BY ORDER OF THE COMMANDER
TINKER AIR FORCE BASE

TINKER AIR FORCE BASE
INSTRUCTION 13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction implements AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management* and prescribes procedures for flight and ground operations at Tinker AFB. The provisions of this instruction are directive upon assigned and attached units and those off base organizations serviced by the Airfield Operations Flight (72 OSS/OSA), and all participating agencies must comply. Pilots may deviate from the procedures contained herein in the interest of flight safety or when directed by Fort Worth Air Route Traffic Control Center (ARTCC), Oklahoma City Approach Control, or Tinker Air Traffic Control Tower (ATCT). Altitudes are Mean Sea Level (MSL) unless otherwise indicated. This regulation applies to all aircraft transiting Tinker Air Force Base and assigned tenant units to include the Air National Guard and Air Force Reserves. This publication does not apply to the United States Space Force. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program* and disposed of in accordance with the Air Force Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. Supplements must be routed to 72 OSS/OSA for coordination prior to certification and approval.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include defining the senior airfield authority, a new window for night time quiet hours,

the addition of the KC-46 “Pegasus” Ramp, updated restrictions for engine runs on the OC-ALC Ramp, removed the requirement for airfield drivers to conduct a radio check with Ground Control, new requirements and procedures for filing flight plans, requesting official unmanned aerial system (UAS) operations, procedures for Functional Check Flights, and aircraft dispersal plans for each flying unit assigned to Tinker Air Force Base.

Chapter 1

GENERAL INFORMATION

1.1. Senior Airfield Authority. The 72d Air Base Wing Commander (72 ABW/CC) is the senior airfield authority on Tinker AFB and is responsible for the control, priorities, operations, and maintenance of the Tinker aerodrome to include the runways, taxiways, parking ramps, land, and facilities whose proximity affect airfield operations and assigned airspace.

1.2. Airfield Hours of Operation. The Tinker AFB Airfield and Air Traffic Control Tower are operational 24/7 as published in the DoD Flight Information Publication (FLIP), IFR Enroute Supplement.

1.3. Quiet Hours.

1.3.1. Night Quiet Hours. Night quiet hours are in effect from 2300L to 0600L. During this time:

1.3.1.1. Only scheduled fullstop landings, departures, and necessary taxi operations are authorized during night quiet hours. Aircraft are not authorized to conduct engine runs above idle power (see **paragraph 3.10.2.1**).

1.3.1.2. Locally assigned aircraft are authorized to conduct practice instrument approaches and VFR pattern work until 0200L. No more than two total aircraft from the 552 ACW, 507 ARW, 513 ACG, or USSTRATCOM Wing One (SCW-1) may conduct approaches after 0200L. The Air Traffic Control Tower (ATCT) Watch Supervisor may limit or disapprove operations. All other aircraft operations during night quiet hours require prior approval from the 72 ABW/CC.

1.3.1.3. Procedures for requesting waivers to night quiet hours. In order to ensure adequate coordination with agencies in support of operations, submit waiver requests in writing to Airfield Management Operations (AMOPS) via email (**72.oss.osam@us.af.mil**) no later than 48-hours prior to requested operation. Waiver requests must originate from no lower than the requesting Squadron's Director of Operations (or civilian equivalent). Request must include: call sign (air operations), tail number and location (engine runs), time of operation, and impact to requestor's mission if not approved. The AOF/CC or AOF/DO will request approval from the 72 ABW/CC through the 72d Operations Support Squadron Commander (72 OSS/CC). For requests with less than 48-hour notice, contact AMOPS via phone (734-2191), who will obtain a verbal approval from 72 ABW/CC through the 72 OSS. The 72 OSS/CC or 72 OSS/DO will notify the requesting agency of approval/disapproval.

1.3.2. Day Quiet Hours. Day quiet hours are requested through the Airfield Manager (AFM) and approved by the 72 ABW/CC. Day quiet hours are reserved for special events to include Group/CC level or above change of command ceremonies. Two types of day quiet hours may be requested:

1.3.2.1. Modified Quiet Hours. Only full-stop landings, departures and necessary taxi operations are authorized during modified quiet hours. Aircraft are not authorized to conduct practice instrument approaches/VFR pattern work. Certain maintenance related aircraft taxi operations and engine runs may be approved by the Airfield Manager (AFM) or designated representative. Aerospace Ground Equipment (AGE) will not be operated in the immediate area of the event for which modified quiet hours have been approved.

1.3.2.2. Full Quiet Hours. Full-stop landings, departures, and practice instrument approaches are not authorized during full quiet hours. Certain aircraft taxi and engine runs may be approved by the AFM or designated representative. AGE will not be run in the immediate area of the event for which full quiet hours have been approved.

1.3.2.3. Procedures for requesting day quiet hours. Submit written request for Group/CC level or above change of command ceremonies or special events to the AFM or designated representative at least 10 working days before the event. Include in the request the type and purpose of event, location of event, date/time of event, amount of time requested (limit time to a minimum), highest rank in attendance, point of contact (POC), organization and phone number.

1.3.2.3.1. Only the requesting unit may delay the start of, terminate early, or cancel previously scheduled quiet hours. This may be accomplished at any time by calling AMOPS.

1.4. Runway Descriptions. Tinker airfield has two runways (**Attachment 3**). The primary instrument Runway 18/36 is 11,100ft long and 200ft wide and the secondary Runway 13/31 is 10,000ft long and 200ft wide. Both Runway 18/36 and Runway 13/31 have 1,000ft long and 200ft wide non-load bearing overruns. Additional runway information is contained in the IFR Enroute Supplement and Instrument Approach Procedures.

1.5. Local Frequencies. Commonly used Tinker AFB frequencies are listed in **Attachment 2**.

1.6. Airfield Lighting. See IFR Supplement for available instrument approach lighting systems. Lighting will be operated IAW Federal Aviation Administration Order (FAAO) Job Order (JO) 7110.65, *Air Traffic Control*, except:

1.6.1. The high intensity runway lights (HIRL) on Runway 18/36 and Runway 13/31 are controlled by ATC. The alternate control is located in Building 240 with AMOPS.

1.6.1.1. When visibility deteriorates to, or is forecast to deteriorate to two miles or less within three hours, runway-in-use lights will be set IAW FAAO JO 7110.65.

1.6.1.2. Runway edge lights for the active runway will be set, as a minimum, to Step 1 between sunset and sunrise. All other settings will be IAW FAAO JO 7110.65.

1.6.1.3. Airfield lights may be turned off to save energy during extensive periods of low flying or non-usage according IAW FAAO JO 7110.65.

1.6.2. In the event ATCT is evacuated, runway lights will be placed on the appropriate step for existing weather and all taxiway lights will be turned on. When ATCT is unmanned or when the ATCT touch screen is inoperative, AMOPS will operate airfield lighting from the AMOPS touch screen panel IAW instructions from ATCT personnel.

1.6.3. When airfield approach lighting is inoperative or obscured due to snow drifts or other natural weather phenomenon, the no-approach light minima published in the FLIPs are in effect and a NOTAM will be published. ATC will advise inbound/outbound aircraft via the Automatic Terminal Information Service (ATIS).

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

1.7.1. Preventative Maintenance Inspections.

1.7.1.1. Air Force Flight Standards Agency (AFFSA) Regionalized Maintenance Center (RMC) is responsible for conducting routine maintenance and an annual Preventative Maintenance Inspection (PMI) on the navigational aids (NAVAIDS) on Tinker.

1.7.1.2. RAWS conducts PMI and maintenance on all ground to air communications to include associated equipment and weather systems on Tinker. Contact RAWS (734-5630) for a detailed schedule.

1.7.2. RMC will coordinate NAVAID down times IAW current MOA. NAVAIDs will not be released for scheduled maintenance unless ceiling is greater than or equal to 3000’ AGL and visibility is greater than or equal to 5SM. No-NOTAM preventative maintenance is not conducted at Tinker AFB.

1.7.3. Subsequent to system failure, applicable agencies will restore ATCALS components within maintenance response times as stated in the RAWS Maintenance Support Operations Letter.

1.7.4. All air traffic control and landing systems (ATCALS) equipment and NAVAIDS have generator backup power with auto-start capability.

1.8. Instrument Landing System (ILS) Critical Areas and Precision Obstacle Free Zones (POFZs). **Attachment 8** depicts ILS critical areas and POFZs. These areas are part of the Controlled Movement Area (CMA). Any personnel and/or equipment in these areas may seriously degrade ILS performance and/or interfere with aircraft flying precision approaches. The Runway 18/36 GS critical areas and/or POFZs are marked by an instrument hold line painted on the pavement and instrument hold signs or warning signs. ATCT will protect these areas IAW AFMAN 13-204 V3, *Air Traffic Control*.

1.8.1. Runway 18/36 and Runway 13/31 Localizer Critical Areas. All aircraft and vehicle operations in these critical areas will be restricted when the reported ceiling is less than 800’ or visibility is less than two miles. Warning signs identify Runway 13 localizer critical area at the maintenance road. Approval from Ground Control is required to proceed beyond the warning signs, IAW TAFBI 13-213, *Airfield Driving*.

1.8.2. Runway 18/36 GS Critical Areas.

1.8.2.1. When the reported ceiling is below 800’ and/or visibility is less than 2 miles, but at or above 200’ and/or visibility at or above 1/2 mile (RVR 2,400), restrict all aircraft larger than fighter type size. Do not permit these aircraft to taxi beyond the instrument hold line when an aircraft executing an ILS approach is inside the final approach fix.

1.8.2.2. When the reported ceiling is less than 200’ and/or visibility is less than 1/2 mile (RVR 2,400’), restrict all aircraft and vehicle operations. Vehicles will not be allowed to traverse these critical areas without contacting the ATCT IAW TAFBI 13-213. See **Attachment 8** for a depiction of the glide slope critical areas.

1.8.2.3. Runway 18 GS signal is not protected from possible reflective interference caused by vehicle traffic on Industrial Blvd. A permanent waiver has been granted by HQ AFMC.

1.8.3. Runway 18/36 POFZs.

1.8.3.1. POFZs require protection when the reported ceiling is less than 800’ or visibility less than two miles from the time an approach aircraft is within 2 NM of the landing threshold until the approach aircraft passes the hold line. See **Attachment 8** for a depiction of the POFZs.

1.8.3.2. In the event that taxiing/parked aircraft or vehicles are not clear of the POFZ, controllers are to provide traffic advisories only to the arriving aircraft regarding the position of the offending aircraft/vehicles.

1.8.3.3. The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ.

1.9. Weather Dissemination and Coordination Procedures. ATCT and AMOPS disseminate and coordinate weather information (hazardous/severe weather, lightning, etc.) IAW TAFBI 15-101, *Weather Support Document*, and approved local directives.

1.10. Bird/Wildlife Control. Local Bird Aircraft Strike Hazard (BASH) program guidelines and Bird Watch Conditions (BWC) are outlined in TAFB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard Plan*. Tinker AFB bird watch conditions are published in Area Planning (AP1).

1.11. Transient Alert Services. For a list of current Transient Alert services and Jet Aircraft Starting Unit equipment, refer to IFR Supplement and Area Planning (AP1). Operating hours are from 0800-2330L. Transient Alert provides follow-me services and has limited fleet services available (lavatory and water only). Transient services for B-52, B-1, C-5, C-17, C-130, KC-10, KC-46, and KC-135 are extremely limited. Transient aircraft if able should retain deployed chutes to parking. Hangar space for transient aircraft is extremely limited.

1.12. Airfield Operations Board (AOB). The Tinker AFB AOB provides a forum for discussing, updating and tracking various activities in support of the Tinker flying mission. The AOB will convene at least once per quarter in compliance with AFMAN 13-204 V1, *Management of Airfield Operations*.

1.12.1. AOB Responsibilities.

1.12.1.1. The AOB is chaired by the 72 ABW Commander or Vice Commander. The AOB chairperson appoints AOB membership. See **Attachment 23** for AOB membership.

1.12.1.2. The Airfield Operations Flight Commander (AOF/CC) schedules AOB meetings, prepares the agenda and records the minutes. The agenda will normally be distributed to board membership at least two weeks prior to the AOB. Minutes will be distributed within 20 workdays from the time the AOB convenes, to all board members and the commanders of represented base agencies, to command levels, MAJCOM, and the Air Force Representative (AFREP) of the servicing FAA region. Meeting minutes are approved for release by the 72 ABW/CC.

1.12.2. AOB Agenda Items. Items are reviewed quarterly unless noted otherwise. The AOB agenda will include the following discussion items:

1.12.2.1. Airspace (terminal, en route, and special use airspace).

1.12.2.2. ATC/Flying Procedures (new, revised, rescinded, and seldom used).

1.12.2.3. Military and FAA concerns.

1.12.2.4. Airfield Operations Flight (AOF Staff, AMOPS, and ATCT) Staffing.

1.12.2.5. Air Traffic Control and Landing Systems (flight inspection schedule, ATCALS equipment findings, status, upgrades, etc).

1.12.2.6. Airfield Environment (airfield activities, construction projects, number and status of permanent/temporary airfield waivers, and the status of deteriorating airfield/runway conditions).

1.12.2.7. Airfield Operations Certification Inspection (AOCI) Open Items.

1.12.2.8. Status of Airfield Driving Training Program (units visited and results of inspection, units scheduled for the upcoming quarter, number of spot-checks performed and results, and changes or findings with accomplished airfield driver training).

1.12.2.9. Runway Incursions/Controlled Movement Area Violations (CMAVs).

1.12.2.10. Hazardous Air Traffic Reports (HATRs).

1.12.2.11. Local Operating Procedure (LOP) Review. Reviewed annually at the 1st quarter AOB or as required.

1.12.2.12. Terminal Instrument Procedures (TERPS). Reviewed annually at the 3rd quarter AOB or as required.

1.12.2.13. Air Installation Compatible Use Zone (AICUZ). Optional annual review or as required.

1.12.2.14. Results of Annual Self-Inspection. Reviewed annually at the 1st quarter AOB or as required.

1.12.2.15. Special Interest Items. Reviewed annually at the 2nd quarter AOB or as required.

1.12.2.16. Results of Annual Airfield Certification/Safety Inspection. Reviewed annually at the 4th quarter AOB or at the AOB immediately following the inspection.

1.12.2.17. Aircraft parking plan. Reviewed annually at the 3rd quarter AOB or as required.

1.12.2.18. Status of existing airfield waivers with emphasis on temporary waivers and associated correction plans. Reviewed annually at the 2nd quarter AOB or as required.

1.13. Recreational Activities on Airfield. Official functions, social and morale events, and any recreational or exercise activities on the airfield are prohibited without specific permission from the Airfield Manager (AFM) (734-2191) and 72 SFS (734-3737). Submit a written request to the AFM or designated representative at least 7 working days before the activity.

1.14. Not Applicable Items. The following items are not applicable at Tinker AFB: Arresting Gear Procedures, Emergency Aircraft Arresting System Procedures, Aero Club Operations, and Night Vision Device (NVD) Procedures.

Chapter 2

AIR TRAFFIC CONTROL

2.1. Runway Selection Procedures. ATCT will determine the runway-in-use. ATCT must coordinate with OKC Approach Control prior to all runway changes. Runway 18/36 is designated the primary runway due to the predominant local winds, its instrument approaches and length. Runway 18/36 is designated as the calm wind runway (wind velocity less than 5 knots), but Runway 13/31 may be selected for an operational advantage or when winds are more directly aligned.

2.1.1. Selecting Runway In Use. ATCT will select the runway-in-use based on the following:

2.1.1.1. Runway most directly aligned into the wind as specified in FAAO JO 7110.65.

2.1.1.2. When the wind is less than 10 knots, ATCT will consider direction of air traffic flow in OKC Approach Control airspace and the runway that allows the lowest takeoff/landing minima to determine runway-in-use.

2.1.2. Runway Change. ATCT will notify OKC Approach Control, AMOPS, and the Base Weather Flight (72 OSS/OSW) for all runway-in-use changes. AMOPS will notify the Fire Department and Command Post (552 ACW/CP).

2.1.3. Wind Sensors. Wind information will be obtained from the sensor closest to the threshold of the runway-in-use. When the wind sensor closest to the threshold of the runway in use cannot be used because of equipment outage, etc., ATCT will include the runway number of the wind sensor used when issuing wind direction and speed. Example: "RUNWAY 31 WIND ESTIMATED THREE SIX ZERO AT SEVEN."

2.2. Intersection Departures. Runway distance remaining from connecting taxiways is shown in **Attachment 3**. ATCT shall provide distance remaining information for intersection departures to all transient aircraft and upon request to based assigned aircraft.

2.3. Non-Radar Departure Restrictions. Unless otherwise directed by ATC, departures are restricted as follows:

2.3.1. Runway 36 Departure. When departing Tinker, will be flown IAW published departure procedures (DoD Low Altitude FLIP) or as directed by ATC.

2.3.2. Runway 31 Departure. When departing Tinker, will be flown IAW published departure procedures (DoD Low Altitude FLIP) or as directed by ATC.

2.4. VFR Traffic Patterns.

2.4.1. Directions of Traffic:

2.4.1.1. Runways 18 and 31, left-hand traffic.

2.4.1.2. Runways 13 and 36, right-hand traffic.

2.4.1.3. For nonstandard traffic, the aircrew must obtain approval from ATCT.

2.4.2. Rectangular Pattern. Enter and fly downwind at 3,000’ MSL until turning base leg (**Attachment 16**). When Runway 18/36 is in use, avoid overflying Soldier Creek School when school is in session (defined for purposes of this instruction from 0700L-1700L M-F, beginning of August until the end of May) located 1.5 miles north of the airfield at the corner of SE 15th and Douglas Blvd. Rectangular patterns are prohibited when cloud ceilings are lower than 2,200’ AGL (3,500’ MSL) or visibility is less than three miles or if aircraft are not visible from the ATCT in the entire pattern.

2.4.3. Overhead Pattern. Available on request with OKC Approach Control or ATCT.

2.4.3.1. Standard Overhead. If approved, enter initial at 3,500’ MSL. Maintain 3,500’ MSL until base turn, then descend as appropriate. Standard Overhead patterns are prohibited when cloud ceilings are lower than 2,700’ AGL (4,000’ MSL) or visibility is less than three miles.

2.4.3.2. High Overhead. If approved, enter initial at 4,000’ MSL. Maintain 4,000’ MSL until base turn, then descend as appropriate. High Overhead patterns are prohibited when cloud ceilings are lower than 3,200’ AGL (4,500’ MSL) or visibility is less than three miles.

2.4.4. Closed Traffic Patterns. Closed traffic pattern altitude for all aircraft (including transient fighter/trainer aircraft) is 3,000’ MSL unless otherwise instructed by ATCT.

2.4.5. Go-Around Procedures, Aircraft on the Runway. These procedures apply unless otherwise instructed by ATC.

2.4.5.1. Aircraft instructed to go-around while on approach to Runway 18/36 shall maintain a ground track to the east of the runway at or above 500’ AGL. Do not overfly aircraft on the runway.

2.4.5.2. Aircraft instructed to go-around while on approach to Runway 13/31 shall maintain a ground track to the north of the runway at or above 500’ AGL. Do not overfly aircraft on the runway.

2.4.6. Breakout Procedures. Unless otherwise instructed, fly runway heading, maintain 3,000’ MSL.

2.4.7. Opposite Direction Procedures. Opposite direction operations will not routinely be authorized and will only be conducted when special mission requirements dictate. Pilots must make their request with ATCT as soon as possible to allow for coordination. Priority will be given to aircraft using the active runway.

2.4.7.1. Opposite direction departures will not be approved when an arrival is within 10 flying miles of the airport.

2.4.7.2. Opposite direction arrivals will not be approved when an arrival to the active runway is within 10 flying miles of the airport.

2.4.7.3. Opposite direction arrival communications and control will be transferred to ATCT no less than seven flying miles from the runway.

2.4.7.4. Aircraft in the VFR pattern will be held at downwind or restricted from turning base until the opposite direction departure is airborne and turned to ensure conflict resolution or a preceding opposite direction arrival aircraft has landed. All coordination must include the phrase "OPPOSITE DIRECTION DEPARTURE OR ARRIVAL (as appropriate), RUNWAY (number)."

2.4.8. Unusual Aircraft Maneuvers. Within the Tinker Class "C" Surface Area, unusual aircraft maneuvers are those not essential to the performance of the flight. Unusual maneuvers may only be executed with prior approval from the AOF/CC.

2.4.9. VFR Local Flying. The Tinker / Will Rogers Class "C" Airspace (**Attachment 19**) is divided into an inner and outer core. The inner core extends from the surface, up to and including 5,300' MSL within a 5-mile radius from the center of Tinker Air Force Base. The outer core extends from 2,500' MSL up to and including 5,300' MSL within a 10-mile radius from the center of Tinker Air Force Base. Tinker ATCT may use the airspace from the surface up to and including 3,000' MSL within the later boundaries depicted in **Attachment 19**. However, local training is accomplished utilizing VR-1113, VR-1116, VR-1175 and the Rivers Military Operations Area. These training areas are depicted in **Attachment 21**.

2.5. VFR Straight-In Approaches. With ATCT approval, straight-in approaches may be made to any runway.

2.6. Circling Approaches to Runway 13/31. Circling approach ground tracks are shown in **Attachment 17**.

2.6.1. Practice circling approaches are limited to base assigned and transient military aircraft only.

2.6.2. Runway 18 Approach Circle to Runway 13. Category E aircraft are not authorized to circle southwest of the airfield. Category E aircraft must execute a right turn off final approach to enter a left base to Runway 13. Other aircraft categories can execute the same procedure or make an approach to Runway 18, circle southwest for a right base to Runway 13.

2.6.3. Runway 18 Approach Circle to Runway 31. Aircraft may execute a left turn prior to Runway 18 approach end to enter a right base to Runway 31, or proceed down the runway to enter a left base to Runway 31.

2.6.4. Runway 36 Approach Circle to Runway 13. Category E aircraft will circle northwest of the airfield for a left base to Runway 13. All other aircraft will circle southwest of the airfield for a right base to Runway 13.

2.6.5. Runway 36 Approach Circle to Runway 31. Aircraft will circle southeast of airfield for a left base to Runway 31.

2.6.6. Reference **paragraph 2.10.1** for circling approaches to Runway 18.

2.7. Runway 13 Localizer (LOC) Approach. The Runway 13 LOC approach descends directly through a busy VFR corridor (surface -3,000' MSL). The approach was created to provide an instrument approach capability during IFR weather conditions when the Runway 18 ILS is unavailable due to crosswind conditions. The Runway 13 LOC approach will only be used when the Runway 18 ILS is unavailable due to crosswind conditions, an emergency condition exists, or to meet mission requirements. Pilots must exercise extreme vigilance when flying an instrument approach during marginal VFR conditions due to the possible presence of VFR aircraft.

2.8. Successive/Missed Approaches.

2.8.1. When a missed approach must be executed, during instrument meteorological conditions (IMC) or visual meteorological conditions (VMC), follow published or ATC missed approach procedures.

2.8.2. Local unit aircraft may be issued "Execute East Missed" as climb-out instructions for successive instrument approaches. Pilots given "Execute East Missed" will turn to heading 080 degrees, climb and maintain 3,000' MSL. Transient pilots will be read full climb-out instructions.

2.9. Radar Services. Radar traffic patterns, radar vectors to initial and ASR (surveillance approach) services are provided by OKC Approach Control.

2.10. Noise Abatement. To minimize noise pollution for the Tinker work-force and communities surrounding the airfield, the following procedures and restrictions apply:

2.10.1. Circling approaches to Runway 18 are prohibited.

2.10.2. Pilots will avoid overflying Soldier Creek School when school is in session (defined for purposes of this instruction from 0700L-1700L M-F, beginning of August until the end of May) located 1.5 miles north of the airfield at the corner of Southeast 15th Street and Douglas Boulevard.

2.10.3. Pilots executing VFR straight-in approaches to Runway 13 or 18 will not descend below 2,000' MSL until within two miles of the runway.

2.10.4. Use of afterburner in Tinker Surface Area is prohibited except in emergencies, initial takeoffs, or as required by aircraft technical orders.

2.10.5. Unless directed otherwise by ATC, when remaining within Runway 36 closed traffic or Runway 36 radar traffic pattern, climb runway heading to 2,500' MSL and past the airfield boundary prior to executing turns.

2.10.6. Maintenance engine runs are restricted between 2300L and 0600L daily. Pattern transition work is restricted between 0200L and 0600L daily (see 1.3.1).

2.11. Standard Climb-Out Instructions. Unless otherwise instructed by OKC Approach Control or an operational advantage would be gained, departures shall be assigned:

2.11.1. RUNWAY 36: Runway heading; climb and maintain 3,000'.

2.11.2. RUNWAY 31: Heading 010; climb and maintain 3,000'.

2.11.3. RUNWAY 18: Runway heading; climb and maintain 3,000'.

2.11.4. RUNWAY 13: Runway heading; climb and maintain 3,000'.

2.12. Civil Aircraft Operations. Practice instrument or visual approaches by civil aircraft are not authorized.

2.13. Helicopter Operations.

2.13.1. Helicopters will not overfly aircraft ramp restricted areas at less than 500' above ground level (AGL).

2.13.2. To the max extent possible, helicopters will land on Runway 13/31 or Runway 18/36. Helicopters landing at locations other than the movement area (runways and taxiways) require 72 ABW/CC or designated representative approval.

2.14. Single Frequency Pattern. Locally assigned aircraft operating in the local Tinker VFR pattern shall use VHF ATCT frequency 124.45; however, when a UHF-only equipped aircraft are in the pattern (i.e., F-16), all aircraft should monitor UHF ATCT frequency, 251.05 as an aid to situational awareness unless a higher priority exists.

2.15. Supervisor of Flying (SOF) Procedures.

2.15.1. All units with a designated SOF program must obtain approval from ATCT before using ATC frequencies.

2.15.2. SOF will only request use of ATC frequencies when an emergency situation warrants. Instructions of non-technical nature may be relayed through the ATC agency.

2.15.3. SOF will direct all requests pertaining to ATC flight/ground operations to the ATCT Watch Supervisor/Senior Controller (WS/SC).

2.16. Reduced Same Runway Separation (RSRS). The following RSRS standards (**Tables 2.1 and 2.2**) may be applied at Tinker AFB to all AFMC assigned aircraft and aircraft assigned to ACC, AETC, AMC, AFRC, ANG, AFSOC, USAFE, and PACAF.

2.16.1. Conditions for application of RSRS standards.

2.16.1.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks (distance markers, taxiways, etc.) for daytime and nighttime.

2.16.1.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, apply appropriate separation standard published in FAAO JO 7110.65.

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

2.16.1.4. Aircraft will not overfly aircraft on the runway. For fighter-type aircraft only – A low-approach following a full stop shall use the alternate side of the runway and be 500' vertically separated when passing the aircraft on landing roll. Responsibility for separation rests with the pilot.

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

2.16.1.6. “Same fighter/trainer-type” means same airframe, (i.e., F-15 behind F-15, T-38 behind T38/AT38, etc.).

2.16.1.7. “Dissimilar fighter/trainer-type” means not the same airframe (i.e., F-15 behind F-16, T-6 behind T-38, etc).

2.16.1.8. Non-heavy, tactical airlift-type means C-130, C-12, B-737, etc.

2.16.2. Non-applicability of RSRS. RSRS separations do not apply:

2.16.2.1. To any situation involving an emergency aircraft.

2.16.2.2. To civil aircraft.

2.16.2.3. To air evacuation aircraft.

2.16.2.4. To a touch-and-go behind full stop.

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

2.16.2.6. To any situation involving aircraft “cleared for the option” or “cleared stop and go”.

2.16.2.7. When RSC is reported as wet, ice or snow.

2.16.2.8. When RCR is less than 12 or braking action reports of less than “Fair” are reported.

2.16.3. IAW FAAO JO 7110.65, controllers control formation flights as a single aircraft and do not apply RSRS standards between aircraft within the same formation. Separation between aircraft within the formation is the responsibility of the flight leader and pilots of the other aircraft in the flight.

Table 2.1. Daytime RSRS Standards.

PAIRINGS	**FS Behind TG**	**FS Behind LA**	**LA Behind LA**	**FS Behind FS**	**LA Behind FS**	**TG Behind TG**	**TG Behind LA**
Same Fighter/Trainer-Type	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Dissimilar Fighter/Trainer-Type	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Same Non-Heavy, Tactical Airlift Type (i.e. C-130’s)	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Same-Type Aircraft Formations	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Same Type Heavy, FS Only	*	*	*	8,000	*	*	*

Table 2.2. Nighttime RSR Standards (after civil twilight).

PAIRINGS	FS Behind TG	FS Behind LA	LA Behind LA	FS Behind FS	LA Behind FS	TG Behind TG	TG Behind LA
Same Fighter/Trainer-Type	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Dissimilar Fighter/Trainer-Type	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Same Non-Heavy, Tactical Airlift Type (i.e. C-130's)	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Same-Type Aircraft Formations	6,000	6,000	6,000	6,000	6,000	6,000	6,000
Same Type Heavy, FS Only	*	*	*	8,000	*	*	*
NOTE: Standard FAAO JO 7110.65 separation shall be applied.							

2.17. Light Gun Signals. If loss of communication occurs ATCT will use standard light gun signals as depicted in **Attachment 22**.

2.18. Automatic Terminal Information Service (ATIS) Procedures. The ATIS will be updated between 0500L and 2300L and whenever flying operations are proposed or in progress.

2.18.1. ATIS broadcast will be in accordance with FAAO JO 7110.65. During periods of rapidly changing weather conditions, a blanket ATIS message may be made, at the discretion of the WS/SC, stating: "TINKER AIR FORCE BASE INFORMATION (ATIS Code), DUE TO RAPIDLY CHANGING WEATHER CONDITIONS CONTACT TINKER ATCT FOR CURRENT WEATHER AND AIRFIELD CONDITIONS." If the ATIS is inoperative, Ground Control will relay ATIS information.

2.18.2. The ATIS can be monitored by telephone at DSN 884-5152 or Commercial (405) 734-5152.

2.19. Local Aircraft Priorities. ATCT will provide priority ATC service to aircraft in accordance with FAAO JO 7110.65, and the following local priorities:

2.19.1. Aircraft in distress.

2.19.2. Real World alert missions.

2.19.2.1. SCW-1.

2.19.2.2. 507 ARW.

2.19.2.3. 552 ACW.

2.19.3. Aeromedical Evacuation (EVAC) aircraft requesting priority.

2.19.4. Exercise alert aircraft.

2.19.5. Distinguished Visitor (DV) Code 6 or higher.

2.19.6. IFR departures/full stop arrivals.

2.19.7. VFR departures /full stop arrivals.

2.19.8. Base assigned practice approaches.

2.19.9. Transient practice approaches.

2.19.10. Opposite direction operations.

2.20. Air Traffic Control Inbound Coordination. ATCT receives aircraft inbound notification via automated means on the certified ATCT radar display or verbal coordination IAW Letter of Agreement with Oklahoma City ATCT (TRACON), IFR Coordination and Operating Procedures.

2.21. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) Operations. MARSA operations are not authorized at Tinker AFB. Aircraft requesting arrival or departure with other flights will request "Non-Standard formation" arrival/departure with call sign(s) of participating aircraft with intentions. ATC facilities do not invoke or deny MARSA.

2.22. Tactical Departure/Arrival Procedures. All tactical arrival/departure procedures will be implemented IAW Tinker AFB Tactical Arrivals and Procedures LOA.

2.22.1. The 552 ACW, 507 ARW, and Navy SCW-1 are authorized to conduct tactical arrivals and departures. Transient aircraft are not permitted to conduct tactical procedures.

2.22.2. Aircrews will fly tactical procedures only in Visual Meteorological Conditions (VMC) under Visual Flight Rules (VFR) operations.

2.22.3. Procedures:

2.22.3.1. Spiral Up Departure: This maneuver will consist of a continuous 360 degree turn to the east of TAFB to 10,000' MSL or other altitude as directed by TRACON. For runways 18/13, the maneuver will commence at 400' AGL with a climbing left turn. For runways 36/31, the aircraft will commence a climbing right turn at 400' AGL. When the aircraft reaches 10,000' or assigned altitude, proceed on course or assigned vector.

2.22.3.2. Spiral Down Arrival: The maneuver will be initiated from a point over the Tinker Class "C" east of RUNWAY 18/36 from an altitude of 10,000' MSL or as directed by TRACON. The aircraft will perform a continuous descending turn to set up for landing to the runway in use.

Chapter 3

TAXING, TOWING, AND PARKING AIRCRAFT

3.1. Responsibilities.

3.1.1. The 507 ARW Commander is delegated responsibility for assigned aircraft parking on the 507 ARW Ramp and Romeo Ramp spots 1 and 2.

3.1.2. The 76th Aircraft Maintenance Group (76 AMXG) has been delegated responsibility for aircraft parking on the 76 AMXG RAMP, KC-46 (Pegasus) Ramp, and West Ramp. **NOTE:** AFM has the authority to relocate ALC aircraft parked on the West Ramp and Romeo Ramp during contingency operations.

3.1.3. The 76 AMXG is responsible for ensuring AGE is in compliance with UFC 3-260-01, *Airfield and Heliport Planning and Design*. AGE will not be located in close proximity to aircraft for more than 3 hours before maintenance commences and 3 hours after maintenance is complete.

3.1.4. The 552 ACW Commander is delegated responsibility for assigned aircraft parking on the ACW North Ramp (Birdcage), Echo Ramp and apron west of Building 230.

3.1.5. The SCW-1 Commander is delegated responsibility for assigned aircraft parking on the Navy Ramp and Romeo Ramp spots 3 and 4.

3.1.6. The AFM or designated representative, is responsible for all other aircraft parking areas. Transient and restricted parking locations must be coordinated no later than one hour prior to an aircraft arrival or aircraft repositioning. **NOTE:** All transient aircraft parking in restricted areas must be approved by AFM and owning unit. All transient and base assigned aircraft will be parked on marked parking locations unless approved by AFM.

3.1.7. Each responsible agency will follow internal procedures to manage the utilization of its parking spaces.

3.1.8. Each responsible agency will ensure all aircraft taxiing into or out of restricted areas are pre-coordinated with Security Forces.

3.2. Aircraft Parking Plans. Aircraft parking plans are outlined in **Attachments 9-15**. Any parking space may be used by other aircraft through mutual agreement with owning agency and AFM. Tables 3.1, 3.2 and 3.3 specify maximum aircraft wingspan and length for aircraft parking spots on the MAC Ramp, TMF and Transient Ramp.

Table 3.1. Maximum Aircraft Size for MAC Ramp Parking Spots.

Parking Spots	Maximum Wingspan	Maximum Length
1, 2,*5	C-5 (223') or smaller	248'
3,4	C-17 (170') or smaller	174'
NOTE: With AFM approval, AMXG may use MAC 5 for KC-135 post dock maintenance. If spot 5 is required for transient/cargo aircraft, 76 AMXG will vacate the spot without delay.		

Table 3.2. Maximum Aircraft Size for TMF Ramp Parking Spots.

Parking Spots	Maximum Wingspan	Maximum Length
*F-1	C-5 (223') or smaller	248'
*F-2	C-5 (223') or smaller	248'
NOTE: Two C-5 aircraft cannot be parked on F-1 and F-2 at the same time. A C-5 and a C-17 or smaller aircraft can be parked simultaneously on spots F-1 and F-2.		

Table 3.3. Maximum Aircraft Size for Transient Ramp Parking Spots.

Parking Spots	Maximum Wingspan	Maximum Length
Grass Row (5)	50 ft	63 ft
240 Large (5)	70 ft	54 ft
240 Small (3)	34 ft	50 ft
Red Carpet	74 ft w/vehicles in place 75-94 ft w/vehicles moved >94 ft must offset taxiline	**NOTE:** TA personnel are responsible for keeping landing gear off the non-load bearing Red Carpet.

3.3. Standard Taxi/Tow Routes to Trim Pads. Aircraft or vehicles requiring access to the Trim Pads will follow procedures IAW TAFBI 13-213, and the procedures outlined in this publication.

3.3.1. From the east side of Runway 18/36 to the engine run pads (J-1, J-2, and J-3) in the center of the airdrome, the standard route is via Twy C.

3.3.2. From the transient aircraft area, the standard route is via Twy G and C.

3.3.3. From the 552 ACW north Ramp and the MAC Ramp, the standard route is via Twy K and C. ATC approval to enter Runway 13/31 is required.

3.3.4. From the 507 ARW Ramp, the standard route is via Twy H and C. ATC approval to cross Runway 13/31 is required.

3.3.5. From the Romeo Ramp and Navy Ramp, the standard route is via Twy G and C. ATC approval to cross Runway 13/31 is required.

3.3.6. Return to unit areas are via reverse routes after obtaining ATC approval.

3.3.7. Deviations may be authorized by ATC.

3.4. Taxiing from Confined Areas. In the event an aircraft is parked in a confined area and cannot be taxied safely, the owning unit will ensure aircraft is towed to a location free of obstructions. **NOTE:** Attachment 5 identifies areas that are not visible from the ATCT (for aircraft towing procedures, see **paragraph 3.8**).

3.5. General Taxi Procedures. Refer to **Attachment 3** for taxiway surface widths.

3.5.1. Radio contact with Ground Control must be established prior to starting engines. Advise Ground Control as early as possible of critical/controlled departure times. **CAUTION**: Do not start aircraft engines if a fuel truck is within 50' of the aircraft.

3.5.2. Clearance to taxi must be obtained from Ground Control before leaving parking space. **CAUTION:** Some areas on the ALC, Echo, Munitions Ramps, and Pegasus Ramp are not visible from the ATCT.

3.5.3. When requesting clearance to taxi, pilots will inform Ground Control of received ATIS code.

3.5.4. Taxi Routes. Taxi routes will be directed by ATC.

3.5.5. B-52 will use Twy B, C (between Building 3102 and the trim pad), D, E, EE, F and G. Do not use Twy A, C (between trim pad and Runway 13/31), J, H, K or M. Be aware if B-52 is taxied onto Twy C, W of Twy G, there will not be room to turn around. B-52 aircraft landing Runway 31 must make 180 degree turn on runway and back taxi to Twy G. B-52 aircraft departing Runway 13 must back taxi on runway and make 180 degree turn on runway at approach end for departure. The approach ends of Runway 13/31 are slightly bulged to help accommodate B-52 aircraft 180 degree turns on runway.

3.5.6. To prevent premature concrete and asphalt deterioration, runways will not be used for routine taxi purposes unless mission requirements dictate otherwise.

3.5.7. Marshallers and wing walkers must be used anytime aircraft are taxied within 25' of an obstruction. When encountering possible hazards to taxi operations, pilots will hold until ground assistance is available and it is safe to continue, or shut down engines and have aircraft towed to the proper parking area.

3.5.8. Taxiing aircraft will yield the right of way to emergency vehicles.

3.5.9. B-1 Arrival/Departure Taxi Routes:

3.5.9.1. B-1 departure taxi route to Runway 18/36 is via Twy D, back taxi on the runway, and execute 180 turn. Pilot will hold short of Runway 18/36 until request for back taxi is approved by ATC. Arrivals will execute 180 on runway and proceed to Twy D.

3.5.9.2. B-1 departure taxi route to Runway 13/31 is via Twy D to Twy G, back taxi on runway, and execute 180 turn. Pilot will hold short of Runway 13/31 until request for back taxi is approved by ATC. Arrivals will execute 180 on runway and proceed to Twy G and Twy D.

3.5.9.3. During back taxi operations, pilot will exit the runway as instructed by ATC or upon B-1 pilot request.

3.5.9.4. B-1 requiring radius swing checks will taxi to MAC Ramp via Twy B. Prior coordination with AMOPS is required and MAC Ramp spots 3, 4, and 5 must be vacant.

3.5.10. Twy M is non-standard due to 50ft keel width, which may prevent certain airframes from using the taxiway.

3.5.11. Twy B between Twy H and Twy G will be closed to aircraft operations whenever open flames are being used at the Fire Training facility.

3.5.12. Twy A on east side of Runway 18/36 and the entry to the old compass rose from Twy H are permanently closed to aircraft taxiing operations. Both may be used for aircraft tows.

3.5.13. Due to non-load bearing pavement on the southwest corner of Twy H and Twy B intersection, heavy aircraft are prohibited from turning south onto Twy H while taxiing east on Twy B and prohibited from turning west onto Twy B while taxiing north on Twy H.

3.5.14. Simultaneous aircraft operations on Twy E and Twy EE between Twy G and Rwy 18/36 are prohibited. Any aircraft on Twy E or Twy EE restricts the use of the opposite taxiway.

3.6. Runway Restrictions.

3.6.1. To prevent accelerated deterioration of runway pavements, hover landings by turbojet powered aircraft (AV-8) are not permitted.

3.6.2. Heavy aircraft will only make 180 degree turns on the first/last 1,000’ of Runway 18/36 and Runway 13/31, except when operationally required.

3.7. Large Aircraft Operations. The unique size and characteristics of C-5, C-17, , E-4, KC-10, and other very large aircraft require special handling procedures to avoid damaging aircraft, airdrome facilities, vehicles, or injuring personnel. Tow capability is limited, or in some cases non-existent, and airdrome capability can be compromised if taxi routing errors occur.

3.8. Towing Operations.

3.8.1. Prior to dispatching a tow team, appropriate Maintenance Control Center or the tow supervisor will ensure tow maintenance crew is airfield driver certified IAW TAFBI 13-213.

3.8.2. The 507th Ramp may tow within their respective ramps to include bldgs. 1030, 1053, 1082 without coordination with AMOPS or ATC. Tow Crews must monitor Ramp Net but do not need to establish two-way communications. The tow supervisor will ensure taxiing aircraft are not impeded. Tows outside of respective ramp must be coordinated with AMOPS and ATC. **NOTE:** Tows from 507th Ramp to Romeo Ramp must follow procedures in **paragraph 3.8.6**

3.8.3. The 552d Ramp may tow within their respective ramp to include bldg. 230 and Echo Ramp without coordination with AMOPS or ATC. Tow Crews must monitor Ramp Net but do not need to establish two-way communications. The tow supervisor will ensure taxiing aircraft are not impeded. Tows outside of respective ramp must be coordinated with AMOPS and ATC. **NOTE:** Tows to and from bldg. 289 and 976 must follow procedures in **paragraph 3.8.6**

3.8.4. SCW-1 Ramp may tow within their respective ramp to include bldg. 820 and 824 without coordination with AMOPS or ATC. Tow Crews must monitor Ramp Net but do not need to establish two-way communications. The tow supervisor will ensure taxiing aircraft are not impeded. Tows outside of respective ramp must be coordinated with AMOPS and ATC. **NOTE:** Tows from Navy Ramp to Romeo Ramp must follow procedures in **paragraph 3.8.6**

3.8.5. The 76 AMXG Ramp and KC-46 Pegasus Ramp may tow within their respective ramp and all hangers east of Rwy 18/36 without prior coordination with AMOPS or ATC. Tow Crews must monitor Ramp Net but do not need to establish two-way communications. The tow supervisor will ensure taxiing aircraft are not impeded. Tows outside of these ramps or tows to launch/recover aircraft from Twy Delta and Twy Foxtrot must be coordinated with AMOPS and ATC.

3.8.6. Aircraft movements on West Ramp, MAC Ramp, Romeo Ramp, Trim Pads, and all other aircraft taxi/tow movements on the airfield requires prior landline coordination with AMOPS. Aircraft tow operators will establish radio contact with Ground Control and request approval for all tow operations on the airfield prior to start of tow. The tow supervisor will ensure taxiing aircraft are not impeded. Aircraft towed in/out of restricted areas must pre-coordinate and get approval from Security Forces.

3.8.7. Aircraft tow operations between sunset and sunrise must operate aircraft position lights or be adequately lit, i.e. escorting vehicles, wing walkers with flashlights, etc.

3.9. Aircraft Engine Run Procedures.

3.9.1. Before conducting an engine run, coordinate planned engine run with AMOPS by providing the following information:

3.9.1.1. Aircraft type

3.9.1.2. Aircraft tail number

3.9.1.3. Aircraft parking spot

3.9.1.4. Type of engine run, idle power, 50% power, full power, and whether the engine run is an initial engine run.

3.9.2. Engine Run Noise Abatement. Aircraft engine runs above idle power are prohibited from 2300L – 0600L daily, except as outlined below:

3.9.2.1. The 72 ABW/CC's designated representatives (552 OG/CC, 552 MXG/CC, 507 OG/CC, 513 OG/CC, 76 AMXG, VQ3/CDO and VQ4/CDO) may waive the engine run restriction during these times if delaying the engine run would result in unacceptable mission impact. Blanket waivers will not be issued. Group Commanders may further delegate waiver authority for after-hours engine runs in writing to AMOPS. AMOPS will maintain designation letters on file.

3.9.2.2. Requests for transient aircraft engine runs above idle power between 2300L – 0600L will be forwarded through the 72 OSS/CC to the 72 ABW/CC for approval.

3.9.2.3. AMOPS will be notified of all after-hour engine runs with the following information; the approving authority, aircraft type, tail number, and location.

3.9.3. Engine Run Requirements. All aircraft engine runs will be manned and operated IAW organizational instructions. A qualified ground observer/fire guard with continuous communications to flight deck operator must be included in organizational instructions. Ground observer is responsible for engine blast area and power reduction for aircraft/vehicle movement behind aircraft.

3.9.3.1. The engine run crew will establish radio contact with Ground Control prior to engine start, giving type aircraft, tail number, and location. Radio contact will be maintained throughout the engine run and Ground Control will be advised when the engine run has been terminated.

3.9.3.2. In restricted areas, Maintenance Control or the engine run crew will notify 72d Security Forces Squadron (72 SFS) prior to engine start.

3.9.4. Maintenance Engine Run Facilities and Locations. Engine run pads J-1, J-2, and J-3 are the preferred spots for maintenance engine runs above idle power. Maintenance engine runs may be conducted on parking spot locations identified below and will be limited to as short a time as possible. The aircraft shall be positioned in normal parking configuration on marked nose gear spot. Each organization is responsible to ensure that maintenance and aircrew personnel are familiar with maintenance engine run locations and procedures. This will include jet blast effect criteria and jet engine thrust standoff requirements for airfield asphalt edge pavements contained in UFC 3-260-01. Engine run crews must ensure blast area is clear during entire engine run to prevent any FOD to aircraft, damage to other facilities, and injury to personnel. Also, ensure that a fuel truck is not within 100’ of the aircraft.

3.9.4.1. The 76 AMXG/MXDSO, 736-2500, controls all engine run spots/facilities on the 76 AMXG Ramp in accordance with current 76 AMXG directives and **Attachment 13-1**.

3.9.4.2. MAC Ramp. Engine runs on MAC Ramp spots 1-5 are limited to power settings that are required for engine start and taxi. No prolonged engine runs or maintenance on MAC Ramp. Coordination and concurrence for engine runs on MAC ramp must be obtained from AMOPS.

3.9.4.3. KC-46 Pegasus Ramp. All engine runs above idle shall be coordinated through AMOPS.

3.9.4.4. West Ramp. Engine runs on West Ramp spots 1-6 may conduct high power engine runs facing north and south. Engine runs facing north do not require blast shields. Ground observer must maintain surveillance of Taxilane Mike behind the aircraft. When taxiing aircraft or vehicles approach from either direction, the observer must signal for engine(s) to be cut back to idle power. South facing engine runs must have permanent or portable blast shields, and a ground observer to maintain surveillance behind the aircraft.

3.9.4.5. Munitions Facility (TMF) Ramp. Engine runs are limited to idle power on both TMF spots F-1 and F-2.

3.9.4.6. The 552 ACW North Ramp (Birdcage).

3.9.4.6.1. The 552 ACW may conduct E-3 maintenance engine runs above idle power to 95% power on all spots on Bravo row. Ground observer must maintain surveillance of taxilane behind aircraft and Twy B. When taxiing aircraft or vehicles approach on either the taxilane or Twy B, the observer must signal for engine(s) to be cut back to idle power.

3.9.4.6.2. E-3 engine runs on all spots on Alpha Row and Echo Ramp are limited to idle power.

3.9.4.7. Romeo Ramp.

3.9.4.7.1. Engine runs on Romeo spots R-1 through R-10 (must be east-facing) are limited to idle power. **CAUTION:** Users of aircraft on R-4 and R-5 must notify the Fire Department prior to engine start at these spots.

3.9.4.7.2. Engine runs above idle power to 95% power may run on Romeo spots R-11 and R-12 (must be east-facing); however, ground observer must maintain surveillance of taxilane behind aircraft. When taxiing aircraft or vehicles approach on the taxilane, the observer must signal engine(s) be cut back to idle power.

3.9.4.8. The 507 ARW Reserve Ramp.

3.9.4.8.1. Engine runs on 507 ARW ramp parking spots D-1, D-2, D-3, D-4, D-5, C-1, C-3 and C-4 are limited to idle power.

3.9.4.8.2. High power engine runs may be run on spots C-2 and C-5. When spot C- 5 is used the aircraft's tail will be slightly cocked in a northwest direction toward ramp entry taxiway. Ground observer must be used at all times during high power engine runs. When taxiing aircraft or vehicles approach the engine run aircraft on the taxilane, the observer must signal for engine(s) to be cut back to idle power.

3.9.4.9. Navy Tango Ramp.

3.9.4.9.1. E-6 engine runs above idle power to 75% may be run on spots T1, T2, T3, T4, T5 and T6; however, ground observers must maintain surveillance of the taxilane behind the aircraft and the perimeter road north of the ramp area outlined below. E-6 engine runs on the same above spots may be run to 95% power when portable blast shields or ground observers are used and the taxilane behind the aircraft is closed to aircraft and vehicle operations. Spot T7 is limited to idle power.

3.9.4.9.2. Two safety observers will be placed on the perimeter road to protect pedestrian and vehicular traffic from jet blast effects. The perimeter road observers must have visual and radio contact with the long cord observer at the aircraft. When vehicle or pedestrian traffic is present, the perimeter observers will notify the long cord observer to cut back engine(s) to idle power. Traffic delays on the perimeter road will not be delayed more than five minutes.

3.9.4.10. Transient Ramps. Engine runs on 240 Ramp, Grass Row, Red Carpet, and remote parking spots H-1 and H-2 are limited to idle power. Base and transient aircraft will avoid prolonged engine runs on the 240 Ramp and North Hammerhead. Aircraft using the North Hammerhead for engine runs (up to 50%) or last chance inspections will point their aircraft nose southward away from the fire station to the maximum extent possible.

3.9.4.11. The 10th Flight Test Squadron (10 FLTS), when operationally necessary and after coordination with AMOPS, may taxi aircraft for short engine runs/checks (extended runs excluded) to approach ends of Runway 18/36 (traffic permitting) facing the runway heading; midfield Runway 13/31 on concrete portion of runway; or approach ends Runway 13/31 facing the runway heading.

3.9.4.12. Trim Pad Procedures. Use of engine run power pads J-1, J-2, and J-3 (South facing only) for engine runs above idle power are preferred because they provide better safety and environmental control. Using organizations will comply with the following:

3.9.4.12.1. Schedule use of trim pad spots with AMOPS as far in advance as practical.

3.9.4.12.2. Aircraft must be towed on to spots. Aircraft will not be left on these spots longer than 12 hours. If an extended occupancy is required, using organization will coordinate with AMOPS.

3.9.4.12.3. Using organizations will provide their own portable light units, fire extinguishers and other equipment as needed. During night operations, light units will be aimed so as not to create a hazard for aircraft in flight or taxiing.

3.9.4.12.4. Using organization will ensure the area is clean and all equipment is removed when use is terminated. Report when vacating the spot(s) to AMOPS.

Chapter 4

AIRFIELD MANAGEMENT

4.1. Airfield Inspections. The purpose of airfield inspections/checks is to ensure the airfield is a safe and effective facility capable of supporting a variety of DoD flying missions. Of special interest are construction sites and pavement repair areas. These must be identified, barricaded and/or marked according to current directives. Additionally, BASH related inspections will be a special interest item during migratory season.

4.1.1. Inspections. The following agencies will conduct inspections as described below:

4.1.1.1. The 72 ABW/CE will:

4.1.1.1.1. Perform daily inspections by qualified personnel of all airfield lighting systems to include components in "hard to access" areas located off the airfield. Inspection will ensure airfield lighting systems are frangible mounted and foundations do not extend more than three inches above the finished surface or surrounding area. Report daily inspection completion and status to AMOPS.

4.1.1.1.2. When construction is in progress on the airfield, periodic inspections shall be made to ensure areas under construction do not create unmarked hazards to aircraft or vehicles. Additionally, during contract construction, all excavations or closed areas shall be inspected at the end of the contractor workday to ensure contractual safety precautions are strictly enforced. In-house work on the airfield shall be closely monitored for strict compliance with safety regulations.

4.1.1.1.3. During grass growing season, inspect the condition of the grass for mowing or killing as necessary. Spray vegetation in pavement cracks and seals as required.

4.1.1.1.4. In conjunction with AMOPS, inspect closed areas for repair/construction prior to opening.

4.1.1.1.5. Periodically conduct inspections to ensure:

4.1.1.1.5.1. All airfield signs and markings meet location and design requirements.

4.1.1.1.5.2. Airfield lighting systems, markings and signs are properly maintained.

4.1.1.1.5.3. Trees/vegetation do not penetrate any imaginary surface or clear zones.

4.1.1.1.5.4. Pavement conditions meet criteria.

4.1.1.2. The 72 OSS:

4.1.1.2.1. Qualified AM personnel shall perform a comprehensive daily airfield inspection IAW AFMAN 13-204 V2, *Airfield Management*, and internal operating procedures to include: runways, overruns, taxiways, parking aprons, markings, signs, wind cones, landing areas, airfield pavement areas, clear zone areas, and construction areas.

4.1.1.2.2. AMOPS personnel shall conduct airfield checks IAW AFMAN 13-204 V2, *Airfield Management*, and internal operating procedures to examine the primary takeoff, landing, and taxi surfaces.

4.1.1.2.2.1. In response to in-flight/ground emergencies.

4.1.1.2.2.2. In determining RSC or RCR (see **para 4.10**).

4.1.1.2.2.3. FOD checks.

4.1.1.2.2.4. BASH/Habitat Control. Refer to TAFB Plan 91-212, for reporting procedures.

4.1.1.2.2.5. Periodic inspection of construction areas to ensure they do not present a hazard to aircraft operations.

4.1.1.2.2.6. Night airfield lighting check to include intensity levels and retro reflective markings will be accomplished daily.

4.1.1.2.2.7. In conjunction with 72 ABW/CE, inspect closed areas for repair/construction prior to opening.

4.1.1.2.2.8. Other events as necessary, i.e., wide body aircraft (C-5, C-17, DC-10) arrival/departure taxi route and runway used; severe weather; unauthorized landings.

4.1.2. Other Inspections. 72 ABW Safety Office (72 ABW/SE) will periodically monitor airfield status as outlined in AFI 91-202, *The US Air Force Mishap Prevention Program*.

4.1.2.1. A joint airfield inspection comprised of representatives from AMOPS, AOF/CC, 72 ABW/SE (flight and ground), 72 ABW/CE (waivers/pavements), and 72 SFS is highly recommended. An emphasis will be on "mission impact" of affected area(s) before and after completion of any major airfield construction, changes or additions to the flying missions, or changes affecting existing aircraft parking/taxi procedures. The 72 ABW/CE Project Officer or AFM will schedule these inspections.

4.1.2.2. An annual Airfield Certification/Safety Inspection will be conducted IAW AFMAN 13-204 V2, *Airfield Management*.

4.2. CE Airfield Support. CE will provide the following airfield support:

4.2.1. Maintain an airfield maintenance team IAW AFMAN 13-204 V2, *Airfield Management*. The airfield maintenance team will monitor pavement deterioration, schedule repairs, perform required maintenance and repair activities on a first priority basis. This team will provide updates and inputs to the AMOPS on a regular basis.

4.2.2. Sweepers to maintain and sweep areas on the airfield per coordinated sweeping schedule and as directed by AMOPS.

4.2.3. Maintain vegetation growth around drainage culverts, drainage canals, NAVAID shelters, and Airfield Fence Line. Mowers during grass growing season to maintain height of grass IAW TAFB Plan 91- 212. **NOTE:** Mowers operate on the airfield daily between the months of March and October.

4.2.4. Ice control and snow removal from the airfield will be IAW TAFB Plan 32-1002, *Snow and Ice Control Plan*.

4.2.5. Establish a recurring budget and schedule for runway rubber removal and painting. Provide a copy of current budget/schedule to AFM.

4.2.6. Provide accurate runway, taxiway and ramp weight bearing restrictions.

4.2.7. Conduct inspections biannually or as directed by the AFM to assess the height of trees in/around airfield imaginary surfaces (i.e., clear zone, 50/1, etc) to ensure compliance with clearance requirements. After completion of the inspection, provide the AFM a written report of the results of the assessment.

4.2.8. Conduct runway friction testing IAW UFC 3-270-01, *Asphalt and Concrete Maintenance and Repair*, as necessary to determine need for removal of rubber deposits.

4.3. US Customs and Border Protection/Military Customs Inspectors:

4.3.1. US Customs and Border Protection (CBP) or their representatives will meet all aircraft arriving from foreign stations for a customs/agriculture inspection. AMOPS will be the only agency to notify US Customs and Border Protection and Military Customs Inspectors (MCI) of aircraft requiring customs/agriculture inspections. AMOPS will alert responding agencies at the earliest practical time and will pass changes of ETA/requirements as they become known. CBP not available on weekends or holidays without prior coordination. See Foreign Clearance Guide for Tinker AFB additional information.

4.3.2. CBP and MCI will only receive customs notifications/updates from AMOPS. Base agencies shall contact AMOPS and will not directly contact CBP or MCI.

4.3.3. Tinker units will advise AMOPS of any known foreign station arrival a minimum of 72 hours in advance (24 hours in advance for exceptions listed in FCG) of type aircraft, call sign, tail number, departure location, people on board, and estimated arrival time. Advise AMOPS of any changes or updates as soon as they are available, especially ETA changes or Space-Available passengers.

4.4. News Media Flights in Tinker Airspace. News media flights in Tinker airspace for express purpose of aerial coverage of any event must have prior approval from 72 ABW Public Affairs Office (72 ABW/PA). 72 ABW/PA will contact AFM with aircraft call sign once approval is granted.

4.5. Flight Information Publication (FLIP) Changes. Tinker AFB AFMC FLIP accounts are maintained by AMOPS. To request changes, contact AMOPS at DSN 884-2191. Additional information regarding FLIP products can be found in DoD IFR Supplement and General Planning Guide.

4.6. Flight Plans.

4.6.1. Flight Plans will be IAW FLIP General Planning and AFMAN 11-202V3, *General Flight Rules*. All aircraft departing from Tinker, including civilian aircraft, must have a flight plan on file with AMOPS prior to take-off. Aircrew may submit flight plans in person, via fax (734-2043), or e-mail (**72OSS.OSAM.FLIGHTPLANS@us.af.mil**). Original flight plans will not be accepted by telephone or radio. The Aircraft Commander is responsible for ensuring AMOPS has a signed copy of the flight plan prior to engine start.

4.6.1.1. Aircrews may file flight plans via ForeFlight. The aircraft commander is responsible for ensuring AMOPS has a copy of the flight plan on file prior to departure. Aircraft attempting to depart without a flight plan on file at AMOPS may experience a delay. **NOTE:** AMOPS cannot amend flight plans submitted by ForeFlight.

4.6.1.2. Units filing via fax/email must use the DD Form 1801, *DoD International Flight Plan*. DD Form 1801s filed for international flights must be received at AMOPS no later than two hours before proposed departure time. DD Form 1801s filed for domestic flights must be received 1 hour before proposed departure time. Units must call AMOPS at 734-2191 to confirm receipt and acceptance of the faxed/emailed flight plan(s). AMOPS will not process flight plans (except alert aircraft) until confirmation/acceptance call is received. Aircraft attempting to depart without a flight plan on file with AMOPS may experience a delay and/or armed intervention until verification has been received.

4.6.1.3. Stereo flight plans and canned flight plans may be activated either by telephone, fax, email, or in person (by pilot or SOF). Units that use canned flight plans are responsible to provide AMOPS with current canned flight plans.

4.6.1.4. Pilots requesting local transition at Tinker AFB or prior to departing outbound, can file an "East Missed" flight plan with the following format:

4.6.1.4.1. Rwy 18: "KTIK..TIK355015..KTIK"

4.6.1.4.2. Rwy 36: "KTIK..TIK175015..KTIK"

4.6.1.5. Pilots flying on flight plans faxed/emailed to AMOPS are responsible for obtaining current weather briefings and NOTAMS/airfield information.

4.6.1.6. Units will retain the original copy of all flight plans faxed, e-mailed, or activated by telephone with AMOPS IAW AFMAN 13-204 V2, *Airfield Management*. In the event of an aircraft accident or incident, flight plans will be retained for a minimum of one year.

4.6.1.7. Flight plans will be made available for review by the AOF/CC or designated individual upon request.

4.6.2. Flight plans may be amended/re-filed with AMOPS on pilot-to-dispatch or landline providing the original flight plan was filed at AMOPS, or if AMOPS can verify with the original departure location that original flight plan was filed. ATC shall relay requests for amendments to AMOPS.

4.7. Notice to Airmen (NOTAM) Procedures.

4.7.1. ATCT is designated as the NOTAM monitor facility and shall:

4.7.1.1. Report any changes to the operational status of Tinker ATCALS to AMOPS and FAA facilities via recorded landline. Include the estimated time of restoration if given. Immediately relay equipment status received from maintenance to AMOPS for possible NOTAM action.

4.7.1.2. Report any known or suspected change to the airfield status (runways, taxiways, lighting, etc.) that would affect aircraft operation to AMOPS.

4.7.1.3. Notify appropriate FAA agencies of all NOTAMs that could affect flying operations.

4.7.1.4. Verify NOTAMs with AMOPS each dayshift via intranet or landline when intranet is out of service.

4.7.2. AMOPS is designated as the NOTAM issuing facility and shall:

4.7.2.1. Be responsible for initiating and transmitting all NOTAMs pertaining to Tinker AFB and acts as the primary POC.

4.7.2.2. Determine if NOTAM action is required per NOTAM guidance.

4.7.2.3. Notify agencies IAW AFMAN 13-204 V2, *Airfield Management*, and local instructions.

4.7.2.4. Verify active NOTAM log against published NOTAMs to ensure NOTAM accuracy daily.

4.8. Permanently Closed/Unusable Portions of Airfield. See DoD Flight Information Publications for permanently closed or unusable portions of the airfield. Aircraft movements will not operate on any closed or unusable portion of the airfield except aircraft tows may use non-operational areas that are designated by this instruction.

4.8.1. Closed portions of the airfield.

4.8.1.1. The southernmost portion of Twy Hotel, adjoining the 507 ARW Ramp Taxilane to the Compass Rose Pad, is closed due to deteriorated pavement. This segment of Twy Hotel is used for aircraft tow operations only.

4.8.1.2. The segment of Twy Alpha located on the east side of Runway 18/36 is permanently closed. This segment of Twy Alpha is used for aircraft tow operations only.

4.9. Permanent/Temporary Waivers. CE will initiate, coordinate and establish permanent/temporary waivers for construction projects that violate any airfield clearance criteria IAW UFC 3-260-01.

4.9.1. A complete list of permanent/temporary waivers is located with CE and AFM.

4.9.2. Waivers should document deviations and outline a plan to ensure safe airfield operations.

4.9.3. Temporary waivers must be submitted at least 45 days prior to start of project. Projects will not start until approved by 72 ABW/CC or HQ AFMC as appropriate.

4.10. Runway Surface Condition (RSC) and Runway Condition Reading (RCR). AMOPS determine RSC and RCR readings in accordance with AFMAN 13-204 V2, *Airfield Management*, Ch 18, and TO 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings*. Runway Condition Codes (Rwy CC) field condition NOTAMs are not determined or reported at Tinker AFB. For breakdown and further guidance of RSC and RCR readings, refer to Flight Information Handbook and appropriate aircraft manual.

4.11. Procedures for Airfield Restrictions and Closures. AMOPS has the authority to close, suspend and resume runway, taxiway, and ramp operations IAW procedures established in AFMAN 13-204 V2, *Airfield Management*.

4.11.1. AMOPS must temporarily suspend runway operations when any unsafe condition affects runway operations for short durations, such as FOD, bird/wildlife activity, snow and ice removal checks, and responses to in-flight emergencies. ATC may suspend runway operations when any unsafe condition affects runway operations.

4.11.2. AMOPS must temporarily close runway, taxiway, and/or ramp areas when any unsafe condition affects operations for extended periods (i.e. snow removal operations, airfield construction, pavement/repairs, etc.).

4.11.3. AMOPS will coordinate suspensions with the ATCT. Airfield closures will be coordinated with flying units and base agencies. A NOTAM will be sent when required.

4.11.4. When a runway is closed/runway operations suspended, AMOPS will conduct a check of the runway and report the runway status, prior to opening/resuming runway operations.

4.11.5. The AFM or designated representative may authorize or prohibit low approaches, restricted low approaches and touch-and-go's as required.

4.12. Prior Permission Required (PPR) Procedures. Tinker AFB requires a PPR for all transient aircraft. AMOPS issues a PPR in accordance with AFMAN 13-204 V2, *Airfield Management*, and local operating instructions. AMOPS is the sole authority for all transient aircraft requests, updates, and requirements. All other base agencies shall refer Transient aircraft to AMOPS. Refer to **Attachment 2** for AMOPS frequencies.

4.13. Distinguished Visitor Notification Procedures. 72 OSS will follow distinguished visitor notification procedures IAW TAFBI 34-248, *Distinguished Visitor Greeter Program*.

4.14. FOD Procedures for B-1 Taxi and Launch. The following procedures are for notification, coordination, and specific duties and responsibilities of designated organizations to sweep the runway in use and portions of taxi route with FOD BOSS prior to an OC-ALC B-1 aircraft taxi or launch. These procedures must be flexible due to the unpredictable nature of aircraft to be functionally flight checked and will be followed to the greatest extent possible.

4.14.1. Purpose: To minimize the FOD potential for OC-ALC B-1 aircraft by using the FOD BOSS to sweep taxi routes and the runway in use at least 1 to 1-1/2 hours prior to (or as close to launch time as possible) each individual B-1 taxi or launch operation.

4.14.2. OC-ALC personnel will FOD BOSS sweep the taxi route and runway in use.

4.14.3. 76 AMXG Maintenance Operations Center (MOC) will:

4.14.3.1. Notify 567 AMXS Tool Crib, 569 AMXS, and AMOPS as required approximately two hours prior to a planned B-1 taxi or launch

4.14.3.2. Notify 567 AMXS Tool Crib, 569 AMXS, and AMOPS as required for any delays and cancellations as soon as possible.

4.14.3.3. The 76 AMXG FOD BOSS will sweep the 76 AMXG RAMP portion of the B-1 taxi route for taxi and landing IAW local 76 AMXG procedures.

4.14.3.4. Shall ensure all depot aircrews, including transient are aware of established procedures and preferred taxi routes.

4.14.4. AMOPS will:

4.14.4.1. Notify ATC of proposed FOD BOSS sweep operations.

4.14.4.2. Monitor FOD BOSS sweep operations.

4.14.5. ATC will:

4.14.5.1. Limit aircraft conducting practice approaches to low approaches at or above 500' AGL (recommend 1,000' AGL for heavy aircraft), or utilize the alternate runway during runway FOD BOSS sweep operations.

4.14.5.2. Direct FOD BOSS sweeper to exit the runway for full stop landings, departures and as necessary for operational requirements.

4.14.5.3. Approve B-1 departures to back taxi on runway in-use and to make 180 turn at the approach end of the runway; traffic permitting.

4.14.6. 10th Flight Test Squadron (10 FLTS) will:

4.14.6.1. Inform MOC of estimated B-1 landing times.

4.14.6.2. Limit use of taxi routes to those specifically swept by FOD BOSS.

4.14.6.3. Notify MOC prior to calling ATC for taxi clearance.

4.14.6.4. Inform MOC and AMOPS of delays.

4.14.6.5. Advise ATC if taxi will be delayed after being issued taxi clearance.

4.15. Airfield Vehicle/Pedestrian Operations. TAFBI 13-213, addresses all airfield driving requirements, responsibilities, call signs, and procedures.

4.15.1. Mandatory Radio Monitor Area (MRMA). The MRMA is outlined in **Attachment 6** and is the area inside the airfield perimeter fence excluding ramp areas and the CMA. All vehicles operating in the MRMA shall be two-way radio equipped and capable to communicate with Tinker Ground. Vehicle operators shall monitor the FM Net frequency at all times in the MRMA and shall respond immediately to ground control's instructions. No vehicle will operate in the MRMA unless the vehicle operator is CMA qualified and the vehicle is equipped with an operable two-way radio or is escorted by another vehicle that has an operable radio.

4.15.2. CMA. The CMA is outlined in **Attachment 6** and is the runway area outlined by runway hold short lines located 200 ft from the runway edge, mandatory signs and pavement markings, overruns, and Precision Obstacle Free Zones. Airfield drivers must request and receive permission to enter the CMA through direct two-way radio communication with Tinker Ground. While in the CMA, personnel must maintain direct two-way radio communications with Tinker Ground and monitor the radio at all times. Personnel must inform Tinker Ground when exiting the CMA.

4.16. Airfield Photography. All commanders in charge of restricted areas and/or controlled areas as identified by AFI 31-101, *Integrated Defense* or managing programs under DODM 5200.1-V1, *DoD Information Security Program,*, are delegated the authority to permit official photographing and sketching within their areas of responsibility. TAFB Plan 31-101, *Integrated Defense Plan*, addresses all airfield photography requirements, responsibilities, and procedures.

4.17. Contractors on the Airfield. Contractors must check-in daily with AMOPS (734-2191) prior to beginning work each day. IAW TAFBI 13-213, *Airfield Driving* and AFMAN 91-203, it is the responsibility of the Contracting Division to ensure contractors understand and comply with the airfield driving program. No contractor is authorized to operate a vehicle on Tinker Airfield until properly trained and access granted.

Chapter 5

EMERGENCY PROCEDURES

5.1. Primary Crash Alarm System (PCAS). This system is comprised of voice equipment designed to provide automatic signaling from the ATCT to selected locations on base.

5.1.1. The PCAS is activated by ATC. Agencies with transmit and receive capabilities:

5.1.1.1. AMOPS.

5.1.1.2. Emergency Communications Center (Bldg 7017)

5.1.1.3. Flight Surgeon Response Team as requested for inflight and ground emergencies (72 AMDS/SGPF).

5.1.1.4. Ambulance Service contracted through Samaritan. Located at Fire Station No. 1, Bldg. 117.

5.1.2. ATC will activate the PCAS for the following situations:

5.1.2.1. An aircraft emergency when declared by:

5.1.2.1.1. The pilot.

5.1.2.1.2. ATC facility.

5.1.2.1.3. Officials responsible for operation of aircraft.

5.1.2.2. Reports indicate that an aircraft has made a forced landing, is about to do so, or reports indicate a forced landing may be necessary.

5.1.2.3. Reports indicate that crew has abandoned the aircraft or is about to do so.

5.1.2.4. An emergency radar beacon is received on an aircraft inbound to Tinker or on the ground in the airport vicinity (see **paragraph 6.10**).

5.1.2.5. Intercept or escort aircraft services are required.

5.1.2.6. The need for ground rescue appears likely.

5.1.2.7. Aircraft reporting an unsafe or uncertain landing gear position.

5.1.2.8. Hot brakes are declared or suspected.

5.1.2.9. Aircraft theft/hijacking is suspected.

5.1.2.10. Unauthorized movement of aircraft observed.

5.1.2.11. Aircraft mishap.

5.1.2.12. Aircraft with “hot tail hook”.

5.1.2.13. Aircraft bomb threat.

5.1.2.14. No radio (NORDO) aircraft, if radio failure cannot be determined as the only problem.

5.1.2.15. Hung ordnance.

5.1.2.16. Hydrazine leaks.

5.1.2.17. Unauthorized landings

5.1.2.18. When the Watch Supervisor/Senior Controller (WS/SC) or AMOPS deems necessary.

5.1.3. Information will be relayed on the PCAS using 72 OSS Form O-65, *Aircraft Fire/Crash/Emergency Data*, that can be obtained from 72 OSS/OSA.

5.1.4. Upon activation, parties on the PCAS will pick up receiver and standby for the message. Do not interrupt the initial report. When message is completed, each station will be asked to verify receipt of message with their initials. Once this is complete, the ATCT operator will ask if there are any questions. At this time, stations may request a repeat on any item that was missed in the initial report or other information they may require. When all parties are on the line, the following information will be relayed:

5.1.4.1. Identification.

5.1.4.2. Type aircraft.

5.1.4.3. Nature of emergency.

5.1.4.4. Pilot's intentions.

5.1.4.5. ETA.

5.1.4.6. Location.

5.1.4.7. Cargo net explosive weight, if applicable.

5.1.4.8. Current winds.

5.1.4.9. Number and location of personnel on board.

5.1.4.10. Fuel on board.

5.1.4.11. Anticipated landing runway.

5.1.5. Upon activation of the PCAS, ATCT and concerned base agencies shall limit communication and notification to those agencies that are directly associated with timely relay of data and emergency response.

5.1.6. Offices on PCAS will develop and keep immediately available a checklist to record the information listed above during alarm system activation. ATCT will test the PCAS daily between 0715 and 0730. Malfunctions will be reported to RAWS Maintenance (72 OSS/OSMA), 734-5630.

5.2. Secondary Crash Net (SCN). This system is comprised of voice equipment designed to transmit information critical to aircraft and airfield operations (e.g., hazardous weather warnings, in-flight emergencies, ground emergencies, Force Protection condition levels, Emergency Operation Center (EOC) activations/recalls, bomb threats or terrorist activities). Other forms of communication must be used to relay non-critical base information. These notices may be received from ATCT or from off-base emergency type agencies (i.e., fire department/police/FAA facilities) reporting an inbound emergency or aircraft crash. Subordinate locations are provided automatic signaling to advise SCN alarm activation. The control station of this system is located in AMOPS. Building 1027 serves as the alternate location for activation of the SCN.

5.2.1. All agencies with transmit and receive capabilities must be equipped with a noise-reduction feature (push-to-talk handsets or a filter) that filters out background noise. Agencies with transmit and receive capabilities:

5.2.1.1. The 72 OSS/OSAM (AMOPS).

5.2.1.2. The 72 ABW/CEF (Fire Department).

5.2.1.3. The 72 AMDS/SGPF (Flight Surgeon Office).

5.2.1.4. The 72 SFS (Security Forces).

5.2.1.5. The 552 ACW/CP (Command Post).

5.2.1.6. The 72 ABW/CEX (Emergency Management)

5.2.1.7. The 72 OSS/OSW (Weather Flight).

5.2.1.8. The 72 ABW/CEC (Civil Engineers Customer Service).

5.2.2. Agencies with receive-only capability:

5.2.2.1. The 72 ABW/SE (Safety Office).

5.2.2.2. The 72 OSS/OSM (Transient Alert).

5.2.2.3. The 10 FLTS (10th Flight Test Squadron).

5.2.2.4. The 76 AMXG/MXDSO (Maintenance Operations Control Center Section).

5.2.2.5. The 72 ABW/PA (Public Affairs).

5.2.2.6. The 507 ARW/CP (Command Post).

5.2.2.7. The SCW-1 (Navy Command Center).

5.2.2.8. The 72 LRS/LRDF (Base Fuels).

5.2.2.9. The 552 ACW/MOC (Maintenance Operations Center).

5.2.2.10. The 72 FSS (Services).

5.2.3. Upon receipt of an emergency/crash notice (actual or exercise), AMOPS will signal all recipients on the system. The type of emergency/exercise identified and listed on 72 OSS Form O-65, will be read distinctly and chronologically. Personnel receiving information will listen and copy without interruption. Parties on the net will acknowledge receipt of message by giving their initials when called during roll call at the end of the message. Information will be repeated at the end of roll call if requested.

5.2.4. The secondary crash net will be used to pass initial data concerning in-flight/ground emergencies; initial exercise messages; updated information pertinent to emergencies; coordinates of a crash site or major accident; coordinates for ECP; termination; and weather warnings/watches. Once the EOC is formed, the secondary crash net will not be used as the primary means to update agencies.

5.2.5. AMOPS will test the secondary crash net daily between 0830L-0930L. Malfunctions will be reported immediately to RAWS Maintenance (72 OSS/OSMA), 734-5630. Alternate location will be tested the first Wednesday of each month.

5.2.6. Receive and transmit capability on the SCN is limited by regulation to those activities having responsibilities directly related to an aircraft incident, major accident, severe weather, and activation of the EOC/Crisis Action Team (CAT). Additional receive-only stations may be added to the SCN with the approval of the 72 OSS/CC.

5.2.7. When the SCN is activated for an emergency on the airdrome that is reported by other than ATC, AMOPS will notify ATC immediately.

5.3. In-Flight/Ground Emergency Procedures. Aircraft emergencies on or off base will be handled in accordance with this instruction, TAFB Plan 91-1, *Mishap Response Plan*, TAFB Plan 10-2, *Installation Emergency Management Plan (IEMP)*, and applicable local directives. When an in-flight emergency (IFE) or ground emergency (GE) is anticipated or declared, the PCAS will be activated immediately so appropriate response measures may be taken and applicable agencies notified. Emergency response procedures are:

5.3.1. When notified of an aircraft emergency, Fire Department emergency response vehicles and AMOPS vehicle will proceed to crash stations along the runway/taxiways. Other agencies will respond as follows:

5.3.1.1. Agencies will assemble at the intersection of Twy C and Twy G or at the discretion of AMOPS and FD based on the nature/location of the emergency.

5.3.1.2. The Ambulance Response Vehicle will locate and remain adjacent to Fire Station No 1 (Bldg 117) until escorted to the emergency aircraft.

5.3.2. When an emergency aircraft is the next to land, Ground Control will transmit on 275.8 and 121.8, AMOPS FM net, and Crash FM; "NEXT AIRCRAFT TO LAND IS EMERGENCY AIRCRAFT."

5.3.3. After an emergency aircraft has completed landing roll and Ground Control receives the runway (#) from Local Control, they will transmit on 275.8/121.8, Ramp Net/Crash Net: "RUNWAY OPERATIONS ARE SUSPENDED. CHIEF (#) AND AIRFIELD (#) PROCEED ON RUNWAY (#) AT (LOCATION)." Chief (#) will then direct all fire department assets as necessary. Chief (#) is the initial incident commander. Chief (#) is responsible for controlling fire department assets only. Incident commander responsibilities are IAW TAFB Plan 10-2, ATCT will ensure all other ground and air traffic does not interfere with emergency response efforts in progress. Airfield Management Vehicle will advise Ground Control that the emergency runway is closed as dictated by the emergency in progress (i.e., disabled aircraft on runway, barrier engagement, FOD on runway, etc.). All other responding vehicles/units will remain at the location specified in **paragraphs 5.3.1.1** and **5.3.1.2** and will monitor the appropriate frequency until advised that the emergency aircraft is determined safe by Chief (#) or requested by Chief (#) to respond to Chief (#)'s location.

5.3.4. In the event ATC needs use of a runway (normally the non-emergency runway) for another emergency landing or a priority operation before the emergency aircraft is determined safe by Chief (#), Ground Control will advise Airfield (#) of requirement. Airfield (#) will coordinate with Chief (#) and if the nature of the emergency allows ATC's request and Airfield (#) has determined other airfield criteria are met for safe operations, then Airfield (#) will notify Ground Control when the requested runway can be used for flying operations. Chief (#) is responsible to ensure all fire/crash trucks and ambulances hold short of requested runway. When Airfield (#) is not available at the emergency site and when ATC requires use of a runway, Ground Control may coordinate directly with Chief (#).

5.3.5. Chief (#) will advise Ground Control and Airfield (#) when the emergency aircraft is determined safe. Airfield (#), after coordination with Chief (#), will notify Ground Control when flying operations may resume to the non-emergency runway or both runways (if appropriate). Runway operations will remain suspended until Chief (#) determines adequate response resources are available. Chief (#) will ensure all fire/crash trucks and ambulances hold short of all runways.

5.3.6. When required to reduce transmissions on 275.8/121.8 or when requested by Ground Control or Airfield (#), emergency aircraft may be directed to change to UHF 372.2 or VHF 134.1.

5.3.6.1. Ground Control and Airfield (#) will notify all responding agencies of any frequency changes. Frequency changes that may inhibit emergency response are not authorized.

5.3.6.2. Once emergency aircraft have landed, they may request from ATC to communicate with Chief (#) or designated representative on the CP UHF frequency (Primary 305.6/Secondary 225.875). This will normally occur after the aircraft has exited the runway.

5.3.7. Chief (#) or designated representative will terminate the emergency and notify Airfield (#) and Ground Control. The emergency runway will remain closed until opened by Airfield (#). If situation warrants, Airfield (#) will coordinate with Chief (#) prior to opening portions or all taxiways and/or runways. Airfield (#) will notify Ground Control, Chief (#) and AMOPS when runway operations are resumed. ATC will then determine the runway in use.

5.3.8. In the event of an aircraft crash or fire, servicing operations already underway will be stopped and fuel-servicing equipment will be disconnected. Upon notification of an IFE/GE, servicing operations already underway may be completed. In either scenario, no new servicing operations may be started without approval of Chief (#) or until the emergency has been terminated.

5.4. Aircraft Bomb Threats. When information is received regarding a bomb threat to an aircraft enroute to, or parked on, Tinker AFB, the following procedures apply:

5.4.1. Aircraft enroute to Tinker:

5.4.1.1. ATC will activate the PCAS. Surface winds permitting, aircraft will be directed to land on Runway 18. Aircraft will be directed to and parked on the South Hammerhead. If for any reason, the South Hammerhead is not feasible, the aircraft will be parked on Twy C between the multi-intersection and the hush house (**Attachment 4**). Aircraft engines will be shut down and passengers and crew evacuated. If type of explosive is not known, a safe distance of 4,000' upwind of aircraft will be established. Once the type of explosive is determined, the incident commander may establish a smaller safe distance. Communication with the crew will be maintained via any available means until the crew leaves the aircraft.

5.4.1.2. AMOPS will activate the SCN.

5.4.1.3. The incident commander may direct a search of aircraft, and if required, request EOD/FBI assistance. Transient Alert, 507 ARW, 552 ACW, and SCW-1 will, upon request, furnish appropriate personnel to act as technical advisors during the search.

5.4.2. Parked Aircraft. Should information be received that a bomb has been placed on a parked aircraft, the following procedures will apply:

5.4.2.1. AMOPS will:

5.4.2.1.1. Notify ATC.

5.4.2.1.2. Activate the SCN.

5.4.2.2. Incident commander will direct evacuation from nearby areas to a safe distance according to AFMAN 91-201, *Explosives Safety Standards*, direct a search of aircraft, and if required, request EOD/FBI assistance.

5.4.2.3. At the direction of the incident commander, maintenance personnel will tow aircraft to an isolated area on the airfield.

5.5. Airborne Chase Aircraft Emergency Assistance. A decision to request or render chase aircraft assistance will be tempered by sound judgment, a thorough evaluation of conditions, and the alternatives available. 10 FLTS, 507 ARW, SCW-1, and 552 ACW Commanders will:

5.5.1. Designate approval authority for authorizing use of chase aircraft.

5.5.2. Determine qualifications of chase pilots.

5.5.3. Establish procedures to ensure safe operations.

5.6. Hydrazine Procedures. Suspected or actual hydrazine leaks and operating emergency power units (EPU) will be handled as emergencies. After notifying ATC, pilot will be directed to taxi to the nearest hydrazine impoundment area (**Attachment 4**) and park aircraft with the nose facing into the wind and await action from the Fire Department. The hydrazine impoundment locations are:

5.6.1. Twy E between Twy G and Runway 18/36.

5.6.2. Twy B, between Twy G and Runway 18/36.

5.6.3. Transient Munitions Facility.

5.7. Single Frequency Emergency Approach (SFA) Procedures.

5.7.1. The use of the UHF frequency 354.125 designated for SFA, will be used by the Fire Department only when ATC has relinquished the frequency, unless another emergency exists.

5.7.2. OKC Approach Control will notify ATCT of an inbound IFE utilizing the SFA frequency. Local Control will select and monitor 354.125 on the UHF multi-channel radio (ensure only receiver is enabled) until advised by Approach that the aircraft is under ATCT control (enable transmitter).

5.7.3. When IFE aircraft comes to a complete stop or is off the active runway, Chief (#) and SOF may talk to the emergency aircraft when authorized by Local Control to facilitate termination of the emergency situation. Local Control will release the SFA frequency to Ground Control/Chief (#)/SOF. Chief (#) and SOF will not give ATC instructions or interfere with ATC functions. Non-ATC agencies will not give ATC instructions and will adhere to the requirements in **paragraph 2.15** and AFMAN 13-204 V3, *Air Traffic Control*.

5.7.4. When Chief (#) terminates the emergency and releases the SFA frequency to ATCT, Ground Control will notify OKC Approach Control, via the data ring line, that SFA frequency is no longer needed.

5.7.5. Multiple IFEs or VHF only aircraft will be handled via standard ATCT frequencies.

5.8. In-flight Landing Gear Inspection. When a pilot reports a landing gear malfunction and requests a visual check, the following procedures will apply:

5.8.1. ATC will:

5.8.1.1. Follow locally developed ATC procedures.

5.8.1.2. Determine pilot's desires concerning gear pin installation and taxiing/towing to parking, and relay to appropriate emergency agencies.

5.9. Hot Brakes. If an aircraft is discovered with or is suspected of having hot brakes, or if smoke/fire is observed in aircraft landing gear area, the following procedures apply:

5.9.1. If ATC personnel observe smoke/fire in aircraft landing gear area or receive notification from a pilot that hot brakes are suspected, PCAS will be activated. If able, request the pilot taxi to the nearest hot brakes area (**Attachment 4**) and stand-by for an inspection of the aircraft by the Fire Department.

5.9.2. Upon receipt of call over the PCAS, AMOPS will activate the SCN.

5.9.3. Fire Department will inspect aircraft and contain the hot brakes situation whether fire is evident or not.

5.9.4. Aircrew members:

5.9.4.1. Pilots suspecting aircraft has hot brakes will notify ATC, and if possible, taxi clear of the runway and stand by for aircraft inspection.

5.9.4.2. Aircraft with hot brakes will shut down engines upon direction of Chief (#). Evacuation of crew/passengers from the immediate area will be at the discretion of the aircraft commander. If a hot brakes condition is confirmed not to exist, the aircraft will be released to the owning organization for return to their parking ramp. **WARNING**: Brakes may not reach maximum temperature for 15-30 minutes after maximum braking. Always approach hot brakes from front or rear of aircraft, never from the side. Also, a long taxi route after landing increases brake temperatures. Maintenance personnel should always check landing gear for evidence of hot brakes before allowing anyone near the aircraft.

5.10. Controlled Bailout. If an IFE requires an aircrew to abandon aircraft and the aircraft can be maneuvered to the bailout area, the following procedures will apply:

5.10.1. Emergency Transmission. Set the IFF/SIF to "Emergency," Mode 3, on code 7700.

5.10.2. Bailout Procedure. The controlled bailout area is 17 DME on the Tinker TACAN 145 radial (35 11'N, 97 12'W), on a southeasterly heading.

5.10.3. If aircrew is unable to maneuver aircraft to the defined bailout area, ATCT will relay approximate location of bailout to concerned agencies.

5.11. Hung Ordnance, Unexpended Ordnance, and Hot Guns.

5.11.1. Hung ordnance:

5.11.1.1. Hung ordnance will be considered and handled as an emergency. ATCT and/or OKC Approach Control will direct aircraft with hung ordnance over sparsely populated areas as much as possible during approach to Tinker AFB.

5.11.1.2. After landing, ATCT will direct aircraft to the departure end hammerhead (**Attachment 4**) for de-arming. Other aircraft/vehicles/personnel will be cleared from the area prior to the aircraft arrival.

5.11.2. Unexpended Ordnance. Aircraft landing at Tinker AFB with unexpended ordnance will be held on the departure end hammerhead (**Attachment 4**) until safe/de-armed.

5.11.3. Hot Guns. Defined as forward firing ordnance which has been armed and requires ground safety/de-arming. ATC will direct the aircraft to the designated Arm/De-Arm area for the runway in use.

5.11.4. Arm/De-Arm Areas. The areas described below will be used for arming aircraft prior to takeoff and de-arming them after landing (**Attachment 4**).

5.11.4.1. Runway 18/36. North and South Hammerheads on a heading of 180 degrees. **NOTE:** During the arming procedure of forward firing ordnance on the North Hammerhead, no aircraft or vehicles will be permitted on Twy A or on Twy B east of Twy G.

5.11.4.2. Runway 13/31. Aircraft will be directed to Twy EE and parked on a heading of 180 degrees.

5.11.4.3. Alternate Arm/De-Arm Area is located on Twy H south of 13/31, parked on a heading of 310 degrees.

5.11.5. Live Ordnance. Tinker has no capability for routine handling of transient fighter aircraft that are loaded with live ordnance. Aircraft with live ordnance will be parked as follows:

5.11.5.1. If de-arming is not possible, aircraft will be towed/taxied to parking spot H-2 on Twy H via the route of least exposure to personnel/vehicles/facilities. Aircraft will be parked on a heading of 150 degrees.

5.11.5.2. AMOPS will contact 72 ABW/SEW (Weapons Safety) for further guidance.

5.11.5.3. If ordnance is safe/de-armed, aircraft may be parked with other aircraft.

Chapter 6

ABNORMAL/SPECIAL OPERATIONS

6.1. Controlled Departures. Flying units must notify AMOPS a minimum of two hours in advance of all controlled departures to meet mission requirements (i.e., air refueling). AMOPS will pass notification of controlled departure times to ATCT. Without proper notification, aircraft may encounter ground delay.

6.2. E-3 "Live Radar Ground Test" Procedures. Due to the hazardous nature of ground operation of the E-3 surveillance radar, all such operations will only be performed after approval/coordination with AMOPS. This approval/coordination will be accomplished at least 12 hours in advance. Runway 18/36 must be the runway in use during "Live Radar Ground Test". Change to Runway 13/31 as runway in use will terminate any "Live Radar Ground Test". Weather minimums of three miles visibility, ceiling 1,000' AGL and 1,300' visual clearance in main beam path must be available before and during "Live Radar Ground Test" operations. The personnel hazard area extends from aircraft to 1,300' in the main beam area and has a 30 degree divergence. Lower weather minimums may apply for special operations after prior coordination. The preferred times are during nighttime quiet hours. EXCEPTION: Live Radar Ground Test may be conducted when Runway 13/31 is runway in use after flying hours are completed.

6.2.1. Unit conducting "Live Fire" will:

6.2.1.1. Notify 72 ABW/SE and AMOPS of tail number, location and estimated start/stop times of impending "Live Fire." Any special restrictions, considerations, etc., will be passed to AMOPS.

6.2.1.2. Obtain and document FAA approval to conduct "Live Fire," and notify AMOPS with approval.

6.2.1.3. Ensure the aircraft is physically positioned to accommodate radar transmission into an approved "Live Fire" zone (**Attachment 4**). Aircraft will be parked on Bravo Row (parking spots B-2 to B-9), the radar beam aimed to the west of the multiple intersection of Twy K, H, C and Runway 13/31. "Live Fire" from south ramp will be from Romeo Ramp spot 1, with the radar beam directed north, parallel to Twy G. Vehicles/personnel may transit the ground "Live Fire" zone during the "Live Fire" without shutting down the radar, provided they come no closer than 1,300'.

6.2.1.4. Provide supplemental lighting of the ground "Live Fire" zone at night.

6.2.1.5. Verify weather minimums exist; three miles visibility, ceilings of at least 1,000' AGL and 1,300' visual clearance in main beam path.

6.2.1.6. Verify Runway 18/36 in use or schedule after nighttime flying is completed when Runway 13/31 is runway in use.

6.2.1.7. Obtain final authorization from ATCT.

6.2.1.8. Continuously monitor UHF/VHF/FM radio communications with ATCT and monitor taxiways for vehicles entering the area.

6.2.1.9. Upon initiation and completion of live fires, notify all maintenance nets, Maintenance supervisor, Security Forces, AMOPS and ATCT.

6.2.2. ATC will:

6.2.2.1. After notification from AMOPS, make appropriate ATIS advisory of approximate time.

6.2.2.2. After notification from unit conducting "Live Fire" and AMOPS approval is received, broadcast on Ground Control frequencies and FM radios: "LIVE FIRE IN PROGRESS. TAXIWAYS (Bravo, Kilo, Hotel, and Mike taxilane or Echo and Golf) CLOSED."

6.2.2.3. Ensure appropriate taxiways and airspace west of Runway 18/36 below 3,000' MSL are clear.

6.2.2.4. Advise "Live Fire" personnel to begin test.

6.2.2.5. When notified of termination and AMOPS approval is received, broadcast the following on Ground Control frequencies and FM radios: "LIVE FIRE TERMINATED. TAXIWAYS (Bravo, Charlie, Kilo, Hotel, and Mike or Echo, Delta, and Golf) OPEN."

6.2.2.6. Terminate ATIS advisory.

6.2.2.7. Advise AMOPS.

6.2.3. "Live Fire" may be delayed for taxiing or airborne aircraft, if necessary.

6.2.4. "Live Fire" will be scheduled during periods of slow flying activity and/or during night quiet hours (2300L-0600L).

6.3. Military Air Evacuation/Civil Ambulatory Flights. ATC will provide a 10 mile notification to AMOPS of all arriving military air evacuation and civil MEDEVAC flights. AMOPS will notify Fire Department, Transient Alert and other agencies as necessary.

6.4. Alert Missions.

6.4.1. Strategic Airborne Command Post (USSTRATCOM ABNCP) Alert. See TAFB Plan 11-4, *Reflex Delta*. The plan will be implemented in the event of a weather divert, terrorist threat, or other conditions which may necessitate the relocation of aircraft.

6.4.2. The 507th Air Refueling Wing Alert.

6.4.2.1. The 507 ARW maintains a 24-hour day-to-day alert commitment with one aircraft and crew.

6.4.2.2. The 507 ARW Command Post is the central point of contact regarding ground movement and launch of mission aircraft.

6.4.2.3. Circumstances could arise, exercise or real-world, where this commitment could increase significantly. 507 ARW Plans Office (507 ARW/OSTX) coordinates with all affected base agencies when this occurs.

6.4.3. The 552d Air Control Wing Alert. Tinker Command Post is the central point of contact for mission aircraft.

6.5. Drag Chute Jettison/Recovery.

6.5.1. Jettison. The following procedures apply:

6.5.1.1. Low Wind/Dry Surface. Pilots will normally retain drag chutes to the parking area.

6.5.1.2. High Wind/Dry Surface. Pilots will clear the runway and release chute downwind in a manner that will keep it off any taxiway or runway.

6.5.1.3. Low or High Wind/Slick Surface. During inclement weather, pilots may elect to jettison the chute at any point during landing/taxi operations. After exercising this option, the pilot will immediately notify ATC so the chute can be recovered as quickly as possible. ATC and/or AMOPS may suspend operations in the area until the chute is recovered.

6.5.1.4. B-52 pilots may elect to jettison chutes on the runway if wind speed is 15 knots or greater and the turn off places the wind direction at more than 90 degrees to the aircraft. The pilot should advise ATC in advance, if possible, to expedite chute recovery.

6.5.2. If transient pilots are unable to retain chutes until reaching the parking area, ATC will:

6.5.2.1. Attempt to locate the chute to ensure it is clear of aircraft movement area. If the chute is not clear of runways/taxiways or its position cannot be determined, ATC will suspend operations to the runway/taxiway until the chute is located or recovered.

6.5.2.2. Approve taxi operations in the area of jettisoned chute, if pilot reports chute is in sight and will not create a safety hazard.

6.5.3. Recovery. When notified by ATCT of approximate position of a jettisoned chute, AMOPS will contact the appropriate agency and request recovery action.

6.5.3.1. Transient Alert Function is responsible for recovery of all drag chutes jettisoned by transient aircraft.

6.5.3.2. The 76 AMXG is responsible for recovery of drag chutes of 10 FLTS and 76 AMXG aircraft.

6.6. Aircraft Theft/Hijack Prevention. Early detection of unauthorized acts is key to preventing attempts to seize aircraft.

6.6.1. ATC will:

6.6.1.1. Prior to issuing taxi clearance, confirm request with a Flight Strip or through AMOPS.

6.6.1.2. Withhold taxi clearance if authorization is not confirmed.

6.6.1.3. Take action as directed in TAFB Plan 13-207, *Aircraft Theft/Hijacking* and FAAO JO 7610.4V, *Special Operations*.

6.6.2. Prior to requesting approval from ATC to taxi aircraft for maintenance purposes, responsible agency/unit will advise AMOPS of the proposed operation. AMOPS will then coordinate taxi operations with ATC.

6.6.3. Priority aircraft must pre-coordinate their movement through the Incident Commander.

6.7. ATCT Evacuation/Continuity of Air Traffic Services.

6.7.1. Notification. In the event ATCT must evacuate, the Watch Supervisor/Senior Controller will ensure (time permitting), the PCAS is activated and all agencies advised: "TINKER ATCT IS EVACUATING DUE TO (reason)." If applicable, "ATCT PERSONNELWILL RELOCATE TO THE ALTERNATE CONTROL FACILITY."

6.7.2. ATCT will be evacuated under the following circumstances:

6.7.2.1. Tornado activity in the vicinity of Tinker AFB (approximately 5 miles) or wind speeds reaching 47 knots and is forecasted to increase to 56 knots, as published in the ATC OI 13-7, *Tinker Tower Facility Operations*. For an immediate threatening weather situation, ATCT personnel will evacuate and take shelter. Upon receiving the "all clear" signal, the Watch Supervisor/Senior Controller will direct the return to ATCT or activate the Alternate Control Facility (ACF) as necessary IAW approved facility instructions.

6.7.2.2. When any situation, in the opinion of the Watch Supervisor/Senior Controller, that threatens safety. An evacuation due to circumstances other than weather, ATCT personnel will evacuate to the ACF IAW approved facility instructions.

6.7.3. Continuity of Air Traffic Services. The ACF is located at the main Fire Department (Building 117). Due to limited capability at the ACF, the following restrictions and procedures will apply:

6.7.3.1. ATC operations will be limited to full stop arrivals and departures only. Runway 13/31 will only be available for emergency arrivals when crosswind prohibits using Runway 18/36.

6.7.3.2. The ACF has limited ability to see the entire length of the active runway. ATC will provide an advisory stating which portion of the runway or aircraft is not in sight and that landing/departure will be at the pilot's own risk.

6.7.3.3. Vehicle operations will be conducted on the FM ramp net.

6.7.3.4. Recording of ATC communications will not be available.

6.7.3.5. Tinker NAVAIDs are equipped with internal monitors and may continue to be used as long as pilot or maintenance reports indicate the equipment is operating properly.

6.7.3.6. Upon utilization of the ACF by ATC, the 552 ACW SOF will vacate the facility.

6.7.4. When the ACF is activated, AMOPS will:

6.7.4.1. Impose Official Business Only (OBO) restriction on all inbound flights.

6.7.4.2. Advise local flying organizations and transient aircrews of ongoing actions.

6.7.4.3. Send the following NOTAMS:

6.7.4.3.1. "Aerodrome Official Business Only, ATC operating at alternate facility, only full-stop arrivals/departures authorized, no practice approaches."

6.7.4.3.2. "NAVAIDS Unmonitored."

6.7.4.3.3. "ATC does not have direct control of airfield lighting, coordination required when operating or changing intensity levels, expect slight delay."

6.8. Evacuation of AMOPS Facilities. AMOPS will evacuate to the alternate facility located adjacent to Compass Rose (Building 1027) when directed by higher authority or in the event of fire, bomb threat, extended period of power failure, chemical spill, hydrazine event, etc.

6.8.1. Notify Fire Department, ATCT and Tinker Command Post of pending evacuation. Ensure AMOPS safe is locked.

6.8.2. Secure the evacuation kit, cell phone, LMR radios, QRC and OI binders, and a printed copy of current traffic log and checklist, if time permits.

6.8.3. Take both AMOPS vehicles. Upon arrival at the alternate facility, activate the alternate SCN and advise agencies AMOPS has evacuated to alternate facility. Send NOTAM of AMOPS temporary location IAW facility OI.

6.8.4. AMOPS will continue to provide flight planning, flight following, SCN and NOTAM services for Tinker AFB from the alternate facility.

6.8.5. When notified by higher authority that it is safe to return to the primary AMOPS facility (Building 240), notify ATCT and Tinker Command Post of pending return.

6.8.6. Upon arrival at primary facility, activate SCN to advise all agencies of AMOPS return and cancel NOTAM.

6.9. Disaster/Exercise/Runway Construction Operations.

6.9.1. AMOPS is authorized to restrict aircraft operations in the interest of safety during a disaster/exercise or during runway construction. Time permitting, coordination with all flying units will be accomplished prior to establishing restrictions. Normally, low approaches will be restricted to 500’ AGL. Sufficient runway length will be made available during large aircraft or heavyweight departures, if possible, to preclude mission degradation or cancellation.

6.9.2. AMOPS personnel will check the runway to ensure all personnel and equipment are off when recovering airborne emergencies.

6.10. Emergency Locator Transmitter (ELT) Tests and Response Procedures.

6.10.1. Upon detection of an unscheduled ELT, ATCT will notify:

6.10.1.1. AMOPS.

6.10.1.2. OKC Approach Control for relay to Fort Worth ARTCC.

6.10.2. Upon notification that an unscheduled ELT is being received, AMOPS will notify and/or coordinate with:

6.10.2.1. ALC Egress Shop (552 ACW/CPM).

6.10.2.2. Parachute Shop.

6.10.2.3. OC-ALC Maintenance Control.

6.10.2.4. The 10 FLTS Life Support.

6.10.2.5. The 507 ARW Command Post.

6.10.2.6. Navy VQ-4 Maintenance Control Center (739-3241) or VQ-3 Maintenance Control Center (739-4595), who will notify the standby Survival Equipment Specialist to conduct a search within the Navy facility.

6.10.2.7. Any other base agency that would be helpful in locating the signal source.

6.10.2.8. Each unit will conduct a search of their aircraft/equipment and silence the ELT, if found. Notify AMOPS when the search is completed and ELT found and silenced.

6.10.2.9. If the ELT is identified as an aircraft accident and/or a pilot ejection, request ATC activate the PCAS.

6.10.2.10. Relay periodic progress reports to ARTCC on locating and silencing errant ELTs.

6.10.3. If an ELT appears to be off-base or an actual distress signal, AMOPS will coordinate with the following agencies:

6.10.3.1. FAA Flight Service.

6.10.3.2. OKC Approach Control.

6.10.3.3. ARTCC Watch Supervisor.

6.10.3.4. Air Force Rescue Coordination Center.

6.10.3.5. Tinker Command Post.

6.10.4. Upon termination of a reported ELT, ATCT will notify:

6.10.4.1. AMOPS.

6.10.4.2. OKC Approach Control for relay to Fort Worth ARTCC.

6.10.5. Search will be terminated when ELT is located and silenced. Upon termination of reported ELT, AMOPS will notify all agencies in **paragraph 6.10.2**

6.10.6. ELT Tests. Policy for conducting operational tests of ELT beacon signals is as follows:

6.10.6.1. Normal test period: Limited to three audio sweeps within the first five minutes of the hour.

6.10.6.2. Tests conducted outside the first five minutes of the hour:

6.10.6.2.1. Limited to mission essential aircraft, which would experience a launch delay if the test were postponed until the first five minutes of the next hour.

6.10.6.2.2. Aircrew must receive approval from ATCT (Ground Control) before conducting the test.

6.10.6.2.3. All tests must be limited to three audio sweeps. Anything more than three sweeps requires ATCT and OKC Approach Control to immediately notify area facilities. **NOTE:** ATCT controller workload may necessitate delay in issuing test approval.

6.11. Hot Pit Refueling. Hot pit refueling is not authorized at Tinker AFB.

6.12. Aircraft Dangerous/Hazardous Cargo Loading/Off-Loading Areas. Ammunition and explosives of class 1.1, 1.2, 1.3 or 1.4 will be placed at the TMF or at alternate sites, as specified in **Tables 6.1**, **6.2, and 6.3** and IAW TAFB Plan 11-204, *Support for Aircraft Carrying Hazardous Cargo*. Use of the alternate spots including spot F-1 in the TMF requires prior coordination through AMOPS and 72 ABW Weapons Safety before aircraft may be parked on the alternate spots.

6.12.1. Explosive limits for primary parking spot F-2 at TMF is specified in **Table 6.1**

6.12.2. Environmental protection restrictions prohibit aircraft fueling, de-fueling or de-icing on the TMF.

6.12.3. Alternate loading sites are spot H-2, located on Twy H, 1,250' northeast of the multiple intersection, spot F-1 located in the TMF and designated parking spots on the MAC Ramp. **Table 6.3** specifies explosive limits for spot H-2 and **Table 6.3** gives explosive limits for designated spots on the MAC Ramp.

6.12.3.1. Aircraft Dangerous/Hazardous Cargo Loading/Off-Loading Areas are F-2, H-2, and MAC Ramp spots 3-5.

6.12.4. Transient Alert will place appropriate fire symbol placards near explosives loaded aircraft. Fire symbol placards will be visible from all aircraft approach areas.

6.12.5. Explosives shipments exceeding above explosive limits are not acceptable. MAJCOM approval is required for all explosive shipments exceeding the above limits.

6.12.6. AMOPS is the single point of contact for information and coordination of all aircraft arriving/departing Tinker AFB carrying hazardous cargo. Base agencies will notify AMOPS of any planned flights with hazardous cargo. AMOPS will use 72 OSS Form 0-135, *Hazardous Cargo Information*, for notifying affected base agencies.

6.12.7. If an aircraft is parked on F-1, the Runway 36 glideslope is made unusable. AMOPS will submit a NOTAM.

Table 6.1. Primary Aircraft Explosive Cargo Parking Spot (F-2).

Hazardous Class/Division	NEW QD Limits
(12)1.1	30,000 lbs NEW
1.2.1>450**	30,000 lbs NEW
*(12)1.2.3<450**	30,000 lbs NEW
	30,000 lbs NEW
1.4	30,000 lbs NEW
***Hazard Fragmentation Distance** ****Maximum Credible Event**	

Table 6.2. Alternate Aircraft Explosive Cargo Parking Spot (H-2).

Hazardous Class/Division	NEW QD Limits
*(12)1.1	12,690 lbs NEW
	3,806 lbs NEW
1.2.2	500,000 lbs NEW
*(09)1.2.3≤203**	500,000 lbs NEW
1.3	500,000 lbs NEW
1.4	Capacity
***Hazard Fragmentation Distance** ****Maximum Credible Event**	

Table 6.3. Alternate Aircraft Explosive Cargo Parking Spots (MAC Ramp).

Hazardous Class/Division	Spot	NEW QD Limits
1.3	3	6,000 lbs NEW
	4	10,000 lbs NEW
	5	30,000 lbs NEW
1.4	3-5	Capacity

6.13. External Stores Jettison. The following procedures will be used when circumstances do not dictate an immediate requirement to jettison external stores.

6.13.1. During Day VMC, aircraft commander will:

6.13.1.1. If under ATCT control, advise ATCT of the requirement to jettison external stores.

6.13.1.2. Ensure OKC Approach Control has positive radar identification enroute to the jettison area.

6.13.1.3. Establish aircraft flight manual airspeed and altitude (2,800’ MSL recommended) prior to entering the jettison area.

6.13.1.4. Establish, if possible, a southerly heading (ground track 176 degrees magnetic) aligned with the South Canadian River at a point approximately 5.5 NM northwest of Westheimer Airport, Norman, Oklahoma (Drop Zone defined: The north edge of the drop zone centerline starts at the Tinker TACAN 221 radial at 12.6 DME either side of centerline).

6.13.1.5. Visually clear intended drop area and jettison stores when the north edge of the sandbar passes under the aircraft.

6.13.2. During Night VMC or during IMC, aircraft commander will:

6.13.2.1. Advise ATCT of requirement to jettison external stores.

6.13.2.2. Request OKC Approach Control issue radar vectors throughout the mission. Aircraft commander will jettison the stores upon notification that the aircraft has entered the drop area.

6.13.3. After landing at Tinker, the pilot in command will advise CP of the jettison activity. The pilot will also file a report with Environmental Compliance Division (72 ABW/CE).

6.14. Fuel Dumping. Aircraft commander is authorized to dump fuel when an emergency or operational necessity requires a reduction of gross weight as a critical factor in the safe recovery of personnel/aircraft. If time and aircraft capability permit, fuel will be dumped on the Tinker TACAN 145 radial between 17 and 32 NM according to aircraft flight manual procedures. Due to the hazardous nature of aviation fuels, fuel dumping should not be accomplished below 5,000' AGL and whenever possible above 20,000' AGL.

6.14.1. During Day VMC, if under ATCT control, aircraft commander will advise ATCT of the requirement to use the fuel dump area.

6.14.2. During Night VMC or during IMC, aircraft commander will:

6.14.2.1. If under ATCT control, advise ATCT of the requirement to use the fuel dump area.

6.14.2.2. Dump fuel upon entering the fuel dump area.

6.14.3. After dumping fuel or jettisoning external stores, the pilot in command will provide a written report to Environmental Compliance Division (72 ABW/CE) within two working days. The report must cover the following items:

6.14.3.1. Date and time of release.

6.14.3.2. Location of release (if dumped fuel, specify ground track).

6.14.3.3. Altitude at which release occurred.

6.14.3.4. Type of release (i.e., fuel, fuel tank, ordnance, or other).

6.14.3.5. If fuel was dumped, type and amount of fuel.

6.14.3.6. Brief description of emergency requiring release.

6.15. Hot Tail Hook. The following procedures apply when aircraft land with an extended tail hook:

6.15.1. When ATCT is notified a pilot will land with an extended tail hook, treat the aircraft as an emergency.

6.15.2. Upon completion of landing roll, ATCT will direct aircraft to the nearest HOT TAIL HOOK area (**Attachment 4**) or as directed by the Fire Department.

6.15.3. Under normal operations, pilots will not attempt to taxi until the hook has been cooled and re-cocked.

6.16. Emergency Security Control of Air Traffic (ESCAT). Pilots will be familiar with the contents of TAFB Plan 13-245, *ESCAT – Emergency Security Control of Air Traffic*. Implementation of ESCAT will normally be subsequent to declaration of Defense/Air Defense Emergency.

6.17. Unscheduled/Unauthorized Landing. The following procedures apply to unscheduled/ unauthorized aircraft landings at Tinker:

6.17.1. ATCT will activate the PCAS.

6.17.2. All unscheduled/unauthorized landings will be treated as potential hostile threats until proven otherwise.

6.17.3. Offending aircraft will not move beyond clearing the runway, where it will be met by representatives of AMOPS and Security Forces. Refer to AFI 10-1001, *Civil Aircraft Landing Permits*, for basic fees/handling of unauthorized landings.

6.17.4. 72 SFS will render additional assistance as requested by AMOPS.

6.18. Lost Communications/Two-way Communication Failure.

6.18.1. In the event of lost communications, pilots/controllers will follow procedures IAW Aeronautical Information Manual (AIM) paragraph 4-2-13, Communications with ATCT when Aircraft Transmitter or Receiver or Both are Inoperative, and FAAO JO 7110.65, paragraphs 10-4-4, Communications Failure, and 3-2-3, Receiver-Only Acknowledgment.

6.18.2. In the event of lost communications, vehicles/controllers will follow procedures IAW TAFBI 13-213 section 3.3.6.

6.19. Aircraft Rescue Fire Fighting (ARFF) Capability.

6.19.1. Terminology:

6.19.1.1. ARFF Full Protection – no restrictions

6.19.1.2. ARFF Degraded Protection– Initial response available/full response may be delayed up to 15 minutes

6.19.1.3. ARFF No Support – Fire Department cannot support any in-flight or ground emergency

6.19.2. Procedures. The Fire Department will notify AMOPS when ARFF capability has changed. AMOPS will submit a NOTAM and notify Tinker Command Post, ATCT, 72 OSS/CC and all flying units of ARFF capability reference in **paragraph 6.19.1**

6.19.2.1. At ARFF Degraded Protection, AMOPS will advise transient aircraft of the ARFF capability and allow the aircrews to make their own determination on flying operations.

6.19.2.2. At ARFF No Support, an additional NOTAM will be sent limiting the airdrome to "Official Business Only." AMOPS, in coordination with ATC, will attempt to advise or divert all transient aircraft of the ARFF capability and allow the aircrews to make their own determination on flying operations. Transient aircraft with engines running will be notified by ATC. **NOTE:** De/Refueling operations and engine runs are not authorized during ARFF No Support.

6.19.2.3. Base flying units will make their own determinations on flying operations as related to ARFF capability.

6.20. Fluid Spills. Any fluid spills by base-assigned or depot maintenance aircraft will be cleaned up by the unit responsible for that aircraft regardless of airfield location. Transient Alert will be responsible for transient aircraft spills.

6.21. Unmanned Aerial System (UAS) Operations.

6.21.1. Recreational UAS operations are not authorized on Tinker AFB.

6.21.2. Reference FAA regulatory guidance for off-base UAS operation.

6.21.3. Government UAS requests for official business must follow 72 ABW approval procedures.

6.21.3.1. Contact the Airfield Operations Flight, 72 OSS/OSA via e-mail (**72OSS.OSA.AirfieldOpsMgmt@us.af.mil**). Include all pertinent information (proposed dates and locations, what type of operations, justification, etc.). Allow a minimum of 60 days for processing and approval from 72 ABW/CC.

6.21.3.2. Aircrew will be notified of all approved government-use UAS operations via NOTAM, ATIS broadcast, and upon initial contact with Tinker Tower.

6.21.4. Observed UAS activities that have not been approved by the 72 ABW/CC should be reported to Tinker Tower via UHF/VHF or AMOPS (734-2191) as soon as possible. Information reported should include UAS physical characteristics, altitude, location, nature of observed activity, and proximity to aircraft.

6.22. Aircraft Dispersal. Each organization on Tinker AFB that possesses aircraft shall have their own unit generated dispersal plan for inclement weather conditions or actionable terrorist/security threats. Unit dispersal plans shall be deconflicted with other units due to limited hangar space and ramp parking areas. Each unit will determine if existing weather conditions or security threat necessitates execution of their plan. On occasion, conditions such as runway construction, ramp closure, taxiway closure, etc., exist which can restrict or make it impossible for unit(s) to execute their dispersal plans as written. In such cases, units will contact AMOPS (734-2191) to request alternate dispersal parking areas.

6.23. Functional Check Flights. Functional Check Flights (FCFs) will annotate their intentions on their flight plans when the file with AMOPS. If they require use of Tinker's airfield or Class C airspace, they will coordinate with the Air Traffic Control Tower and Airfield Management NLT 24 hours prior.

PAUL G. FILCEK, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPPORTING INFORMATION

References

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

AFI 31-101, *Integrated Defense,* 25 March 2020

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFI 91-202, *The U.S. Air Force Mishap Prevention Program*, 22 May 2019

AFMAN 11-202 V3, *General Flight Rules*, 10 June 2020

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

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

ATC OI 13-7, *Tinker Tower Facility Operations*, 1 July 2018

DODM 5200.1-V1, *DoD Information Security Program,* 4 May 2018

JO 7110.65, *Air Traffic Control*, 15 August 2019

JO 7610.4V, *Special Operations*, 5 July 2019

TAFBI 13-213, *Airfield Driving*, 22 March 2017

TAFB Plan 10-2, *Installation Emergency Management Plan (IEMP),* 24 September 2019

TAFB Plan 11-204, *Support for Aircraft Carrying Hazardous Cargo*, 20 November 2019

TAFB Plan 11-4, *Reflex Delta*, 22 May 2019

TAFB Plan 13-207, *Aircraft Theft/Hijacking Plan,* 17 November 2019

TAFB Plan 13-245, *Emergency Security Control of Air Traffic (ESCAT)*, January 2020

TAFB Plan 31-101, *Integrated Defense Plan (IDP)*, 1 September 2019

TAFB Plan 32-1002, *Snow and Ice Control Plan,* June 2019

TAFBI 34-248, *Distinguished Visitor Greeter Program*, 28 December 2017

TAFB Plan 91-1, *Mishap Response Plan*, 31 May 2019

TAFB Plan 91-212, *Bird/Wildlife-Aircraft Strike Hazard (BASH) Plan*, December 2019

TO 33-1-23, *Equipment and Procedures for Obtaining Runway Condition Readings,* 16 September 2011

UFC 3-260-01, *Airfield and Heliport Planning and Design,* 5 May 2020

UFC 3-270-01, *Asphalt and Concrete Pavement Maintenance and Repair*, 21 February 2018

Adopted Forms

AF IMT 847, *Recommendation for Change of Publication*

DD Form 1801, *DoD International Flight Plan*

72OSS Form O-65, *Aircraft Fire/Crash/Emergency Data*

Abbreviations and Acronyms

ABW—Air Base Wing

ACF—Alternate Control Facility

ACW—Air Control Wing

AFFSA—Air Force Flight Standards Agency

AFI—Air Force Instruction

AFJMAN—Air Force Joint Manual

AFM—Airfield Manager

AFMAN—Air Force Manual

AFMC—Air Force Materiel Command

AFOSH—Air Force Occupational Safety and Health Standard

AGL—Above Ground Level

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOCI—Airfield Operations Certification Inspection

AOF—Airfield Operations Flight

ARTCC—Air Route Traffic Control Center

ARW—Air Refueling Wing

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

ATCT—Air Traffic Control Tower

BASH—Bird Aircraft Strike Hazard

CMA—Controlled Movement Area

CST—Customer Support Team

DoD—Department of Defense

ELT—Emergency Locator Transmitter

EOD—Explosive Ordnance Disposal

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAAO—FAA Order

FAR—Federal Aviation Regulation

FBI—Federal Bureau of Investigation

FOD—Foreign Object Damage

IFF—Identification Friend or Foe

JO—Job Order

MRMA—Mandatory Radio Monitor Area

MSL—Mean Sea Level

OSS—Operations Support Squadron

USSTRATCOM—Strategic Airborne Command Post

NOTAM—Notice to Airmen

OC-ALC—Oklahoma City Air Logistics Complex

OI—Operating Instruction

OKC—Oklahoma City

OPR—Office of Primary Responsibility

POC—Point of Contact

RDS—Records Disposition Schedule

RMC—Regionalized Maintenance Center

RVR—Runway Visual Range

SFA—Single Frequency Approach

SIF—Selective Identification Feature

SOF—Supervisor of Flying

SCW-1—Navy Strategic Communications Wing One

TACAN—Tactical Air Navigation

TAFB—Tinker Air Force Base

TAFBI—Tinker Air Force Base Instruction

VOR—VHF Omni—directional Range

TMF—Transient Munitions Facility

TRACON—Terminal Radar Approach Control

TWY—Taxiway

UHF—Ultra High Frequency

VFR—Visual Flight Rules

VHF—Very High Frequency

Terms

Aerodrome or Airfield—The area in which aircraft operations (takeoff, landing, taxiing, parking, towing, or maintenance) may occur. Includes all areas within the airfield perimeter fence and is designated a controlled area.

Airfield Driving Instruction Program developed by AMOPS through TAFBI 13—213 *Airfield Driving Instruction*, for issuing AF Form 483, *Certificate of Competency*, endorsed for airfield driving. The program is provided to designated unit Airfield Driving Instruction managers.

Airfield Operations Flight (AOF)—Function that provides an overall safe and efficient airdrome to support the military flying mission. (72 OSS/OSA)

ALC Maintenance Ramp—All ramp space east of RUNWAY 18/36, excluding the TMF, is considered ALC maintenance ramp.

AMOPS—A facility that provides flight plan processing and planning services, airfield condition information, and ensures a safe airfield environment as directed by the AFM. (72 OSS/OSAM)

Around the Horn—Local term used when going between the multiple intersection at TWY C, H, and K north of RUNWAY 13/31. Ground controllers and aircrew are allowed to use this term when issuing/reading back taxi instructions.

ATCT—Facility that provides efficient air traffic control operations to ensure safe air and ground aircraft operations. Throughout this instruction, "ATCT" shall refer to the Tinker Control ATCT unless otherwise specified. (72 OSS/OSAT)

Controlled Movement Area (CMA) —Areas of the airfield which require aircraft, vehicles, and pedestrians to obtain specific Air Traffic Control approval for access. Continuous two—way radio communications with Ground Control must be maintained in the CMA. The CMA is comprised of the runway environment area outlined by runway hold short lines, overruns, ILS glideslope, localizer critical areas and portion of runway clear zones.

Controlled Movement Area Violation (CMAV)—A CMAV is an airfield infraction caused by aircraft, vehicles or pedestrians entering the CMA without appropriate control ATCT approval. This definition includes runway incursions and infractions caused by communications errors**Hazard Fragmentation Distance (HFD)**—The expected fragmentation distance of an explosive item. The distance in feet is expressed inside brackets ( ), for example, (09) indicates the HFD is 900 feet.

Lateral Obstacle Clearance Zone—Area from center of runway (1,000') or taxiway (200') and from edge of ramp/apron where vertical obstacles are not authorized unless they are waivered or they are a permissible deviation.

Long Hotel—Area on Twy H between Runway 13/31 and Twy B.

Mandatory Radio Monitor Area (MRMA)—The MRMA is the area inside the airfield perimeter fence excluding ramp areas and the area designated as the CMA. Vehicles operating in the MRMA shall be radio equipped capable to communicate with the ATCT. Vehicle operators shall monitor the ATCT frequency at all times and respond immediately to control ATCT instructions.

Maximum Credible Event (MCE)—The amount of explosive expected to detonate simultaneously.

OKC Approach Control—Oklahoma City Federal Aviation Administration Terminal Radar Approach Control facility.

Ramp—All paved areas used for parking/taxiing within the airfield perimeter fence excluding runways and taxiways.

Runway—The paved area primarily used for aircraft departures and landings. Tinker has two runways: Runway 18/36 and Runway 13/31.

Runway Clear Zones—Each runway has a clear zone at both ends of the runway. A clear zone is defined as the area 1,500’ either side of a 3,000’ extension of the runway centerline from the threshold. Several roads are in the clear zone (i.e., Air Depot Boulevard, Munitions Road).

Runway Incursion—A runway intrusion is a CMAV that is a result of an unauthorized entry or erroneous occupation of a runway or other surface used for takeoff and landing of aircraft, regardless of impact on aircraft safety. These incidents can be caused by aircraft, vehicles, pedestrians or communication error.

Short Hotel—Area on Twy H between Twy B and G.

South Hotel—Area on Twy H Southwest of Runway 13/31.

Taxiway—Paved area primarily used by aircraft for taxiing purposes, and also used by authorized vehicles as roadways.

Tow Way—A tow way is an area of the ramp used primarily for aircraft towing operations. Taxiing an aircraft on a tow way is permitted only with specific approval from AMOPS and ATCT.

Vehicle—As used in this instruction a vehicle includes all federal, state, and local government vehicles as well as all privately owned, contractor owned, and government leased vehicles. Golf carts and similarly sized conveyances are vehicles. Excluded are aircraft, bicycles, tricycles, mopeds and motorcycles.

Attachment 2

LOCAL FREQUENCIES/CHANNELIZATION

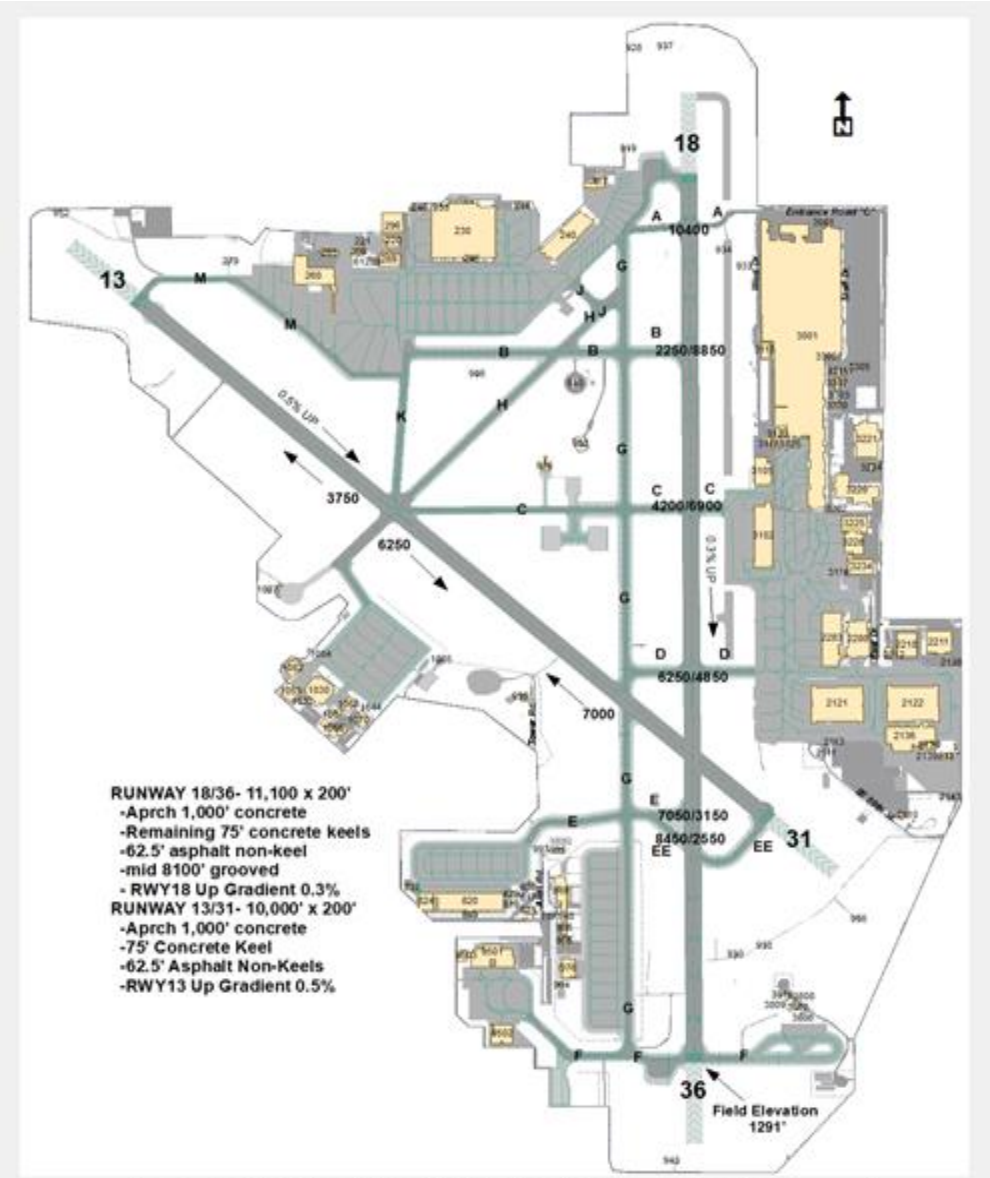
Table A2.1. Local Frequencies/Channelization.

	UHF	VHF	CHANNEL
ATCT	251.05	124.45	---
Ground	275.8	121.8	---
Clearance Delivery	335.8	119.7	---
Automated Terminal Information Service (405-734-5152) DSN:884-5152	270.1	---	---
Single Frequency Emergency Approach	354.125	---	---
Pilot-to-Metro (Weather)	261.025	---	---
CP (552 ACW/CP)	305.6/225.875	141.65/139.95	---
507 ARW Command Post	228.45	---	---
AFMC Flight Test	382.6	---	---
Pilot-to-Dispatch (AMOPS)	372.2	134.1	---
ATOC	---	119.15	---
Tinker TACAN	---	---	105

Attachment 3

RUNWAY/TAXIWAY SYSTEM, CONTROLLED MOVEMENT AREA (CMA) AND MANDATORY RADIO MONITOR AREA (MRMA)

Figure A3.1. Runway/Taxiway System, Controlled Movement Area (CMA) and Mandatory Radio Monitor Area (MRMA).

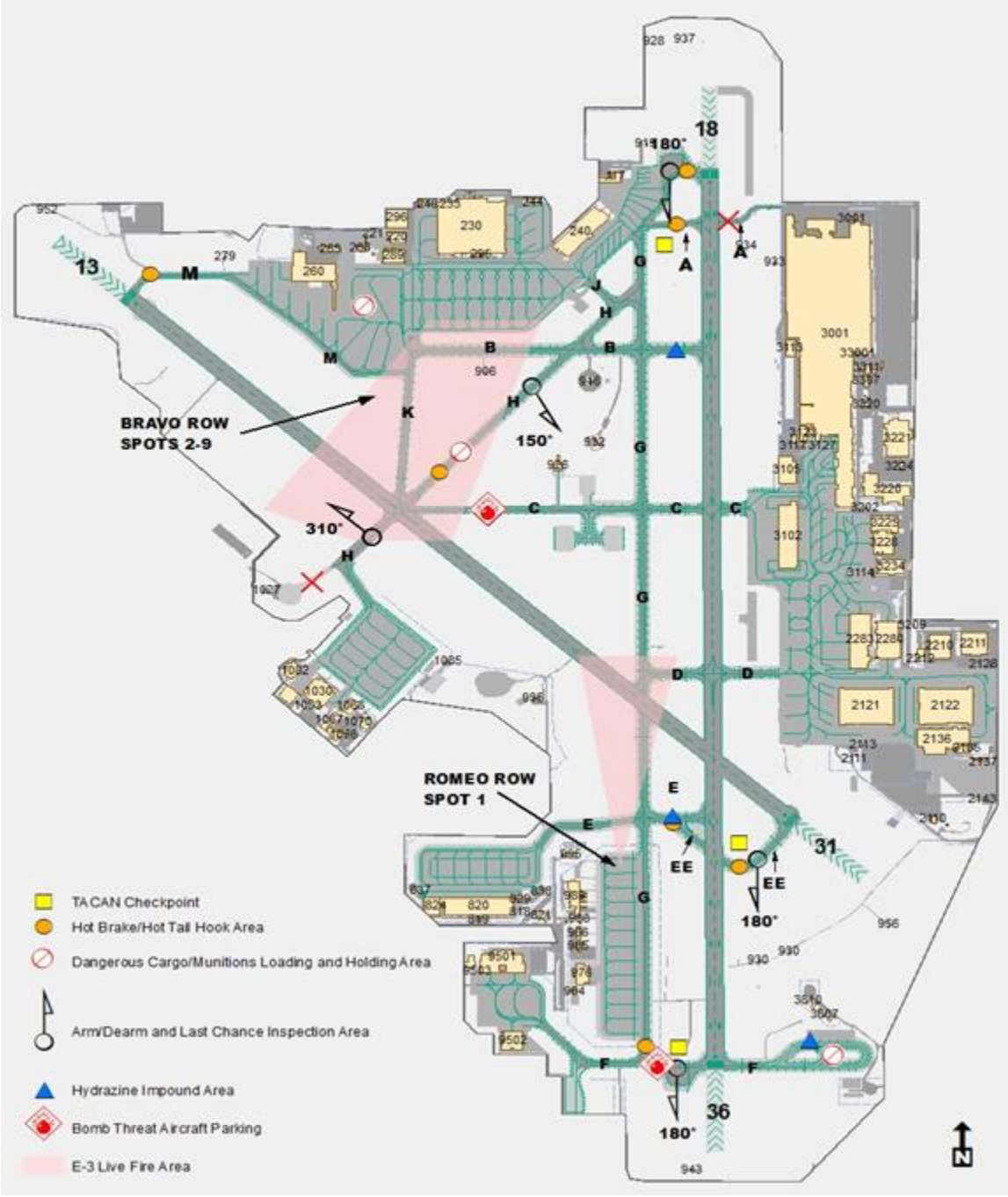


Taxiway	Total Width (ft)	Keel Width (ft)	Shoulder Width (Each Side) (ft)	Surface Material
A	100	75	25 (one side only)	All Concrete
B	175	75	50	50 Concrete, 12.5 Either Side Asphalt
C	100	75	12.5	All Concrete (West of Trim Pads)
C	200	75	62.5	Between Trim Pads and Golf Twy
C	175	75	50	Between Rwy 18/36 and Golf Twy
D	175	75	50	Asphalt Shoulders
E	175	75	50	Asphalt Shoulders
EE	175	75	50	Asphalt Shoulders
F	175	75	50	Asphalt Shoulders
G	175	75	50	Asphalt Shoulders
H	175	75	50	Asphalt Shoulders
J	125	75	25	Asphalt Shoulders
K	125	75	25	Asphalt Shoulders
M	100	50	25	Asphalt Shoulders
* Keel is the width of load bearing surface for aircraft				

Attachment 4

SPECIAL/ABNORMAL OPERATIONS AREAS

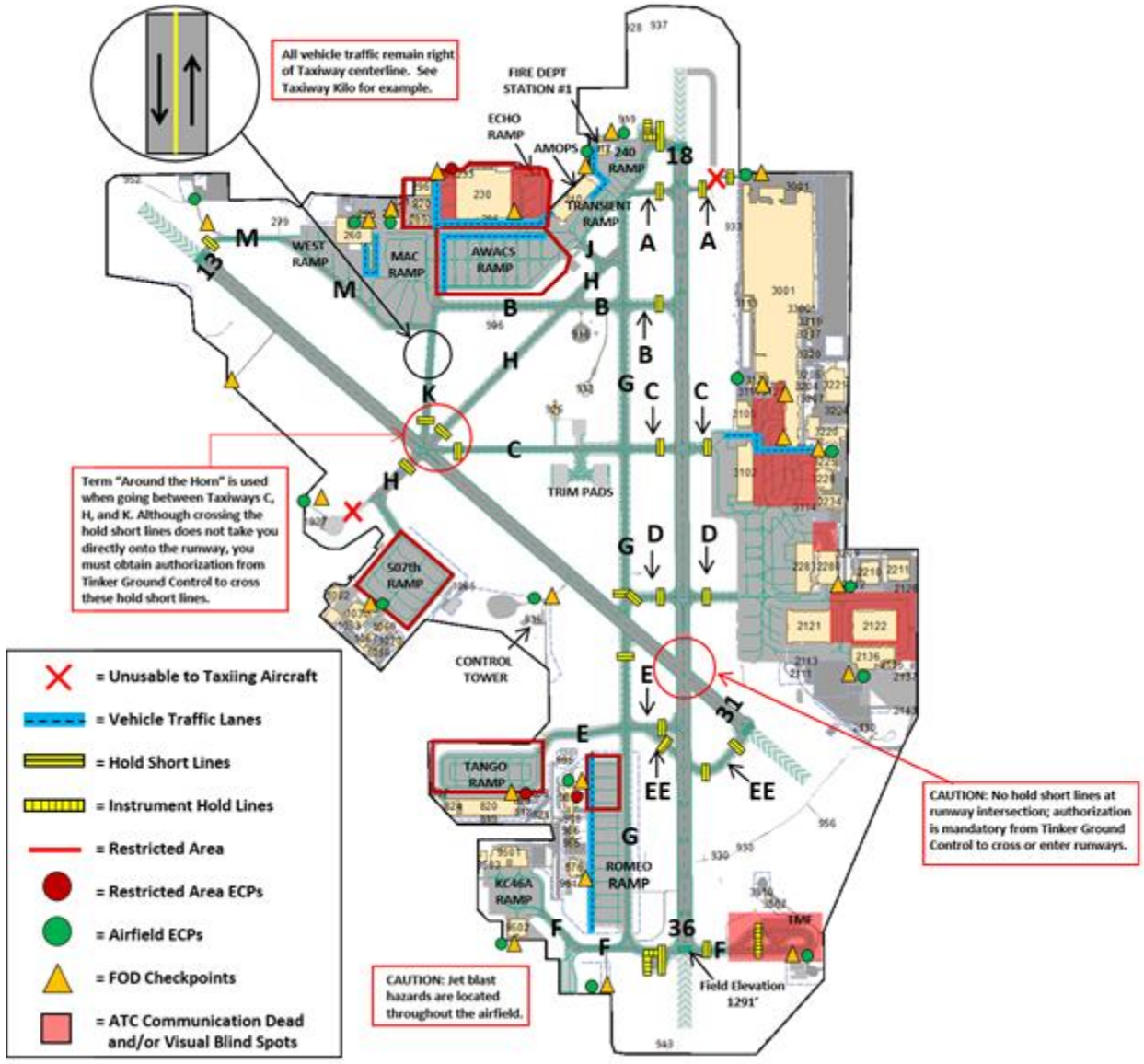
Figure A4.1. Special/Abnormal Operations Areas.



Attachment 5

CONTROL OF VEHICLES ON THE AIRFIELD

Figure A5.1. Control of Vehicles on the Airfield.



Attachment 6

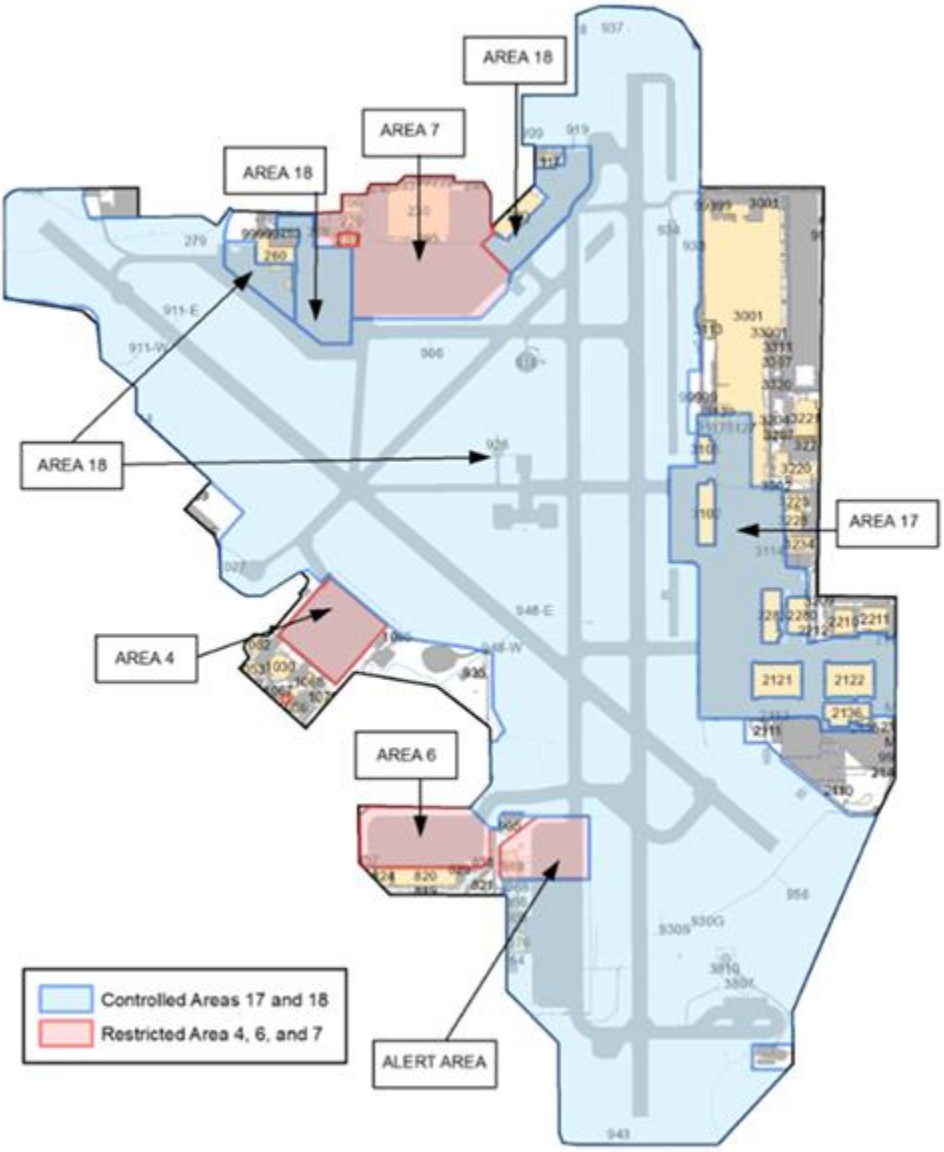
RUNWAY/TAXIWAY SYSTEM, CONTROLLED MOVEMENT AREA (CMA) AND MANDATORY RADIO MONITOR AREA (MRMA)

Figure A6.1. Runway/Taxiway System, Controlled Movement Area (CMA) and Mandatory Radio Monitor Area (MRMA).

Attachment 7

CONTROLLED AND RESTRICTED AREAS

Figure A7.1. Controlled And Restricted Areas.



Attachment 8

RUNWAY 18/36 ILS CRITICAL AREAS AND PRECISION OBSTACLE FREE ZONE (POFZ)

Figure A8.1. RUNWAY 18/36 ILS Critical Areas and Precision Obstacle Free Zone (POFZ).

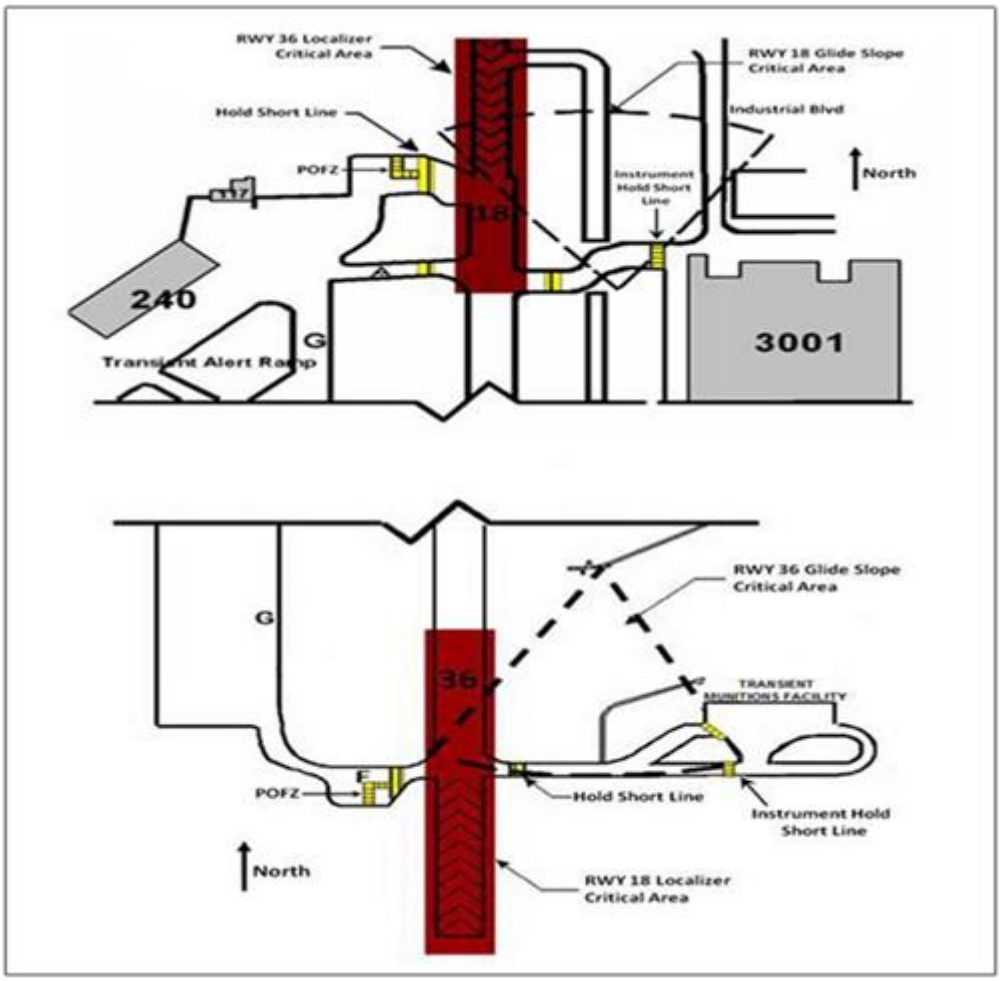
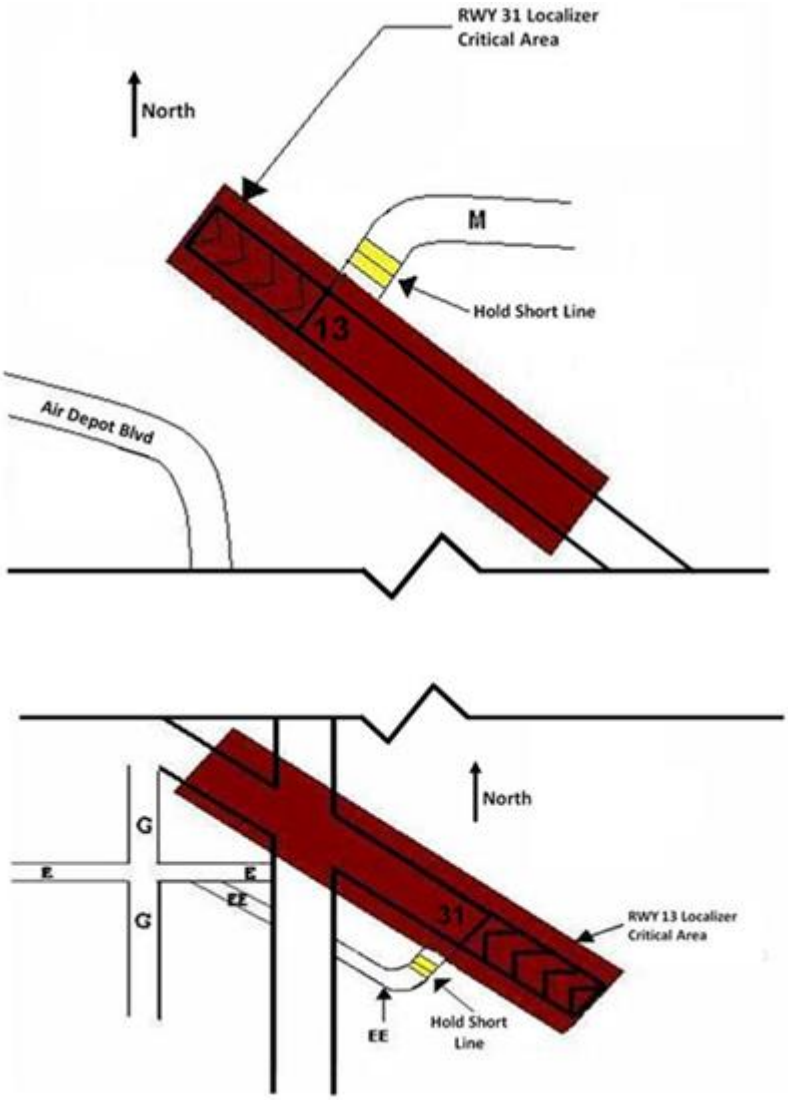


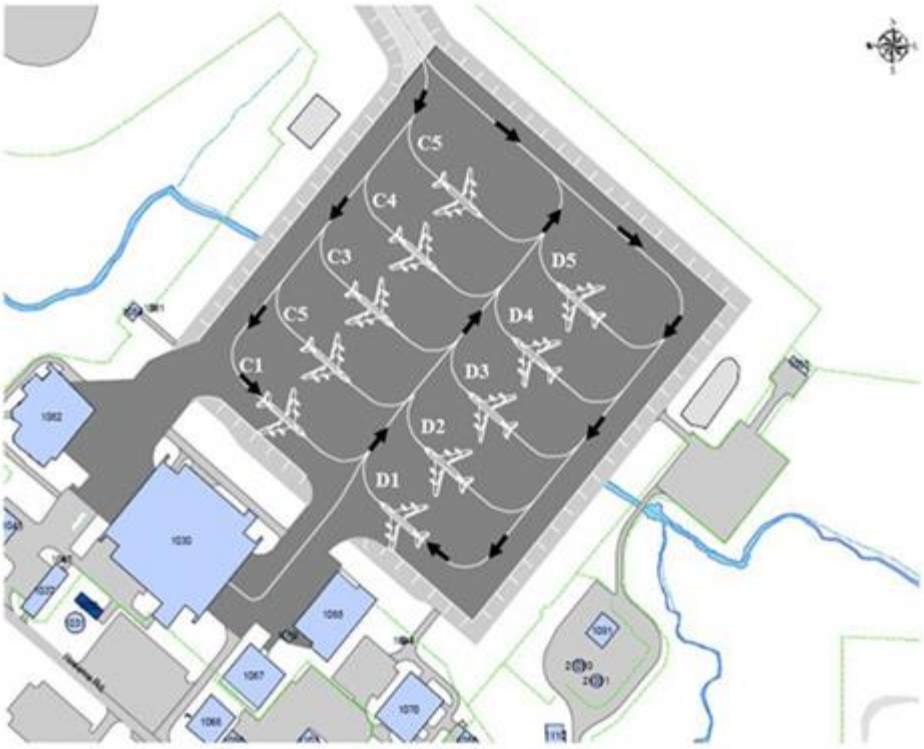
Figure A8.2. RUNWAY 13/31 LOC CRITICAL AREAS.



Attachment 9

AIRCRAFT PARKING PLAN 507 ARW RAMP

Figure A9.1. Aircraft Parking Plan 507 ARW Ramp.



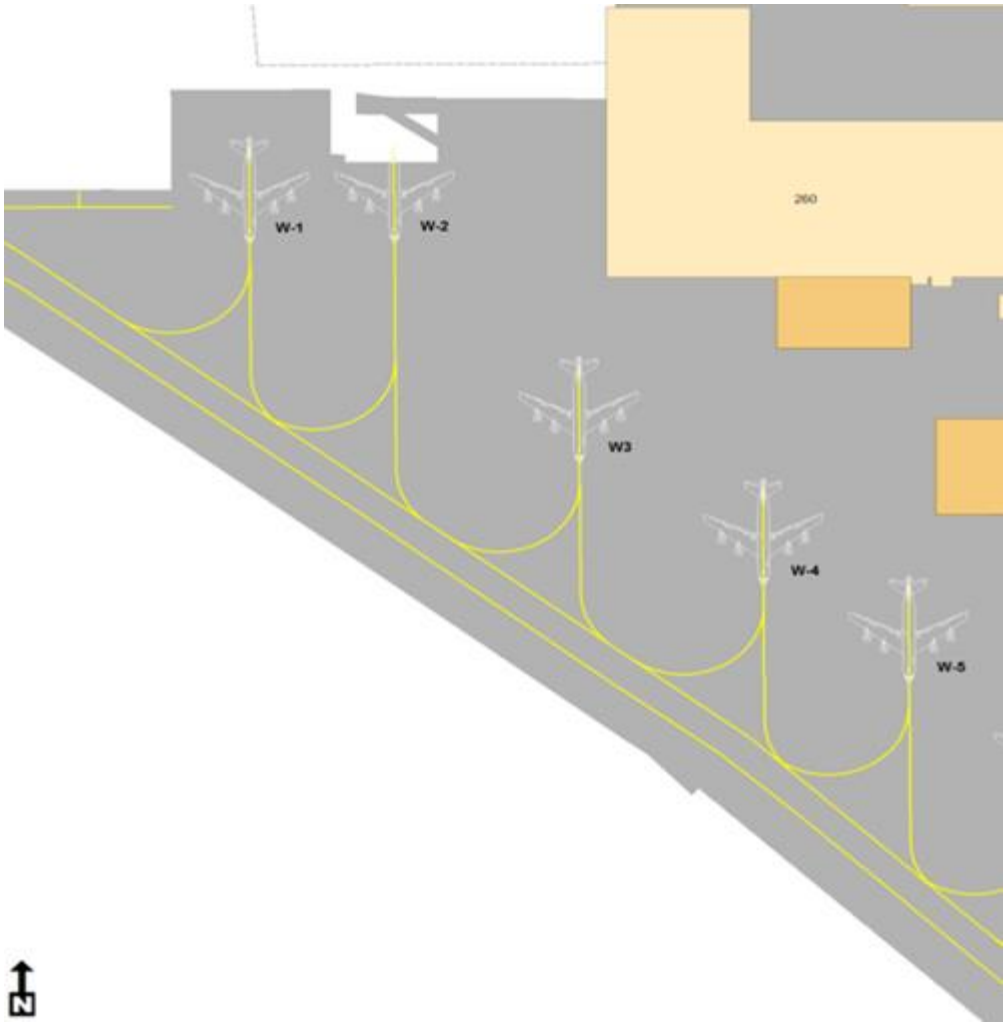
* Diagram not to scale.

Ramp lateral obstacle clearance = 32 ft.

Attachment 10

AIRCRAFT PARKING PLAN WEST RAMP

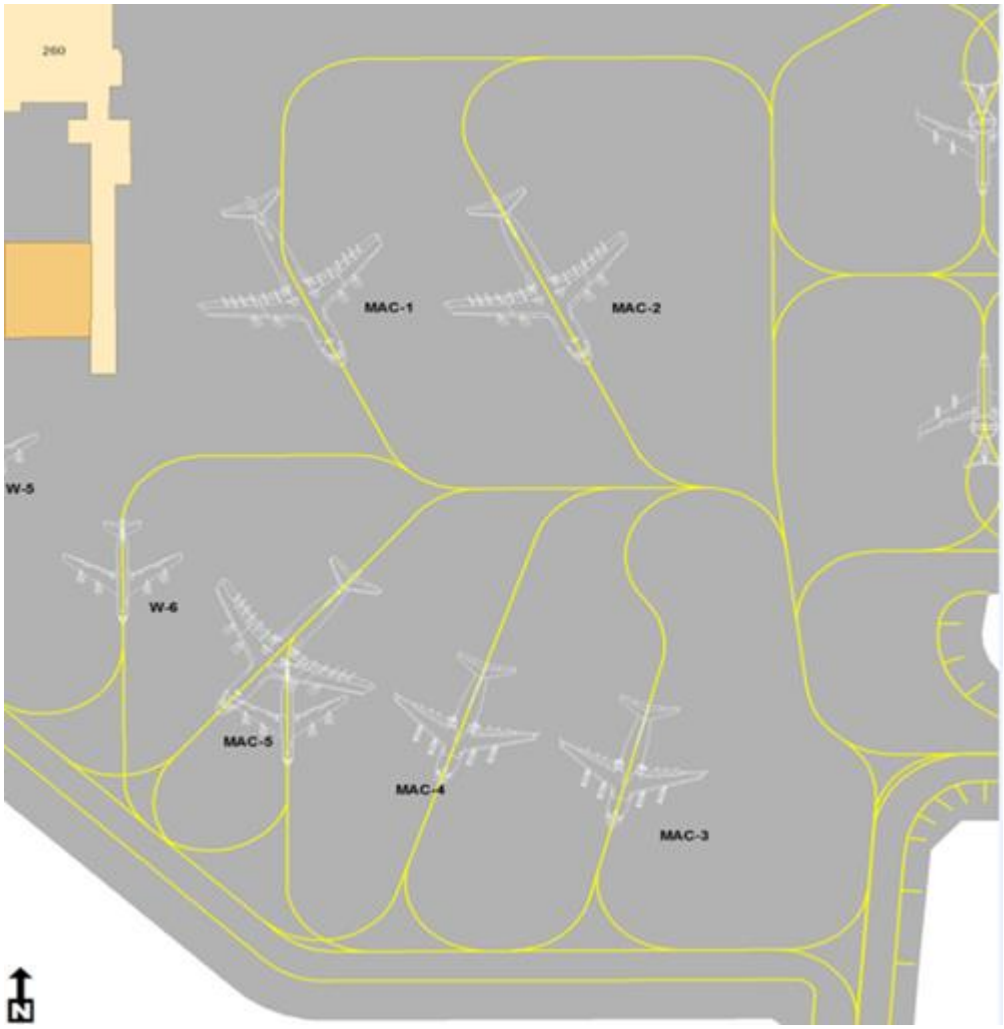
Figure A10.1. Aircraft Parking Plan West Ramp.



Attachment 11

AIRCRAFT PARKING PLAN MAC RAMP

Figure A11.1. Aircraft Parking Plan MAC Ramp.



Attachment 12

AIRCRAFT PARKING PLAN ROMEO RAMP AND TMF

Figure A12.1. Aircraft Parking Plan Romeo Ramp and TMF.

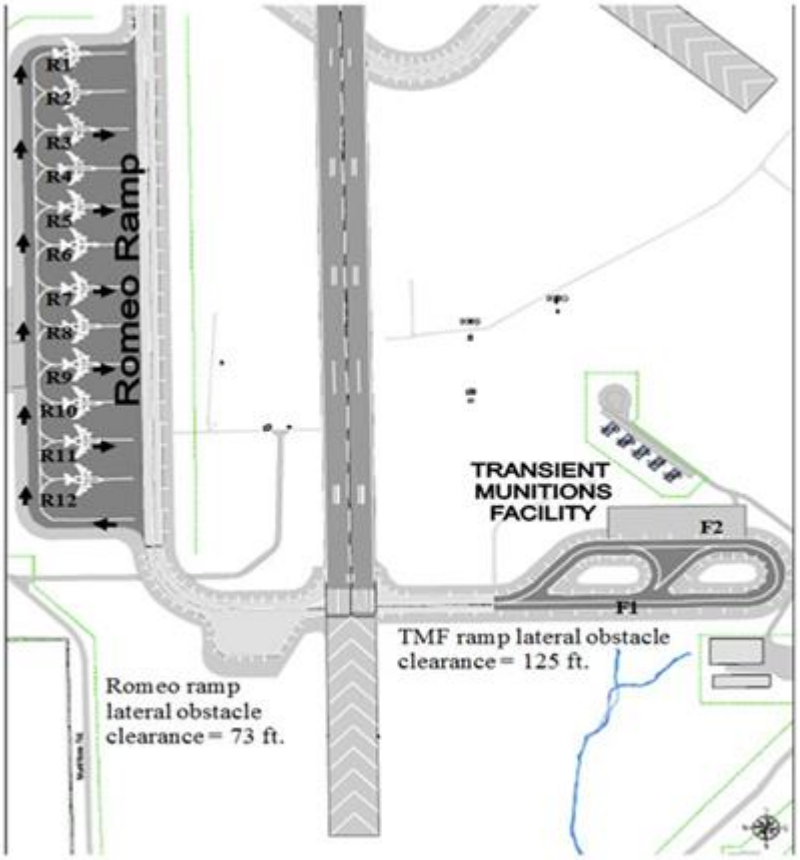


*Diagram not to scale.

Attachment 13

AIRCRAFT PARKING PLAN 76 AMXG (ALC) RAMP

Figure A13.1. Aircraft Parking Plan 76 AMXG (ALC) Ramp.

Table A13.1. ALC Aircraft Parking Plan.

Spot #	Largest Acft	Taxi In/Out	Engine Run	Fuel Service
K-5 E	B-52	Yes/Yes; B-52s require wing-walkers	Yes; High-power engine runs require permanent blast shields	Yes; Close drain for fueling
Remarks: Aircraft must taxi in facing west. When aircraft is facing west engine runs above idle prohibited. Engine runs above idle for normal shutdown sequence during recovery shall not exceed 1 minute in duration and require spotters to protect engine blast area. B-52 aircraft may taxi south of B3102 if all equipment is located north of the northern dashed double-yellow wingtip clearance line and south of the southern dashed double-yellow wingtip clearance line.				
K-5 N	B-52	Yes/Yes; B-52s require wing-walkers	Yes; High-power engine runs require permanent blast shields	Yes; Close drain for fueling
Remarks: Aircraft must taxi in facing south with no equipment along the blast shields; When aircraft is facing south engine runs above idle prohibited. Engine runs above idle for normal shutdown sequence during recovery shall not exceed 1 minute in duration and require spotters to protect engine blast area. B-52 aircraft may taxi south of B3102 if all equipment is located north of the northern dashed double-yellow wingtip clearance line and south of the southern dashed double-yellow wingtip clearance line.				
K-6	B-52 only	Yes/Yes; B-52s require wing-walkers	Yes; High-power engine runs require permanent blast shields and no aircraft on K-7	Yes; Close drain, K6 and K7 share spot.
Remarks: None				
K-7	B-52 only	Yes/Yes; B-52s require wing-walkers	Yes; High-power engine runs require permanent blast shields and no aircraft on K-6	Yes; Close drain, K6 and K7 share spot.
Remarks: None				
K-8 S	B-52	Yes/Yes; B-52s require wing-walkers	Yes/Yes; High-power engine runs require permanent blast shields and no aircraft on K-7	Yes

Remarks: Aircraft must taxi in facing north with no equipment along the blast shields; When aircraft is facing north engine runs above idle prohibited. Engine runs above idle for normal shutdown sequence during recovery shall not exceed 1 minute in duration and require spotters to protect engine blast area. B-52 aircraft may taxi south of B3102 if all equipment is located north of the northern dashed double-yellow wingtip clearance line and south of the southern dashed double-yellow wingtip clearance line.				
K-8 E	B-52	Yes/Yes; B-52s require wing-walkers	Yes/Yes; High-power engine runs require permanent blast shields and no aircraft on K-7	Yes
Remarks: Aircraft must taxi in facing west with no equipment along the blast shields; When aircraft is facing west engine runs above idle prohibited. Engine runs above idle for normal shutdown sequence during recovery shall not exceed 1 minute in duration and require spotters to protect engine blast area. B-52 aircraft may taxi south of B3102 if all equipment is located north of the northern dashed double-yellow wingtip clearance line and south of the southern dashed double-yellow wingtip clearance line.				
K-9	B-1	Yes/Yes	Yes; with permanent blast shields.	Yes
Remarks: Aircraft must taxi in facing west.				
K-10	B-1	Yes/Yes; aircraft on K-9 must be parked on nose block.	Yes; with permanent blast shields.	Yes
Remarks: Aircraft must taxi in facing west.				
K-11	B-1	Yes/Yes; aircraft on K-9 & K-10 must be parked on nose block and no aircraft parked on N-1.	Yes; with permanent blast shields and no aircraft parked on N-1.	Yes
Remarks: Aircraft must taxi in facing west.				
N-1	B-1	Yes/No	No	Yes
Remarks: Restricts engine runs/taxi on K-11.				
N-2	B-52	No/No	Yes when L-13 is empty; spotters required on north and east side of aircraft.	Yes

Remarks: Blocks N3 & N4; OC-ALC is responsible for ensuring all equipment behind the aircraft is moved.				
N-3	B-52	No/No	No	No
Remarks: Blocks N-4				
N-4	B-52	No/No	No	No
Remarks: None				
N-5	B-52	No/No	No	No
Remarks: Blocks N-4				
N-6	E-3	No/No	No	No
Remarks: Blocks N-5				
N-7	E-3	No/No	No	No
Remarks: Blocks N-5				
LM-1	KC-135	No/No	No	No
Remarks: LM-1 parking blocks access to Building 3001. Aircraft cannot taxi between Lima and Mike row due to industrial area.				
M-1	E-3	No/No	No	No
Remarks: Blocks access to B3225. The tow-way between L and M rows is closed whenever any equipment or portable blast shields are placed between L and M rows. The closure will affect all parking spots north of the position of the blast shields. Aircraft cannot taxi between Lima and Mike row due to industrial area.				
M-2	B-52	No/No	No	No
Remarks: Blocks access to B3228. The tow-way between L and M rows is closed whenever any equipment or portable blast shields are placed between L and M rows. The closure will affect all parking spots north of the position of the blast shields. Aircraft cannot taxi between Lima and Mike row due to industrial area.				
M-3	B-52	No/No	No	Yes
Remarks: Aircraft cannot taxi between Lima and Mike row due to industrial area.				
M-4	B-52	No/No	No	Yes
Remarks: Aircraft cannot taxi between Lima and Mike row due to industrial area.				
M-5	B-52	No/No	No	Yes

Remarks: Blocks access to B2283 and B2280. Aircraft cannot taxi between Lima and Mike row due to industrial area. No blast shields/equipment east of L-8 or L-14.				
L-1 to L-4	KC135	No/No	No	No
Remarks: L-1 is blocked when L-2 has aircraft parked on it				
L-5	C130	No/No	No	No
Remarks: None				
L-6	E-6	Yes/Yes	Idle Power Only	Yes
Remarks: Aircraft cannot taxi between Lima and Mike row due to industrial area. Aircraft must taxi in facing northeast and taxi out facing southwest.				
L-7	KC135	Yes/Yes	Idle Power Only	Yes
Remarks: Aircraft cannot taxi between Lima and Mike row due to industrial area. Aircraft must taxi in facing northeast and taxi out facing southwest.				
L-8	B-52	No/Yes	Yes; must face southwest with portable blast shields.	Yes
Remarks: All aircraft must be parked facing southwest. When portable blast shields are in place, aircraft cannot taxi East of L-8. B-52 aircraft may taxi south of B3102 if all equipment is located north of the northern dashed double-yellow wingtip clearance line and south of the southern dashed double-yellow wingtip clearance line.				
L-9	B-52	No/Yes	Idle Power Only	Yes
Remarks: All aircraft must be parked facing southwest. Cannot taxi off L-9 when an aircraft is parked on L-14. Idle power only except for power setting required to taxi out. Engine runs above idle for normal shutdown sequence during recovery shall not exceed 1 minute in duration and require spotters to protect engine blast area.				
L-10	B-52	Yes/No	Idle Power Only Facing East; must have spotters at nose and tail of the aircraft.	Yes
Remarks: Blocks access to B2283.				
L-11	B-52	Yes/No	Idle Power Only Facing East; must have spotters at nose and tail of the aircraft.	Yes
Remarks: Blocks access to B2283.				
L-12	B-52	Yes/No	Idle Power Only Facing East; for PDM inputs only; must have spotters at nose and tail of the aircraft.	Yes
Remarks: Engine operation above idle is prohibited. Engine runs above idle for normal shutdown sequence during recovery shall not exceed 1 minute in duration and require spotters to protect engine blast area. Blocks access to B2121. B-52 aircraft may taxi south of B3102 if all equipment is located north of the northern dashed double-yellow wingtip clearance line and south of the southern dashed double-yellow wingtip clearance line.				

L-13	B-52	Yes/No	Idle Power Only Facing East; for PDM inputs only; must have spotters at nose and tail of the aircraft.	Yes
Remarks: KC10 spot-temporary input spot. Blocks access to B2121.				
L-14	KC135	No/No	No	No
Remarks: None.				

Attachment 14

AIRCRAFT PARKING PLAN NAVY (TANGO) RAMP

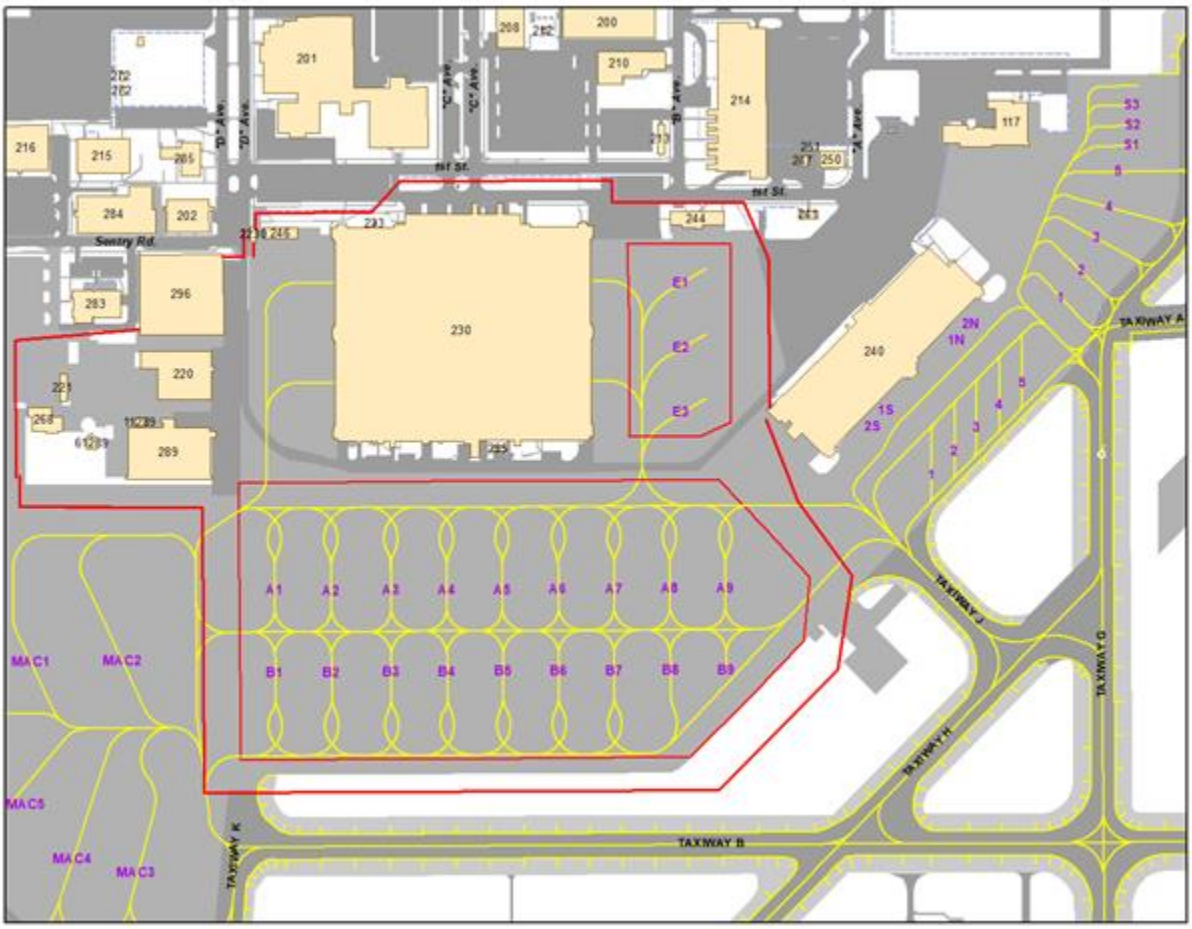
Figure A14.1. Aircraft Parking Plan Navy (Tango) Ramp.

*Diagram not to scale
Ramp lateral obstacle clearance = 86 ft

Attachment 15

AIRCRAFT PARKING PLAN AWACS RAMP (BIRDCAGE), ECHO RAMP, TRANSIENT RAMP, AND 240 RAMP

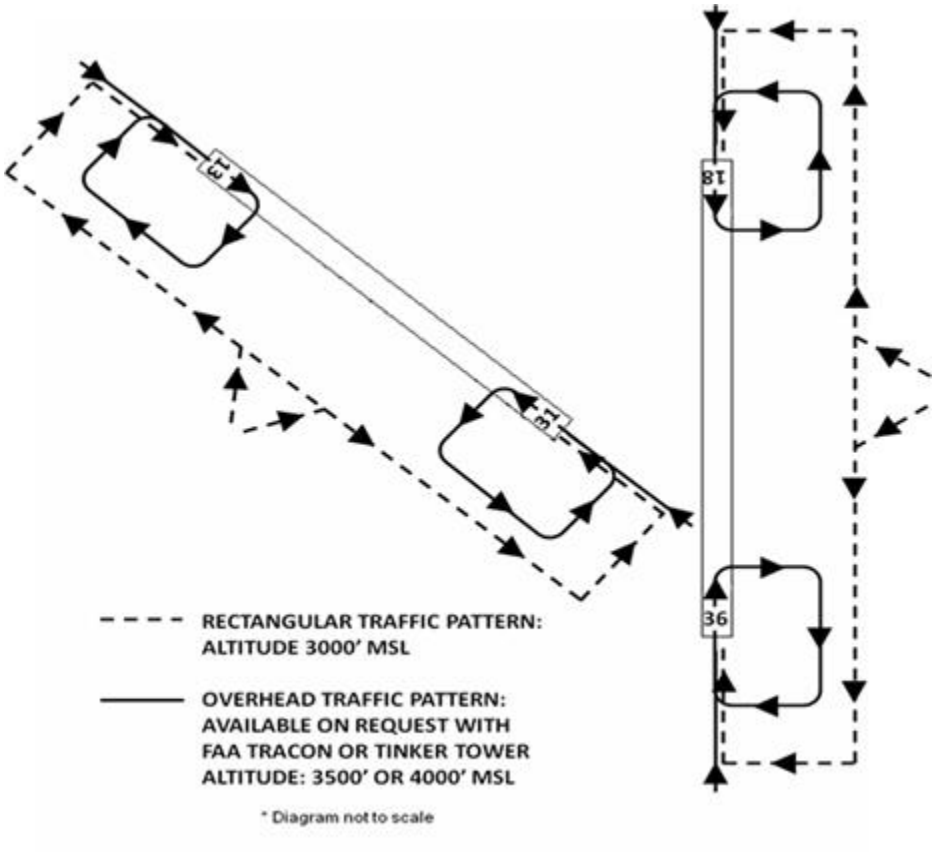
Figure A15.1. Aircraft Parking Plan AWACS Ramp (Birdcage), Echo Ramp, Transient Ramp, and 240 Ramp.



Attachment 16

TINKER AFB VFR TRAFFIC PATTERNS

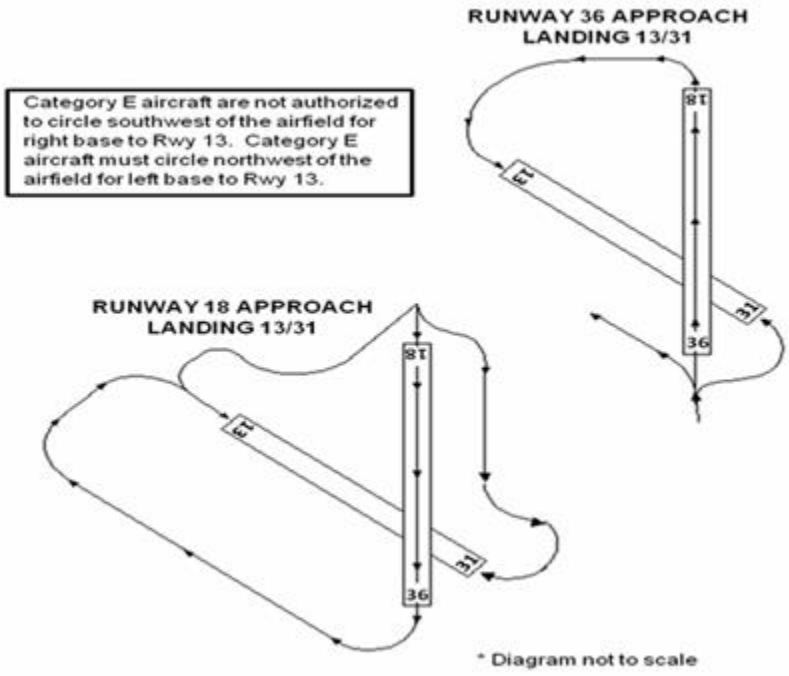
Figure A16.1. Tinker AFB VFR Traffic Patterns.



Attachment 17

PRACTICE CIRCLING APPROACHES VFR WEATHER CONDITIONS

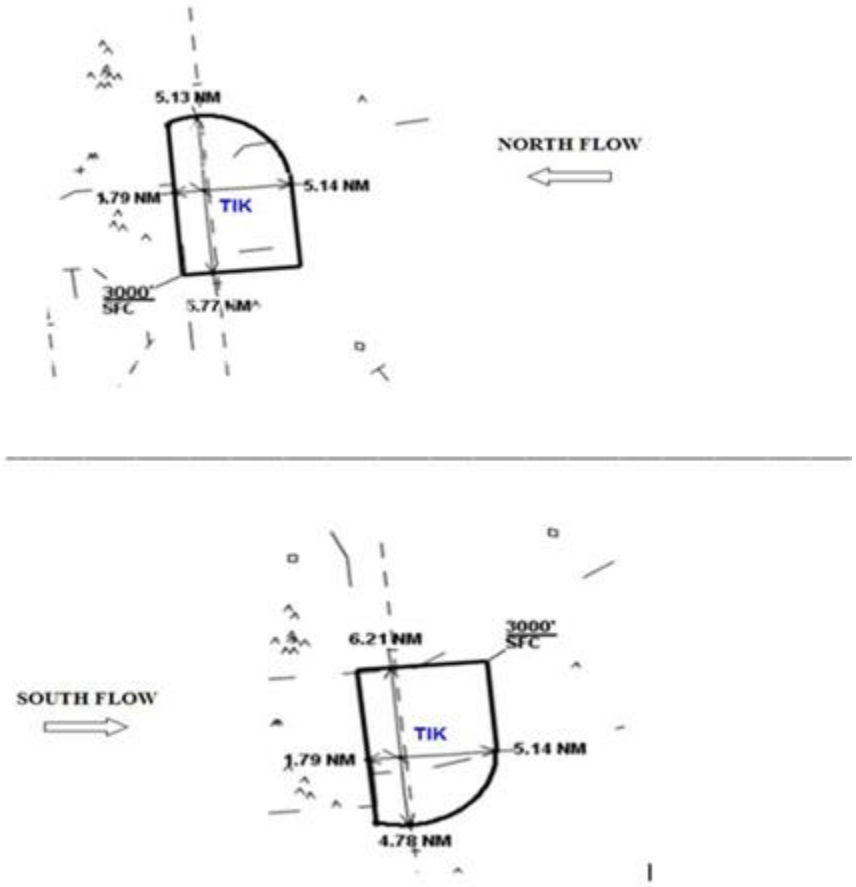
Figure A17.1. Practice Circling Approaches VFR Weather Conditions.



Attachment 18

AIRSPACE DIAGRAM TINKER NORTH AND SOUTH FLOW SURFACE AREAS

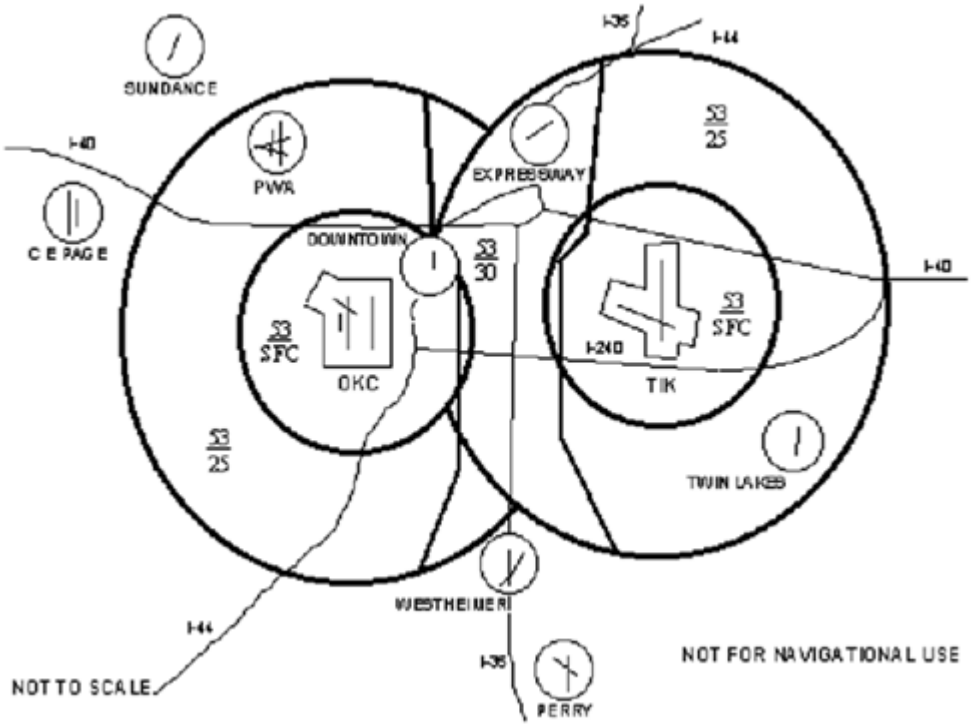
Figure A18.1. Airspace Diagram Tinker North and South Flow Surface Areas.



Attachment 19

AIRSPACE DIAGRAM TINKER/WILL ROGERS CLASS ‘C’ AIRSPACE

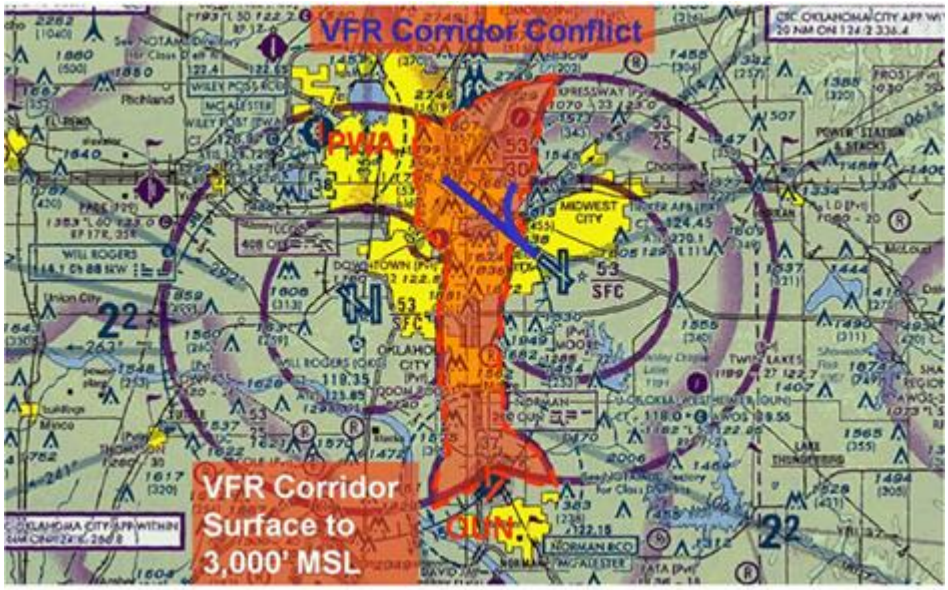
Figure A19.1. Airspace Diagram Tinker/Will Rogers Class ‘C’ Airspace.



Attachment 20

VFR LOCAL TRAINING AREAS

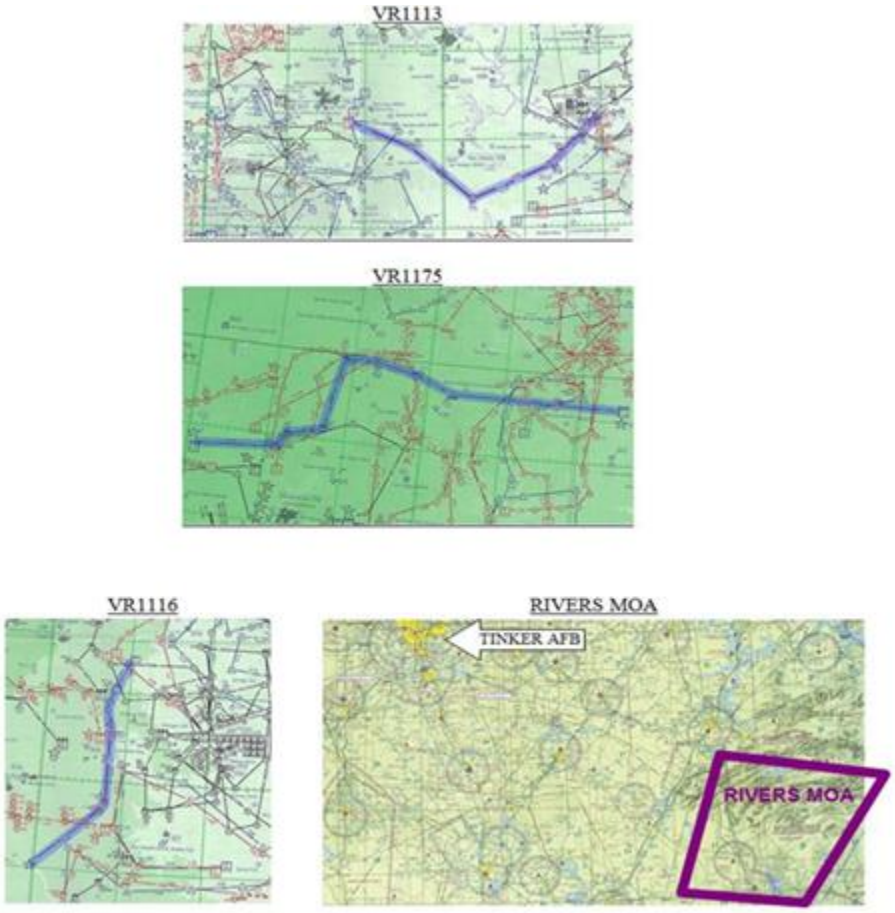
Figure A20.1. VFR Local Training Areas.



Attachment 21

VFR MILITARY TRAINING ROUTES VR1113, VR1116, VR1175, AND RIVERS MOA

Figure A21.1. VFR Military Training Routes VR1113, VR1116, VR1175, and Rivers MOA.



Attachment 22

CONTROL ATCT LIGHT GUN SIGNALS

Table A22.1. Control ATCT Light Gun Signals.

	AIRCRAFT	VEHICLES, EQUIPMENT, PERSONNEL
STEADY GREEN 	CLEAR TO LAND CLEAR FOR TAKEOFF	AUTHORIZED TO CROSS
FLASHING GREEN 	RETURN FOR LANDING CLEAR TO TAXI	NOT APPLICABLE
STEADY RED 	GIVE WAY TO AIRCRAFT STOP	STOP
FLASHING RED 	AIRPORT UNSAFE STOP	EXIT RUNWAY OR TAXIWAY
FLASHING WHITE 	RETURN TO STARTING POINT	
ALTERNATING RED & GREEN 	GENERAL WARNING SIGNAL EXERCISE EXTREME CAUTION	

Attachment 23

AIRFIELD OPERATIONS BOARD MEMBERSHIP

Figure A23.1. Airfield Operations Board Membership.

72 ABW/CC or CV (Chair)

72 ABW/SE (Flight Safety)

72 ABW/CE

72 MSG/CC

72 OSS/CC

72 OSS/OSA/OSAT/OSAM

72 OSS/OSW

72 OSS/OSM

522 OSS/OSOR (Airspace Manager)

OKC Approach Control

76 AMXG/CC

Flying Units:

10 FLTS/CC

507 OG/CC

507 OG/OGV

513 ACG/CC

513 ACG/OGV

552 OG/CC

552 OG/OGV

552 ACW/SE

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