BY ORDER OF THE COMMANDER
TRAVIS AIR FORCE BASE

TRAVIS AIR FORCE BASE
INSTRUCTION 13-204

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Nuclear, Space, Missile, Command and Control

AERODROME AND AIRFIELD OPERATIONS

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This instruction implements AFMAN 13-204 Series and AFMAN 11-202v3 Flight Operations. It establishes procedures to be used for flying, airfield, and airfield driving operations at Travis Air Force Base (AFB). This publication applies to all personnel conducting flying and airfield operations at Travis Air Force Base to include Air Force Reserve Command (AFRC) Units, other military branches, components, and tenant partners. It furnishes pilots and other interested personnel with procedures to be used in the control of aircraft at Travis Air Force Base and prescribes policy, responsibilities, and procedures for the control of motor vehicle traffic on the airfield. These procedures are directive in nature; however, do not replace good judgment on the part of all personnel concerned. 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 Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of IAW Air Force Records 1001Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed.

Chapter 1

GENERAL INFORMATION

1.1. Location.

1.1.1. Travis Air Force Base (TAFB) is located adjacent to Fairfield, California, at N 38° 15.76’ and W 121° 55.65’. The airport identifier is KSUU. The field elevation is 63’ MSL.

1.2. Published Operating Hours.

1.2.1. The Airfield Operations Flight (60 OSS/OSA) executes the Airfield Management (AM); Air Traffic Control (ATC); and Radar, Airfield, and Weather Systems (RAWS) missions 24 hours a day, 7 days a week unless published otherwise.

1.3. Description and Use of the Aerodrome.

1.3.1. The TAFB Radar Approach Control (RAPCON) controls Class E airspace (**Attachment 4**, **Attachment 7, and Attachment 8**) from the surface to 10,000’ MSL, in an approximately 2,000 square mile area, extending west to east from Napa County Airport to just west of Sacramento, and from south to north from Concord to just north of Watts-Woodland airport. The TAFB RAPCON provides IFR/VFR services to TAFB, Buchanan Field (Concord), Nut Tree, University Airport (Davis), Watts-Woodland, Rio Vista, and Yolo County airports. Airspace configuration is governed by the direction of traffic flow in the major San Francisco Bay Area airports and wind velocity and direction at TAFB.

1.3.2. The TAFB Tower controls Class D airspace (**Attachment 4**) extending from the surface up to and including 2,600 feet MSL within a 4.3 NM radius of TAFB.

1.3.3. Runways and Taxiways (**Attachment 3**).

1.3.3.1. TAFB has two runways and one landing zone.

1.3.3.1.1. Runway 03R/21L is 10,995’ long and 150’ wide.

1.3.3.1.1.1. Runway 21L (CAT II) is the primary instrument runway. Runway 03R/21L’s surface type is Portland Cement Concrete (PCC) and Asphalt Concrete (AC). The 75’ keel section of the entire length of Runway 03R/21L is PCC. The first 1,000’ of Runway 21L is PCC. The first 2,175’ of Runway 03R is PCC. The remaining surface is AC. Runway 03R/21L is grooved from threshold to threshold.

1.3.3.1.2. Runway 21R/03L is 11,001’ long and 300’ wide.

1.3.3.1.2.1. Runway 21R/03L’s surface type is AC and PCC. Center section (middle 7,101’) is AC. The first 1000' of Runway 21R is PCC. The first 2900' of Runway 03L is PCC. Runway 21R is grooved between 10,000’ and 7,750’ remaining and between 4,800’ and 1,100’ remaining. Runway 03L is grooved between 9,900’ and 6,200’ remaining and between 3,250’ and 1,000’ remaining.

1.3.3.1.3. 032/212 Landing Zone (LZ) is 3,500’ long x 90’ wide. Surface type is PCC. 032/212 LZ is grooved from overrun to overrun.

1.3.4. Taxiways and Taxilanes. TAFB has 14 active taxiways (A, B, C, D, E, F, G, H, J, K, L, M, N, and portions of R) and six active taxilanes.

1.3.4.1. Taxiways and taxilanes are 75’ wide with the exception of Taxiways D, E, and F, which are 100’ wide, and Taxiway G, which is 355’ at the northwest intersection of 21R/03L. All surfaces are concrete.

1.3.4.2. Taxiways H, J, K, and L north of Taxiway N are designated taxilanes. Portions of Taxiway N that runs along the parking aprons are designated taxilanes.

1.3.4.3. Taxiways E and F are permanently closed between Taxiways N and R and marked as such. Taxiways S and P are permanently closed and marked as such. Taxiway R is permanently closed between Taxiways H and L and marked as such. Taxiway R between Taxiways D and H remains open and operational.

1.3.4.4. Travis AFB has three named towways. They are identified as Towway V, W, and X.

1.4. Aircraft Arresting Systems.

1.4.1. There are no aircraft arresting systems permanently installed at TAFB.

1.5. Airfield Lighting.

1.5.1. Runway 21L. Touchdown zone lights (TDZLs), centerline lights (CLs), high intensity runway lights (HIRLs), ALSF-2 approach lighting system, precision approach path indicators (PAPIs), and AMP-3 overt (white)/covert (infrared) lights. The AMP-3 lights are offered at a width of 100’ or 160’, a length of 500’ or 1000’, and the fifth, single light is offered at a distance of 5,000’ or end of runway.

1.5.2. Runway 21R. HIRLs and PAPI installed.

1.5.3. Runway 03L. HIRLs and PAPI installed.

1.5.4. Runway 03R. HIRLs, CLs, and PAPI installed.

1.5.5. 212 LZ. AMP-1 standard lights, AMP-3 overt (white)/covert (infrared) lights are at a width of 100’, a length of 500’, and the fifth, single light is at the end of the overrun (3,800’ from the threshold).

1.5.6. 032 LZ. AMP-1 standard lights, AMP-3 overt (white)/covert (infrared) lights are at a width of 100’, a length of 500’, and the fifth, single light is at the end of the overrun (3,800’ from the threshold).

1.6. Local Aircraft Priorities.

1.6.1. Exercise activity shall not interfere with operational mission flying. Air traffic controllers will use the following aircraft priorities when sequencing arrivals and departures**.** **NOTE:** Local operational priorities must not take precedence over priorities listed in FAAO JO 7110.65.

1.6.1.1. Emergency/aircraft in distress.

1.6.1.2. VQ-3 Emergency War Order (EWO).

1.6.1.3. MEDEVAC (always)/Air Evacuation/HOSP (pilot requested).

1.6.1.4. VQ-3 “Giant Shot” practice launches.

1.6.1.5. Designated mission priority operations to include controlled departures (as relayed by 60 AMW/CP to Tower).

1.6.1.6. Flight Check aircraft.

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

1.6.1.8. IFR Arrival aircraft making full stop landing.

1.6.1.9. Aircraft participating in local or HHQ directed exercises.

1.6.1.10. Local aircraft conducting check rides.

1.6.1.11. Formal training (Active Duty and Reserves), VQ-3 alert crew transition training.

1.6.1.12. Local and/or transient aircraft pre-scheduled with Current Operations (60 OSS/OSO) scheduling function.

1.6.1.13. Base assigned aircraft conducting local transition training to include Tactical Arrival/Departure (TAD) training not scheduled with the 60 OSS/OSO scheduling function. Contact 60 OSS/OSO (Current Ops) for a copy of the TAD Letter of Agreement.

1.6.1.14. Transient aircraft conducting transition training not scheduled with the 60 OSS/OSO scheduling function. NOTE: IFR aircraft conducting instrument approaches will have priority over VFR transition training.

1.7. Flight Information Publication (FLIP) Change Request Procedures.

1.7.1. Airfield Management is the focal point for FLIP change requests. Requests to change the GIANT Report are also made to the Airfield Manager. For individual flying unit FLIP accounts, changes to quantities or products will be made with the respective unit FLIP manager.

1.7.2. During crisis support, FLIPs can be emergency requisitioned and will normally be shipped within 24 hours. Requests must be made in writing to 60 OSS/OSAA through the 60 OSS/CC for validation.

1.8. Airfield Operations Board (AOB).

1.8.1. This board provides a forum for discussing, updating, and tracking various activities in support of the wing-flying mission. The AOB will convene quarterly (ex: Jan – Mar: conducted in Apr).

1.8.2. The 60th Operations Group Commander (60 OG/CC) is the designated representative and will chair the AOB.

1.8.3. Membership. IAW AFMAN 13-204v1, the following organizations are required AOB members:

Table 1.1. AOB Membership.

60 AMW/SEF	70 ARS/CC/ or DO
60 OG/CC/OGV	79 ARS/CC/ or DO
60 OSS/CC or DO	301 AS/CC/ or DO
60 OSA/OSAA/OSAB/ OSAD/OSAM/OSAX/OSW	312 AS/CC/ or DO
6 ARS/CC/or DO	VQ-3 DET/CC
9 ARS/CC/ or DO	AFREP
21 AS/CC/ or DO	60 AMW/CP
22 AS/CC/ or DO	
60 MSG/CC/ or Designated rep	**Invite as needed:**
60 CES/CC/CEN/CENPL/CEO	Northern California TRACON (NCT)
349 OG/CC/OGV/SE	Oakland ARTCC (ZOA)

1.8.4. The AOB Agenda items include:

1.8.4.1. Airspace issues.

1.8.4.2. Air Traffic Control (ATC) and local flying procedures.

1.8.4.3. Military, FAA Concerns.

1.8.4.4. Airfield Operations Flight Staffing.

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

1.8.4.6. Airfield Environment.

1.8.4.7. Airfield Driving Training Program (Units visited, scheduled, inspection results, spot checks, changes/findings with training, etc.).

1.8.4.8. Runway Intrusions/Controlled Movement Area Violations (CMAVs). Comparison of current and past year's numbers by quarter.

1.8.4.9. Hazardous Air Traffic Reports (HATRs) (only HATRs occurring inside TAFB's airspace).

1.8.5. The following items will be reviewed at the AOB in the quarter indicated or as changes occur IAW AFMAN 13-204 Series.

1.8.5.1. 1st Quarter: Letters of Procedure (LOPs). Includes all LOPs affecting the local airfield/ flight environment (AOI, LOAs, operations letters, OPLANs, etc.), Terminal Instrument Procedures (TERPS)

1.8.5.2. 2nd Quarter: Results of Annual OSA Self-Inspection

1.8.5.3. 3rd Quarter: Results of Annual Airfield Certification/Safety Inspection

1.8.5.4. 4th Quarter: Aircraft Parking Plan, Status of Existing Airfield Waivers (with emphasis on temporary waivers and associated correction plans)

1.9. Pilot-Airfield Operations Liaison (PAL) Program.

1.9.1. The optional pilot-airfield operations liaison program provides a medium for cross flow of information between air traffic controllers, Airfield Management personnel and flying organizations. The Airfield Operations Flight Commander (AOF/CC) may implement this program.

1.10. Mid-Air Collision Avoidance (MACA) Program.

1.10.1. An active MACA program is essential to flight safety. Representatives from 60 AMW/SEF (Flight Safety) and/or Airfield Operations Flight (AOF) will make every effort to educate the local flying community in the services provided by Travis air traffic control as well as the hazards associated with military aircraft. The AOF plays a key role in supporting wing safety managed programs such as MACA. This program is directed by DAFI 91-202, The US Air Force Mishap Prevention Program.

Chapter 2

AIRFIELD PROCEDURES

2.1. Local Frequencies and Channels. Tower and RAPCON may direct UHF frequency changes for base-assigned C-17, C-5, and KC-46 aircraft by referring to the local channels and using procedures in FAAO JO 7110.65, Air Traffic Control. **Attachment 5** lists frequencies used locally.

2.1.1. Navigational Aids (NAVAIDs). See the Tower/RAPCON/RAWS/AM (TRRAM) Operations Letter for NAVAID maintenance and downtime procedures.

2.1.2. NAVAID Facilities. These include the Travis Tactical Air Navigation (TACAN), Instrument Landing Systems (ILS), and Digital Airport Surveillance Radar (DASR). The DASR is a component of the National Airspace System (NAS).

Table 2.1. Local NAVAIDS (see FLIPs for more detail).

NAVAID	Freq/Channel	Identifier	Location
ILS-03L	108.35	I-TXV	On field
ILS-21L	110.1	I-SUU	On field
TACAN	Chan 113X	SUU	On field

2.2. Local Flying Area.

2.2.1. The local flying areas are designated as the portion of Northern California, bordered on the south by a straight line starting at Monterey, northeast to Lee Vining Airport (Mono Lake), northwest to the northern tip of Eagle Lake, west to Eureka, south to Point Arena, and southeast to the point of origin (**Attachment 4**, **Attachment 7**, and **Attachment 8**).

2.3. Adjacent Airports. There are several civil airports with numerous general aviation aircraft operating VFR and IFR at all altitudes near Travis AFB (**Attachment 7**). The following list provides the airports' names, identifier, locations (from Travis TACAN, SUU) within Travis airspace, and type of air traffic to expect. Pilots should use caution while operating within the Travis radar control area; high-density civil traffic may not be in contact with Tower or RAPCON.

2.3.1. Nut Tree Airport (VCB): 340R/8DME; heavy VFR/light IFR traffic.

2.3.2. University Airport (EDU): 009R/19DME; light VFR/IFR traffic.

2.3.3. Buchanan Field, "Concord" (CCR): 184R/16DME; heavy VFR/IFR traffic.

2.3.4. Watts-Woodland Airport (O41): 353R/26 DME; light VFR/IFR traffic.

2.3.5. Yolo County Airport (DWA): 357R/20 DME; moderate VFR/IFR traffic.

2.3.5.1. Parachuting operations will normally be contained within a 3 NM radius, centered on the Yolo County airport. Participating aircraft include jet and turbo-prop types. See **Paragraph 4.17.2**.

2.3.6. Napa County Airport (APC): 248R/16DME; heavy VFR/IFR traffic.

2.3.7. Rio Vista Airport (O88): 090R/13DME; light IFR/VFR traffic.

2.3.8. David Grant Medical Center (DGMC): Helipad 282R/2DME; limited VFR helicopter traffic.

2.3.8.1. This helipad lies in the southwest corner of Travis' Class D airspace. Operations on the helipad are limited to rotary wing "Air Evac" or "MEDEVAC" aircraft. This area is not in sight from the Tower; therefore, departures and arrivals will be at the pilot's own risk.

2.3.9. Maine Prairie Airport (Pvt): 019R/10DME; light VFR.

2.3.9.1. Ultra-light and experimental aircraft activity is conducted in the vicinity of this airport.

2.3.10. Roosevelt Ranch Heliport (CN40): 009R/34DME; light VFR/IFR helicopter traffic.

2.4. Contingency Control of Airfield Lighting.

2.4.1. In the event the airfield lighting or Tower lighting panel fails:

2.4.1.1. Tower shall advise AMOPS of the outage.

2.4.1.2. AMOPS shall immediately advise the 60th Civil Engineer Squadron (60 CES) Airfield Lighting personnel of lighting outage and post applicable Notice to Airman (NOTAM).

2.5. Airfield Lighting Inspections and Maintenance.

2.5.1. The 60 CES Airfield Lighting Team will complete all routine daily airfield lighting inspections and maintenance as soon as practical each day (M-F, 0800-1600L, excluding holidays and down days). Airfield Lighting Teams shall obtain a list of current outages from AMOPS prior to conducting their daily routine maintenance.

2.5.2. Airfield Lighting Teams can complete emergency repairs at any time with AMOPS supervisor and Tower Watch Supervisor's (WS) concurrence.

2.5.3. The 60 CES is responsible for airfield lighting if the Tower closes. AMOPS will notify Airfield Lighting personnel to take control of airfield lights in the event the Tower is closed. If the lighting control panel becomes inoperative, the Tower WS will contact Airfield Lighting personnel and notify AMOPS who publish appropriate NOTAMs.

2.5.4. The Airfield Manager (AFM) will ensure:

2.5.4.1. AMOPS personnel conduct a lighting check once per day during the hours of darkness. AMOPS will annotate the results on the airfield lighting check form and update the Airfield Discrepancy Log. AMOPS will provide the Airfield Lighting Team a copy of the airfield lighting check form/discrepancy log. AMOPS will notify the Tower and RAPCON of airfield lighting outages.

2.5.4.1.1. The daily lighting check includes checking Runway 21L ALS located off-installation and all NVD lights.

2.5.4.2. Notify RAWS regarding any meteorological and navigational equipment obstruction light outages.

2.5.4.3. AMOPS logs Airfield Lighting notifications on the Airfield Discrepancy Log.

2.5.4.4. AMOPS tracks all lighting discrepancies and coordinates repairs until complete.

2.5.5. The Airfield Lighting Team will:

2.5.5.1. Obtain the Airfield lighting check form/discrepancy log from AMOPS during the duty day NLT 0900L.

2.5.5.2. Conduct airfield lighting system check (includes Runway 21L ALS located off-installation and all NVD lights) daily to ensure system reliability and coordinate repairs as required.

2.5.5.3. Notify AMOPS by the end of the duty day of lighting outage status (repairs, awaiting parts, etc.), system reliability issues and completion of lighting inspection.

2.5.5.4. Track all airfield lighting discrepancies until complete.

2.5.5.5. Coordinate with and check in with AMOPS NLT 0900L Mon-Fri to receive lighting updates or other pertinent information. In turn, CEOFE (Electrical Shop Section) will report daily work completion to AMOPS.

2.5.6. When there is an approach lighting failure, Tower or RAPCON shall advise pilots of the approach light outage and approach light out minima is in effect.

2.5.6.1. When runway markings are obscured, approach light out minima will apply.

2.6. Airfield Hazards.

2.6.1. AMOPS will notify Tower, RAPCON, 60th Maintenance Operations Center (MOC), Command Post (CP), and transient pilots of any changes in airfield conditions.

2.6.2. AMOPS will disseminate a NOTAM for all airfield hazards or operations that affect normal airfield operations. The NOTAM dissemination list covers all base agencies that operate on the airfield.

2.6.3. AMOPS will publish the airfield status and construction slides to the 60 OSS Airfield Management SharePoint. The slides can also be obtained by contacting AMOPS.

2.7. Bird/Wildlife Aircraft Strike Hazard (BASH) Program. For detailed guidance on the Travis Wildlife Hazard Program, refer to TRAVISAFBI 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Plan. Aircraft commanders will adhere to restrictions for aircraft operations during BASH phases and bird watch conditions moderate and severe.

2.7.1. AMOPS, Tower, United States Department of Agriculture (USDA) and 60 AMW/SE will report any observed birds or wildlife on or near the runway/airfield and raise/lower the Bird Watch Condition (BWC) IAW TRAVISAFBI 91-212. Air Traffic Control will issue advisories to aircrew and broadcast the BWC on the Automated Terminal Information Service when BWC is MODERATE or SEVERE, as required by TRAVIS AFBI 91-212 and FAA JO 7110.65.

2.7.2. Bird Watch Conditions. See TRAVISAFBI 91-212 for additional details.

2.7.2.1. SEVERE: Wildlife activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrew must thoroughly evaluate mission need before operating in areas under condition SEVERE.

2.7.2.2. MODERATE: Wildlife activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

2.7.2.3. LOW: Wildlife activity on and around the airfield representing low potential for strikes.

2.7.3. AMOPS, 60 AMW/SEF, and USDA will take appropriate measures to bring about the immediate dispersal of the wildlife from the active flying areas. Contact tower prior to conducting dispersal in the Controlled Movement Area (CMA) or above 300' AGL when in proximity of the airfield.

2.8. Runway Surface Condition (RSC).

2.8.1. AMOPS is responsible for determining and reporting the RSC at TAFB.

2.8.2. AMOPS will report location and depth of any standing water (ponding, water patches, puddles, etc.) to the nearest 1/10 inch of standing water. A NOTAM will be published conditions other than dry.

2.8.3. AMOPS will inform Tower, CP, and Weather upon RSC change and will update the Flight Planning Room's airfield status board.

2.8.4. Runway Condition Readings (RCR) are not available at Travis.

2.9. Visual Blind Areas.

2.9.1. The following areas are not visible from the Tower:

2.9.1.1. Directly above and below the Tower.

2.9.1.2. DGMC Helipad.

2.9.1.3. Taxiway J (Between spots 517 and 518).

2.9.1.4. 900 Ramp (spots 901 and 902).

2.9.1.5. Towways X and W leading into hangar 818.

2.9.1.6. Spots H-13 and H-14.

2.9.1.7. Taxiway M (west of Taxiway N) and Ragsdale Road.

2.10. Precision Approach Critical Areas and Precision Obstacle Free Zone.

2.10.1. Precision approach critical areas (**Attachment 11**, **Attachment 12**, **Attachment 13**, and **Attachment 14**) shall be protected IAW AFMAN 13-204 Series and FAAO JO 7110.65.

2.10.1.1. Runway 21L ILS critical areas (**Attachment 11** and **Attachment 12**).

2.10.1.2. The Runway 21L ILS localizer critical area encompasses portions of Taxiways D, E, F, and G on Runway 21L. The Runway 03R/21L hold short lines on Taxiways D, E, F, and G protect the localizer critical area. Tower will instruct aircraft and/or vehicles to hold short of the runway at the hold lines located on these taxiways.

2.10.1.3. The Runway 21L ILS touchdown critical area (**Attachment 12**) pertains only to the category II ILS approach.

2.10.1.4. Runway 03L ILS critical areas (**Attachment 13** and **Attachment 14**).

2.10.1.5. The Runway 03L ILS localizer critical area is penetrated by Taxiways D, E, and F. The Runway 21R/03L hold short lines on Taxiways D, E, and F protect the localizer critical area. Tower will instruct aircraft and vehicles to hold short of the runway at the hold lines located on these taxiways. As an extra safety precaution, aircraft and vehicles shall not be allowed to cross the departure end of Runway 03L via Taxiways G or H when the localizer critical area is protected.

2.10.1.6. There are no unauthorized penetrations of the Runway 03L ILS glideslope critical area.

2.10.2. Precision Obstacle Free Zone (POFZ).

2.10.2.1. The POFZ (**Attachment 3**) is an 800 foot wide by 200 foot long rectangular area for Runway 21L and Runway 03L. The POFZ is centered on the runway centerline adjacent to the threshold designed to protect aircraft flying precision approaches from ground vehicles and other aircraft when the ceiling is less than 300 feet or visibility is less than 3/4 statue mile (or runway visual range is below 4,000 feet).

2.10.2.2. In the event taxiing/parked aircraft or vehicles are not clear of the POFZ when an aircraft is inbound, Tower will provide traffic advisories to the arriving aircraft on the location of the aircraft/vehicle in the POFZ.

2.11. Wind Information and Runway Selection.

2.11.1. IAW AFMAN 13-204 Series, Air Traffic Controllers shall issue wind variability to all aircraft when the wind speed is greater than 6 knots and the variability is 60 degrees or more: “WIND THREE ONE ZERO AT ONE FIVE, VARIABLE BETWEEN TWO SEVEN ZERO AND THREE FOUR ZERO”.

2.11.2. According to FAAO JO 7110.65, Tower personnel are responsible for selecting the runway in use. The Tower WS will use the following guidelines:

2.11.3. Runway selection procedures.

2.11.3.1. Runway 21 is the calm wind runway.

2.11.3.2. Use Runway 21 unless use of another runway will be operationally advantageous or is requested by the pilot.

2.11.3.3. Use the runway most nearly aligned with the wind when 5 knots or more.

2.11.4. Runway change procedures:

2.11.4.1. The Tower WS will coordinate with the RAPCON WS to determine the best time to change runways.

2.11.4.2. Tower will notify base Weather and AMOPS.

2.11.4.3. AMOPS will notify Command Post, Fire Station One and Transient Alert.

2.12. Waivers to Airfield and Airspace Criteria.

2.12.1. The 60 CES/CEN is the OPR for all waivers and FAA Notice of Proposed Construction. However, waivers and FAA construction notices are a coordinated effort between CE and Airfield Operations. Waivers and FAA Notice of Proposed Construction must address the required areas outline in UFC 3-260-01. CE will draft the particulars of the waiver request to include airfield criteria violations, impacts to airfield operations and mitigating actions to reduce the risk of mishap.

2.12.2. Construction. Any construction or maintenance work within or near the airfield environment will be coordinated with the AFM prior to commencement of work, normally at the pre-construction meeting. If no pre-construction meeting is scheduled, coordinate with the AFM NLT 90 days prior to project start date. NOTE: Routine airfield maintenance actions will be coordinated with AMOPS. However, these activities do not typically require a pre-construction meeting nor 90-days notice. AMOPS and CE will coordinate airfield maintenance activities as needed, on a routine basis.

2.12.2.1. The AFM will coordinate with the Base Community Planner (60 CES/CEN) to ensure appropriate waivers to airfield and airspace criteria, IAW UFC 3-260-01, Airfield and Heliport Planning and Design Criteria, are accomplished. All applicable waivers must be approved prior to the project start date.

2.12.2.2. A temporary construction waiver is required for all construction activity on TAFB that violates any airfield criteria identified in UFC 3-260-01. Except in emergency situations, temporary construction waivers must be requested from the installation commander NLT 45 days prior to construction start. Signed copy of temporary construction waiver will be provided to 60 OSS/OSAA prior to construction start.

2.12.2.2.1. AMOPS will not authorize airfield construction projects to start unless a temporary waiver has been approved by the installation commander.

2.12.2.3. An FAA Form 7460-1, Notice of Proposed Construction or Alteration must be submitted by CE before the start of any airfield construction activity at TAFB that violates criteria IAW construction UFC 3-260-01. FAA Notice of Proposed Construction or Alternation (FAA Form 7460-1) must be routed to the FAA NLT 30 days prior to construction start unless it is an emergency situation. Provide an approved copy of Notice of Proposed Construction or Alternation (FAA Form 7460-1) to 60 OSS/OSAA prior to construction start.

2.12.2.4. An FAA Form 7480-1, Notice of Landing Area Proposal, must be submitted by CE for all new runways, extending existing runways, and when a new LZ is sited. This form will be submitted along with FAA Form 7460-1 and temporary construction waiver. Except in emergency situations, a FAA Form 7480-1 must be routed to the FAA NLT 30 days prior to construction start. Provide an approved copy of FAA Form 7480-1 to 60 OSS/OSAA prior to construction start.

2.12.3. Annual Waiver Package. The CES/CEN, AMW/SE, and AMOPS will coordinate on waiver requests that affect airfield and airspace criteria as well as maintain a current MAJCOM-approved package on file.

2.12.4. AMOPS, CES/CEN, and AMW/SE will participate in the annual permanent and temporary waiver package review for airfield and airspace criteria.

2.12.5. The 60 OG/CC has delegated the approval authority for Weight Bearing Capacity (WBC) waivers to the AFM. The AFM will request a recommendation from CE prior to approving. All WBC waiver requests will be requested through AMOPS NLT 7 days prior to the estimated arrival date.

2.12.6. The 60 OG/CC has delegated the approval authority for Weight Bearing Capacity (WBC) waivers to the AFM (up to 50% greater than what has been identified in the GIANT Report). The AFM will request a recommendation from CE prior to approving. All WBC waiver requests will be requested through the AFM NLT 7 days prior to the estimated arrival date.

2.13. Airfield Maintenance.

2.13.1. All required airfield maintenance (including those on a recurring basis such as semi-annual rubber removal and airfield repaint) will be pre-coordinated with the AFM using guidelines in (**Paragraph 2.12**.). All vehicles and pedestrians which require CMA access must follow the procedures and guidelines outlined in the TRAVISAFBI 13-213, Airfield Driving and 2.14.3 of this instruction.

2.13.1.1. Airfield Sweeper. AMOPS provides airfield sweeping priorities and directs airfield sweeper to any urgent foreign object debris (FOD) areas as required. During normal duty hours the airfield sweeper will check in with AMOPS NLT 0800 Monday-Friday and check out with AMOPS once daily operations are completed. There will not be a dedicated sweeper on-duty during weekends or holidays; however, there will be an individual on standby who will respond within 30 minutes to the airfield once notified.

2.13.1.1.1. Airfield sweeper will:

2.13.1.1.1.1. Sweep daily (Priority 1): Runway 21R/03L, Runway 03R/21L, 032/212 LZ, Taxiway A/B/D/G/M/N and all airfield access points.

2.13.1.1.1.2. Sweep the following additional areas as follows (Priority 2): Monday – Taxiways C/E/F/H/J/K/R; Tuesday – DV spots 250/251, 200/300/400 Ramps; Wednesdays – Taxiway L, 500/600/700/800 Ramps; Thursday – Sugar Ramp, Taxiway T, and Flight Line Road; Friday – Spots H13/H14, 900 Ramp, Towway V/W/X.

2.13.1.1.1.3. Maintain radio contact at all times by monitoring the Travis Ramp Net.

2.13.1.1.1.4. Sweep any additional areas as directed by AMOPS or the Control Tower.

2.13.1.1.2. AMOPS will:

2.13.1.1.2.1. Brief the airfield sweeper daily on sweeping priorities when they need to be adjusted from Monday-Friday sweep schedule.

2.13.1.1.2.2. Conduct FOD checks/airfield inspections and monitor the airfield for any hazards and direct the airfield sweeper as required.

2.13.1.1.2.3. Recall the standby airfield sweeper as necessary for after-hours support. If unable to reach the standby personnel, contact the Fire Department Emergency Desk for notification.

2.13.1.2. Maintenance of Vegetation Growth on or Adjacent to the Airfield (grass mowing, tree/brush trimming, etc.). Mowing will be conducted IAW with the Grounds Map depicting the following: BASH Areas (airfield), Improved, Improved Irrigation, Semi-Improved, HARDSCAPE and "Not in Contract". In addition, the AFM (or Deputy) and CES/CEN will conduct an annual survey for any needed topping to control trees from penetrating imaginary surfaces or those posing a hazard to safe airfield operations. Those trees identified as a hazard will be reported by the CES/CEN to CE for fix action and briefed at the AOB.

2.13.1.2.1. Airfield areas designated as Bird/Wildlife Aircraft Strike Hazard (BASH) areas shall be maintained at a grass height between 7 and 14 inches. A uniform appearance will be maintained in all areas. Where possible, maintain adjacent areas at or near the same grass heights. The contractor shall remove all grass clippings from, e.g., beds, sidewalks, curbs, gutters, streets, (hard surfaces), etc., before leaving the work area. The perimeter roads shall have at least a 7-foot mow, trim and/or edged from edge of street on both sides and not to exceed 8 inches.

2.13.1.2.2. Airfield Coordination. The contractor shall coordinate all activities on the airfield by contacting AMOPS. Work will be accomplished only after AMOPS has approved scheduled times. The mowers will check in and out daily with AMOPS and remain in two-way radio communications with the Tower.

2.13.1.2.3. AMOPS will contact mowers and advise them of those areas on the airfield that require immediate attention. In turn, the areas will be mowed at the earliest allowable time (weather and manning permitting) and in the interest of flight safety.

2.13.1.3. Airfield Lighting (see **Paragraph 2.5**.).

2.13.1.4. Airfield Pavement Team. All pavement work that may impact airfield operations must be coordinated with the AFM NLT 48-hours prior to work. During normal duty hours, the Airfield Pavement Team will check in with AMOPS NLT 0800 Monday-Friday. In turn, the Airfield Pavement Team will check out with AMOPS upon completion of daily operations and advise AMOPS of work status. If required, the standby Airfield Pavement Team can be contacted at 424-2575. Once notified the standby team will respond within 1 hour to the airfield. NOTE: The Airfield Pavement Team is in charge of creating reoccurring airfield repair plans.

2.13.1.5. Airfield Painting. All airfield painting will be coordinated prior with CE and AMOPS IAW with the Airfield Painting Plan, when applicable.

2.13.1.6. Other Airfield Work. All work being accomplished on the airfield must be coordinated through AMOPS prior to work start. All airfield work orders submitted by another agency (MX, LRS, SFS, etc.) that affect airfield operations must be coordinated through the AFM.

2.13.1.7. All work being accomplished on the airfield will be tracked, logged, and monitored by AMOPS. Daily coordination with AMOPS is mandatory by all parties for any work scheduled on the airfield.

2.14. Airfield Construction Notification.

2.14.1. Construction activities on the airfield are necessary for proper maintenance and repair of pavements, lighting systems, and airfield markings. However, these activities present additional operational risk factors due to increased exposure of aircraft to FOD, increased vehicle traffic, and temporary obstructions. Therefore, special care must be taken to identify construction areas and ensure personnel are fully aware of the scope and extent of these activities.

2.14.2. All airfield construction activities and projects will be tracked by an established Airfield Construction Working Group. This group shall include: CES, MXG, AMOPS, Contracting, and any pertinent stakeholder (contractor(s), SFS, etc.).

2.14.3. All construction within the airfield shall be coordinated with the AFM prior to commencement of work at the pre-construction meeting. If no pre-construction meeting is scheduled, coordinate with the AFM at least 45 days prior to commencement of work to schedule a pre-construction meeting.

2.14.4. All contractors and/or military personnel will notify AFM prior to actual work start on the airfield on the day work is scheduled to commence (this is additional to the pre-construction or 45-days' notice). In addition, all contractors and/or military personnel working on the airfield will report to AFM when work completed and personnel off the airfield.

2.14.5. Contractors who are scheduled to drive any vehicle or equipment on the airfield will be licensed and operate IAW DAFI 13-213, Airfield Driving, and TAFBI13-213, Airfield Driving.

2.14.6. All non-identifiable contractor vehicles (POVs or company owned, etc.) must be marked with a company logo and obtain the passes necessary IAW TAFBI13-213.

2.14.7. The Project Manager and/or CE, along with AMOPS, will ensure construction areas are marked and lighted IAW UFC 3-260-04 and UFC 3-535-01. Construction areas must be properly marked, lighted, and closed to aircraft/vehicles as required. Normal airfield lighting circuits located within closed construction areas must be turned off or covered. Barricades will be properly sited to prevent inadvertent access. During heavy fog, if contractors are utilizing solar lights to mark construction areas, backup battery for day operations are required.

2.15. Non-Standard Airfield Markings and Signage.

2.15.1. Non-Standard Markings.

2.15.1.1. Yellow taxilines greater than 6": along 310 row.

2.15.1.2. White lines for C-17 combat offload/star turns: one set on west end of Taxiway N, one set on Taxiway M.

2.15.1.3. White wingtip training reference lines: spot 441 as well as two on Taxiway H adjacent to spots 212 and 342.

2.15.1.4. White engine run taxilines: spots 212, 222, and 272.

2.15.1.5. Painted Aerospace Ground Equipment (AGE) box lines: throughout the Master Aircraft Parking Areas.

2.15.2. Non-Standard Airfield Signage.

2.15.2.1. Mandatory signs at Taxiway D (at Taxiways N and R) are missing the taxiway location.

2.15.2.2. Mandatory signs at Taxiways E and F (at Taxiways N and R) are missing.

2.15.2.3. Taxiway G signs are direction signs combined with mandatory signs.

2.15.2.4. Taxiway H mandatory sign is located on the right side of the taxiway.

Chapter 3

EMERGENCIES

3.1. Emergency Frequencies.

3.1.1. The Tower and RAPCON shall monitor emergency frequencies 121.5 and 243.0 during operational hours. The Tower has override capability.

3.2. Aircraft Emergencies.

3.2.1. In-Flight/Ground Emergency (On/Off Base). Base activities will handle emergency situations according to 60 AMW IEMP 10-2, Installation Emergency Management Plan. An emergency includes any situation which places an aircraft in danger, uncertainty, or distress. The pilot, ATC facilities, or officials responsible for the operation of the aircraft may declare an emergency involving aircraft on the ground or in the air. Any delays or reluctance on the part of the pilot to declare an emergency could result in emergency vehicles and support agencies not responding in time to save lives or property. Only the designated Incident Commander (IC) may terminate the emergency.

3.2.2. The preferred landing runway for emergencies is Runway 21R/03L. Tower will activate the airfield evacuation alarm when the emergency aircraft is established on an approach inbound to Travis, but NLT 10 miles from the runway. If the aircraft is within 10 miles (i.e., in the VFR pattern), Tower will activate the Primary Crash Alarm System (PCAS) as soon as possible.

3.2.3. Emergency Response Procedures (Primary). If requested, after an emergency aircraft comes to a complete stop, the Tower will pass the emergency aircraft to the Fire Department (FD) frequency (349.7). NOTE: 349.7 is a dedicated FD frequency. The Tower will coordinate with the FD via the direct line prior to its use and advise them when terminating its use. If, in the Tower WS's opinion, direct "pilot-to-controller" communications may become necessary during an emergency response and the pilot is not responding to ATC instructions on the ATC frequencies or the ATC frequencies are not operational or useable, ATC personnel may request use of the FD frequency from the FD via landline.

3.2.4. Tower will notify AMOPS after FD terminates the emergency. AMOPS, in turn, will activate the Secondary Crash Net (SCN) to notify all other agencies with the emergency termination time.

3.3. Primary Crash Alarm System (PCAS) and Emergency Notification.

3.3.1. Tower shall activate the PCAS for the following:

3.3.1.1. Pilot declares an emergency, or an aircraft mishap occurs in the base's response jurisdiction.

3.3.1.2. The 60 OG/CC or designated representative declares an emergency.

3.3.1.3. ATC declares an emergency IAW FAAO JO 7110.65.

3.3.1.4. Hot brakes/hung ordnance/hydrazine leak/hot gun/hung flares/EPU activation.

3.3.1.5. Unauthorized/hostile aircraft operations.

3.3.1.6. Aircraft bomb threat.

3.3.1.7. Aircraft hijack threat.

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

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

3.3.2.1. Tower – only agency capable of activation, transmit, and receive.

3.3.2.2. AMOPS – transmit and receive.

3.3.2.3. Hospital flight surgeon – transmit and receive (during duty hours).

3.3.2.4. Hospital emergency room – transmit and receive (non-duty hours).

3.3.2.5. The 60 CES Emergency Communications Center – transmit and receive.

3.3.2.6. Fire Station 1—transmit and receive; Fire Station 2– receive.

3.3.2.7. SFS via Emergency Communications Center – receive.

3.3.2.8. CP – transmit and receive.

3.3.3. AMOPS will relay PCAS data verbatim over the SCN. Any additional updated information received from a different source will be provided to all applicable agencies.

3.3.4. Tower will advise the IC or Fire Chief via radio of emergency aircraft ETA.

3.3.5. The FD will immediately notify Tower when a Class III fuel spill is discovered or when a Class II spill is upgraded to a Class III.

3.3.6. Tower will receive emergency termination from the FD over the fire/crash net or direct landline and will relay termination time to AMOPS and RAPCON (if the RAPCON was involved). The PCAS is not activated to relay emergency termination times.

3.3.7. AMOPS shall relay emergency termination over the SCN.

3.3.8. The PCAS shall be tested daily from 0730L-0800L.

3.3.9. AMOPS will check the SCN system daily immediately after the PCAS is tested.

3.3.10. The PCAS and SCN backup procedures will be tested quarterly.

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

3.4. Aircraft Mishap Response and Reporting.

3.4.1. All mishap response and reporting procedures will be IAW AFMAN 13-204 Series, 60 AMW IEMP 10-2, and 60 AMW SPLAN 204, Major Mishap Investigation Plan, and applicable facility QRC.

3.5. Suspending Runway Operations.

3.5.1. Tower WS or AMOPS shall suspend runway operations in response to any condition that could temporarily affect safe airfield operations. AMOPS will send NOTAMs, as appropriate, to advise of airfield restrictions. Prior to resuming runway operations, AMOPS personnel must conduct an airfield check of all affected areas. Suspension and resumption notifications shall be passed to Tower, RAPCON, CP and any other applicable facilities according to the QRC.

3.5.2. Emergency aircraft runway suspension procedures:

3.5.2.1. When an emergency aircraft is seven flying miles from touchdown or as soon as practicable, Tower will discontinue all takeoffs and landings. After the emergency aircraft lands, Tower will suspend operations to that runway unless only passenger or aircrew medical emergencies existed.

3.5.2.2. Tower may resume runway operations with AMOPS concurrence.

3.6. Tower Wind Limitation and Evacuation.

3.6.1. Tower will evacuate when the wind speed reaches peak gusts or a sustained wind speed of 69 knots (80 mph) or greater, or when, in the opinion of the Tower WS, conditions are unsafe.

3.7. Emergency Locator Transmitter (ELT).

3.7.1. When ELT signals are received, reported, or terminated, Tower will notify RAPCON and AMOPS, advising of frequency, signal description (constant or intermittent), and source (if known).

3.7.2. RAPCON responsibilities:

3.7.2.1. If a known aircraft emergency is in progress within RAPCON airspace, immediately determine if the emergency aircraft status has changed. Notify Tower if communications/radar contact with the emergency aircraft is lost.

3.7.2.2. Notify Oakland ARTCC; advise them if other agencies are receiving the signal and when it terminates.

3.7.3. AMOPS responsibilities:

3.7.3.1. Coordinate signal source search activities.

3.7.3.2. Notify the MOC senior controller.

3.7.3.3. Notify Aircrew Flight Equipment (60 OSS/OSL or AFE).

3.7.3.4. Each 60 minutes following the initial notification, if the signal has not terminated:

3.7.3.4.1. Query MOC’s senior maintenance controller to determine the status of the search.

3.7.3.4.2. Query AFE to determine the status of the search.

3.7.3.4.3. Notify RAPCON of the status of the search.

3.7.3.5. Pass transmission termination to life support and the MOC’s senior maintenance controller.

3.8. Aerodrome and Aircraft Security.

3.8.1. Aerodrome and aircraft security procedures are specified in the 60 AMW Plan 31-1, Integrated Defense Program.

3.9. Taking of Photographs.

3.9.1. Official photography is permitted with prior notification to the 60 AMW/CP and Emergency Communications Center (ECC). Personnel requesting to photograph, film or audio record protection level aircraft or operations in a restricted area for unofficial business must submit a letter to 60 OSS/OSAA, after it has been coordinated through the 60 AMW/CP and 60 SFS/S5S or ECC, and approved by the 60 AMW/PA or 349 AMW/PA. The ECC will also maintain a copy of this letter. NOTE: AMOPS personnel, while conducting official business, may take photographs of the airfield environment to document discrepancies and for training purposes.

3.9.2. Individuals required to take photos on the airfield must have a letter from the Public Affairs office signed and on their person.

3.9.3. AMOPS shall be notified of location that photography will be taking place.

3.10. Unannounced/Unidentified and Unscheduled/Unauthorized Aircraft.

3.10.1. All aircraft inbound to Travis must be on a flight plan which contains KSUU as a destination. In the event of a no-flight plan arrival, the following actions will occur:

3.10.1.1. AMOPS shall follow applicable quick reaction checklists and attempt to verify the inbound flight plan. Tower shall only allow that aircraft to land if approved by AMOPS.

3.10.1.2. For Unannounced/unidentified aircraft, if AMOPS cannot verify the flight plan, and the aircraft lands, the Tower will direct the aircraft to the hot cargo area. Tower will direct the aircrew to contact AMOPS via pilot-to-dispatch radio.

3.10.1.3. SFS will cordon off/secure the area and crew/passengers will not be allowed out of the area until released by the IC, 60 OG/CC or 60 AMW/CC.

3.10.2. All unscheduled/unauthorized aircraft arrivals will be handled in accordance with procedures established in 60 AMW Plan 31-1, Integrated Defense Plan, date 15 Nov 20. AMOPS shall follow applicable quick reaction checklists to recover the aircraft.

3.11. Hijack and Unlawful Seizure of Aircraft.

3.11.1. Aircraft theft and hijack procedures are contained in the 60 AMW Plan 31-1, Integrated Defense Program.

3.12. Fuel Dumping.

3.12.1. Fuel dumping is IAW prescribed technical orders, FAAO JO 7110.65, and MAJCOM directives, and accomplished clear of populated areas. Aircrew will coordinate with RAPCON/Oakland ARTCC for area and altitude. When fuel dumping is necessary, the recommended fuel dump area will be used. Exceptions under time critical circumstances will be determined by the aircraft commander.

3.12.1.1. If the aircraft commander decides the situation warrants fuel dumping, RAPCON will vector the aircraft to W-513, the primary fuel dumping area, west-southwest of Point Reyes VORTAC. Oakland ARTCC will give clearance to enter. This area will keep the aircraft in the immediate vicinity of Travis; if the situation deteriorates further, an eastbound turn will place the aircraft on final for San Francisco International Airport. The alternate location will be at SEATO as published on LOW ALTITUDE UNITED STATES FLIPS (VOL-3, N. CA)

3.12.2. Tower Responsibilities:

3.12.2.1. Upon request, describe dump areas to transient aircraft experiencing an emergency that requires fuel dumping and coordinate with RAPCON for vectors. Notify AMOPS of the request to dump fuel and area used.

3.12.3. RAPCON will advise Oakland ARTCC of the request to fuel dump and area used.

3.12.4. AMOPS shall notify CP.

3.13. Emergency Salvo, Cargo, External Stores and Tank Jettison Areas.

3.13.1. Areas for jettison of equipment or cargo, listed in decreasing preference:

3.13.1.1. Pacific Ocean more than three miles from the shoreline.

3.13.1.2. North end of Suisun Bay within an area one square mile in size and at SUU 188R/8 DME.

3.13.1.3. Any open area.

3.13.2. Procedures:

3.13.2.1. The pilot will proceed to the selected area and determine if the area is clear.

3.13.3. Tower Responsibilities:

3.13.3.1. Upon request, describe jettison areas to transient aircraft experiencing an emergency that requires salvo or jettison and, if necessary, coordinate with RAPCON for control transfer.

3.13.3.2. Notify AMOPS of the salvo or jettison intentions.

3.13.4. RAPCON Responsibilities:

3.13.4.1. Vector the aircraft to the approximate and appropriate jettison area as these areas are not depicted on the controller’s scope. Advise Oakland ARTCC of request to jettison cargo/equipment and the jettison area used if aircraft will remain within Travis’ airspace.

3.13.4.2. If possible, monitor the drop.

3.13.5. AMOPS Responsibilities:

3.13.5.1. If time permits, call SFS and request they clear the proposed area of personnel and vehicles.

3.13.5.2. Request guards to safeguard discharged bombs or rockets until they are removed.

3.14. Aircraft Abandonment and Bail-Out Areas.

3.14.1. Aircraft abandonment/bail-out areas listed in order of decreasing preference:

3.14.1.1. Pacific Ocean.

3.14.1.2. Any open area.

3.14.2. Plotting aircraft coordinates will be coordinated through ATC facilities, base agencies and the 60 AMW Incident Command Center (ICC).

3.15. Evacuation of ATC and Airfield Management (AMOPS) Facilities.

3.15.1. Tower evacuation. Base agencies will be notified of Tower evacuation/resumption of normal activities on either the PCAS or SCN.

3.15.1.1. Tower or RAPCON will direct all transient aircraft conducting practice approaches to depart the traffic patterns.

3.15.1.2. Tower will advise aircraft taxiing for departure to contact RAPCON on departure frequencies and advise ready for departure. Taxi operations will be uncontrolled and at the pilot's own risk.

3.15.1.3. Tower will advise VFR aircraft to contact RAPCON on departure frequencies for advisories.

3.15.1.4. All VFR patterns are closed and the Class D airspace is released to the RAPCON. NOTE: Instrument approaches may continue for locally assigned aircraft training and scheduled arrivals. TADs and Overhead Patterns will not be authorized.

3.15.1.5. Aircraft on instrument final will remain on RAPCON frequency until landing is assured. NOTE: RAPCON will provide 10 miles spacing on final between arrivals. Arrivals will not proceed closer than 10 miles on final until a departure is airborne and radar identified.

3.15.1.6. Runways are uncontrolled. Tower will direct all vehicle traffic to immediately exit the CMA. Due to the possibility of aircraft, vehicles, or personnel on the runway, departures and landings are at the pilot's own risk.

3.15.1.7. All departures will contact RAPCON on departure frequencies when ready for departure. RAPCON will acknowledge, issue instructions as necessary, provide known traffic information and advise, "departure at your own risk". NOTE: No separation service provided until the aircraft is airborne and radar identified.

3.15.1.8. EMERGENCIES: Aircraft experiencing an emergency will contact RAPCON or AMOPS with information. If RAPCON is notified, they will relay the emergency to AMOPS to activate the SCN.

3.15.1.8.1. Once the emergency arrival has landed, runway operations are suspended and will not be resumed until the emergency is terminated and AMOPS resumes operations following a runway check and FOD sweep.

3.15.1.9. Prior to evacuation, time permitting, Tower shall set the airfield lighting IAW FAAO JO 7110.65.

3.15.1.10. The Tower supervisor shall advise AMOPS of the lighting requirements immediately after evacuation.

3.15.1.11. Upon notification, airfield lighting changes are the responsibility of CE until ATC services are restored in the Tower. The Tower WS or representative will provide airfield lighting guidance.

3.15.1.12. Tower and RAPCON will advise aircraft on all frequencies when normal Tower operations resume.

3.15.2. RAPCON evacuation. When RAPCON evacuation is necessary, RAPCON operations will be transferred IAW the ZOA SUU Coordination and Control LOA and the ZOA SUU Contingency Procedures LOA.

3.15.2.1. VFR operations in the local pattern will continue under Tower control.

3.15.2.2. Oakland Center and NORCAL approach will advise aircraft as appropriate when normal service resumes.

3.15.3. Emergency procedures for extended evacuations may result in full-stop only operations.

3.15.4. AMOPS evacuation. In the event of an evacuation, AMOPS will evacuate to alternate location, Transient Alert (building 895), and execute procedures IAW local checklist. AMOPS will continue to support all mission functions. NOTE: Notify AMC/A3AP of ALL real-world evacuations as soon as possible.

3.16. Aircraft Rescue and Fire Fighting Capabilities.

3.16.1. Crash personnel will notify AMOPS and CP of aircraft rescue and firefighting (ARFF) capability daily. Capability for each primary resource (firefighting agent and firefighters) is described in terms of optimum level of service (OLS), reduced level of service (RLS), critical level of service (CLS), and inadequate level of service (ILS). Overall Fire Emergency Services (FES) capability is the lowest level of service available based upon status of ARFF resource. For example, when firefighting agent is OLS and firefighters are CLS, the overall capability is CLS.

3.16.1.1. AMOPS will notify AOF/CC, CP, Tower, and RAPCON of reduced ARFF.

3.16.1.2. When notified of an ARFF capability that is less than OLS, AMOPS will send a NOTAM IAW with the following format: QFFCG ARFF is Reduced or Critical Level (as appropriate) of Service USAF CAT (#) due to #### gallons remaining (for vehicle or agent reduction).

3.16.2. Influencing factors which impact the unit's ability to provide crash firefighting capability (CFR) are the availability of CFR manning, CFR vehicles, firefighting agent, and the unit's response time to emergencies on the airfield. CFR capabilities may also be reduced when resources are committed to other aircraft and non-aircraft related incidents or emergencies.

3.16.3. The following aircraft rescue and firefighting (ARFF) capability categories were developed to aid commanders in making operational decisions when ARFF capability is degraded. The CFR Level of Service is determined by evaluating the available combination of manning, vehicles, and firefighting agent.

3.16.3.1. Optimum Level of Service (OLS). The level of service available when 90 to 100 percent of the Adjusted Manpower for Operations of required resources (vehicles set to provide required agent, required discharge capacity; and required manpower for fire/ground capability) are available. At the OLS, a maximum level of service can be continuously provided, when determined appropriate by the Fire Chief. During OLS, firefighting forces are capable of providing all services continuously throughout an event with reasonable expectation of successful offensive fire attack operations, search and rescue, and property conservation.

3.16.3.2. Reduced Level of Service (RLS). The level of FES capability that exceeds the critical but is less than the optimum level of service. During this level adequate firefighting capability can be provided by utilizing cross staffing, selective response and sound fire/ground tactics. At the RLS, firefighting forces should be successful in offensive fire attack operations, search and rescue, and property conservation; however, operations may not be sustainable throughout an event without additional resources.

3.16.3.3. Critical Level of Service (CLS). This level of capability is when resources available provide at least one appropriate vehicle and crew to each Fire Demand Zone (FDZ) within the response time standard. Although acceptable, CLS is the absolute minimum level of service and should only be allowed for short durations. At this level firefighting forces can provide rescue and quick fire attack operations for a short duration. Firefighting crews may provide limited search and rescue, and property conservation during this period; however, these operational capabilities cannot be sustained without additional resources.

3.16.3.4. Inadequate Level of Service. This level of capability is when resources available fall below 28%, extreme risk or “any reduction in CFR capability beyond the CLS level. This level represents extreme risk and should only be encountered when operating at reduced levels CFR encounter an emergency that exhaust all available and reserve resources. Firefighting crews will have inadequate resources for initial or sustained exterior firefighting, and interior firefighting and rescue operations will not be attempted or supported. Stop all airfield operations and divert in-flight emergencies.

3.16.3.5. Overall Fire Emergency Services (FES) capability is the lowest level of service available based upon status of ARFF resources. For example, when firefighting agent is OLS and firefighters are CLS, the overall capability is CLS. The Fire Department will notify AMOPS of current ARFF capabilities. Upon AMOPS notification of Fire Emergency Services (FES) reduced capability, AMOPS will post NOTAM detailing airfield operation restrictions.

3.16.4. AFM will track higher category transient aircraft frequency, i.e., the airfield is USAF Cat 4 and supports Cat 5 and 6 transient aircraft. Track number, type, and duration in days on the ground for aircraft transiting in higher categories. NOTE: be mindful of not duplicating traffic count on the larger category aircraft. Data will be provided to the HQ AMC/A3AP and HQ AMC/A4OC on an annual basis to be received NLT 1 Nov of each year. This report and data are used to help determine if an increase in steady state ARFF capability and to help provide justification for the increase as required.

3.16.5. Notifications.

3.16.5.1. The Fire Chief or Senior Fire Officer on duty will ensure the ECC operator notifies AMOPS and CP immediately when ARFF capability is at a reduced state.

3.16.5.1.1. The Fire Chief or Senior Fire Officer will articulate its Level of Service (LOS) by identifying an LOS for each assigned aircraft category. For example: If the LOS is reduced for C-5 to RLS, but the LOS for KC-46 and C-17 remain at OLS then the Fire Chief or Senior Fire Officer will report "RLS for C-5/OLS for KC-46/OLS for C-17". This description is intended to reflect the CFR levels of service in accordance with the CFR Matrix table found in AMCI 13-204.

3.16.5.2. Travis CFR is an ARFF Category 6 with 12,900 gallons of capability. The steady state ARFF condition for Travis AFB is OLS for Categories 1-6. This information is also located in the IFR Supplement.

3.16.6. Local specific restriction determination.

3.16.6.1. Installation leadership should use the attached ARFF firefighting/rescue-capability matrixes, mission requirements, the risk control measures listed below, and other risk control measures as appropriate, to make an ORM determination in curtailing or limiting operations and/or in accepting additional risks when ARFF service is other than OLS:

3.16.6.1.1. Minimizing, restricting, or stopping normal flying operations.

3.16.6.1.2. Minimizing or stopping aircraft maintenance and/or fueling operations.

3.16.6.1.3. Restricting flying operations to the landing surface that is closer to FD.

3.16.6.1.4. Stopping transition training.

3.16.6.1.5. Stopping any concurrent servicing operations.

3.16.6.1.6. Minimizing or stopping local exercises.

3.16.6.1.7. Seeking relief from higher headquarters exercises or taskings.

3.16.6.1.8. Minimizing or stopping wide-body aircraft traffic.

3.16.6.1.9. Diverting in-flight emergencies if time permits.

3.16.6.1.10. Expediting parts ordering and implementing after-hour vehicle maintenance. 3.16.6.1.11. Restricting passenger processing/movements/VIP and/or DV arrival/departures. 3.16.6.1.12. Restricting specific category(s) of transient aircraft.

3.16.6.2. An ARFF/Airfield Operations Restriction working group recommends that no additional restrictions are required beyond notification requirements.

3.16.6.2.1. The ARFF/Airfield Operations Restriction working group will comprise of subject matter experts from a minimum of: 60 OSS (i.e., AOF/CC, AFM), 60 CES (i.e., Fire Chief), Logistics Readiness Squadron (supply and transportation), Operations Group Stan/Eval (preferred one person from each airframe assigned), Supervisor of Flying (as applicable), and Wing Safety. The working group will be co-chaired by the OSS/CC and CES/CC, delegated no lower than their respective deputies.

3.16.7. Waiver/Approval Process

3.16.7.1. IAW AMCI 11-208, Chapter 10, as amended, a waiver/approval for operations may be required when ARFF level of service is degraded below what is considered OLS for steady state. This guidance implies that a reduction to steady state capability doesn't, in and of itself, require a waiver be obtained to continue operations. In fact, for RLS to steady state, only aircrew awareness is required; a correctly published NOTAM meets this need. However, if degradation in service capability translates to a further reduction to higher category aircraft, then a waiver/approval may be required from 18 AF/CC or HHQ. For example: your airfield is steady state Cat 4 and ARFF is reduced to RLS which drives a change to Cat 6 aircraft to CLS. Your airfield is planned to support three C-5s moving passengers and material to the AOR. A waiver/specific approval will likely be required IAW AMCI 11-208, Chapter 10. If the reduction in service changes the capability to less than CLS for CAT 6, then a waiver/approval from HHQ would likely also be required.

3.16.7.2. If your steady state capability is reduced to CLS for your assigned aircraft, an Operations Group commander waiver is required for unit training mission and/or those not managed/directed by AMC's 618th AOC.

3.17. F-16 Hydrazine Procedures.

3.17.1. Hydrazine discharge constitutes an emergency and requires activation of the PCAS by Tower. In the event of Emergency Power Unit (EPU) activation, aircraft will proceed to the hydrazine area. Aircraft will be pointed into the prevailing wind.

3.17.2. Hydrazine areas. Hydrazine areas are Taxiway R between Taxiway D and E.

3.17.2.1. In the event Taxiway R between Taxiway D and E is closed or unavailable, H-14 is the alternate location. No other aircraft will be allowed in the area of the Hot Cargo Pad if it has been deemed the useable hydrazine area.

3.17.2.2. Prior coordination by AMOPS between ATC, SE, Aerial Port Squadron (APS) and SFS for use of H-14 as the hydrazine area in use will be accomplished.

Chapter 4

AIRFIELD OPERATIONS

4.1. Runway Opening, Closing and Selection.

4.1.1. AMOPS has the authority to temporarily close/suspend runway operations IAW AFMAN 13-204 series. AMOPS will notify Tower and CP when operations are expected to resume. Requests for runway closures from other agencies will be coordinated by 60 OSS/OSA and approved by the 60 OG/CC.

4.1.2. Planned airfield closures will be conducted in accordance with the Airfield/Airspace Opening and Closing Procedures Letter established in the TAFBI 15-101 and IEMP 10-2.

4.2. Notice-To-Airmen (NOTAM) Procedures.

4.2.1. AMOPS is the primary NOTAM dissemination facility. RAPCON is the primary NOTAM monitoring facility. RAPCON will notify all affected FAA ATC facilities of status changes and restoral estimates for NOTAM items (i.e., RAWS interruptions and malfunctions, operating hour changes, etc.).

4.3. Controlled Movement Area (CMA).

4.3.1. The CMA is comprised of both runways, the landing zone, overruns, and all unpaved areas within 100 feet of those surfaces. Where paved surfaces (e.g. taxiways, access roads) intersect the runway, landing zone, or overruns, the edge of the controlled area is coincidental with the respective hold marking, mandatory hold sign, and/or stop bar (for access roads leading through infield areas). The checkerboard area is part of the CMA and consists of the extended centerline area of Runway 21R/03L that includes Taxiways D, E, F, and G. The infield area between Runway 03R/21L and the landing zone is also a CMA. See (**Attachment 2**) for a depiction of the CMAs.

4.3.2. Aircraft, vehicles, and pedestrians must establish and maintain two-way radio contact with the Tower and receive approval before entering the CMA. Only mission essential vehicles in the direct performance of their duties are authorized within the CMA (reference TAFBI13-213, Airfield Driving Instruction).

4.3.3. All other airfield areas where aircraft operate are designated as non-controlled movement areas. Vehicles operating in these areas are not required to establish radio contact with the Tower; however, vehicles should continuously monitor the Ramp Net in the event of unforeseen circumstances.

4.3.4. The Tower shall immediately notify AMOPS of any unauthorized entry into the CMA.

4.3.5. Tower will provide aircraft/vehicles with all known or observed hazards that exist along an aircraft/vehicle route. Tower is not responsible for advisories in designated visual blind areas as outlined in (**Paragraph 2.16**.).

4.3.6. The restricted area is identified by a red line. All aircraft parking spots are located within the restricted area, EXCEPT spots 251, 252, 718, 719, 901, 902, H13, and H14. When PL assets are present, Hangars 14, 808-811, 818, 837, and P14 will be designated as restricted areas.

4.3.7. Refer to TRAVISAFBI 13-213, Airfield Driving, for guidance on airfield driving requirements, violations/penalties, vehicle procedures, emergency vehicle operations, vehicular call signs, authorization of POVs, and pedestrian operations on the airfield.

4.4. Taxiway Mike and Hazardous Cargo Parking.

4.4.1. CP shall notify Air Terminal Operations Center (ATOC) and SFS of all scheduled missions requiring parking at spots H-13 or H-14. ATOC will make necessary APS notifications.

4.4.2. Transient Alert (TA) will coordinate with MOC and ATOC for Department of Justice (DOJ) missions to NOT park in H-13 or H-14, as this violates the Weapons Safety Criteria (as exposure of non-essential personnel to this hazard, as well as concurrent servicing poses serious potential dangers in an area contained with explosives). NOTE: If absolutely necessary, as a last resort (after coordinating with AMOPS and Weapons Safety), DOJ missions (one hour or less aircraft turn time), may utilize H-13 or H-14.

4.5. Flight Planning.

4.5.1. Flight plan filing requirements.

4.5.1.1. All aircraft departing TAFB must file a flight plan IAW AFMAN 11- 202v3, Flight Operations, AFMAN 13-204v2, this instruction, and LOAs. The Airfield Manager may establish an LOA with local units and temporary duty/exercise units to file flight plans.

4.5.1.2. Aircrew will file flight plans either in person or electronically, via email to the AMOPS org box or through FlightPlan.com/ForeFlight. Aircrew should file flight plans a minimum of two hours prior to avoid departure delays. Aircrew filing electronically must verify receipt of their flight plan with AMOPS. All electronically submitted flight plans will be sent to or include, KSUUYXYX or 60 OSS/OSAA at **60OSS.OSAA.AMOPS@us.af.mil**.

4.5.1.3. If filing electronically, aircrew will ensure original flight plans are maintained by their respective flying unit, IAW Air Force Records Disposition Schedule, Table **13-07**., Rule 3.00, Flight Plans. Units will also maintain the crew list, manifest, fuel load, weight and balance, as well as other pertinent information as required. In the event of an aircraft mishap, the flight plan, crew list, passenger manifest, and weight and balance will be provided to AMOPS within 24 hours of the incident.

4.5.1.4. IAW AFMAN 13-204v2, HQ AMC recognizes that 618 AOC/MODM, and the PACAF/USAFE Air Mobility Operation Control Centers as approved MAJCOM flight planning cells. Flight plans filed through these organizations or commercial airline flight dispatch offices only require a copy be sent to AMOPS via AIS-R to satisfy the electronic flight plan filing requirement.

4.5.1.5. VQ-3 training sorties will adhere to all flight plan filing requirements outlined herein. **NOTE:** Real-world VQ-3 alert missions will be filed IAW the LOA on file with AMOPS.

4.5.1.6. Original flight plans will not be accepted via telephone or radio transmission. Pilots can amend flight plans via telephone or the pilot to dispatch frequency with AMOPS, or with Clearance Delivery in the RAPCON. AMOPS can amend flight plans up to 30 minutes prior to departure. Pilots will coordinate with RAPCON for any request within 30 minutes of departure.

4.5.1.7. An aircraft commander on a stopover flight/divert flight plan may re-file or amend the flight plan with AMOPS via any means, provided AMOPS can verify an original flight plan was filed. NOTE: AM personnel will NOT modify/change IFM flight plans for Flight Managed Missions without approval from the flight planning cell/flight managers.

4.5.2. "No flight plan" engine start requests, departures, or arrivals.

4.5.2.1. Tower will verify all "no flight plan" engine starts with AMOPS prior to granting engine start approval. EXCEPTIONS: VQ-3 Alert shall coordinate directly with Tower in the event a flight plan is not in the system.

4.5.2.2. Tower will refuse landing clearance to all civilian and foreign governmental "no flight plan" aircraft requesting to land until AMOPS grants approval. NOTE: Aircraft declaring an emergency may be approved to land by ATC but will be deemed an "unauthorized landing" IAW AFI 10-1001, Civil Aircraft Landing Permits, and AFI 10-1801, Foreign Governmental Aircraft Landings at United States Air Force Installations.

4.5.2.3. In the event that an aircraft starts engines and begins ground movement without ATC approval, anti-hijack procedures will be initiated IAW 60 AMW 31-1, Integrated Defense Plan.

4.5.2.4. U.S. military aircraft, requesting to arrive without a flight plan or PPR, are authorized to land. These landings will be deemed unannounced arrivals. The 60 OSS/DO will be provided the aircraft callsign, type, PIC information, and departure location. The unit of the offending aircraft will be contacted, and information will be relayed as appropriate.

4.5.2.5. Civilian and foreign governmental "no flight plan" arrivals that do not have a Prior Permission Required (PPR) but have a Civil Aircraft Landing Permit (CALP) or Aircraft Landing Authorization Number (ALAN), as appropriate, will be deemed unannounced arrivals. U.S. civilian aircraft arriving with a CALP, but no PPR number will be reported to the Sacramento Flight Standards District Office (FSDO). All foreign aircraft (civilian or governmental) will be reported to HQ USAF/A3OJ Airports Branch. See **Para 4.14.2** for CALP process.

4.6. Forwarding Flight Data.

4.6.1. Flight plans.

4.6.1.1. Flight plans will normally be transmitted from AMOPS to Oakland Center for inclusion in the National Airspace System. KC-46 cell departure flight plans will contain the phrase, "MARSA w/ (wingman's call sign) to breakup point" as the first entry in the remarks section. Cell departures are discussed in **Chapter 5**. Aircrew shall file flight plans with AMOPS as dictated in FAAO JO 7610.4, Special Military Operations.

4.6.1.2. When Oakland ARTCC's computer is not operational; AMOPS will provide both the Tower and RAPCON with the following data on IFR departures:

4.6.1.2.1. Aircraft identification.

4.6.1.2.2. Type of aircraft.

4.6.1.2.3. Destination.

4.6.1.2.4. Proposed departure time.

4.6.1.2.5. Any other remarks pertaining to operation in the terminal area (for example, instrument check rides).

4.6.1.3. When flight data input-output (FDIO) is not operational, AMOPS shall provide both the RAPCON and Tower with the following data on all departures and arrivals via direct landline:

4.6.1.3.1. Aircraft identification.

4.6.1.3.2. Type of aircraft.

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

4.6.1.3.4. Stop-over flight plan information.

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

4.6.1.3.6. Additional data, such as oceanic routings, local flight plans, and/or any other information that would assist in service to the flight.

4.6.2. Departure and arrival times.

4.6.2.1. Tower will forward all departure and arrival times to AMOPS via Airfield Automation System.

4.7. Weather Dissemination and Coordination.

4.7.1. The 60 OSS/OSW flight is manned 24/7; however, in the event of evacuation or unforeseen unavailability, pilots should contact regional Operational Weather Squadron. Pilots can obtain current weather observations and enroute and terminal forecasts by contacting Travis METRO (**Attachment 5**). Pilots shall immediately report all potentially hazardous or un-forecasted weather encountered to METRO. Weather technicians will disseminate those reports locally and in weather briefings. Tower or RAPCON will participate in the Cooperative Weather Watch IAW the HQ AMC-approved Operations Letter.

4.7.2. Lightning Response. Lightning that is observed in vicinity of TAFB shall be reported to Base Weather for further action.

4.8. Engine Runs.

4.8.1. To ensure anti-hijack protection, all maintenance engine runs shall be coordinated through MOC to Tower. MOC will notify Tower prior to and upon completion of engine run giving aircraft tail number, spot number, aircraft type, and engine setting. NOTE: If Tower is closed, MOC will notify Command Post, Security Forces, and Fire department.

4.8.2. Prior to starting engines, aircrew/maintenance personnel shall contact Travis Ground Control on local channel 2 with the aircraft tail number, spot number, and if the engines will be advanced above the idle position. MOC is responsible for ensuring engine runs are compliant with the written restrictions (**Attachment 6**) as well as ensuring the jet blast from the engine run does not adversely affect any parked aircraft, pedestrian, or vehicle operating in the vicinity of the engine run. MOC shall ensure parking is in accordance with approved parking plan. Special or unusual circumstances may require the temporary authorization to perform an engine run on a parking spot not specifically listed in this instruction. The 60 MXG will coordinate through 60 AMW Ground Safety and AMOPS for authorization.

4.8.3. Final clearance to commence engine runs must be obtained from Travis Ground Control prior to engine start. Regardless of location, aircrew/maintenance will continuously monitor the ground control frequency during engine runs.

4.8.3.1. Final authority to postpone or discontinue engine run operations rests with Tower based on aircraft ground movements, coordination, anti-theft/hijack procedures, and safety.

4.8.3.2. Tower controllers are responsible to ensure engine systems functional check do not adversely affect taxiing, arrival, or departure aircraft.

4.8.3.3. AMOPS will suspend driving/taxiing operations within the vicinity, issue applicable NOTAM, and notify airfield drivers.

4.8.4. Restrictions. Runs will not be conducted above idle without specific approval from the 60 MXG/CC or designated representative between the hours of 2200 to 0600 local. Additionally, all engine runs on H-14 during quiet hours require 60 MXG/CC or designated representative approval. EXCEPTIONS: For aircraft on the following day's flying schedule, approval authority is delegated to the MOC. For all other engine runs, approval authority is delegated to the Line Chief (MOC-1).

4.8.4.1. Power Engine Runs on H-13/H-14.

4.8.4.1.1. Only aircraft with munitions, or explosive cargo activities (i.e., downloading and/or uploading) are allowed to run engines on H-13/H-14. Aircraft that are only loaded with 1.3 defensive flares do not qualify. During munitions loading/unloading on H-13 or H-14 all engine runs on the opposite spot are prohibited.

4.8.4.1.2. Engine runs at power settings up to, and including, breakaway taxi power are authorized on H-13 / H-14 without limitation or consideration of N.E.W. in B-bunker. C-17 may run engines at any power setting provided the thrust reversers are deployed at all times that engines are running.

4.8.4.1.3. See 60/349MXG OI 21-101 for engine ground operations at power settings other than those listed in **paragraph 4.9.4.1.2**.

4.8.5. Transient aircraft engine runs. Specific engine run location information can be obtained from the MOC.

4.8.6. Jet blast near runways. Tower shall issue a cautionary advisory to all aircraft operating behind heavy jet aircraft holding on taxiways immediately perpendicular to the runways. Tower will suspend operations to the affected runway when the jet blast is directed towards the runway touchdown zones, anticipated rotation point, or if an airborne aircraft may pass within the affected area. **Attachment 10** gives general data on jet wake vortices for C-5, C-17, and KC-46 aircraft.

4.8.7. Engine run taxi restrictions. Aircraft are prohibited from taxiing directly in front of or behind an aircraft running engines above idle.

4.9. Aircraft Towing.

4.9.1. In the interest of safety and anti-theft/hijack procedures, all tow operators must closely coordinate tows and follow established procedures.

4.9.2. MOC controllers will coordinate all tow operations with Tower via the Tower/CP direct line. Information will include location, destination, call sign, type aircraft, whether the tow will be power on or off, and frequency to be used (Ramp Net or Ground frequency). NOTE: If Tower is closed, MOC will notify Command Post, Security Forces, and Fire department.

4.9.3. Tow operators will not permit aircraft to deviate from the marked centerline or guidance markings without prior approval from the AFM. This includes tow operations to closed parking spots or to areas on the ramp not specifically marked for aircraft movement or parking (e.g., positioning of static displays off marked centerlines). NOTE: All aircraft/equipment static displays on airfield surfaces must be coordinated through the AFM prior to the display being positioned.

4.9.4. Prior to moving the aircraft, tow supervisors will contact Tower with call sign, location, destination, and if requested the route of tow. Additionally, the tow supervisor must obtain approval to commence the tow and maintain radio contact with Tower on Ground Control frequency or the Ramp Net throughout the operation.

4.9.5. Final authority to postpone or discontinue towing operations resides with Tower. Approvals are predicated on aircraft ground movements, coordination, anti-theft/hijack procedures and safety.

4.9.6. Tow operations are prohibited directly in front of or behind an aircraft running engines above idle.

4.10. Support Equipment Parking Plan.

4.10.1. Airfield support equipment boxes painted on the airfield can be used as temporary in use AGE and equipment storage locations during aircraft launch and recovery actions. Once the aircraft has become airborne, all equipment will be removed from the support equipment box and placed in the proper storage location. Equipment in use is defined as support equipment in place not more than three hours before aircraft arrival or three hours after aircraft departure.

4.11. Taxi Routes and Restrictions.

4.11.1. Paved areas on the airfield not stressed for aircraft movement are marked by the appropriate edge markings (taxiway and apron edges utilize a double yellow line to delineate the edges, and the white runway side stripes coincide with the edge of the runway). Various pavement shoulders may also be accompanied by deceptive surface markings, which are 3' wide yellow stripes that extend out from the side stripes/edge markings. All aircraft movements will follow established taxiway centerlines at all times. Aircraft tires must never cross the taxiway or apron edge/boundary markings. Any violations shall be reported to AMOPS immediately.

4.11.2. Taxi restrictions.

4.11.2.1. Spot 290 restricted to tow in and tow out only.

4.11.2.2. Spots 301 - 302: Taxi in only. Parking Spot 301 - Idle Power. When open tanks on spot 302, no engine runs. Parking Spot 302 - Taxi Power. When open tanks on spot 301, no engine runs. If open tanks on spot 302, C-5 cannot taxi off 310 row.

4.11.2.3. Spot 510: C-5 allowed right turn onto Taxiway H or J only.

4.11.2.4. Taxilane K (north of taxiway N): C-5 aircraft are not authorized on Taxilane K north of Taxiway N. There is not sufficient wingtip clearance on Taxilane K for C-5 aircraft taxi or tow. Wingtip lines are based off of C-17 aircraft.

4.11.2.5. Taxilane L (north of Taxiway N): C-5 tow only. C-5 are restricted to tow only on Taxilane L north of Taxiway N.

4.11.2.6. Taxiway R (south of Taxiway G) is permanently closed between Taxiway H and Taxilane L. Taxiway R between Taxiway D and Taxiway H remains open and operational.

4.11.2.7. Taxiway T (between Taxiway G and Spot S-06): Restricted to use by aircraft with a wingspan of 170' or less. This allows for a wingtip clearance of 40'. For all other airframes intending to use this area, coordination with the Airfield Manager is required. C-5s are not authorized to taxi between S-05 and S-06 due to the fence in the area. C-5s are only authorized to access the fenced portion of the Sugar Ramp via Twy G and will have reduced wingtip clearance of 25'.

4.11.2.8. Personnel and equipment are not authorized within the CMA area between Taxiway N and Taxiway R (these areas constitute the Runway 21R/03L overrun/underrun area) aircraft conducting an approach within four mile final to Runway 21R or Runway 03L or are departing Runway 03L. NOTE: Taxiways E and Taxiway F are permanently closed between Taxiway N and Taxiway R.

4.11.2.9. ATC shall suspend Runway 03R/21L operations when an aircraft is holding short of 21/03 LZ on Taxiways A or B.

4.11.2.10. ATC shall suspend 032/212 LZ operations when an aircraft is holding short of Runway 03R/21L on Taxiways A or B.

4.11.2.11. Aircrews must consult the Giant report for 032/212 LZ length, width, and weight bearing capacity restrictions to determine suitability of use by their airframe.

4.11.2.12. 500/600 Ramp wingtip clearances are set to accommodate C-17 and smaller aircraft. Exception: Spot 613 is restricted to fighter and smaller aircraft parking.

4.11.2.13. Tower will ensure operations are not conducted in the area between Taxiways N and Taxiway R when aircraft are within four mile final to Runway 21R or Runway 03L or are departing Runway 03L.

4.11.2.14. Aircraft exiting Runway 21L at Taxiways D and G may be instructed to hold short of Runway 21R.

4.11.2.15. Aircraft requesting to make a 180 degree turn on the runway surfaces will adhere to the following restrictions:

4.11.2.16. Runway 21R: 180 degree turns only authorized on concrete portions defined as the first 1,000 feet and last 3,000 feet of Runway 21R.

4.11.2.17. Runway 21L: 180 degree turns only authorized on concrete portions defined as the first 1,000 feet and last 2,175 feet of Runway 21L.

4.12. Open Fuel Cell Maintenance Restrictions.

4.12.1. Hangars 808 and Building 14 are the primary facilities for completing fuel system "in-tank" maintenance. The approved alternate flight line "in-tank" fuel systems repair areas are spots 300, 301, 302, 521, 718, and 719. Spots 517 and 518 may also be used for "in tank" maintenance but only when all other areas are occupied. NOTE: MOC will notify AMOPS and Tower or open fuel tanks and spots. AMOPS will publish restrictions for any effected areas.

4.12.2. With open fuel tanks on spot 300, 301, or 302, no aircraft will be permitted to taxi past spot 302 on Taxiway H in either direction. However, aircraft tow operations are permitted in either direction with auxiliary power unit running. NOTE: When utilizing a spot on the 300 row, the adjacent parking spots will be restricted to tow only.

4.12.3. With open tanks on spots 718 or 719, the first 1,500 feet of Taxiway L north of Taxiway N are closed to all taxiing aircraft; aircraft may be towed past these spots.

4.12.4. Tower will broadcast this information via the Digital Automated Terminal Information System (DATIS): "OPEN TANKS ON SPOT (number), FIRST FIFTEEN HUNDRED FEET OF TAXIWAY L NORTH OF TAXIWAY N CLOSED TO ALL TAXIING AIRCRAFT."

4.12.5. If spots 517 or 518 are used for in-tank maintenance, MOC must coordinate with AMOPS to close appropriate areas (i.e., Taxiway K in either direction). With open fuel tanks on spots 517 or 518, no aircraft will be permitted to taxi past spots 517 or 518 on Taxiway K.

4.12.6. The MXS Pro Super will request waivers for in-tank fuel system repairs on other parking spots or facilities through the MOC and MOC-1. MOC-1 will coordinate approval through AMOPS, Ground Safety, Bioenvironmental, and the Base Fire Chief.

4.12.7. Approval authority for in-tank repair waivers is the MXG/CC.

4.13. Transient Alert.

4.13.1. Transient Alert services are available 24 hours a day, 7 days a week. All aircraft must contact CP with service requirements.

4.14. Civil Aircraft Operations.

4.14.1. IAW AFI 10-1001, civil aircraft, not flying a Department of Defense (DoD) mission, are authorized to receive radar vectors and use base RAWS facilities. Only practice low approaches are authorized for non-DoD aircraft. Military aero club aircraft are owned by the DoD and are authorized to make touch-and-go landings on Travis AFB runways, traffic permitting.

4.14.2. All non-exempt civil aircraft operating at Travis must obtain a Civil Aircraft Landing Permit (CALP) IAW AFI 10-1001, Civil Aircraft Landing Permits. Aircraft operators requiring a civil aircraft landing permit must contact AMOPS NLT 45 days prior to the date of the first intended landing. The Airfield Manager/Deputy Airfield Manager are the designated representatives to approve CALPs.

4.15. Airfield Inspection and Checks.

4.15.1. AMOPS will perform a daily airfield inspection and periodic airfield checks IAW AFMAN 13-204, V2, Airfield Management.

4.15.2. AMOPS will conduct a FOD check of the runway/airfield after emergencies, accidents, combat offload, or any other significant airfield event. Runway/airfield operations will not be resumed until the FOD check is completed unless directed by 60 OG/CC or designated representative.

4.15.3. Quarterly Airfield Inspection. A quarterly joint airfield inspection will be conducted the month prior to each AOB and the participants will include AFM and/or DAFM, AOF/CC, SEF, CE (waiver/pavement/airfield lighting/environmental) and SFS as a minimum. The AFM/DAFM is the assigned OPR for this inspection and will assign OPRs, conduct planning, coordination, agenda, and meeting minutes.

4.15.4. Airfield Certification/Safety Inspection. The AFM, in conjunction with CE and SE will conduct the Annual Certification/Safety Inspection to evaluate the airfield's condition and compliance with USAF airfield infrastructure and safety requirements. The results of the inspection are briefed at the AOB (see AFMAN 13-204, V2, Airfield Management).

4.15.4.1. The Airfield Certification/Safety Inspection Checklist (see AFMAN 13-204, V2, **Attachment 2**), will be used to document violations and unsatisfactory conditions on the airfield. As required, representatives from RAWS, Weather, and SFS are highly encouraged to participate and provide technical expertise in their functional areas.

4.15.4.2. The AFM, in conjunction with CE, will determine appropriate airfield maintenance/construction projects needed to correct deficiencies and the prioritization. The AFM will provide CE with the inspection results. This information along with the annual waiver package will be briefed at the next Facilities Board by CE.

4.15.4.3. The AFM, in conjunction with CE, and SE will describe the risk control measures taken to minimize hazards. These precautions would include items such as NOTAMs, closure of unsafe airfield areas or noncompliant portion of the airfield, briefing programs to flying personnel on safety and procedures, etc.

4.15.4.4. All discrepancies will include work order or project numbers, estimated cost to repair/install and estimated completion date.

4.15.4.5. The 60 OG/CC, 60 MSG/CC, AFM, CES, and 60 AMW/SE shall review and coordinate on the staff package prior to 60 AMW/CC's coordination/endorsement.

4.15.4.6. The 60 AMW/CC will review/coordinate on the formal report.

4.15.5. Final Construction Inspections. AM will conduct and document a final inspection with representatives from CE and SE, before and after completion of any airfield construction, changes or additions to the flying mission or changes affecting existing aircraft parking/taxi procedures. Emphasis will be on "mission impact" of affected area(s) and necessary changes to the safety plan and the construction waiver.

4.16. Special Procedures Not Applied or Available.

4.16.1. The following special procedures are not available or applicable at TAFB:

4.16.1.1. Aircraft arresting systems. Travis has no permanent arresting systems.

4.16.1.2. Reduced same runway separation. Runway separation will be accomplished IAW FAAO JO 7110.65 and AFMAN 13-204 Series.

4.16.1.3. Supervisor of Flying (SOF). TAFB does not operate with a SOF in the Tower.

4.16.1.4. Designated hot pit refueling area.

4.16.1.5. Simulated flame out procedures.

4.16.1.6. Airfield Snow Removal Operations

4.17. Flight Check and Parachute Jump Operations.

4.17.1. Flight Check will be accomplished with the parameters laid out in the FAAO JO 7110.65. Flight Check operations have priority over local flying operations. Pilots can expect possible departure and arrival delays during Flight Check. Tower will broadcast "Flight Check in Progress" on the ATIS. AMOPS will issue a NOTAM 72 hours prior to Flight Check operations

4.17.2. Parachute jump operations are conducted in the Yolo County Drop Zone surface to 13,500 MSL from sunrise to 2300L. Altitude requests above 13,500 are coordinated on a case-by-case basis. When this area is hot, Travis Approach will ensure the proper separation is maintained between aircraft in the proximity. North Approach controller will immediately inform NORCAL (Elkhorn/Delta Sectors) Approach and Oakland center when the area is active/inactive.

4.18. Use of Digital Airport Surveillance Radar (DASR) Antennae in High Wind.

4.18.1. RAPCON will notify RAWS when the wind is forecasted to reach 60 knots or greater.

4.18.2. When sustained winds reach 65 knots or greater, RAWS will allow the DASR antenna to free wheel and notify AMOPS for proper NOTAM action.

4.19. No-NOTAM Preventive Maintenance Periods (PMI).

4.19.1. Navigational aids and PMI times shall be published in the IFR Enroute Supplement.

4.19.2. Equipment will not be released unless the ceiling is 3,000’ or above and visibility is five statute miles or greater.

4.19.3. RAPCON will notify RAWS to immediately return equipment to operational or NOTAM action will be taken if weather conditions deteriorate below ceiling/visibility requirements or if time periods are exceeded.

4.20. Use of Generator Power by ATC Facilities.

4.20.1. Tower and RAPCON do not switch to generator power before severe weather.

4.20.2. Commercial power is the primary source of power for all RAWS equipment. However, all ATCALS facilities have UPS or batteries for initial loss of power. The facilities all have generators that turn on when commercial power is lost. The generators are tested monthly by Civil Engineering.

4.20.2.1. Tower. CE will coordinate with the Tower WS for scheduled outages prior to changing power sources for the airfield lighting system.

4.20.2.2. RAPCON. RAWS will coordinate with RAPCON WS prior to changing power sources for all other RAWS equipment.

4.21. Airfield and Runway Closures.

4.21.1. The 60 AMW/CC or 60 OG/CC may approve airfield closures for up to 96 hours. The closure must be coordinated with 618 AOC/AAD/ALD at least 14 days prior to closure and the approved closure must be forwarded to HQ AMC/A3A. EXCEPTION: No notice closures for emergency repairs.

4.21.1.1. HQ AMC/A3 is the final approval authority for all runway and airfield closures exceeding 96 hours. The AOF will forward 60 AMW/CC approved requests for closure/restriction to HQ AMC/A3AP for coordination. Requests must be made at least 30 days prior to implementation.

4.21.1.1.1. In a request for closure exceeding 96 hours, AOF must provide the closure duration, start and end date/time, reason, operational restrictions, on-call capabilities (to support AEF commitments, pop-up contingencies, or tenant unit missions) and if necessary, proposed work around.

4.21.2. The 60 AMW/CC or 60 OG/CC may approve an extended closure of one runway as needed as long as the base remains capable of fully supporting tanker and airlift missions. The AOF will notify HQ AMC/A3A of any runway closures. Runway closures do not constitute an airfield closure.

4.21.3. AMOPS will update the “Airfield Closure Page” on the 618 AOC (TACC) Website and ensure all airfield closure information remains current. AMOPS will email HQ AMC/A3AP all closure information prior to placement on the web page.

4.21.4. AMOPS is the approving authority for closing the runway if a hazard exists. The 60 OG/CC or designated representative may reopen the runway based on risk assessment to operations.

4.22. Airfield Quiet Hours.

4.22.1. AMOPS is the single point of contact for all quiet hours requests. Requests for quiet hours shall be made via the Airfield Management Quiet Hours SharePoint page NLT 21 days prior to the need for quiet hours. Requesting agency should consider scheduling the event during hours that do not interfere with regularly scheduled flying. Current Operations (60 OSS/OSO) can provide general information on times that deconflict with flying activities.

4.22.2. Airfield activities will be restricted to the appropriate level as determined by the 60 OG/CC. A complete ramp freeze resulting in all aircraft/vehicle operations restricted is reserved for high-visibility events such as Dignified Transports, Wing/Group Change of Command and Wing Commander Calls.

4.22.3. AMOPS will:

4.22.3.1. Evaluate/review each request, and staff for 60 OG/CC approval.

4.22.3.2. Inform listed agencies of required actions and stop/start times. Agencies requiring notification are as follows: 60 AMW/CP, 60 MXG/CC, 60 MSG/CC, 60 OSS/CC, 60 APS/TRO, 349 AMW/CC, 349 OG/CC, 349 MXG/CC, 349 MSG/CC, ROICC, VQ-3, 60 OSS/OSO, and the PRIDE airfield contractor representative.

4.22.3.3. Once restrictions are coordinated and approved, AMOPS will publish applicable NOTAMs.

4.22.4. The 60 OSS/OSO will transmit restriction to all active duty, and reserve flying squadrons via Global Decision Support System (GDSS), and Tanker Airlift Control Center (TACC).

4.22.5. The 60 OG/CC or designated representative is the authority for quiet hour terminations.

4.23. Aircraft Prior Permission Requested (PPR).

4.23.1. All aircraft requiring transient services or parking are required to obtain a PPR number prior to arrival. GDSS scheduled missions are exempt from obtaining a PPR, unless they are a MEDEVAC, carrying a DV, or are a civilian aircraft. PPR numbers are issued no earlier than 48 hours to ensure the most accurate wing mission requirements are known. Contact AMOPS for PPR numbers.

4.23.2. Transient aircraft that are TDY or deployed to TAFB are exempt from PPR numbers while flying local sorties; however, they must obtain a PPR number for their initial arrival. Transient aircraft will contact the 60 AMW Plans and Programs office and complete the 60 AMW Transient Support Assessment for visit support/approval.

4.23.3. PPRs are coordinated IAW IFR supplement guidance. Airfield restrictions published via NOTAM may require alteration of a previously issued PPR and will be handled on a case-by-case basis (e.g., quiet hours which are approved after a PPR has been issued, necessitating a change to arrival and/or departure time as to not interfere with quiet hours).

4.24. Arriving Air Evacuation Notification and Response Procedures.

4.24.1. All notifications for Air Evac aircraft arriving/departing with patients are handled through the CP.

4.24.2. There are no dedicated parking spots on the main parking ramps, but real-world Air Evacuation aircraft will have priority parking. Medical personnel will call Tower to advise of patient loading events preparing to commence and Tower will advise aircraft in the vicinity to use minimum thrust or inboard engines only.

4.25. Wear of Hats on the Airfield.

4.25.1. The airfield is designated a no-hat/no salute area. This includes parking ramps, aprons, taxiways, runways, and the area on the southeast side of Building 4 to the airfield.

4.25.2. Permitted exceptions: Required PPE and communication equipment as required for aircraft maintenance, the handling of official functions, active construction sites, and pullover watch caps during inclement/cold weather.

4.26. Airfield Smoking Policy.

4.26.1. Smoking, to include vaping, on the airfield is prohibited.

4.26.2. Smoking is permitted only in designated tobacco areas off the airfield.

Chapter 5

SPECIAL AIRCRAFT OPERATIONS

5.1. Alert Area (A682).

5.1.1. The Travis A682 is located north of Travis AFB Runway 03R/21L's extended centerlines surface to 6,000 feet MSL and south of Travis AFB Runway 03R/21L's extended centerlines surface to 3,000 feet MSL. A682's time of use is Monday-Friday from 0900-2200L. A high volume of pilot training and unusual aerial activity is conducted in A682. Pilots should be particularly alert when flying in this area (**Attachment 8**).

5.2. Radar Limitation Over Wind Turbine Area.

5.2.1. The State of California has designated a vast area southeast of Travis AFB as a Wind Resource Area (WRA). In this area there are a number of wind turbines sporadically placed across the landscape some nearly 500' tall. These wind turbines negatively impact the radar, making slow moving VFR aircraft invisible to the radar controller. This radar limitation encompasses the area between the TACAN (SUU) 075 and 185 radials, beginning 3 DME out to 13 DME all altitudes. Traffic advisories are available on transponder equipped aircraft only. Increased vigilance should be exercised by both aircrew and controllers when maneuvering aircraft over the WRA.

5.3. Pattern Restriction and Deconfliction.

5.3.1. The number of aircraft executing special operations within the Class Delta airspace will be limited by controller proficiency, workload, and at the discretion of the Tower Watch Supervisor. Based on established local priorities (**Paragraph 1.6**), the aircraft with the least priority shall be instructed to vacate the pattern or full stop land. If necessary, the Tower will coordinate with CP to determine aircraft priority. Special operation aircraft are defined as TADs, NVDs, opposite direction approaches, or procedures where execution includes opposite direction as part of the profile (see Paragraphs **5.5 and 5.6** below).

5.4. Tactical Arrivals and Departures (TADs).

5.4.1. TADs are low/high altitude precision maneuvers that require heightened concentration by both pilot and ATC. Aircrews require proficiency for landing at and departing from hostile airfield environments.

5.4.2. TAD operations will be conducted IAW the HQ AMC-approved Letter of Agreement. Contact 60 OSS/OSO for a copy of the Letter of Agreement.

5.5. Night Vision Device (NVD) Operations.

5.5.1. NVD operations will be conducted IAW the HQ AMC-approved Letter of Agreement. Contact 60 OSS/OSO for a copy of the Letter of Agreement.

5.6. Unusual Maneuvers.

5.6.1. Demonstration operations shall be approved by the 60 OG/CC and a policy letter approved by HQ AMC must be established.

5.7. Star-Turn, Combat-Offload, and Engine Running On-load/Off-load.

5.7.1. Star turns and combat offloads will be conducted on Taxiway N and engine running on-loads/off-loads will be conducted on H13/H14 IAW the HQ AMC-approved Letter of Procedure. The designated star turn, combat offload, and engine running on-load/off-load areas are depicted (**Attachment 20**, **Attachment 21**, and **Attachment 22**). Contact 60 OSS/OSA for a copy of the Letter of Agreement.

5.8. KC-46 Cell Formation Operations.

5.8.1. All KC-46 cell departures shall be conducted in nonstandard formation utilizing military authority responsibility for separation of aircraft (MARSA) procedures.

5.8.2. Cell departures usually consist of two to four KC-46 aircraft.

5.8.3. Participating aircraft shall depart:

5.8.3.1. Runway 21R - via the Williams (ILA) transition or via radar vectors to ILA in standard departure, 30 second intervals. Refer to **Paragraph 5.9** for Runway 21L - specific procedures.

5.8.3.2. Runway 03L/R will be given radar vectors to ILA in standard departure intervals.

5.8.4. RAPCON shall:

5.8.4.1. Assign a block altitude to allow intra-cell vertical spacing of 500 feet between each aircraft in the formation, and shall assign block altitudes for initial, interim, and final altitudes.

5.8.4.2. Assign each aircraft an individual beacon code and have them squawk on departure.

5.8.4.3. Assign the breakup fix as the clearance limit.

5.8.4.4. Formations will be controlled as a single aircraft IAW FAAO JO 7110.65, control instructions shall be issued to the flight lead. ATC may provide control instructions to the lead aircraft prior to all elements being airborne.

5.8.5. Tower shall change aircraft to departure after takeoff clearance has been issued but prior to departure roll.

5.8.6. Tower shall ensure all applicable information is issued prior to frequency change. Any additional/urgent instructions will be made using the departure frequency override function. In the event a controller is unable to override departure, transmit urgent instructions on Guard.

5.8.7. On departure, all aircraft will squawk assigned beacon code.

5.8.8. After the lead aircraft has departed and checked in with departure control, subsequent formation members do not need to check-in with ATC. Visual cut-off for the formation may be requested by the flight lead in VMC and approval by ATC will be based on existing traffic conditions.

5.8.9. ATC will respond to the request, “VISUAL CUT-OFF APPROVED” or “UNABLE (reason), REMAIN ON DEPARTURE PROCEDURE”.

5.9. KC-46 Cell Formation Runway 21L Only Operations.

5.9.1. Two-ship departures may be flown using the following procedures (VMC only). Formation departures larger than two aircraft are not permitted from Runway 21L if 032/212 LZ is unusable.

5.9.2. Request takeoff from Tower as a flight. Lead aircraft will request to depart VFR into the overhead pattern and be issued a local VFR squawk.

5.9.3. Tower will approve entry onto Runway 21L and clearance to back-taxi. Advise Tower when ready for departure. Tower will issue take off clearance as a flight.

5.9.4. The flight will depart into the VFR pattern at 2100’ MSL (remain on TWR Frequency).

5.9.5. Lead aircraft:

5.9.5.1. Report a 3-5 NM initial lining up one mile east (left) of Runway 21L at 250 knots or clean minimum maneuvering speed, whichever is higher.

5.9.5.2. On cell inter-plane, call 1 NM prior to abeam the approach end of Runway 21L.

5.9.5.3. Continue published IFR departure when past the departure end of Runway 21L. Tower will direct change to Departure frequency and inform LEAD aircraft to squawk their assigned IFR code.

5.9.5.4. In the event #2 aircraft is unable to depart on time to facilitate join up, LEAD will be instructed to carry straight through and re-enter a 3-5 mile initial.

5.9.6. #2 aircraft:

5.9.6.1. After LEAD departs, back-taxi into position and hold Runway 21L.

5.9.6.2. Set 1.10 EPR when LEAD calls 1 NM abeam.

5.9.6.3. Set takeoff power and begin departure roll when LEAD is abeam (Tower has already provided take off clearance for the flight and provides no separation/clearance at this point).

5.9.6.4. Execute normal departure and join up.

5.10. Formation Flights in the Overhead Pattern. (KC-46 airframes only)

5.10.1. The following procedures apply to KC-46 formation recoveries into the Tower pattern via an overhead.

5.10.2. KC-46 aircraft will fly the maneuver IAW flight manual formation parameters. The lead aircraft will maintain overhead pattern altitude of 2,100’ MSL unless directed otherwise by Tower controllers.

5.10.2.1. Tower will control the flight as a formation until advised of the formation split by the flight lead.

5.10.2.2. Landing clearance may be issued for the formation. Tower will ensure the term “flight” is added to the formation callsign and included in the landing clearance.

5.10.2.3. A minimum of 7,000’ separation is required between formation members on landing roll.

5.11. Taxi Wingtip Training Reference Lines.

5.11.1. AMC Taxi Mishap Safety Investigation Board (SIB) identified taxi incidents as preventable trends. IAW SIB guidance, there are three sets of white aircraft wing tip reference training lines painted in the Master Aircraft Parking Apron, along Taxiway H, near Spot 212, 342 and Spot 332 (**Attachment 23**). These are for aircraft use and will be utilized by at aircrew discretion. Each set of markings depicts for type aircraft and indicates a 10' and 25' wingtip clearance reference line. All vehicles and personnel must keep clear when aircraft are utilizing training lines.

5.11.2. TAFB has established 100’ long, 6” white taxi training lines as follows:

5.11.2.1. C-17 training lines are located along Taxiway H, adjacent to Spot 342 and identify required 10’ and 25’ wingtip clearances. Refer to **Attachment 23** for diagram and specifications.

5.11.2.2. C-5 training lines are located along Taxiway H, adjacent to Spot 212 and identify required 10’ and 25’ wingtip clearances. Refer to **Attachment 23** for diagram and specifications.

5.11.2.3. KC-46 training lines are located along Taxiway H, adjacent to Spot 332 and identify required 10’ and 25’ wingtip clearances. Refer to **Attachment 23** for diagram and specifications.

5.12. Unmanned Aerial System (UAS) Operations.

5.12.1. TAFB is not a designated divert location for UAS aircraft. If TAFB is contacted to be a divert location for any UAS aircraft, UAS divert instructions will be published in an HQ AMC-approved Letter of Agreement.

5.12.2. Commercial off the shelf (COTS) UASs are not authorized on base proper. Units must have an approved Concept of Employment (CONEMP) IAW AFMAN 11-502, Small Unmanned Aircraft Systems and have a Letter of Agreement (LOA) between Travis Tower, prior to operating any small UAS (sUAS) on base.

5.12.3. The wing sUAS working group provides oversight and ensures compliance with the installation’s sUAS program. sUAS working group members (at a minimum) include 60 AMW/SE, 60 OSS/OSA, Legal, PA, and sUAS Unit Program Managers.

5.13. Special Aircraft Operations and Procedures.

5.13.1. Engine running crew change (ERCC) Areas:

5.13.1.1. Aircrews will notify AMOPS of their ERCC intentions while they file their flight plan. AMOPS will notify Tower and suspend operations in the area upon ERCC execution.

5.13.1.2. Aircrew will normally conduct ERCCs at the intersection of Taxiways G and N on the diagonal corner with the nose pointed towards the runway.

5.13.1.3. A good point of reference is placing the nose wheel near the point where the taxi lines separate.

5.13.2. Tower will use the following guidelines when directing or approving ERCC requests at other locations:

5.13.2.1. Traffic situation.

5.13.2.2. DV status information (coordinated with CP).

5.13.2.3. ERCCs will be approved on the 200 ramp only when no DV aircraft are parked there (coordinate exceptions with CP).

5.13.3. Engine Running Offload (ERO) Areas. Aircrews will obtain approval for from AMOPS if conducting EROs outside of H-13 and H-14. EXCEPTION: C-5 may load/off-load from the forward cargo doors at any parking spot on the 300 or 400 ramps. NVG EROs are only authorized on H-13 and H-14 IAW the HQ AMC-approved C-17 Special Ground Operations Letter of Agreement, contact 60 OSS/OSA for a copy of the Letter of Agreement.

5.13.4. Arm/De-Arm Area. TAFB has no dedicated arm/de-arm apron. The hot-gun and hung ordnance locations may be used as an arm/de-arm area in emergency/contingency situations, but carry operational restrictions while used. (See **Paragraph 7.4**.).

5.13.5. Specialized Fueling Operations (SFO). Homestation aircraft, and those offstation units with an LOA on file with Current Operations, may conduct SFOs on Twy J adjacent to spots 517 and 518, or at the intersection of Twy T and D. This requires prior coordination and approval with FD, AMOPS, Current Operations, and Wing Tactics.

5.13.6. Star Turn, Combat Offload, and Engine Running On-load/Off-load Areas (see **Paragraph 5.7**.).

Chapter 6

IFR/RAPCON PROCEDURES

6.1. Go-Around and Break-Out Instructions.

6.1.1. Phraseology for aircraft inside the final approach fix, "GO AROUND (additional instructions as necessary), CLIMB AND MAINTAIN THREE THOUSAND, FLY RUNWAY HEADING." NOTE: Four thousand when RAPCON is using multi-sensor mode or Mill Valley Radar.

6.1.2. Phraseology for aircraft outside the final approach fix will be issued "break-out" instructions: "CLIMB AND MAINTAIN THREE THOUSAND, THEN TURN LEFT/RIGHT HEADING ZERO NINER ZERO." NOTE: Four thousand when RAPCON is using multi-sensor mode or Mill Valley Radar.

6.1.3. If the pilot initiates a go-around and the radar is operational, then Tower shall issue: "CLIMB AND MAINTAIN (assigned altitude), FLY RUNWAY HEADING."

6.1.4. Climb-out instructions:

6.1.4.1. Transient aircraft: "CLIMB AND MAINTAIN (assigned altitude), FLY RUNWAY HEADING."

6.1.4.2. Locally assigned aircraft, "EXECUTE STANDARD (#) DEPARTURE."

6.1.5. To protect the 360 overhead pattern (when in use), ATC shall restrict departures to maintain at or below 1,600 feet MSL until crossing the departure end of Runway 03R or 21R.

6.1.5.1. Phraseology: "CROSS DEPARTURE END (RUNWAY 03R/21R) AT OR BELOW ONE THOUSAND, SIX HUNDRED."

6.2. Aircraft Radio Out and Lost Communication.

6.2.1. Radio-out/Lost Communication aircraft will follow procedures as published in the Flight Information Handbook and FAAO JO 7110.65.

6.3. Opposite Direction Traffic.

6.3.1. Requests for opposite direction arrivals or departures will be coordinated between Tower and RAPCON. Approval will be mutually agreed upon by both facilities.

6.3.2. State the landing runway when an aircraft is conducting an airborne radar directed approach, and circling approach.

6.3.3. IFR Arrival/Departure versus IFR Arrival/Departure. RAPCON/Tower shall not allow an arriving aircraft to proceed closer than 10 mile final to the runway in use until opposite direction arrival aircraft has landed or is airborne and established in a deconflicting turn. NOTE: If either or both aircraft are VFR, then the separation standard may be reduced to 7 miles.

6.3.3.1. Communications transfer for all aircraft conducting opposite direction or opposite direction circling maneuvers will occur when all conflicts are resolved and NLT 5 miles from the airport.

6.3.3.2. Simultaneous opposite direction circling approaches are not authorized.

6.4. Departure Procedures.

6.4.1. Departure procedures are published and may be assigned by ATC. NAVAID outages preclude assignment of departure procedures and radar vectors will be assigned.

6.5. Local Aircraft Standard Departures and Climb-Out Instructions.

6.5.1. The following departure procedures will be used for aircraft operating within Travis airspace for pattern work.

6.5.2. The altitude is assigned by the departure procedure issued. Standard two will maintain 2,000', standard three will maintain 3,000', standard four will maintain 4,000' and standard five will maintain 5,000'. .

6.5.2.1. Standard "two, three, four or five (Altitude)" Departures: "CLEARED TO TRAVIS VIA RADAR VECTORS, FLY RUNWAY HEADING, CLIMB AND MAINTAIN (TWO, THREE, FOUR OR FIVE), DEPARTURE FREQUENCY LOCAL CHANNEL SIX." NOTE: ATC may use the term "Standard (Two, Three, Four or Five)" for inter and intra facility coordination, as an abbreviated IFR departure clearance, or climb-out instructions. "(ACFT CALLSIGN), AFTER COMPLETING THE OPTION, EXECUTE STANDARD (#) DEPARTURE."

6.5.2.2. Base assigned aircraft may be issued the abbreviated clearance when told to execute the Standard – two, three, four or five (altitude) Departures. Abbreviated phraseology: "AFTER COMPLETING THE OPTION, EXECUTE STANDARD (TWO, THREE, FOUR, OR FIVE) DEPARTURE."

6.5.3. The approved SIDs for Travis are the BESSA1 and REJOY1.

6.6. CAT II ILS Procedures.

6.6.1. Loss of any of the following facilities precludes only CAT II ILS operations (CAT I ILS approach still available) and requires appropriate NOTAM action:

6.6.1.1. Approach lights, runway centerline lights, high intensity runway lights, or touchdown zone lights (sequenced flashing lights are not part of the approach lighting system).

6.6.1.2. Touchdown zone Runway Visual Range (RVR).

6.6.1.3. ILS far field monitor (FFM).

6.6.1.4. ILS remote status indicator (RSI).

6.6.1.5. ILS inner marker.

6.6.2. Aircrews are allowed to fly practice CAT II approaches with these malfunctions as long as they are aware of the malfunctions and weather is above CAT I ILS no approach light minima.

6.7. Diverse Vector Area.

6.7.1. Aircraft departing or executing climb-out instructions from TAFB may be vectored below the MVA within the diverse vector area (DVA). The DVA is depicted in the RAPCON Standard Operating Procedure 13-204, Travis RAPCON ATC Procedures. The DVA is not authorized when Travis radar is out of service.

6.8. Radar Vectors to Initial.

6.8.1. Pilots of aircraft under radar control may request vectors to initial. Vectors will be provided to intercept initial at 3-5 NM from the approach end of landing runway. For base assigned aircraft, IFR service is automatically cancelled once the aircraft reports the field in sight and RAPCON instructs the aircraft to contact Tower (**Attachment 18**).

6.9. Basic Radar Service.

6.9.1. Basic radar service shall be provided IAW FAAO JO 7110.65. Pilots conducting VFR flights within the terminal area may contact Travis Approach Control (**Attachment 5**) for basic radar service.

6.10. Exercises Involving ATC Facilities or the Airfield.

6.10.1. IAW AFMAN 13-204 Series, Airfield Operations Procedures and Programs, 60 OSS/OSA is required to be notified at least 48 hours in advance of any exercise that will involve OSS/OSA personnel, facilities to include RAWS, or the airfield.

6.11. Clearance Delivery.

6.11.1. TAFB RAPCON provides ATC Clearance Delivery on Clearance Delivery frequencies (**Attachment 5**). All aircraft shall contact Clearance Delivery 15-30 minutes prior to the proposed departure time.

6.12. Airport Surveillance Approach (ASR) and Precision Approach (PAR) Availability.

6.12.1. Travis AFB does not provide ASR or PAR approaches.

6.12.2. Single piloted turbojet aircraft shall be flight followed when the radar is operational and when the weather is less than 1500 ft ceiling and/or less than 5 SM visibility.

Chapter 7

AIRCRAFT REQUIRING SPECIAL HANDLING

7.1. Hazardous Cargo and Explosive Laden Cargo Aircraft.

7.1.1. Hazardous cargo area.

7.1.1.1. The primary parking locations for aircraft with hazardous cargo are H-13 and H-14, located at the end of taxiway M. For safety concerns, H-13 and H-14 should only be used by aircraft carrying hazardous material and not for normal parking.

7.1.1.2. Alternate locations are directed by CP/ATOC and relayed via the Tower. Spots S-9, S-10, S-11, and S-12 shall be utilized when available.

7.1.1.3. Spots H-13, H-14 and S-12 can accommodate C-5/B-747 aircraft and smaller. Spots S-9, S-10 and S-11 can accommodate C-17 aircraft and smaller. Refer to CE Tab D-8 for N.E.W. limits for each spot.

7.1.1.4. Hazardous cargo includes explosives, gases, flammable liquids, flammable solids, oxidizers, poisons, radioactive substances, corrosives, and other miscellaneous dangerous substances.

7.1.1.5. Explosive-laden vehicles will use the vehicle routes prescribed in TRAVISAFBI 91-104, Explosives, Firearms, and Hazardous Materials Transportation Program.

7.2. Hot Brakes.

7.2.1. Hot brake areas include:

7.2.1.1. Runway 21L: Taxiway G between the runways.

7.2.1.2. Runway 21R/03L: First available taxiway.

7.2.1.3. Runway 03R: Taxi off runway onto 032/212 LZ.

7.3. Drag Chute Jettison.

7.3.1. Tow drag chute to parking. If unable, jettison should be accomplished after runway turn off and when the aircraft has reached a safe distance from the runway (approximately 1,000 feet). The pilot will attempt to jettison the chute in a manner that will not block the taxiway. Transient Alert will pick up the drag chute.

7.4. Hot Gun and Hung Ordnance.

7.4.1. Hot gun/hung ordnance situations in the ramp area will be directed via the IC.

7.4.2. Aircraft with hot gun/hung flare should be vigilant to make turns that keep ordnance pointed away from populated areas.

7.4.3. Hot Gun/Hung Ordnance Areas (**Attachment 19**):

7.4.3.1. Intersection of Taxiways M and N heading 180 degrees.

7.4.3.2. Departure end of Runway 03R, heading 030 degrees.

7.4.3.3. The alternate area is the approach end of Runway 03R, heading 030 or 210 degrees.

7.5. Explosive Detection K-9 Team Information.

7.5.1. If an emergency aircraft requests explosive detection K-9 team services, aircrew will request via the Pilot to Dispatch or ATC who will coordinate with the ECC to determine if they can provide assistance. Tower will direct the aircraft to Spot S-12.

7.5.2. AMOPS will notify CP of the situation, if not already relayed via the PCAS.

7.6. Distinguished Visitor (DV) Aircraft.

7.6.1. Spots 251 and 252 are designated DV parking spots. Coordination with the Protocol Office is required before permitting non-DV aircraft to park on Spots 251/252.

7.6.2. CP is the point of contact for departing and arriving DV aircraft.

7.6.3. CP will notify AMOPS, Tower, and RAPCON of DV codes four or higher.

7.6.4. Requests by CP for inbound DV information are made through the RAPCON WS via direct landline. This information is provided to the CP on a work-load-permitting basis. RAPCON will provide a 30-mile out call to CP on the DV aircraft when able.

7.7. Designated Mission Priority Operations.

7.7.1. A designated mission priority aircraft requires special ATC handling in order to fulfill an urgent operational need.

7.7.2. CP responsibilities: Relay priority assignment by calling Tower and RAPCON via direct landline as soon as possible, and state: “MISSION PRIORITY (ACFT CALLSIGN), PRIORITY TIME (TIME).”

7.7.3. ATC responsibilities:

7.7.3.1. Ensure local traffic, ground or airborne, does not conflict with priority departures or established aircraft priorities IAW FAAO JO 7110.65 and this publication (**Paragraph 1.6.**).

7.7.3.2. Tower shall coordinate priority information with RAPCON in time to allow traffic pattern adjustments, and coordinate potential problems with CP.

Chapter 8

HELICOPTER OPERATIONS

8.1. David Grant Medical Center (DGMC) Helipad.

8.1.1. Helipad.

8.1.1.1. DGMC Helipad is located at: Longitude = 121 deg 58 min 12 sec, Latitude = 38 deg 16 min 12 sec, elevation = 59.5' AGL. It is not visible from the Tower.

8.1.1.2. The DGMC Helipad is equipped with "pilot-controlled lighting" IAW AF and FAA standards. Five successive clicks within 30 seconds on the Tower Local Control 120.75 frequency will turn lights on/off.

8.1.2. Pilots shall coordinate with Tower for entry into the Class Delta. A landing/departure clearance will not be given when operating to/from the DGMC Helipad. Controllers will issue the following phraseology "LANDING/DEPARTURE WILL BE AT YOUR OWN RISK, NOT IN SIGHT FROM TOWER."

8.1.3. Helicopter operations supporting DGMC will be conducted at the discretion of the helicopter's pilot-in-command.

8.1.4. The 60 OSS assumes no operational responsibility for helicopter operations or maintenance responsibility at DGMC Helipad. The 60 MSG will work directly with the 60 MDG to provide maintenance services to the DGMC Helipad and ensure maintenance and upkeep projects are completed in a timely manner. The unit responsible for this maintenance will be the 60 MSG/CES.

8.1.5. DGMC is the helipad's facility manager. DGMC personnel shall be responsible for contacting police and fire agencies for helicopter support as required.

8.1.6. If DGMC helipad operations require medics on site, the DGMC Emergency Department will be contacted at 707-423-3825 to coordinate requested support.

8.2. Helicopter Operations on the Airfield.

8.2.1. Helicopter arrivals and departures will use the runways as the primary landing/departure area to the maximum extent possible. Helicopter landing/departure operations outside of the runways will be coordinated with Airfield Management for approval.

8.2.2. Helicopters will taxi to/from parking per ATC instructions.

Chapter 9

FIXED WING OPERATIONS

9.1. Weather Minimums and RVR Capabilities.

9.1.1. Weather minimums for aircraft operating within the local flying area will be IAW appropriate civil aviation regulations and AFMAN 11-202v3, Flight Operations.

9.1.1.1. VFR rectangular pattern weather requirement: Cloud bases must be at or above 2,000’ AGL (1,600’ MSL pattern) and 3 miles visibility.

9.1.1.2. VFR "low" closed pattern weather requirement: 1,500’ AGL (1,100 MSL pattern) and 3 miles visibility.

9.1.1.3. VFR overhead pattern weather requirement: Cloud bases must be at or above 2,500’ AGL (2,100’ MSL pattern) and 3 miles visibility.

9.1.2. TAFB RVR capabilities are as follows:

9.1.2.1. Runway 03R/21L approach, midfield and roll-out available.

9.1.2.2. Runway 21R roll-out and Runway 03L approach available.

9.2. Digital Automatic Terminal Information Service (DATIS) Procedures.

9.2.1. The DATIS will be operated and used IAW FAAO JO 7110.65 and the Airmen’s Information Manual (AIM).

9.2.2. The DATIS shall be broadcast during airfield hours of operation.

9.3. Option Requests.

9.3.1. Stop-and-go landings are not authorized. Locally assigned aircraft requesting an option are authorized to conduct a full stop, touch-and-go or low approach.

9.4. Traffic Patterns.

9.4.1. Tower VFR and overhead patterns may be flown as follows (see **Attachment 17** and **Attachment 18**):

9.4.1.1. Low Closed (Used for low ceiling and weather conditions).

9.4.1.1.1. East Pattern: 1,100’ MSL.

9.4.1.1.2. West Pattern: 1,100’ MSL, may be only flown between 0800L-2000L.

9.4.1.2. East and West Helicopter Pattern: 1,100’ MSL.

9.4.1.3. Rectangular:

9.4.1.3.1. East Pattern: 1,600’ MSL

9.4.1.3.2. West Pattern: 1,600’ MSL, may be only flown between 0800L-2000L.

9.4.1.3.3. On departure, aircraft must avoid overflying the control tower when turning to enter the west VFR pattern.

9.4.1.4. Overhead:

9.4.1.4.1. East Pattern: 2,100’ MSL.

9.4.1.4.2. West Pattern: 2,100’ MSL, may only be flown between 0800L-2000L. West Pattern is not authorized for 032 LZ.

9.4.1.4.3. ATC shall protect the 360 Overhead Pattern when in use by restricting departures to maintain at or below 1,600’ MSL until departure end of Runway 03R or Runway 21R. NOTE: During west traffic patterns operations, aircraft must use caution due to concentrations of heavy VFR and light IFR traffic in and around Nut Tree Airport (KVCB, 340/08 DME).

9.4.2. Circling is not authorized west of the airfield.

9.4.3. Radar Traffic Patterns (**Attachment 16**) may be flown to the east or west at the following altitudes, unless otherwise directed by 60 OG/CC as conditions dictate.

9.4.3.1. West pattern: 5,000’ MSL.

9.4.3.2. East pattern: Between 4,000’ and 5,000’ MSL.

9.5. Parking Plan and Restrictions. Aircraft parking assignments are controlled and assigned by the MOC. MOC shall ensure parking is IAW the approved parking plan. Refer to 60 AMW Master Aircraft Parking Plan 13-1 for additional parking information and restrictions per aircraft type.

9.5.1. Departing aircraft will report their parking spot to Tower (Ground Control) prior to engine start.

9.5.2. Arriving aircraft will report parking spot on initial contact with Ground Control.

9.6. Intersection Departures.

9.6.1. Tower may initiate intersection departures with pilot concurrence or upon pilot request. The following (**Table 9.1**) shows intersection departure runway remaining distances in feet.

Table 9.1. Intersection Departure Distances.

Taxiway	Runway 21L	Runway 21R	Runway 03L	Runway 03R
A	Full Runway	N/A	N/A	N/A
B	6,935	N/A	N/A	4,060
C	N/A	8,645	2,356	N/A
D	1,995	N/A	N/A	9,000
E	1,345	N/A	N/A	9,650
F	695	N/A	N/A	10,300
G	N/A	Full Runway	N/A	Full Runway
H	N/A	10,330	671	N/A
J	N/A	5,165	5,836	N/A
K	N/A	3,635	7,366	N/A
L	N/A	3,080	7,921	N/A
M	N/A	N/A	Full Runway	N/A

9.7. Noise Abatement.

9.7.1. Departure turns are made after the departure end of the runway or as directed by ATC.

9.7.2. Practice circling approach restriction. Practice circling approaches to Runway 03R will avoid over flying the farmhouse approximately 400 yards east of the Travis TACAN.

9.7.3. Visual approach restriction. Pilots on the visual approach will avoid flying over populated areas below 3,000 feet MSL.

9.8. Single Runway Operations.

9.8.1. AMOPS responsibilities:

9.8.1.1. Implement alternate aircraft taxi plan as required. Advise VQ-3 of runway closure and alternate routes prior to implementation.

9.8.1.2. NOTAM the closed runway's associated ILS unusable when weather is less than 800' reported ceiling and/or two miles visibility if personnel and equipment are working on the closed runway.

9.8.2. Tower responsibilities:

9.8.2.1. Restrict aircraft to an altitude at or above 600' MSL when making approaches to a closed runway or when personnel are near the CMA and may be affected by the operation.

9.8.2.2. Restrict aircraft to an altitude at or above 1100' MSL when heavy aircraft are making approaches over unprotected personnel and equipment.

9.8.2.3. Do not clear aircraft for a restricted altitude low approach over personnel unless Ground Control has advised these personnel that the approaches will be conducted.

9.8.2.4. Advise the approaching aircraft of the location of applicable ground traffic, personnel or equipment. "(ACFT CALLSIGN) CLEARED LOW APPROACH AT OR ABOVE ONE THOUSAND, ONE HUNDRED, MEN AND EQUIPMENT ON RUNWAY."

9.8.2.5. Instrument approaches to the closed runway, culminating in a published side-step/circling maneuver to the open runway or a low approach to the closed runway, are authorized. If men and equipment are working on the closed runway, the ILS critical areas for that runway are not protected and the runway's associated ILS is unusable when weather is less than 800' reported ceiling and/or two miles visibility.

9.9. Aero Club Operations.

9.9.1. All runways at the old Travis Aero Club Field (**Attachment 2**) are closed to fixed wing operations. Only medical evacuation rotary wing aircraft are authorized to use the DGMC helipad located here. All Travis Aero Club operations are now conducted at Rio Vista Municipal Airport.

BRANDON R SHROYER, Colonel, USAF
Commander, 60th Air Mobility Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

60 AMW IEMP 10-2, *Installation Emergency Management Plan,* 19 July 2021

60 AMW Plan 31-1, *Integrated Defense Plan,* 15 November 2020

60 AMW SPLAN 204*, Major Mishap Investigation Plan,* 31 August 202160/349 MXGOI 21-

101, *Aircraft and Equipment Maintenance Management,* 22 January 2013

AFMAN 11-202V3, *Flight Operations,* 09 January 2022AFMAN 11-502, Small Unmanned Aircraft Systems, 26 March 2020

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

AFMAN 13-204V2, *Airfield Management,* 22 July 2020

AFMAN 13-204V3, *Air Traffic Control,* 22 July 2020

AFMAN 13-204V4, *Radar, Airfield, and Weather Systems,* 22 July 2020

DAFI 34-101, *Department of the Air Force Morale, Welfare, and Recreation (MWR) Programs and Use Eligibility Program Overview,* 06 Mar 2022

AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management,* 02 January 2019

DOD Vol 3 *FLIP, Flight Information Publication, Terminal, Low Altitude, United States, Ca.,* 20 April 2023

FAA Order JO 7110.65AA, *Air Traffic Control,* 20 April 2023

FAA Order JO 7610.4W, *Special Military Operations,* 02 November 2021

TRAVISAFBI 13-213, *Airfield Driving,* 5 December 2013

TRAVISAFBI 91-104, *Explosives, Firearms, and Hazardous Materials Transportation Program,* 28 January 2009

TRAVISAFBI 91-106, *C-5 and C-17 Defensive System Flare Handling and Uploading/Downloading Procedures, Large Aircraft,* 02 May 2013

TRAVISAFBI 91-212, *Travis AFB BASH Plan,* 12 January 2021

Adopted Forms

AF FORM 847, *Recommendation for Change of Publication*

DD Form 175, *Military Flight Plan*

DD Form 1801, *DOD International Flight Plan*

Abbreviations and Acronyms

ACFT—Aircraft

AGL—Above Ground Level

ARTCC—Air Route Traffic Control Center

ATC—Air Traffic Control

ATIS—Automatic Terminal Information System

BASH—Bird/Wildlife Aircraft Strike Hazard

BWC—Bird Watch Condition

CES—Civil Engineering Squadron

DASR—Digital Airport Surveillance Radar

DME—Distance Measuring Equipment

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

ERCC—Engine Running Crew Change

EWO—Emergency War Order

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

GDSS—Global Decision Support System

IAW—In Accordance With

IFR—Instrument Flight Rules

ILS—Instrument Landing System

LZ—Landing Zone

METRO—Pilot to Metro (Weather) Service

MSL—Mean Sea Level

NAS—National Airspace System

NAVAID—Navigational Aid

NM—Nautical Mile

NOTAM—Notice to Airman

PIC—Pilot in Command

PMI—Preventive Maintenance Inspection

RAWS—Radar, Airfield, and Weather Systems

RSI—Remote Status Indicator

SFO—Standardized Fueling Operations

SID—Standard Instrument Departure

SUAS—Small Unmanned Aerial System

SUU—Travis TACAN Identifier

TACAMO—Take Charge and Move Out

TACAN—Tactical Air Navigation

TACC—Tanker Airlift Control Center

TERPS—Terminal Instrument Procedures

UAS—Unmanned Aerial System

UHF—Ultra High Frequency

VFR—Visual Flight Rules

VHF—Very High Frequency

VORTAC—Collocated VOR and TACAN

VOR—VHF Omni—directional Range

WS—Watch Supervisor

Attachment 2

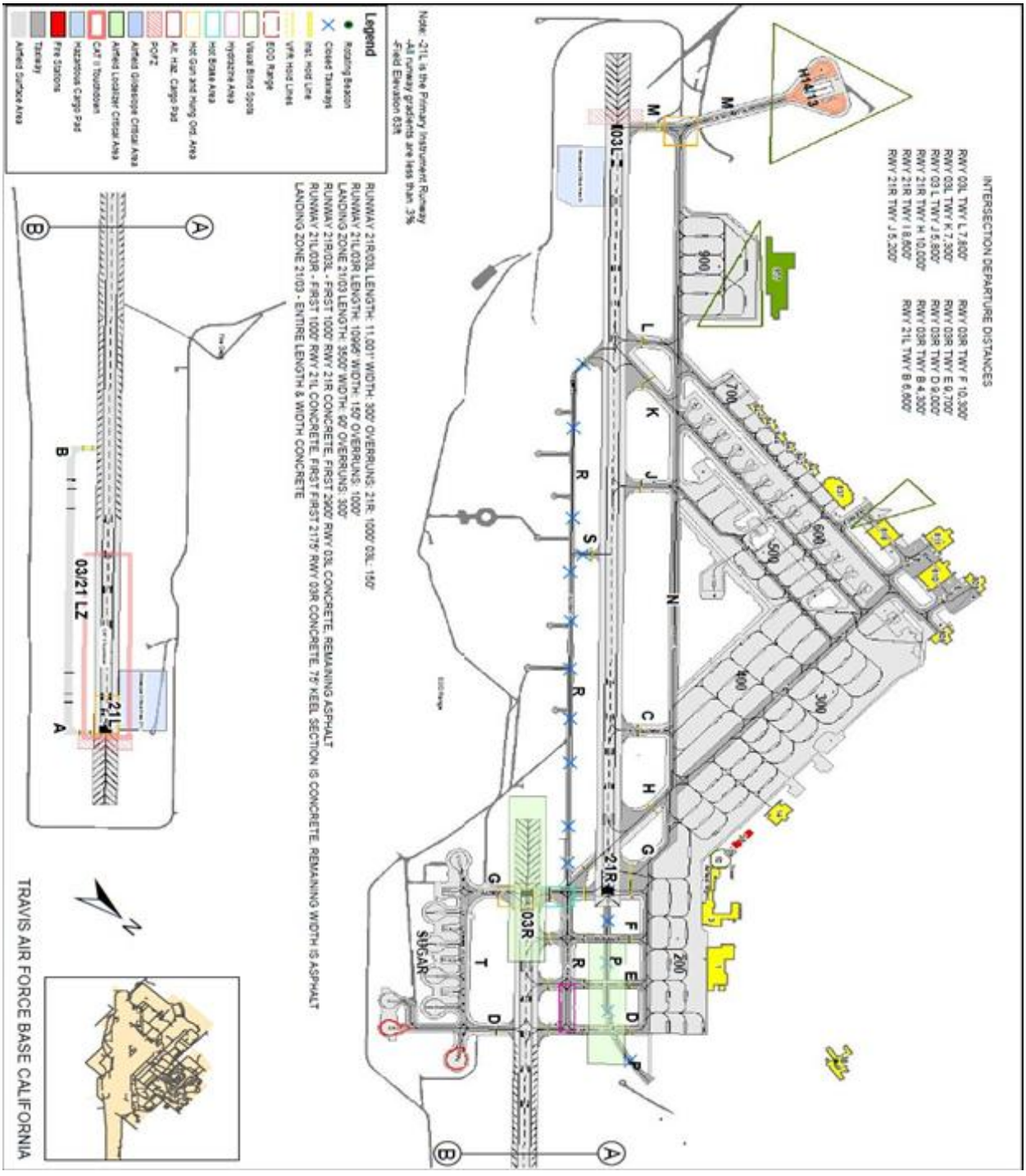
CONTROLLED MOVEMENT AREA

Figure A2.1. Controlled Movement Area.

Attachment 3

AIRFIELD DIAGRAM

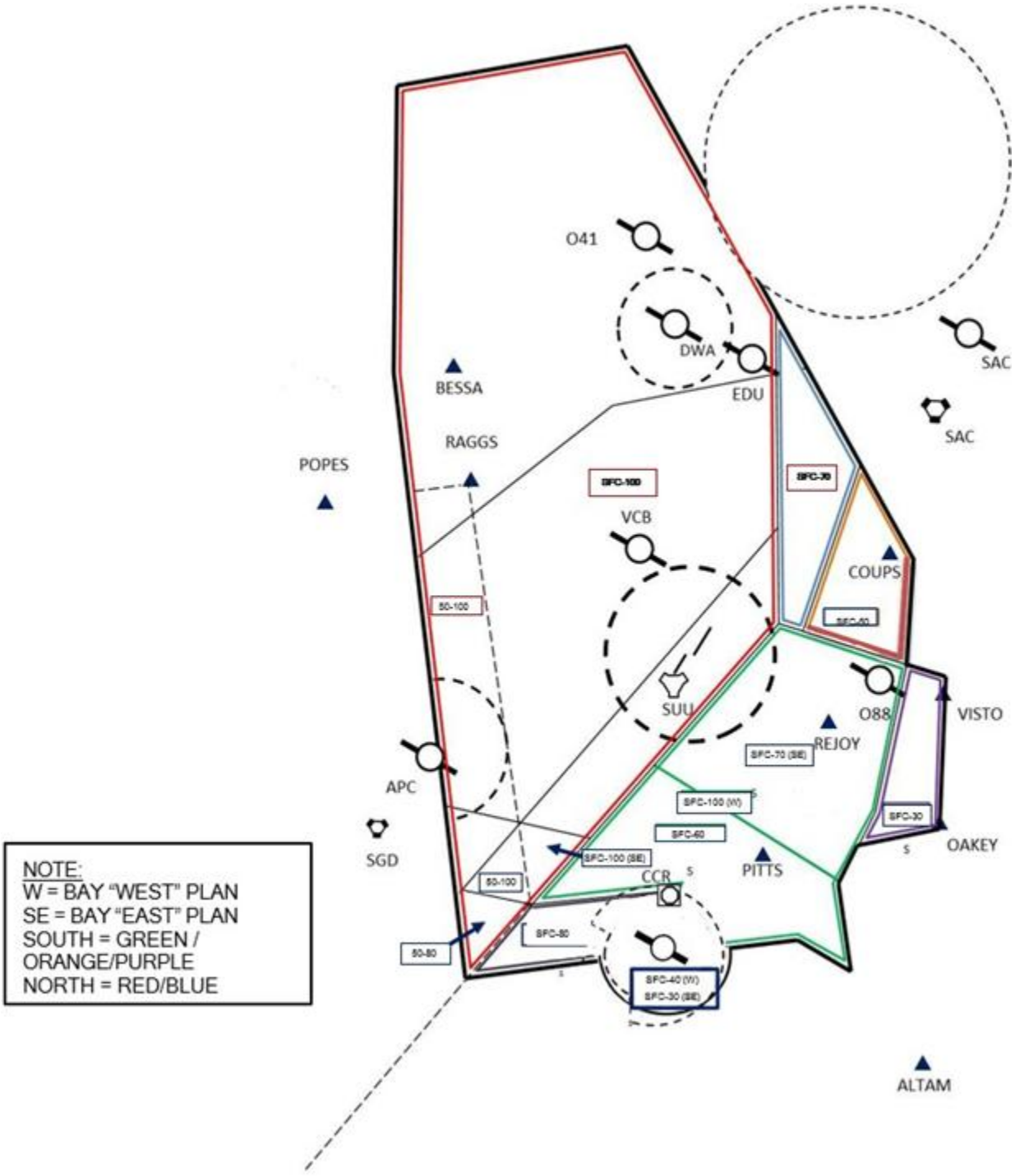
Figure A3.1. Airfield Diagram.



Attachment 4

DESIGNATED AIRSPACE

Figure A4.1. Designated Airspace.



Attachment 5

LOCAL FREQUENCY CHANNELIZATION

Figure A5.1. Local Frequency Channelization.

CHANNEL:	UHF:	VHF:	POSITION
1	335.8	127.55	Clearance Delivery
2	289.4	121.8	Ground Control
3	254.4	120.75	Local Control (Tower)
4	306.9	126.6	Departure Control
5	281.45	126.6	North Approach Control
6	294.7	128.4	Arrival Control
7	322.325	119.9	South Approach Control
8	318.1	N/A	Discrete
9	392	N/A	DELETED
10	N/A	N/A	Discrete
11	349.4	141.9	Command Post
12	BLANK	BLANK	BLANK
13	BLANK	BLANK	BLANK
14	342.5	N/A	Pilot to Dispatch
15	343.6	N/A	DELETED
16	379.3	N/A	DELETED
17	BLANK	BLANK	BLANK
18	292.125	135.55	ATIS
19	271.1	N/A	Pilot to Metro
N/A	N/A	132.1	Discrete
N/A	239.175	N/A	Discrete
N/A	251.125	N/A	DELETED
N/A	349.7	N/A	Fire Department

Attachment 6

PARKING AND ENGINE RUN RESTRICTIONS

A6.1. Aircraft parking assignments are controlled and assigned by the MOC senior controllers (Paragraph 9.5).

Figure A6.1. Parking and Engine Run Restrictions.

200 RAMP	
Location:	**Engine Run Restrictions:**
210-212	Taxi power.
212 A	Power engine run spot for KC-46 & E-6; suspends Taxiway H ops east of 212A to Runway 21R/03L including the intersection of Twy H & N.
220-222	Taxi power.
222A	Power engine run spot forKC-46; suspends Taxiway H ops east of 222A to Runway 21R/03L including the intersection of Twy H & N.
230	Taxi power.
231	Power engine run spot for KC-46. If aircraft are parked on Spot 241, engine runs restricted to taxi power.
232	Power engine run spot for KC-46. Suspends Taxiway N operations between Twy G and Twy H.
241	Taxi power.
251, 252	Taxi power. All military transient aircraft on Travis AFB which will be parked for longer than 4 hours will be parked in restricted area when feasible. Spot 251 and spot 252 will not be tied up for more than 4 hours without prior coordination between Airfield Management, Command Post and Maintenance because these two spots are dedicated DV and TACAMO refueling locations.
261, 262	Taxi power.
271, 272	Taxi power.
272A	Power engine run spot; suspends Taxiway N ops north of 270 Row and Taxiway D ops west of Taxiway R.
281, 282	Taxi power.
290	Tow on/off.
291-292	Power engine run spot for KC-46 & E-6.
300 RAMP	
Location:	**Engine Run Restrictions:**
301	Idle Power. When open tanks on spot 302 no engine runs.
302	Taxi Power - When open tanks on spot 301 no engine runs. If open tanks on 302 C-5 cannot taxi off 310 row.
310-312	Taxi power. Power runs authorized if no aircraft are parked on 320 or 330 rows.
321-322	Taxi power. Power runs authorized if no aircraft are parked on 330 row.
331-332	Taxi power. The ECP behind spot 330 must be closed for engine runs above idle.
340-342	Taxi power. Power runs authorized if no aircraft are parked on the 210 or 220 rows.
400 RAMP	

Location:	Engine Run Restrictions:
410-412	Taxi power. Power runs authorized if no aircraft are parked on the 420, 430, or 440 rows.
420-422	Taxi power. Power runs authorized if no aircraft are parked on 430 or 440 rows.
430-432	Taxi power. Power runs authorized if no aircraft are parked on the 440 row.
440, 441	Power runs authorized with the following restrictions: All operations behind the parking spots on taxiways C and N will be suspended.
500 RAMP	
Location:	**Engine Run Restrictions:**
510-516	Taxi power.
517, 518	Tow on. Primary C-5 engine run location. Alternate KC-46 engine run location. Power engine run or open fuel tanks suspends operations on Taxiway K behind the spots.
519, 520	Taxi power.
521	Tow on. Primary C-5 Power engine run location. Alternate KC-46 engine run location
600 RAMP	
Location:	**Engine Run Restrictions:**
601-607	Taxi power.
608-613	Power engine run suspends operations on Taxiway L behind the spot. Spot 613 is restricted to C-20 and smaller aircraft parking.
700 RAMP	
Location:	**Engine Run Restrictions:**
718, 719	No Engine Runs Authorized.
900 RAMP	
Location:	**Engine Run Restrictions:**
901-906	Taxi power.
HAZARDOUS CARGO AREA	
Location:	**Engine Run Restrictions:**
H-13	No Engine Runs Authorized.
H-14	Refer to **para 4.10.4.1.** on restrictions
SUGAR RAMP	
Location:	**Engine Run Restrictions:**
S1-S9	Requires coordination with Airfield Management
S10-12	Power engine runs authorized
RUNWAY	
Location:	**Engine Run Restrictions:**
RUNWAYS	If no authorized engine run spot available in parking, ensure winds are accounted for in placement of aircraft for engine runs on all runways. If aircraft placement/ direction misguided, guidance/mandatory signs will be blown off/broken. Runway engine runs on runways are not advised at ends
	of runways or near taxiways. Coordinate through AMOPS on directional placement of aircraft for evaluation on runways.

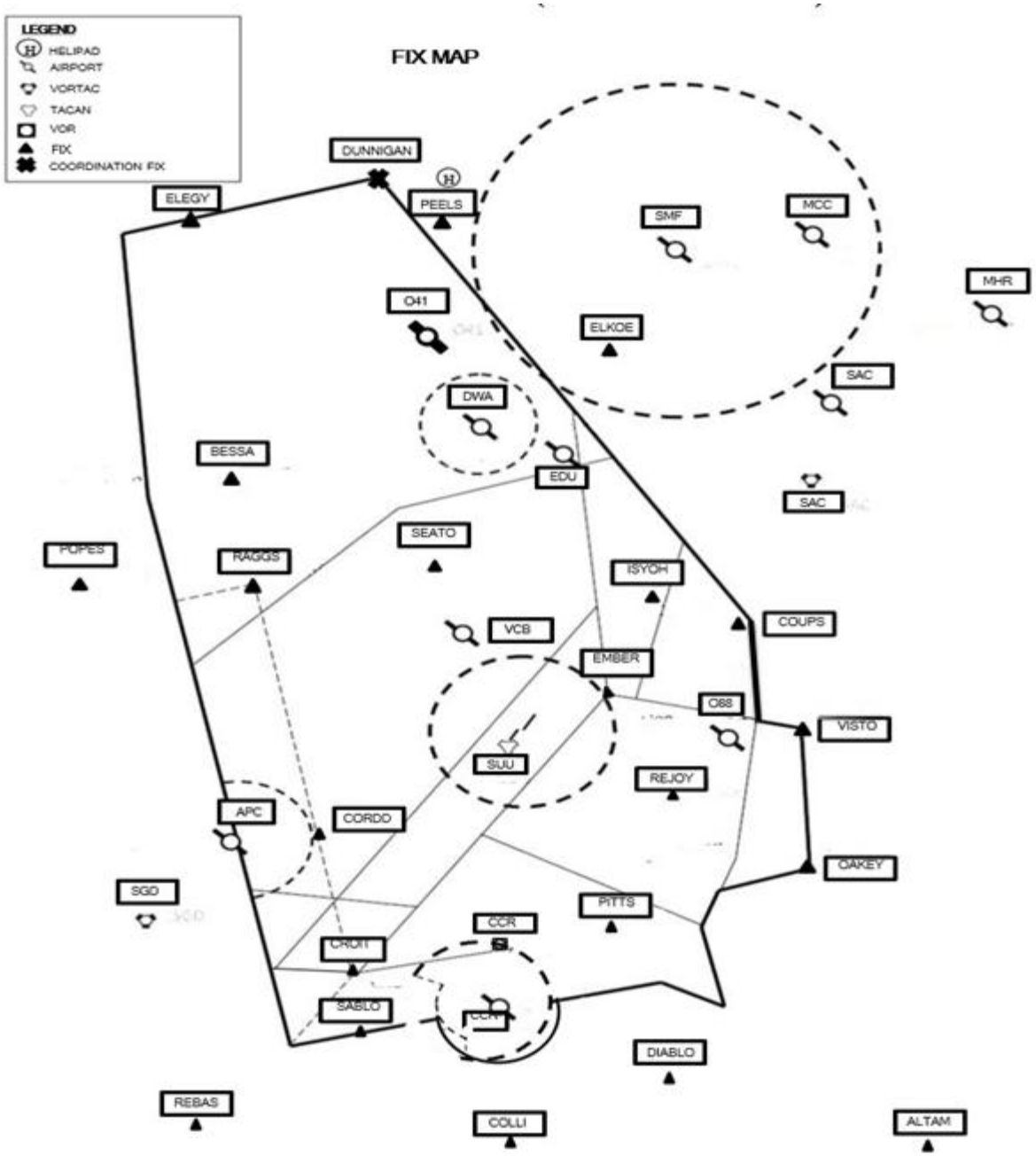
A6.2. NOTE 1: C-17 aircraft are permitted power engine runs with thrust reversers extended on any spot authorized for engine runs.

A6.3. NOTE 2: See 60/349 MXGOI 21-101 for aircraft jacking locations.

Attachment 7

LOCAL FLYING AREA (AIRPORT AND FIXES)

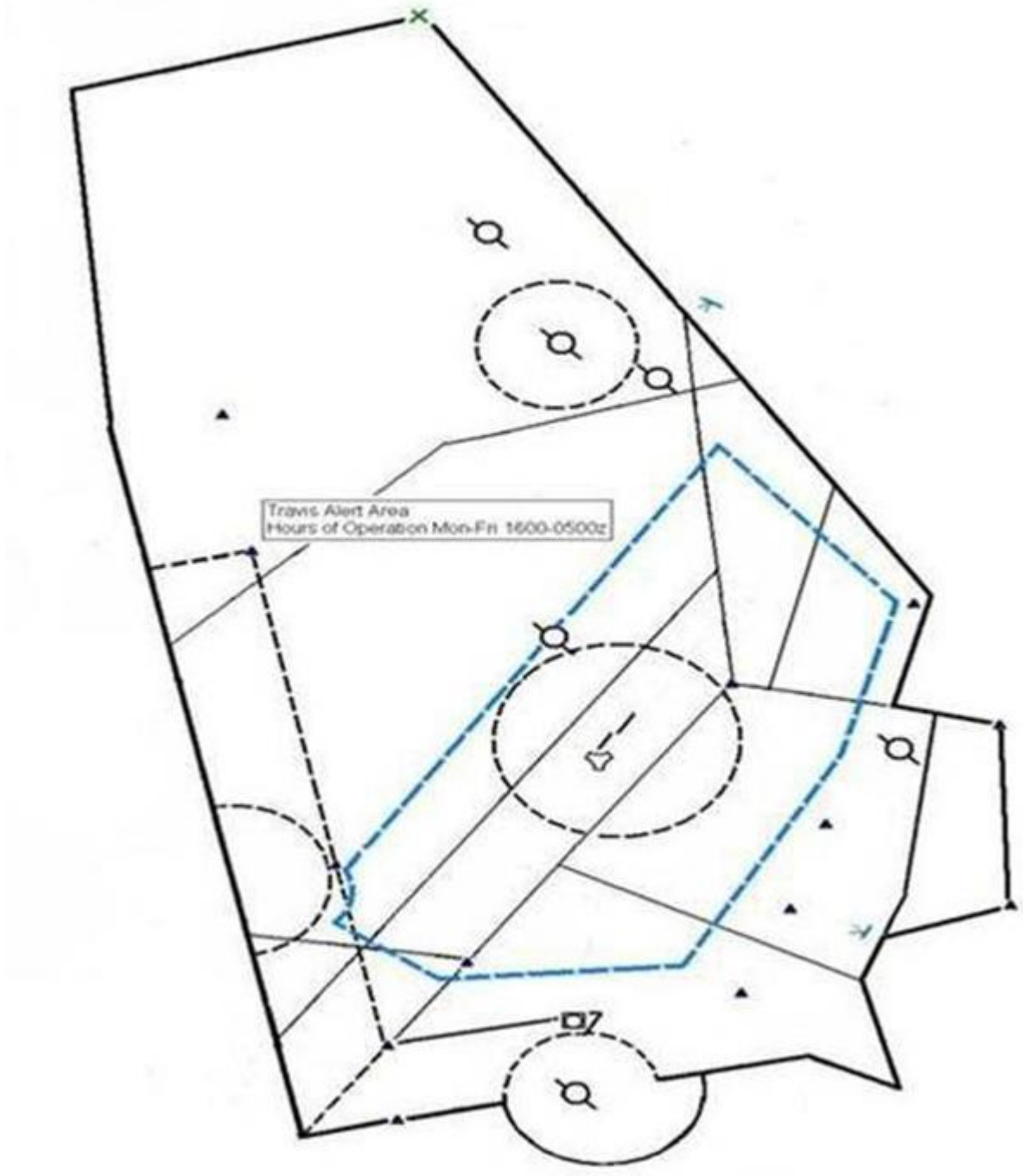
Figure A7.1. Local Flying Area (Airport and Fixes).



Attachment 8

TRAVIS AFB ALERT AREA (A682)

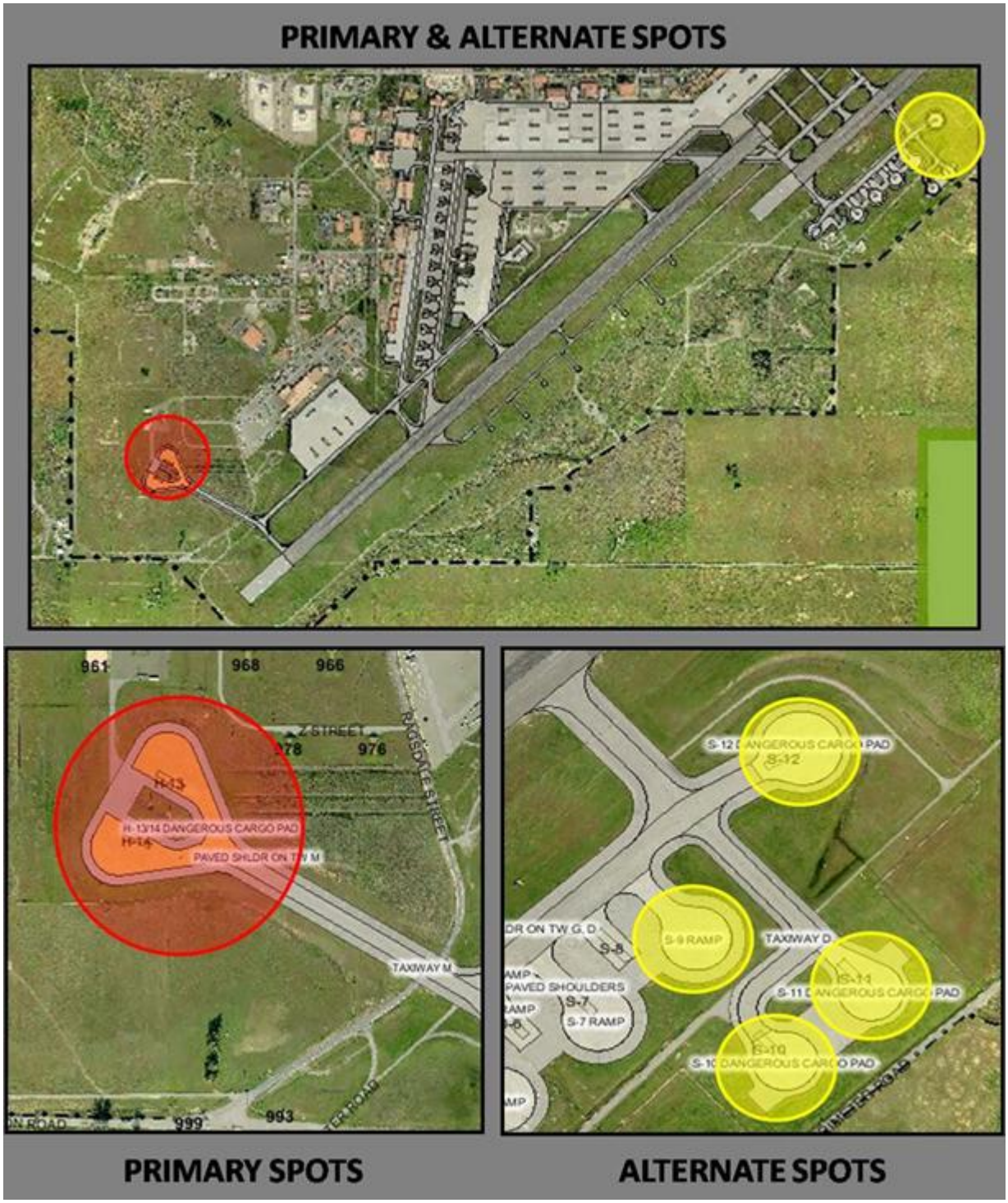
Figure A8.1. TRAVISAFB Alert Area (A682).



Attachment 9

PRIMARY AND ALTERNATE HAZARDOUS CARGO PARKING LOCATIONS

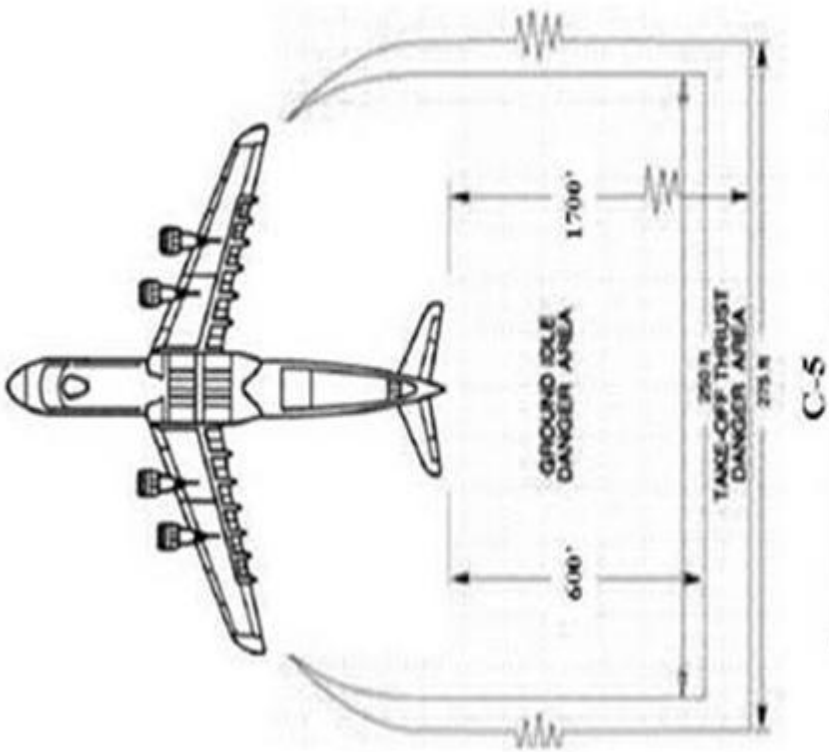
Figure A9.1. Primary and Alternate Hazardous Cargo Parking Locations.



Attachment 10

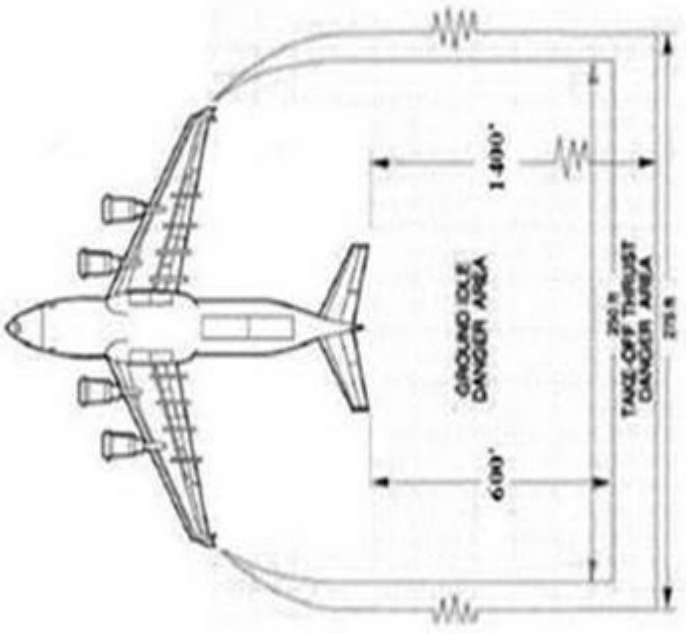
JET THRUST DANGER AREAS

Figure A10.1. Jet Thrust Danger Areas.



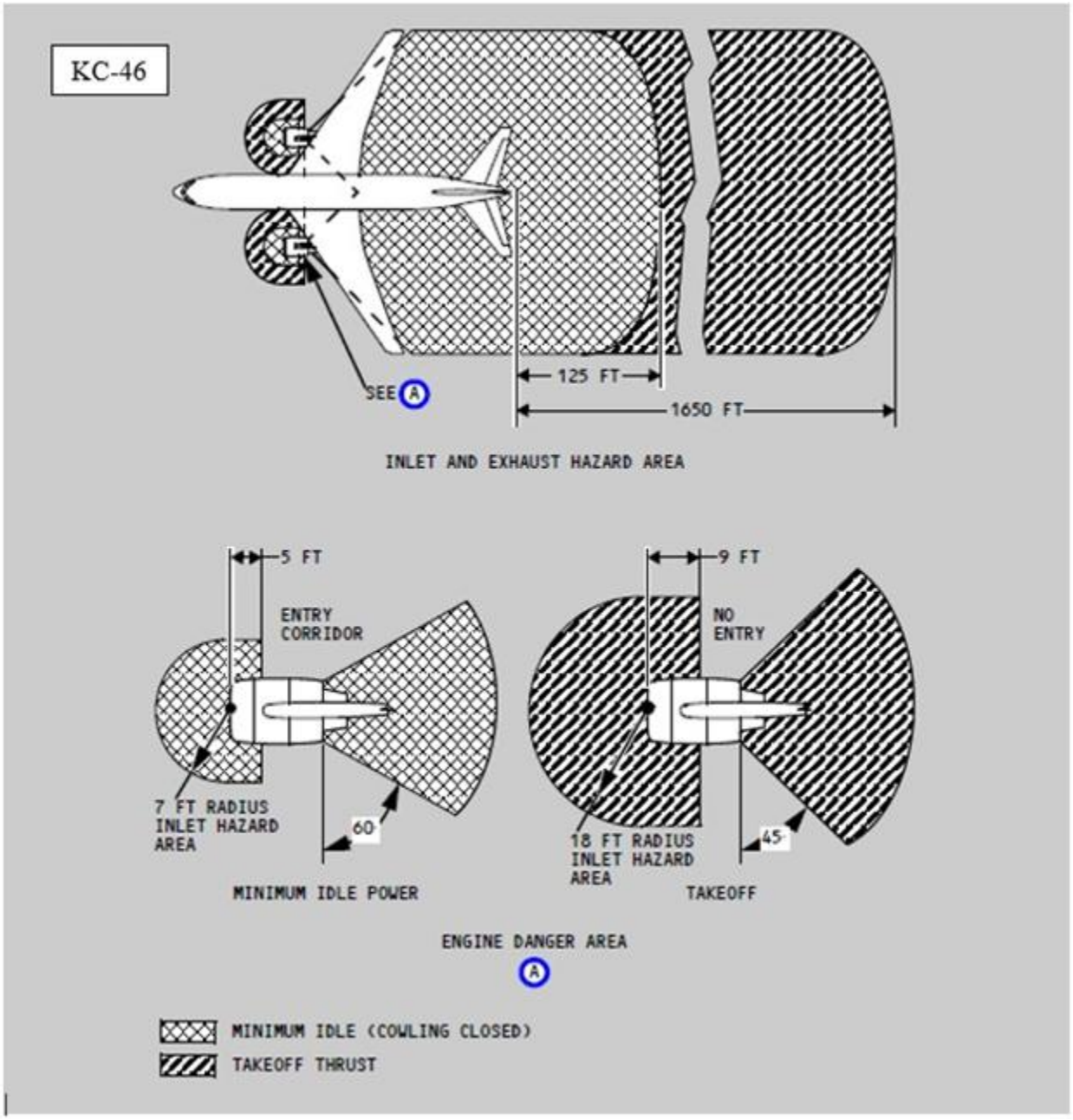
C-5

Distance from Engine	Blast (mph)
150'	270
300'	120
600'	65
1000'	40
1500'	<35
1700'	<35



C-17

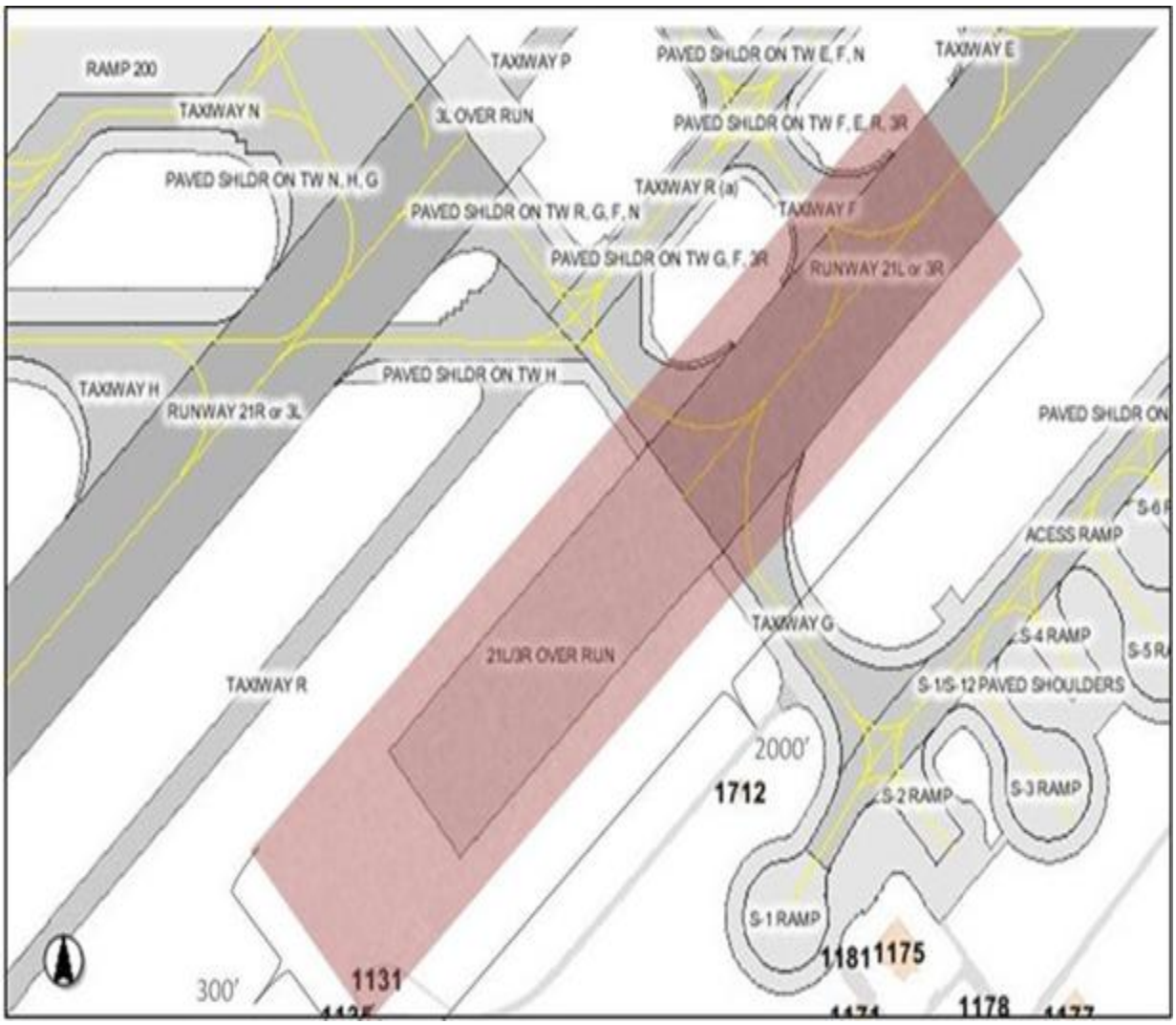
Distance from Engine	Blast (mph)
115'	285
170'	170
340'	70
1100'	27
1400'	20


KC-46
SEE A
125 FT
1650 FT
INLET AND EXHAUST HAZARD AREA
5 FT
ENTRY CORRIDOR
7 FT RADIUS INLET HAZARD AREA
60
MINIMUM IDLE POWER
9 FT
NO ENTRY
18 FT RADIUS INLET HAZARD AREA
45
TAKEOFF
ENGINE DANGER AREA
A
MINIMUM IDLE (COWLING CLOSED)
TAKEOFF THRUST

Attachment 11

RUNWAY 21L LOCALIZER CRITICAL AREA

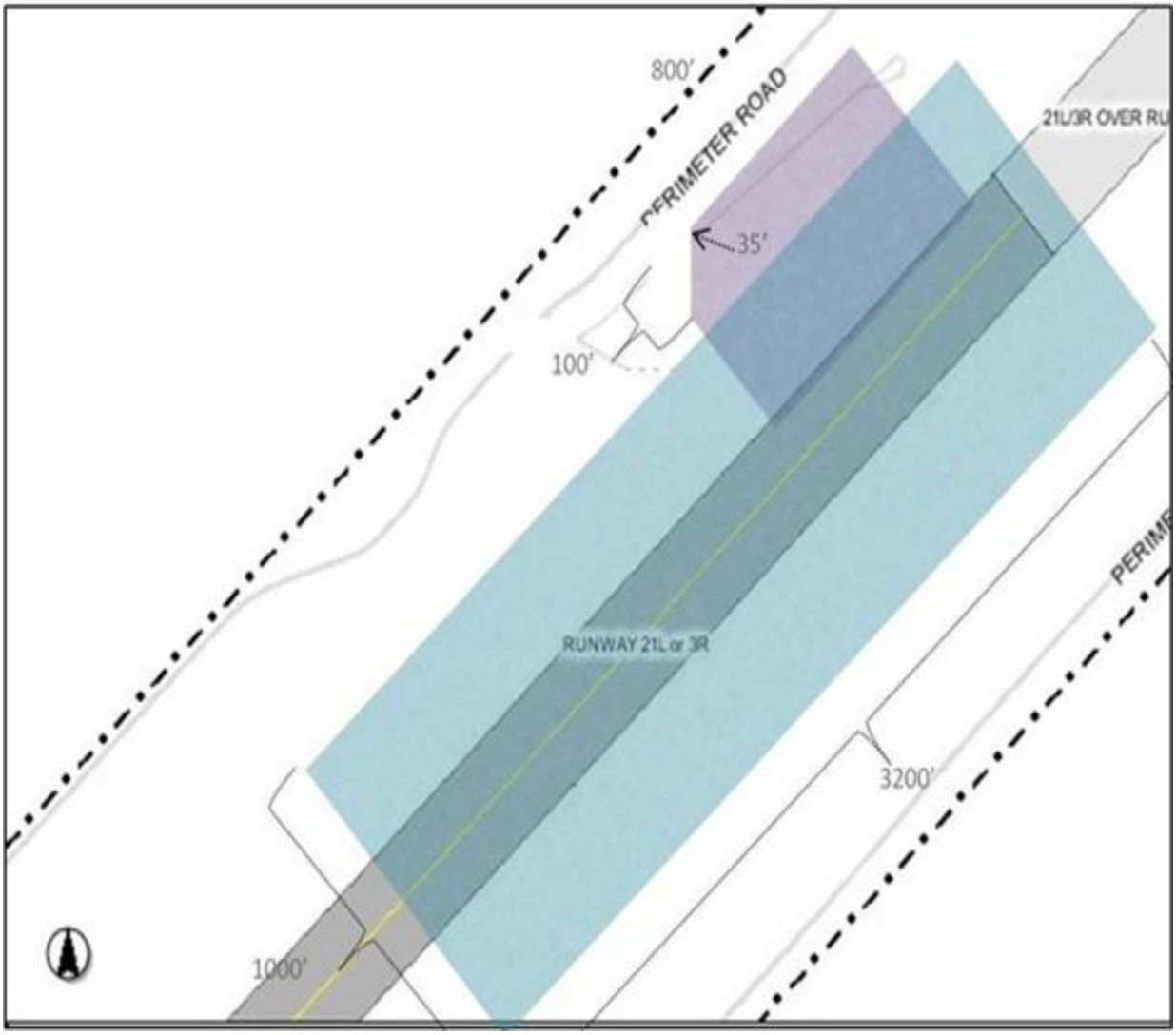
Figure A11.1. Runway 21L Localizer Critical Area.



Attachment 12

RUNWAY 21L GLIDESLOPE CRITICAL AREA

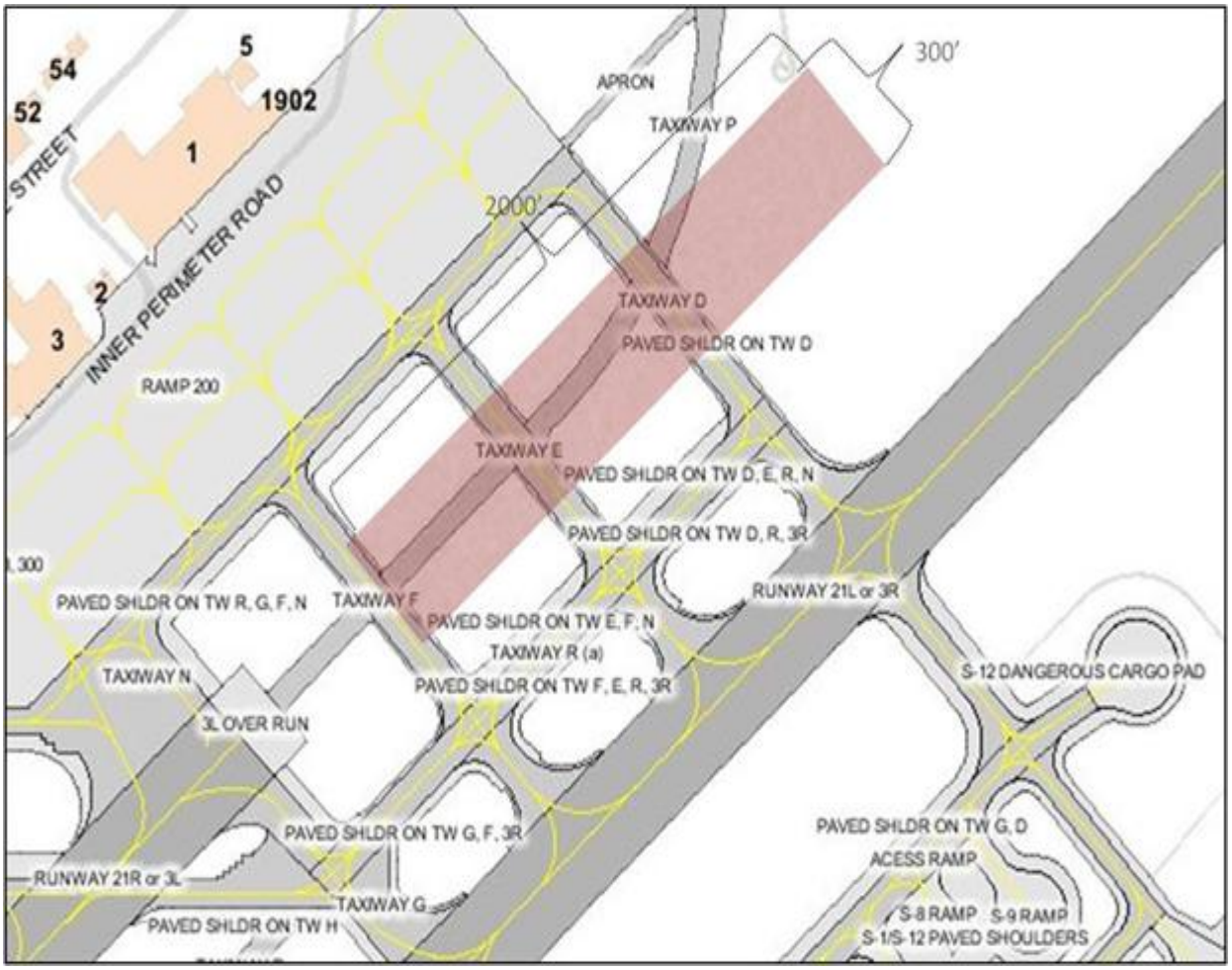
Figure A12.1. Runway 21L Glideslope Critical Area.



Attachment 13

RUNWAY 03L LOCALIZER CRITICAL AREA

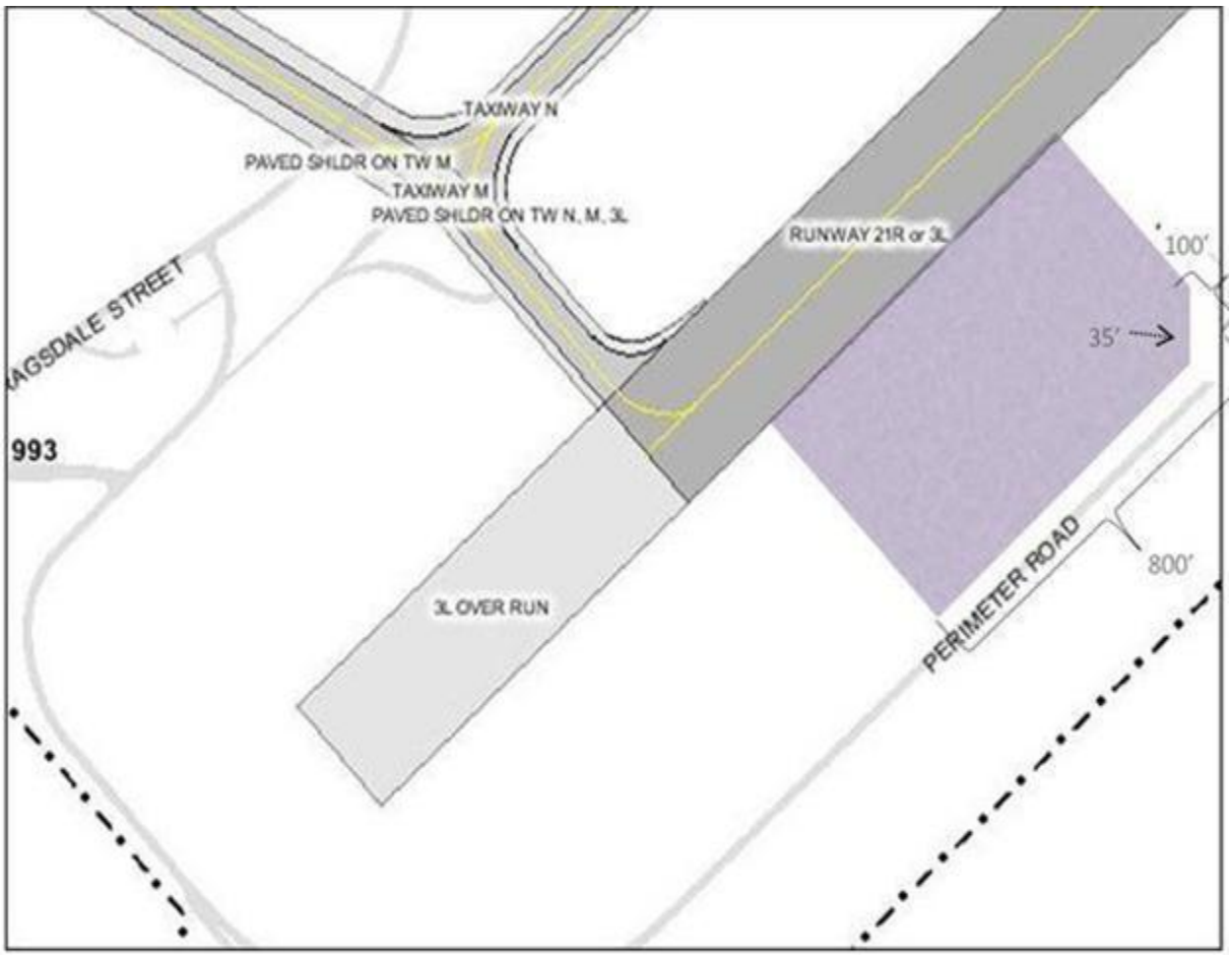
Figure A13.1. Runway 03L Localizer Critical Area.



Attachment 14

RUNWAY 03L GLIDESLOPE CRITICAL AREA

Figure A14.1. Runway 03L Glideslope Critical Area.



Attachment 15

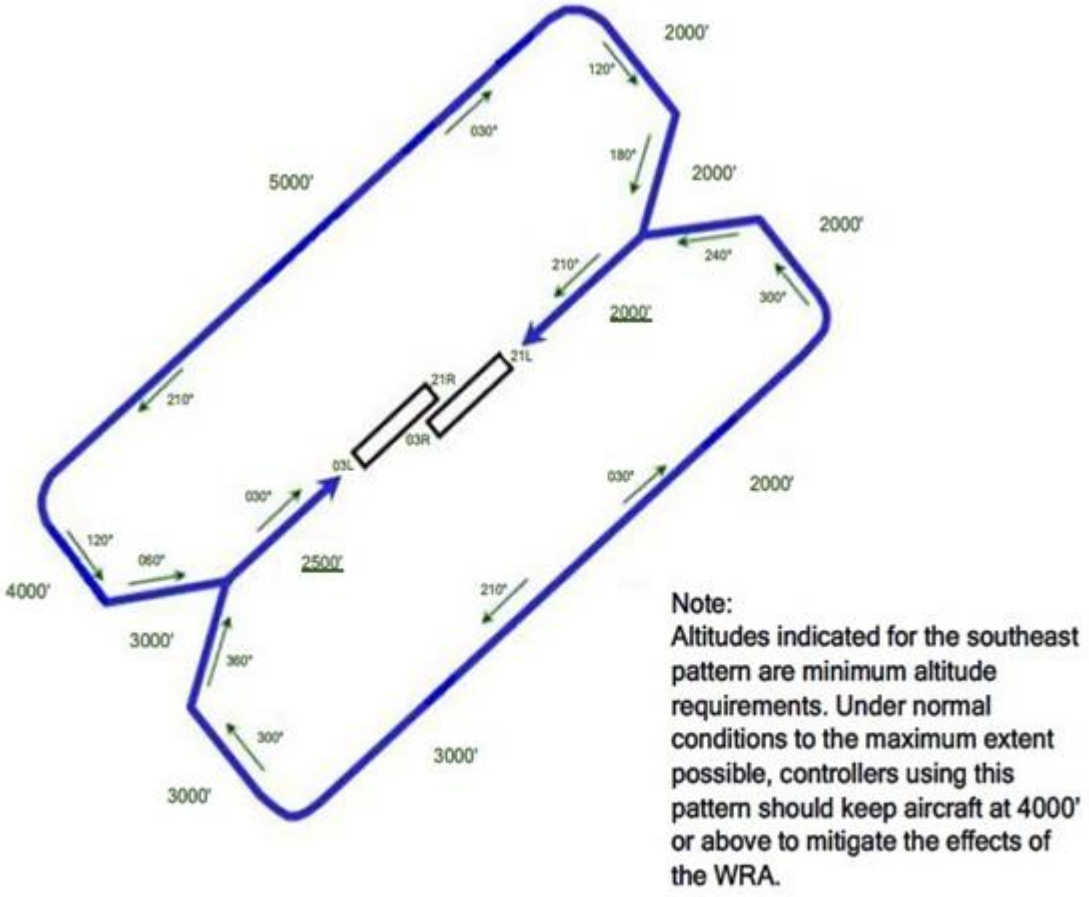
INTERSECTION DEPARTURES

Figure A15.1. Intersection Departures.

Attachment 16

LOCAL RADAR PATTERN

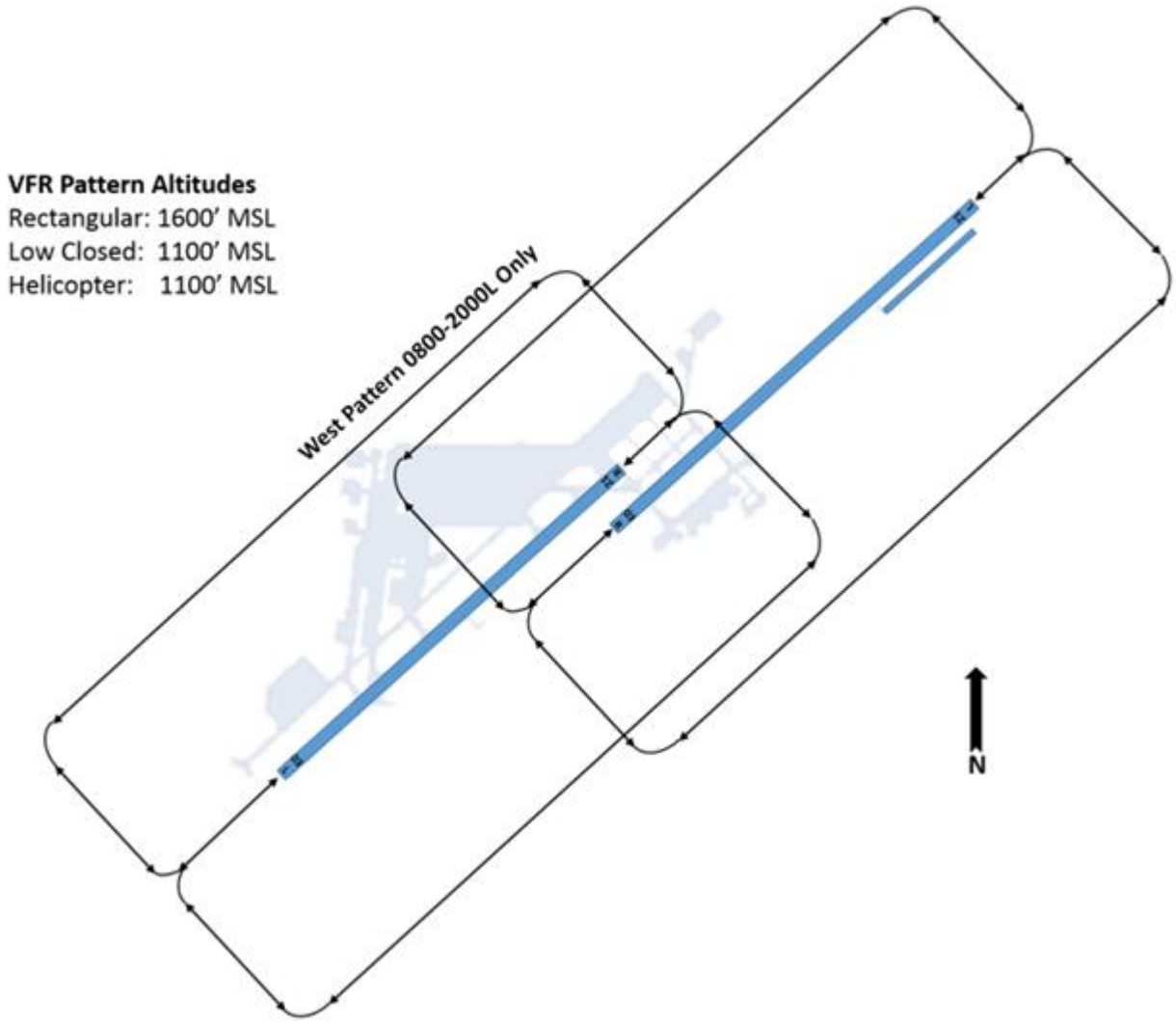
Figure A16.1. Local Radar Pattern.



Attachment 17

VFR RECTANGULAR PATTERN

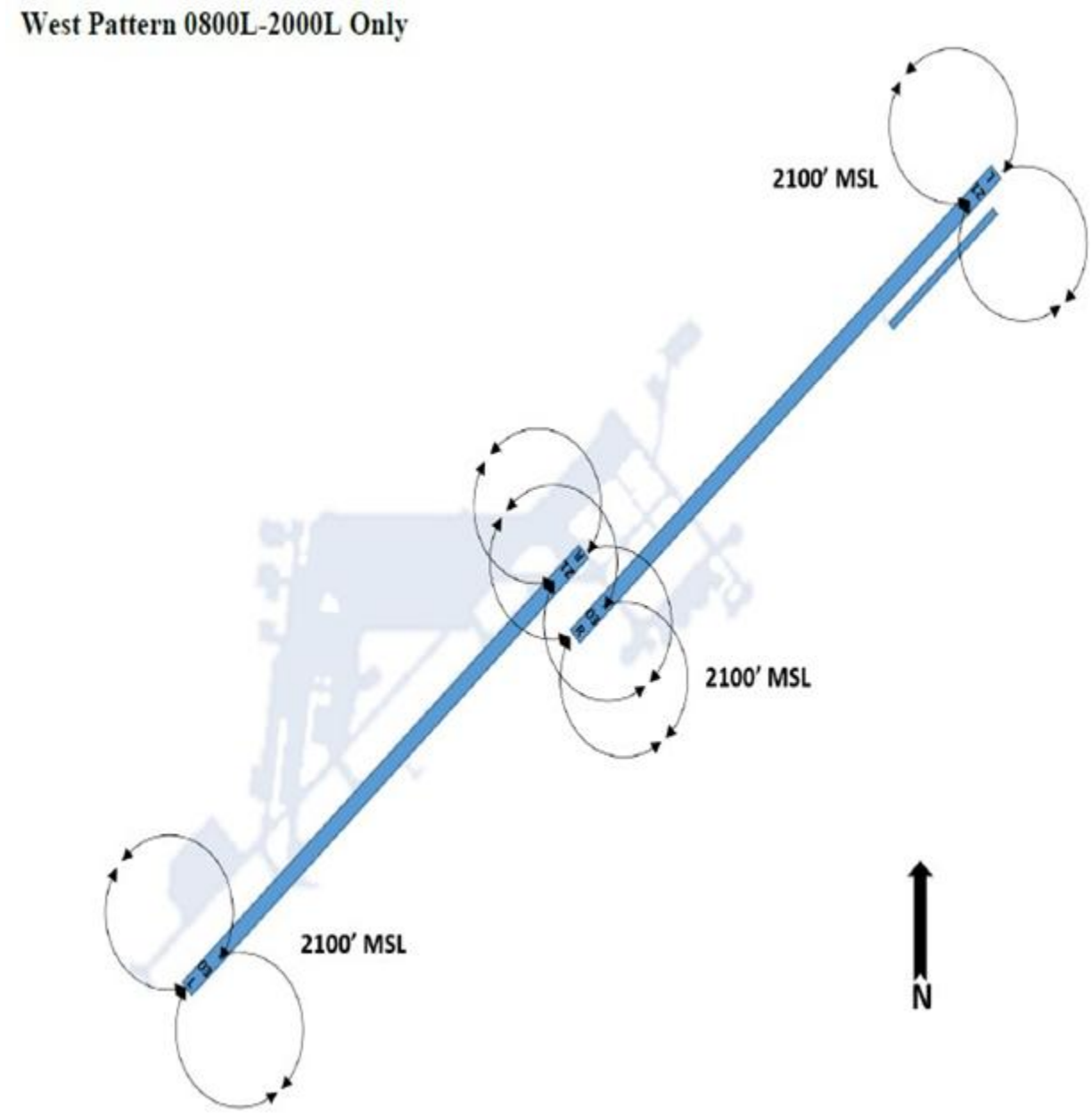
Figure A17.1. VFR Rectangular Pattern.



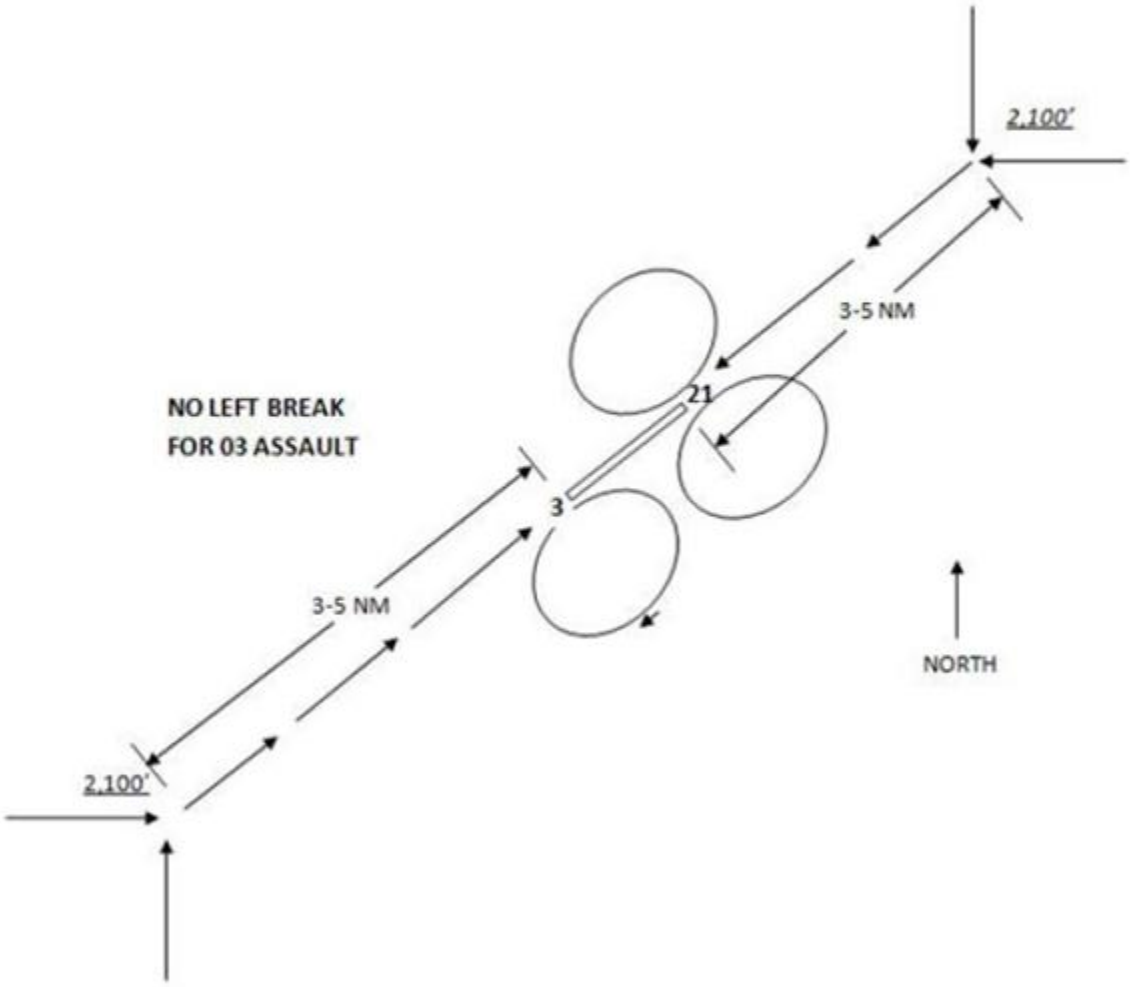
Attachment 18

VFR OVERHEAD PATTERN

Figure A18.1. VFR Overhead Pattern.



VFR OVERHEAD PATTERN (LZ).



Attachment 19

HOT GUN AND HUNG ORDNANCE/FLARE AREA

Figure A19.1. Hot Gun and Hung Ordnance/Flare Area.

Attachment 20

DESIGNATED STAR-TURN AREAS

Figure A20.1. Designated Star-Turn Areas.

Attachment 21

DESIGNATED COMBAT-OFFLOAD AREA

Figure A21.1. Designated Combat-Offload Area.

Attachment 22

DESIGNATED ENGINE RUNNING ON-LOAD/OFF-LOAD

Figure A22.1. Designated Engine Running On-Load/Off-Load.

Attachment 23

TAXI TRAINING REFERENCE LINES

Figure A23.1. Taxi Training Reference Lines.

	Reference	Distance from Centerline
C-5	Outside edge of main gear + 4'	24'
Spot 212 and Twy H vicinity	Wingtip	111'5"
8 Lines	10' outside wingtip	121'5"
	25' outside wingtip	136'5"
C-17	Outside edge of main gear	16'10"
Spot 342 and Twy H vicinity	Wingtip	85'
8 Lines	10' outside wingtip	95'
	25' outside wingtip	110'
KC-46	Outside edge of main gear	17'1"
Spot 332 and Twy H vicinity	Wingtip	78'1"
8 Lines	10' outside wingtip	88'1"
	25' outside wingtip	103'1"

Attachment 24

MINIMUM VECTORING ALTITUDE

Figure A24.1. Minimum Vectoring Altitude.