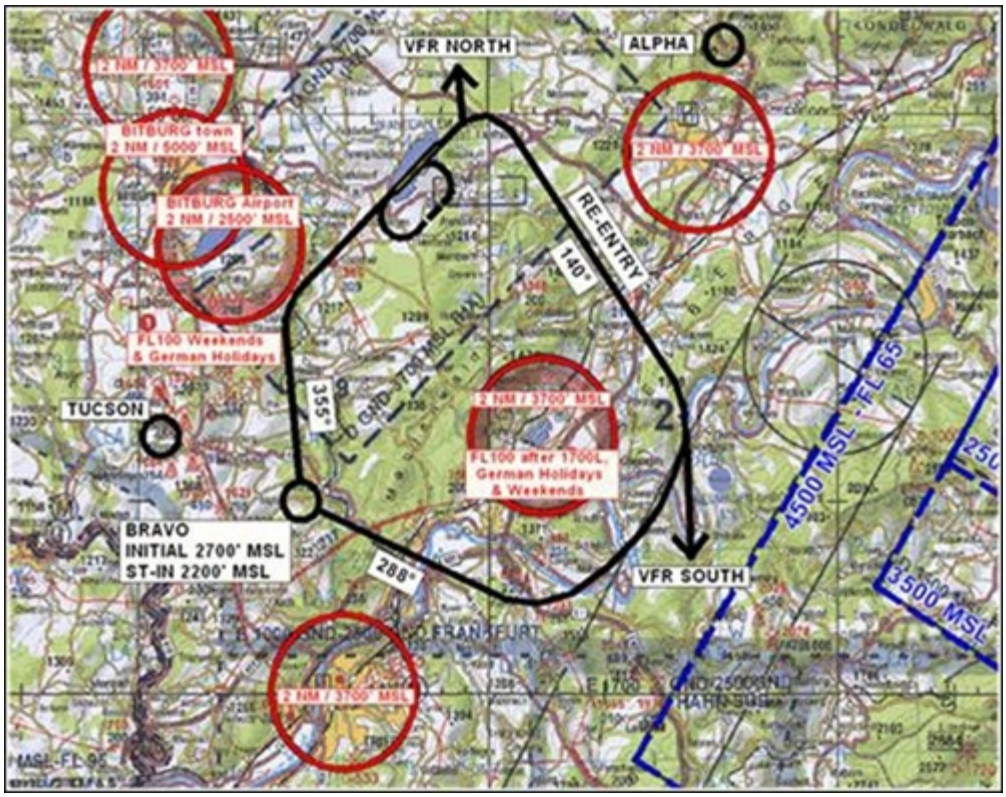
A6.3.1. **Alpha (Primary).** Follow procedures for VFR departure to the South and remain clear of VFR avoidance areas.

A6.3.2. **Lake (Secondary).** Follow procedures for VFR departure to the North and remain clear of VFR avoidance areas.

A6.3.3. Climb to an appropriate VFR hemispheric altitude above 3700’ MSL

A6.3.4. Arrive at the VFR entry point at the appropriate altitude and airspeed for desired pattern.

Figure A6.3. RWY 04 VFR Entry.



A6.3.5. **VFR Departures.**

A6.3.6. All aircraft shall maintain at or below 2200ft MSL until departure end of the runway to protect the overhead patter (2700ft MSL) unless otherwise approved by Tower (i.e. unrestricted departures). Aircraft will avoid direct overflight of all towns in the local area and will expedite climb above 3700ft MSL as soon as possible.

A6.4. VFR Entry.

A6.4.1. **Bravo.** Depart heading 355 to intercept 3—5NM initial or final

A6.4.2. **Initial.** 2700ft MSL and 300 KIAS at pattern entry point.

A6.4.3. **Tactical Initial.** 2700ft MSL and 350 KIAS to pattern entry point. A6.4.4. **Straight-in.** 2200ft MSL and 300 KIAS at pattern entry point.

A6.5. VFR Reentry.

A6.5.1. **Bravo.** Follow procedures for VFR departure and remain clear of VFR avoidance areas.

A6.5.2. Climb to an appropriate VFR hemispheric altitude above 3700’ MSL.

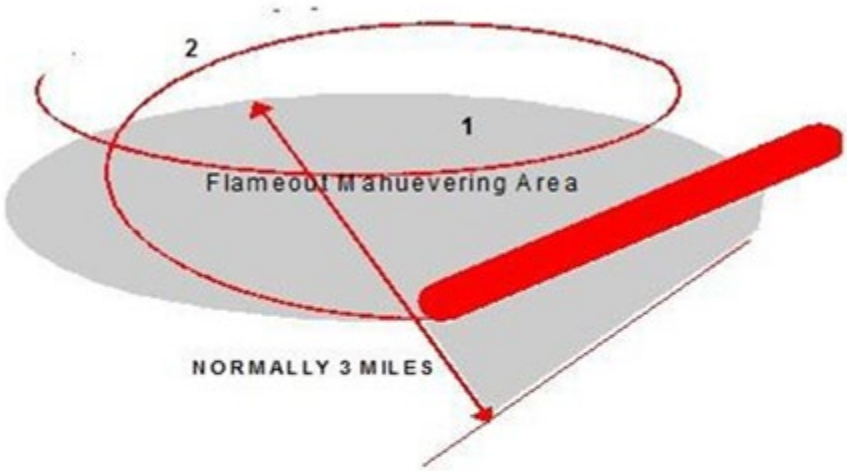
A6.5.3. Arrive at the VFR entry point at the appropriate altitude and airspeed for desired pattern.

Attachment 7

EMERGENCY AND SPECIAL PROCEDURES

Figure A7.1. SFO Procedures.

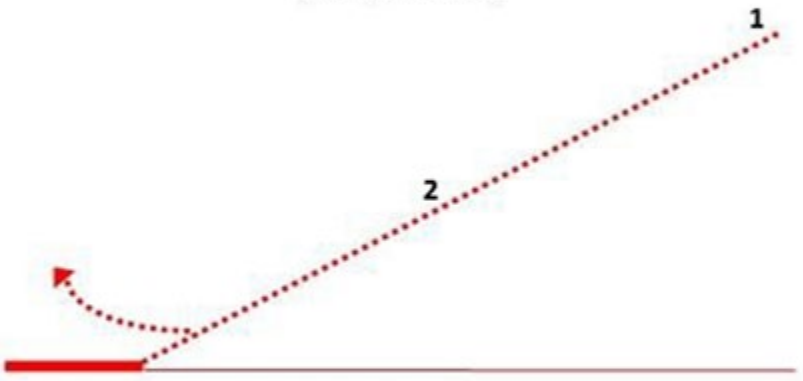
Standard/Overhead SFO



Note: DIAGRAM DEPICTS RWY23 SFO MANEUVERING AIRSPACE ONLY

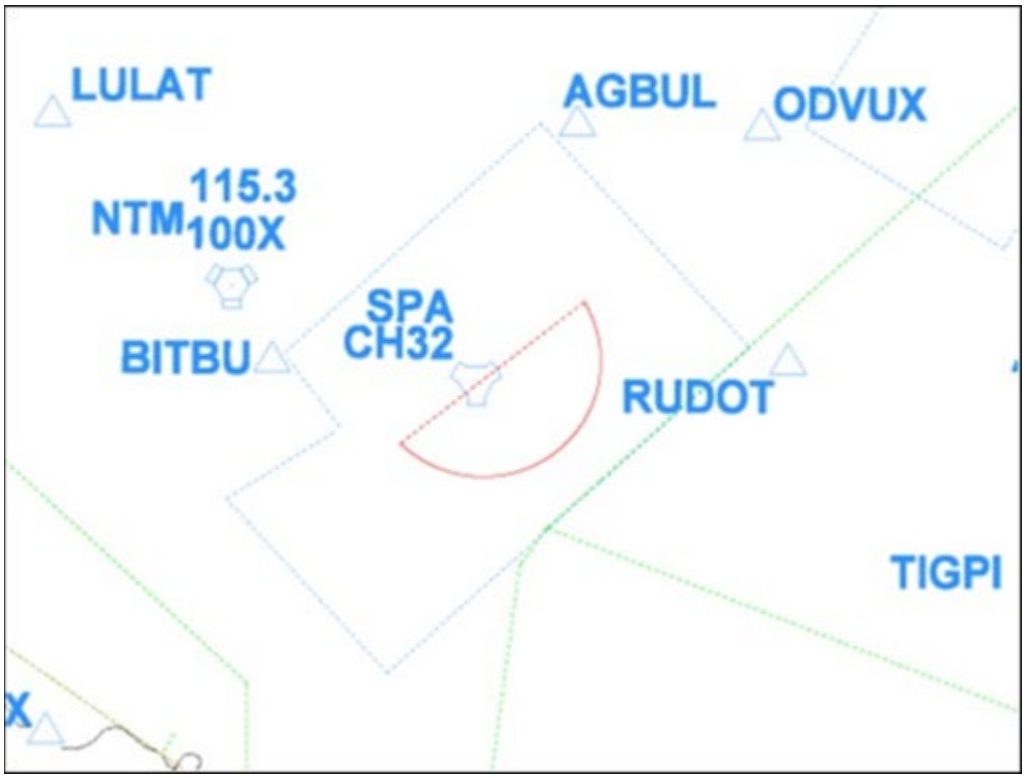
1. **High Key: FL080 – FL095**
2. **Low Key: 4200ft MSL – FL065**
3. **Aircraft climbing to High Key will remain between 1.5 – 3NM from RWY**
4. **Aircraft descending out of High Key will remain within 1NM from RWY**
5. **All aircraft squawk 4217**

Straight-in SFO



1. **Entry Point: 8 – 10NM at FL080 – FL095**
2. **Low Key: 5NM at 4200ft MSL – FL065**
3. **All aircraft squawk 4217**

Figure A7.2. SFO Airspace.



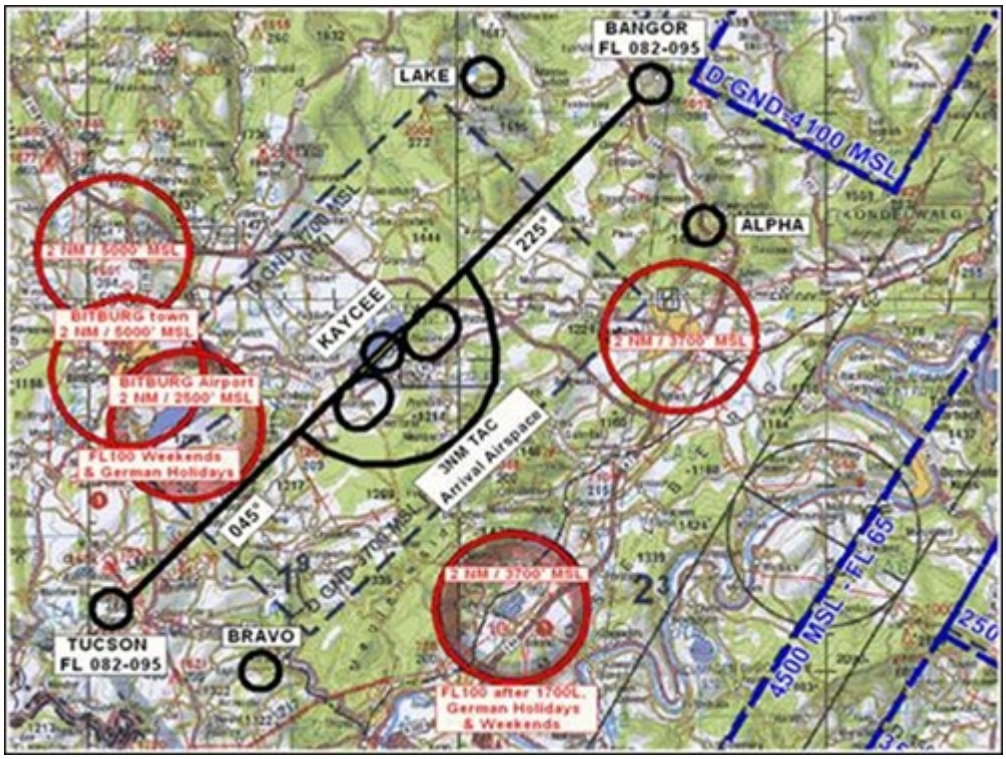
A7.1. Lateral Dimensions. The SFO airspace is a half-circle with a radius of 3NM around the ETAD Aerodrome Reference Point (ARP) to the southeast of the extended runway centerline.

A7.2. Vertical Dimensions. 3700ft MSL to FL095.

A7.3. The SFO airspace is not considered restricted airspace and is not published. ETAD Tower shall consider uncontrolled VFR aircraft as well as IFR aircraft on instrument approaches to RWY04 may enter the SFO airspace at any time. If in doubt, ETAD Tower shall verify intentions for IFR aircraft before clearing aircraft for SFO procedure.

A7.4. Pilots operating in SFO airspace are obligated to maintain VFR and "see-and-avoid."

Figure A7.3. Rhino Recovery Diagram.



A7.5. Requirements.

A7.5.1. Weather: 8000’ AGL / 5km (Ceiling must be 1,000’ above the pattern being flown)
A7.5.2. Daytime Only: (Sunrise—Sunset)

A7.6. Entry.

A7.6.1. Contact Tower 10 Miles prior to the appropriate Tactical Recovery Point (Tucson or Bangor) with current position, altitude, formation (only if non-standard), & state request. Tower will approve or disapprove the Tactical Arrival based on traffic and weather, and advice Langen ACC in accordance with standard SFO procedures.

A7.6.2. Entry Airspeed: 400 KCAS.

A7.6.3. Entry Altitude: FL080-095 KCAS.

A7.6.4. Entry Formation: 1-2 NM Line Abreast Formation

A7.6.5. Tucson (RWY 04): Enter Heading (HDG) 045° and report “C/S, Tucson for Rhino Arrival, full stop / low approach.”

A7.6.6. Bangor (RWY 22): Enter HDG 225 and report “C/S, Bangor for Rhino Arrival, full stop / low approach.”

A7.7. Rhino Recovery.

A7.7.1. Report “C/S, Kaycee, Full Stop / Low Approach” and execute a descending turn to the southeast of the field (right hand turns for Runway 04 / Left hand turns for Runway 22).

A7.7.2. Remain w/in 3 NM of runway.

A7.7.3. Report “Base, Gear Down, Full Stop / Low Approach.”

A7.7.4. Expect ATC landing clearance at base.

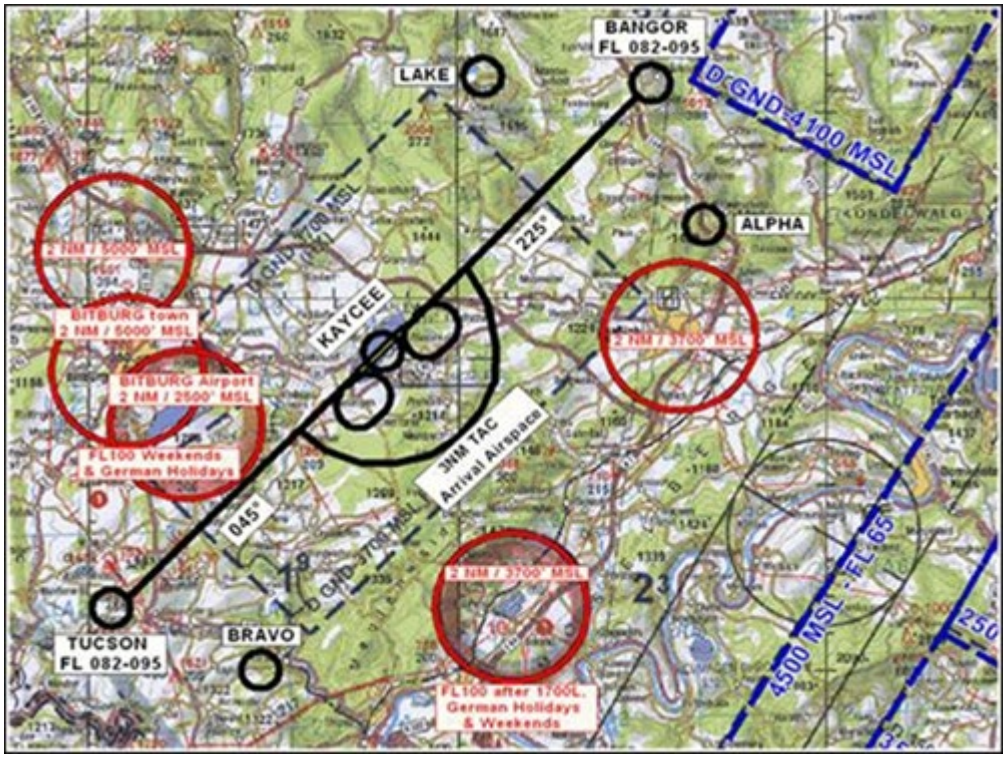
A7.7.5. Be established at 300’ AGL and 1NM with normal approach power applied to the aircraft.

A7.8. Reentry/Holding.

A7.8.1. Reentry: Remain at or below 2200’ until departure end then climb to 3,700’ MSL or above. Remain clear of the SFO pattern and proceed to Tucson / Bangor and re-enter for the Tactical Arrival at FL080-095

A7.8.2. Holding: Execute level turns where directed in the direction of the pattern to be flown.

Figure A7.4. Thud Recovery Diagram.



A7.9. Requirements.

A7.9.1. Weather: 8000’ AGL / 5km (Ceiling must be 1,000’ above the pattern being flown).
A7.9.2. Daytime Only: (Sunrise—Sunset).

A7.10. Entry.

A7.10.1. Contact Tower 10 miles prior to the appropriate Tactical Recovery Point (Tucson or Bangor) with current position, altitude & request. Tower will approve or disapprove the Tactical Arrival based on traffic and weather, advice Langen ACC in accordance with standard SFO procedures.

A7.10.2. Entry Airspeed: 400 KCAS.

A7.10.3. Entry Altitude: FL080-095.

A7.10.4. Entry Formation: 1-2 NM Trail Formation.

A7.10.5. Tucson (Runway 04): Enter HDG 045° and report "C/S, Tucson for Thud Arrival, Full Stop / Low Approach."

A7.10.6. Bangor (Runway 22): Enter HDG 225 and report "C/S, Bangor for Thud Arrival, Full stop / Low Approach."

A7.11. Thud Recovery.

A7.11.1. Runway 04: HDG 045°, descend between 8-10 DME so as to be at or above 3,200' MSL by 6 DME.

A7.11.2. Runway 22: HDG 225°, descend between 8-10 DME so as to be at or above 3,200' MSL by 6 DME.

A7.11.3. Report "5NM, Gear Down, Full Stop / Low Approach."

A7.11.4. Be established at 300' AGL and 1NM with normal approach power applied to the aircraft.

A7.12. Reentry/Holding.

A7.12.1. Reentry: Remain at or below 2200' until departure end then climb to 3,700' MSL or above. Remain clear of the SFO pattern and proceed to Tucson / Bangor and re-enter for the Tactical Arrival at FL080-095.

A7.12.2. Holding: execute level turns where directed in the direction of the pattern to be flown.

Attachment 8

NAVAID RESTORAL PRIORITIES AND AUXILIARY POWER SPECIFICATIONS

Table A8.1. RAWS Restoral Priorities.

Restoral Priorities	Equipment/System	Equipment Condition
1	FMQ-19	RED
2	Localizer (Active)	RED
3	Glideslope (Active)	RED
4	TACAN*	RED
5	AN/GPN -30 Digital Air Surveillance Radar	RED
6	STARS - Ground Controlled Approach	RED
7	STARS - Military Control Tower	RED
8	ILS RSI	RED
9	TACAN RSI*	RED
10	TMQ-53	RED
11	Localizer (Inactive)	AMBER
12	Glideslope (Inactive)	AMBER
13	DALR	RED
14	TACAN*	AMBER
15	AN/GPN - 30 Digital Air Surveillance Radar	AMBER
16	STARS - Ground Controlled Approach	AMBER
17	STARS - Military Control Tower	AMBER
18	Tower Freq's 122.2/314.825	RED
19	GCA Freq's 129.475/399.1	RED
20	Guard Freq's 243.0/121.5	RED
21	Langen Line	RED
22	DALR	AMBER
23	DME	RED/AMBER
24	UHF/VHF Multichannels	RED
25	All Other AMOPS/GCA/Tower Freq's	RED
26	ATIS to include TX's 143.325/376.975	RED
27	FMQ-19	AMBER
28	TMQ-53	AMBER

A8.1. *Note: TACAN is maintained by the Regional Maintenance Center at DSN: 312-884-8651 or commercially: 405-734-8651, not the on-site Spangdahlem RAWS work center.

Table A8.2. NAVAID Backup Power Configuration.

System	Bldg #	Batteries/UPS	Backup Generator Yes/No
22 Localizer	2012	Batteries	Yes
22 Glideslope	2015	Batteries	Yes
04 Localizer	2012	Batteries	Yes

04 Glideslope	2013	Batteries	Yes
TACAN	195	UPS	Yes
GATR Site	143	UPS	Yes
ETVS	47/77	UPS	Yes
DALR	47/77	UPS	Yes
DASR	90250	UPS	Yes
STARS	47	UPS	Yes
All batteries/UPS are tested twice a year to guarantee a minimum time of one hour of backup power in the event of commercial power failure.			

Attachment 9

ILS CRITICAL AREA WAIVERS

Figure A9.1. ETAD ILS Critical Area Waiver for Runway 22.

The

Preliminary

Local Technical Release According to the Aviation Act

and

Local Operational Release According to the Aviation Act

for the

Instrument Landing System 23

of the 52nd Fighter Wing
at Spangdahlem

is granted.

The system is released for the performance of precision approaches according to CAT I level 1 (no autopilot coupled approaches). During approaches, the critical areas (GP and LLZ) shall on principle be kept clear. The presence of F-16 and/or A-10 aircraft within the critical area of the glide path is permitted, provided that their number does not exceed 8.

Büddecker, Lieutenant Colonel
Section I 2
60457 Frankfurt a.M., 04 Dec 2003

Oster, Captain
Section I 3
60457 Frankfurt a.M., 04 Dec 2003

Bundeswehr Air Traffic Services Office (AFSBw)
Section I 2/Section I 3

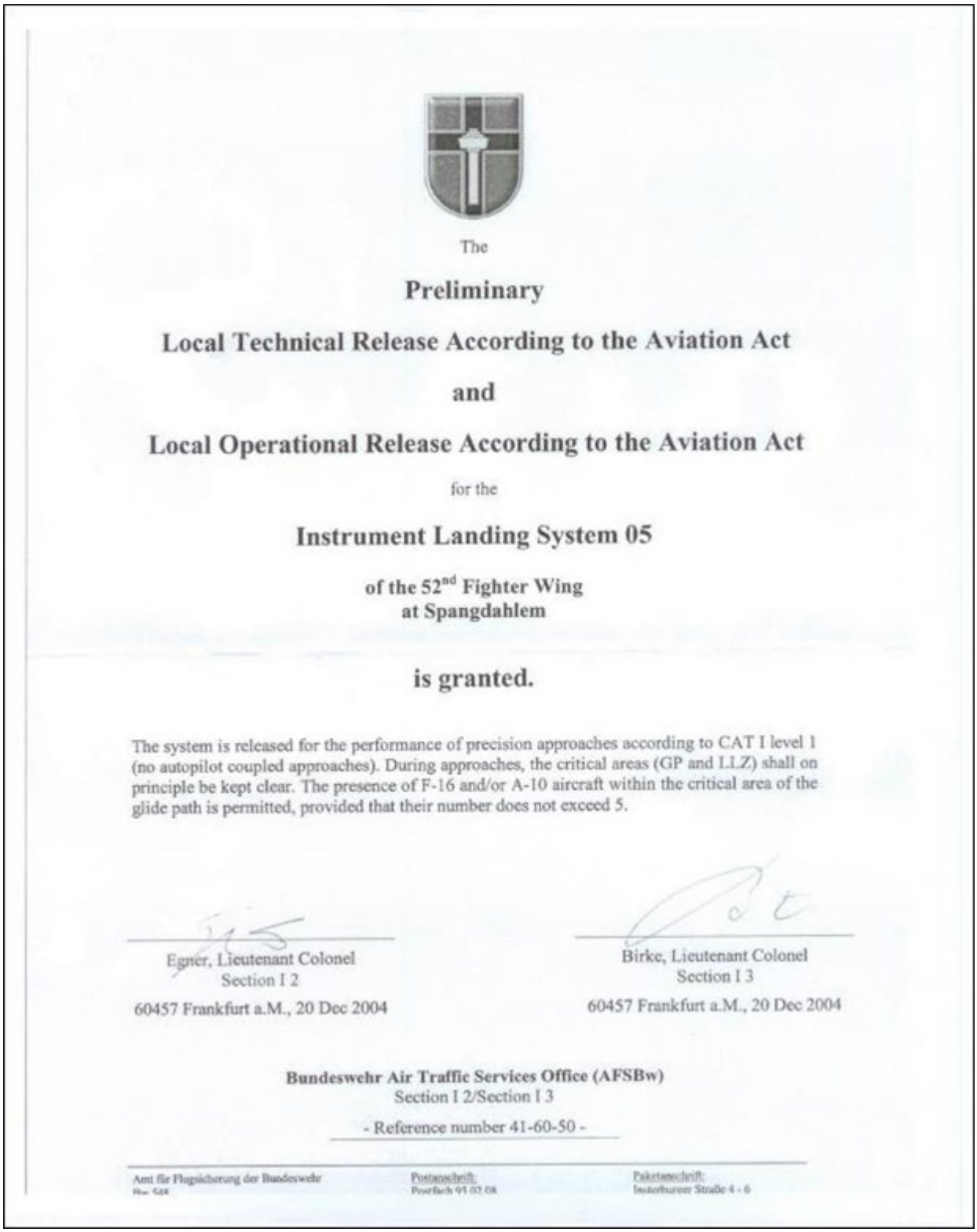
- Reference number 41-60-50 -

Amt für Flugsicherung der Bundeswehr
Bw 548

Postanschrift:
Postfach 93 02 08
60457 Frankfurt am Main

Paketanschrift:
Insterburger Straße 4 - 6
60487 Frankfurt am Main

Figure A9.2. ETAD ILS Critical Area Waiver for Runway 04.



The

Preliminary

Local Technical Release According to the Aviation Act

and

Local Operational Release According to the Aviation Act

for the

Instrument Landing System 05

of the 52nd Fighter Wing
at Spangdahlem

is granted.

The system is released for the performance of precision approaches according to CAT I level 1 (no autopilot coupled approaches). During approaches, the critical areas (GP and LLZ) shall on principle be kept clear. The presence of F-16 and/or A-10 aircraft within the critical area of the glide path is permitted, provided that their number does not exceed 5.

Egner, Lieutenant Colonel
Section I 2
60457 Frankfurt a.M., 20 Dec 2004

Birke, Lieutenant Colonel
Section I 3
60457 Frankfurt a.M., 20 Dec 2004

Bundeswehr Air Traffic Services Office (AFSBw)
Section I 2/Section I 3

- Reference number 41-60-50 -

Amt für Flugsicherung der Bundeswehr | Postanschrift: Postfach 91 02 08 | Paketanschrift: Inselhurcer Straße 4 - 6

Attachment 10

AIRFIELD LIGHTING CHART

Figure A10.1. Runway Lights & Systems.

LIGHT SYSTEM	# LIGHTS	ALLOWABLE OUTAGES	NOTES
Approach lights RWY 04 ALSF1	150	15% lamps out (random), 2 lamps out: in 5-lightbar, 1 light bar out	1, 2, 3, 4
1000 ft bar	16	5 lamps out	1
Threshold lights RWY 04	16	25% light out = 4 lights out	1, 2, 3, 4
Strobes (SFL's) RWY 04	20	20% lights out = 4 lights out	1, 2, 3, 4
End Lights	6	25% lights out = 2 lights out	1, 2, 3
REIL's	2	none	1, 2, 3, 4
Touchdown Zone (TDZL)	90	10% lights out = 9 lights out or 2 adjacent bars on same side	
PAPI lights RWY 04 right side	8	1 lamp out in a 3 light box and no lights out for a 2 light box	1, 2, 3
PAPI lights RWY 04 left side	8	1 lamp out in a 3 light box and no lights out for a 2 light box	1, 2, 3
Approach lights RWY 22 ALSF2		15% lamps out (random), 2 lamps out: in 5-lightbar, 1 light bar out	1, 2, 3, 4
Centerline bar	120	2 consecutive bars or 20% random = 24 random lights	1
Side Row Bars	54	2 consecutive light bars or 20% random = 11 random lights	1
500 Foot Bar	13	3 adjacent lamps or 20% random = 3 random	1
1000 Foot Bar	16	3 adjacent lamps or 20% random = 4 random	1
Strobes (SFL's) RWY 22	14	20% lights out = 3 lights out	1, 2, 3, 4
Threshold lights RWY 22	16	25% random lamps out = 4 random lights	1, 2, 3, 4
REIL's	2	none	1, 2, 3, 4
End Lights	6	25% lights out = 2 lights out	1, 2, 3
Touchdown Zone (TDZL)	90	10% lights out = 9 lights out or 2 adjacent bars on same side	1, 2, 3, 4
PAPI lights RWY 22 right side	8	1 lamp out in a 3 light box and no lights out for a 2 light box	1, 2, 3
PAPI lights RWY22 left side	8	1 lamp out in a 3 light box and no lights out for a 2 light box	1, 2, 3
Distance Markers	18	none	1, 2

MOON Markers	8		1
RWY centerline lights	99	5% lights out = 5 random lights	1, 2, 3, 4
RWY04/22 edge lights	107	5% random lights out = 6 random lights out	1, 2, 3, 4, 6
RWY stop bar lights	88	No more than 3 lights out per location nor 2 adjacent unserviceable	1, 2, 3
TOTAL	983		
Total Airfield Lights	**1643**		

Figure A10.2. Taxiway Lights and Systems.

LIGHT SYSTEM	**# LIGHTS**	**ALLOWABLE OUTAGES (15%)**	NOTES
ALPHA TAXITRAK TO HAS 85	233	35	
HAS 00	3	1	
HAS 04	13	2	
HAS 05-07	17	3	
HAS 08-10	15	3	
HAS 11-12	21	4	
HAS 16, 20-25	55	9	
HAS 17-19	12	2	
HAS 26-32	36	6	
HAS 34	9	2	
HAS 37	9	2	
HAS 38-40	18	3	
HAS 41-44	18	3	
HAS 45-47	15	3	
HAS 49-50	15	3	
HAS 51	5	1	
HAS 58-60	15	3	
HAS 63-67	14	3	
HAS 68-70	15	3	
HAS 71-75	22	4	
HAS 76-78	14	3	
HAS 81-82	19	3	**For all TWY edge lights 1, 2, 3, 7**
HAS 86	3	1	
ALPHA CENTER	27	5	
ALPHA EAST	22	4	
BRAVO WEST	19	3	
BRAVO EAST	22	4	
CHARLIE WEST	23	4	
CHARLIE CENTER	20	3	
CHARLIE EAST	22	4	

DELTA WEST	14	3
ECHO WEST	21	4
ECHO CENTER	14	3
ECHO EAST	15	3
TWY FOXTROT	29	5
TWY GOLF	108	17
TWY PAPA	212	32
ENTRANCE TO RAMP 1	5	1
ENTRANCE TO RAMP 2	5	1
RAMP 3	9	2
RAMP 5	14	3
RAMP 6	21	4
TOTAL	680	207

Figure A10.3. NOTES.

When allowable outages are exceeded, AM personnel must take the following actions:

1. Document and report outage to CE (Airfield Lighting) for correction.
2. Send a NOTAM according to AFI 11-208.
3. Turn off affected lighting system. Notify AOF/CC, OSS/CC, OG/CC (or equivalents) as necessary. Installation Commander is the waiver authority for leaving the system on.
4. Notify TERPS to determine impact to instrument procedures.
5. Turn off REILs only when they are not connected with the opposite end threshold light.
6. Prohibit fixed-wing aircraft operations during night or low-visibility operations. (IAW AFI 11-202v3, the MAJCOM A3 may authorize night fixed-wing operations on an unlit runway.) This authority may be delegated no lower than the installation commander.
7. Reflectors and retro-reflective markers are allowed with a MAJCOM approved waiver. (UFC 3-535-01, Visual Air Navigation Facilities)