DEPARTMENT OF THE AIR FORCE
71ST FLYING TRAINING WING
VANCE AIR FORCE BASE OKLAHOMA

VANCEAFBI13-204_GM2025-01
29 July 2025

MEMORANDUM FOR 71 FTW PERSONNEL

FROM: 71 FTW/CC

SUBJECT: Guidance Memorandum to Vance AFB Instruction 13-204, *Airfield Operations Instruction*

1. By Order of the commander, 71st Flying Training Wing, this Guidance Memorandum immediately implements changes to Vance AFB Instruction 13-204. Compliance with this memorandum is mandatory. To the extent its directions are inconsistent with other 71st Flying Training Wing publications, the information herein prevails IAW DAFI 90-160.

2. In advance of a rewrite of the Vance AFB Instruction 13-204, Attachment 1 to this memorandum incorporates the changes necessary to implement the expands procedures for uncontrolled airfield operations (UAO) at Kegelman Auxiliary Airfield, as well as introducing UAO procedures for Vance AFB, the addition of the southern JACOX Corridor and related hot/cold operations, removal of the Cascade recovery option, and the addition of diagrams that were missed in the most recent publication. Attachment 2 incorporates changes and recommendations made by AETC/A3OF Airfield Operations Functionals based off their procedural review. Attachment 3 reissues temporary changes from the 17 April 2023 memorandum regarding the runway construction closure.

3. This memorandum will remain in effect for one year from the date of this memorandum, or upon either incorporation via guidance memorandum, interim change, or rewrite of the Vance AFB Instruction 13-204, whichever occurs first.

4. If you have any questions, my primary point of contact for this memorandum is the Airfield Operations Flight Commander who can be reached at DSN 448-7372 or commercial 580-213-7372.

CHARLES D. THROCKMORTON IV, Col, USAF
Commander

3 Attachment(s):
1. Vance AFB Instruction 13-204 Changes
2. AETC/A3OF Review Changes
3. Temporary Changes for Center Runway Closure

Attachment 1
Vance AFB Instruction 13-204 Changes

(Replace) 3.9. Uncontrolled Airfield Operations (UAO). UAO are conducted at KCKA and KEND with the following restrictions:

(Replace) 3.9.1. KCKA UAO

(Add) 3.9.1.1. All flights into KCKA are defined as UAO as KCKA is a Non-Tower Airfield (NTA).

(Add) 3.9.1.2. UAO at KCKA are authorized for Vance assigned T-6 aircraft. Aircrew will comply with the provisions for uncontrolled airfield operations outlined within AFMAN 11-2T-6 Vol 3, 71 OG SUP. Additionally, NTA operations are not permitted at KCKA when crash/fire/rescue personnel are not in place

(Add) 3.9.2. KEND UAO

(Add) 3.9.2.1. UAO at Vance AFB are defined as operations occurring without the support of both Air Traffic Control facilities (Tower and RAPCON). Emergency, Airfield Management, and Aircraft Maintenance services will remain open and available.

(Add) 3.9.2.2. UAO at Vance AFB are authorized for all Vance assigned aircraft on designated UAO days. Aircrew will comply with AFMAN 11-202v3 71OG Supplement.

(Add) 3.9.3. UAO are authorized at the NTAs listed in Attachment 25.

(Add) 3.12. JACOX Corridor Operations. To facilitate the ability to climb T-1/T-38 aircraft higher than 15,000' MSL for off station, aircraft should file for JACOX and ATC will issue the JACOX ONE DEPARTURE.

(Add) 3.12.1. Aircraft on departure will fly JACOX ONE DEPARTURE as published to enter the JACOX corridor. Once established in the corridor at WAYNO, aircraft will proceed direct JACOX to stay established in the assigned airspace climbing to ATC assigned altitude.

(Add) 3.12.2. ATC will notify aircraft in areas 1 and/or 3 via appropriate discrete that the JACOX Corridor is active/hot "JACOX CORRIDOR HOT" and again when corridor is deactivated/cold "JACOX CORRIDOR COLD". Aircraft will acknowledge corridor status.

(Add) 3.12.3. Once notified via appropriate discrete, aircraft established in Areas 1 and/or 3 will remain North of the corridor until the deactivated/cold message is received from ATC.
Note: The JACOX ONE DEPARTURE should primarily be utilized for aircraft transitioning southbound or south-southeast bound requesting higher than 15,000' MSL. Aircraft requesting 15,000' MSL or below should continue to utilize the BOZCO ONE DEPARTURE or appropriate Stereo or departure based on requested routing.

(Remove) 5.1.5. Cascade Recovery Option. Aircraft operating in the Vance 1A/C/D airspace may be cleared to BFALO/CARER via the "CASCADE Recovery". When issued the Cascade Recovery aircraft will descend to 8,000' or assigned altitude enroute to (FALLZ/RAPDZ) where aircraft will enter the corridor. Once eastbound in the corridor, aircraft will continue descent to 8000' MSL or assigned altitude. Upon reaching 8000' aircraft will turn direct to BFALO/CARER at 8000' MSL. If assigned an altitude other than 8000', maintain assigned altitude on the Cascade Recovery ground track and expect further clearance from ATC. Note: This option will not be utilized for the radar release points of BOOMR/POKES. Reference **Attachment 26** for depic

(Replace) **9.1. Runway Selection and Change Procedures.** The SOF determines the runway in use. If the SOF is not available, the Tower watch supervisor determines the runway in use. The timeline of a runway change will be based upon Eastside/Shoehorn Runway Change procedures as listed in Table 9.2/ Table 9.3. SOF may waive the runway change procedure timeline and tower actions based on traffic load and/or current/forecasted weather conditions.

(Add) Table 9.2 Eastside Runway Change Procedures

TIMING	FACILITY	ACTION
High Pattern Available (≥3200ft AGL)		
RCT – 15 Minutes	TOWER	Tower advises airborne aircrew that a runway change will take effect in 15 minutes.
RCT – 10 Minutes	TOWER	All aircrew in the pattern are directed to carry-through initial unless desiring a full-stop. All student solos will be directed to full stop or depart the pattern.
RCT – 5 Minutes	TOWER	All aircrew in the pattern are directed to climb present position to the high-pattern and follow normal ground track procedures until further advised. Aircrew who have conducted a break turn are able to continue to a full-stop.
RCT	TOWER	All aircrew in the pattern are directed to fly normal pattern ground track until reaching crosswind-to-outside downwind turn, then execute

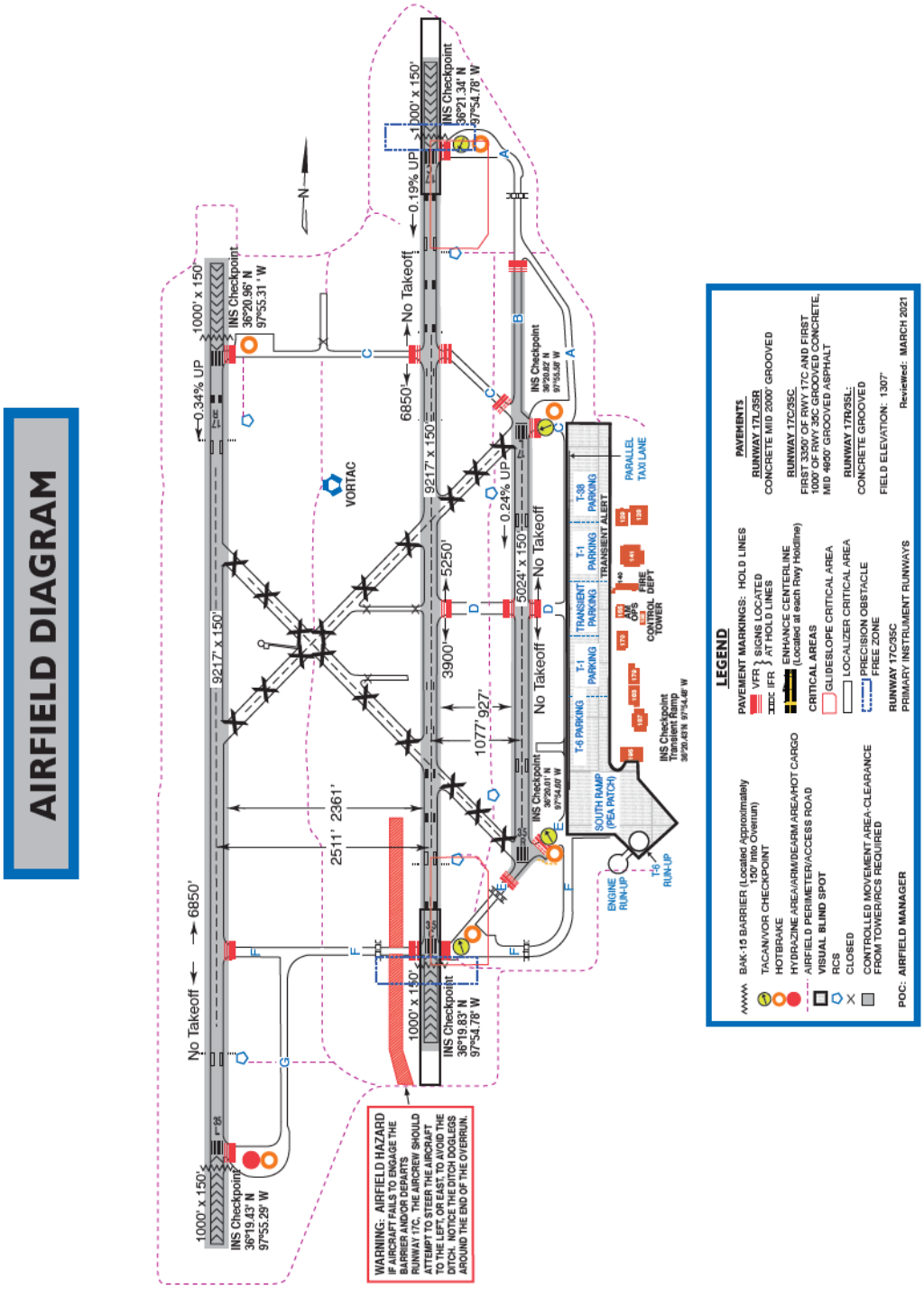
		VFR entry procedures for new runway.
High Pattern not Available (<3200ft AGL)		
RCT – 15 Minutes	TOWER	Tower advises airborne aircrew that a runway change will take effect in 15 minutes.
RCT – 10 Minutes	TOWER	All aircrew in the pattern are directed to full-stop or depart the pattern.
RCT	TOWER	Normal operations are resumed with new runway.

(Add) Table 9.3 Shoehorn Runway Change Procedures

TIMING	FACILITY	ACTION
RCT – 15 Minutes	TOWER	Tower advises airborne aircrew that a runway change will take effect in 15 minutes.
RCT - 10 Minutes	TOWER	Tower advises airborne solos in the pattern to full-stop.
RCT	TOWER	Tower advises airborne aircrew to breakout at 45-to-initial and proceed to new reentry point.

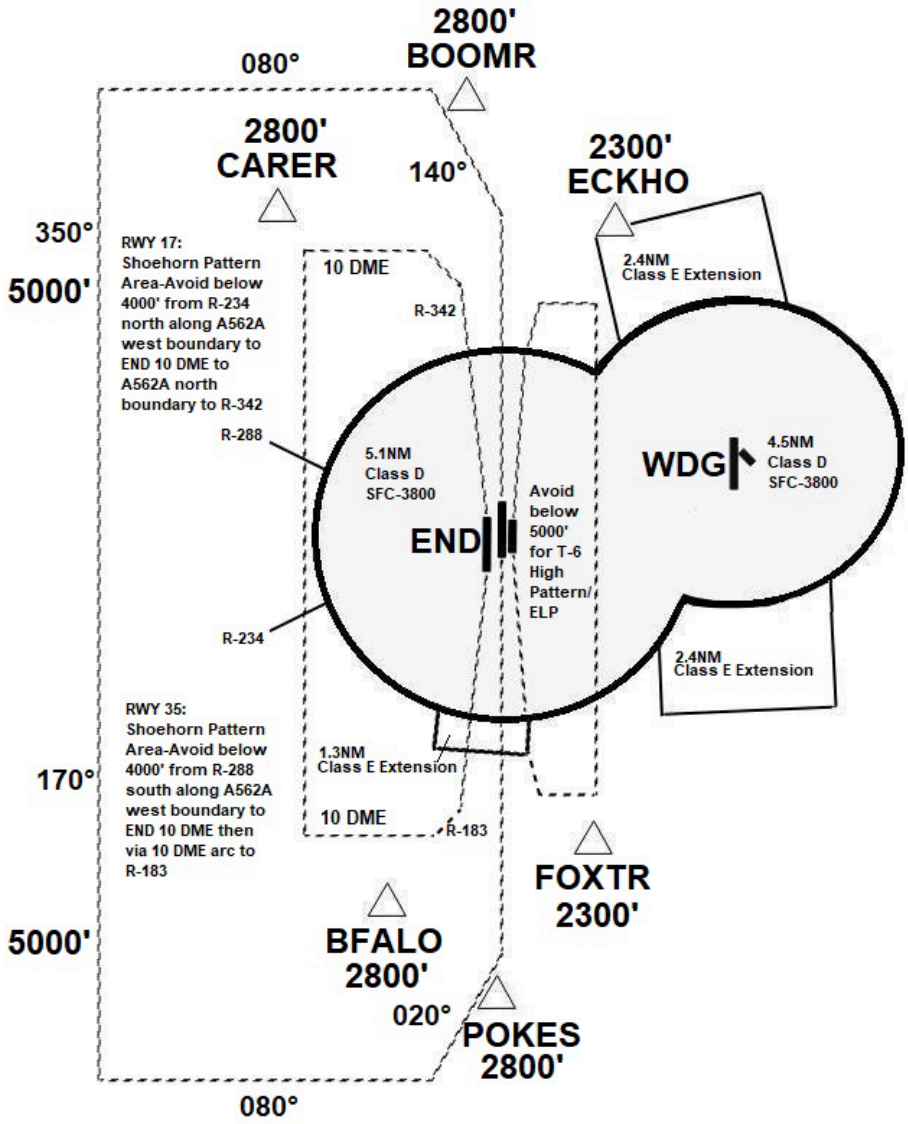
(Add) Attachment 2
AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.



(Add) Attachment 3
VANCE/WOODRING CLASS D AIRSPACE, RADAR TERMINATION POINTS, RADAR TRAFFIC PATTERN AND VFR TRAINING AREA (TOWER/RUNWAY SUPERVISORY UNIT OPERATIONS)

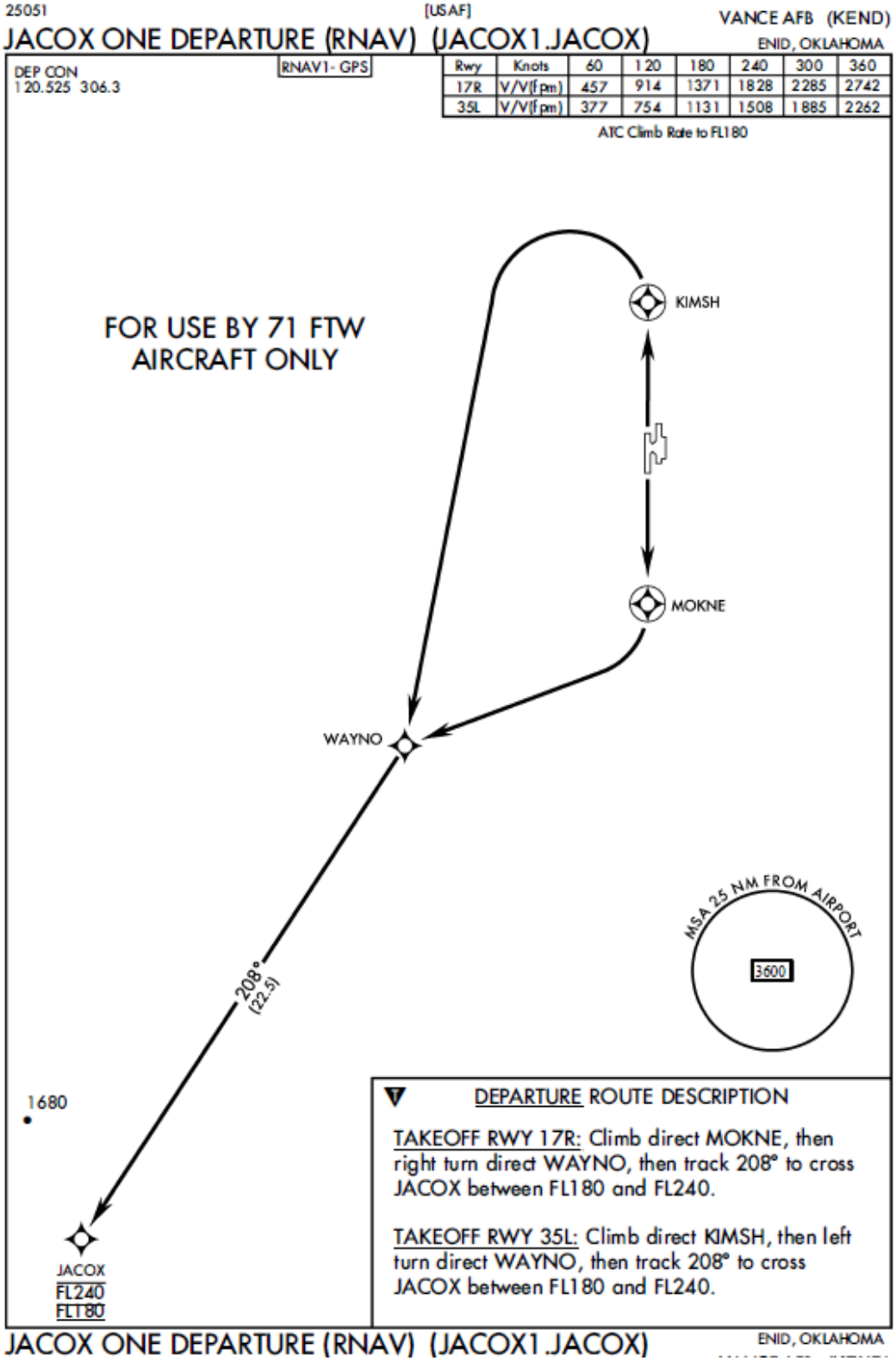
Figure A3.1. Vance/Woodring Class D Airspace, Radar Termination Points, Radar Traffic Pattern and VFR Training Area (Tower/Runway Supervisory Unit Operations).



NOT TO SCALE

(Replace) Attachment 26
JACOX ONE DEPARTURE

Figure A26.1. JACOX ONE DEPARTURE



Attachment 2
AETC/A3OF Review Changes

(Replace) 6.1.1. PCAS/Secondary Crash Net (SCN) Activation. Tower transmits the following information via the PCAS immediately upon receipt: type of emergency (ground or airborne), type aircraft, nature of emergency, aircraft call sign, pilot's intentions, number of persons on board, fuel remaining in pounds or minutes, estimated time to landing, wind information, and any other information passed from the aircraft that is pertinent to the situation. Airfield Management activates the SCN and relays all information received via the PCAS verbatim. Agencies approved on the SCN are Fire Department, Clinic, Command Post, Emergency Management, Weather Station, Flight Safety, Aircraft Maintenance Control, Security Forces, Civil Engineering, Transient Alert, and each flying squadron operations duty section.

(Replace) 10.17.1.1. In accordance with DAFMAN 13-204V2 a Civil Engineering electrician conducts an inspection of the entire airfield lighting system each day prior to airfield opening. The result of the inspection is reported to Airfield Management who will document the inspection completion in the daily log. Lighting outages will be handled in accordance with DAFMAN 13-204V2, Attachment 3.

(Replace) 11.2.2. The following items will be briefed annually:

(Replace) 11.2.2.5.2. Special Interest Items (SII). Results of new Air Force and/or MAJCOM SII checklists, including SIIs carried over from the previous year, will be briefed at the first AOB following the official release of the SII checklist.

(Replace) Table A4.3 T-38 Frequencies and Local Channelization

T-38							
CH	**Agency**	**UHF**	**VHF**	**CH**	**Agency**	**UHF**	**VHF**
1	ATIS	263.15		**21**	8, 9, 14/CS-91	289.1	140.92
2	CLNC/CS-41	225.4	140.15	**22**	Flight Service	255.4	122.2
3	Ground	289.4	121.67	**23**	OKC West	266.8	124.6
4	Eastside/CS-11	238.85	140.02	**24**	OKC Tower	269.45	119.35
5	Tower	259.1	124.05	**25**	OKC East	336.4	124.2
6	Departure	306.3	120.52	**26**	Tinker Tower	251.05	124.45
7	Approach West	346.32	126.75	**27**	OKC Departure	381.45	135.55
8	Area 1, 3/CS-21	293.225	140.32	**28**	KC Center	291.7	128.3
9	Area 2, 4/CS-31	317.6	139.27	**29**	KC Center	319.1	127.8
10	Approach East	388.2	125.45	**30**	TUL Approach	338.3	124.0
11	Ft. Worth Center	269.375	128.4	**31**	TUL Tower	310.8	121.2
12	Arrival	244.87	119.77	**32**	ICT West	353.5	126.7
13	SFA/CS-01	269.55	141.92	**33**	ICT Tower	257.8	118.2
14	Vance SOF	238.3	138.95	**34**	ICT East	269.1	134.8
15	RAMROD	276.6	143.75	**35**	IAB Tower	291.77	127.25
16	Shoehorn/CS-51	379.55	141.07	**36**	KC Center IR	379.2	126.95
17	KC Center	292.12	133.2	**37**	WDG Tower	257.95	118.9
18	5/CS-61	256.75	149.67	**38**	DOGFACE	349.3	139.9
19	6/CS-71	271.8	142.37	**39**	Approach North	273.47	118.07
20	7/CS-81	269.25	140.82				

Attachment 3
Temporary Changes for Center Runway Closure

These temporary changes were previously approved by a Policy Letter, dated 17 April 2023, and are reissued with this GM.

Due to the closure of Runway 17C/35C multiple paragraphs in the Vance AFB Instruction 13-204, *Airfield Operations Instruction*, require temporary changes be made during the closure period. The following paragraphs and tables will be temporarily amended as written during the closure of Runway 17C/35C: 1.4.2., 1.4.3.4, 1.4.3.5., 1.5.3., 2.3, 3.5.1., 3.5.2., 5.5.3., 5.10.3., 5.10.5., 8.5.2., 8.7., 9.5., 9.5.1., 9.5.3., and Attachment 1.

1.4.2. Hot Armament/Hung Ordnance Procedures. Vance assigned aircraft do not carry ordnance. Aircraft with hot armament/hung ordnance will not be permitted to land at Vance unless it is an emergency situation and the aircraft is not able to divert to another airfield. In the event of an emergency situation, Tower shall activate the Primary Crash Alarm System (PCAS) relaying the aircraft call sign, type aircraft, type of armament, estimated time of arrival, and landing runway. Aircraft carrying hot armament/hung ordnance will land on Runway 17R/35L and will be parked on Runway 35L EOR on a 200 degree heading. All turns will be to the west to prevent aiming the aircraft towards the base area. Once the aircraft is parked, Runway 17R/35L shall be closed. Airborne Vance assigned T-1 and T-38 aircraft will follow divert procedures. T-1 and T-38 departures will remain in chocks. Runway 17R/35L will remain closed until the hot armament/hung ordnance is removed/disabled and the aircraft is safe to depart or taxi to park.

1.4.3.4. Transient aircraft requiring engine maintenance runups of more than 30% (except large/heavy) use the South Ramp with the nose of the aircraft pointing North. Large and heavy aircraft will not be allowed to land at Vance AFB without explicit permission from the OG/CC (apart from emergencies without divert capabilities) during the duration of the Center Runway construction project due to wingspan limitations on the taxiways. If a large/heavy aircraft landing occurs, Runway 17R/35L south-end EOR will be used for parking the aircraft. Any engine maintenance runups for large/heavy aircraft will be done on Runway 17R/35L at least 500 feet from end of the runway before performing engine runs to avoid damage to the barriers.

1.4.3.5. The EORs are used for all aircraft (except large/heavy aircraft).

1.5.3. Takeoff thrust engine runs may be conducted, with tower coordination, on the outside runway after taxiing 500 feet down the runway.

2.3. Split to Land Procedures. Split to land procedures will not be authorized while Runway 17C/35C is closed for construction.

3.5.1. Other than Three Runway Operations. Updated procedures during Runway 17C/35C closure are outlined in CLUSTER Operations Playbook. Follow CLUSTER Operations Playbook procedures.

3.5.2. Aircraft shall not conduct an approach to a closed runway unless approved by the 71 OG/CC.

5.5.3. Aircraft experiencing a malfunction or declaring an emergency may ask ATC for an instrument approach to 17R/35L.

5.10.3. All Vance aircraft utilizing the outside runway will be issued 379.55 (CH 16) regardless of controlling agency.

5.10.5. All transient aircraft will be on Tower frequency 379.55 (CH 16) or 124.05.

8.5.2. Runway 17R/35L: High Intensity Runway Lights, Precision Approach Path Indicators, and Short Approach Lighting System with Sequenced Flashing Lights.

8.7. Navigational Aids. Vance AFB operates and maintains the Vance Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC), identifier END. Additionally, an instrument landing system is maintained and operated for Runway 17R/35L. All navigational aids are equipped with backup power generators that have reliable auto-start capability. Vance AFB navigational aids and the Digital Airport Surveillance Radar are not part of the National Airspace System.

9.3.1.3. Alternate Control Tower Operations. The approach end Runway 17R/35L RSU are the only designated alternate facilities. Operations from any other RSU are not configured to support activation of Runway 17R/35L departure-end barrier. In an emergency evacuation requiring alternate Control Tower operations, Airfield Management will transport controllers to the RSU.

9.3.1.3.1. Alternate Tower Radio Capabilities. Runway 17R/35L RSU has two single channel preset radios. One set to 379.55 and another set for 243.0. A UHF multi-channel radio is also available to be set to 379.55 for ground operations. Radar, Airfield, Weather Systems maintenance can deliver a portable VHF radio. Airfield Management can provide land mobile radios.

9.3.1.3.2. Alternate Tower Service Limitations. Due to poor visibility/limited equipment, arrivals will be limited to a straight-in full stop only (ILS, TACAN, Visual Approach, etc.) and ground control services will be advisory in nature only. During alternate tower operations, Eastside RSU operations may continue. The alternate tower can control the 17R/35L barriers.

9.3.2.1.1. Eastside pattern operations will be controlled by the Eastside RSU and limited to five aircraft. The outside runway pattern will be controlled by the Tower and limited to 3 aircraft. Aircraft will arrive and depart from their respective runway and pilots are responsible for reporting off their runway due to lack of visibility from the alternate Control Tower.

9.3.2.1.1. Outside runway operations will be controlled by the Tower. Departures leaving Vance's Class Delta will depart from the outside or inside runways. Eastside RSU must call RAPCON for release.

9.3.2.2.2. Departures leaving Vance's Class Delta will depart from the outside or inside runways. Aircraft departing the inside runway understand that surface conditions are not observable from the alternate Control Tower. Recovery will be to the airframe's respective runway with an option to conduct one pattern to a full stop.

Attachment 1, Terms: Restricted Pattern Straight-In Only: This status will not be utilized during the Center Runway Construction Project.

Attachment 1, Terms: Buttonhook: Weather does not allow an overhead pattern. Unless otherwise directed by air traffic control, aircraft will expect to recover via an instrument approach to Runway 17R/35L. Aircraft experiencing a malfunction or declaring an emergency may ask ATC for an instrument approach to 17R/35L.

BY ORDER OF THE COMMANDER
71ST FLYING TRAINING WING (AETC)

VANCE AIR FORCE BASE
INSTRUCTION 13-204

NOVEMBER 12, 2024

Space, Missile, Command, and Control

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at **www.e-publishing.af.mil** for downloading or ordering.

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OPR: 71 OSS/OSA

Certified by: 71 OSS/CC
(Lt Col Courtney Waltman)

Supersedes: VANCEAFBI 13-204, 25 August 2022

Pages: 93

This instruction implements and extends the guidance of Air Force Policy Directive 11-2, *Aircrew Operations*, 31 January 2019, and Air Force Policy Directive 13-2, *Air Traffic, Airfield, Airspace and Range Management*, 3 January 2019. It complements Federal Aviation Administration Joint Order (FAA JO) 7110.65, Air Traffic Control; Air Force Manual (AFMAN) 13-204 Volume 1, *Management of Airfield Operations*, Volume 2, *Airfield Management*, Volume 3, *Air Traffic Control*., and Volume 4, *Radar, Airfield, and Weather Systems*. This publication requires the collection and or maintenance of information protected by the Privacy Act of 1974 authorized by Title 10, U.S.C., Section 8013, Secretary of the Air Force: powers and duties; delegation by, as implemented by AFMAN 13-204, Volume 1, *Management of Airfield Operation*, and E.O. 9397 (SSN). The applicable Privacy Act SORN F036 AFFSA A, USAF Air Traffic Control Certification and Withdrawal Documentation (June 11, 1997, 62 FR 31793), is available at **https://dpcld.defense.gov/**. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction 33-322, Records Management and Information Governance Program, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to 71st Operations Support Squadron, Airfield Operations Flight Commander (71 OSS/OSA) using the DAF 847, *Recommendation for Change of Publication*.

SUMMARY OF CHANGES

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

Chapter 1

AIRFIELD AND AIRSPACE INFORMATION

1.1. Vance AFB Airfield Information. The airfield is defined as all areas west of and including the aircraft parking ramp and hangars (i.e., runways, and areas in between taxiways and perimeter road) and within the the airfield perimeter fencing. Vance AFB airfield operating hours are published in the IFR Supplement. Changes and other than normal airfield hours are sent as a Notice to Airmen (NOTAM).

1.2. Runways/Taxiways. The Vance airfield diagram (**Attachment 2**) depicts runway/taxiway designations, runway lengths, widths, surface types, field elevation/gradients, Instrument Landing System critical areas and instrument hold lines. Runway 17C/35C is the primary instrument runway. All taxiways are 75 feet wide. Portions of the parallel taxilane are not visible from the Tower.

1.2.1. Permanently Closed/Unusable Portions of the Airfield. Runways 13/31, 04/22 and Taxiway Delta west of Runway 17C/35C are permanently closed to aircraft operations. Vehicular traffic may use these surfaces. There are stop bars painted on each closed runway 100 feet from an active runway, and there are stop signs on each end of the painted stop bars where FOD checks are required. These surfaces are not swept or maintained.

1.2.2. Intersection Departures. Aircraft may depart from the following intersections: Runway 35L at Taxiway Foxtrot, Runway 35C at Taxiway Delta, Runway 17C Taxiways Charlie and Delta. Distances remaining from intersections are noted on airfield diagram (**Attachment 2**).

1.2.3. Aircraft Taxi Route Restrictions. Prior to the arrival or departure of a large/heavy transient aircraft, Airfield Management determines the aircraft's taxi routes based on its weight/wing span, while incorporating heavy aircraft jet thrust avoidance procedures. Airfield Management coordinates this route with the Tower. The Parallel Taxilane is restricted to aircraft with a wing span of 82 feet or less. Aircraft with a wing span of 82 feet to 102 feet require wing walkers along the east side of the taxilane. Aircraft with a wing span greater than 102 feet cannot use the taxilane.

1.2.4. Only T-6, T-38, and T-1 aircraft may utilize Taxiway Foxtrot, east of Runway 17C/35C when Runway 17L/35R is in use without tower coordination. All other aircraft require Tower coordination due to the potential impact of restricted low approaches to Runway 17L/35R.

1.2.5. Controlled Movement Area (CMA) for Vance includes all active runways, overruns, Taxiway Bravo, and the area within 100 feet of any runway edge or overrun. The CMA for Kegelman Auxiliary Airfield includes the runway, overruns, and areas within 100 feet of the runway edge and overrun. Aircraft, vehicles, and pedestrians require approval from the Control Tower to enter the CMA. Continuous two-way radio contact must be maintained while operating in the CMA.

1.2.6. Unless directed otherwise by air traffic control, all aircraft will switch frequency from Ground Control to Tower (Local Control) during the 90 degree westbound turn on Taxiway Alpha when taxiing to Runway 17C/17R, or during the 90 degree westbound turn on Taxiway Foxtrot when taxiing to Runway 35C/35L. When taxiing to Runway 35R/17L, aircraft will switch frequency from Ground Control to Tower (Local Control) no later than the 90 degree westbound turn into the run up area.

1.3. Parking Plan/Restrictions. The parking ramp is designed for routine parking of the T-38 (rows 1 through 9), T-1 (rows 10 through 13) and T-6 aircraft (rows 15 through 31). Row 14, located in front of Base Operations is for Distinguished Visitor and transient aircraft parking. The ramp on the southeastern portion of the airfield (for overflow parking of local aircraft, transient aircraft and air show/open house aircraft) is the South Ramp, also called the "Pea Patch." Row 15 spots A, B, and C are used for static displays when needed.

1.3.1. T-38 parking spots on row 3 spot D, row 4 Spot E, row 5 spot D, row 6 spot E and row 7 spot D are for "sheltering" local T-38s only and are depicted with a white taxi line into the sheltered parking area. At these locations aircraft must be towed into and out of parking with wing walkers and not taxied.

1.4. Aircraft Special Operations Areas/Ramps. Hot Brakes, Arm/De-arm and Hydrazine areas are depicted on the airfield diagram in **Attachment 2**.

1.4.1. Hot Brake Procedures. Aircraft experiencing hot brakes will proceed to a hot brake area located at the departure end holding area of each runway.

1.4.2. Hot Armament/Hung Ordnance Procedures. Vance assigned aircraft do not carry ordnance. If notified of a transient arrival with hot armament/hung ordnance, Tower shall activate the Primary Crash Alarm System (PCAS) relaying the aircraft call sign, type aircraft, type of armament, estimated time of arrival, and landing runway. Aircraft carrying hot armament/hung ordnance will land on Runway 17C/35C or 17R/35L and will be parked on Runway 35L hammerhead on a 200 degree heading. All turns will be to the west to prevent aiming the aircraft towards the base area. Once the aircraft is parked, Runway 17R/35L shall be NOTAM'd closed.

1.4.3. Engine Run-up Areas.

1.4.3.1. Vance assigned aircraft. Aircraft can be run up to 30% power anywhere on the ramp. Engine maintenance runups of more than 30% power will be conducted on the South-East portion of the South Ramp (Pea Patch) in the designated areas.

1.4.3.1.1. T-38 aircraft use the aircraft engine sound suppressor located on the south side of the South Ramp (Pea Patch) for maintenance runups requiring more than 30% power.

1.4.3.1.2. T-6 aircraft use the area on the southeast portion of the South Ramp for maintenance runups requiring more than 30% power.

1.4.3.1.3. T-1 aircraft use the Engine Run up pad located southeast of the South Ramp for maintenance runups requiring more than 30% power.

1.4.3.2. Transient aircraft. Transient aircraft, except large/heavy aircraft, can be run up to taxiing power anywhere on the ramp.

1.4.3.2.1. Large/heavy transient aircraft may perform engine runs up to taxiing power on the South Ramp (Pea Patch) with the aircraft nose pointing north. Engine runs above taxiing power will be conducted on runway 17C/35C or 17R/35L. To avoid damage to the barriers, the aircraft must taxi at least 500 feet from the approach end of the runway before performing engine runs.

1.4.3.2.2. All other transient aircraft requiring engine maintenance runups above taxiing power will use the South Ramp (Pea Patch) with the nose of the aircraft pointing North.

1.4.3.3. The EORs can be used for all aircraft with the exception of large/heavy aircraft.

1.5. Jet Thrust Avoidance Procedures. Due to minimal parking space for large/heavy aircraft and to prevent jet blast damage the following restrictions apply:

1.5.1. Large/heavy aircraft will use only minimum thrust required for safe taxi operations.

1.5.2. No takeoff thrust engine runs on any taxiway or parking ramp.

1.5.3. Takeoff thrust engine runs may be conducted, with tower coordination, runway 17C/35C or 17R/35L after taxiing 500 feet down the runway.

1.5.4. When airfield temperatures are below 20°F, T-38 aircraft will perform engine runups IAW T-38C Flight Manual. Do not taxi/drive behind T-38 aircraft in the EOR while these runups are being accomplished. T-38 Aircraft will maintain full-aft elevator control to communicate to other aircraft that this runup is in progress.

1.5.5. Do not taxi/drive behind a T-1 holding in the hammerhead due to the high probability of damage caused by extreme exhaust gas velocity.

1.6. Vance Tower Class D Airspace with Class E Extension. (**Attachment 3**). Vance Class D surface area is within a 5.1 nautical mile (NM) radius of Vance, with a Class E extension to 6.1 NM to the south. Both Class D area and E extension is from the surface up to and including 3,800 feet Mean Sea Level (MSL). The area does not extend east of longitude W 097º 51’ 01” to ensure that it does not overlap Enid/Woodring’s Class D surface area. The Vance Class D is in effect during airfield operating hours. It becomes Class E when the airfield is closed.

1.6.1. Delegation of Runway and Pattern Responsibilities to Runway Supervisory Units (RSU) (Eastside and Shoehorn). When all three runways are open, the Tower delegates runway and pattern responsibilities to RSUs, as coordinated, for Runways 17L/35R and 17R/35L.

1.6.2. Vance Visual Flight Rules (VFR) Training Area for Tower/RSU Operations. The T-6 pattern is typically flown to the east of the airfield, the T-1/T-38 pattern is typically flown to the west of the airfield, with Radar Approach Control (RAPCON) protecting below 5,000 feet MSL as depicted in **Attachment 3**.

1.7. Aircraft Priorities. Aircraft priorities are applied in accordance with General Flight Rules and FAA JO 7110.65.

1.7.1. Vance local aircraft priorities are:

1.7.1.1. Emergencies

1.7.1.2. Blue Streak Distinguished Visitors

1.7.1.3. IFR Full Stop Arrivals

1.7.1.4. Controlled Take-Offs - (Military Training Routes/Aerial Refueling Routes Only)

1.7.1.5. IFR Departures

1.7.1.6. VFR Departures

1.7.1.7. IFR Practice Approaches

1.7.1.8. VFR Arrivals

1.8. Enid/Woodring Class D Surface Area with Class E Extensions. (**Attachment 3**). The Woodring Class D surface area with Class E extensions is from the surface up to and including 3,800 feet MSL. Vance T-6, T-1 and T-38 operations at Woodring are conducted in accordance with 71 FTW/Woodring Tower Letter of Agreement.

1.9. Kegelman Auxiliary Airfield Runways/Taxiways. The Kegelman Airfield diagram (**Attachment 7**) depicts runway and taxiway designations, and field elevation. Kegelman is a daytime, VFR airfield for Vance aircraft only. RSUs use the fire net to communicate with vehicles and to approve/disapprove entry into the CMA.

1.9.1. Airfield Checks. Airfield Management will ensure airfield checks are conducted in accordance with applicable Performance Work Statements. Airfield Management documents the discrepancy in the outage database and reports it to the appropriate agency for repair. The Airfield Manager or the Assistant Airfield Manager conducts a monthly airfield inspection.

1.9.2. Airfield Management will train and certify fire personnel in accordance with AFMAN 13-204v2 standards prior to conducting airfield checks. Training is documented and tracked in Quality Management Information System.

1.9.3. Aircraft Diverts. Vance aircraft may use Kegelman as an emergency divert airfield.

1.10. Lost Communication Instructions. Lost communications will be conducted in accordance with FAA JO 7110.65 paragraph 10-4-4., AFI 11-2T-1 vol 3, 71 OG Sup 1, AFI 11-2T-6 Vol 3, 71 OG Sup 1 and AFI 11-2T-38 Vol 3, 71 OG Sup 1.

Chapter 2

CONTROL TOWER FLYING OPERATIONS

2.1. Vance Tower VFR Pattern Procedures. Vance Tower applies pattern and phraseology procedures derived from the FAA JO 7110.65, AFMAN 13-204v3, and locally-derived standardized pattern phraseology. Local aircraft in the VFR patterns should squawk 4301. Aircraft established in the traffic pattern (Attachment **8-11**) are provided preventive control by the Tower or RSU. Helicopter operations are conducted in accordance with FAA JO 7110.65 Chapter 3, section 11.

2.1.1. VFR Pattern Weather Minimums. Cloud ceiling listed in the official weather observation must be at least 500 feet above the pattern altitude for the type of pattern requested. Additionally, Tower must be able to maintain visual contact with the aircraft throughout the pattern.

2.1.2. Vance assigned aircraft adhere to the following procedures outlined in AETCI 11-204, 71 OG SUP and as written here. Pilots are authorized to automatically maneuver (i.e. turn crosswind for the outside downwind at specified points. Maneuvering for safety of flight (i.e. breakout) always takes precedence.

2.1.3. Tower recognizes the closed pull-up to the perch as the closed pattern. All other ground tracks around the Tower airspace are used to get the aircraft back into the traffic pattern. Aircraft under Tower control will continue to use normal ground tracks to return to initial, high/low key, or straight-in. Tower will broadcast when there are multiple aircraft in the crosswind and multiple aircraft on breakouts.

2.1.3.1. Aircraft will not normally be cleared for closed traffic or low key with another aircraft on initial before the break, with straight-in traffic between 9 and 4 miles (5 and 2 miles for T-6s), or with an aircraft between initial and halfway between high key and low key. An aircraft may be cleared for closed traffic or low key if the aircraft at high key is orbiting.

2.1.3.2. Aircraft will not be cleared for high key with an aircraft in the high pattern.

2.1.4. All Vance assigned aircraft will continue to make all normal pattern position reports as prescribed in AETCI 11-204_71OGSUP, though Tower may not respond. These calls will enhance pilot situational awareness during periods of increased traffic.

2.1.5. On initial takeoff or touch-and-go, when remaining in the pattern, aircrew will make one of the following pattern requests:

2.1.5.1. "(Call sign), request closed" - normal closed pattern; initiate at departure end of the runway unless specifically cleared (i.e. present position).

2.1.5.2. "(Call Sign), request crosswind" - fly outside downwind and report initial.

2.1.5.2.1. T-6 aircraft may auto-turn crosswind off Runway 17L/35R between 1 to 2 Nautical Miles off the departure end of the runway.

2.1.5.2.2. T-38 aircraft may auto-turn crosswind off Runway 17R/35L at 1 Nautical Mile off the departure end of the runway.

2.1.5.2.3. No aircraft may auto-turn crosswind off Runway 17C/35C.

2.1.5.3. "(Call sign), request direct high key or low key" (T-6 only) – Fly direct to high key or low key portion of the emergency landing practice procedure.

2.1.6. Crews desiring to depart to radar will make the request between 9 and 4 mile straight-in (T-38/T-1), 5 and 2 mile straight-in (T-6) or no later than the perch.

2.1.7. T-6 entries from Woodring are approved. Tower will expect crews to report VFR entry. T-6 crews may request high key from initial or low key from departure leg. Tower must inform Woodring arrivals if there are or are not aircraft on the breakout.

2.1.7.1. Entries from Woodring VFR entry are prohibited when Vance is operating a restricted pattern. Aircraft will return to radar control and enter Vance's pattern through ECKHO/FOXTR or an instrument approach to the center runway.

2.1.8. When the overhead patterns for Runways 17C/35C or 17R/35L are in use, aircraft conducting takeoffs, touch and go operations, or low approaches shall maintain at or below 1,800 feet MSL on Runway 17R/35L and at or below 2,300 feet MSL on Runway 17C/35C until turning crosswind/closed. Tower will issue the restriction to all transient aircraft.

2.1.9. Noise Abatement. Due to noise abatement concerns, aircraft will not overfly Vance housing during low closed patterns.

2.1.10. Pattern Checks. When the reported ceiling is greater than or equal to 1500' AGL and the reported visibility is greater than or equal to 3NM, Tower may conduct VFR pattern checks to Runway 17L/35R simultaneously with any instrument approaches to Runway 17L/35R, or any approaches to Runway 17C/35C. When the reported ceiling is greater than or equal to 1500' AGL and the reported visibility is greater than or equal to 3NM, tower may conduct VFR pattern checks to Runway 17R/35L simultaneously with any instrument approaches to Runway 17R/35L.

2.1.11. Tower VFR Pattern Priorities. Tower controlled VFR pattern local priorities exist to maximize safety/training:

2.1.11.1. Emergencies

2.1.11.2. Minimum Fuel

2.1.11.3. Departures

2.1.11.4. Formations

2.1.11.5. Entries from Radar Release Points

2.1.11.5.1. FOXTR/ECKHO (T-6 Only)

2.1.11.5.2. BOOMR/POKES Priority 1 (T-1/T-38 Only)

2.1.11.5.3. BFALO/CARER Priority 2 (T-1/T-38 Only)

2.1.11.6. VFR Entry/Re-entry Leg

2.1.11.7. Aircraft Established on Straight-in or at Initial

2.1.11.8. Closed Pattern

2.1.12. Vance tower may control solo training flight aircraft when the RSU Monitor is in place.

2.1.13. The number of aircraft in the VFR traffic pattern is limited to 12 T-6s, 12 T-38s, or 10 T-1s. The night VFR traffic pattern for each aircraft is limited to 8 aircraft.

2.1.13.1. When approaching pattern saturation, tower must broadcast "Approaching pattern saturation, if mission complete, make next approach a full stop or depart the pattern."

2.1.14. Wind Information or Surface Winds Issuance. Vance Tower controllers are not required to issue surface winds to 71 FTW assigned aircraft for full stop, touch and go, stop and go, low approach, or option landings. Tower controllers will issue winds for all departures, aircraft entering from VFR entry points, when crosswinds are present and upon pilot's request.

2.1.15. Night Pattern (T-38). T-38 night straight-in patterns will be flown at 300 KCAS and 2,800' MSL until passing the re-entry point for day operations, after which a descent to 2,300' MSL is authorized. If a night breakout is required, aircrew will perform a climbing turn to heading 260 and 3,500'. After passing west of the night pattern ground track, aircrew can expect to be changed to Vance Arrival on Ch12 for vectors to 17C/35C.

2.2. Vance Tower FAA Pattern. The traffic pattern will flow as prescribed by a standard FAA rectangular pattern consisting of an upwind, crosswind, downwind, base and final leg. The pattern will utilize runway 17R/35L and will be flown to the west of the airfield. Local aircraft in the VFR patterns shall squawk 4301. The VFR pattern will be flown at 2300 ft. MSL and the overhead pattern will be flown at 2800 ft. MSL. Aircraft established in the overhead pattern will begin descent on the turn to final unless otherwise instructed by ATC.

2.2.1. The FAA pattern as described above will only be used when Vance assigned T-38's are not flying. The maximum number of aircraft allowed in the pattern will be at the Tower Watch Supervisor's discretion. Tower will broadcast "FAA TOWER PATTERN PROCEDURES ARE IN EFFECT TO THE WEST." This phraseology will be included on the ATIS while active.

2.2.2. VFR Pattern Weather Minimums. Cloud ceiling listed in the official weather observation must be at least 500 feet above the pattern altitude for the pattern to be usable. Additionally, Tower must be able to maintain visual contact with the aircraft throughout the pattern.

2.2.3. Tower will apply pattern and phraseology procedures derived from the FAA JO 7110.65.

2.2.4. Methods to enter the FAA pattern are as follows:

2.2.4.1. An aircraft may request to enter the Vance Class Delta from any cardinal direction west of runway 17C/35C centerline. Once two-way communications have been established with tower, tower will sequence the aircraft into the traffic pattern. Aircraft entering the VFR pattern from any direction shall be at 2300 ft. MSL prior to entering the Vance Class Delta unless otherwise coordinated.

2.2.4.2. An aircraft may conduct an approach to runway 17C/35C and request to enter the pattern following their approach.

2.2.4.3. An aircraft already established in the eastern pattern may request to transition to the western pattern.

2.3. Split to Land Procedures. A split to land maneuver is when a formation is initially on an instrument approach or VFR straight-in to Runway 17C/35C or 17R/35L and one aircraft lands on the Runway 17/35C and the other aircraft on Runway 17R/35L. This procedure will only be conducted while operating VFR. Air traffic control will verify cancellation of IFR prior to approval. Approval for a split to land is not clearance to perform a 360 degree circle.

2.4. Go-Around. This option is for aircraft on final and will be utilized only inside 4 DME. The following procedures will be utilized:

2.4.1. Aircraft on Runway 17L/35R will offset to the east.

2.4.2. Aircraft on Runway 17C/35C and 17R/35L will offset to the west.

2.5. Breakout (Instrument Approaches). This option is for aircraft on final and will be utilized only outside 4 DME. The call, "(call sign), FLY RUNWAY HEADING, CLIMB/MAINTAIN 4,000 FEET, (traffic)" will be made on the primary frequency. If on Tower frequency, Tower shall immediately notify RAPCON of the breakout.

2.6. Tower Reduced Same Runway Separation Procedures. Tower may apply reduced same runway separation between Vance assigned aircraft in accordance with **Attachment 24**.

2.7. Traffic Advisories Within the T-6 and T-38 VFR Training Pattern. To avoid frequency congestion, Tower may issue standard traffic advisories to T-6 and T-38 aircraft operating within the VFR patterns (i.e. VFR Entry, Radar Initial, 90 to initial, etc), but will use appropriate judgment to withhold the advisory call given pattern saturation and/or any other event that would detract from aircrew's overall situational awareness. The authorized reduction in traffic advisories does not alleviate ATC personnel from exorcising good judgment to issue traffic advisories or safety alerts, as deemed appropriate, to ensure safety and/or efficiency of air traffic operations.

2.8. Tower Positive Control. Tower will retain positive control of all pattern operations during Tower controlled operations regardless of RSU or FAA style patterns.

Chapter 3

DEPARTURE PROCEDURES

3.1. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA). MARSA is approved between Vance assigned aircraft departing off parallel runways, while on a departure procedure/stereo route/parallel or diverging courses. If a controller issues instructions to take an aircraft off a departure procedure or parallel courses, MARSA no longer applies, and the controller becomes responsible for standard separation unless the instruction creates diverging courses. MARSA is applied out to 10 DME from END, FL 240 and below. Weather minimums required to use this application of MARSA are 500 foot ceiling and 3 miles visibility. MARSA does not apply for successive same runway departures or to transient departures.

3.1.1. 71 FTW aircrew will advise ATC when inflight weather does not meet MARSA minimum weather, prescribed in 3.1.

3.1.2. Aircraft utilizing MARSA for emergency purposes do not require pre-flight coordination but will use sound pilot judgement.

3.2. Local Aircraft Departing RSU Controlled Runways/ Kegelman Auxiliary Field (KCKA) when the RSU is Closed (T-6 Only). VFR T6 aircraft departing Vance or CKA remain VFR until receiving a control instruction from RAPCON. Radio and radar contact in itself does not constitute IFR. The control instruction can be a heading and altitude, clearance on course or a stereo route, etc.

3.3. Eastside Operations.

3.3.1. VFR Departures from runway 35R/17L. When the T-6 status is Restricted Pattern or better, maintain VFR at/below 1800’ MSL. Do not drift west of centerline. Once clear of potential offset traffic in Eastside’s pattern, make GRADUAL turn to track 165º (17L) or 005º (35R). Aircraft will maintain VFR until receiving clearance for a stereo route or other IFR clearance instructions. Departure stereo routes will be flown in accordance with **Attachment 14**.

3.3.2. VFR Departure Spacing. Vance Tower and Eastside RSU provides the following spacing for Vance T-6s departing off Runway 17L/35R:

3.3.2.1. Single ship following a single ship – 60 seconds / 3 miles

3.3.2.2. Single ship following a formation – 75 seconds / 4 miles

3.3.2.3. Formation following a formation – 90 seconds / 5 miles

3.3.3. Insufficient Spacing. If spacing is insufficient, RAPCON will direct the aircraft to maintain VFR and return to the VFR pattern.

3.4. Shoehorn Operations.

3.4.1. Shoehorn will request release from the Tower for departures. Coordination shall be accomplished at the following locations in the pattern. Tower is responsible for departure separation.

3.4.1.1. Straight-ins: 9 miles and 4 miles.

3.4.1.2. Overheads: 4 mile initial and downwind.

3.4.1.3. If there are no arrival/departure conflicts, the aircraft will be released.

3.4.2. If Tower cannot grant a release, Tower will say "HOLD FOR RELEASE, call me at (point in pattern/on final)." If Tower is unable to release the aircraft and the aircraft cannot be further delayed in the pattern, Shoehorn shall notify RAPCON the aircraft will be Jailbreak (**Attachment 12**).

3.5. Other than Three Runway Operations.

3.5.1. During times of single runway operations for T-1/T-38s with Runways 17C/35C or 17R/35L closed, Shoehorn will obtain automatic releases from RAPCON when Shoehorn is the controlling agency, with the following conditions:

3.5.1.1. Vance 1 (Local Climb Out) following Vance 1: 1 minute

3.5.1.2. Functional Check Flights Departures: RAPCON Approval

3.5.1.3. Vance 1 (Local Climb Out) following Functional Check Flights Departures: 1 minute

3.5.1.4. Tulsa (Vance 1 Jaggs) following Tulsa: 3 minutes

3.5.1.5. Tinker/Will Rogers (Jayhawk 2) following Tinker/Will Rogers: 2 minutes

3.5.1.6. Low-level (Instrument Route) following low-level (same route): 5 minutes

3.5.1.7. Any T-38 departure following a dissimilar aircraft: RAPCON Approval

3.5.1.8. All others: 1 minute

3.5.1.9. Any time RAPCON cancels automatic releases, the RSU must reacquire automatic releases from RAPCON prior to launching any more aircraft unless an individual release is obtained from RAPCON.

3.5.2. During a runway closure, only Vance assigned aircraft may conduct an approach to a closed runway. All approaches will terminate as a restricted low approach or normal low approach. Tower is the approval authority.

3.6. Departures during NAVAID Outages.

3.6.1. During TACAN only outages (Procedures not applicable for GPS based departures):

3.6.1.1. RAPCON shall issue T-38s/T-1s alternate departure instructions.

3.6.1.1.1. Clearance Delivery will use the following phraseology for issuing clearances to T-38s/T-1s. "(Call sign), CLEARED TO (destination), VIA VANCE 1 DEPARTURE/LOCAL CLIMBOUT, RADAR VECTORS (fix)"…rest of clearance.

3.6.1.2. RAPCON should continue to issue local departure procedures, local stereo routes, and published instrument departures to T-6 aircraft.

3.6.2. During VOR only outages:

3.6.2.1. For T-1/T-38 aircraft, when issued local climb out, aircraft departing from Runway 17C/35C or 17R/35L will comply with the tracks/headings/altitudes as shown in **Attachment 15**.

3.6.2.1.1. T-1/T-38 aircraft will operate normally with no route adjustments needed as they receive azimuth information from the TACAN.

3.7. Non-Standard Formation Departures. Aircraft departing non-standard shall advise ground control of their intentions. The wingman will squawk 0100. Controllers will apply non-standard formation separation in accordance with FAA prescribed minima.

3.8. Opposite Direction Operations. Opposite direction aircraft operations are not normally conducted at Vance due to volume of traffic and student pilot training. Tower is the final approving authority for opposite direction arrivals. RAPCON is the final approving authority for opposite direction departures. If opposite direction operations will be conducted, they shall be coordinated in accordance with FAA JO 7110.65 with the following local restrictions:

3.8.1. Tower must be in control of all runways.

3.8.2. IFR arrivals shall not proceed closer than 15 flying miles from the runway until the opposite direction IFR arrival has crossed the landing threshold.

3.8.3. IFR departures shall not be placed in takeoff position or cleared for take-off when an IFR arrival to the opposite runway is within 15 flying miles of the runway.

3.9. Non-Towered Airfield (NTA) Operations. T-6 aircrew will comply with the following restrictions when performing operations at NTAs

3.9.1. Operations are not authorized at Vance AFB (KEND) when the tower is closed. Operations are authorized at NTAs listed in **Attachment 25**. T-6 aircrew will comply with the provisions for uncontrolled airfield operations outlined within AFMAN 11-2T-6 Vol 3, 71 OG SUP. Additionally, NTA operations are not permitted at Kegelman Aux Field (KCKA) when crash/fire/rescue personnel are not in place.

3.10. PISTL Corridor Operations: To alleviate the need for a high departure, ATC may issue T-38 aircraft a clearance to Areas 8 and/or 9 via the PISTL Corridor: “Cleared PISTL Corridor”.

3.10.1. Aircraft on departure will turn in the shortest direction to GUNNR to enter the PISTL Corridor. Once established in the corridor, aircraft will proceed direct to PISTL to enter the assigned airspace climbing to FL240 or ATC assigned altitude.

3.10.2. ATC will notify aircraft in areas 2 and/or 4 via appropriate discrete that the PISTL Corridor is active/hot “PISTL CORRIDOR HOT” and again when corridor is deactivated/cold “PISTL CORRIDOR COLD”. Aircraft will acknowledge corridor status.

3.10.3. Once notified via appropriate discrete, aircraft established in Areas 2 and/or 4 will remain South of the corridor until the deactivated/cold message is received from ATC.

3.11. IFR Departures.

3.11.1. T-6 Departures.

3.11.1.1. When the T-6 status is Restricted Pattern or better: Clearance Delivery will read the IFR clearance as written, omitting the Vance 1 and any stereo routes. Then add to the clearance “On departure, track heading 165 (Runway 17)/005 (Runway 35) and maintain VFR, expect IFR pickup on departure” …rest of clearance.

3.11.1.2. When the T-6 status is Buttonhook or worse: Clearance Delivery will issue the Vance 1, radar vectors to all departing T-6s.

3.11.2. T-1 and T-38 Departures.

3.11.2.1. Local T-38: Clearance Delivery will issue the APNEA 1.

3.11.2.2. T-1 and T-38: When issued local climb out, aircraft departing from runway 17C/35C or 17R/35L will comply with the tracks/headings/altitudes as shown in **Attachment 15**.

Chapter 4

MILITARY OPERATIONS AREA (MOA)/ AIR REFUELING ROUTES / MILITARY TRAINING ROUTES / FUNCTIONAL CHECK FLIGHT PROCEDURES

4.1. MOA Procedures. Vance aircraft are the primary users of Vance MOAs. **Attachment 18** depicts the lateral/vertical limits of these areas. RAPCON cannot approve extensions above/below MOA charted altitudes. The following paragraphs clarify services provided to 71 FTW assigned aircraft operating in Vance 1A/1B/1C/1D MOA/Air Traffic Control Assigned Airspace (ATCAA). Based on workload, RAPCON provides VFR traffic information to participating aircraft.

4.1.1. All 71 FTW assigned aircraft are provided IFR service to and from the Vance 1A/1B/1C/1D MOA/ATCAA to the maximum extent possible in accordance with FAAO JO 7610.4.

4.1.2. All 71 FTW assigned aircraft operating within and transiting the confines of the Vance 1A/1B/1C/1D MOAs/ATCAA are considered participating aircraft, and are provided merging target procedures in accordance with FAAO JO 7610.4 paragraphs 12-9-4 and 12-9-11.d.

4.2. Altimeter Setting For MOA Operations. Vance aircraft will use local altimeter setting while established in the AR-60, AR-70, and Vance MOAs or overlying ATCAA. When Vance altimeter drops below 29.92, the upper limits of the ATCAA and Aerial Refueling High routes are reduced by 1,000 feet.

4.3. MOA Usage during Vance VORTAC Outages. Vance aircraft are equipped with navigational equipment that allows their continued use of the MOAs despite Vance VORTAC outages.

4.4. Vance 1B MOA/ATCAA (Northern and Eastern MOAs). (**Attachment 18**). T-6s normally use Eastern areas for formation missions and Northern areas for transition missions. If formation missions use the Northern areas, they normally need two adjacent areas (except for area 4).

4.5. Vance 1A, C, D MOAs/ATCAAs (Western MOAs). (**Attachment 18**).

4.5.1. Formation T-38s use middle/outer ring areas or two adjacent inner ring areas.

4.5.2. T-1s use low (10,000 - 14,000) and high blocks (16,000 – 20,000 MSL). To the maximum extent possible, T-1s are assigned areas that do not conflict with T-38 mission requirements. Lowering MOA areas to 8,000 shall be accomplished on a case by case basis and as approved by RAPCON.

4.6. MOA Terms and Phraseology Definitions.

4.6.1. "PROCEED [or CLEARED] DIRECT AREA (specified area), MAINTAIN (altitude)." Aircraft will proceed direct to lateral boundary of specified area at the air traffic control assigned altitude. Aircraft will maintain assigned altitude until given "CLEARED THE BLOCK AREA (xx)."

4.6.2. "CLEARED THE BLOCK AREA (specified area)." Aircraft will proceed direct to specified area and begin the climb or descent into appropriate block altitudes. Aircraft may maneuver, while en route, once within the altitude block but will not turn more than 45 degrees

from a direct line to the assigned area. When "cleared the block" formations are approved non-standard formation within 2 miles and 2000 ft. vertically of the lead aircraft.

4.6.3. "CLEARED AREA (specified area), HIGH DEPARTURE." Aircraft will continue on the APNEA 1 until reaching FL 240 and then proceed direct to assigned area. Aircraft will maintain FL 240 until given "CLEARED THE BLOCK AREA (xx)."

4.6.4. "MANEUVERING APPROVED." Aircraft may maneuver up to 90 degrees off course within the assigned altitude block. Aircraft will not reverse course or perform a 360-degree turn without clearance.

4.6.5. Merging Target Procedures. In addition to procedures in accordance with FAAO JO 7110.65, the RAPCON applies merging target procedures during VFR weather conditions to participating IFR aircraft in accordance with the following paragraphs:

4.6.5.1. RAPCON shall issue radar traffic information to aircraft whose targets are likely to merge unless the aircraft are known to be separated vertically.

4.6.5.2. RAPCON shall issue directions using "work (direction)" control techniques to ensure the radar targets of aircraft previously issued as traffic do not touch.

4.6.5.2.1. Work and Traffic Calls. RAPCON shall provide work calls to assist aircraft to remain in their assigned area and in the application of merging target procedures:

4.6.5.2.2. "WORK (direction)." An air traffic control instruction whereby the pilot will continue a maneuver to completion then turn toward the specified direction. Pilot will acknowledge with callsign.

4.6.5.2.3. "WORK (direction) IMMEDIATELY." An air traffic control instruction whereby the pilot will break off a maneuver and immediately turn toward the specified direction. Pilot will acknowledge with callsign.

4.6.6. MOA recovery Options. The preferred method of recovery from Vance MOAs is an IFR recovery or radar vectors on an IFR clearance due to ATC regulatory guidance. Aircraft may also recover from the MOA VFR to gain a definite training benefit.

4.6.6.1. IFR Recovery. Aircraft may recover IFR to any approach to any runway, follow-on airports, or the radar release points (CARER, BFALO, BOOMR, POKES, ECKHO, FOXTR, DLLTA). Aircraft remain in their area, request recovery, and follow ATC instructions.

4.6.6.2. VFR Recovery. Once below 18,000' MSL, aircraft must cancel IFR and request VFR flight following to the appropriate radar release point (CARER, BFALO, ECKHO, FOXTR, DLLTA). RAPCON will notify the VFR recovering aircraft of active/inactive MOAs in the recovery path, and will issue traffic, workload permitting, based on higher priority IFR traffic. VFR recovering aircraft can expect sequencing as required to ensure smooth flow through the radar release point.

Note: Cancellation of IFR does not relieve the pilot from having to follow RAPCON sequencing instructions.

4.7. AR-60/AR-70 Definition and Clearance Phraseology. Vance aircraft are the primary users of Vance Aerial Refueling Routes as shown in **Attachment 19**.

4.7.1. "CLEARED DIRECT (track) [CP/ENTRY POINT/INITIAL POINT], HOLD SOUTH AS PUBLISHED" – Aircraft will proceed direct to assigned point and maintain altitude.

4.7.2. "CLEARED THE BLOCK (track) [HIGH/LOW] [CP/ENTRY POINT/INITIAL POINT], HOLD SOUTH AS PUBLISHED" – Aircraft will begin climb to the assigned altitude block while proceeding direct from present position.

4.8. MOA Saturation Procedures. When weather/traffic causes saturation of the West or North/East MOAs RAPCON shall coordinate with SOF and Tower to ensure departing aircraft have an available MOA to complete their mission. Aircraft in the chocks will expect to remain in the chocks until given taxi clearance from the Tower.

4.9. Western MOA Priorities. RAPCON controllers will assign WMOA areas in accordance with the priority list and procedures below.

4.9.1. T-38s. First priority for inner/middle ring areas, last priority for outer rings.

4.9.2. T-1s. Last priority for inner/middle ring areas, first priority for outer rings.

4.9.3. Aircraft that are in the inner/middle rings who don't have priority will be directed to move to an outer ring, if available, or depart once aircraft with the priority begin launching.

4.10. Military Training Routes. Flying squadrons schedule routes in accordance with AP/1B to ensure they do not conflict. RAPCON conducts IFR routes in accordance with Kansas City Center / Fort Worth Center Military Training Route Letter of Agreement. Radar service is automatically terminated when an aircraft reports commencing an IFR Military Training Route.

4.11. Functional Check Flights. T-38 Functional Check Flights Departures profiles are conducted in accordance with Kansas City Center / Vance Approach Letter of Agreement. After coordinating with Kansas City Center, RAPCON shall advise the aircraft if any delays are expected. T-6 and T-1 Functional Check Flights Departures do not require special handling.

Chapter 5

RECOVERY PROCEDURES

5.1. Recovery to VFR Patterns. RAPCON may issue aircraft a local recovery procedure (**Attachment 20**), clear the aircraft direct to the airport/recovery fix or vector the aircraft for sequencing on the recovery.

5.1.1. Radar Termination Fixes are:

5.1.1.1. BFALO (END R-198/11) – For T-38s or T-1s entering VFR pattern for Runway 35L/35C.

5.1.1.1.1. When cleared BFALO, aircraft are cleared direct to the fix and to descend to 3,000 feet MSL.

5.1.1.2. CARER (END R-324/10) – For T-38s or T-1s entering VFR pattern for Runway 17R/17C.

5.1.1.2.1. When cleared CARER, aircraft are cleared direct to the fix and to descend to 3,100 feet MSL.

5.1.1.3. DLLTA (END R-347/24) – For T-6s entering VFR pattern at Kegelman.

5.1.1.3.1. When cleared DLLTA, aircraft are cleared direct to fix and to descend to 3,000 feet MSL.

5.1.1.4. ECKHO (END R-014/9) – For T-6s entering VFR pattern for Runway 17L.

5.1.1.4.1. When cleared ECKHO, aircraft are cleared direct to fix and to descend to 2,900 feet MSL

5.1.1.5. FOXTR (END R-160/9) – For T-6s entering VFR pattern for Runway 35R.

5.1.1.5.1. When cleared FOXTR, aircraft are cleared direct to fix and to descend to 2,900 feet MSL

(Add) 5.1.1.6. POKES (END R-176/13) – For T-38s or T-1s entering VFR pattern for Runway 35L/35C.
(Add) 5.1.1.6.1. When cleared POKES, aircraft are cleared direct to the fix and to descend to 3,000 feet MSL.
(Add) 5.1.1.7. BOOMR (END R-354/12) – For T-38s or T-1s entering VFR pattern for Runway 17R/17C.
(Add) 5.1.1.7.1. When cleared BOOMR, aircraft are cleared direct to the fix and to descend to 3,100 feet MSL.

5.1.2. Cancellation of IFR/Radar Service Terminated. When Vance aircraft are within 5 miles of the radar termination fix, they will state “(Call sign) (name of fix).” This means they are cancelling IFR, descending to pattern altitude, and requesting a frequency change to RSU, Tower, or advisory frequency for T-6 aircraft using Kegelman as a Non-Towered Airfield. Radar service is automatically terminated.

5.1.2.1. T-6 Contact Approach. During Restricted Pattern, once T-6s are within 5 miles of the radar termination fix and clear of clouds, they will state "(Call sign) request contact." This means they are requesting a contact approach to allow descent to pattern altitude along

their respective recovery ground track. RAPCON will clear aircraft for the contact approach by stating "(Call sign) cleared contact approach, ECKHO/FOXTR", or will issue alternate instructions if a contact approach is not practical. When established at pattern altitude with VFR cloud clearances, aircraft will state "(Call sign), (cancel IFR, ECKHO/FOXTR)." This means they are cancelling IFR and requesting a frequency change to RSU/Tower. Radar service is automatically terminated.

5.1.2.1.1. While executing the contact approach, T-6s will maintain strict adherence to the ground tracks for Vance T-6 Local Recovery Routes (**Attachment 20**) and VFR Traffic Patterns (**Attachment 11**)". T-6s will not deviate from these ground tracks, nor execute the contact approach past ECKHO/FOXTR in-order to achieve VFR conditions. If unable VFR by ECKHO or FOXTR, execute an immediate turn to heading 090, climb and maintain 2900' and contact RAPCON on Channel 17 for an alternate clearance.

5.1.2.2. T-38 Contact Approach. During Restricted Pattern status once T-38s have been cleared direct the radar termination fix, are within 5 miles of the radar termination fix, and clear of clouds, they will state "(Call sign) REQUEST CONTACT APPROACH." This means they are requesting a contact approach to allow VMC descent to pattern altitude along their respective recovery ground track. RAPCON will clear aircraft for the contact approach by stating "(Call sign) CLEARED CONTACT APPROACH, BFALO/CARER", or will issue alternate instructions if a contact approach is not practical. When established at pattern altitude with VFR cloud clearances, aircraft will state "(Call sign) (CANCEL IFR, BFALO/CARER)." This means they are cancelling IFR and requesting a frequency change to RSU/Tower. Radar service is automatically terminated. Contact approach is not available from BOOMR/POKES.

5.1.2.2.1. While executing the contact approach, T-38s will proceed direct to BFALO/CARER and will not deviate to achieve VFR conditions. T-38s will not continue the contact approach past BFALO/CARER in-order to achieve VFR conditions. If unable VFR by BFALO/CARER, execute an immediate turn to heading 270, climb and maintain 4000', and contact RAPCON on Channel 12 for an alternate clearance.

5.1.3. Communications Transfer. RAPCON shall advise aircraft what agency (Tower/RSU) is controlling the runway, "(Call sign) CONTACT (controlling agency)."

5.1.4. VFR Flight Following. Vance aircraft must call approach for services on recovery to Vance for VFR flight following. Pilots will contact Vance Approach on the appropriate frequency as soon as possible in order to sequence arrivals appropriately.

5.1.5. Cascade Recovery Option. Aircraft operating in the Vance 1A/C/D airspace may be cleared to BFALO/CARER via the "CASCADE Recovery". When issued the Cascade Recovery aircraft will descend to 8,000' or assigned altitude enroute to (FALLZ/RAPDZ) where aircraft will enter the corridor. Once eastbound in the corridor, aircraft will continue descent to 8000' MSL or assigned altitude. Upon reaching 8000' aircraft will turn direct to BFALO/CARER at 8000' MSL. If assigned an altitude other than 8000', maintain assigned altitude on the Cascade Recovery ground track and expect further clearance from ATC. Note: This option will not be utilized for the radar release points of BOOMR/POKES. Reference **Attachment 26** for depiction.

5.2. Radar Vectors to Initial. Aircraft requesting vectors to initial shall notify RAPCON during recovery using the following phraseology: "(Call sign) REQUEST INITIAL, (runway designator)."

5.3. Tactical Procedures. Tactical Initial is approved by the Tower based on traffic pattern saturation.

5.3.1. Tactical Initial.

5.3.1.1. Aircraft will coordinate tactical initial with Tower prior to entering the pattern (after reporting 5NM prior to BFALO/CARER/BOOMR/POKES).

5.3.1.2. Standard tactical initial is 4000' line abreast at normal pattern altitude (2800'MSL). Aircrew may request non-standard altitudes but may be denied pending conflicting traffic and/or pattern saturation.

5.3.1.3. Both aircraft will remain West of the Center Runway.

5.3.2. Tactical Departure Procedures are not conducted at Vance AFB.

5.4. Restrictions for Instrument Approaches. Separation between Vance runways does not meet FAA guidelines to allow simultaneous IFR arrivals. Additionally, due to potential conflict with RSU Shoehorn Eastside patterns, VOR/TACAN approaches to Runway 17C/35C cannot be conducted during RSU Shoehorn Eastside operations to Runway 17L/35R or simultaneously with VOR or GPS approaches to Runway 17L/35R. VOR/TACAN and GPS approaches to Runway 17L/35R and 17R/35L cannot be conducted when RSUs Shoehorn Eastside patterns are active to the respective runways.

5.5. MARSA during Buttonhook Status. The recovery method for T-6 aircraft during Buttonhook status is via an instrument approach to Runway 17L/35R, unless otherwise directed by air traffic control. The recovery method for T-1/T-38 aircraft during Buttonhook status is via instrument approach to Runway 17R/35L, unless otherwise directed by air traffic control.

5.5.1. MARSA is authorized to be applied between 71 FTW T-6s conducting instrument approaches to Runway 17L/35R simultaneously with any 71 FTW aircraft conducting instrument approaches to Runway 17R/35L. MARSA will apply between simultaneous arrivals from the initial approach fix until landing. The weather minimums for simultaneous arrivals are 500 foot ceilings and 3 miles visibility.

5.5.2. Split Buttonhook Operations: When weather minimums allow for a VFR pattern on one side of the airfield, but not the other. Tower will control all runways during split buttonhook operations.

5.5.2.1. T-6 pattern closed with T-38 pattern open.

5.5.2.1.1. T-6 status buttonhook.

5.5.2.1.2. T-38 status must be restricted pattern or better.

5.5.2.1.2.1. Restricted straight-in only is not authorized during split buttonhook operations.

5.5.2.1.3. T-1 status must be restricted pattern:

5.5.2.1.3.1. T-1s will enter the 17R/35L VFR pattern via the applicable radar entry

point, request a straight-in and descend to 2,300 feet MSL once approved. T-38s will carry through initial until cleared to break by Tower. If 17C/35C is available, Tower will offer it to the T-1 aircraft on the straight-in.

5.5.2.2. T-38 pattern closed with T-6 pattern open.

5.5.2.2.1. T-6 status must be restricted pattern or better.

5.5.2.2.2. T-38/T-1 status buttonhook.

5.5.3. Aircraft experiencing a malfunction or declaring an emergency may ask ATC for an instrument approach to 17C/35C.

5.6. MARSA during Restricted Pattern Status. The recovery method for T-6 aircraft during restricted pattern status is vectors/clearance direct ECKHO/FOXTR to a contact approach.

5.6.1. MARSA is authorized to be applied between 71 FTW T-6 aircraft conducting a contact approach to ECKHO/FOXTR simultaneously with any 71 FTW aircraft conducting instrument approaches to Runways 17C/35C, and Runways 17R/35L. MARSA would apply to these arrivals from the point the aircraft is cleared for the contact approach (5 miles from ECKHO/FOXTR) to ECKHO/FOXTR, or until the contact aircraft has turned to heading 090 and climbed and maintained 2900', in the event the aircraft is unable to cancel IFR. Weather minimums required to use this application of MARSA are 1500 foot ceiling and 3 miles visibility.

5.6.2. The recovery method for T-38/T-1 aircraft during restricted pattern status is vectors/clearance direct BFALO/CARER to a contact approach.

5.6.2.1. MARSA is authorized to be applied between 71 FTW T-38s conducting a contact approach to BFALO/CARER simultaneously with any Vance assigned aircraft conducting instrument approaches to Runways 17C/35C, or Runway 17L/35R. MARSA would apply to these arrivals from the point the aircraft is cleared for the contact approach (5 miles from BUFFALO/CARRIER) to BFALO/CARER, or until the contact aircraft has turned heading 270 and climbed and maintained 4,000', in the event the aircraft is unable to cancel IFR. Weather minimums required to use this application of MARSA are 2000 foot ceiling and 3 miles visibility.

5.7. Radar Traffic Pattern. See **Attachment 3** for Vance radar traffic pattern altitudes/headings.

5.8. Missed Approach Procedures. Aircraft discontinuing a published instrument approach shall fly the published missed approach unless otherwise directed by air traffic control.

5.8.1. When the status is BH or worse, alternate missed approach procedures to the outside runway will be:

5.8.1.1. 17R – turn right heading 220, climb and maintain 4000'.

5.8.1.2. 35L – turn left heading 310, climb and maintain 4000'.

5.8.2. Aircraft discontinuing a visual approach to any runway and requesting to stay with Tower will automatically cancel IFR and be treated as a VFR aircraft.

5.9. Tower Frequency Integrity. Aircraft entering the VFR patterns will be assigned different frequencies, depending on the controlling agency.

5.9.1. Aircraft using the inside Runway (17L/35R) will be issued 238.85 (**CH 4**) regardless of controlling agency.

5.9.2. Aircraft using the outside Runway (17R/35L) will be issued 379.55 (**CH 16**) regardless of controlling agency.

5.9.3. When tower controls the outside runway, center runway operations (17C/35C) will be issued 379.55 (**CH 16**). When Shoehorn controls the outside runway, center runway operations will be issued 259.1 (**CH 5**).

5.9.3.1. The center runway frequency (CH5 or **CH 16**) will be annotated on the Airfield Automation System. In the event of an Airfield Automation System outage, Tower will notify RAPCON of channel in use.

5.9.4. All transient aircraft will be on Tower frequency 259.1 (**CH 5**) or 124.05.

Chapter 6

EMERGENCY PROCEDURES

6.1. Primary Crash Alarm System Procedures (PCAS). Fire Department, Medical Clinic, Airfield Management and Tower are on the PCAS. Tower shall activate the PCAS for in-flight/ground emergencies, barrier engagements, and any unusual circumstances the Tower supervisor deems as requiring immediate response. During base exercises, Tower shall preface and terminate activation with the phrase "Exercise, Exercise, Exercise."

6.1.1. PCAS/Secondary Crash Net (SCN) Activation. Tower transmits the following information via the PCAS immediately upon receipt: type of emergency (ground or airborne), type aircraft, nature of emergency, aircraft call sign, pilot's intentions, number of persons on board, fuel remaining in pounds or minutes, estimated time to landing, wind information, and any other information passed from the aircraft that is pertinent to the situation. Airfield Management activates the SCN and relays all information verbatim via the PCAS. Agencies approved on the SCN are Fire Department, Clinic, Command Post, Emergency Management, Weather Station, Flight Safety, Aircraft Maintenance Control, Security Forces, Civil Engineering, Transient Alert, and each flying squadron operations duty section.

6.1.2. PCAS/SCN Checks. Tower shall conduct daily crash phone checks Monday through Friday between 0900-0915 daily or within the first 15 minutes after the airfield opens if later than 0900. Airfield Management conducts a check of the SCN immediately after the check of the PCAS.

6.2. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter Response. If an Emergency Locator Transmitter signal is received outside of the normal testing times (within the first 5 minutes of the hour, no more than 3 audio sweeps), RAPCON shall notify Tower of the frequency on which the Emergency Locator Transmitter was received. Tower shall notify the SOF and Airfield Management. Airfield Management will notify MOC, AFE, and CP. The PCAS or SCN is not activated for Emergency Locator Transmitter signals unless directed by the SOF.

6.3. Emergency Response – In-Flight/Ground Emergency Procedures (On/Off Base) Suspending Runway Operations. Airfield Management and Fire Department respond to all in-flight emergencies and ground emergencies. Flight Medicine will respond to or monitor in-flight emergencies in accordance with VAFB MCRP Plan 800 as dictated by the situation and after discussion with the Fire Chief/Incident Commander. The designated Incident Commander (the Senior Fire Officer (SFO) on-scene) and responsibilities of responding agencies for on/off base emergencies are in Vance AFB OPLAN 91-1, Mishap Response and Airfield Operations Flight Operating Instruction 91-1 HATRS, Aircraft Accident/Mishap/Incident response, and Reporting Procedures.

6.3.1. Positioning of Responding Vehicles. For inbound in-flight emergencies, response vehicles will preposition as outlined in VAFBI 13-213, Airfield Driving. For all other airfield emergencies, emergency response vehicles will proceed to the location of emergency with the following exception: no personnel or vehicle are allowed to proceed onto an active runway without first gaining the Control Tower's approval.

Note: Security Forces are not an initial responder to an aircraft emergency unless requested by the Fire Chief. Security Forces will respond to the airfield side of Airfield Management and wait.

If called to respond, the driver must receive clearance to enter the CMA from the Control Tower. Request from the Fire Chief to respond to the site is not clearance to enter or cross a runway.

6.3.2. Emergency Vehicle Crossing Eastside Controlled Runway. Tower shall coordinate with Eastside RSU as soon as practical to facilitate emergency response vehicles crossing of the inside runway. In accordance with AETC 11-204/Vance Sup 1, Eastside will ensure emergency aircraft and all emergency response vehicles and equipment receive priority over non-emergency traffic. Tower shall retain control of emergency response vehicles for the duration of the crossing and shall notify Eastside RSU when all crossings are complete so the RSU may resume normal operations.

6.3.3. Suspension and Resumption of Runway Operations. Upon landing of the emergency aircraft, runway operations are automatically suspended and cannot be resumed until a foreign object debris (FOD) check has been completed and by Airfield Management.

Note: The SOF is authrorized to waive the FOD check. If the FOD check is waived runway operations will not be suspended. Tower will advise Airfield Management of a waived FOD check as soon as possible.

6.4. Emergency Aircraft Arresting System Procedures. Emergency Aircraft Arresting System Procedures are conducted in accordance with FAAO JO 7110.65.

6.5. Local Emergency Channel. Channel 13 reduces the amount of radio transmissions required to successfully coordinate with multiple Vance agencies. The RAPCON owns and shall monitor Vance UHF local Channel 13. Pilots experiencing an emergency or abnormal situation should request to recover on this frequency. Upon landing, Tower will direct aircrews not already on Channel 13 to contact the Incident Commander on Channel 13. Tower will also direct all ground aircraft emergencies to contact the Incident Commander on channel 13. If landing under RSU control, RSU will direct aircrews to contact the Incident Commander on Channel 13 only after the RSU has coordinated with the Tower. The SOF may use Channel 13 to transmit technical information to emergency aircraft after coordinating with the controlling agency. RAPCON shall transfer control to the Tower by stating: "(position) (Call sign), EMERGENCY, YOUR CONTROL, CHANNEL 13." Tower shall initiate a radio check or, issue instructions to the aircraft. RAPCON shall monitor Channel 13 until the pilot acknowledges the Tower.

6.6. In-Flight Emergency Special Handling. RAPCON shall ensure separation is maintained. Tower shall not clear an aircraft for departure with an in-flight emergency 10 flying miles to the same runway.

6.7. Abandonment of Aircraft. Controller instructions are advisory in nature and the exact point of ejection is the responsibility of the pilot.

6.7.1. T-6 Controlled Bailout Area. Bailout area is END 144/15 or the ODG 170/15 at the recommended altitude of 4,500 feet MSL.

6.7.2. T-38 Controlled Bailout Area. Bailout area is END 204/15 at the recommended altitude of 4,500 feet MSL.

6.7.3. Search and Rescue Information. RAPCON/Tower shall relay information concerning search and rescue operations for a Vance assigned aircraft in accordance with Vance Plan 506, Search and Rescue and in accordance with FAA JO 7110.65 for other than Vance assigned aircraft.

6.8. Fuel Dumping. A designated fuel dump area is not established. Aircraft requesting fuel dumping shall be controlled by RAPCON in accordance with Federal Aviation Administration guidelines.

6.9. External Stores Jettison Area. The designated drop area for aircraft to jettison external fuel tanks/stores is the END 194/21. The recommended altitude is 4,500 feet MSL. Controllers may provide information or vectors but not give instructions of when stores should be jettisoned.

6.10. T-6 Emergency Landing Pattern. (**Attachment 17**). Vance emergency landing pattern approaches are normally flown to Runway 17L/35R with the pattern to the east. Aircraft may request West pattern or landing on other runways. High key altitude is 3,800 feet MSL to 4,300 feet MSL. Low Key is 2,800 feet MSL.

6.10.1. Authorized Locations: Vance, Enid/Woodring, and Kegelman airfield. Enid/Woodring emergency landing pattern procedures are in accordance with the Letter of Agreement. Both Vance Tower and RSU's are capable of controlling emergency landing patterns.

6.10.2. Phraseology. Aircraft will request entry into the emergency landing pattern: "(call sign), (number) MILES TO THE (direction from the airport) FOR HIGH KEY." The controller will direct: "REPORT HIGH KEY." When the aircraft reports High Key the controller will direct: "REPORT LOW KEY."

6.10.3. Notification Procedures. When a T-6 declares an emergency and requests an emergency landing pattern, the controlling agency will make a Guard call: "EMERGENCY LANDING PATTERN PROCEDURES ARE IN EFFECT AT (airport name)." To resume normal operations the controlling agency will make a Guard Call: "EMERGENCY LANDING PATTERN PROCEDURES ARE TERMINATED, RESUME NORMAL OPERATIONS."

6.10.4. When there is a T-6 emergency recovering for an emergency landing pattern, Tower shall instruct the aircraft to report high key. At this time Tower will stop all arrival and departure operations to 17L/35R and 17C/35C until the aircraft is landing assured.

6.10.5. Training. Non-emergency aircraft may initiate the emergency landing pattern by requesting High Key. Practice emergency landing patterns are normally flown to the East and will be conducted between the end of Civil Twilight and the beginning of Civil Twilight.

6.11. Aircraft Mishap Response/Reporting Procedures. Aircraft incident/mishap, Hazardous Air Traffic Report/Military Facility Deviation response/reporting procedures will be in accordance with Vance Mishap OPLAN 91-1.

6.12. Anti-hijacking/Prevention of Unauthorized Aircraft Movement. Airfield Management, Tower, and RAPCON prevent/respond in accordance with FAA JO 7110.65, FAA JO 7610.4, AFI 13-207, and VAFB Plan 502/Anti-hijacking and Prevention of Unauthorized Aircraft Movement.

6.13. Hydrazine Procedures.

6.13.1. If an aircraft is reported to have a hydrazine leak it will be treated as an emergency

and will taxi or be towed to park on the Runway 35L hammerhead. Tower will ring out the PCAS.

6.13.2. If pilot reports a leaking emergency power unit, Tower will direct the pilot to park the aircraft into the wind.

Chapter 7

SUPERVISOR OF FLYING (SOF) INTERFACE WITH AIR TRAFFIC CONTROL

7.1. SOF Communication with Air Traffic Control Supervisors. SOFs shall not perform air traffic control functions. The SOF will coordinate with the Tower/ RAPCON Watch Supervisors rather than communicating directly with the controllers working the position.

7.2. SOF Coordination. The SOF will coordinate with the Tower and/or RAPCON Watch Supervisors and Airfield Management on status information, diverts, runway changes, emergencies, MOA saturation procedures, and when expecting visitors.

7.3. Air Traffic Control Watch Supervisor Coordination. Tower and RAPCON Watch Supervisors shall advise the SOF of any conditions that may interfere with or curtail 71 FTW aircraft operations. Only published air traffic control or area frequencies shall be used to pass status information, runway changes, etc. The SOF will coordinate with Tower Watch Supervisor to broadcast weather recall on guard frequencies.

7.4. SOF Communication on an Air Traffic Control Frequency. In accordance with AFMAN 13-204v3, the SOF shall coordinate with the facility Watch Supervisor to transmit directly to the affected aircraft on an air traffic control frequency if extremely technical information needs to be passed to emergency aircraft. Normally this information is transmitted on the SOF's frequency or channel 13 (local emergency frequency). The SOF shall not transmit air traffic control instructions or clearances.

7.5. SOF Program Manager Responsibilities. The SOF Program Manager will coordinate SOF feedback related to airfield operation services with the Airfield Operations Flight Commander.

7.5.1. Facility Access. The SOF program manager will provide the Tower Chief Controller with a current authorized access list.

7.5.2. SOF Training Capability. SOF training is limited to two SOF trainees in the Tower at a time.

Chapter 8

GENERAL INFORMATION

8.1. Vance Initial Airfield Opening. When the airfield is to open and there is lightning within 5 NM of the aerodrome, opening airfield checks/inspection and barrier checks cannot be accomplished. When this occurs, the airfield will be NOTAMed closed until the lightning is outside of 5 NM, the opening check can be accomplished by Airfield Management, and barrier inspection is completed by Civil Engineering Power Production.

8.2. Airfield Transfer of Control. Security Forces maintains control of the airfield when it is closed. Any personnel requiring access to the airfield during this period must coordinate with Security Forces prior to going onto the airfield. Security Forces logs call signs of all vehicles that have accessed the airfield.

8.2.1. Airfield Management Transfer of Control to Tower. At least one hour prior to airfield opening, Airfield Management will contact Security Forces to obtain control of the airfield and the call sign of each vehicle on the airfield at that time. Airfield Management documents all vehicles on the airfield and the Security Forces individual from which control was received on AF Form 3616.

8.2.1.1. Ground Control is authorized to begin taxiing aircraft 15 minutes prior to official airfield opening.

8.2.1.2. If a runway or Taxiway Bravo is NOTAMed closed, Airfield Management retains control of that runway or taxiway. Vehicles will coordinate with Airfield Management Operations prior to entering the closed runway or taxiway.

8.2.1.3. Tower Assumption of Airfield Control. At the published or NOTAMed airfield opening time, Ground Control shall broadcast on all ground frequencies, the Com Net, and the Crash FM “Vance Tower controls the airfield. Vehicles in the Controlled Movement Area contact Ground with Call Sign and Location. Vance Tower is Open.”

8.2.1.4. Tower Releasing Control of Airfield to Security Forces. Upon closing, Tower shall notify Security Forces of the call sign of all known vehicles on the airfield prior to transferring control. At the official closing airfield time, Tower shall announce "Vance airfield is closed” on all air traffic control frequencies and FM nets excluding guard.

8.3. Transient Aircraft. Transient aircraft must coordinate with Airfield Management to obtain a prior permission required (PPR) number. Airfield Management coordinates transient arrivals and departures with base agencies. Transient services are available during airfield hours in accordance with the IFR Supplement or published NOTAMs.

8.3.1. Civilian Aircraft Operations. Civil aircraft operations are authorized if the required landing permit has been granted. Airfield Management shall process all civilian aircraft landing requests in accordance with AFI 10-1001, *Civil Aircraft Landing Permits*. All civilian aircraft operations, even those with HQ USAF/XOO-BC approved landing permits, must have 71 FTW/CC’s approval prior to landing. The 71 FTW/CC delegates approval authority to the 71 OG/CC.

8.3.2. Practice Approaches by Civilian Aircraft. Civilian aircraft are authorized to use Vance Navigational Aids for practice instrument approaches, provided student flying is not impeded.

Two-way radio contact with air traffic control must be maintained at all times. Aircraft shall not be cleared to land, touch-and-go, or stop-and-go unless Vance AFB is the approved destination airport or the aircraft has declared an emergency.

8.3.3. Military Aero Club Operations. Military Aero Club aircraft are exempt from the requirement for a civil aircraft landing permit, however, transient aero club operations are not authorized during wing flying hours.

8.3.4. Unscheduled Aircraft Arrivals. If an unscheduled (no arrival notice) military aircraft lands at Vance, Tower shall obtain the point of departure from the aircraft and relay to Airfield Management. If a military aircraft requests landing at Vance without prior permission required coordination, Tower shall obtain reason for landing. The Airfield Manager or designated representative shall determine if the aircraft arrival is authorized and can be accommodated and shall relay approval to the Tower. If the arrival cannot be accommodated, Tower shall deny landing clearance.

8.3.5. Unauthorized Landings. A civil aircraft landing without prior approval is considered an unauthorized landing. This may occur whether the airfield is open or closed. If an unauthorized landing occurs, Security Forces and Airfield Management shall respond in accordance with Vance AFB Integrated Defense Plan 31-101 and AFI 10-1001.

8.4. Precision Approach Critical Areas. Aircraft/vehicle operations in the Precision Obstacle Free Zone, Localizer and Glideslope critical areas (**Attachment 2**) may affect the integrity of the instrument landing system signal. Tower shall restrict vehicles/aircraft from proceeding past the instrument hold lines in accordance with DAFMAN 13-204V3. Vehicle operators are trained in accordance with VAFBI 13-213, Airfield Driving, to hold short of instrument hold lines when the taxiway lights are on and to contact Tower for clearance prior to proceeding beyond that point. Tower shall turn on all taxiway lights whenever the ceiling is less than 800 feet or the visibility is less than 2 miles.

8.5. Airfield Lighting Systems. The airfield lighting system consists of the following:

8.5.1. Runway 17C/35C: Short Approach Lighting System with Sequenced Flashing Lights, High Intensity Runway Lights, and Precision Approach Path Indicators.

8.5.2. Runway 17R/35L: High Intensity Runway Lights, Precision Approach Path Indicators and Short Approach Lighting System.

8.5.3. Runway 17L/35R: Medium Intensity Runway Lights with Runway End Identifier Lights and Precision Approach Path Indicators.

8.5.4. Taxiways: Taxiway edge lights are installed on all usable taxiways, except for taxiway Delta between Runways 17L/35R and 17C/35C.

8.5.5. The Simplified Short Approach Lighting System with Runway Alignment Indicator installed on a precision runway, as configured on Runway 17C/35C, is nonstandard. Additionally, the installation of Precision Approach Path Indicators on the right sides of Runways 17C/35C and 17R/35L is nonstandard.

8.5.6. Tower personnel shall turn off all airfield lighting when the airfield closes.

8.6. BAK-15 Aircraft Arresting Systems Procedures. BAK-15 arresting systems are installed at the ends of Runways 17C/35C & 17R/35L. They are normally maintained in the lowered

position. Raised BAK-15s are 24 feet high and are only designed for departure end engagements. BAK-15s are not capable of successive engagements. During hours of operation, departure end barriers are to remain in the raised position when freezing precipitation is forecasted. During closed airfield hours, all barriers are to remain in the raised position when freezing precipitation is forecasted.

Note: All BAK-15s are connected to energy absorbers (chains) at all times.

Table 8.1. BAK-15 Distance into the Overrun.

RUNWAY	DISTANCE
17C	154’
35C	154’
17R	152’
35L	154’

8.6.1. Activation of BAK-15. Tower is responsible for the activation of the BAK-15s on Tower controlled runways. Tower will not raise the barrier unless requested by an aircraft, RSUs, or as directed by the SOF, except to complete operational checks and as provided in **para 8.6.2**. When a barrier is called for and Tower is controlling both Runway 17C/35C and 17R/35L, both departure end barriers shall be raised. Shoehorn may raise the barrier for a solo student if they deem it necessary.

8.6.2. Transfer of BAK-15 Controls to RSU. When the RSU assumes control of a runway, Tower transfers control of the BAK-15 to the RSU. During transfers of runways/barriers, it shall be specifically stated “Tower/RSU has control of the barrier.” If the RSU barrier control switch is inoperative Tower shall maintain control of the barrier. The RSU will coordinate with the Tower by direct line if the barrier needs to be raised. An operational check of the barrier will be conducted by the Tower/RSU when they assume control of the runway.

8.7. Navigational Aids. Vance AFB operates and maintains the Vance Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC), identifier END. Additionally Vance AFB operates/maintains instrument landing system equipment to Runway 17C/35C. All navigational aids are equipped with backup power generators that have reliable auto-start capability. Vance AFB navigational aids and the Digital Airport Surveillance Radar are not part of the National Airspace System.

8.7.1. Vance RAPCON is the navigational aid monitoring facility.

8.7.2. No-NOTAM Preventive Maintenance Inspections times are published in the IFR Supplement.

8.8. Air Traffic Control Facilities. Tower and RAPCON are equipped with backup power generators that have reliable auto-start capability.

8.8.1. Operating hours normally coincide with airfield hours outlined in **paragraph 1.1**. Changes and other than normal hours are sent as NOTAMs.

8.8.2. Exceptions to Published Hours. 71 OG/CC is the approval authority for operating hours that differ from the published airfield and air traffic control facility hours.

8.9. Tower Operations without RAPCON Open. When the RAPCON is closed, Tower Operations are conducted in accordance with the Kansas City Center/Vance Tower Letter of Agreement.

8.10. Automatic Terminal Information Service (ATIS). Vance ATIS is operated in accordance with FAA JO 7110.65 continuously during wing flying.

8.10.1. The following local procedures will be utilized:

8.10.1.1. Pertinent NOTAMS will be broadcasted for the first 24 hours, starting when the NOTAM was issued. After 24 hours, the NOTAM will be removed from the ATIS.

8.10.1.2. Broadcast airfield status information anytime the status is reported as RESTRICTED PATTERN, BUTTONHOOK, PUBLISHED RECOVERY or anytime alternates are required.

8.10.1.3. Broadcast the bird watch condition when reported as moderate or severe at Vance or Kegelman.

8.11. Local Frequencies/ Channelization (Attachment 4) and Ground Station/Vehicle Call Signs (Attachment 5). Vance aircraft are channelized for most Vance air traffic control frequencies.

8.11.1. The Crash Net is dedicated for use amongst Fire Department vehicles, the Fire Department, and the Control Tower. The Tower does not monitor the Crash Net continuously. The Tower will monitor the Crash Net anytime the PCAS is activated or anytime as requested by the Fire Department.

8.12. Delegation of Vance Approach Airspace. Vance RAPCON airspace (**Attachment 6**) is delegated to Vance and operations are conducted in accordance with the Kansas City Center/Fort Worth Center Approach Control, Instrument and MOA Letter of Agreements.

8.12.1. Designation of Vance Approach Airspace. Vance RAPCON airspace (the approach control and western MOA/ATCAA airspace) consists of Class A, E, and G airspace. Altitudes East of the Western MOA Middle Rings are surface to FL 240. Altitudes in the Western MOA Middle Ring are surface to up to 8000’ for approach control only services, and 8000’to FL240 for MOA operations. Altitudes in the Western MOA Outer Ring are 8000’ to FL240 for MOA operations.

8.12.2. Special Use Airspace. Portions of the Vance Approach airspace are designated as MOAs. Vance MOAs are designated 1A, 1B, 1C, 1D and have ATCAA associated along with each of them. Two alert areas (Alert Areas 562-A and 562-B) are designated for high density student pilot training.

8.12.3. Radar Final Approach Capability. Vance RAPCON does not have Airport Surveillance Radar or Precision Approach Radar final approach capability.

8.13. Wind Sensors. Vance Weather Flight selects the airfield wind sensor that provides information for the Meteorological Aerodrome Report. Air traffic control facilities have the capability to obtain wind information from either end of the runway (via Airfield Automation System) without affecting weather flight settings.

8.14. Weather Advisories and Hazardous In-Flight Weather Advisory Service. Vance airspace is within a Hazardous In-Flight Weather Advisory Service area. The RAPCON will pass

received Hazardous In-Flight Weather Advisory Service information to the Tower for appropriate dissemination. RAPCON will inform general aviation aircraft that weather information is available via Hazardous In-Flight Weather Advisory Service, flight watch, or flight service stations if they may be affected by hazardous weather contained in FAA weather alerts and advisories. Tower/ RAPCON shall inform Vance assigned aircraft of Vance generated weather warning/watches. Hazardous In-Flight Weather Advisory Service information will be put on the ATIS.

8.14.1. Lightning procedures are in accordance with AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards.*

8.14.2. Airfield Management will activate the SCN whenever a weather warning is issued.

8.15. Air Traffic Control and Landing Systems Radar Antenna Free Wheel. Procedures to free wheel the radar antenna will be conducted in accordance with the Air Traffic Control and Landing Systems Restoration Procedures Memorandum of Agreement with 71 OSS/OSAM.

8.16. Night Vision Device Operations. Night Vision Device operations are not conducted at Vance AFB.

8.17. Hot Pit Refueling Operations. Hot Pit refueling operations are not conducted at Vance AFB.

8.18. Drag Chute Jettison Areas. Drag chute jettison areas are not required at Vance AFB.

8.19. Paradrop Operations. Paradrop operations are not conducted at Vance AFB.

8.20. Unmanned Aircraft Systems Operations. Unmanned Aircraft System operations

are not authorized or conducted on Vance AFB.

8.20.1. Aircrew encountering an unmanned aircraft systems will report position, altitude, and description of the unmanned aircraft systems to the controlling agency once well clear of the conflict. Any controlling agency receiving unmanned aircraft systems reports will make advisory calls as required and relay information to the Vance Supervisor of Flying as soon as possible.

8.21. Statuses. The flying statuses are determined by the SOF based on weather, NAVAID status, and airfield support.

8.21.1. Unrestricted. Weather and facilities permit full use of all areas for both dual and solo flying.

8.21.2. Area Status – Select Area Solo. A portion of the MOA is usable for solo students.

8.21.2.1. Formation Solo. Solo students in formation flights are allowed in MOAs.

8.21.2.2. Weather Solo. MOA usable for weather qualified T-38 solo students.

8.21.2.3. Dual. MOA is usable for dual aircraft only.

8.21.3. Pattern Status

8.21.3.1. Solo. VFR pattern is open for solo students.

8.21.3.2. Dual. VFR pattern is open for dual aircraft only.

8.21.3.3. Restricted Pattern. VFR pattern is open for dual aircraft. Entry method into pattern is the contact approach, initial departure, or option following an instrument approach.

8.21.3.4. Restricted Pattern Straight-In Only. Weather is at VFR minimums (1500' ceiling/3 SM visibility). Maximum of 6 aircraft. T-38 aircraft will enter the western pattern from initial takeoff or an approach to Runway 17C-35C, then remain in Tower's/Shoehorn's pattern. BFALO/CARER/VFR entry will not be used. Aircraft will fly at 2300' MSL along the outside runway ground track and fly straight-in approaches only. The T-6s will be restricted pattern status and will normally enter the eastern pattern via contact approach, initial departure, or option following an instrument approach.

8.21.4. Buttonhook. Weather does not allow an overhead pattern. Aircrews should expect IFR departures and arrivals. Unless otherwise directed by air traffic control, T-6 aircraft will expect to recover via an instrument approach to Runway 17L/35R and T-1/T-38 aircraft will expect to recover via an instrument approach to Runway 17R/35L. Aircraft experiencing a malfunction or declaring an emergency may ask ATC for an instrument approach to 17C/35C.

8.21.5. Published Recovery. IFR departures and arrivals are in effect. A block plan will normally be implemented.

8.21.6. Published Recoveries/Restricted Pattern. IFR departures and recoveries are in effect. VFR pattern is open, dual only.

8.21.7. Stop Launch. No local aircraft departures. Airborne sorties may continue.

8.21.8. Stop Launch/Area Hold. No local aircraft departures. Divert fuels apply.

8.21.9. Weather Hold Status (T-1 Only). Weather is deteriorating but forecast to improve rapidly. Divert fuels will apply for airborne aircraft.

8.21.10. SOF Directed Recall. Aircraft will discontinue area work and request recovery.

8.21.11. Standby. Local aircraft are on the ground. No Vance aircraft will taxi unless directed by the SOF.

8.21.12. Stand Down. Local flying is terminated for the remainder of the day.

Chapter 9

CONTROL TOWER AND RAPCON FACILITY OPERATIONS

9.1. Runway Selection and Change Procedures. The SOF determines the runway in use. If the SOF is not available, the Tower watch supervisor determines the runway in use. The timeline of a runway change will be based on traffic load and/or current/forecasted weather conditions.

Table 9.1. Control Tower and RAPCON Facility Operations.

STEP	FACILITY	ACTION
1	Tower	Coordinate with the RAPCON Watch Supervisor for runway change time. Notify Fire Department, Airfield Management, and all wing aircraft of runway change time and give appropriate instructions as necessary.
2	RAPCON	Notify airborne aircraft by sector and verify IDENT of all and query non-IDENTing aircraft. Watch Supervisor notify SOF once all aircraft are notified. Hold aircraft not established on recovery in their areas, as required.
3	SOF	Notify Kegelman and Vance RSUs of runway change time.
4	RAPCON	Stop arrivals to all runways. Aircraft established on final may continue. Stop all arrivals to radar termination fixes.
5	Tower	Stop departures from taxiing. Request intentions of aircraft lined up for departure (take off or taxi around for other runway if not ready). Stop ATIS broadcast.
6	Tower	Stop operations to all runways. Aircraft established on final may continue for full stop. If tower does not control, take action to take runway back from RSUs
7	Shoehorn	Stop all operations to Runway, 17R/35L, give runway back to tower.
8	Eastside	Stop all operations to Runway, 17L/35R, give runway back to tower.
9	RAPCON	Sequence arrival to the new entry point.
10	Tower	Notify the RAPCON, RSUs, Airfield Management, Weather, and Fire Department when runway change is complete. An operational check of the barrier will be conducted by the Tower. Turn patterns back over to RSUs, if applicable.

9.2. Tower/RSU Coordination for Transients. Tower shall direct RSUs to stop departures in order to ensure IFR transient arrivals/departures to Runway 17C/35C and 17R/35L do not operate simultaneously with RSU departures.

9.2.1. Landing/Departure Runway for Transient Aircraft. If landing on a runway other than 17C/35C is required, Tower will control that runway. If Runway 17C/35C is closed for an

emergency or during scheduled Runway 17C/35C closure, Tower will coordinate to obtain Runway 17R/35L from Shoehorn. Once control of the runway and barrier controls are transferred, Tower will clear the transient to land or takeoff.

Note: All local aircraft established in Shoehorn/Eastside patterns will remain under RSU control and be placed in the high pattern to avoid conflicts with Tower controlled aircraft.

9.2.2. Transient Aircraft Crossing RSU Controlled Runways. Transient aircraft taxiing will remain on Ground Control frequency. Tower shall coordinate with RSUs for crossing the RSU controlled runway.

9.2.3. When civilian aircraft are within Vance Class D Airspace, and must cross the arrival/departure corridor within 3 miles of the field, the following procedures shall be used. When Tower receives information regarding transitioning aircraft, Tower will immediately pass this information to the RAPCON and, if applicable, RSUs. If first contact with the aircraft to transit the Class D is via phone, Tower will pass the approximate time "pipeline procedures" are proposed and any applicable additional information to the SOF whenever RSUs are in control of RWYs 35R/17L and RWYs 35L/17R.

9.2.3.1. Pipeline Communication Procedures. (Only utilized when RSUs are in control). When the aircraft makes initial radio contact with Tower, Tower will advise the aircraft to remain outside of the Class D airspace until coordination has been accomplished. Tower will notify the RAPCON and RSUs: "Propose pipeline procedures at (time), (time check), (aircraft current location)" and broadcast on all appropriate frequencies, "Attention all aircraft, propose pipeline procedures at (time), (time check)." When the RSUs are prepared to allow pipeline procedures to begin, they will inform tower, "Pipeline procedures are in effect." Once the aircraft is exiting the Class D, advise the appropriate agencies "Pipeline procedures terminated, (aircraft current location)."

9.2.3.2. Pipeline Procedures In Effect. Once notified by RSUs that "Pipeline procedures are in effect", Tower will, traffic permitting, allow aircraft into Class D once all aircraft have been de-conflicted. The RAPCON will hold arriving aircraft not previously established on final approach at or within the final approach fix to Vance AFB until termination of pipeline procedures. Controllers may continue to allow aircraft returning to Vance via radar release points (BFALO, CARER, ECKHO, FOXTR) to enter the pattern unless advised the pattern is saturated. Pipeline aircraft has priority over wing assigned aircraft unless necessary for the safety of air traffic operations.

9.3. Tower Evacuation/Comm Out.

9.3.1. Immediate Response.

9.3.1.1. Tower or RSU Radio Failure. If Tower radios fail, the Tower will coordinate with the RAPCON to broadcast the outage on the Guard frequency and direct aircraft to a common control frequency, or to expect the use of light gun signals. All aircraft can be expected to recover VFR. Those unable to recover VFR should consider diverting. IFR recoveries can expect delays. If the RSU loses radios, the RSU will inform Tower via land line to instruct all solo students to make one approach to a full stop. If the RSU has lost both radio and telephonic capability and a cell phone is not available, the RSU will use a flashing red light gun signal to advise aircraft and Tower of radio failure and the relinquishing of control for that runway.

9.3.1. 2 Control Tower Evacuation. Tower shall be evacuated when the 71 OG/CC, SOF, Airfield Operations Officer, Tower Chief Controller, or Watch Supervisor determine continued operations from the facility constitute a hazardous or unsafe environment for personnel or equipment outages limit capabilities. Tower shall evacuate when the wind exceeds 100 knots (sustained). When Tower evacuates due to winds, they shall remain at Airfield Management, building 155, and shall not conduct alternate operations.

9.3.1.2.1. In the event of a Tower evacuation, aircraft will be advised to contact their respective RSU or RAPCON as appropriate and be provided control instructions.

9.3.1.2.2. Alternate Tower Service Limitations. Until Tower is established in the alternate facility, Vance's Class D airspace will revert to Class E airspace. RSU operations can continue and the flying status changes to Stop Launch/Area Hold Status for all airframes. If the RSU's are not the controlling agency, runway operations will be suspended. Upon establishment in alternate facility runway operations will be resumed, if applicable, and ground control services will be advisory in nature only.

9.3.1.3. Alternate Control Tower Operations. The approach end Runway 17C/35C RSUs are the only designated alternate facilities. Operations from any other RSU are not configured to support activation of Runway 17C/35C departure-end barrier. In an emergency evacuation requiring alternate Control Tower operations, Airfield Management will transport controllers to the RSU.

9.3.1.3.1. Alternate Tower Radio Capabilities. Runway 17C/35C RSU has two single channel preset radios. One set to 259.1 and another set for 243.0. A UHF multi-channel radio is also available to be set to 289.4 for ground operations. Radar, Airfield, Weather Systems maintenance can deliver a portable VHF radio.

9.3.1.3.2. Alternate Tower Equipment Limitations. Airfield lighting can be controlled through Civil Engineering personnel at the lighting vault. Weather and Airfield Management will provide weather reports, NOTAMs, and airfield information via commercial landlines. The ATIS will not be available. In the event of an emergency, Airfield Management will be notified via commercial landlines. Primary communications between the alternate Tower and the RAPCON will be via the direct line available in the RSU.

9.3.1.3.3. Alternate Tower Manning. Minimum manning is one (1) 7-Level Watch Supervisor and two (2) facility-rated controllers during wing flying. At other times, minimum manning is two (2) facility-rated controllers, one (1) of which will be Watch Supervisor qualified. During alternate tower operations, the SOF will be located at a Squadron Operations Superintendent desk as there is no SOF position in the alternate tower.

9.3.2. Resuming Tower Operations.

9.3.2.1. Resuming operations with active RSUs.

9.3.2.1.1. Pattern operations will be controlled by the respective RSU and limited to five aircraft per pattern. Aircraft will arrive and depart from their respective runway and pilots are responsible for reporting off their runway due to lack of visibility from the alternate Control Tower.

9.3.2.1.1.1. In the event that one or both RSUs lose operational capabilities, the Control Tower will take control of the affected patterns IAW 9.3.2.2.

9.3.2.1.1. Center runway operations will be controlled by the Tower. Departures leaving Vance's Class Delta will depart from the center runway. There will be no pattern or closed/crosswind traffic into the RSU patterns.

9.3.2.2. Resuming Operations without active RSUs.

9.3.2.2.1. The number of aircraft in the patterns will be at Tower's discretion. Aircraft will arrive and depart from their respective runway and pilots are responsible for reporting off their runway due to lack of visibility from the alternate Control Tower.

9.3.2.2.2. Departures leaving Vance's Class Delta will depart from the center runway. Recovery will be to the center runway with an option to conduct one pattern to a full stop to the airframe's respective runway.

9.3.2.2.3. RSRS will not apply.

9.3.2.3. Tower will have control of the BAK-15s on the center runway. SHN RSU will have control of the BAK-15s on the outside runway. If SHN RSU is not active, BAK-15s on the outside runway will remain raised or NOTAM'd unavailable.

9.4. Radar/STARS Outage/Comm Out.

9.4.1. Immediate Response.

9.4.1.1. Radar Outage. The RAPCON shall broadcast radar outage to aircraft and coordinate with affected agencies. During non-radar ops the following are not authorized: multiple instrument approaches, MARSA arrival/departure procedures, IFR practice approaches to Woodring, and Aerial Refueling operations.

9.4.1.1.1. Non-Radar Recovery Plan. Aircraft will advise RAPCON of their intentions. Vance aircraft are expected to cancel IFR and recover VFR to Vance or divert airports. Those aircraft unable to proceed VFR will be issued altitudes and non-radar routes to divert locations. Those aircraft unable to proceed VFR or divert can expect non-radar routes and recovery delays at Vance.

9.4.1.1.2. Tower Radar Outage Limitations. RAPCON will not be able to protect 562A (Vance) and 562B (Kegelman) Alert Areas during a radar outage. High Pattern operations will need to exercise extreme caution and should be used for emergency situations only. The outside downwind should be used cautiously. Additionally, Tower will not be able to provide additional services (e.g. traffic calls).

9.4.1.2. RAPCON Comm Out. If RAPCON radios fail, the airspace will be returned to Kansas City Center. The RAPCON will coordinate with the Tower to broadcast the outage and airspace change on the Guard frequency. If Tower has also lost radios, coordination will be done through Kansas City Center. All aircraft can be expected to recover VFR. Those unable to recover VFR should consider diverting. IFR recoveries can expect delays.

9.4.2. Resuming RAPCON Operations.

9.4.2.1. VMC Operations.

9.4.2.1.1. RAPCON provides advisory services only.

9.4.2.1.2. All aircraft will depart and recover VFR. Any aircraft leaving Vance's airspace will fly BOZCO1 or SAPEE1 VFR at 6,500' or 13,500' to ensure separation from the MOAs and pick up IFR clearance in the next sector. If aircraft have a mission essential need to depart IFR, MOA work will be limited to ensure proper non-radar separation.

9.4.2.1.3. 12 MOAs will be usable at a time.

9.4.2.2. IMC Operations with VORTAC Available.

9.4.2.2.1. Aircraft departing for MOAs will be routed via radial and DME to ensure non-radar separation. Any T38/T-1 leaving Vance's airspace will fly BOZCO1 or SAPEE1 at 6,000' and can request climb in the next sector.

9.4.2.2.2. Block plans limiting operations to one airframe at a time per block will be implemented by the SOF.

9.4.2.2.3. A max of six T-6s will be permitted to use the North and/or East MOAs at a time.

9.4.2.2.4. A max of six T-38s or T-1s will be permitted to use the West MOAs at a time.

9.4.2.3. IMC Operations with VORTAC Unavailable.

9.4.2.3.1. Under these conditions RAPCON's ability to conduct operations will be severely impacted. Aircraft can expect delays due to separation and coordination requirements.

9.4.2.3.2. Only one aircraft will be permitted to occupy Vance's airspace at a time. RAPCON may approve more aircraft at their discretion.

9.4.2.3.2.1. T-6's should expect the following from Clearance Delivery "Cleared to XXX via direct SLLAM/DWILD, then as filed."

9.5. RAPCON Evacuation. The RAPCON shall be evacuated when continued operations from the facility constitute a hazardous or unsafe environment for personnel. No alternate facility exists for the RAPCON. The RAPCON shall return Vance airspace to Kansas City Center before evacuation.

Chapter 10

AIRFIELD MANAGEMENT AND AIRFIELD OPERATIONS

10.1. Facilities. The Base Operations facility consists of Airfield Management Operations, Weather Briefing Section, Weather Management Offices, Airfield Management Staff Offices, Flight Planning Room, Aircrew Lounge, and the Enid Room (Distinguished Visitor Lounge) located in Building 155.

10.1.1. In the event a situation arises that requires evacuation, Airfield Management personnel will relocate to building 133.

10.1.1.1. Airfield Management will have limited operating capability due to evacuation of the primary facility. During the period between evacuation of primary facility and relocation to the alternate, all Airfield Management capabilities will be suspended.

10.1.1.2. Time permitting, Airfield Management will notify Tower and RAPCON via hotline and all other agencies via the SCN of the evacuation.

10.1.2. Airfield Management does not possess facilities to store, issue, and receive classified/COMSEC material. 71 FTW/CP (Command Post, Bldg. 500) provides limited storage and re-issue service.

10.2. Flight Planning. All military aircraft departing U.S. Air Force installations will have a flight plan on file with Airfield Management (AM). Flying Squadrons assigned to the 71 FTW can file flight plans via ForeFlight or AM.

10.2.1. When filing via ForeFlight:

10.2.1.1. Only IFR (I) DD Form 1801 flight plans can be filed. RAPCON is currently unable to receive VFR (V) or composite (Y) flight plans filed via ForeFlight. The type of flight must be M for military. AM will not receive a copy of the flight plan via Aeronautical Information System-Replacement (AIS-R) if M is not selected.

10.2.1.2. Any Military Training Routes (MTRs) will require a manual change to the route of flight to include applicable AP/1B entry and exit point radial/DME fixes due to RAPCON and Centers' inability to verify location of lat/longs.

10.2.1.3. AM can only receive flight plans from ForeFlight that originate and/or terminate at Vance (i.e., KEND listed as the Departure and/or Destination Aerodrome). AM can only send departure messages to follow-on destinations for flight plans they see in the system.

10.2.1.4. A copy of the DD Form 1801 will be provided and maintained at the respective squadron Ops desk for three months IAW the USAF Records Disposition Schedule. This will satisfy AM's requirement to have a flight plan on file. If filed correctly, AM will receive a copy of the flight plan via AIS-R (does not include section 19 info). DD Form 1801 copies may be maintained in paper or electronic format. When filing via ForeFlight, a copy of the DD Form 1801 does not need to be emailed to AM.

10.2.1.5. Receipt of the correctly filed flight plan must be confirmed at the Ops desk and with AM (Commercial 580-213-7425) prior to stepping to the aircraft. Failure to confirm could result in delays. When confirming receipt with AM, advise that the flight plan was

filed via ForeFlight and provide the call sign. Pilots will correct any flight plan discrepancies identified by AM.

10.2.2. When filing via AM:

10.2.2.1. E-Mail, fax, or hand carry (original signed in blue/black ink). Original flight plans will not be accepted via radio and stereo flight plans must be called in from a DSN phone at the respective squadron. Stereo flight plans called in via personnel cellphone will not be accepted (unable to verify legitimate 71 FTW user).

10.2.2.1.1. E-Mail address: **flight.plans@us.af.mil**

10.2.2.1.2. Fax number: 213-7759

10.2.2.1.3. Facility: Bldg 155, Base Operations

10.2.2.1.4. DD Form 1801s submitted manually through AM must include the actual tail number of the aircraft being flown. Entries such as "On file" are not authorized.

10.2.2.2. AM can file IFR (I), VFR (V), or IFR-VFR (Y) composite type flight plans.

10.2.2.2.1. Due to their complexity, IFR-VFR(Y) composite flight plans should be filed with AM to ensure accuracy and prevent potential delays.

10.2.2.2.2. VFR-IFR (Z) Composite type flight plans are not authorized for CONUS.

10.2.2.3. Complete a DD Form 1801 (1801-C for continuation/stop-over flight plans) and ensure all applicable information is annotated to include the full Tail Number, Name (Last, 1st initial), Signature, Fuel, Personnel onboard, etc.

10.2.2.4. Contact AM to verify receipt and accuracy of the flight plan prior to stepping to the aircraft. Inform AM how you filed the flight plan (fax, email, shared drive) when not filing in person.

10.2.2.5. Inactivated flight plans (i.e., aircraft still on the ground and not "cleared as filed") may be amended via radio if changes are needed after stepping to the aircraft. Airfield Management can be reached via "Vance Dispatch" at 372.2. Expect delays due to required coordination.

10.2.3. RESPONSIBILITIES/LIMITATIONS: AM and the Flying squadrons are both responsible for maintaining flight plans and relaying pertinent information to other agencies.

10.2.3.1. Airfield Management:

10.2.3.1.1. For manually filed flight plans, AM can amend (i.e. cancel/re-file) flight plans that have not been activated for an aircraft that is still on the ground. AM cannot amend active flight plans once an aircraft is airborne.

10.2.3.1.2. When AM receives a phone call from the aircrew to confirm receipt of a DD Form 1801 not filed in Foreflight, AM will:

10.2.3.1.2.1. Print out the DD Form 1801.

10.2.3.1.2.2. Review the flight plan for accuracy and completeness to the best of their knowledge with the pilot. Submit the flight plan in AIS-R, log in daily traffic log, and pass flight plan information to Tower.

10.2.3.1.2.3. Amend, cancel, and/or re-file flight plans that are more than 46 minutes from ETD IAW the Aeronautical Information Manual (AIM).

10.2.3.1.2.4. Send departure messages to tie-in facilities for VFR arrivals to civilian airports and all military installations upon departure.

10.2.3.2. Flying Squadrons:

10.2.3.2.1. Flying squadrons will maintain a copy of all flight plans submitted via ForeFlight. The squadron Ops desk must be able to provide AM a faxed, emailed, shared drive, or hand carried copy of the flight plan when requested by the aircrew or AM. To ensure no delay, it is recommended that all flight plans are filed and verified with AM 1 hour 15 minutes prior to ETD to give pilots adequate time to amend flight plans with AM if needed.

10.2.3.2.2. All changes to existing flight plans should be completed more than 46 minutes prior to the proposed departure time. Changes must be made with the initial flight plan service provider (e.g., AM, ForeFlight, etc.). Exception: In all cases, AM can cancel a flight plan or change the proposed departure time if requested. If the initial flight plan's service provider is unavailable, filers may contact an ATC facility or FSS to make necessary revisions.

10.2.3.2.3. Any change 46 minutes or less from the proposed departure time must be coordinated through an ATC facility or FSS. AM cannot change inactivated flight plans within 46 minutes of departure time, however, they can remove a flight plan and replace it with revised version if the original flight plan was filed manually via AM. If a flight plan was filed via ForeFlight and a change is desired within 46 minutes of departure, users should cancel/re-file via ForeFlight.

10.2.3.2.4. If departing from an airfield as a formation with a plan to split in the MOA, use one of the following options:

10.2.3.2.4.1. File a single flight plan that lists both aircraft (i.e. "2" in block 9), departing from airfield and ending at a fix in the MOA. File an additional/individual flight plan for each aircraft, departing from a fix in the MOA and ending at next destination. Three flight plans total.

10.2.3.2.4.2. File an individual flight plan for each aircraft - departing from airfield, delaying in the MOA, and ending at destination. Place remark in item 18: RMK/REQ FRMN DEP W/{CALL SIGN} to {point of split}. Two flight plans total.

10.2.3.2.5. When filing VR/SR MTRs, use one of the following options:

10.2.3.2.5.1. Manually file a composite (Y) 1801 and/or 1801-C with AM in accordance with GP **Ch 4**.

10.2.3.2.5.2. File three separate flight plans via ForeFlight: 1.) Flight plan to MTR entry point, 2.) Flight plan encompassing MTR, 3.) Flight plan from MTR exit to destination.

10.2.3.2.6. The last name and first initial of the pilot in command must be included on the DD Form 1801.

10.3. NOTAMs. Airfield Management is the NOTAM dispatch agency. The RAPCON and Tower retrieve and monitor NOTAMS via the internet and coordinate information that may affect the other facility's operations. The RAPCON is the designated NOTAM monitor facility. If the NOTAM site is not available, the RAPCON shall obtain the information directly from the FAA flight service station.

10.4. Flight Information Publication Accounts. As the Flight Information Publication account manager, the Airfield Manager approves, issues, and distributes requests for National Geospatial-Intelligence Agency aeronautical Flight Information Publication-related products. Organizations may request changes or updates for inclusion into FLIPS through Airfield Management.

10.4.1. Wing units are required to maintain their own Flight Information Publication accounts.

10.5. Foreign Clearance Guide. The foreign clearance guide is available for download at: **https://www.fcg.pentagon.mil**.

10.6. Arriving Air Evacuation Flight Notification and Response Procedures. Airfield Management is the point of contact for Air Evacuation Flights and coordinates inbound and departure information.

10.6.1. Upon notification of an inbound medical air evacuation aircraft Airfield Management will notify the Fire Department and Clinic of: type aircraft, number of ambulatory, number of crew, parking location, estimated arrival time, number of litters, and special requirements.

10.6.2. Airfield Management shall notify: Tower, RAPCON, Command Post, Transient Alert, Security Forces, and Airfield Manager or Assistant Airfield Manager or the inbound and include parking location, landing and takeoff weight, fuel on board, and special requirements.

10.7. Distinguished Visitor (Blue Streak) Coordination. Blue Streak is the code name used to ensure distinguished visitors receive expeditious handling and priority over routine 71 FTW operations. Airfield Management will provide the RAPCON, Tower, SOF, Transient Alert, Security Forces, Command Post, and Aircraft Maintenance Control with call sign, type aircraft, estimated time of arrival, and updated information as changes occur. Airfield Management also provides Command Post a 30 mile inbound call when received from air traffic control, and notifies them of the estimated arrival/departure times. Time/Traffic permitting, the RAPCON shall notify Airfield Management when the Blue Streak arrival is 30 miles to fly or when aircraft is entering RAPCON airspace.

10.8. Dangerous/Hazardous Cargo. If not previously notified by Airfield Management that an arriving aircraft is carrying hazardous cargo, air traffic control shall instruct the aircraft to contact Airfield Management via pilot to dispatch to relay hazardous cargo information. Arm/de-arm area and dangerous/hazardous cargo aircraft parking is Runway 35L hammerhead. While the aircraft is parked there, Runway 17R/35L will be closed.

10.9. Waivers to Airfield/Airspace Criteria Coordination. The Civil Engineering Community Planner prepares and processes permanent and temporary airfield waivers through the 71 FTW/CC to AETC for approval. Permanent waivers are established for violations which cannot reasonably be corrected and pose little or no threat to flying operations. Waivers are processed in accordance with UFC 3-260-01, *Airfield and Heliport Planning and Design* and AETC Airfield Planning and Design Waiver Policy Letter for Implementing UFC 3-260-01.

10.9.1. Coordination Procedures. The Community Planner coordinates with the Airfield Manager, 71 FTW/SE, 71 OSS/OSA, Contracting Program Manager, Terminal Instrument Procedures Specialist, 71 ISS/CE, 71 ISS/CC, 71 CS/CC, 71 OG/OGV, 71 OG/CC, 71 OSS/CC, 71 MSG/CC, and 71 FTW/CC before requesting approval from AETC.

10.9.2. A deliberate risk assessment will be completed by a working group consisting of the Community Planner, Airfield Manager/Assistant Airfield Manager, Safety office representative, and will be signed by the AOF/CC or designated representative for inclusion in the waiver package.

10.9.3. Airfield waivers can be found on the Vance local S drive. The path to access the files is: S:\Public\Airfield Waivers\Current Waivers Listing.

10.10. Restricted/Classified Areas on the Airfield. There are no restricted or classified areas on the airfield.

10.11. Airfield Sweeping. All active runways and taxiways will be swept each night Sunday through Thursday between 0030L until 0730L. A sweeper operator is available whenever the airfield is open. The sweeper operator will coordinate with Security Forces for access to the airfield when the airfield and Airfield Management are closed. When the Tower is open the sweeper operator will contact Tower for access into the CMA and maintain constant radio contact until out of the CMA. The sweeper operator will notify Airfield Management, via radio when entering and departing the airfield.

10.11.1. Permanently closed runways or taxiways are not swept or maintained.

10.12. Airfield Mowing. Mower operators will monitor the airfield net at all times while on the airfield and will advise Airfield Management and Tower of their work location. Mowers will not work within the CMA when the airfield is open.

10.13. Aircraft Towing. Aircraft towing shall be conducted in accordance with AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards.*, and AFI 21-101, *Aircraft and Equipment Maintenance Management*. Aircraft towing operations will yield to all taxiing aircraft. All vehicular traffic will yield to aircraft towing operations.

10.14. Engine Test/Run-up Procedures. Vance Aircraft Maintenance and Operations Control Center will coordinate all maintenance engine test/run-up procedures in accordance with AFI 21-101.

10.15. Opening and Closing Runways/Taxiways. Airfield Management has the authority to impose airfield restrictions (close/suspend airfield, runway or taxiway operations). Runway closure requires Airfield Management to transmit a NOTAM. Once a runway has been closed, only Airfield Management may open the runway after a foreign object damage check has been conducted to ensure the runway is safe for aircraft operations.

10.15.1. The following personnel have the authority to close a runway: Incident Commander (ground and inflight emergencies), 71 FTW/CC, 71 FTW/CV, 71 OG/CC, Airfield Manager, or designated representatives. Runways may be temporarily closed for construction or repairs.

10.16. Suspending and Resuming Runway Operations. Tower Watch Supervisor, SOF, or Airfield Management may suspend runway operations in the interest of safety. Only the Airfield Manager, or designated representatives have the authority to resume runway operations.

10.16.1. Notification Procedures. When runway operations are suspended, the Control Tower/RSU will broadcast on their frequencies, "RUNWAY (number) OPERATIONS SUSPENDED FOR (reason, additional instructions as needed)." When operations are resumed, the controlling agency will broadcast on their frequencies, "RUNWAY (number) OPERATIONS RESUMED."

10.16.2. Runway operations are automatically suspended during the following: an emergency aircraft lands which requires a foreign object check, an aircraft is disabled on the runway, an aircraft engaged the barrier or foreign object is suspected on the runway.

10.16.3. Unless a foreign object check is waived, operations will remain suspended until Airfield Management completes a runway check and approves resumption of normal operations with the controlling agency. Once the runway is returned to the controlling agency, operations may resume. If the SOF waives the foreign object check, Airfield Management will document in the daily log "the foreign object damage check was waived by the SOF."

10.16.4. When a RSU has control of the runway, all vehicles will coordinate with the Control Tower to request access on to the runway. Tower will request approval from the RSU for vehicles to proceed on the runway. The RSU will suspend operations while the runway is occupied.

10.16.5. Regardless of controlling agency during a runway suspension, aircraft may not fly lower than 500' above the suspended runway. Takeoffs, landings, touch and goes etc. are not allowed.

10.17. Airfield Inspections/Checks. Airfield Management will complete an airfield foreign object and Bird Aircraft Strike Hazard check or airfield inspection daily prior to the airfield opening. Additional airfield checks are conducted as needed, such as monitoring construction areas, responding to foreign object damage reports, or heavy aircraft arrival/departures, etc. Airfield Management will also conduct an airfield inspection each morning the airfield is open.

Note: An opening foreign object/Bird Aircraft Strike Hazard check is not required if an airfield Inspection has been completed prior to the airfield opening.

10.17.1. Airfield Lighting Checks. Airfield Management will conduct and document a daily lighting serviceability and marking retro-reflectivity check preferable between sunset and sunrise or during hours of reduced visibility. On days when the airfield opens after sunrise and closes before sunset, accomplish lighting checks (raised lights to the highest step) during the duty day.

10.17.1.1. In accordance with AFMAN 13-204V3 a Civil Engineering electrician conducts an inspection of the entire airfield lighting system each day prior to airfield opening. The result of the inspection is reported to Airfield Management who will document the inspection completion in the daily log. Lighting outages will be handled in accordance with AFMAN 13-204V3, Attachment 12.

10.17.2. BAK-15 Inspections. Civil Engineering Power Production personnel inspect and configure the barriers daily, prior to the first takeoff of the day. Civil Engineering Power Production personnel will report the results of the inspection and the equipment status to Airfield Management Operations. Civil Engineering Power Production personnel and Airfield

Management Operations will document the inspection and equipment status in their respective daily logs.

10.17.3. Pavement or Lighting Discrepancies. Discrepancies are entered into the Airfield Management outage database and reported to Civil Engineering for repair. The work order number received is entered into the outage database and tracked until repaired. Pavement discrepancies or lighting effecting aircraft operations are coordinated in accordance with AFMAN 13-204V3, Attachment 12.

10.17.4. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values. Airfield Management will conduct and report pavement condition readings on all Vance active runways whenever the airfield is open in accordance with AFMAN 13-204V3 and T.O. 33-1-23. RSC/RCR values will be reported to the Control Tower, RAPCON, Weather, and Command Post. The Tower Watch Supervisor may make the determination of RSC Wet. Only Airfield Management may determine RSC Dry. RCR checks may also be conducted on taxiways and the parallel taxilane with the results being advisory in nature. RCR checks are not conducted within the aircraft parking areas. Airfield Management determines parking area surface conditions (ice, snow, slush), with approximate depth, and relays via hotline to the flying squadrons, SOF and Control Tower. The same agencies are notified when the parking areas are declared dry. The individual flying squadrons, with recommendation from the SOF, determine when their particular aircraft will taxi.

10.17.5. Bird/Wildlife Control and Bird Watch Conditions. Airfield Management, Tower, and the RAPCON apply bird and wildlife control and bird watch procedures in accordance with VAFB Plan 91-2.

10.17.6. Coordination of Airfield Activities/Construction. All wing and squadron offices and individuals responsible for or involved in planning activities or construction on the airfield will ensure the Airfield Manager is involved in the planning/coordination process. Airfield Management documents contractors on and off the airfield utilizing AF Form 3616.

10.18. Quiet Periods. Quiet period restrictions are established to minimize interference between flying operations and official ceremonies. Observe the following restrictions unless deemed otherwise by the 71 OG/CC.

10.18.1. Sterile Quiet Period. No ground (i.e. engines running, taxing, engine starts) or pattern operations may be in progress. Flying operations away from the airfield may continue.

10.18.2. Non-Sterile Quiet Period. T-6s may start and taxi. Runway 17L/35R cannot be used for takeoffs, patterns, or landings. T-38s may start and taxi. T-38s cannot use Runway 17C/35C but may depart Runway 17R/35L, and conduct patterns to the outside runway. T-1 operations are not restricted.

10.19. Airfield Snow Removal Operations. Snow and ice removal procedures and priorities are conducted in accordance with VAFB Plan 32-1002, Snow and Ice Removal and Control Plan.

10.20. Reduced Aircraft Rescue and Fire Fighting Capability. In the event of reduced aircraft rescue and firefighting capabilities, the Fire Department notifies Airfield Management and Command Post. Airfield Management will notify the SOF, Tower, RAPCON, and Airfield Operations Flight Commander. Airfield Management will also send a NOTAM, if applicable, advertising the reduced fire protection.

10.21. Airfield Smoking Policy. Smoking west of the security wall that runs north and south along the flightline is not authorized unless in designated authorized smoking areas. Designated smoking areas are provided near the flight line shacks along the east edge of the parking apron.

10.22. Taking of Photographs. Photography on the airfield is in accordance with Integrated Defense Plan 31-101. Photography approval for transient aircraft will be coordinated through Airfield Management. Photography of Vance AFB assigned aircraft (T-1, T-6 and T-38) is authorized.

10.23. Wear of Hats. Hats worn on the flightline will be in accordance with AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*. The aircraft parking ramp and areas west of and between Buildings 179 and 183 housing the 8th, 25th, and 33rd Flying Training Squadrons, the walk between building 541 and the crew bus for aircrew personnel stepping to and from active missions and west of the Base Operations building (Bldg. 155) are designated as a no hat/cover area.

Chapter 11

AIRFIELD OPERATIONS BOARD

11.1. Airfield Operations Board Membership.

11.1.1. Vance's Airfield Operations Board chair is delegated to the OG/CC IAW AFMAN 13-204v1.

11.1.2. Board membership is outlined in **Table 11.1**.

Table 11.1. Mandatory Vance Members for Quarterly 71 OG/CC Chaired Meetings.

71 MSG/CC	71 OG/OGV	71 FTW/SE	71 OSS/CC
8 FTS/CC	3 FTS/CC	25 FTS/CC	33 FTS/CC
5 FTS/CC	71 ISS/CC	71 OSS/OSA	71 OSS/OSAT
71 OSS/OSAR	Airfield Manager	71 OSS/OSATS	71 OSS/OSW
71 OSS/OSAM	71 OSS/OSOP	Contractor, CEEP	71 OSS/OSAX
71 FTW/CP			

11.2. Airfield Operations Board Review Items.

11.2.1. The following items will be briefed quarterly:

11.2.1.1. Airspace

11.2.1.2. ATC/Flying procedures

11.2.1.3. Military, FAA, or Host Nation concerns.

11.2.1.4. AOF staffing.

11.2.1.5. RAWS equipment schedule.

11.2.1.6. Airfield environment.

11.2.1.7. HATRs.

11.2.1.8. Status of the Airfield Driving Training Program

11.2.1.9. Runway incursions/Controlled Movement Area Violations

11.2.1.10. Mission Sustainment Team actions/concerns affecting airfield operations.

11.2.2. The following items will be brief annualy:

11.2.2.1. 1st Quarter.

11.2.2.1.1. Airfield Certification and Safety Inspection results.

11.2.2.2. 2nd Quarter.

11.2.2.2.1. Vance and Kegelman Air Installations Compatibility Use Zones review results.

11.2.2.2.2. Airfield Operations Flight MICT self-inspection results.

11.2.2.3. 3rd Quarter.

11.2.2.3.1. Terminal Instrument Procedures review results.

11.2.2.4. 4th Quarter.

11.2.2.4.1. Annual airfield waiver package review results.

11.2.2.4.2. Airfield parking plan review results.

11.2.2.5. Other annual review items.

11.2.2.5.1. Letter of Procedures Review. Publications will be reviewed annually during the month of the publication's effective date, and results briefed at the first AOB following the review.

11.2.2.5.2. Special Interest Items (SII). Results of new Air Force and/or MAJCOM SII checklists, including SIIs carried over from the previous year, will br briefed at the first AOB following the official release of the SII checklist.

CHARLES D. THROCKMORTON IV, Colonel,
USAF Commander, 71st Flying Training Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits*

AFI 11-202, vol 3, Ge*neral Flight Rules*

AFMAN 13-204, vol 1, *Management of Airfield Operations*

AFMAN 13-204, vol 2, *Airfield Management*

AFMAN 13-204, vol 3, Air Traffic Control

AFMAN 13-204, vol 4, Radar, Airfield, and Weather Systems

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

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

AFI 32-1002, *Snow and Ice Control*

AFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*

Air Force Policy Directive 11-2, *Aircrew Operations*

Air Force Policy Directive 13-2, *Air Traffic, Airfield, Airspace, and Range Management*

AFI 11-2T-1 vol 3, 71 OG Sup, *T-1 Local Flying Procedures*

AFI 11-2T-6 vol 3, 71 OG Sup, *T-6 Local Flying Procedures*

AFI 11-2T-38 vol 3, 71 OG Sup, *T-38 Local Flying Procedures*

VAFBI 13-213, *Airfield Driving*

VAFB OPLAN 91-1, *Mishap Response Plan*

VAFB OPLAN 91-2, *Bird Aircraft Strike Hazard*

VAFB OPLAN 502, *Anti-hijacking and Prevention of Unauthorized Aircraft Movement*

VAFB OPLAN 506, *Search and Rescue*

Air Traffic Control and Landing Systems Restoration Procedures

Kansas City Center/Fort Worth Center/71st FTW, Approach/MOA Letter of Agreement

Enid/Woodring Emergency Landing Procedures Letter of Agreement

Kansas City Center/Fort Worth Center Military Training Routes Letter of Agreement

Kansas City Center/Vance Approach Control Letter of Agreement

71 FTW/Woodring Tower Letter of Agreement

Federal Aviation Administration Joint Order 7110.65, *Air Traffic Control*

Federal Aviation Administration Joint Order 7610.4, *Special Operations*

Unified Facilities Criteria 3-260-01, *Airfield and Heliport Planning and Design*

Prescribed Forms

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ANY—Anthony

AR—Aerial Refueling

ATCAA—ATC Assigned Airspace

ATIS—Automatic Terminal Information Service

BFALO—Buffalo

BOOMR—Boomer

CARER—Carrier

CMA—Controlled movement area

DLLTA—Delta

DME—Distance Measuring Equipment

ECKHO—Echo

FOXTR—Foxtrot

GPS—Global Positioning Satellites

IFR—Instrument Flight Rules

MARSA—Military Authority Assumes Responsibility for Separation of Aircraft

MOA—Military Operations Area

MSL—Mean Sea Level

NOTAM—Notices to Airmen

PCAS—Primary Crash Alarm System

POKES—Pokes

RAPCON—Radar Approach Control

RCR—Runway Condition Reading

RSC—Runway Surface Condition

RSU—Runway Supervisory Unit

SCN—Secondary Crash Net

SOF—Supervisor of Flying

UHF—Ultra High Frequency

VFR—Visual Flight Rules

VHF—Very High Frequency

WDG—Woodring Airport

ZKC—Kansas City Center

ZFW—Fort Worth Center

Terms

Bird Watch Condition Low—Bird activity on/around the airfield with low potential for bird strikes.

Bird Watch Condition Moderate—Concentrated bird activity near the active runway or other areas with an increased potential for bird strikes. Increased vigilance/caution required.

Bird Watch Condition Severe—Heavy bird activity on/immediately above the active runway or specific location with a high potential for bird strikes. Agencies must evaluate mission need before conducting operations.

Block Plan—Used by the SOF and flying squadrons, during a published recovery status, to regulate schedule of departures and arrivals. It may be used during other than three runway operations. The intent is to minimize delays and diverts.

Dogface—Agency name for the T-6 RSU function at Kegelman.

Hammerhead—Holding area which is near the approach each end of runway.

Local Area—Term defined different by each aircraft type. Generally includes all Vance Approach/MOA airspace and local Military Training Routes.

MARSA—Military Authority Assumes Responsibility for Separation of Aircraft. Military assumes responsibility for separation between participating military aircraft. Used only for IFR operations which are specified in a letter of agreement or other appropriate military or FAA document.

T-6				
Agency	**UHF**	**CH**	**VHF**	**Agency**
ATIS	263.15	**1**	123.725	Woodring AWOS
Clearance Delivery	225.4	**2**	142.8	Form--A
Vance Ground	289.4	**3**	121.675	Vance Ground
Eastside	238.85	**4**	127.8	Kansas City Center
Vance Tower	259.1	**5**	124.05	Vance Tower
Vance Departure	306.3	**6**	120.525	Vance Departure
Kegelman	349.3	**7**	139.9	Kegelman
Vance Approach North	273.475	**8**	141.975	Form--B
North MOA Discrete	354.3	**9**	139.2	Form--C

T-6				
Vance Approach East	388.2	**10**	141.15	Form--D
East MOA Discrete	271.3	**11**	149.875	Form--E
Vance Arrival West	244.875	**12**	119.775	Vance Arrival West
Single Freq Apch/Fire Chf	269.55	**13**	148.8	Form--F
Vance SOF	238.3	**14**	138.95	Vance SOF
DO NOT USE (RAMROD)	276.6	**15**	143.725	Lowell Ops
Shoehorn (RSU)	389.55	**16**	148.85	Form--G
Vance Arrival East	291.1	**17**	121.3	Vance Arrival East
OPEN	257.3	**18**	122.8	CTAF
Woodring Tower	257.95	**19**	118.9	Woodring Tower
Flight Service	255.4	**20**	122.6	Flight Service
Guard	243.0		121.5	Guard
Pilot-to-Dispatch	372.2		125.45	Vance Approach East
Vance METRO	342.55		118.07	Vance Approach North

T-38							
CH	**Agency**	**UHF**	**VHF**	**CH**	**Agency**	**UHF**	**VHF**
1	ATIS	263.15		**21**	8, 9, 14/CS-91	289.1	140.92
2	CLNC/CS-41	225.4	140.15	**22**	Flight Service	255.4	122.2
3	Ground	289.4	121.67	**23**	OKC West	266.8	124.6
4	Eastside/CS-11	238.85	140.02	**24**	OKC Tower	269.45	119.35
5	Tower	259.1	124.05	**25**	OKC East	336.4	124.2
6	Departure	306.3	120.52	**26**	Tinker Tower	251.05	124.45
7	Approach West	346.32	126.75	**27**	OKC Departure	391.45	135.55
8	Area 1, 3/CS-21	293.225	140.32	**28**	KC Center	291.7	128.3
9	Area 2, 4/CS-31	317.6	139.27	**29**	KC Center	219.1	127.8
10	Apprach East	388.2	125.45	**30**	TUL Approach	338.3	124.0
11	Ft. Worth Center	269.375	128.4	**31**	TUL Tower	310.8	121.2
12	Arrival	244.87	119.77	**32**	ICT West	353.5	126.7
13	SFA/CS-01	269.55	141.92	**33**	ICT Tower	257.8	117.2
14	Vance SOF	238.3	138.95	**34**	ICT East	269.1	134.8
15	RAMROD	276.6	143.75	**35**	IAB Tower	291.77	127.25

16	Shoehorn/CS-51	379.55	141.07	**36**	KC Center IR	379.2	126.95
17	KC Center	292.12	133.2	**37**	WDG Tower	257.95	118.9
18	5/CS-61	256.75	149.67	**38**	DOGFACE	349.3	139.9
19	6/CS-71	271.8	142.37	**39**	Approach North	273.47	118.07
20	7/CS-81	269.25	140.82				

Table A4.2. VHF Frequencies.

Position	FREQ	Position	FREQ	Position	FREQ
AH	**120.52**	**AN**	**118.07**	**LC**	**124.05**
ARW	**119.77**	**ARE**	**121.3**	**GC**	**121.8**
AW	**126.75**	**AE**	**125.45**	**WDG Tower**	**118.9**

Table A4.4. Center Frequencies.

ANY LO 67	PER LO 62	GAG LO 68	OKC LO 35	ANY HI 06	LBL HI 23	TUL HI 27	OKC HI 49	OKC East	OKC West	ICT Appch
118.35	**127.8**	**126.95**	**128.4**	**133.2**	**134.67**	**133.92**	**132.45**	**124.2**	**124.6**	**126.7**
285.625	**319.1**	**379.2**	**269.37**	**292.12**	**235.77**	**285.52**	**363.1**	**336.4**	**266.8**	**353.5**

Attachment 5

GROUND STATION/VEHICLE CALL SIGNS

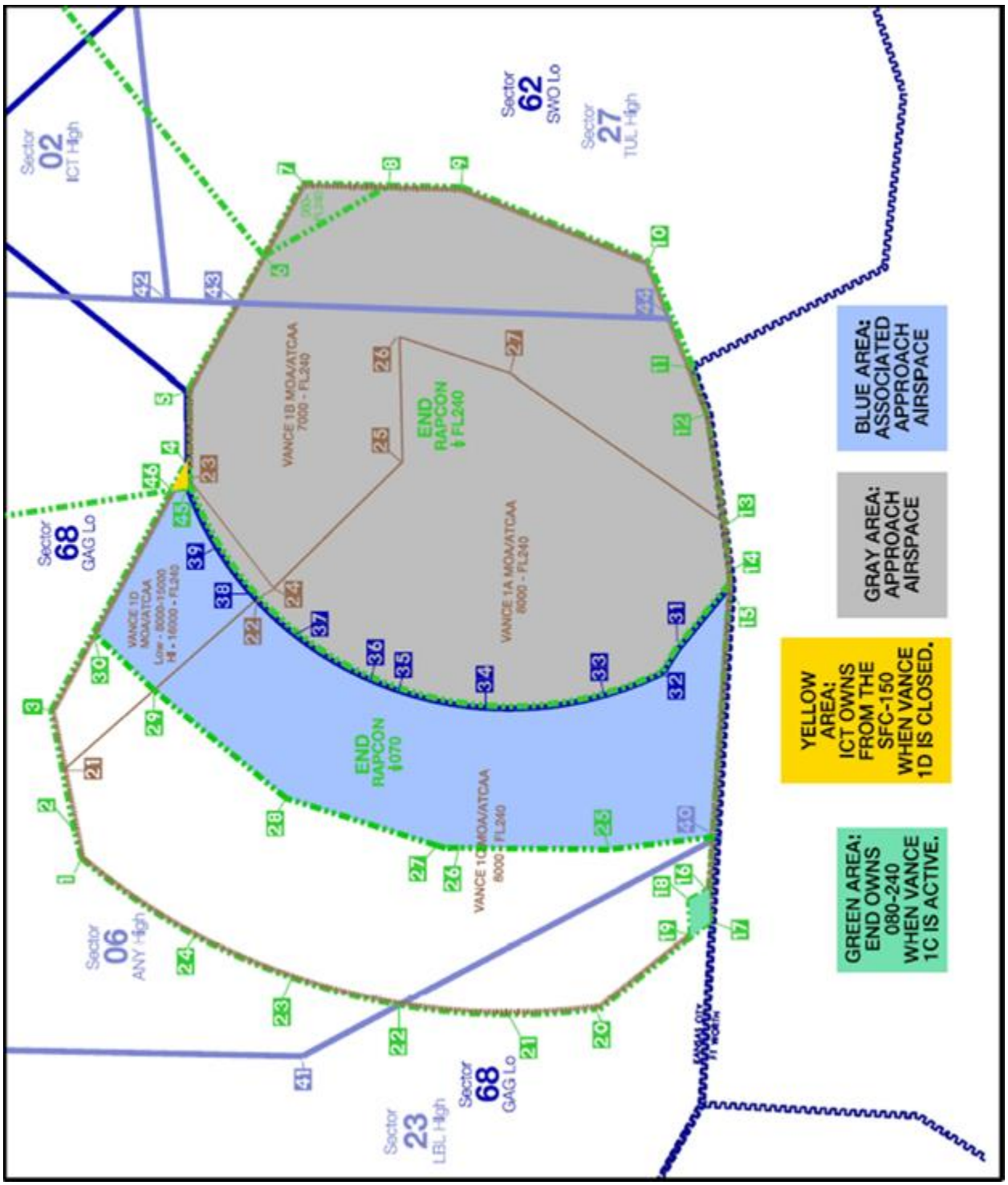
Table A5.1. Ground Station/Vehicle Call Signs.

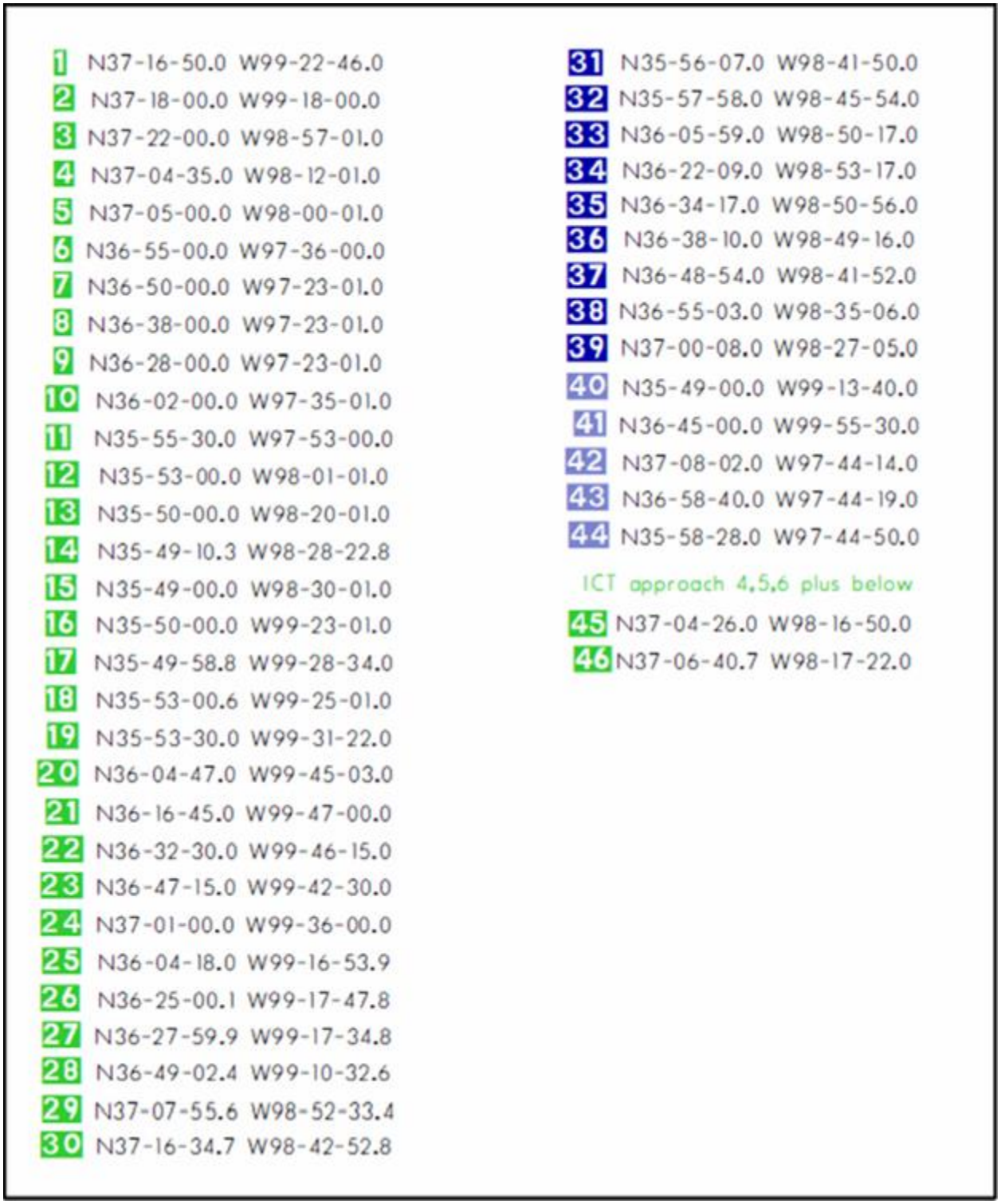
GROUND STATION	VEHICLE CALL SIGN
T-1 Duty Desk	Liberty Ops
T-6 Duty Desk	Lowell
T-6 RSU	Eastside
T-38 Duty Desk	Ramrod
T-38 RSU	Shoehorn
Kegelman RSU	Dogface
71 FTW/CP	Boomer Ops
71 FTW/CC	Boomer 1
71 FTW/CV	Boomer 2
71 OG/CC	Boomer 3
71 MSG/CC	Boomer 4
71 MDG/CC	Boomer 5
71 FTW/CCC	Boomer 6
71 FTW/SE	Boomer 7/Safety 1
Airfield Manager	Airfield 1
Assistant Airfield Manager	Airfield 2
Airfield Management Operations	Airfield 3
Airfield Management Contracting Officer Representative	Airfield 4
Ambulance	Med "1 or 2"
Civil Engineering	CE #
Communications Maintenance	Comm #
Fire Chief	Chief 1
Fire Command Vehicle	Chief 2
Fire Crash/Rescue Vehicles	Vance Crash/Rescue/Engine "#"
Flight Surgeon	Boomer 9
RAWS	RAWS #
Security Forces	Defender #/Romeo 1/Security #
Supervisor of Flying	Vance SOF
Sweeper	Sweeper #
T-6 Operations Vehicle	Texan 1
T-38 Operations Vehicle	Talon 1
Transient Alert	Trans Alert #
USDA	USDA

Attachment 6

VANCE RADAR APPROACH CONTROL AIRSPACE

Figure A6.1. Vance Radar Approach Control Airspace.




1 N37-16-50.0 W99-22-46.0
2 N37-18-00.0 W99-18-00.0
3 N37-22-00.0 W98-57-01.0
4 N37-04-35.0 W98-12-01.0
5 N37-05-00.0 W98-00-01.0
6 N36-55-00.0 W97-36-00.0
7 N36-50-00.0 W97-23-01.0
8 N36-38-00.0 W97-23-01.0
9 N36-28-00.0 W97-23-01.0
10 N36-02-00.0 W97-35-01.0
11 N35-55-30.0 W97-53-00.0
12 N35-53-00.0 W98-01-01.0
13 N35-50-00.0 W98-20-01.0
14 N35-49-10.3 W98-28-22.8
15 N35-49-00.0 W98-30-01.0
16 N35-50-00.0 W99-23-01.0
17 N35-49-58.8 W99-28-34.0
18 N35-53-00.6 W99-25-01.0
19 N35-53-30.0 W99-31-22.0
20 N36-04-47.0 W99-45-03.0
21 N36-16-45.0 W99-47-00.0
22 N36-32-30.0 W99-46-15.0
23 N36-47-15.0 W99-42-30.0
24 N37-01-00.0 W99-36-00.0
25 N36-04-18.0 W99-16-53.9
26 N36-25-00.1 W99-17-47.8
27 N36-27-59.9 W99-17-34.8
28 N36-49-02.4 W99-10-32.6
29 N37-07-55.6 W98-52-33.4
30 N37-16-34.7 W98-42-52.8
31 N35-56-07.0 W98-41-50.0
32 N35-57-58.0 W98-45-54.0
33 N36-05-59.0 W98-50-17.0
34 N36-22-09.0 W98-53-17.0
35 N36-34-17.0 W98-50-56.0
36 N36-38-10.0 W98-49-16.0
37 N36-48-54.0 W98-41-52.0
38 N36-55-03.0 W98-35-06.0
39 N37-00-08.0 W98-27-05.0
40 N35-49-00.0 W99-13-40.0
41 N36-45-00.0 W99-55-30.0
42 N37-08-02.0 W97-44-14.0
43 N36-58-40.0 W97-44-19.0
44 N35-58-28.0 W97-44-50.0
ICT approach 4,5,6 plus below
45 N37-04-26.0 W98-16-50.0
46 N37-06-40.7 W98-17-22.0

Attachment 7

KEGELMAN AUXILIARY AIRFIELD

Figure A7.1. Kegelman Auxiliary Airfield.

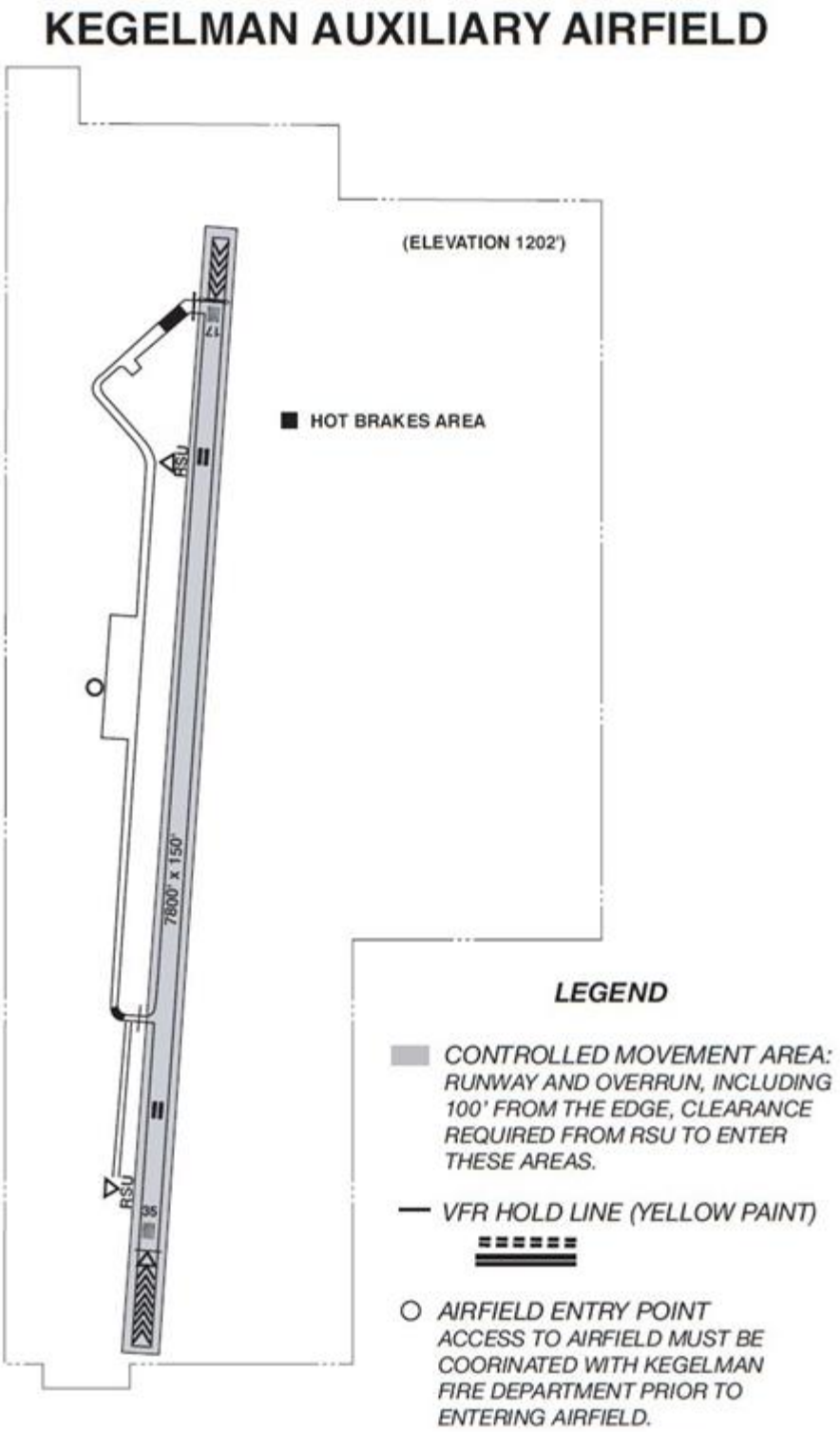


Figure A7.2. Kegelman 35 Pattern.

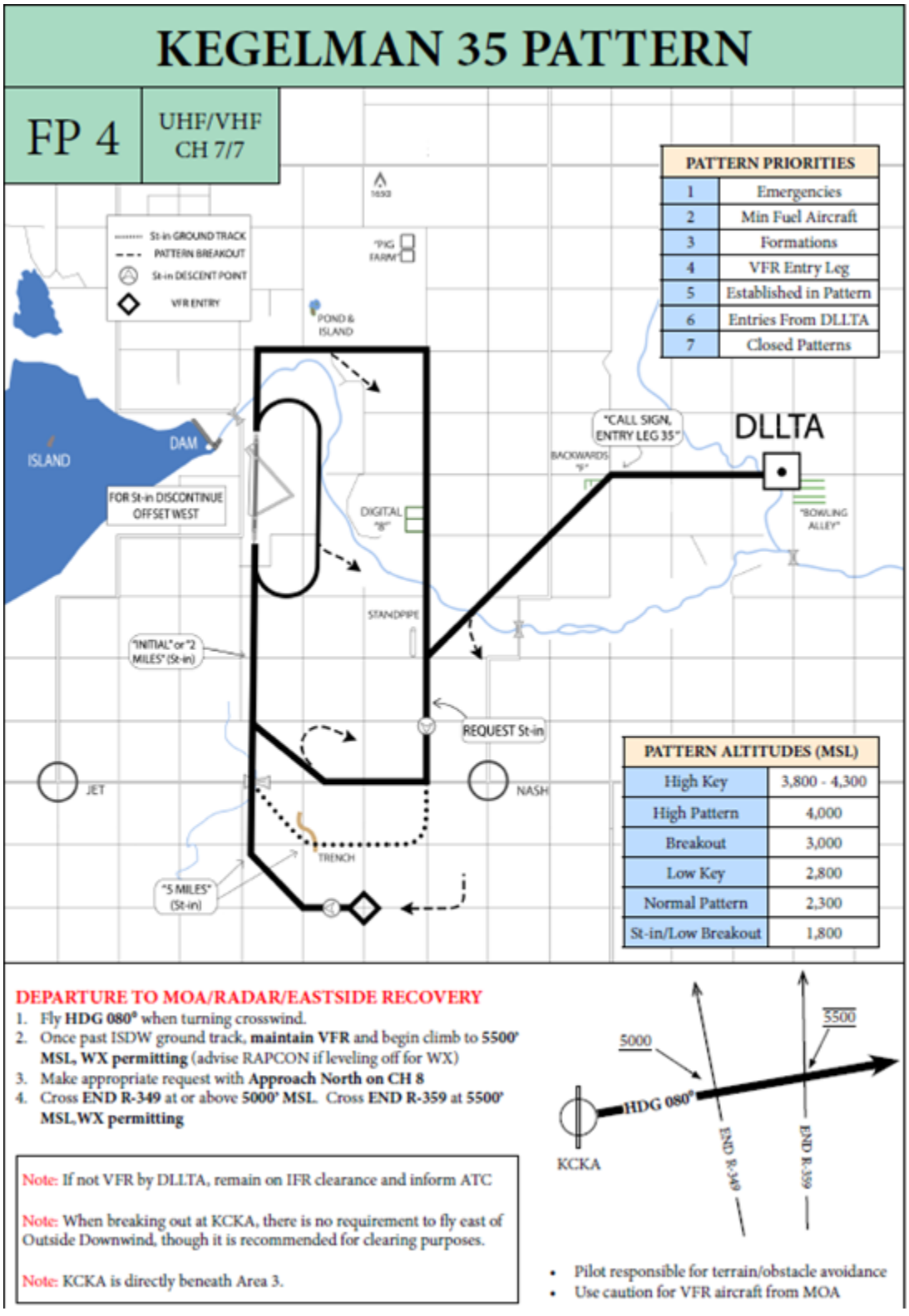
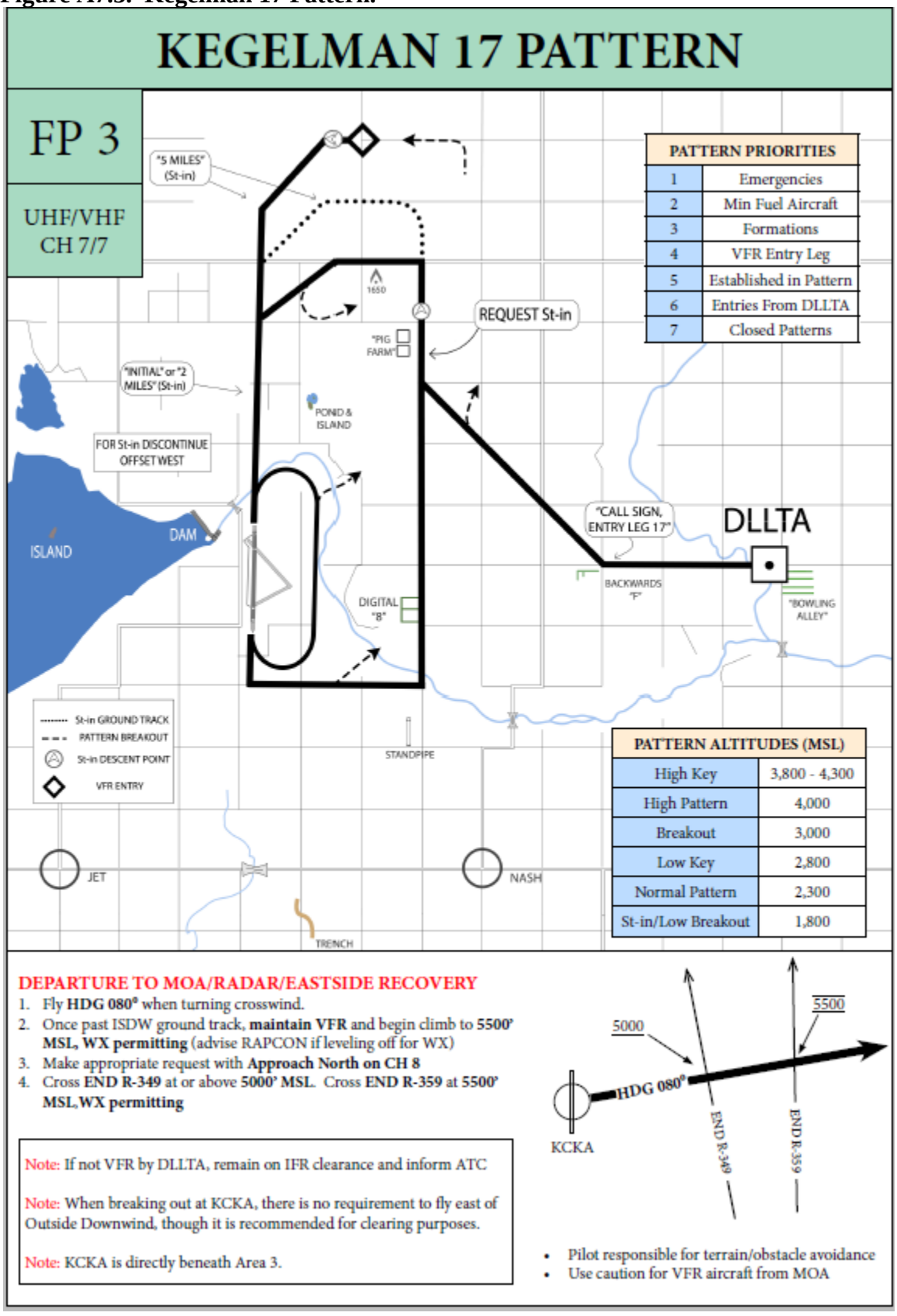


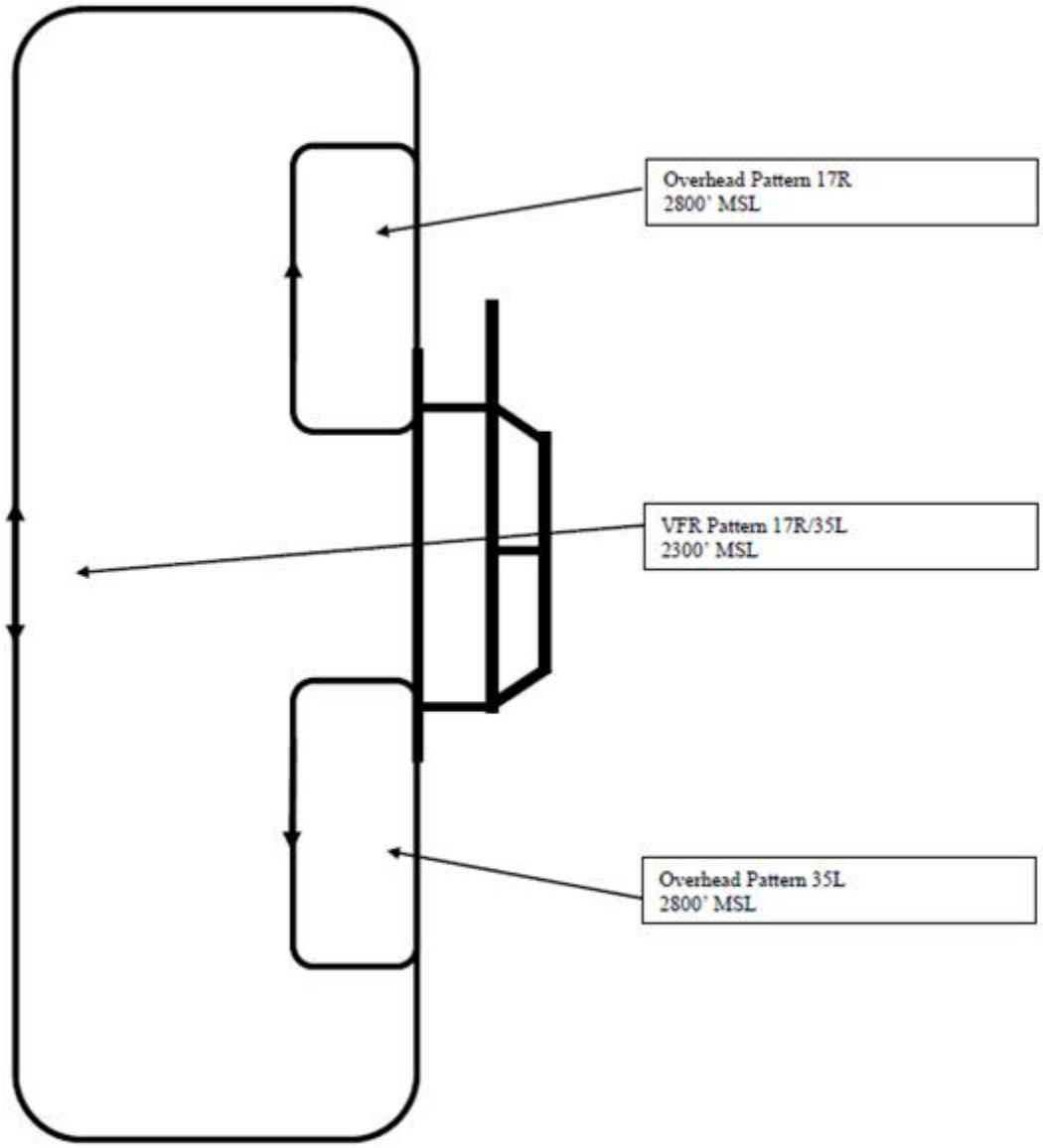
Figure A7.3. Kegelman 17 Pattern.



Attachment 8

TOWER FAA VFR PATTERNS

Figure A8.1. Tower FAA VFR Patterns.

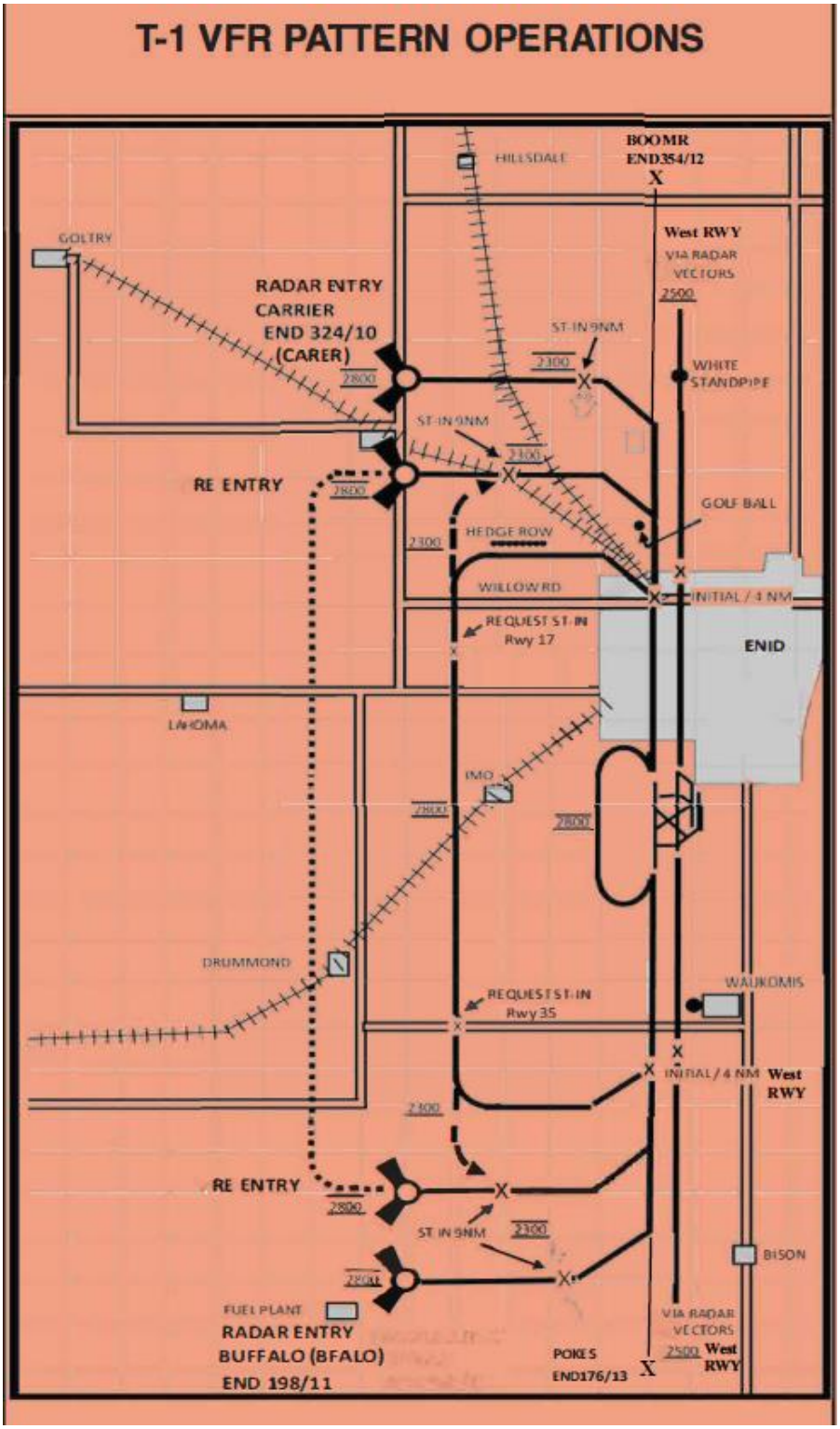


Note: This map is for visual reference only, and does not reflect actual ground track.

Attachment 9 **Attachment 9**

T-1 VFR TRAFFIC PATTERNS

Figure A9.1. T-1 VFR Traffic Patterns.



Attachment 10

T-38 VFR TRAFFIC PATTERNS

Figure A10.1. T-38 VFR Traffic Patterns. T-38 VFR TRAFFIC PATTERNS

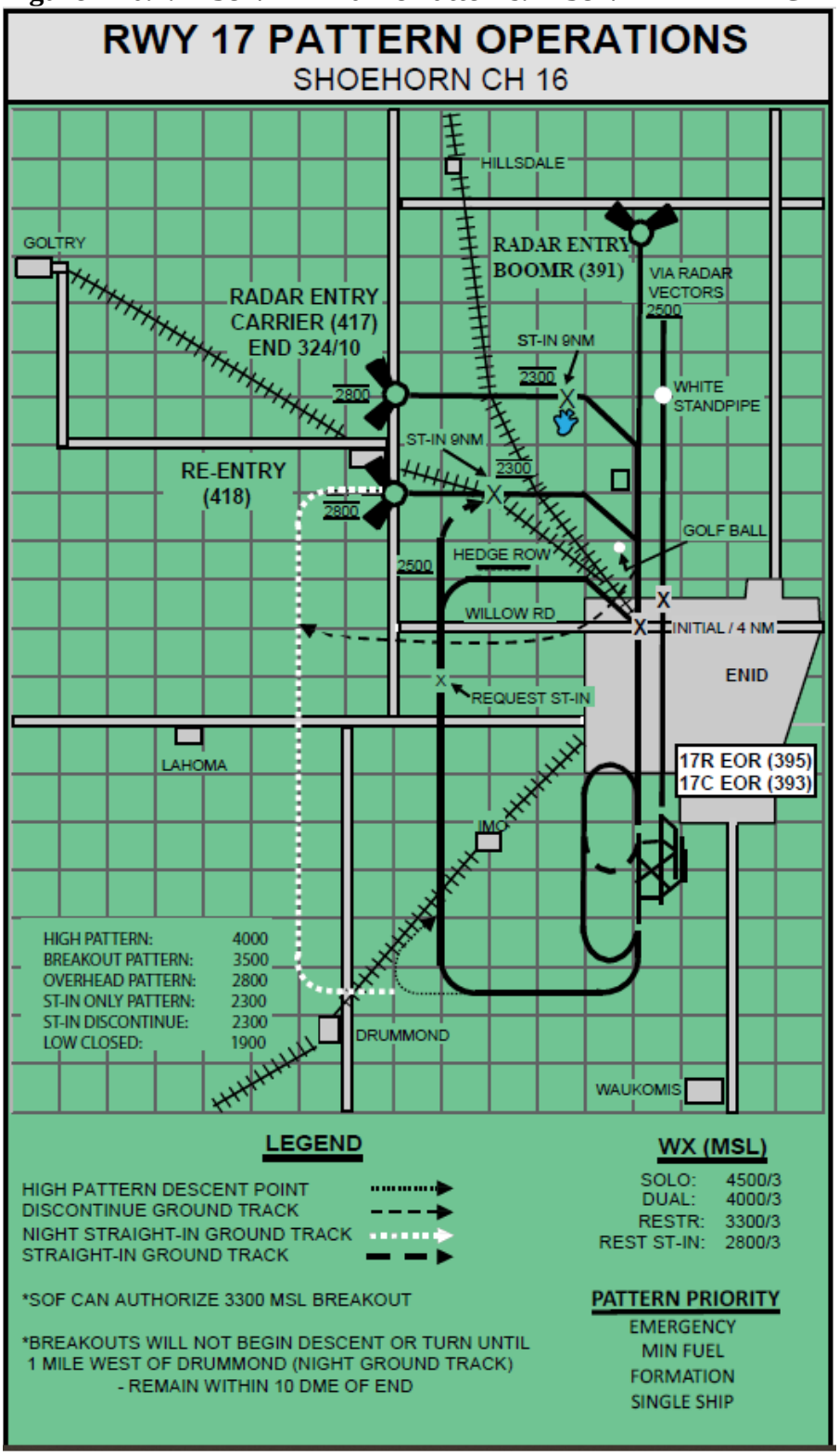
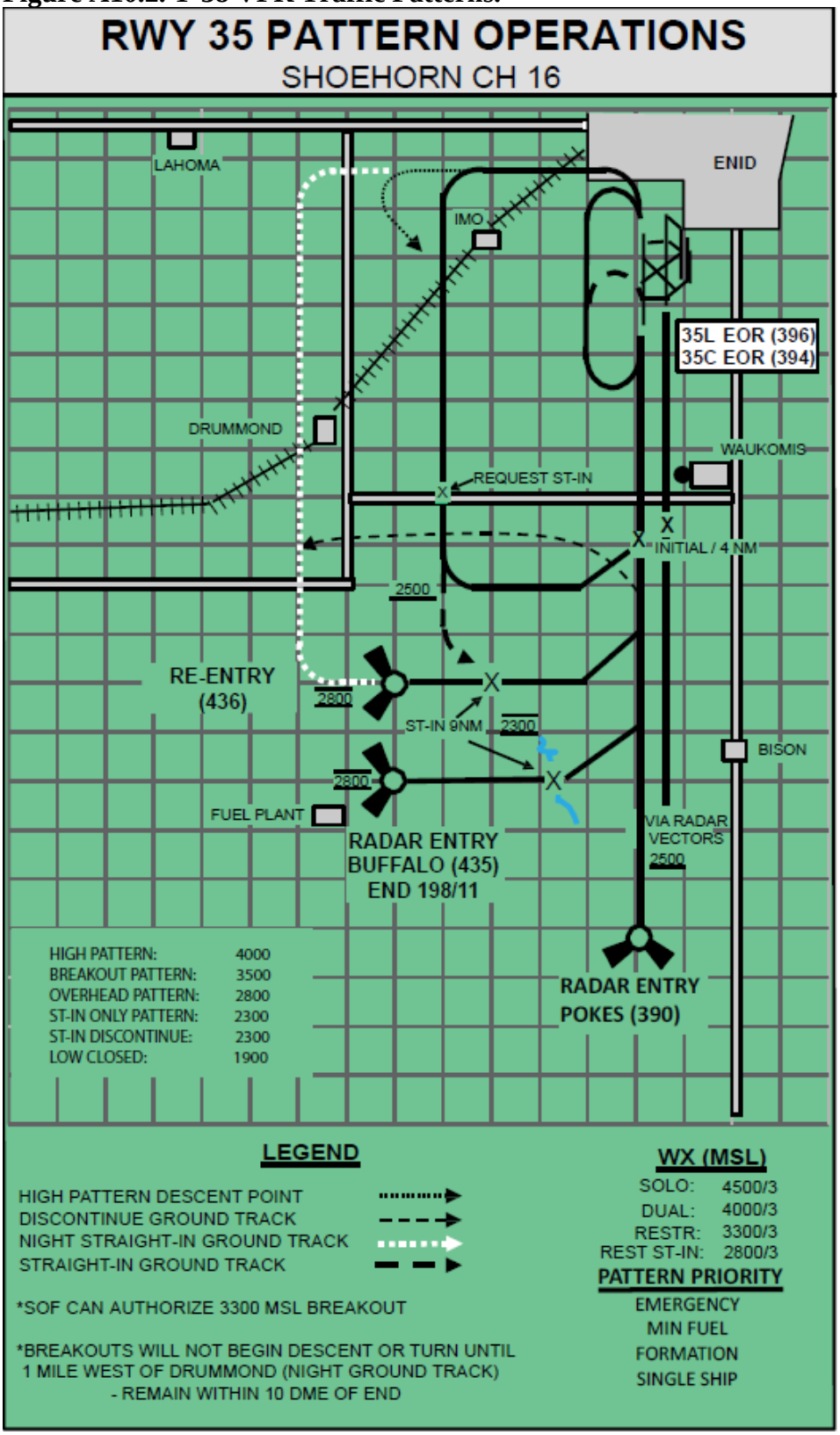


Figure A10.2. T-38 VFR Traffic Patterns.



Attachment 11
T-6 VFR TRAFFIC PATTERNS
Figure A11. 1. T-6 VFR Traffic Patterns.

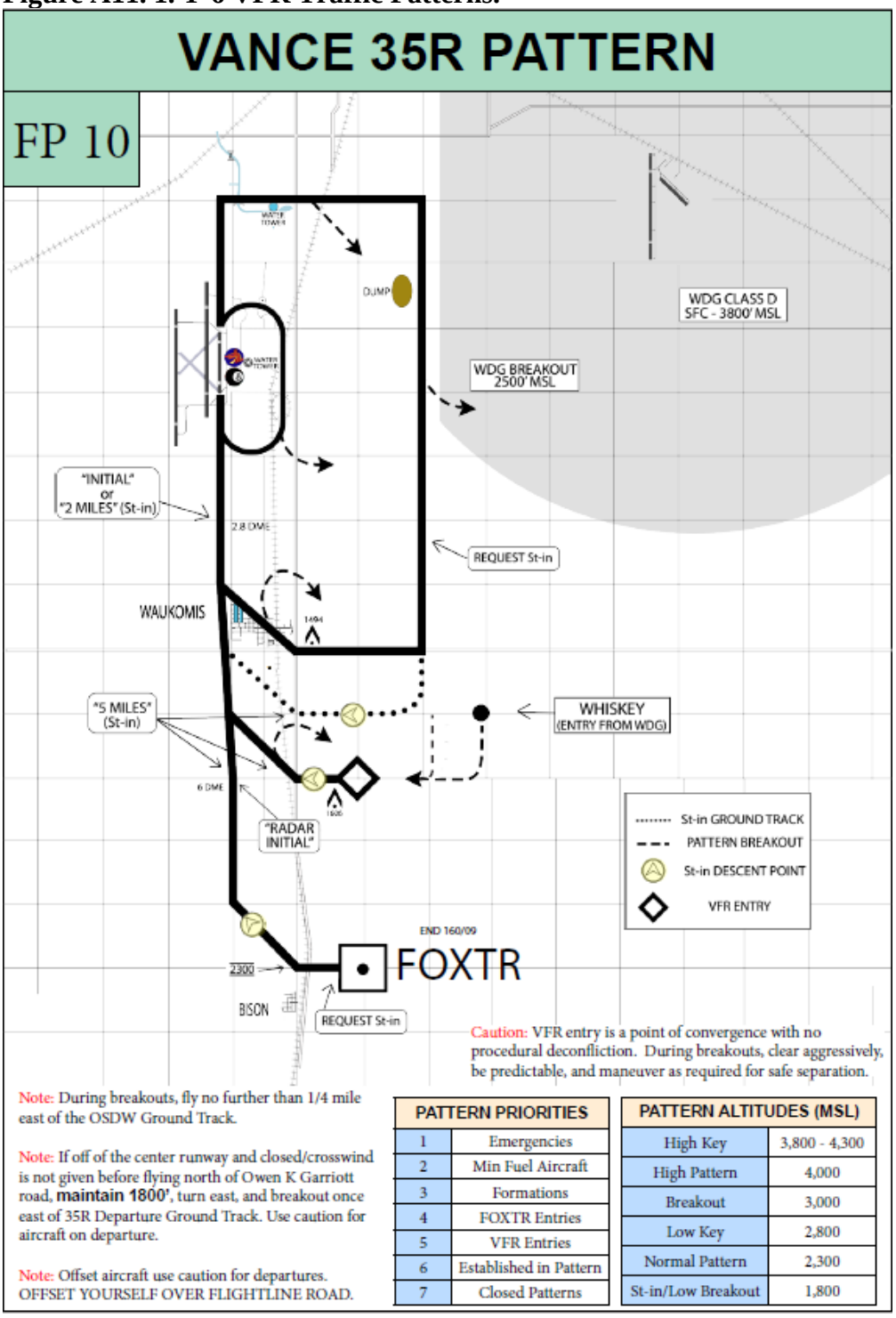
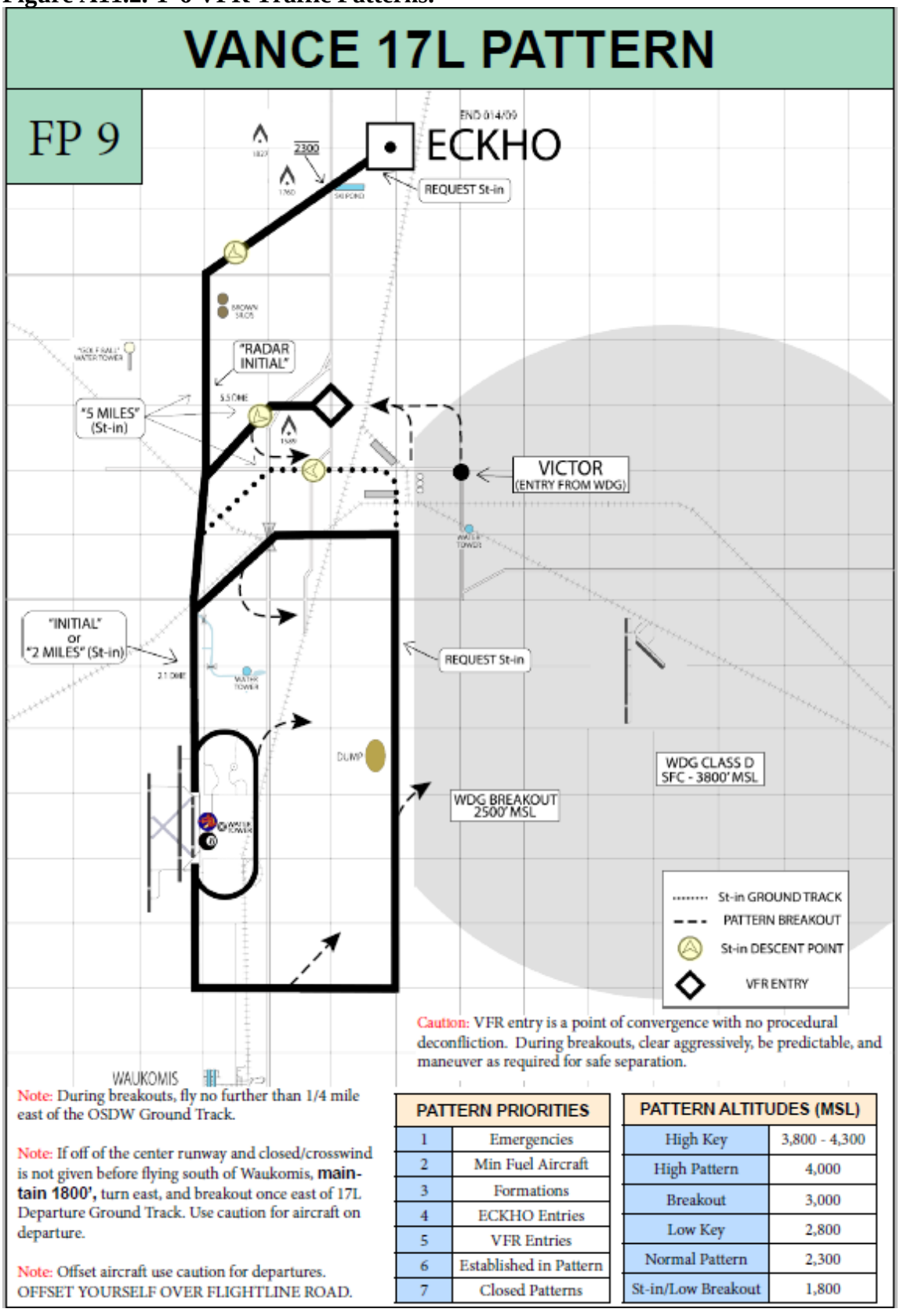


Figure A11.2. T-6 VFR Traffic Patterns.



PATTERN PRIORITIES	
1	Emergencies
2	Min Fuel Aircraft
3	Formations
4	ECKHO Entries
5	VFR Entries
6	Established in Pattern
7	Closed Patterns

PATTERN ALTITUDES (MSL)	
High Key	3,800 - 4,300
High Pattern	4,000
Breakout	3,000
Low Key	2,800
Normal Pattern	2,300
St-in/Low Breakout	1,800

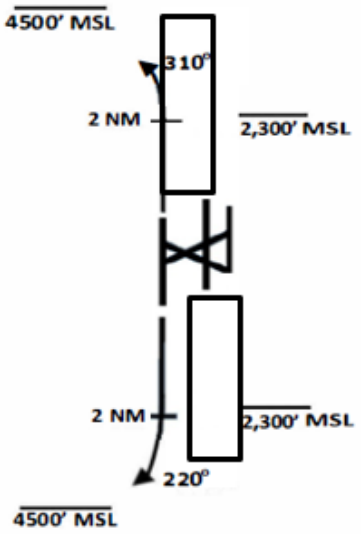
Attachment 12
VFR DEPARTURES OFF RUNWAY 17R/35L-JAILBREAK

Figure A12.1. VFR Departures Off Runway 17R/35L-Jailbreak.

JAILBREAK

SHOEHORN VFR DEPARTURE PROCEDURE

FOR DAY VMC USE ONLY



ON INITIAL CONTACT WITH DEPARTURE: TRANSMIT
CALLSIGN, ALTITUDE, "JAILBREAK" & REQUEST

RWY 17R

A. FLY RWY HDG
B. MAINTAIN AT OR BELOW 2300' MSL UNTIL 2 NM PAST DEPARTURE END
C. TURN RIGHT 220
D. CONTACT DEPARTURE ON CH 6
E. MAINTAIN VMC AT 4500' MSL UNTIL GIVEN A VECTOR FROM ATC

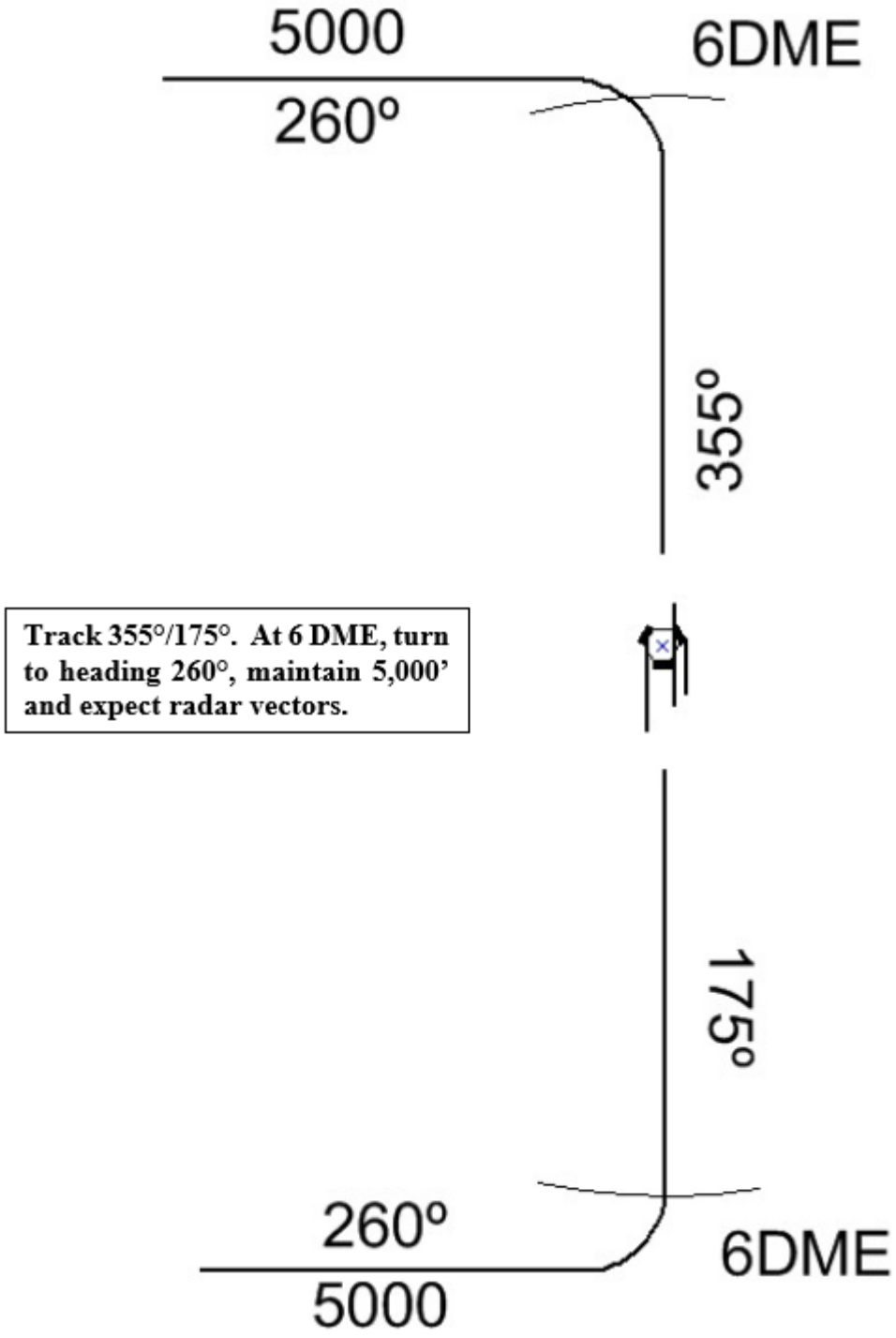
RWY 35L

A. FLY RWY HDG
B. MAINTAIN AT OR BELOW 2300' MSL UNTIL 2 NM PAST DEPARTURE END
C. TURN LEFT 310°
D. CONTACT DEPARTURE ON CH 6
E. MAINTAIN VMC AT 4500' MSL UNTIL GIVEN A VECTOR FROM ATC

12

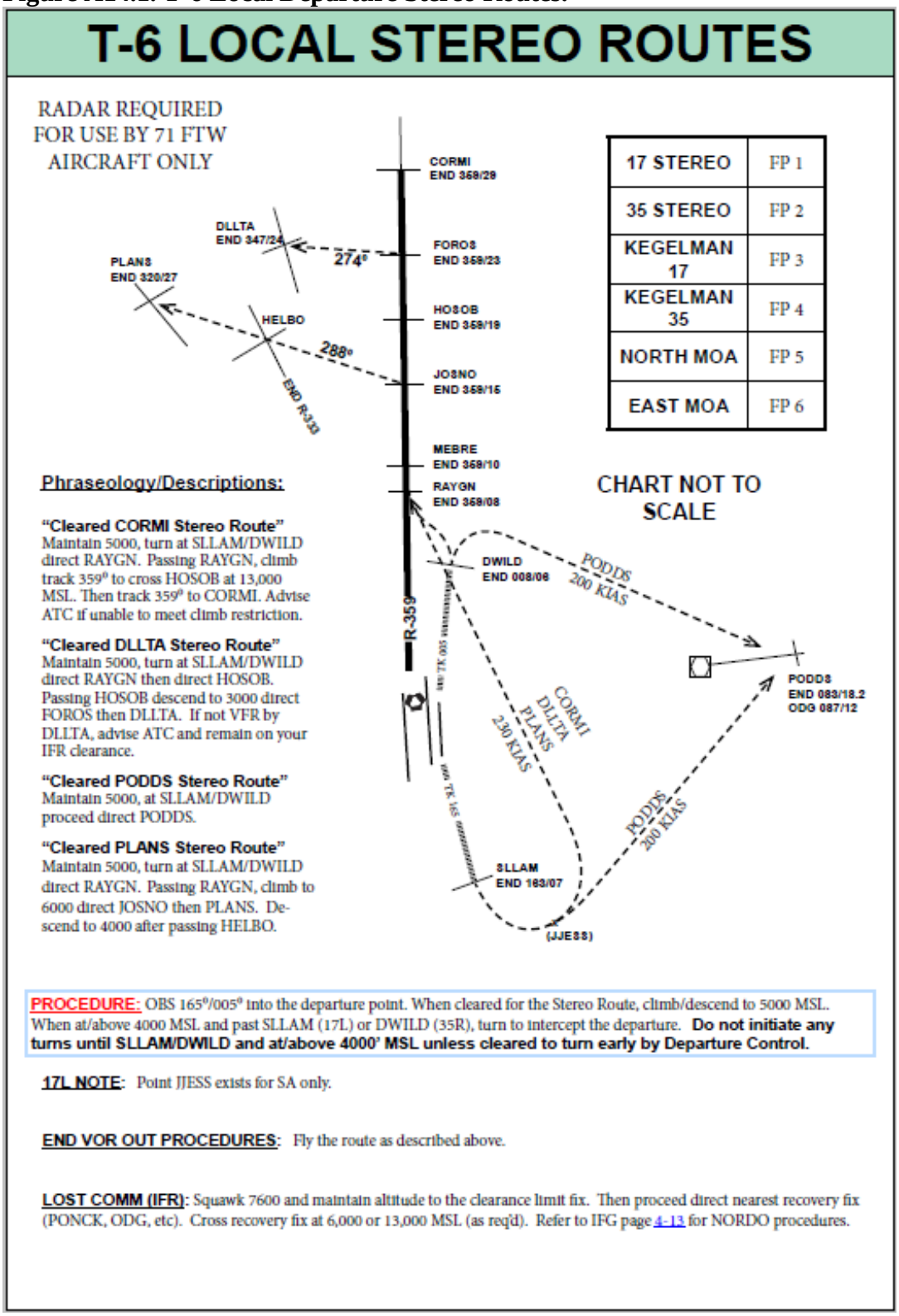
Attachment 13
VANCE LOCAL CLIMB OUT

Figure A13.1. Vance Local Climb Out.



Attachment 14
T-6 LOCAL DEPARTURE STEREO ROUTES

Figure A14.1. T-6 Local Departure Stereo Routes.



Attachment 15
T-1/T-38 LOCAL DEPARTURE STEREO ROUTES

Figure A15.1. T-1/T-38 Local Departure Stereo Routes.

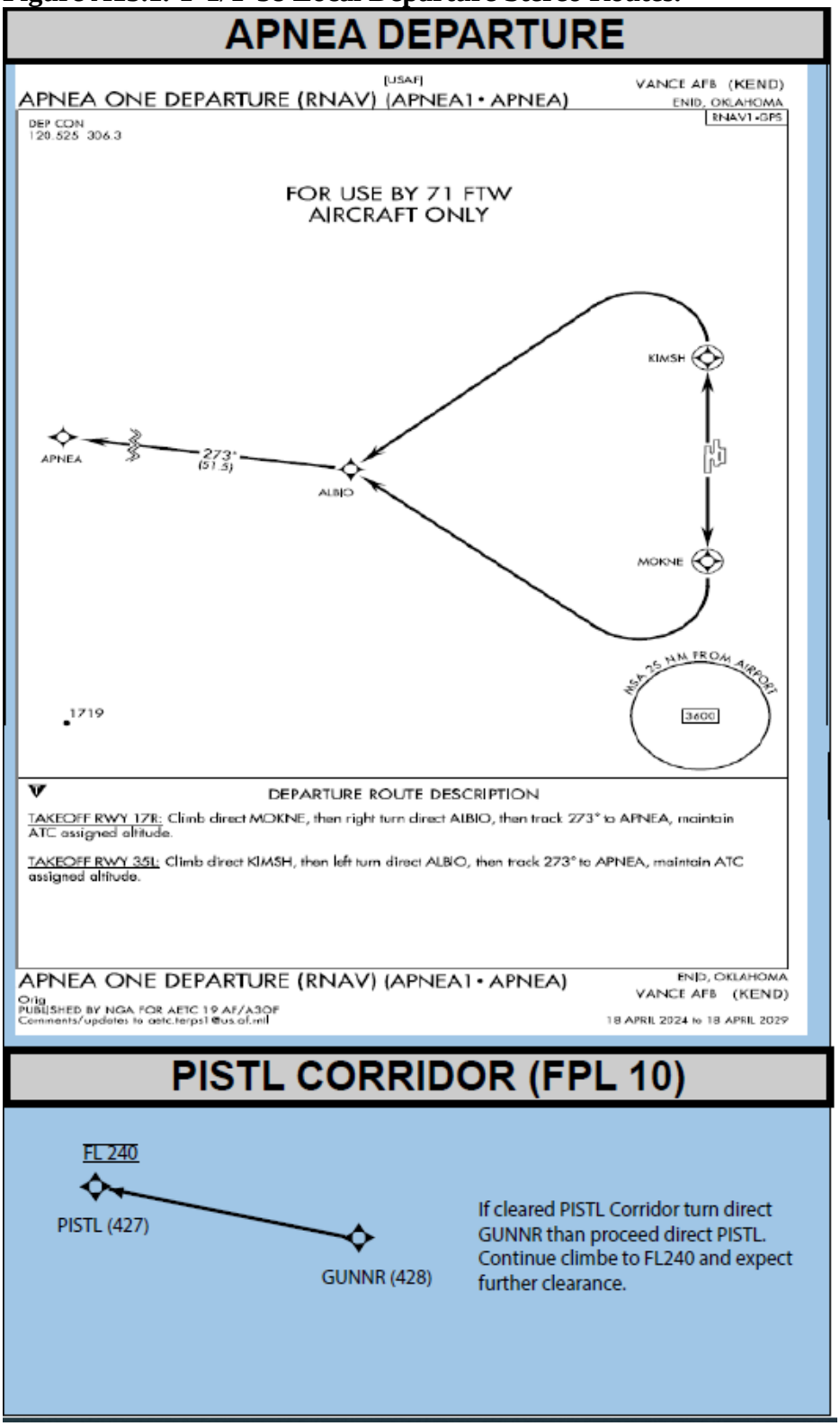


Figure A15.2. T-1/T-38 Local Departure Stereo Routes.

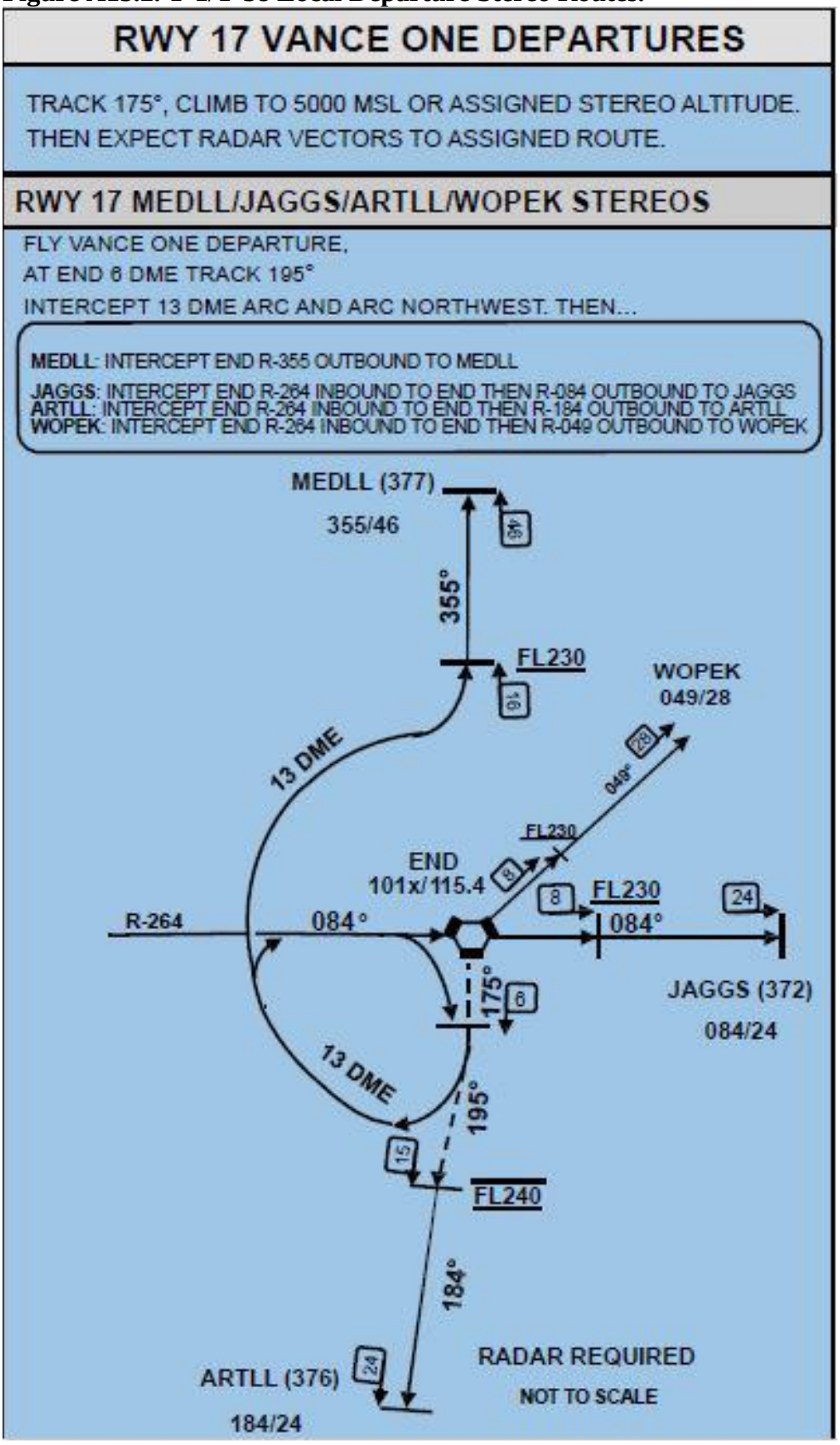


Figure A15.3. T-1/T-38 Local Departure Stereo Routes.

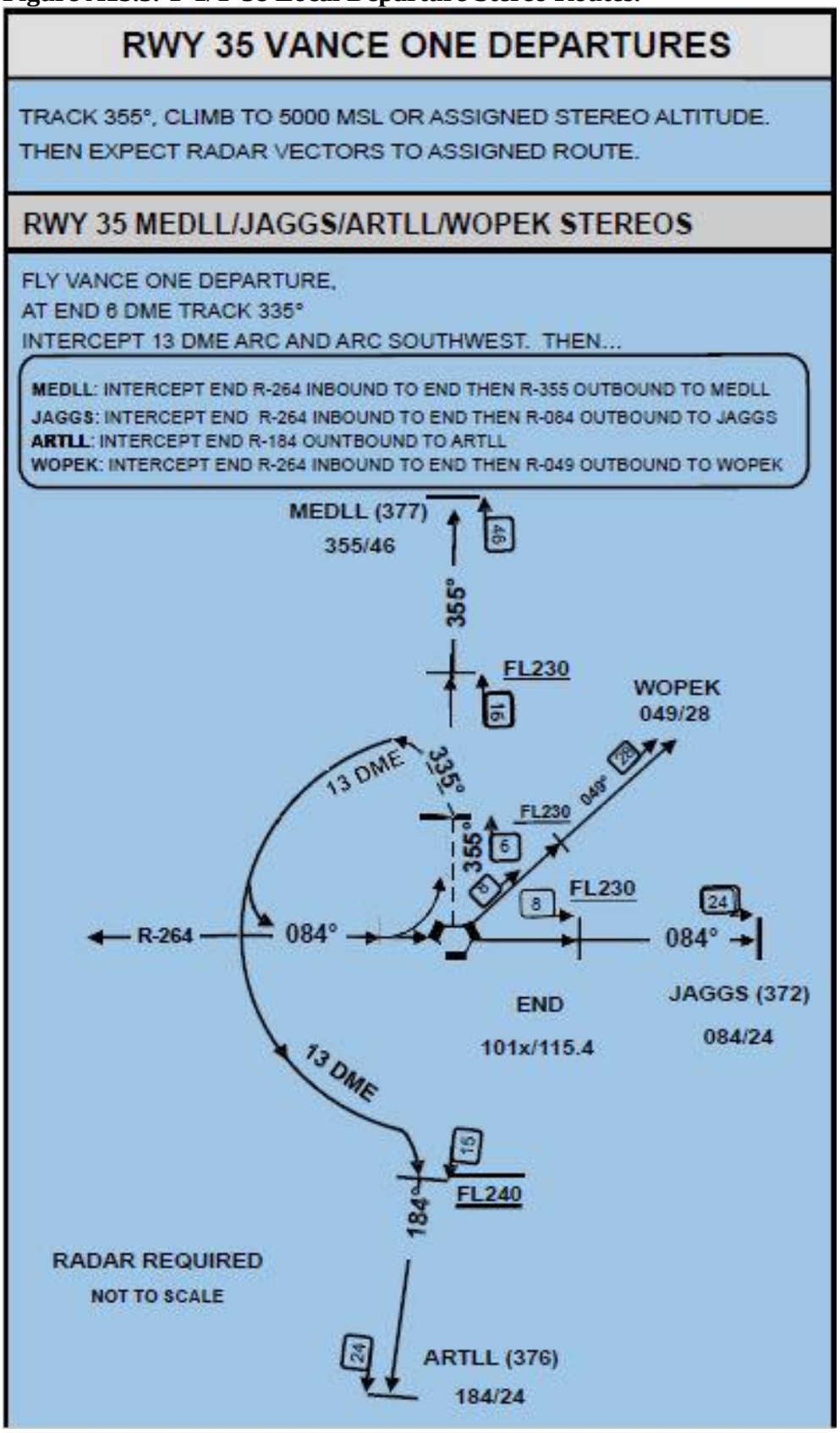
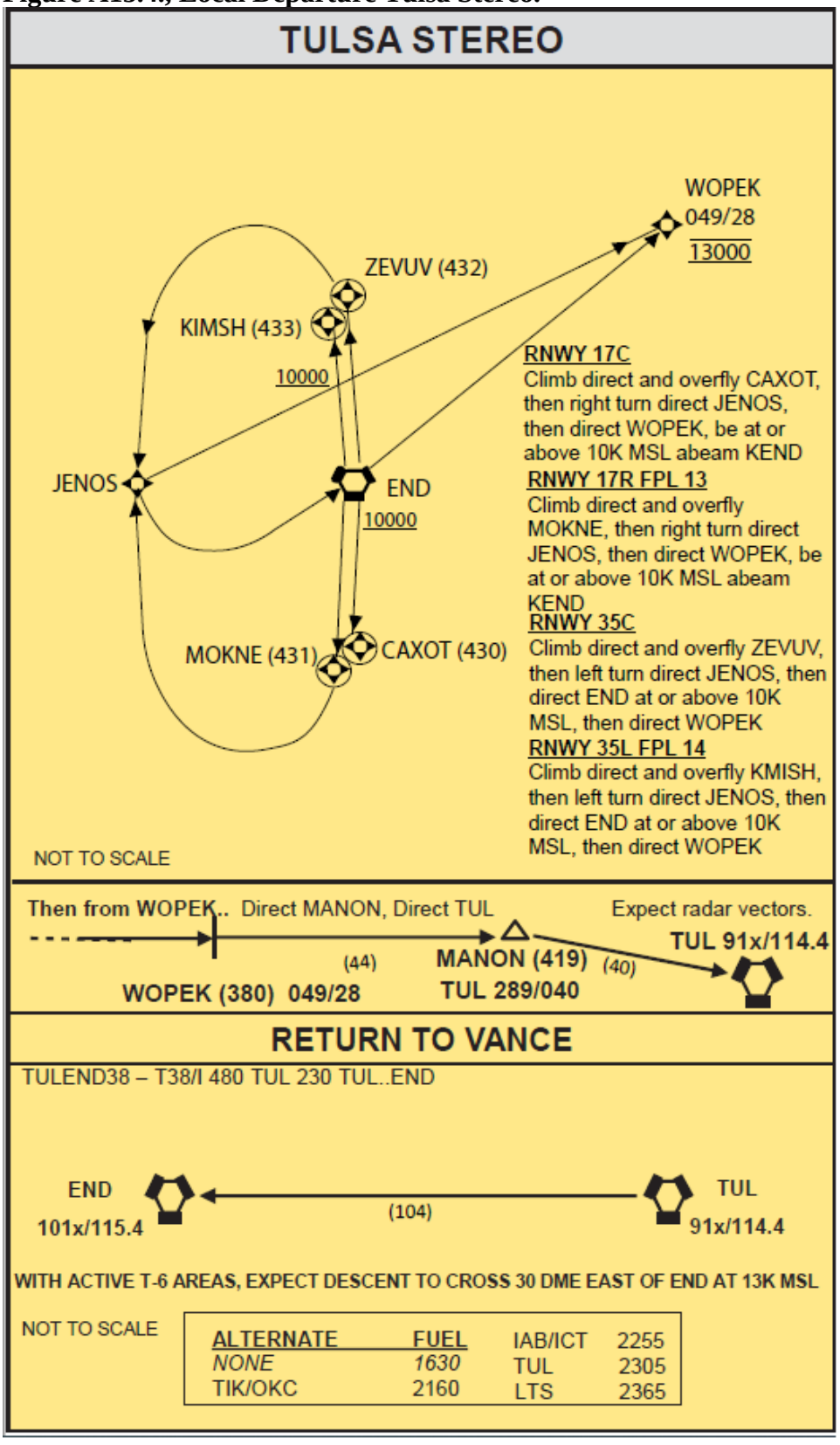


Figure A15.4., Local Departure Tulsa Stereo.



Attachment 16
KEGELMAN VFR DEPARTURE

Figure A16.1. Kegelman VFR Departure.

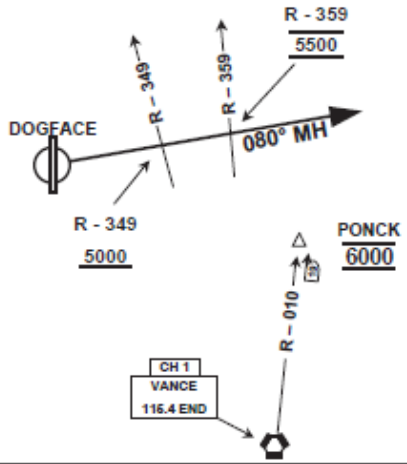
RESTRICTED PATTERN AT DOGFACE

1. No breakout capability
2. Pattern entries will be via straight-in from DLLTA. Report Call Sign XX, Entry Leg XX, Straight-In.
3. Comply with descent point in IFG. Be level at 1800 ft MSL at least 1/2 mile prior to outside downwind track.
4. Straight-ins may be flown from outside downwind as long as another straight-in, from DLLTA, is not between the Entry Leg request point and the Five Mile Point.
5. Emergency landing patterns to Low Key are allowed provided VFR cloud clearances are observed by the pilot.

DOGFACE DEPARTURE TO AREAS AND VANCE RECOVERY

DAY VFR USE ONLY
PILOT IS RESPONSIBLE FOR TERRAIN / OBSTACLE AVOIDANCE

NORTH MOA	FP 5
EAST MOA	FP 6
ECKHO	FP 7
FOXTR	FP 8



Use caution for aircraft proceeding VFR to High Key from MOA.

CHART NOT TO SCALE

DOGFACE DEPARTURE

1. Fly 080° MH, climb to 5500' MSL (WX permitting).
2. Maintain VFR until an IFR clearance is received.
3. Request area assignment or recovery to Eastside, as appropriate with Approach North on Channel 8.
4. Cross the END 349°R at or above 5000' MSL and the END 359°R at 5500' MSL (WX permitting).

Note: Advise RAPCON if leveling off below 5500' MSL due to weather.

AREA

1. Maintain 5500' MSL until cleared to an area.

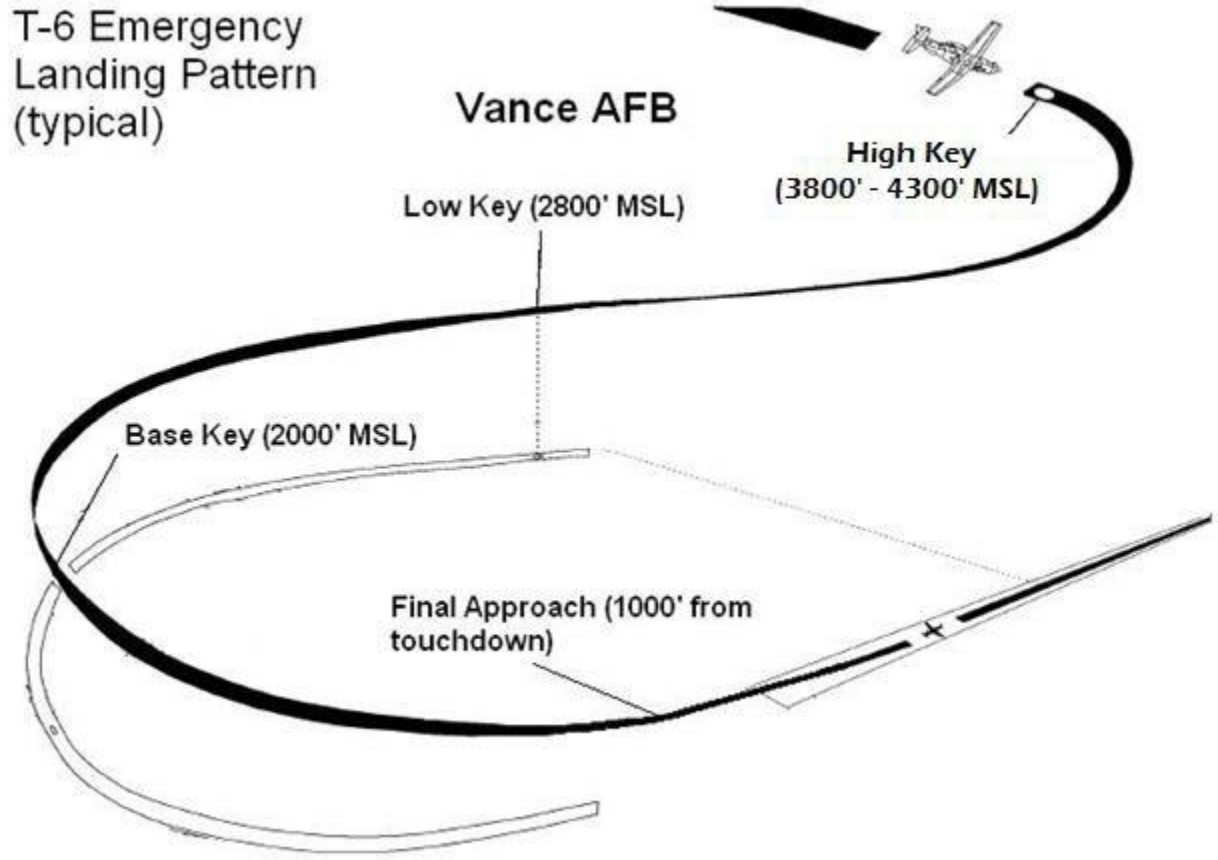
EASTSIDE

1. When cleared for recovery, climb to 6000' MSL.
2. Proceed direct assigned Recovery Fix, then execute the published recovery.

1-8

Attachment 17
T-6 EMERGENCY LANDING PATTERN

Figure A17.1. T-6 Emergency Landing Pattern.



Attachment 18
VANCE 1A, B, C, D MILITARY OPERATING AREAS/AIR TRAFFIC CONTROL ASSIGNED AIRSPACE AND TRAINING AREA COORDINATES

Figure A18.1. Vance 1A, B, C, D Military Operating Areas/Air Traffic Control Assigned Airspace and Training Area Coordinates.

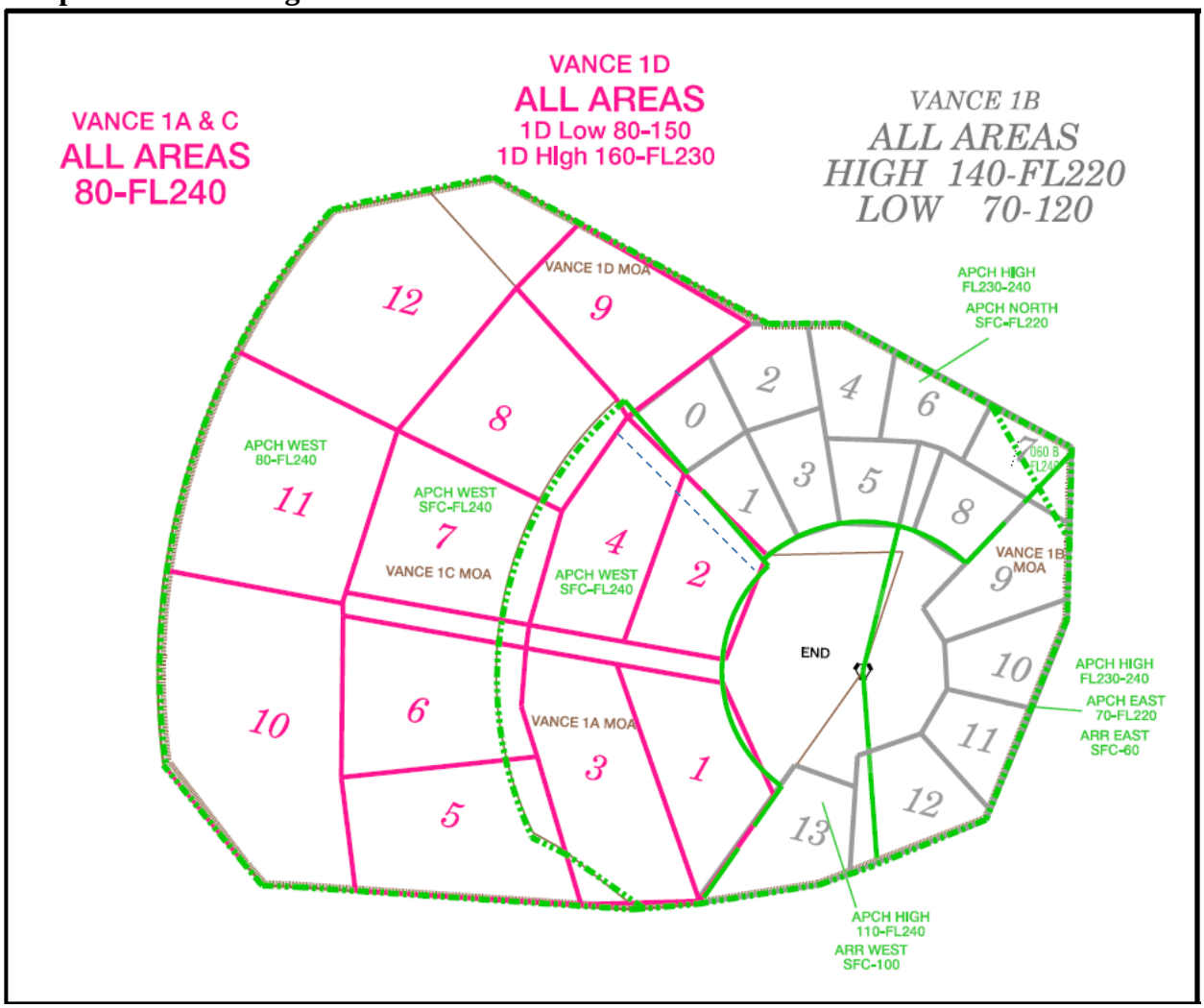


Table A18.1. Eastern and Northern Training Area Coordinates.

Area	Lat/Longs	Area	Lat/Longs
0	N36 52 00.06 W98 34 00.71 N36 45 04.00 W98 24 36.00 N37 00 18.87 W98 21 23.80 N36 50 43.90 W98 14 59.25	1	N36 45 04.00 W98 24 36.00 N36 50 43.90 W98 14 59.25 N36 35 00.00 W98 11 01.00 N36 37 29.33 W98 06 10.95
2	N37 00 18.87 W98 21 23.80 N37 04 29.54 W98 15 01.61 N37 04 35.00 W98 12 01.00 N37 04 47.96 W98 05 48.07 N36 54 06.84 W98 03 11.37 N36 50 43.90 W98 14 59.25	3	N36 50 43.90 W98 14 59.25 N36 54 06.84 W98 03 11.37 N36 50 11.01 W98 02 13.91 N36 39 22.40 W97 59 36.41 N36 37 29.33 W98 06 10.95
4	N37 04 47.96 W98 05 48.07 N37 04 59.43 W98 00 00.40 N37 01 31.45 W97 51 39.33 N36 50 11.12 W97 53 39.60 N36 50 11.01 W98 02 13.91 N36 54 06.84 W98 03 11.37	5	N36 50 11.01 W98 02 13.91 N36 50 11.12 W97 53 39.60 N36 50 04.69 W97 47 19.90 N36 39 18.41 W97 50 11.52 N36 39 22.40 W97 59 36.41
6	N37 01 31.45 W97 51 39.33 N36 54 59.84 W97 35 59.70 N36 47 52.40 W97 40 25.76 N36 49 15.56 W97 43 33.32 N36 50 04.69 W97 47 19.90 N36 50 11.12 W97 53 39.60	7	N36 54 59.84 W97 35 59.70 N36 49 59.87 W97 23 00.62 N36 40 08.04 W97 23 01.00 N36 43 12.12 W97 29 52.99 N36 47 52.40 W97 40 25.76
8	N36 49 15.56 W97 43 33.32 N36 47 52.40 W97 40 25.76 N36 43 12.12 W97 29 52.99 N36 34 49.21 W97 39 18.99 N36 38 47.36 W97 47 48.32	9	N36 43 12.12 W97 29 52.99 N36 40 08.04 W97 23 01.00 N36 30 34.03 W97 23 01.00 N36 24 38.07 W97 42 22.72 N36 28 52.70 W97 45 58.46 N36 34 49.21 W97 39 18.99
10	N36 30 34.03 W97 23 01.00 N36 28 00.00 W97 23 01.00 N36 16 26.69 W97 28 23.59 N36 18 35.04 W97 41 44.47 N36 24 38.07 W97 42 22.72	11	N36 16 26.69 W97 28 23.59 N36 03 22.81 W97 34 32.39 N36 12 46.10 W97 45 39.51 N36 18 35.04 W97 41 44.47
12	N36 03 22.81 W97 34 32.39 N36 02 00.00 W97 35 01.00 N35 54 34.61 W97 56 13.35 N36 05 41.17 W97 55 44.83 N36 09 41.37 W97 55 34.51 N36 12 46.10 W97 45 39.51	13	N35 54 34.61 W97 56 13.35 N35 53 00.00 W98 01 01.00 N35 50 23.95 W98 19 41.15 N36 04 11.32 W98 08 31.97 N36 08 11.00 W98 05 17.00 N36 05 41.17 W97 55 44.83

Table A18.2. Western Training Area Coordinates.

Area	Lat/Longs	Area	Lat/Longs
1	N36 04 11.32 W98 08 31.97 N35 50 23.95 W98 19 41.15 N36 20 18.37 W98 34 10.29 N36 18 24.77 W98 17 15.43	2	N36 35 00.00 W98 11 01.00 N36 21 23.37 W98 17 00.57 N36 23 12.34 W98 33 11.00 N36 45 04.00 W98 24 36.00
3	N35 50 23.95 W98 19 41.15 N35 49 10.30 W98 28 22.80 N35 49 21.59 W98 38 16.61 N36 08 04.26 W98 46 08.46 N36 14 21.82 W98 48 57.90 N36 21 53.32 W98 48 36.75 N36 20 18.37 W98 34 10.29	4	N36 23 12.34 W98 33 11.00 N36 24 51.94 W98 48 15.80 N36 39 37.52 W98 43 50.41 N36 52 00.06 W98 34 00.71 N36 45 04.00 W98 24 36.00
5	N35 49 21.59 W98 38 16.61 N35 49 53.30 W99 13 49.70 N36 04 18.02 W99 16 53.92 N36 08 04.26 W98 46 08.46	6	N36 08 04.26 W98 46 08.46 N36 04 18.02 W99 16 53.92 N36 25 00.08 W99 17 47.75 N36 21 53.32 W98 48 36.75 N36 14 21.82 W98 48 57.90
7	N36 24 51.94 W98 48 15.80 N36 27 59.94 W99 17 34.82 N36 49 02.42 W99 10 32.61 N36 39 37.52 W98 43 50.41	8	N36 39 37.52 W98 43 50.41 N36 49 02.42 W99 10 32.61 N37 07 55.62 W98 52 33.44 N36 54 22.37 W98 35 58.16 N36 52 00.06 W98 34 00.71
9	N36 52 00.06 W98 34 00.71 N36 54 22.37 W98 35 58.16 N37 07 55.62 W98 52 33.44 N37 16 33.78 W98 42 53.18 N37 06 40.70 W98 17 22.00 N37 04 29.54 W98 15 01.61 N37 00 18.87 W98 21 23.80	10	N35 49 53.30 W99 13 49.70 N35 50 00.00 W99 23 01.00 N35 53 00.00 W99 25 01.00 N35 52 29.50 W99 31 21.70 N36 04 46.80 W99 44 29.00 N36 16 45.00 W99 45 50.00 N36 29 36.29 W99 45 39.17 N36 26 31.49 W99 17 51.74 N36 25 00.08 W99 17 47.75 N36 04 18.02 W99 16 53.92
11	N36 27 59.94 W99 17 34.82 N36 26 31.49 W99 17 51.74 N36 29 36.29 W99 45 39.17 N36 43 21.00 W99 42 56.00 N36 58 07.77 W99 36 31.54 N36 49 02.42 W99 10 32.61	12	N36 49 02.42 W99 10 32.61 N36 58 07.77 W99 36 31.54 N37 16 50.00 W99 22 46.00 N37 19 54.00 W99 07 24.00 N37 22 00.00 W98 57 01.00 N37 16 33.78 W98 42 53.18 N37 07 55.62 W98 52 33.44

Attachment 19
AIR REFUELING AIRSPACE

Figure A19.1. Air Refueling Airspace.

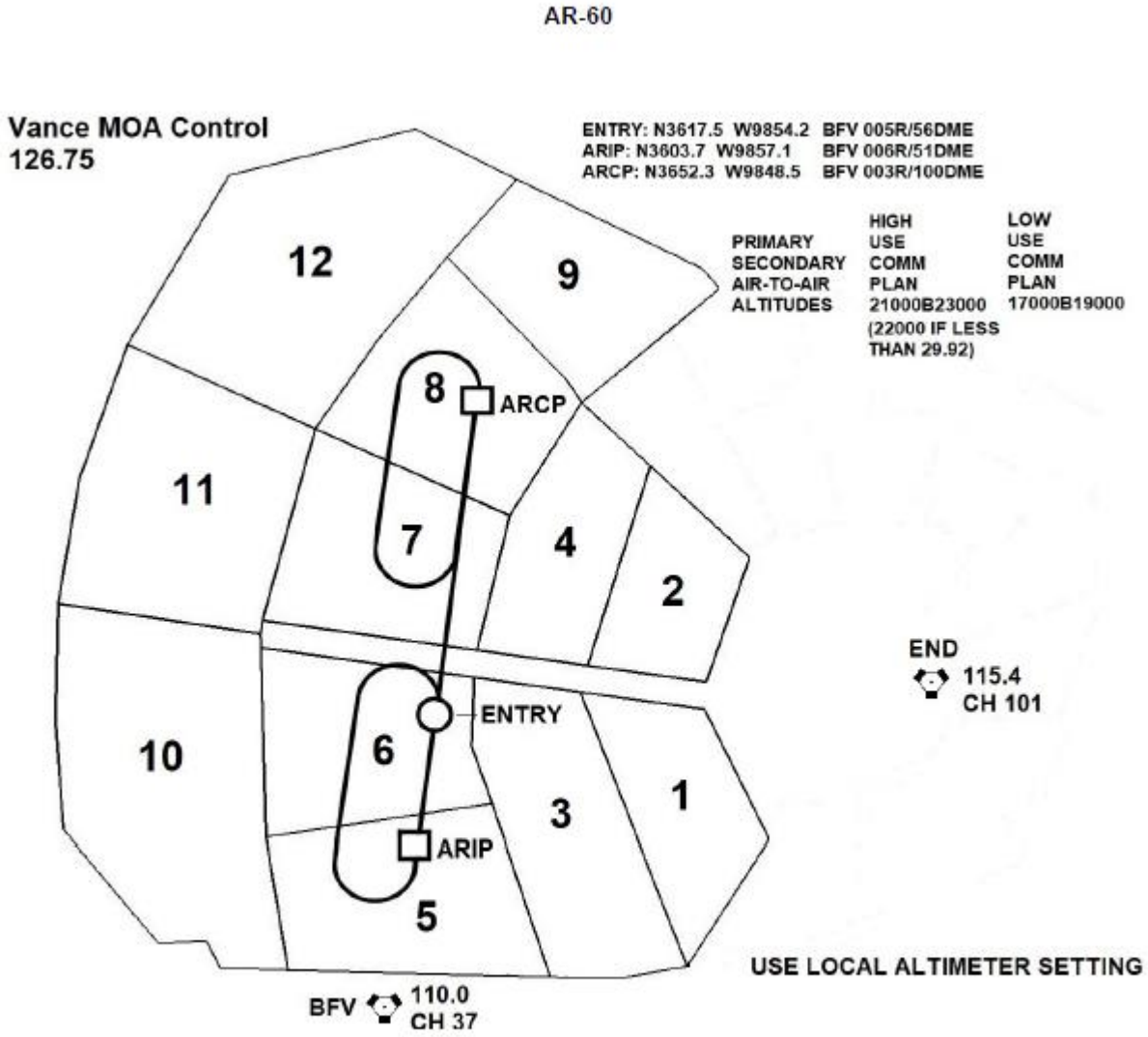
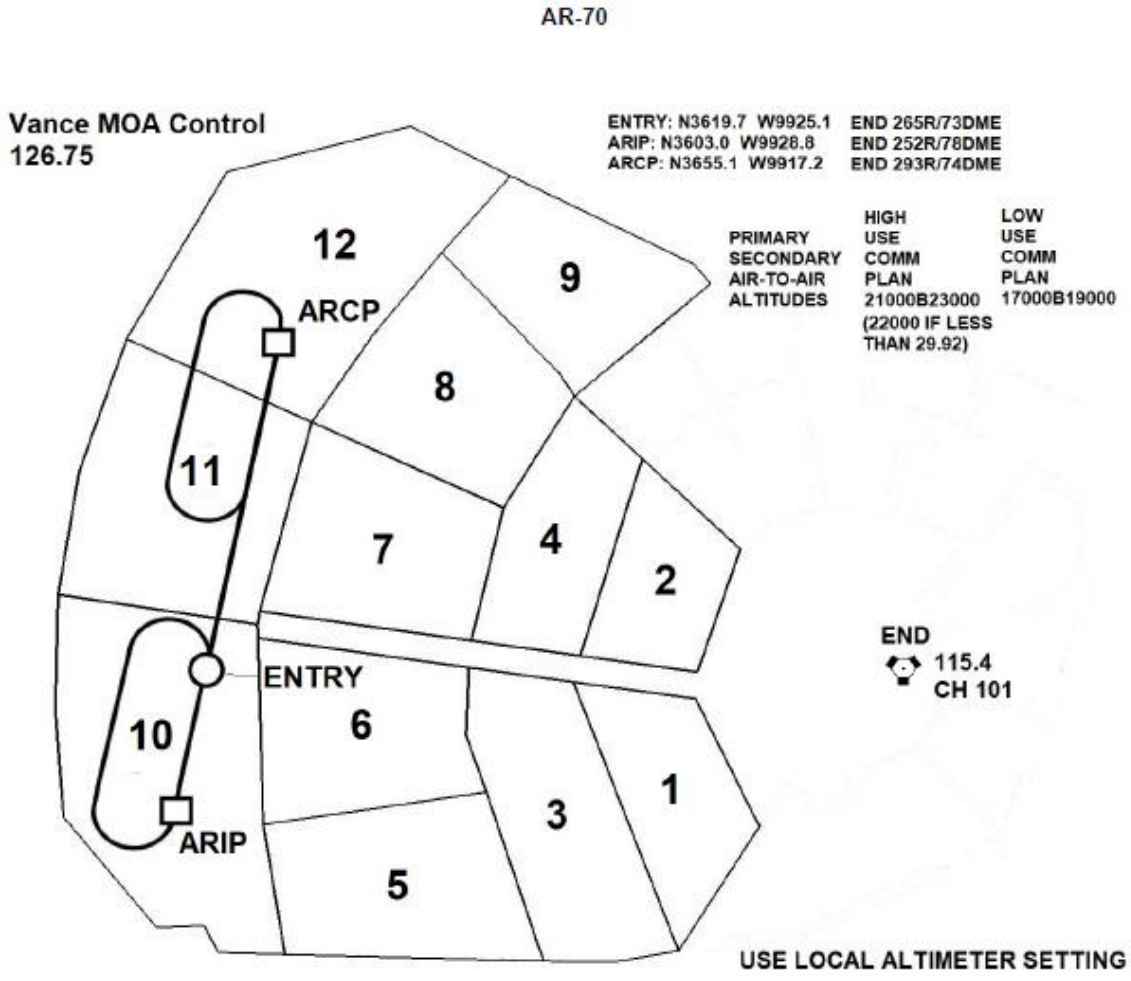


Figure A19.2. Air Refueling Airspace.



Attachment 20
VANCE T-6 LOCAL RECOVERY ROUTES
Figure A20.1. Vance T-6 Local Recovery Routes.

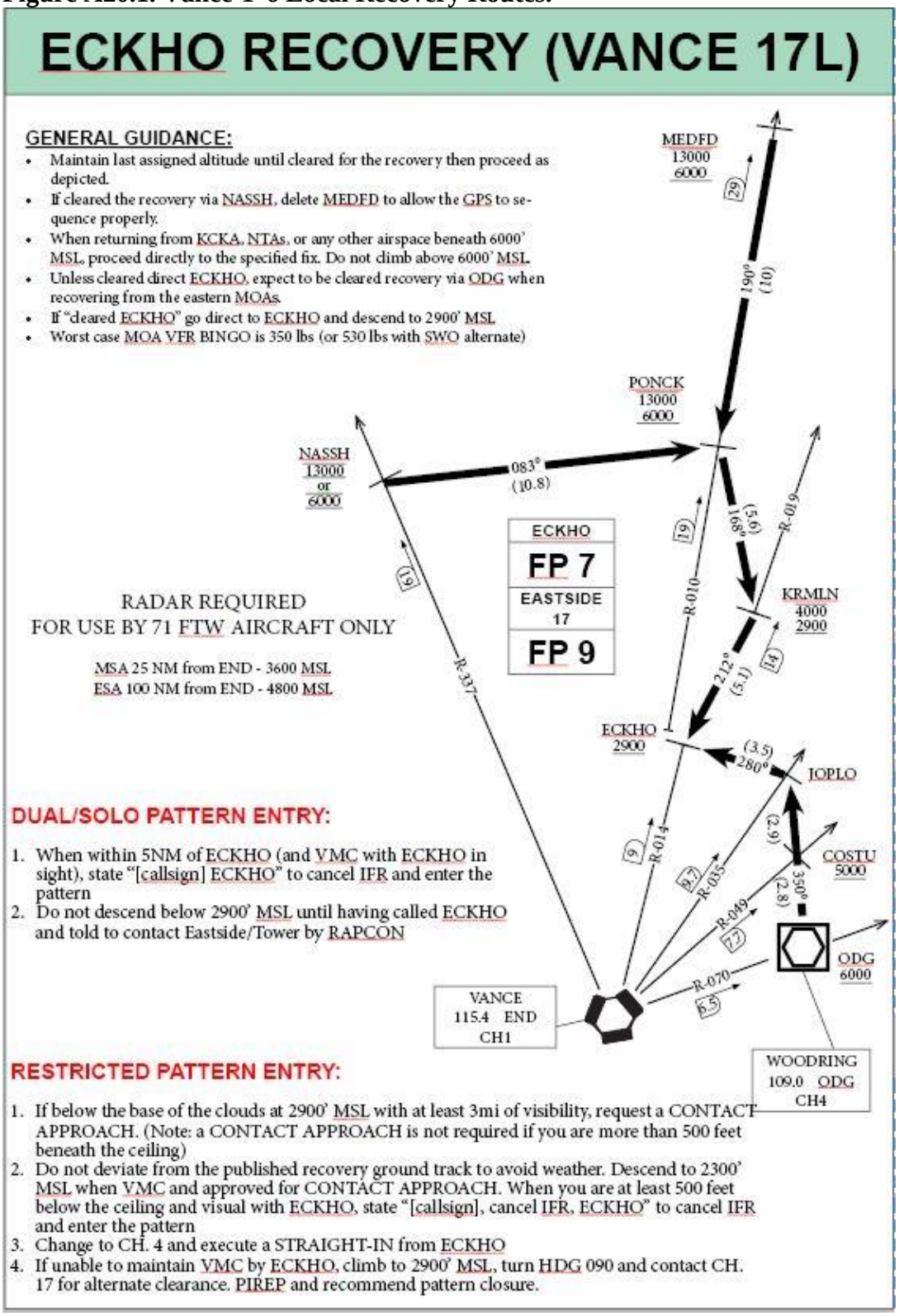
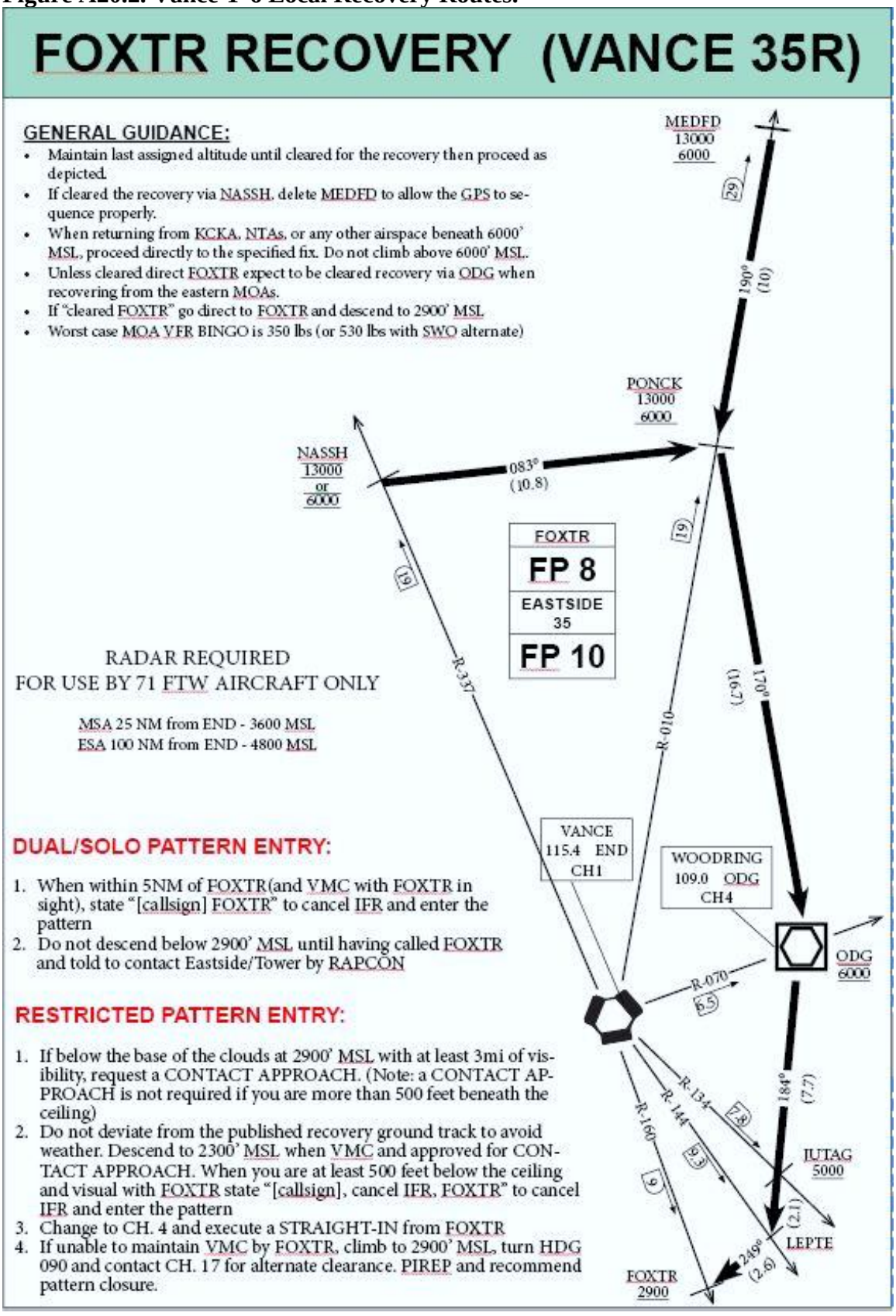
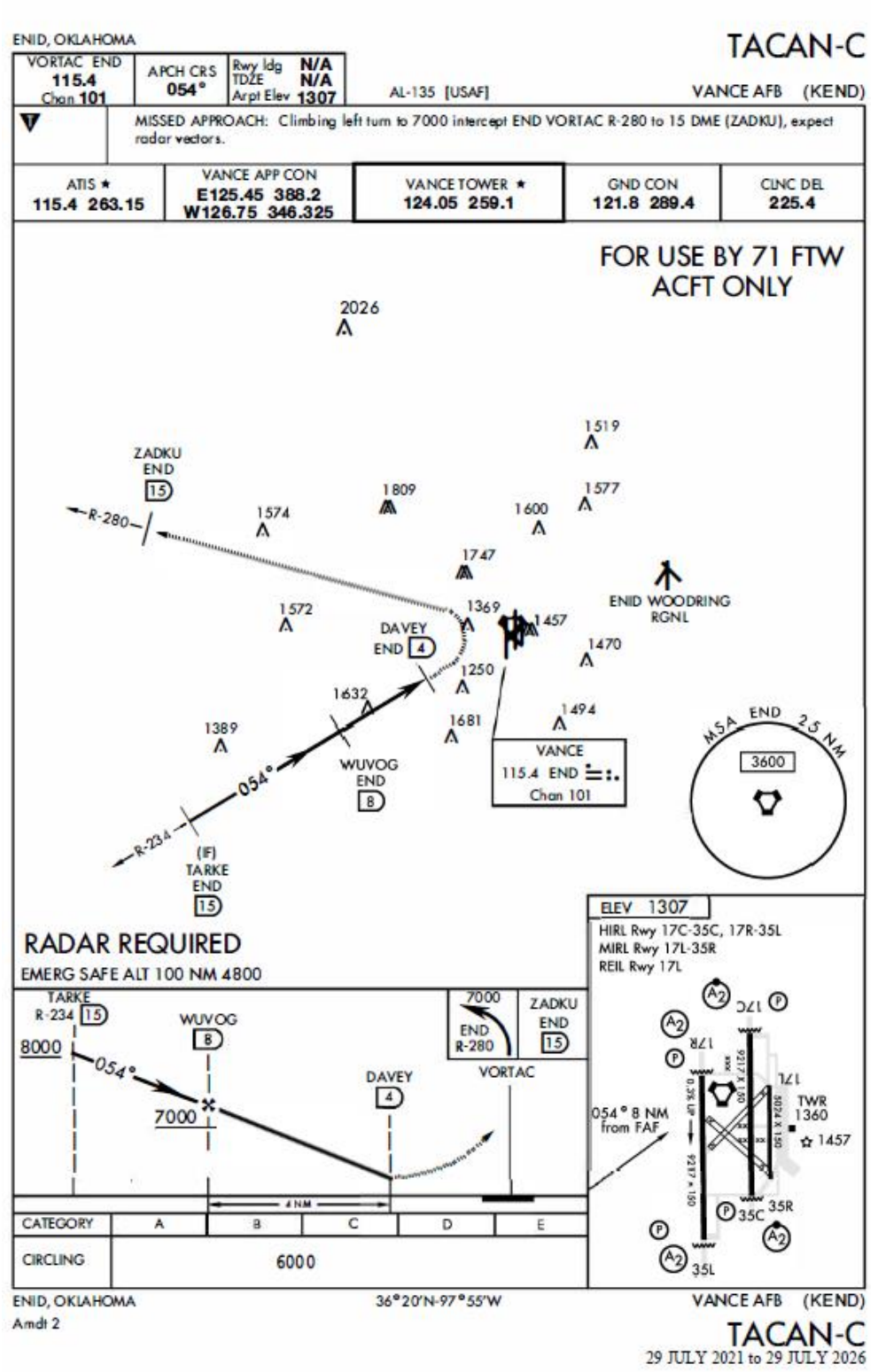


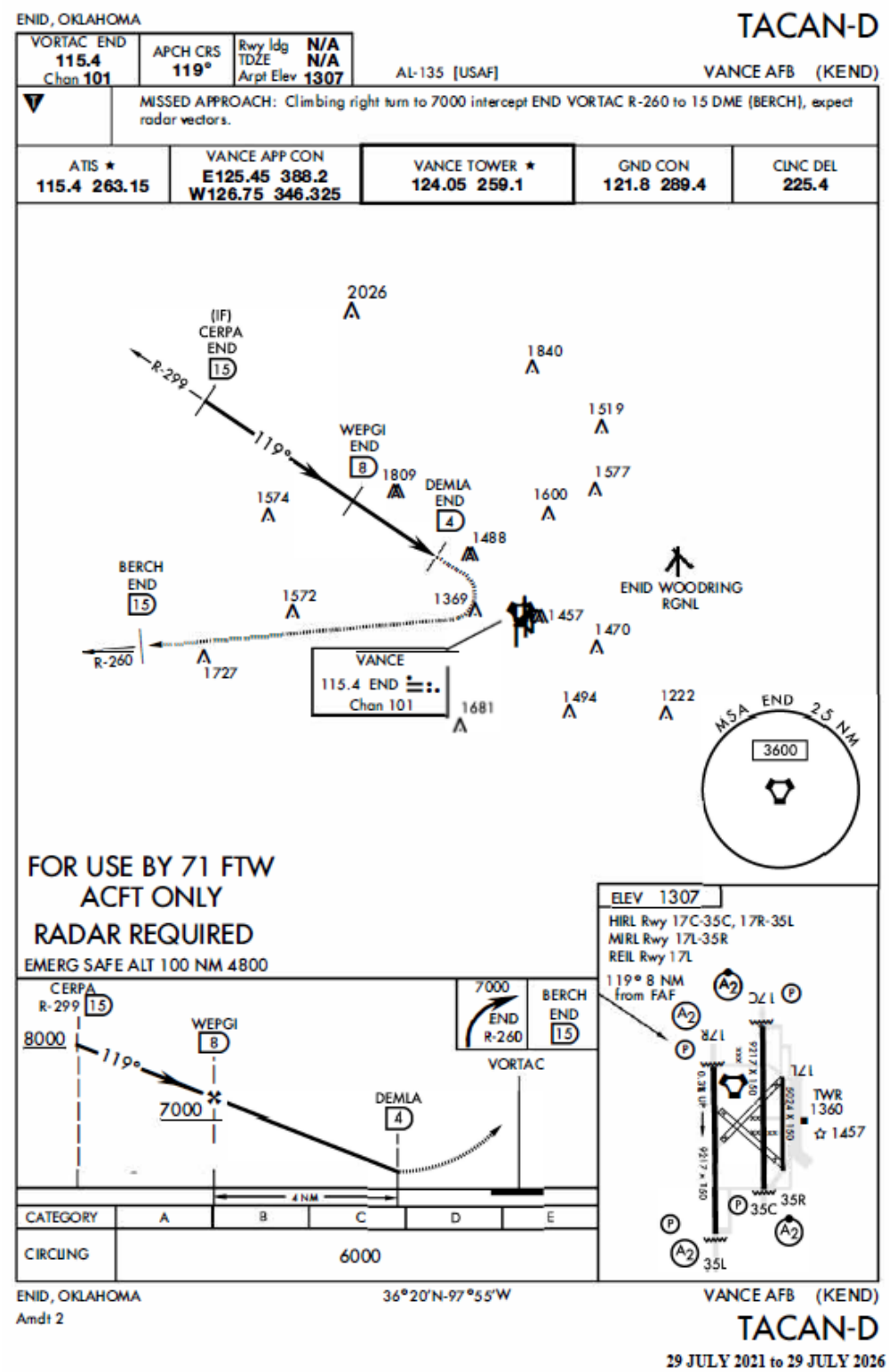
Figure A20.2. Vance T-6 Local Recovery Routes.



Attachment 21
TACAN C
Figure A21.1. TACAN C.



Attachment 22
TACAN D
Figure A22.1. TACAN D.



Attachment 23
MINIMUM VECTORING ALTITUDES

Figure A23.1. Single Sensor.

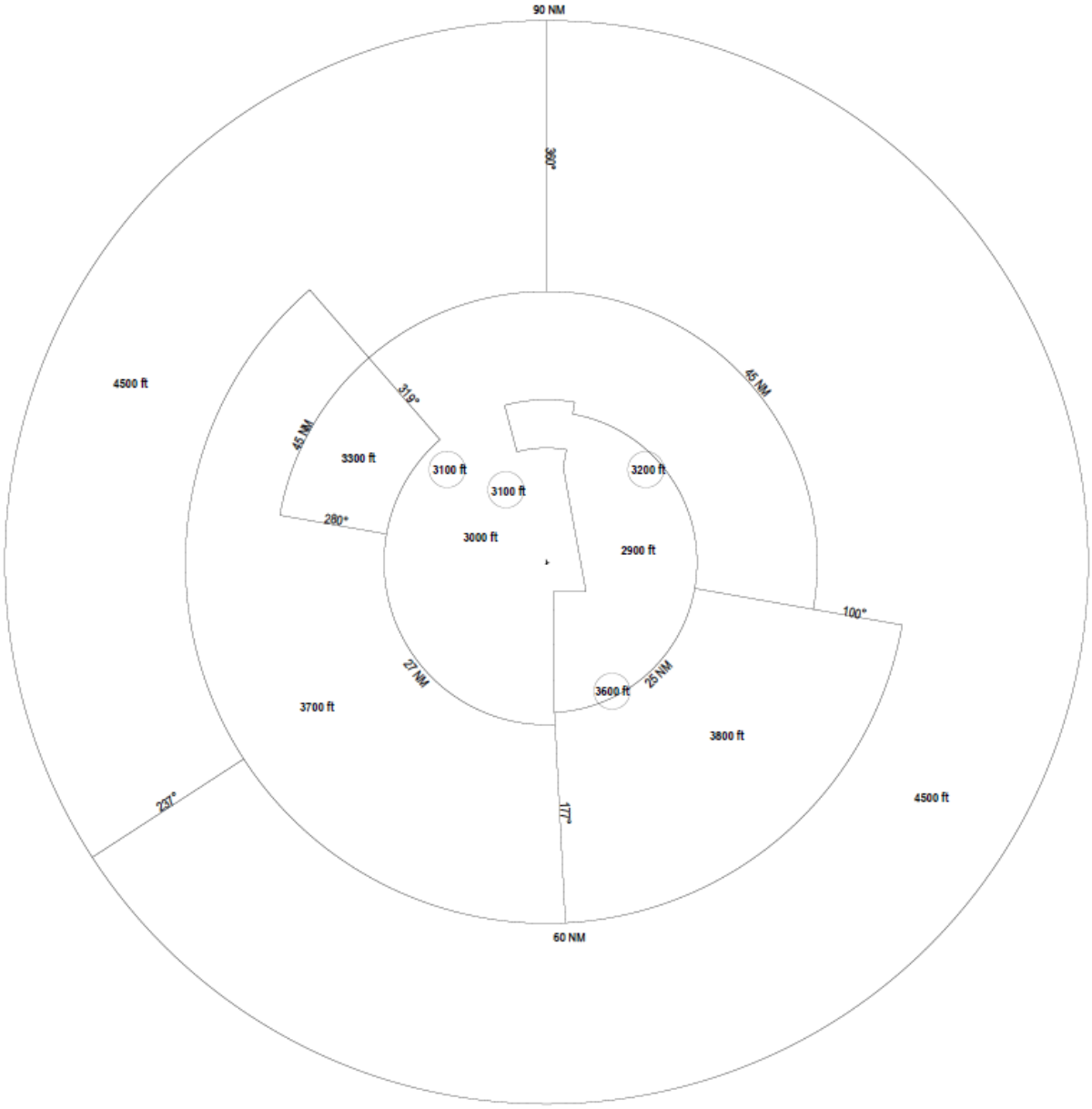
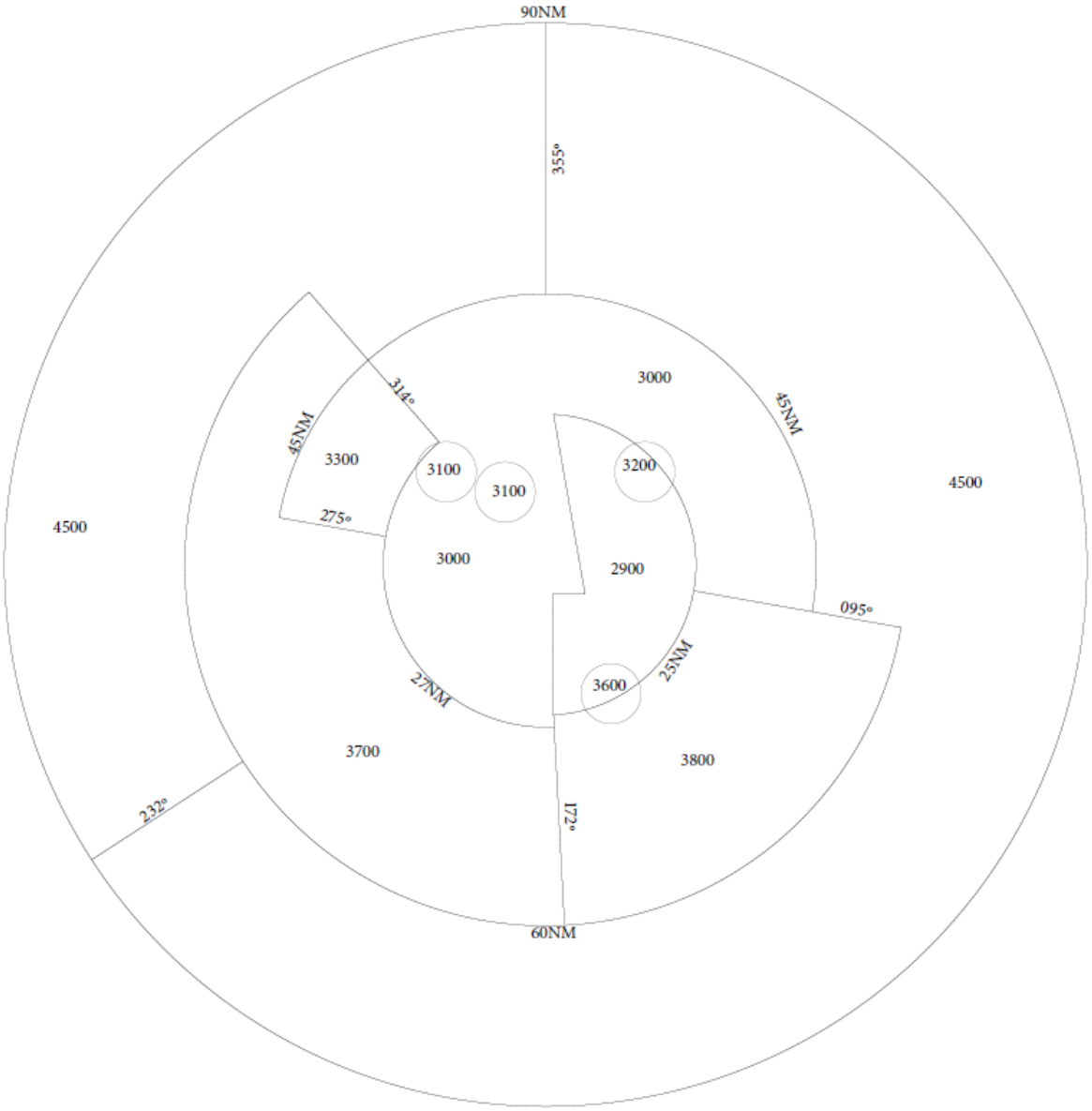


Figure A23.2. Multi Sensor.



Attachment 24
REDUCED SAME RUNWAY SEPARATION
Table A24.1. Reduced Same Runway Separation.

ABBREVIATIONS: CLEAR = Clear of runway T/G = Touch and Go Dept = Departure FS = Full Stop LA = Low Approach		SECOND AIRCRAFT							
		T-6 DEPT	T-6 T/G	T-6 FS	T-6 LA	T-38 DEPT	T-38 T/G	T-38 FS	T-38 LA
FIRST AIRCRAFT	T-6 T/G or DEPT	3000	3000	3000	3000	6000	6000	6000	6000
	T-6 FS	CLEAR	3000	3000	3000	CLEAR	6000	6000	6000
	T-6 LA	3000	3000	3000	3000	6000	6000	6000	6000
	T-38 T/G or DEPT	6000	6000	6000	6000	3000	3000	3000	6000
	T-38 FS	CLEAR	6000	6000	6000	CLEAR	6000	3000	3000
	T-38 LA	6000	6000	6000	6000	3000	3000	3000	3000

A24.1. Reduced Same Runway Separation.
A24.1.1. Any formation flight (holding hands) FS behind a preceding single ship or formation flight is 6000ft.
A24.2. Separation for T-1 is CLEAR of Runway for a DEPT Following an FS.
A24.2.1. All other reduced same runway separation for T-1 aircraft is 6000ft.
A24.3. In Those Cases Where 3000ft Can Be Used, Alternate Sides of the Runway Must Be Used. A23.3.1. When alternate sides cannot be employed, the minimum is 6000ft. IE: T-38 crosswind landing procedures. DO NOT use airborne in these instances.
A24.4. Reduced Same Runway.
A24.4.1. Reduced same runway separation may be applied between a landing formation and a subsequent single aircraft arrival (SAME TYPE AIRCRAFT ONLY), providing both formation aircraft are positioned on the exit side of the runway.
A24.5. Reduced Same Runway Separation is NOT AUTHORIZED When:
A24.5.1. Aircraft are cleared for the option
A24.5.2. Between trainer and non 71 FTW aircraft
A24.5.3. Runway Condition Reading is less than 12
A24.5.4. When the tower deems aircraft safety will be jeopardized
A24.5.5. An emergency aircraft is involved
A24.6. Night Operations.
A24.6.1. During night operations, reduced same runway separation is 6000ft minimum, if the controller can see the aircraft involved and determine distances by references to suitable nighttime landmarks (lighted distance markers, etc.). Otherwise, standard FAA separation will apply.

Note 1: Night is defined as time between the end of evening civil twilight and the beginning of morning civil twilight.

A24.7. Reduced Same Runway Separation Using Wet Runway.

A24.7.1. All above rules apply during wet runway operations. REF: AFMAN 13-204v3 AETC Sup, Attachment 19.

Attachment 25
LOCAL NON-TOWERED AIRFIELD OPERATING PROCEDURES

Table A25.1. Clearance Delivery and Departure Communications.

Profile	**Expected Departure Clearance**
AHC	DLLTA Stereo Route to Dogface
NTA Alva	PLANS Stereo Route to Alva
NTA Anthony	DLLTA Stereo Route to Anthony
NTA Bartlesville	CORMI Stereo Route to Bartlesville
NTA Blackwell	PODDS Stereo Route to Blackwell
NTA Cherokee	PLANS Stereo Route to Cherokee
East High	PODDS Stereo Route to East high MOA
East Low	PODDS Stereo Route to East low MOA
NTA Guthrie	PODDS Stereo Route to Guthrie
Dogface	DLLTA Stereo Route to Dogface pattern only
Dogface North High	DLLTA Stereo Route to Dogface, then North high MOA
Dogface North Low	DLLTA Stereo Route to Dogface, then North low
NTA El Reno Regional	PODDS Stereo Route to El Reno Regional
NTA Fairview	Stereo Route to Fairview
NTA Liberal	CORMI Stereo Route to Liberal
NTA Medford	DLLTA Stereo Route to Medford
North High	CORMI Stereo Route to North high MOA
North Low	CORMI Stereo Route to North low MOA
NTA Perry	PODDS Stereo Route to Perry
NTA Ponca City	PODDS Stereo Route to Ponca City
SR 241 or 247	PODDS Stereo Route to SR 241 or 247
SR 235 or 253	PLANS or CORMI STEREO ROUTE to SR 235 or 253
NTA Strother	CORMI Stereo Route to Strother
NTA Watonga	PODDS Stereo Route to Watonga
NTA Wellington Municipal	CORMI Stereo Route to Wellington Municipal
Woodring	PODDS Stereo Route to KWDG
Woodring East High	PODDS Stereo Route to KWDG, then East high MOA
Woodring East Low	PODDS Stereo Route to KWDG, then East low MOA
NTA XXX, North Hi/Low	Appropriate Stereo Route to specified NTA, then North hi/low MOA
NTA XXX, East Hi/Low	Appropriate Stereo Route to specified NTA, then East hi/low MOA
East Hi/Low, NTA XXX	PODDS Stereo Route to East hi/low MOA, vectors toward specified NTA
North Hi/Low, NTA XXX	CORMI Stereo Route to North hi/low MOA, vectors toward specified NTA

Example: To request a Stereo Route to NTA from above; followed by a MOA:
"Clearance Delivery, C/S, East/North Hi/Low, NTA _____; squawking XXXX"

Note 1: If VFR, Pilots will comply with "suggested" altitudes and headings from RAPCON unless doing so will jeopardize safety of flight.
Note 2: RAPCON will attempt to give a MOA aligned with the requested non-towered airfield.
Note 3: For departure direct to non-towered airfields it is expected that you will cancel IFR within 5 miles of the final fix of the assigned stereo route (PODDS or PLANS). If going to Medford, cancel IFR within 5 miles of FOROS.
Note 4: If proceeding from the MOA to a non-towered airfield, Pilots will state "Request Recovery non-towered airfield XXX" to RAPCON. RAPCON will provide initial vectors toward the non-towered airfield for traffic & airspace deconfliction. Pilots should maintain IFR services until confirming with RAPCON that they are clear of traffic/airspace conflicts. Pilots should cancel IFR NLT 10 nm from the non-towered airfield.
Note 5: When departing a non-towered airfield pilots will initially point toward the Vance VORTAC and climb to an appropriate VFR altitude (5,500 if easterly or 6,500 if westerly, weather permitting). If planning to go to a high MOA, pilots may climb VFR outside of the Vance airspace and enter the airspace at 12,500 or 13,500. Pilots will contact Vance approach on the appropriate frequency as soon as possible. After establishing contact with Vance Approach, pilots may turn in whatever direction makes sense for their next phase of flight.
Note 6: When departing Medford, pilots will fly a heading between 120 deg & 160 deg and climb to 5,500 weather permitting while requesting flight following or IFR pickup.
Note 7: See AFMAN 11-2T-6v3, 71 OG Sup for the most current list of 71 FTW approved non-towered airfields.

Attachment 26
CASCADE RECOVERY

Figure A26.1. Cascase Recovery.