

**BY ORDER OF THE COMMANDER  
THULE AIR BASE**

**THULE AIR BASE INSTRUCTION  
13-204**



**10 AUGUST 2021**

***Nuclear, Space, Missile, or Command and  
Control Operations***

***AIRFIELD  
OPERATIONS INSTRUCTION***

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements Air Force Manual (AFMAN) 13-204v1, Airfield Operations Procedures and Programs, **Attachment 2**, and establishes policies and procedures for conducting airfield and flying operations at Thule Air Base, Greenland. The provisions of this instruction are to be utilized by pilots, air traffic controllers, airfield management personnel and others involved in flying operations at Thule AB. This publication applies to Air Force Reserve Command (AFRC) Units. Aircrews may deviate from the procedures contained herein in the interest of flight safety or when directed by Air Traffic Control. This instruction is directive in nature with the intent to standardize local procedures while not restricting mission accomplishment. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847A, Recommendation for Change of Publication. Route AF Forms 847 through the appropriate functional chain of command. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://my.af.mil/afrims/afrims/afrims/rims.cfm>. Contact supporting records managers as required.

***SUMMARY OF CHANGES***

This regulation has been reformatted and revised and should be completely reviewed. Additionally, Unmanned Aerial Systems (UAS) procedures have been added to this regulation.

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## 1. Overview.

1.1. Compliance with this Instruction. This instruction shall be complied with by pilots, air traffic controllers, airfield management personnel, flight data coordinators and others involved in flying operations at Thule AB. Requests for deviations from this instruction must be forwarded to the Airfield Operations Flight Commander (AOF/CC) for coordination.

### 1.2. Responsibilities.

1.2.1. 821 Air Base Group Commander (821 ABG/CC) is the waiver authority for this instruction. 821 ABG/CC or a designated representative will ensure this instruction is maintained, enforced and viable.

1.2.2. 821 Operations Support Squadron Commander (821 SPTS/CC) will ensure revisions to this directive are fully coordinated with applicable base agencies

1.2.3. 821 Airfield Operations Flight Commander (821 AOF/CC) will compile, consolidate and coordinate changes to this instruction and will be responsible for the content within the regulation.

1.3. Recommended Changes. The Thule Air Base Operations Board (AOB) reviews this instruction annually. Submit all requests for changes via AF Form 847 to the AOF/CC.

1.4. Dimensional Units. Visibility distances are in statute miles (SM). All other distances referred to in this instruction are in nautical miles (NM) unless otherwise identified. Altitudes are identified by feet in either Above Ground Level (AGL) or Mean Sea Level (MSL).

1.5. General Prudential Rule. The procedures and policies within this publication are not intended to cover every contingency nor every rule of safety and good practice. Operations or procedures not specifically addressed may be accomplished if they enhance safety and effective mission accomplishment.

1.5.1. The attachments provided in this instruction are designed to clarify the specific purpose of the referenced procedure and may not necessarily be to scale.

## 2. Airfield Facilities and Services.

### 2.1. Runways and Taxiways

2.1.1. The Thule Air Base (BGTL) Airport Reference Point (ARP) is located at geographical coordinates 76 31.52.33N 068 42 11.38W. Magnetic variation is not applied at Thule AB.

2.1.1.1. All NAVAIDs, runways, instrument approaches, vectors and winds are aligned to true north.

2.1.1.2. The field elevation is 251 feet MSL and the gradient is 153.7G, (0.8% up slope). The Airfield Diagram is located in [Attachment 1](#) and provides a visual reference of the airfield environment.

2.1.2. Runway 08/26 is 9,997 feet by 140 feet and it is made of asphalt. Runway overruns are 240 feet by 140 feet and they are also made of asphalt.

2.1.3. Taxiways Alpha, Bravo and Charlie are 75 feet wide and made of asphalt. Due to the slope of the airfield and the potential for accumulation of snow and ice, Vectrus Airfield Manager (VS/AMO) will determine the availability of Taxiway Charlie on a case by case basis.

## 2.2. Runway Selection Procedures

2.2.1. For primary runway operations, aircraft will land Runway 08 and depart Runway 26. Any deviation from this procedure requires prior coordination with ATC.

## 2.3. Control of Ground Traffic in the Controlled Movement Area (CMA)

2.3.1. The CMA consists of the runway, overruns and any surface within 150 feet of the runway edge.

2.3.1.1. The first 1,500 feet of Taxiway Alpha from Runway 08 becomes a CMA when the ceiling is 800 feet or less, and/or the visibility is 2 miles or less. This extra precaution is necessary to ensure the instrument landing system (ILS) glideslope critical area is not penetrated due to inability to identify precautionary markings during aircraft arrival operations.

2.3.2. Any person operating a vehicle on the movement area must obtain airfield drivers training and possess a valid AF Form 483, Certificate of Competency.

2.3.3. When the TRACAB is open, entry to the CMA is gained by contacting Thule Tower on the Tower Net. Vehicles must maintain visual contact with the tower and remain alert to light gun signals. When the TRACAB is closed, entry to the CMA is gained by contacting VS/Airfield Management Operations (AMOPS) on the Ramp Net during airfield opening hours and VS/Service Call net during all other times.

2.3.3.1. Direct two-way radio communication via these FM Nets must be maintained until out of the CMA. English shall be the only language used on the Tower Net.

2.3.3.2. Vehicles without a radio are required to have an escort with two-way radio communication with the tower while in the CMA.

2.3.3.2.1. The escort vehicle is responsible to gain CMA access before any vehicle enters the CMA. Additionally the escort vehicle must remain with the escorted vehicle(s) until they exit the CMA and they shall not report out of the CMA until all vehicles have exited.

2.3.3.2.2. The escort vehicle shall use his/her approved call sign and then indicate the number of vehicles being escorted; for example: If Chief2 escorted six vehicles to the fire training area, transmit: "TOWER, CHIEF2 PLUS SIX, REQUEST TO CROSS RUNWAY 26 AT TAXIWAY BRAVO."

2.3.4. In the event that communication with vehicle traffic on the airfield is lost, the TRACAB will immediately recall all vehicles from the CMA using light gun signals. All vehicles operating within the CMA, excluding vehicles being escorted, are required to display the Air Traffic Control Light Gun Signals as shown in [Figure 1](#).

Figure 1. Light Gun Signals.



2.3.4.1. When directed by the tower to exit the CMA, personnel will immediately exit via the closest available taxiway and remain at least 150’ from the runway.

2.3.4.2. In the event it becomes necessary to recall personnel from the CMA and radio contact cannot be established, ATC shall use the following methods to re-establish contact:

2.3.4.2.1. Light gun signals

2.3.4.2.2. Cycle the runway lights from the highest intensity to the lowest intensity, repeating as necessary until all personnel and equipment are removed from the CMA.

2.3.4.2.3. As a last resort contact AMOPS and request a radio-equipped vehicle to be dispatched to establish contact.

2.3.5. When airfield construction is underway, VS/AMO will coordinate with the AOF/CC to establish a “free zone” to enable construction teams to travel into a designated portion of the CMA without requesting permission from ATC. VS/AMO will coordinate with TRACAB and all applicable agencies if a “free zone” is needed. All “free zones” will be established and coordinated IAW the Thule AB Integrated Defense Plan.

2.4. Airfield Lighting Systems

2.4.1. The following systems are available. (From 15 Sep – 14 May, airfield lighting will be operated continuously to prevent freezing. These dates may be adjusted by the VS/AMO due to weather conditions.)

2.4.1.1. High Intensity Runway Lights (HIRL)

2.4.1.2. Distance Remaining Markers

2.4.1.3. Standard High Intensity Approach Lighting System and Sequenced Flashing Lights (ALSF-1). (The ALSF-1 is only available for Runway 08.)

2.4.1.4. Precision Approach Path Indicator (PAPI) Lights. (The PAPIs are only available for Runway 08.)

- 2.4.1.5. Taxiway Edge Lights.
- 2.4.1.6. Rotating Beacon. (The Rotating Beacon operates 24 hours a day on top of South Mountain to support Air Greenland after hour missions.)
- 2.4.2. When TRACAB is closed, airfield lighting shall be operated IAW the following procedures:
  - 2.4.2.1. Airfield lighting personnel shall be responsible for operating airfield lighting from the vault.
  - 2.4.2.2. When airfield lighting personnel are not on the airfield, airfield lighting control at the vault shall be in the “TRACAB” position.
- 2.4.3. VS/AMO shall perform a check of all airfield lighting systems 30 minutes prior to airfield opening.
- 2.4.4. When notified of an airfield lighting outage, VS/AMO or AMOPS shall notify the TRACAB and AOF/CC of the outage, coordinate with Service Call to repair the outage and issue a Notice to Airmen (NOTAM).
- 2.4.5. Non-standard airfield systems and configurations.
  - 2.4.5.1. The Approach Light System with Sequence Flashing Lights (ALSF-1) is not configured to standard as set in UFC 3-535-01, Visual Air Navigation Facilities. The ALSF-1 has two extra lights (10 instead of standard 8) on the 300m (1,000ft) crossbar and the centerline barrette at station -2+00 contains red lights instead of the standard white lights.
  - 2.4.5.2. Runway 26 is a Visual Flight Rules (VFR) runway; however, it is marked as an instrument runway in order to increase safety and increase visual cues to pilots.
- 2.5. Permanently Closed/Unusable Portions of the Airfield
  - 2.5.1. All pavement south of Runway 08/26 is abandoned. The north cluster pits 1-6 and parking spots 1-4 are closed to aircraft operations.
- 2.6. Aircraft Arresting Systems
  - 2.6.1. No aircraft arresting systems are available at Thule AB.
- 2.7. Parking Plan/Restrictions
  - 2.7.1. AMOPS will establish transient aircraft parking. The VS/AMO and AOF/CC have final approval over parked aircraft.
    - 2.7.1.1. During Summer Season (15 May – 14 Sep), aircraft will not park inside hangars due to weakening caused by ice/permafrost melt.
    - 2.7.1.2. During Winter Season (15 Sep – 14 May), aircraft will be authorized to use Hangar 7 and Hangar 8. The order of priority is listed in [Table 1](#).

**Table 1. Hangar Priority.**

1.	All Department of Defense (DoD) aircraft directly supporting Thule AB
2.	Air Mobility Command (AMC) contracted commercial aircraft directly supporting Thule AB
3.	All DoD aircraft performing any military mission
4.	DoD contracted aircraft in support of government or military missions
5.	All other aircraft to include foreign government missions
Note: Due to possible structural damage to hangars and aircraft, the hangar doors will remain closed when winds exceed 30 knots.	

**2.8. Operating Hours and Designated Airspace**

2.8.1. Published operating hours (controlled airfield) are 0800L-1600L, Monday through Friday. The airfield is closed Saturday, Sunday and all U.S. federal holidays. On duty Terminal Radar Approach Control in Cab (TRACAB) personnel will be in the facility 30 minutes prior to published opening hours.

2.8.1.1. Outside of published hours, TRACAB personnel shall open the facility 30 minutes prior to all departures and 60 minutes prior to all arrivals.

2.8.1.2. TRACAB shall close 15 minutes after the last departure aircraft has exited Thule airspace or after the last arrival aircraft has parked with engines shut down, whichever is later. During standby operations personnel must be able to stand up facility operations within 45 minutes of being notified.

**2.8.2. Air Traffic Control On-Call Procedures**

2.8.2.1. The AOF/CC or TRACAB Complex Chief Controller (CCC) will assign on-call status to provide service to operations that occur outside normal TRACAB hours.

2.8.2.2. Controllers assigned on-call/standby status must meet and maintain all medical requirements IAW with AFMAN 13-204 vol 3, until released by the AOF/CC or the CCC.

2.8.3. Organizations forecasting an operational need for services outside published airfield operating hours must submit their request to the AOF/CC at least three days prior to the requested date. The AOF/CC will determine manning availability and whether the request is justified.

2.8.4. Thule airspace, as identified in [Attachment 3](#), becomes uncontrolled when the TRACAB is closed. Nuuk Flight Information Center (FIC) is responsible for providing flight information service outside TRACAB hours of operation.

2.8.5. Thule aerodrome is not authorized for aircraft operations when the TRACAB is closed.

2.8.6. A minimum of four qualified controllers will be on island at all times. Manning may be reduced to a minimum of three qualified controllers available for duty during emergency leave situations, with the approval of the 821 STPS/CC and USSF/S3 notification.

**2.9. Local Frequencies/Channelization**

2.9.1. Local Frequencies are listed in [Table 2](#).

**Table 2. Local Frequencies.**

Function	VHF	UHF
Clearance Delivery	119.9	275.8
Ground Control	119.9	275.8
Local Control	126.2	255.6
Approach Control	134.1	363.8
Pilot to Dispatch	131.1	

2.10. Radar, Airfield and Weather Systems (RAWS) Information

2.10.1. Navigational Aids (NAVAIDs) and no-NOTAM PMI periods are listed in [Table 3](#).

**Table 3. PMI Schedule.**

Facility	Identifier	Frequency	PMI Time
AN/FRN-45 TACAN	THT	Channel 47	Mon 1530-1730L
AN/FRN-44 VOR	THT	111.0	Wed 1530-1730L
FSQ-204 STARS	N/A	N/A	Mon-Wed 0630-0830L
AN/GPN-30 DASR	N/A	N/A	Mon-Wed 0600-0800L
AN/GPN-29 ILS	I-TL	109.5	Tue 1300-1500L Fri 0900-1100L

2.10.2. The TRACAB is the primary NAVAID monitoring facility and shall notify AMOPS and Reykjavik Oceanic Area Control Center (OACC) of any NAVAID malfunctions or changes to NAVAID status.

2.10.3. IAW the RAWS Letter of Agreement (LOA), Thule RAWS equipment has auto-start capability; therefore there is no requirement to place them on backup power in the event of severe weather. If auto-start capability is inoperative, or at the discretion of ATC, RAWS equipment shall be placed on backup power at least 30 minutes before the estimated arrival of severe weather.

2.10.4. When the FMQ-19 cannot be properly certified and/or validated IAW maintenance requirements, RAWS maintenance will advise the CCC and the AOF/CC.

2.10.4.1. When the FMQ-19 is not properly certified and/or validated, the TRACAB will issue the wind as “estimated.”

2.10.4.2. The RAWS Interruptions, Restoration Policy and Outage Reporting LOA establishes policies, procedures, responsibilities and priorities for ensuring RAWS and associated communications equipment remain serviceable, safely operable and properly configured to meet mission requirements.

## 2.11. Transient Alert (TA): Services and Facilities Available for Transient Aircraft

2.11.1. Transient Alert provides follow-me services to all aircraft. Flight line maintenance and fleet services are not available.

2.11.2. Transient Alert Petroleum, Oil and Lubricants (POL) services are available 0630L-1630L Monday – Thursday and 0630L-1530L Friday.

## 2.12. Automatic Terminal Information Service (ATIS) Procedures

2.12.1. ATIS equipment is not available at Thule.

## 2.13. Aircraft Special Operations Areas/Ramps

2.13.1. Arm/De-arm and aircraft run-up areas are located on Taxiway Alpha at each end of the runway. These areas are to be used for engine runs in excess of idle power.

2.13.2. Thule AB does not have Drag Chute Jettison, Hot Pit Refueling or UAS Designated Start areas.

## 2.14. Aircraft Towing Procedures

2.14.1. The tow team will contact AMOPS to request towing operations and will provide the time of towing operations, the location of the aircraft to be towed and the destination.

2.14.2. AMOPS will notify the TRACAB and provide type of aircraft, location, destination and estimated duration of tower operations. AMOPS may approve towing operations outside TRACAB operating hours.

2.14.3. The tow team will contact the TRACAB/AMOPS prior to start and at the conclusion of the towing operations.

## 2.15. Aircraft Taxiing Requirements/Routes

2.15.1. Heavy aircraft (as defined by FAAO JO 7110.65, Air Traffic Control) will not perform 180-degree turns on the runway without prior coordination/approval from AMOPS.

2.15.2. Aircraft larger than a C-130 are not authorized to use Taxiway Charlie due to pavement classification restrictions.

2.15.3. Heavy aircraft are marshalled into position via follow me vehicles to ensure safe jet blast distance. In the event that an operation may pose a jet blast hazard due to the parking position or engine maintenance run-up, Transient Alert will post spotter(s) to ensure personnel and vehicles do not penetrate the hazardous jet blast zone.

## 2.16. Airfield Maintenance

2.16.1. Sweeper operations are conducted IAW the Summertime Sweeper Schedule maintained in Base Operations and as determined by the VS/AMO.

2.16.2. Snow and Ice Removal shall be accomplished IAW the local Snow and Ice Control Removal Plan.

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

2.17.1. Airfield Management will inspect the airfield during adverse weather conditions to determine the RSC and RCR. Results will be documented and disseminated to the TRACAB and appropriate agencies.

2.17.1.1. Normal RSC is reported as either dry or wet.

2.17.2. When slush is on the runway without snow or ice then the RSC will be reported as “slush on runway” and an RCR is not required. When water or slush is present on an ice covered runway, report the predominant RSC and determine the RCR or use the value 12, whichever is lower.

2.17.3. When ice or snow is present, RCR values will be established IAW **Table 4**.

**Table 4. Runway Condition Reading Equivalent.**

RCR	Equivalent Braking Action
≤5	Nil
06-11	Poor
12-17	Fair
>17	Good

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

2.18.1. VS/AMO or a designated representative shall:

2.18.1.1. Conduct airfield and runway inspections IAW AFMAN 13-204 vol 1 and vol 2 and the Performance Work Statement (PWS). After each inspection, notify the TRACAB of the airfield status and report RSC and/or RCR, closed taxiways, partly visible airfield markings and other pertinent information.

2.18.1.2. Conduct airfield and runway checks after an aircraft accident, mishap, emergency landing, storm, and during rapidly changing weather conditions or as deemed necessary by the VS/AMO.

#### 2.19. Procedures for Opening and Closing the Runway

2.19.1. The runway shall be closed by VS/AMO when an aircraft is disabled in the CMA or if other conditions render the runway unusable. In the event the runway is blocked, VS/AMO or designated representative shall consult with TA to determine the best method of removing the aircraft and determine if a NOTAM is required.

2.19.2. The runway shall be check prior to resuming flight operations after it has been closed for any reason. VS/AMO or designated representative shall determine when the runway can be opened for normal operations.

2.19.3. AMOPS shall notify the AOF/CC closing or opening the runway as soon as practical.

#### 2.20. Procedures for Suspending and Resuming Runway Operations

2.20.1. Runway Operations may be suspended when there is reason to believe a hazard exists on or near the runway or in the immediate approach area or upon completion of an emergency landing that could adversely affect runway conditions such as a landing involving aircraft mechanical failure, blown tires, firefighting and rescue, etc.

2.20.2. ATC and VS/AMO may suspend runway operations when it appears that safe operations cannot be conducted. ATC must immediately notify AMOPS of suspended runway operations and provide the reason for the suspension.

2.20.3. The runway shall be checked prior to resuming flight operations after it has been suspended for any reason. VS/AMO or designated representative shall determine when runway operations can be resumed.

2.20.4. AMOPS shall notify the AOF/CC of runway suspension and resumption as soon as practical.

## 2.21. Engine Test/Run-up Procedures

2.21.1. AMOPS coordination is required for all engine starts. Engine starts include main engines and auxiliary power units.

2.21.1.1. AMOPS shall instruct aircrew to contact TRACAB prior to engine start during TRACAB operating hours.

2.21.1.2. AMOPS may approve engine starts outside of TRACAB operating hours. The TRACAB shall be open prior to commencing any flight or taxi activity. (Note: Exceptions are granted by Letter of Agreement or Memorandum of Understanding only, i.e., Air Greenland base-assigned helicopter operations).

2.21.1.2.1. Engine starts outside of AMOPS operating hours require 24-hour prior coordination. AOF/CC approval is required for all engine starts outside of AMOPS normal operating hours.

2.21.1.2.2. Prior to engine starts outside of normal TRACAB operating hours, aircrews shall make "blind" radio calls over ground frequency. For example, "(AIRCRAFT CALL SIGN) COMMENCING ENGINE START."

2.21.1.2.3. AMOPS shall coordinate engine starts with TA and Alarm Center when TRACAB is closed.

2.21.1.3. TRACAB shall coordinate with AMOPS prior to approving engine starts for aircraft without a flight plan.

2.21.2. Aircraft run-up areas are located on Taxiway Alpha at each end of the runway. These areas are to be used for engine runs in excess of idle power.

2.21.2.1. Fixed-wing aircraft cannot exceed idle power for in-place engine maintenance runs. If power in excess of idle is required, approved run-up areas must be used.

2.21.2.2. Aircraft shall remain behind the hold line during engine runs. If the hold line is not visible due to snow buildup, aircraft shall remain behind lighted red runway signs. When Runway 08 weather conditions deteriorate below 800 feet and/or 2 miles visibility, engine runs are not authorized and aircraft will be removed from the ILS critical area ASAP.

2.21.2.3. Aircraft shall maintain radio contact with the TRACAB during operating hours.

2.21.2.4. During a declared emergency, Fire Department stand-by in the aircraft run-up areas is not required unless specifically requested by the aircrew or AMOPS.

## 2.22. Noise Abatement Procedures

2.22.1. There are no noise abatement procedures at Thule AB.

## 2.23. Procedures for Protecting Precision Approach Critical Areas

2.23.1. The first 1,500 feet of Taxiway Alpha from Runway 08 is included in the CMA to protect the glide slope critical area when weather conditions deteriorate below 800 feet and/or 2 miles visibility. Aircraft and vehicles requiring access to the runway shall use the instrument hold lines at all times when the red rotating beacons at the airfield entrances are on, and shall not cross the instrument hold line unless approved by ATC.

2.23.1.1. Airfield Management will respond to the airfield after receiving the aircraft 50 mile notification call when weather conditions warrant the protection of the critical areas to ensure vehicles do not penetrate the critical area. The critical area lights will be turned on during final approach.

## 2.24. Restricted/Classified Areas on the Airfield

2.24.1. There are no permanent restricted areas on the airfield. Temporary restricted areas will be designated when heightened security requirements are necessary to protect a PL 1, 2 or 3 aircraft or as required by Air Force Instructions.

## 2.25. Auxiliary Power for RAWs Facilities

2.25.1. Generators provide auxiliary power to the following facilities: TRACAB, GATR, DASR, VORTAC, Base Operations and the ILS.

# 3. Flying Procedures.

## 3.1. Local Flying Area and Designation of Airspace

3.1.1. All Thule AB airspace (depicted in [Attachment 2](#)) is delegated by Aeronautical Information Publication (AIP) Greenland, and centered on the Thule AB Airport Reference Point (ARP) located at geographical coordinates 76 31 52.33N 068 42 11.38W.

3.1.1.1. Thule Control Zone (CTR) consists of a circle, 5.2 NM radius, from surface up to but not including 2,800 feet MSL.

3.1.1.1.1. Airspace classification: Class D.

3.1.1.1.2. Aircraft not already receiving service from Approach Control shall establish 2-way radio communications with Local Control prior to operating within this airspace.

3.1.1.2. Thule Control Areas (CTA)

3.1.1.2.1. Airspace classification: Class E.

3.1.1.2.2. CTA A: A circle, with a radius from 5.2 NM to 40 NM, from surface up to but not including 2,800 feet MSL.

3.1.1.2.3. CTA B: A circle, with a 40 NM radius, from 2,800 up to but not including 7,000 feet MSL.

3.1.1.2.4. CTA C: A circle, with a 90 NM radius, from 7,000 feet MSL up to but not including FL 195.

3.1.1.3. BG R10 is restricted airspace over the 12th Space Warning Squadron compound from surface up to 16,000 feet MSL. All aircraft operations within BG R10 will be coordinated with the 821 ABG/CC prior to approving any flights within this airspace. TRACAB is the controlling agency and will contact the Missile Warning Operations Center at extension 5225 for emergency situations in which aircraft may enter the restricted area.

### 3.2. VFR Local Training Areas

3.2.1. There are no VFR local training areas within Thule airspace. All discussion items for local airspace development will be addressed during the Airfield Operations Board (AOB).

### 3.3. VFR Weather Minimums

3.3.1. Basic VFR minima 1000' ceiling and/or 3 miles visibility as cited in AFMAN 13-204v3.

### 3.4. Special Visual Flight Rules (SVFR)

3.4.1. SVFR operations may be conducted within the portion of Class D airspace designated to the TRACAB. Aircraft must obtain ATC approval prior to commencing SVFR operations and maintain continuous radio communications.

### 3.5. VFR Traffic Pattern

3.5.1. The airfield environment is surrounded by high terrain which prevents aircraft from conducting multiple/practice approaches or flying successive approach patterns. There are no VFR traffic patterns established at Thule AB and IFR/VFR practice approaches are not authorized. Flying areas are designated IAW FLIP policy.

### 3.6. Uncontrolled Airfield Procedures

3.6.1. Uncontrolled airfield operations apply only to Air Greenland locally assigned pilots and helicopter operations.

3.6.2. It is the responsibility of Air Greenland to notify/coordinate with Nuuk FIC prior to departures in the event Search and Rescue (SAR) services are needed for being overdue or missing aircraft. Air Greenland shall also assume all responsibility for anti-hijack procedures concerning their aircraft.

3.6.2.1. The aircrew is responsible for separation from other aircraft or vehicles operating on or near the runway and they must exercise extreme vigilance during uncontrolled airfield operations.

3.6.3. Since normal flight planning procedures are unavailable outside published hours, aircrews must notify the Fire Department/Service Call and Security Forces/BDOC with their proposed departure and arrival times prior to leaving the aircraft operations desk. When notifying Service Call, pilots will also request and obtain the status of vehicles operating on the runway.

3.6.4. Pilots must ensure fire/rescue is available.

3.6.5. Uncontrolled Airfield Departure Operation - Air Greenland helicopter pilots shall make a “blind” radio call over Ground Control frequency prior to engine start and before taxiing; for example, “(AIRCRAFT CALL SIGN) COMMENCING ENGINE START” or “(AIRCRAFT CALL SIGN) TAXIING TO RUNWAY 26.” Helicopter pilots shall monitor ground frequency prior to engine start until switching to Local Control frequency for departure.

3.6.5.1. Pilots shall switch to Local Control frequency prior to taking the runway for departure and make a “blind” radio call relaying departure intentions; for example, “THULE TRAFFIC, (AIRCRAFT CALL SIGN) TAKING RUNWAY 26 FOR DEPARTURE, LEFT TURNOUT.”

3.6.6. Uncontrolled Airfield Arrival Operations - Air Greenland helicopter pilots shall make a “blind” radio call on Local Control frequency prior to entering a 5-mile radius of the airfield and state intentions, “THULE TRAFFIC, (AIRCRAFT CALL SIGN) IS 5 MILES NORTHEAST FOR LANDING RUNWAY 08.”

3.6.6.1. Pilots shall scan the runway/movement area for vehicles prior to making a landing.

3.6.6.2. Air Greenland Manager shall notify the BDOC, Fire Department/Service Call upon completion of their flight within 15 minutes of landing.

3.6.7. Emergency Notification Procedures Outside Published Hours (Uncontrolled Airfield)

3.6.7.1. Air Greenland will notify Nuuk FIC or the applicable flight information service center prior to conducting helicopter flight operations outside published hours to ensure rescue operations will be initiated in accordance with Greenland flight service guidelines.

3.6.7.2. Air Greenland will immediately notify the 821 SPTS/OS and VS/AMO if the helicopter experiences an emergency or is determined to be missing outside of published hours. Note: In the event Air Greenland cannot notify the 821 SPTS/OS or VS/AMO, Air Greenland will contact the 821ABG/CC or their designated representative of emergency situations.

3.6.8. Special Emergency Notification Procedures

3.6.8.1. If outside of CTR or CTA airspace, any aircraft experiencing an in-flight emergency will attempt to contact Iceland Radio (High Frequencies 8891/4675), Nuuk Flight Information Center (FIC) (High Frequencies 8945/5526), or another aircraft on 121.5 and provide emergency information along with pilot’s desires. The appropriate facility will contact 821 SPTS/OS or VS/AMO and relay all emergency information.

3.7. Reduced Same Runway Separation (RSRS) Procedures

3.7.1. Procedures are not authorized at Thule AB.

3.8. Intersection Departures

3.8.1. ATC or aircraft may initiate intersection departures.

3.8.2. Runway 08 distances remaining

- 3.8.2.1. Taxiway B – 7,000 feet available
- 3.8.2.2. Taxiway C – 3,550 feet available
- 3.8.3. Runway 26 distances remaining
  - 3.8.3.1. Taxiway B – 3,000 feet available
  - 3.8.3.2. Taxiway C – 6,400 feet available
- 3.9. Radar Traffic Patterns
  - 3.9.1. There are no standard radar traffic patterns or local climb out/go-around procedures at Thule AB. Any aircraft not making a full stop landing shall execute the published missed approach until reaching the minimum vectoring altitude (MVA). Practice approaches are not authorized.
- 3.10. Availability/Restrictions for Surveillance (ASR) and Precision Approach Radar (PAR) Approaches
  - 3.10.1. ASR and PAR approaches are not available at Thule AB.
- 3.11. Local Departure Procedures
  - 3.11.1. IFR departures must execute the WENSA TWO/THULE ONE departure until above the MVA or execute a Visual Climb Over Airport (VCOA). No Diverse Vector Area exists at Thule AB.
  - 3.11.2. IFR aircraft shall depart via the Standard Instrument Departure (SID) Departure Procedure unless otherwise coordinated with ATC. In the event IFR aircraft cannot depart via the SID, aircraft should expect to depart VFR, due to terrain.
  - 3.11.3. Departing VFR aircraft shall not enter BG R10 (surface to 16,000 feet MSL) or over fly Detachment 1, southeast of the runway.
- 3.12. Radar Vector to Initial Procedures
  - 3.12.1. Radar Vector to Initial Procedures are not available at Thule AB.
- 3.13. Visual Approaches
  - 3.13.1. Local Control is authorized to clear aircraft executing an instrument approach for a visual approach IAW FAAO JO 7110.65. Local Control will verbally advise Approach Control via Landline when clearing an aircraft for a visual approach.

#### **4. Emergency Procedures.**

- 4.1. Operation of the Primary Crash Alarm System (PCAS) and the Secondary Crash Net
  - 4.1.1. The TRACAB activates the PCAS and is connected to the stations listed in [Table 5](#).

**Table 5. Primary Crash Phone Stations.**

Station	Location
1	Alarm Center (Fire Department)
2	AMOPS
3	Hospital
4	BDOC (Security Forces)
<b>Note:</b> BDOC shall not transmit over the PCAS IAW AFMAN 13-204v3.	

4.1.1.1. If the PCAS is inoperative, the TRACAB shall pass emergency information to AMOPS using the direct line. AMOPS shall then activate the secondary crash net.

4.1.1.2. The PCAS shall be activated for the following:

4.1.1.2.1. Emergency airfield situations and known or suspected aircraft accidents on or off base.

4.1.1.2.2. Situations that present an immediate hazard to personnel or equipment during airfield ground operations.

4.1.1.2.3. Evacuation of the TRACAB for reasons other than equipment failure or storm conditions.

4.1.1.2.4. An aircraft landing with complete radio failure unless it can be determined that no other emergency condition exists.

4.1.1.2.5. Unauthorized aircraft landing, taxiing, or engine run/start. (Note: Controllers shall make every effort to contact the aircraft before activating the PCAS.

4.1.1.2.6. Any situation deemed necessary by the TRACAB Watch Supervisor/Senior Controller (WS/SC).

4.1.1.3. For aircraft emergencies, as a minimum, TRACAB shall relay the following information over the PCAS:

4.1.1.3.1. Aircraft call sign, or tail number for ground emergency.

4.1.1.3.2. Aircraft type.

4.1.1.3.3. Nature of emergency.

4.1.1.3.4. Souls on board.

4.1.1.3.5. Pilots desires.

4.1.1.4. TRACAB shall activate the PCAS as soon as the emergency information is obtained. However, activation will not be delayed in order to collect all the information. All additional or updated information shall be passed over landlines or Tetra radios.

4.1.1.5. When activating the PCAS outside normal hours for an EMERGENCY and AMOPS does not pick up the PCAS, state the following: “BDOC, ACTIVATE THE SECONDARY CRASH NET, ADVISE TRACAB VIA LANDLINE OF ACTIVATION.”

4.1.1.6. TRACAB shall conduct a check of the PCAS circuit between 0800 and 0815L Monday through Friday or as soon as practical thereafter. This check shall be conducted on Saturday/Sunday only if missions require scheduled ATC support. When the TRACAB is open for limited hours to accommodate special operations, the PCAS will be checked as part of the opening checklist.

4.1.2. The Secondary Crash Net (SCN) is located in AMOPS and is activated whenever the PCAS is activated, during an airfield emergency reported by other means or when notified that an emergency has been terminated. **Table 6** lists the SCN Stations.

**Table 6. Secondary Crash Net Stations.**

BDOC (Base Defense Operations Center)
MWOC (Missile Warning Operations Center)
Base Weather
Alarm Center (Fire Department)
Emergency Management
Hospital

4.1.2.1. The SCN shall be activated for the daily check within 30 minutes of the PCAS daily check, or as soon as practical thereafter.

4.1.2.2. BDOC is the alternate activator of the SCN. They shall activate it only when requested by AMOPS, TRACAB, 821 ABG/CC, or AOF/CC. In addition to daily testing conducted by AMOPS, BDOC shall test the net on the first Tuesday of each month at 0830 local or as soon as practical thereafter. Results of the check shall be forwarded to AMOPS.

## 4.2. Emergency Response Procedures

4.2.1. Aircraft emergencies shall be handled in accordance with FAAO JO 7110.65 and locally developed checklists.

4.2.2. At a minimum, VS/AMO and Fire Department shall respond to emergencies. The Senior Fire Officer (SFO) is the Incident Commander (IC). Other agencies respond as required by the IC (ie. Security Force, Medical).

4.2.3. If the emergency aircraft Estimated Time of Arrival (ETA) is verified to be greater than 30 minutes, all response units shall remain at their duty stations and wait for further information.

4.2.3.1. TRACAB shall reactivate the PCAS when the aircraft ETA is 15 minutes. At the time of the second call, agencies shall dispatch appropriate personnel and equipment to their assembly points.

4.2.4. AOF/CC shall contact the VS/AMO and the Alarm Center as necessary for recall of required personnel, and instruct AMOPS to activate the secondary crash net, if required.

4.2.5. The IC shall advise TRACAB when an emergency on the airfield has been terminated.

4.2.5.1. TRACAB shall relay emergency termination time to AMOPS.

4.2.6. Handling of Aircraft.

4.2.6.1. Aircraft that declare an in-flight emergency cannot terminate the emergency on their own, once on the ground. All emergencies will be evaluated and terminated by the IC.

4.2.6.2. TRACAB will direct aircraft experiencing an emergency with a specific handling location (hot brakes, hazardous cargo, etc.) to the appropriate spot on the airfield. Note: Moving an aircraft with suspected or confirmed hot brakes can make the condition worse. Any aircraft with suspected or confirmed hot brakes that desires to hold position shall be permitted to do so.

4.2.6.3. Handling of Vehicles.

4.2.6.3.1. Ground Control shall broadcast an alert on all frequencies, including Tetra Radios, that an emergency is in progress and the ETA for in-flight emergencies. An additional broadcast shall be made when the aircraft is next to land.

4.2.6.3.2. Responding vehicles must have ATC approval to enter or cross the runway. Normally the IC will be the only fire department vehicle communicating with Ground Control and will use the escort procedures described in TABI 13-213, *Airfield Driving*.

4.2.6.3.3. All vehicles and personnel not involved in the emergency response must give way to emergency vehicles and withdraw from the emergency area.

4.2.6.3.4. Any required cordons must be initiated by the IC and relayed to Ground Control.

4.2.6.3.5. If possible, emergency response vehicles should not block other aircraft in the vicinity of the emergency.

4.3. External Stores Jettison Area Procedures

4.3.1. The jettison area is located on the THT 264T radial between 20 and 30 DME, 5 NM either side of the radial. All aircraft will contact ATC for directions and coordinate pilot's intentions after external stores jettison.

4.4. Fuel Dumping

4.4.1. The fuel dumping location is between the THT 264T and 274T radials between 40 and 50 DME, between FL 180 and FL 190. All aircraft will contact ATC for directions and coordinate pilot's intentions after fuel dumping.

4.5. Emergency Aircraft Arresting System Procedures

4.5.1. Emergency Aircraft Arresting Systems are not available at Thule AB.

#### 4.6. Hot Brake Procedures

4.6.1. Landing Runway 08, turn left at end of runway and onto Taxiway Alpha and hold as instructed.

4.6.2. Landing Runway 26, turn right at end of runway and onto Taxiway Alpha and hold as instructed.

4.6.3. Pilots suspecting hot brakes shall notify TRACAB. TRACAB shall direct the pilot to the nearest hot brake area and activate the PCAS.

4.6.4. If TA discovers hot brakes after the aircraft has been parked, the aircraft will shut down, evacuate the area, and TRACAB shall be notified. TRACAB shall activate the PCAS.

4.6.5. The Fire Department or TA shall determine if hot brakes exist. The Fire Department shall remain at the aircraft until the emergency is terminated.

4.6.5.1. Any required cordons must be initiated by the IC and relayed to Ground Control.

4.6.6. If hot brakes are not detected the Fire Department or TA shall notify the TRACAB. Once the IC terminates the emergency, TA will lead the aircraft to its parking area.

#### 4.7. Abandonment of Aircraft

4.7.1. The bail-out area is overhead Thule AB. If possible ATC shall request the number of people on board the aircraft. The pilot shall set the aircraft heading east and trimmed to crash over the ice cap.

4.7.2. Approach Control shall monitor the aircraft on radar and obtain a fix on the approximate crash area. A good bearing and distance from the ASR should be attainable using the cursor and strobe on the radar display. If possible convert this location to crash grid coordinates.

4.7.3. Local Control shall immediately activate the PCAS to announce a bailout. Relay the number of people on board if known. Local Control must then make every attempt to visually locate parachutes and see where they land. Direct the emergency response to those sites via the FM Nets.

#### 4.8. Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures

4.8.1. Nuuk FIC is responsible for initiating all search and rescue efforts in Greenland.

4.8.2. Testing of emergency beacons is restricted to three audio sweeps within the first 5 minutes of each hour. If testing is required at times other than during the first 5 minutes of each hour, AMOPS and ATC must be notified prior to, and upon completion of, the testing.

4.8.3. When receiving an emergency ELT signal outside the authorized test period, TRACAB shall:

4.8.3.1. Notify AMOPS, Nuuk FIC and Reykjavik OACC advising them of the ELT frequency (121.5, 243.0, or both) involved.

- 4.8.3.2. Make appropriate notifications when the source of the signal is located or the signal terminates. Note: Unless another indication of an aircraft emergency or accident has been received, an ELT signal shall not require the activation of the PCAS.
- 4.9. Hung Ordnance Procedures
- 4.9.1. Aircraft landing with hung ordnance shall rollout to the end of the landing runway and keep the nose pointed runway heading until the ordnance can be pinned and/or returned to a safe condition, as determined by the incident commander.
- 4.10. Wind Limitations in the Control Tower
- 4.10.1. The structural limitation of the control tower has been determined as 165 knots. The windowpanes have not been evaluated for strength. Therefore, the tower will be evacuated when the sustained wind velocity reaches 65 knots or gusts reach 80 knots, similar to procedures at other Air Force control towers worldwide.
- 4.11. Evacuation of Airfield Operations (AO) Facilities
- 4.11.1. Under certain conditions (i.e. weather, bomb threat, power loss, fire, etc.) TRACAB operations may be terminated or interrupted and all personnel evacuated. When TRACAB evacuation is necessary, controllers will relocate to AMOPS. At this point, Thule becomes an uncontrolled airfield. Sample radio call: "ATTENTION ON THE NET; TOWER IS EVACUATING DUE TO (weather, bomb threat, fire, high wind, etc). AIRCRAFT OPERATIONS WILL BE AT YOUR OWN RISK."
- 4.11.1.1. AMOPS shall dispatch a NOTAM advising that Thule ATC services are off the air and all aircraft should monitor emergency frequency 121.5 or 243.0.
- 4.11.2. AMOPS shall clear the runway of vehicles and personnel when notified by ATC of an arrival or departure.
- 4.11.3. Service Call will coordinate requests for any changes in the airfield lighting during TRACAB closures.
- 4.11.4. VS/AMO shall perform an airfield check immediately prior to all aircraft arrivals or departures. VS/AMO shall ensure AMOPS notifies ATC when the runway is available for use.
- 4.11.4.1. AMOPS shall notify ATC when the runway is clear of all vehicles and personnel including the VS/AMO.
- 4.11.5. ATC will provide limited advisories and follow established evacuation procedures.
- 4.11.6. If conditions exist whereby all personnel must be evacuated from AMOPS then AMOPS will send a NOTAM closing the airfield and coordinate closure with Service Call.
- 4.11.6.1. All personnel will report to their dorms immediately and await instruction from the supervisor.
- 4.12. Other Emergency Procedures

4.12.1. In the event of an accident or an Emergency Management Exercise (EME) the provisions of Thule AB Installation Emergency Management Plan (IEMP) 10-2/Continuity of Operations (COOP), and the 821 ABG Mishap Response Plan (MRP) 91-4 shall be implemented.

4.12.1.1. Requests for information regarding aircraft accidents and other incidents shall be directed to P-S GAR/PA. ATC information shall be secured IAW AFMAN 13-204v3.

4.12.2. Aircraft Hijack procedures will follow the provisions of FAA JO 7610.4, Special Operations, and AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, as well as procedures contained in the Thule Integrated Defense Plan (listed below).

4.12.2.1. If a suspected or confirmed hijacked aircraft lands at Thule AB, SF will set up a cordon around the aircraft, blocking the plane with vehicles while maintaining direct radio contact with the tower.

4.12.2.2. Although geographically located in Greenland, Thule AB is part of the Domestic Events Network (DEN). ATC will contact the DEN.

#### 4.13. Alternate Facility Procedures

4.13.1. When the TRACAB is required to evacuate, personnel shall follow procedures IAW Thule ATC OI 13-204v When required to evacuate, Airfield Management will initiate the applicable Quick Reaction Checklist (QRC) and evacuate the facility. Limited Airfield Management functions can be accomplished by the VS/AMO and AOF/CC from their dormitory rooms.

### 5. Flight Planning Procedures.

#### 5.1. Flight Planning

5.1.1. All aircraft departing Thule AB must file a flight plan except Air Greenland Helicopter. BOXTOP aircraft may file an abbreviated flight plan IAW the BOXTOP Letter of Agreement.

5.1.1.1. VFR Flight Plans must be filed prior to engine start.

5.1.1.1.1. Air Greenland local area VFR flight plans may be telephonically filed with Airfield Management. Flight information should be passed in the following sequence: aircraft call sign, number/type of aircraft, personnel on board, proposed departure time, time enroute (including all delays), and fuel on board. (For flight plans field telephonically, Air Greenland must maintain the original VFR flight plan for at least 3 months.

5.1.1.2. IFR Flight Plans must be filed at least 1 hour prior to the estimated departure.

5.1.1.2.1. IFR Flight Plans can either be field at AMOPS or via message transmittal. The originator of the flight plan is responsible for ensure all information is accurate.

## 6. Miscellaneous Procedures.

### 6.1. Airfield Operations Board

6.1.1. The AOB provides a forum for discussing and tracking various issues in support of Thule AB flying activities. The AOB is chaired by the 821 ABG/CC and shall convene at least twice per year.

6.1.2. The following personnel will attend the AOB or send a designated representative.

6.1.2.1. 821 Air Base Group Commander (821 ABG/CC) – Chairman

6.1.2.2. Danish Liaison Officer (DLO)

6.1.2.3. 821 Support Squadron Commander (821 SPTS/CC)

6.1.2.4. Airfield Operations Flight Commander (AOF/CC)

6.1.2.5. Base Safety (821 ABG/SE)

6.1.2.6. Chief of Civil Engineering (VS/CE)

6.1.2.7. Air Traffic Control Complex Chief Controller (CCTLR)

6.1.2.8. Communications Flight Commander (821 SPTS/SC)

6.1.2.9. Civil Engineering Flight Commander (821 SPTS/CE)

6.1.2.10. VS Airfield Manager/Operations Superintendent (VS/AMO)

6.1.2.11. VS Superintendent Non-Sensitive Communications (VS/LGC)

6.1.2.12. VS Superintendent, Operations and Maintenance Management/CEMR VS Supervisor

6.1.2.13. Air Greenland Site Manager

6.1.2.14. Radar, Airfield and Weather Systems (RAWS) Flight Chief

6.1.2.15. Transportation Manager (821 SPTS/LGT)

6.1.2.16. Weather Flight Chief (821 SPTS/OSW)

6.1.3. All wing, base and local LOPs that impact or affect airfield operations shall be reviewed annually in the month of August for currency and accuracy. The name of each LOP and the date each LOP was reviewed will be briefed during the next AOB following the review. The following additional items will be reviewed in accordance with **Table 7**:

**Table 7. Annual Review Items.**

<b>Annual Review Item</b>	<b>Review Month</b>
Crash Grid Maps	July (annual requirement IAW AFMAN13-204v3)
Visibility Checkpoint Charts	July
Runway Diagram	July
Minimum Vectoring Chart	July
Minimum IFR Altitude Chart	July
Non-Radar Board	July
Training Programs	August (Documented in TRB)
Wing/Base/Local LOPs	August
Permanent and Temporary Waivers	October
Aircraft Parking Plan	October
Annual Airfield Inspection	October

6.1.4. The Annual Airfield Certification and Safety Inspection will be conducted and documented annually in the month of October.

6.1.5. The AOF/CC will send an agenda at least one week prior to each AOB. It is the responsibility of each office of primary responsibility (OPR) to be prepared to discuss corrective actions and the status of any issues. In addition, each OPR will provide the AOF/CC with an electronic copy of corrective actions.

## 6.2. Notice to Airmen (NOTAM) Procedures

6.2.1. AMOPS is the NOTAM dispatch center and shall notify TRACAB of all NOTAMs.

6.2.2. AMOPS shall send the appropriate NOTAM when the airfield is scheduled to open or close outside published airfield operating hours.

6.2.3. TRACAB is the NOTAM monitor facility. TRACAB will coordinate with AMOPS to ensure appropriate NOTAMs are sent to protect airspace when the control tower will be open outside of published airfield operating hours. TRACAB will also advise of non-published airfield closures and ensure notification of RAWs interruptions and/or malfunctions.

## 6.3. Flight Information Publication (FLIP) Accounts

6.3.1. AMOPS is the OPR for acquisition and updating/changing the FLIP account. Request for publication changes shall be made through the VS/AMO.

## 6.4. Number and Status of Permanent/Temporary Waivers

6.4.1. The current airfield waiver package is maintained at Base Civil Engineer (GC/CE) and Airfield Management Administration (VS/AMO).

## 6.5. Prior Permission Requested (PPR) Procedures

6.5.1. A PPR is required except for AMC flights, 72 hours prior notice.

6.5.2. Request through 821 ABG Thule AB GL/AMO/DSN 312-629-1110 or 312-629-3840 Thule Ext 2717/Commercial +299-976-606 Ext 2717 / Fax commercial +299-976-606 Ext 3033 / US commercial 719-474-3840 Ext 2717.

6.5.3. Civil aircraft request PPR through HQ USAF/A3O-BC 703-696-0011, DSN 426-0011.

6.5.4. Foreign Government request PPR through HQ USAF/A3O-BF 703-588-5001 DSN 426-5001.

#### 6.6. Air Evacuation Notification and Response Procedures

6.6.1. Arriving Air Evacuation Notification and Response Procedures will be issued IAW FAAO JO 7110.65.

#### 6.7. Unscheduled/Unauthorized Aircraft Arrivals

6.7.1. AMOPS shall pass an inbound notification to ATC for every inbound flight.

6.7.2. ATC shall immediately coordinate with AMOPS on any unexpected or uncoordinated inbound aircraft.

6.7.2.1. Pilot to Dispatch 131.1 should be utilized to permit AMOPS to discuss the issue directly with the pilot.

6.7.2.2. If AMOPS informs ATC that the aircraft cannot land, ATC shall not clear the aircraft to land unless the aircraft declares an emergency.

6.7.3. ATC shall activate the PCAS for any unauthorized landing.

6.7.3.1. ATC shall attempt to hold the unauthorized aircraft on the runway (or nearest taxiway) if traffic permits.

6.7.3.2. If the unauthorized aircraft refuses ATC instructions to hold position after landing, ATC will instruct SFS to attempt to block the aircraft's path IAW Thule Installation Defense Plan (IDP).

#### 6.8. Distinguished Visitor (DV) Notification Procedures

6.8.1. TRACAB will notify AMOPS when the DV is 50 miles from Thule. This duty is secondary to providing ATC services.

#### 6.9. Dangerous/Hazardous Cargo

6.9.1. AMOPS shall advise the TRACAB of all scheduled hazardous or explosive cargo flights. TRACAB shall notify AMOPS when an arriving aircraft advises it is carrying hazardous or explosive cargo not previously coordinated by AMOPS.

6.9.1.1. AMOPS shall notify the following agencies when an aircraft with hazardous cargo is arriving.

6.9.1.1.1. Airfield Operations Flight Commander

6.9.1.2. Fire Department

6.9.1.3. Transient Alert

6.9.1.4. 821 SFS

6.9.1.5. 821 ABG/SE

6.9.1.6. Airfield Manager

#### 6.9.2. Dangerous/Hazardous Cargo Movement Procedures

6.9.2.1. Twenty minutes prior to the explosives movement, an SF escort shall call BDOC with an estimated local time of convoy movement. 821 ABG/SE and the SF escort must agree upon this time. This 20-minute estimate shall be updated if it changes by more than 5 minutes.

6.9.2.2. Upon advisement of estimated time of convoy movement, the TRACAB shall advise all traffic in local area to land or be prepared to hold for 30 minutes.

6.9.2.3. Five minutes prior to planned convoy start time, the SF escort shall ensure all pre- movement requirements have been met.

6.9.2.4. After TRACAB gives permission to proceed, SF shall relay vehicle breakdowns or other delays to the TRACAB and 821 ABG/SE with an estimated time the movement shall resume. TRACAB shall take the appropriate action based upon the length of delay anticipated.

6.9.3. Transient aircraft to be loaded, unloaded or serviced with hazardous cargo on board shall be parked at a location as determined by VS/AMO or AOF/CC.

6.9.4. The owner of the hazardous material shall ensure the appropriate placards are displayed.

6.9.5. Explosive movements shall be scheduled so as not to conflict with handling of Air Mobility Command (AMC) aircraft. However, once in progress, all explosive movements shall be given PRIORITY over routine aircraft and vehicular traffic.

6.9.6. Any agency needing to move explosives to or from the airfield shall coordinate with AOF/CC, 821 ABG/SE, 821 SFS and AMOPS at least 24 hours in advance. Provide the following information: estimated start time, class, quantity, line number, origin, name of crew leader, destination, and route. A properly placarded vehicle and certified handler are required to transport explosives.

#### 6.10. Night Vision Device (NVD) Operations

6.10.1. Thule AB is not an airfield with reduced lighting configurations and therefore does not meet the criteria established in AFMAN 13-204v3 for NVD use.

#### 6.11. Local Aircraft Priorities

6.11.1. Tower will provide priority ATC service to aircraft in accordance with FAAO JO 7110.65 and the following local priorities.

6.11.1.1. Aircraft carrying Distinguished Visitors, Code 7 or above, as defined in the DoD Flight Information Publication General Planning guide.

6.11.1.2. Thule contracted support aircraft (Air Transport International and Air Greenland)

6.11.1.3. Transient aircraft/non-essential missions.

#### 6.12. Lost Communications Instructions

6.12.1. IAW published ILS approach plates, “In the event of lost communication upon reaching 9000 aircraft are to proceed to HUXEL via own navigation, after 1 turn in holding execute the ILS approach.”

#### 6.13. Standard Climb-Out Instructions

6.13.1. There are no local climb out instructions at Thule AB. Any aircraft not making a full stop landing shall execute the published missed approach until reaching the MVA.

#### 6.14. Opposite Direction Take-Offs and Landings

6.14.1. Opposite direction procedures apply to all aircraft regardless whether or not the aircraft is operating VFR or IFR. All verbal coordination will include the phraseology “OPPOSITE DIRECTION ARRIVAL/DEPARTURE, RWY 08/26”.

6.14.1.1. Arrival versus arrival. TRACAB shall not allow an arriving aircraft to proceed closer than 15 mile final until a proceeding opposite direction arrival has landed or turned to avert on the missed approach.

6.14.1.2. Arrival versus departure. TRACAB shall not allow an arriving aircraft to proceed closer than 15 mile final until a proceeding opposite direction departure has crossed the departure end, and is established on a course diverging by at least 45 degrees from the reciprocal of the final approach course.

#### 6.15. Breakout/Go Around/Missed Approach Procedures

6.15.1. There are no breakout/go around procedures at Thule. Any aircraft not making a full stop landing shall execute the published missed approach until reaching the MVA.

#### 6.16. Civilian Aircraft Operations

6.16.1. AFI 10-1001, Civil Aircraft Landing Permits, governs civil aircraft landings. The 821 ABG/CC is the approval authority for civil aircraft landings.

#### 6.17. Civil Use of Military RAWS

6.17.1. Unless Emergency Security Control of Air Traffic (ESCAT) is initiated, all Thule RAWS are available for civil use as an aid to navigation. Practice approaches are not authorized.

#### 6.18. Aero Club Operations

6.18.1. Thule AB does not have an aero club.

#### 6.19. Weather Dissemination and Coordination Procedures

6.19.1. Upon notification from weather forecasters, ATC shall broadcast all on and off base hazardous weather warnings to all aircraft under their control.

#### 6.20. Airfield Snow Removal Operations

6.20.1. Snow removal is conducted IAW the Thule AB Snow and Ice Control Removal Plan. This plan establishes procedures and responsibilities for continuing airfield operations after severe arctic weather.

6.20.2. During snow removal operations at least one snow removal vehicle (typically Snow Bird4) shall be in radio contact with ATC on the Tower Net and is responsible for all snow removal vehicles operating on or near the runway.

6.20.3. ATC's authorization for the controlling snow removal vehicle to enter the runway is also authorization for the controlling vehicle to bring other snow removal vehicles on and off the runway as needed. When instructed to depart the runway, the controlling vehicle shall be responsible for ensuring that all snow removal vehicles are off the runway. The controlling vehicle shall report off the runway, and state "ALL snow removal vehicles are off the runway." Note: If vehicles are entering the runway for reasons other than snow removal (i.e., crossing the runway to transport equipment), the lead vehicle in contact with the TRACAB must request permission for his vehicle and the additional vehicles that will follow; for example: If Mach 4 was escorting two vehicles across, transmit: "TOWER, MACH 4 PLUS 2, REQUEST TO CROSS RUNWAY 26 AT TAXIWAY BRAVO."

#### 6.21. Bird/Wildlife Control

6.21.1. Bird and wildlife control is conducted IAW the 821 ABG BASH Plan 91-212. The Bird/Wildlife Aircraft Strike Hazard (BASH) program, establishes procedures and responsibilities for minimizing potential wildlife hazards to aircraft operating on and around the airfield.

6.21.2. 821 ABG/SE is the OPR for the BASH Program and shall work closely with AOF/CC and VS/AMO on all BASH matters that pertain to the airfield. Management of the BASH Program is conducted via the Bird Hazard Working Group (BHWG) which meets in conjunction with the AOB.

6.21.3. Anyone working on the airfield that observes bird/wildlife activity in the vicinity of the airfield shall immediately notify AMOPS at extension 2717.

#### 6.22. Bird Watch Conditions

6.22.1. In many situations, aircrew awareness that increased bird activity exists will be sufficient action. However, some situations will require positive actions to reduce the potential for bird strike such as delaying takeoff or landing. Aircrews will determine their own course of action after considering the recommendations of 821 ABG/SE and VS/AMO.

6.22.2. Thule AB BWCs are defined in 821 ABG Plan 91-212. VS/AMO is the final authority for changing BWCs.

6.22.2.1. ATC will inform all aircraft of observed and/or reported bird/wildlife activity.

6.22.3. ATC will inform AMOPS of any suspected or confirmed bird strikes.

#### 6.23. Supervisor of Flying (SOF) Operating in the Tower

6.23.1. Thule AB does not have SOFs in the tower.

#### 6.24. Airfield Photography.

6.24.1. The 821 ABG/CC has delegated photography permissions to the 821 SPTS/CC, AOF/CC and VS/AMO with the exception of PL-1 resources.

## 6.25. Tactical Arrival/Departure Procedures

6.25.1. Tactical Arrival/Departure Procedures are not available at Thule AB.

## 6.26. UAS Operations and Procedures

6.26.1. Remote Controlled Model Aircraft, also referred to as “drones,” or small Unmanned Aircraft Systems (sUAS), pose safety and security concerns for the Air Force and the Department of Defense (DoD). In order to reduce the risk of a potential collision between a sUAS and other aircraft, personnel, or property, the following policies outlined in the Thule AB Installation Defense Plan 31-1 are in effect while operating a sUAS within the TDA:

6.26.1.1. sUAS will not be operated within Thule Air Base ATC airspace and/or the restricted airspace around 12 SWS. Thule AB ATC airspace is defined as a circle with a radius of 5.2 nautical miles (9,630 meters) of TAB (airport reference point N76 32 W68 42). See [Attachment 3](#).

6.26.1.2. sUAS will not overfly, take video or photographs of government facilities, both on Thule AB and within the TDA. Do not fly within 2,000 ft. (609 m) of DET 1, VORTAC, or ATC radar.

6.26.2. sUAS operators will:

6.26.2.1. Prior to operation contact ATC at 629-2670, AMOPS at 629-2717 and BDOC at 629-3234 and provide location, duration and contact information.

6.26.2.2. Notify ATC, AMOPS and BDOC if they lose control of sUAS.

6.26.2.3. Fly below 400 ft. (121 m).

6.26.2.4. Keep the aircraft within visual line of sight at all times.

6.26.2.5. Not act careless, reckless, and endanger personnel or property.

6.26.2.6. Remain clear of surrounding obstacles.

6.26.2.7. Remain clear of and do not interfere with aircraft operations. Note: Even when the ATC is closed, Air Greenland helicopters operations can continue.

6.26.2.8. Register all sUAS with 821 SFS/S5. Note: sUAS that weigh more than 55 lbs. (24.9 kg) will not be operated.

6.26.2.9. Set lost link procedures to return your sUAS to the point of origin for the flight, if equipped.

6.26.2.10. Only fly during daylight hours. Night flying is prohibited.

6.26.2.11. Not fly under the influence of alcohol or drugs, to include over-the-counter medications which may affect your ability to operate the sUAS.

6.26.3. 821 SFS may request sUAS operator(s) cease flight in the TDA, restrict the height of operations, or restrict the lateral boundaries of flight, to protect sensitive operations or facilities. Compliance with such requests are mandatory. 821 SFS may also confiscate sUAS if they land in, or are flown over, a Restricted or Controlled Area. All sUAS, to include those with photographic or video equipment flown within the TDA are subject to inspection by 821 SFS. Photography of Restricted and Controlled Areas is prohibited unless you have written approval by the owning commander of the area.

6.26.4. The use of drones in support of official business will be handled on a case by case basis with coordination through 821 SFS and 821 OS.

#### 6.27. Wind Cone Requirements

6.27.1. Wind Cones are not available or required at Thule AB due to the required maintenance, replacement expenses, low traffic volume and the fact that practice/multiple approaches are not authorized. Winds frequently reach excessive speeds and extreme temperatures cause wind cones to damage easily. Aircraft should use extreme caution during critical phases of flight when high winds are issued by air traffic control or forecasted by weather.

#### 6.28. Tobacco, Food and Drinks on the Airfield

6.28.1. Drinks may be consumed inside vehicles, but the empty containers must be disposed of properly. Soda cans are prohibited outside of the vehicles on the airfield. Glass bottles are prohibited on the airfield, with the exception of sample kits. Smoking and the use of smokeless tobacco on the airfield is prohibited, including inside vehicles. Tobacco is only to be used in designated tobacco use areas.

#### 6.29. Foreign Object Damage (FOD) Prevention

6.29.1. Personnel will not wear hats on the airfield, except as noted. Wear of the winter watch cap is authorized and may be worn during aircraft operations, when using the following procedures: Ear defender/communication headsets devices can be worn over the watch cap or a jacket hood will be used over the watch cap. The watch cap must be firmly set on individual's head, ensured by pulling watch cap down over the ears, to prevent it from inadvertently coming off, and posing a FOD hazard. The wear of a ball cap style hat during daylight operations is authorized when it is secured with a lanyard to prevent a FOD hazard. Restricted area badges and passes will be secured with a lanyard or arm band with protective cover. Note: When conducting official protocol duties on the airfield, the senior officer present, or his/her representative, will consider risk factors including weather and proximity to operating aircraft engines, and dictate if hats are to be worn for a particular occasion (this does not include baggage and aircraft support personnel). No individual wearing a hat, regardless of position or rank, will pass within 25 feet of an operating engine.

6.29.2. Organizations with personnel operating on the airfield must ensure newly assigned personnel receive a FOD prevention orientation/familiarization briefing prior to beginning work on the airfield. The newcomers' FOD briefing will be documented by the responsible organization.

6.29.3. Personnel operating on the airfield will take an active part in the daily policing of the airfield for foreign objects to reduce the potential of damage to aircraft. Facilities adjacent to aircraft parking ramps, taxiways, or engine run areas, as well as any shops or hangars used for aircraft/component maintenance, will be policed by the owning organization. Particular attention to securing dumpster lids during high winds must be addressed by each facility manager

6.29.4. Personnel will be constantly alert for any form of FOD during all phases of a job. Special attention must be given to small items of debris, such as safety wire, bolts, nuts, screws, etc. Loose materials of this kind will be placed in FO containers. After the job is complete, a final check of the entire work area will be conducted and all foreign objects removed.

6.29.5. Aircraft/weapons safety pins will not be placed on or left unsecured on aircraft parking ramps or movement areas at any time. At no time will aircraft forms be left unsecured on the ramp or any external area of the aircraft.

### 6.30. Tools on the Airfield

6.30.1. Personnel will not use or possess personal tools in any aircraft maintenance area or on the airfield. Personnel will follow guidance established in AFI 21- 101, Aircraft and Equipment Maintenance Management, for the Tool Control Program. All questions or concerns regarding tool use on the airfield will be directed to the Airfield Manager or Airfield Operations Flight Commander.

DAVID G. HANSON, Colonel, USAF  
Commander

## Attachment 1

### GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

#### *References*

**AFI 10-1001**, *Civil Aircraft Landing Permits*

**AFI 13-204v3**, *Airfield Operations Procedures and Programs*

**AFI 13-207**, *Preventing and Resisting Aircraft Piracy (Hijacking)*

**AFI 13-213**, *Airfield Driving*

**AFI 21-101**, *Aircraft and Equipment Maintenance Management*

**AFMAN 91-201**, *Explosive Safety Standards*

**Air Traffic Control and Landing Systems (ATCALs) Interruptions, Restoration Policy, and Outage Reporting Letter of Agreement**

**CDRL CEO-7**, *Thule Snow & Ice Control/Removal Plan*

**Comprehensive Emergency Management Plan**, Plan 10-2

**Federal Aviation Administration (FAA) Orders**. (Available on the FAA homepage)

**FAA JO 7110.65**, *Air Traffic Control*, 9 February 2012

**FAA JO 7610.4**, *Special Operations*, 27 August 2009

[http://www.faa.gov/regulations\\_policies/orders\\_notices/index.cfm](http://www.faa.gov/regulations_policies/orders_notices/index.cfm)

**UFC 3-535-01**, *Visual Air Navigation Facilities*

**821ABG Plan 91-212**, *Bird/Wildlife Aircraft Strike Hazard Plan*

**821ABG Plan 91-4**, *Mishap Response Plan*

#### *Prescribed Forms*

None

#### *Adapted Forms*

**AF IMT 483**, *Certificate of Competency*.

**AF IMT 847**, *Recommendation for Change of Publication*

#### *Abbreviations and Acronyms*

**AIP**—Aeronautical Information Publication

**AM**—Airfield Management

**AMC**—Air Mobility Command

**AO**—Airfield Operations

**AOB**—Airfield Operations Board

**AOF/CC**—Airfield Operations Flight Commander

**ALSF—1**—Sequenced Flashing Lights  
**AMOPS**—Greenland Contractor Airfield Management Operations  
**ARP**—Airport Reference Point  
**ASR**—Airport Surveillance Radar  
**ATCALs**—Air Traffic Control and Landing Systems  
**ATIS**—Automatic Terminal Information Service  
**BASH**—Bird/Wildlife Aircraft Strike Hazard  
**BDOC**—Base Defense Operation Center  
**BHWG**—Bird Hazard Working Group  
**BWC**—Bird Watch Conditions  
**CCC**—Complex Chief Controller  
**CMA**—Controlled Movement Area  
**CTA**—Thule Control Area  
**CTR**—Thule Control Zone  
**DEN**—Domestic Event Network  
**DLO**—Danish Liaison Officer  
**DoD**—Department of Defense  
**DPI**—Danish Police Inspector  
**DVA**—Diverse Vector Area  
**ELT**—Emergency Locator Transmitter  
**EME**—Emergency Management Exercise  
**ESCAT**—Emergency Security Control of Air Traffic  
**ETA**—Estimated Time of Arrival  
**FIC**—Flight Information Center  
**FLIP**—Flight Information Publication  
**FOD**—Foreign Object Damage  
**GC/AMO**—Greenland Contractor Airfield Manager  
**HIRL**—High Intensity Runway Lights  
**IAW**—In Accordance With  
**IC**—Incident Commander  
**IFE**—In-Flight Emergency (not listed)  
**IFR**—Instrument Flight Rules

**IMC**—Instrument Meteorological Conditions (not listed)

**ILS**—Instrument Landing System

**INST**—Instrument or Instrument Hold Line

**LOA**—Letter of Agreement

**LOP**—Local Operating Procedure

**MSL**—Mean Sea Level

**MVA**—Minimum Vectoring Altitude

**NAVAID**—Navigational Aids

**NCMO**—Communications Management Office

**NOTAM**—Notice to Airman

**NVD**—Night Vision Device

**OAC**—Oceanic Area Control Center

**PAP I**—Precision Approach Path Indicator

**PAR**—Precision Approach Radar

**PCAS**—Primary Crash Alarm System

**PMI**—Preventive Maintenance Inspection

**POL**—Oil and Lubrications

**PPR**—Prior Permission Requested

**QRC**—Quick Reaction Checklist

**RCR**—Runway Condition Reading

**RSR**—Runway Surface Condition

**RSRS**—Reduced Same Runway Separation

**RWY**—Runway

**SAR**—Search and Rescue

**SCN**—Secondary Crash Net

**SF**—Security Forces

**SID**—Standard Instrument Departure

**SVFR**—Special Visual Flight Rules

**TA**—Transient Alert

**TAB**—Thule Air Base

**TRACAB**—Terminal Radar Approach Control in Cab

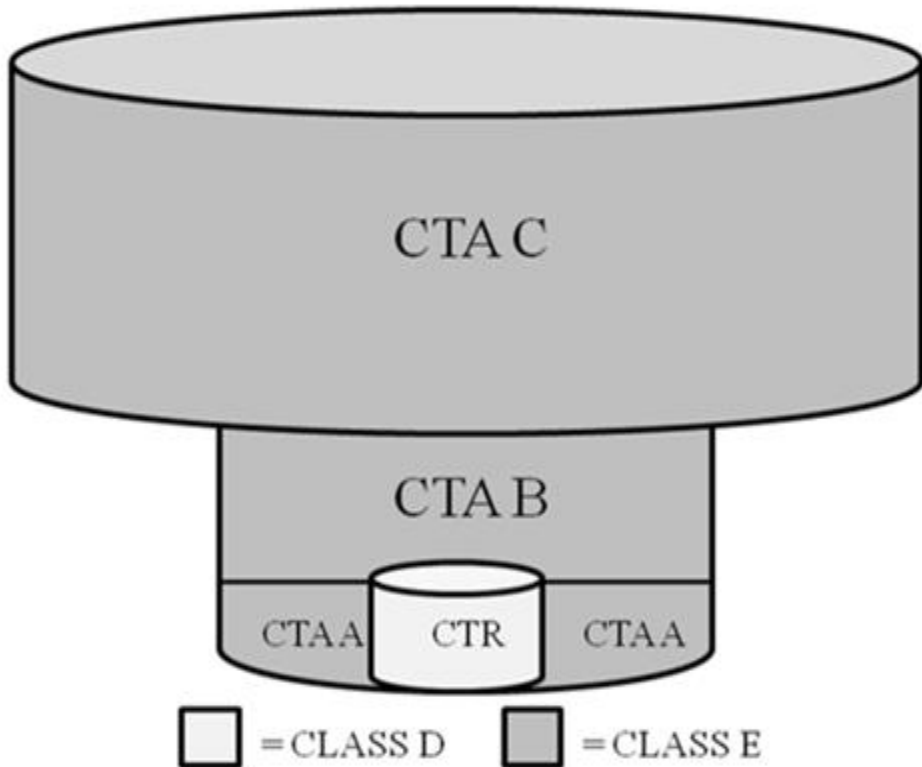
**VFR**—Visual Flight Rules

**VCOA**—Visual Climb Over Airport

**WS/SC**—Watch Supervisor/Senior Controller



Figure A2.2. Airspace Diagram.



CTA C: 90NM radius, from 7,000 ft MSL up to but not including FL195  
 CTA B: 40NM radius, from 2,800 ft MSL up to but not including 7,000 ft MSL  
 CTA A: radius from 5.2NM to 40NM, from surface up to but not including 2,800 ft MSL  
 CTR: 5.2NM radius, from surface up to but not including 2,800 ft MSL



Figure A2.3. Thule UAS Restricted Areas.

