BY ORDER OF THE COMMANDER
30TH SPACE WING

30TH SPACE WING INSTRUCTION 13-101

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Space, Missile, Command and Control

BASE AIRFIELD OPERATIONS INSTRUCTION

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction establishes Vandenberg Air Force Base (AFB) air traffic control, airfield management, airspace, and flightline driving policies/procedures, and describes operating and weather conditions for this installation. It implements Air Force Instruction (AFI) 13-203, Air Traffic Control, AFI 13-213, Airfield Management, AFI 21-101, Maintenance Management of Aircraft, and AFPD 21-1, Managing Aerospace Equipment Maintenance. It supplements, but does not replace information published in Flight Information Publication (FLIP) documents. The Airfield Operations Board will review this instruction annually. This instruction applies to all users of the airfield. **Attachment 1** lists References, Forms, Abbreviations and Acronyms. The Paperwork Reduction Act of 1974 as amended in 1996 and AFI 37-160, Volume 8, The Air Force Publications and Forms Management–Developing and Processing Forms, effects this publication.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Revisions within this publication comply with changes to Air Force and local airfield operations. Revisions include: renumbering/renaming paragraphs; updating office symbols and phone numbers; updating publications references; deleting all references, procedures, and/or attachments pertaining to the Aero-Club; clarifying commander responsibilities; updating definitions of flightline and aircraft movement area; adding descriptions of the taxiway Alpha helipad, the helicopter slide area, and the hammerhead at the intersection of taxiway Alpha and Runway 30; adding definition for Vandenberg Class D airspace; adding/updating R-2516/R-2517 airspace procedures and Tower/Frontier Control coordination procedures; clarifying use of R-2517; updating local aircraft priorities; adding Tower radio blind spot; updating definition of Local Flying Area; adding direction of turns to overhead and rectangular traffic patterns; adding definition for closed traffic pattern; raising helicopter/light aircraft traffic pattern altitude to 1,000 ft MSL; clarifying 180º auto rotation pattern procedures; updating go-around procedures; updating/clarifying procedures on avoidance of endangered species habitats; incorporating noise sensitive areas into

noise abatement procedures; deleting separation for practice instrument approaches; deleting wake turbulence advisories for locally based helicopters; clarifying civilian helicopter special visual flight rules (SVFR) transition of the Vandenberg Class D airspace; deleting helicopter landing sites information/descriptions; updating 76th Helicopter Flight (76 HF) SVFR procedures and SVFR arrival/departure routes; restricting intersection takeoffs to hours of sunrise to sunset; updating opposite direction traffic procedures; adding minimum communications/communications out aircraft arrival/departure procedures; adding reduced runway separation procedures; deleting no-light or runway markings obscured instrument approach minimums; deleting alternate missed approach procedures; adding 76 HF responsibility for flight following; substituting other terminology for the term "clear" or "clearance" when communicating on radio about vehicle operations on the aircraft movement area; clarifying vehicle runway exiting procedures; updating Instrument Landing System (ILS) Critical Area definitions/procedures; adding agencies authorized access to controlled area without notifying Base Operations; clarifying Wing Operations Center and Base Ops responsibilities with respect to after-hours airfield access; clarifying flightline driving testing procedures; adding Airfield Manager actions in response to aircraft movement area violations; adding procedures that prohibit wearing of hats on flightline; clarifying severe weather procedures; adding procedures on flightline activities during Lightning Watches; updating active runway procedures; adding agencies granted access to the Secondary Crash Net; adding/updating airfield maintenance and construction coordination procedures; adding Airfield Lighting Maintenance responsibilities; updating Emergency Locator Transmitter response procedures; adding/updating in-flight emergency response procedures; updating Base Operations facility evacuation procedures; adding continuity of air traffic services procedures; adding/updating Airfield Operations Board procedures; deleting Wildlife Aircraft Strike Hazard (WASH) Reduction Plan; updating attachment depicting aircraft movement area; updating attachment depicting Vandenberg AFB climatology; deleting attachment depicting helicopter landing sites; updating attachment depicting 76 HF SVFR arrival and departure routes; updating attachment depicting airfield diagram; adding attachments depicting ILS Critical Areas; updating attachment depicting runway hold lines; and adding attachment depicting aircraft movement area hold lines.

CHAPTER 1

GENERAL

1.1. Responsibilities of Commanders.

1.1.1. The Vice Commander, 30th Space Wing (30 SW/CV) is the certifying official for procedures established in this instruction.

1.1.2. The Commander, 30th Operations Group (30 OG/CC) is the approval authority for after-hours airfield operations and airfield closures of less than 72 hours in duration.

1.1.3. The Commander, 30th Operations Support Squadron (30 OSS/CC) provides Airfield Management and Air Traffic Control services at the Vandenberg AFB airfield.

1.1.4. The Commander, 30th Security Forces Squadron (30 SFS/CC) provides security protection for aircraft when required.

1.1.5. The Commander, 30th Range Squadron (30 RANS/CC) controls use of restricted airspace.

1.1.6. The Commander, 30th Weather Squadron (30 WS/CC) will provide or arrange weather support to include terminal area weather forecasts, surface observations, and advisories/watches/ warnings, and flight weather briefings.

1.1.7. The Chief, 30th Space Wing Operations Center (30 SW/WOC) provides support for incoming aircraft after duty hours and processes information pertaining to Distinguished Visitor aircraft arrivals.

1.1.8. The Commander, 76th Helicopter Flight, (76 HF/CC) develops procedures for helicopter operations.

1.1.9. The Commander, 30th Civil Engineer Squadron (30 CES/CC) provides Explosive Ordnance Disposal (EOD) support, sweeping support for Foreign Object Damage (FOD) and runway repair.

1.1.10. The Chief, 30th Space Wing Safety (30 SW/SE) provides support in development of Flightline Driver's Familiarization Program.

1.1.11. The Commander, 30th Contracting Squadron (30 CONS/CC) provides notification of any proposed site visit or performance conference for construction projects or service contracts near the airfield.

1.1.12. The Commander, 30th Transportation Squadron (30 TRNS/CC) provides rental vehicle support for official business involving flight line access.

1.2. Airfield Description. NOTE: Information concerning maximum gross weight allowed per aircraft type and landing gear configuration is located in Tab C-5 of the Base Comprehensive Plan and is published in appropriate Flight Information Publication (FLIP) documents. Additional information is available from the Airfield Manager or Civil Engineering Pavements Engineer.

1.2.1. The airfield elevation is 367 feet (ft) above mean sea level (MSL).

1.2.2. The runway is 15,000 ft long, 200 ft wide and is designated 30 and 12. With runway 30 as reference, the runway slope for the first 8,000 ft is a negative 0.83 degrees and is negative 0.9 degrees over the last 7,000 ft. The runway has a 0.84 degree crown from centerline to edge. The runway is grooved, except for the first and last 1,500 ft.

1.2.3. The parallel taxiway, designated Alpha, and the portion of taxiway Delta between the runway and taxiway Alpha, are 75 ft wide (concrete) with 50 ft stabilized, asphalt shoulders on each side. Taxiways Bravo, Charlie, and the portion of taxiway Delta between taxiway Alpha and the aircraft parking ramp are 75 ft wide (concrete) with 25 ft stabilized, asphalt shoulders on each side.

1.2.4. A VFR limited-use helipad is located in the south portion of taxiway Alpha. The helipad is 75 ft square and is marked with segmented white lines around its perimeter and a capital 'H' painted at its center (see **Attachment 14**). This helipad is unlit.

1.2.5. A helicopter slide area is located in the grass infield between the helipad and the runway. This area is 1,000 ft long and 100 ft wide and is marked with orange traffic cones. A lighted wind cone is located adjacent to the southeast corner of the slide area.

1.2.6. Aircraft maneuvering areas.

1.2.6.1. A 200 ft radius turnaround is provided at the approach end of Runway 12 to assist aircraft in maneuvering for Runway 12 departures. There is insufficient space in this area for any aircraft to hold while another aircraft simultaneously departs or lands.

1.2.6.2. A hammerhead approximately 575 ft long by 200 ft wide (at its widest point) is located at the approach end of Runway 30, on taxiway Alpha.

1.2.7. Restrictions to flight operations caused by airfield configuration.

1.2.7.1. Runway 12 full-runway departure. Aircraft which cannot accept an intersection departure and require back-taxi for takeoff may experience departure delays.

1.2.7.2. Narrow Taxiways.

1.2.7.2.1. Tower will (workload permitting) request all heavy/large aircraft use minimal power and shut down or idle outboard engines to avoid foreign objects being blown onto pavement surfaces.

1.2.7.2.2. Narrow taxiways, raised taxiway lights, and landing gear configuration make B-52 aircraft operations difficult (see **Paragraph 4.4.2.**).

1.2.8. Airfield Controlled Area. The airfield controlled area is defined as that area surrounding the runway/airfield, bordered by Tangair Road to the west, Cross Road to the north, Airfield Road and the dirt road connecting California Boulevard and 13th Street to the east, and California Blvd to the south. NOTE: This area is marked with controlled area signs. Vehicle operators must use access procedures published herein (see **Paragraph 4.11.**) to enter this area.

1.2.8.1. **Attachment 3** depicts the four primary airfield gates, which are the main entrances to the airfield controlled area.

1.2.8.2. Flightline. The flightline includes the aircraft movement area (see Paragraph **1.2.8.3.**), the aircraft parking ramp (including old Aero Club ramp), the 76 HF helicopter parking ramps (skid row), and Flightline Road (see **Attachment 2** and **Attachment 3**). NOTE: To operate a vehicle in this area, a vehicle operator must be trained and appropriately licensed IAW this instruction (see Paragraph **4.13.**).

1.2.8.3. Aircraft Movement Area. The aircraft movement area, also called the radio control zone, includes the runway, the runway overruns, the area within 100 ft of the runway and the runway overruns, all taxiways (Alpha, Bravo, Charlie, and Delta), the grassy areas enclosed by the runway

and/or taxiways, and the ILS Critical Areas (see **Attachment 2**, **Attachment 11**, and **Attachment 12**). Aircraft movement area hold lines are located at the intersections of Taxiways Bravo, Charlie, and Delta with Taxiway Alpha. They are a single unbroken line, alternating yellow and black, painted across the taxiway, flanked by signs directing you to contact the Tower (see **Attachment 15**). IAW Federal Aviation Administration Order (FAAO) 7110.65, ***Air Traffic Control***, the Tower (30 OSS/OSAB) issues by radio, specific instructions which control the movement of aircraft, vehicles, equipment or personnel in the aircraft movement area. **NOTE:** The Airfield Manager (30 OSS/OSAA), in coordination with the Airfield Operations Flight Commander (30 OSS/OSA), may adjust the boundaries of the aircraft movement area based on the requirements of a specific event or operation.

1.3. Vandenberg Class D Airspace. That airspace from the surface to 2,900 ft MSL within a 5 nautical mile (NM) radius of the Vandenberg TACAN within R-2516 and R-2517. During the hours that the Tower is operational, Tower is authorized to conduct aircraft operations within the Class D airspace without prior coordination with 30 SW Western Range Frontier Control. When controlling operations within the Class D Airspace, Tower will instruct aircraft to avoid over-flying the area between the VBG R-155 and R-185 beyond a 3.5 NM radius from the TACAN and to remain north of the railroad spur line on the south side of the Santa Ynez River. These restrictions ensure avoidance of the TPQ-18 radar exclusion area (R-164 / 4 DME) and the Hypergolic Fuels Storage Facility (R-174 / 3.6 DME). Aircraft overflight requests will be coordinated on a case-by-case basis.

1.4. Restricted and Warning Areas.

1.4.1. General.

1.4.1.1. R-2516 and R-2517 are continuous use restricted areas. Frontier Control, located on Vandenberg AFB, is the using agency for these restricted areas. R-2517 is closed continuously to all air traffic, except aircraft under Tower control conducting operations within the Vandenberg Class D airspace, 76 HF aircraft supporting an approved range operation, and aircraft authorized by Frontier Control on a case-by-case basis. Use of R-2516, which contains the airfield, is granted to air traffic control (Vandenberg Tower and Los Angeles Air Route Traffic Control Center (L.A. ARTCC)) by the using agency for the purpose of conducting flight and airfield operations. Joint-use restricted areas R-2534A and R-2534B also effect the local flying area. Over-water flights may be effected by activation of intermittent warning areas W-532 and W-537. FLIP AP1A and enroute charts describe these areas in detail.

1.4.1.1.1. Tower will:

1.4.1.1.1.1. Provide air traffic control (ATC) services within Vandenberg Class D airspace.

1.4.1.1.1.2. Maintain current status of R-2516 and R-2517.

1.4.1.1.1.3. Verify airspace assignment at the start of each duty day with Frontier Control.

1.4.1.1.1.4. Vacate the airspace of all transient aircraft and relinquish control of Class D airspace to Frontier within 15 minutes of recall.

1.4.1.1.2. Frontier Control will:

1.4.1.1.2.1. Notify tower as soon as possible, but not less than one hour prior, of any launch or other scheduled test operations that may effect ATC operations. For short notice or unscheduled operations, the airspace can be closed with 15 minutes notice.

1.4.1.1.2.2. Provide Tower by direct line on a daily basis, scheduled airspace assignments and operating times of R-2516 and R-2517 for the ensuing 24 hour period.

1.4.1.1.2.3. Grant approval, as the situation permits, for aircraft to transit areas under their control upon request by Tower.

1.4.1.1.2.4. Obtain approval from Tower prior to authorizing aircraft to transit through areas released to Tower.

1.4.2. Access Procedures (see Paragraph **5.2.** for procedures effecting locally assigned aircraft).

1.4.2.1. To enter, depart, or operate in R-2516 for the purpose of conducting airfield operations when the Tower is open, pilots must have an active instrument flight rules (IFR) or visual flight rules (VFR) flight plan on file and clearance from the Tower except as outlined in Paragraph **1.4.2.5.**

1.4.2.2. When Tower is closed, aircraft other than those addressed in Paragraph **5.2.1.** may not land, takeoff, or operate on Vandenberg's airfield.

1.4.2.3. To land, takeoff, or operate on Vandenberg's airfield, pilots must have clearance from the Tower. Clearance is based on notification from Base Ops of a valid flight plan on file which comes through the Aeronautical Information System (AIS). An automated flight progress strip from the Tower's Flight Data Input/Output (FDIO) equipment must be verified with Base Ops.

1.4.2.4. Contractor or other civilian aircraft intending to land at Vandenberg must have on board the aircraft a valid civil aircraft landing permit issued IAW AFI 10-1001, ***Civil Aircraft Landing Permits.*** Conditions of the permit require the contractor or other civilian user to contact Base Ops at least 24 hours prior to planned landing to confirm permission to land.

1.4.2.5. Civilian aircraft transition of R-2516 is authorized only for aircraft in contact with Tower or L.A. ARTCC. Civilian aircraft may perform transition work at the Vandenberg airfield only during airfield operating hours. Civilian transition operations are restricted to low approaches only. Aircraft performing transitions are not required to have a flight plan on file with Base Ops. The Tower may withdraw approval for transition work when traffic situations dictate.

1.5. Hours of Operation.

1.5.1. The Vandenberg AFB Air Traffic Control Tower, Airfield Management/Base Operations, Aerospace Support Services Office, and Transient Aircraft Maintenance/Aerospace Ground Equipment (TAM/AGE) normal operating hours are from 0800 to 1700 Local (L), Monday through Friday (M–F); closed weekends and holidays. See **Paragraph 1.9.** for procedures to extend airfield operating hours. See **Paragraph 1.9.4.1.** for personnel reporting times.

1.5.2. The Weather Operations Center (24 hour forecast and flight briefing services) and Base Ops are not collocated. A direct line is provided in the Base Ops mission planning room for access to the duty forecaster. A representative observation site (ROS) is collocated with Base Operations (Base Ops); observations are taken during normal airfield operating hours (M–F, except holidays) and when the airfield is open (by request). Terminal forecasts are issued 24 hours a day and amended during

hours when official observations are taken (i.e. when the airfield is open, and during helicopter operations). During hours when no official observations are taken, the forecasts will have the remark "LIMITED MET WATCH" appended to it. These forecasts will only be amended for weather warning criteria at the airfield. Pilot to Metro service (PMSV) may provide useful planning information concerning the forecast and current weather trends. All other weather services, except Notices to Airmen (NOTAM), are available continuously from PMSV. See the IFR Supplement for details.

1.5.3. Frontier Control's normal operating hours are 0745L to 1545L, Mon–Fri. Frontier Control is closed weekends and holidays.

1.6. Tie-In Flight Service Station (FSS) for Vandenberg AFB. The FAA's Hawthorne Automated FSS provides this service 24 hours per day, 7 days per week.

1.7. Requirements of Local Agencies Using Vandenberg's Airfield for Support. All local agencies that schedule or coordinate aircraft use of the airfield to support their operation will:

1.7.1. Schedule aircraft arrival, servicing, and departure within airfield operating hours. If mission requirements dictate otherwise, **Paragraph 1.9.** provides additional guidance for extension of airfield operating hours.

1.7.2. Notify Base Ops and provide a local point of contact (POC) to coordinate the following information.

1.7.2.1. Type of aircraft.

1.7.2.2. Estimated time of arrival (ETA) and estimated time of departure (ETD).

1.7.2.3. Aircraft fuel, Aerospace Ground Equipment (AGE) servicing, and support requirements. **NOTE:** Unique mission support requirements for special weapon systems or aircraft must be scheduled through the Aerospace Support Services Office at DSN 276-8417.

1.7.2.4. Aircrew transportation requirements.

1.7.2.5. Distinguished visitor movement information. **NOTE:** Base Ops does not coordinate Protocol support. Airfield users are responsible to contact 30 SW Protocol (DSN 276-3711) to arrange Protocol services.

1.7.2.6. Cargo information including hazardous and non-hazardous cargo; cargo and convoy movement or special handling requirements.

1.7.2.7. Any other special mission support requirements that might impact the airfield.

1.7.3. Ensure aircrews are aware they must file and retain a flight plan when operating into Vandenberg, otherwise a security response will result.

1.7.4. Comply with AFI 10-1001, ***Civil Aircraft Landing Permits.*** Lead time for a landing permit is 30 days, if a permit is required. Conditions of the permit require an agent of the permitted agency contact Base Ops 24 hours in advance of each proposed landing at Vandenberg AFB to activate the permit and receive final clearance instructions. The remarks section of the aircraft's flight plan will include the user agency name and permit identification number. Unauthorized flights may be turned away, charged landing fees, refused permits in the future and reported to the regional FAA Flight Standards District Office (FAA/FSDO).

1.8. Authority to Approve Civil Aircraft Landing Permits and Disposition of Unauthorized Aircraft Landing Actions. IAW AFI 10-1001, ***Civil Aircraft Landing Permits,*** the 30th Space Wing Commander (30 SW/CC) delegates to the Airfield Operations Flight Commander (30 OSS/OSA) the authority to approve civil aircraft landing permit applications for which Wing Commanders have authority and, for expeditious handling of short-notice requests, one time official government business flights that are in the best interests of the US Government. Additionally, 30 SW/CC has appointed the Airfield Operations Flight Commander as the designated representative for all actions concerning unauthorized aircraft landings at Vandenberg AFB.

1.9. Extending Airfield Operating Hours.

1.9.1. After published operating hours, airfield agencies are capable of best effort support only; support is not guaranteed. The Vandenberg customer or POC must justify the need for opening in writing, to the 30th Operations Group Commander (30 OG/CC). Request for extension of airfield operating hours will be considered individually and if approved by the 30 OG/CC, will apply to that particular request only. No other transient aircraft will be allowed to operate at the airfield during that time without a separately approved request.

1.9.2. Aircraft should plan for one approach and departure only. Touch and go landings and planned low approaches by transient aircraft are not allowed after normal duty hours.

1.9.3. If the request is justified, Base Ops will coordinate with all effected agencies to verify they can support the request. The airfield will be open to requests that are justified, deemed supportable, and approved by 30 OG/CC.

1.9.4. Procedures.

1.9.4.1. Transient aircraft will be supported by a controlled (open) airfield. A transient aircraft is defined as any aircraft other than those locally assigned to Vandenberg agencies. As a minimum, the Tower, a weather observer, Base Ops, and Transient Aircraft Maintenance must be scheduled to support. All agencies will report one hour prior to the scheduled airdrome opening, except Tower, which will report 30 minutes prior. The airdrome will open 30 minutes prior to scheduled arrivals and 15 minutes prior to scheduled departures. Fire/crash-rescue services are available continuously.

1.9.4.2. The aircraft scheduler, manager or pilot must contact the Airfield Manager and identify the need or potential need as early as possible during the planning phase. Requests should be received at least 24 hours in advance to coordinate support. Call the Airfield Manager (Comm 805-606-6941 or DSN 276-6941) during airfield operating hours. After airfield operating hours, call 30 SW/WOC (Comm 805-606-9961, DSN 276-9961). The 30 SW/WOC relays the request to Airfield Management personnel.

1.9.4.3. If required for reimbursement of contractor services or supplies, the POC will provide an AF Form 185, **Project Work Order**, DD Form 448, **Military Interdepartmental Purchase Request (MIPR)**, with fund cite or established 30 SW Job Order Number (JON) account. Coordinate accounting requirements through the 30th Comptroller Squadron (30 CPTS/FMA) at DSN 276-5962.

1.10. Aircraft Priorities. Vandenberg Tower will provide priority ATC service to aircraft in accordance with FAAO 7110.65, ***Air Traffic Control,*** and the following local priorities.

1.10.1. Aircraft with controlled departure times.

1.10.2. Aircraft carrying Distinguished Visitors, Code 7 or above.

1.10.3. 76 HF practice approaches.

1.10.4. Transient aircraft practice approaches.

1.11. Distinguished Visitor (DV) Aircraft Notification.

1.11.1. Base Ops and the 30 SW/WOC are the primary base agencies for processing information pertaining to DV aircraft arrivals and departures.

1.11.2. Base Ops will notify the 30 SW/WOC of the information received using appropriate checklists. If the 30 SW/WOC receives the initial notification, they will notify Base Ops.

1.11.3. The Tower will advise Base Ops when the aircraft is within 10 minutes or 30 miles of the airfield. **NOTE:** IAW AFI 13-203, ***Air Traffic Control,*** relaying DV information is secondary to other ATC services and is limited to one call to a single agency.

1.12. Aeromedical Airlift Rescue Protection. Base Ops is responsible for notifying fire/crash-rescue of inbound aeromedical aircraft and coordinating rescue protection. Tower will notify Base Ops of known inbound aeromedical aircraft when they are no less than 15 miles from the base.

1.13. Tower Visual and Radio Blind Spots. The ramp area behind the 76 HF hangar (Skid Row) is both a visual and radio blind spot from the Tower.

CHAPTER 2

LOCAL AREA FLIGHT PROCEDURES

2.1. Local Flying Area.

2.1.1. The 76 HF local flying area is a 150 NM radius from the VBG TACAN.

2.2. Traffic Patterns. When conducting traffic patterns within the Class D Airspace, avoid over-flying the area between the VBG R-155 and R-185 beyond a 3.5 NM radius from the TACAN and remain north of the railroad spur line on the south side of the Santa Ynez River. These restrictions ensure avoidance of the TPQ-18 radar exclusion area (R-164 / 4 DME) and the Hypergolic Fuels Storage Facility (R-174 / 3.6 DME).

2.2.1. Overhead Traffic Pattern (see **Attachment 5**). Pattern altitude 2,400 ft MSL. Unless otherwise instructed by Tower, left turns for Runway 30 and right turns for Runway 12. **NOTE:** Departing aircraft will be instructed to remain at or below 1,900 ft MSL until reaching the departure end of the runway to protect the overhead pattern when it is in use.

2.2.2. Rectangular Traffic Pattern (see **Attachment 6**). Pattern altitude 1,900 ft MSL. Unless otherwise instructed by Tower, left turns for Runway 30 and right turns for Runway 12. When weather or traffic necessitates, Tower may open a rectangular pattern with the same pattern altitude and general dimensions on the northeast side of the airfield. Entrance to this pattern can be made as requested and approved, or as directed.

2.2.3. Closed Traffic Pattern. Closed traffic patterns are authorized at the discretion of the Tower. All closed patterns shall be flown in the same direction and at the same altitude as the standard patterns (i.e. overhead and rectangular) for that runway and type of aircraft unless specified otherwise by the Tower.

2.2.4. Helicopter/Light Aircraft Traffic Pattern (see **Attachment 7**). Pattern altitude 1,000 ft MSL. Avoid over-flying hazardous cargo loading operations on taxiway Alpha, taxiing or parked aircraft (maintain 100 ft lateral and 500 ft vertical clearance), and moving vehicles. Helicopter and light aircraft traffic will not over-fly the Lompoc Federal Correctional Institution.

2.2.5. 180° Auto Rotation (High Right/Left Closed). Used by 76th HF aircraft only. Entered from a high right or left inside downwind between 1,300 ft and 1,900 ft MSL. The helicopter will descend rapidly while turning to align with the desired landing surface (runway, helipad on taxiway Alpha, or the helicopter slide area).

2.2.5.1. Pilots will make their request for this pattern during the departure leg of the previous pattern. Phraseology: "[call sign] REQUEST HIGH RIGHT/LEFT CLOSED." Tower will issue appropriate instructions and provide a sequence as needed. Phraseology: "[call sign] HIGH RIGHT/LEFT CLOSED TRAFFIC APPROVED" or "[call sign] APPROVED AS REQUESTED" and, as needed, "TRAFFIC, [position, etc]." At an appropriate point in the pattern, the pilot will request landing clearance. Phraseology: "(call sign) HIGH RIGHT/LEFT INSIDE DOWNWIND." Tower will issue landing clearance IAW normal procedures.

2.3. Go-Around Procedures. In the event the Tower directs a go-around, the following phraseology/procedures apply.

2.3.1. Standard go-around.

2.3.1.1. (TOWER ACTION): "[Call Sign], GO-AROUND [Reason]". If the overhead traffic pattern is in use, Tower may instruct the pilot to "MAINTAIN AT OR BELOW 1,900 UNTIL DEPARTURE END" if necessary to protect aircraft in the overhead pattern.

2.3.1.2. (PILOT ACTION): The pilot shall fly runway heading, and if directed by the Tower, maintain at or below 1,900 feet MSL until crossing the departure end of the runway, then climb out as instructed by L.A. ARTCC or maintain VFR conditions if remaining with the Tower.

2.3.2. Offset go-around.

2.3.2.1. (TOWER ACTION): "[Call Sign], GO-AROUND LEFT/RIGHT SIDE [Reason]." If the overhead traffic pattern is in use, tower may instruct the pilot to "MAINTAIN AT OR BELOW 1,900 UNTIL DEPARTURE END" if necessary to protect aircraft in the overhead pattern.

2.3.2.2. (PILOT ACTION): Pilot will offset laterally 500 feet left/ right of the runway (as directed) and if directed by the tower, maintain at or below 1,900 feet MSL until crossing abeam of the departure end of the runway, then climb out as instructed by L.A. ARTCC or maintain VFR conditions if remaining with the Tower.

2.3.3. Any aircraft that is unable to comply with the above restrictions shall notify the Tower as appropriate.

2.3.4. All aircraft must maintain at least 500 feet lateral or vertical separation when over-flying aircraft on the runway. Responsibility for separation rests with the pilot.

2.4. Avoidance of Endangered Species Habitat. Vandenberg AFB is habitat for several threatened and endangered species and contains many environmentally sensitive areas. The following restrictions within R-2516 and R-2517 ensure base compliance with federal laws and regulations protecting these species and their habitats. Waivers must be coordinated through the Civil Engineering Environmental Flight (30 CES/CEV).

2.4.1. Description of Area and Operational Restrictions.

2.4.1.1. Point Sal/Lion Rock supports pinnipeds (harbor seals, California sea lions) that are protected under the Marine Mammal Protection Act. This area must be avoided year-round by a minimum 1,000 ft slant range.

2.4.1.2. Purisima Point (VBG R-283 / 3 DME) and the neighboring terrain along the shoreline to SLC 576-E is the nesting area for the endangered California Least Tern and the threatened Western Snowy Plover. All aircraft will avoid overflight of this area at a slant range less than 1,900 ft MSL from 1 March through 30 September each year. The Federal Endangered Species Act prohibits disrupting the nesting birds during this time. From October through February, a 1,000 ft minimum altitude applies due to marine mammal haul-out in this area. Marine mammals are protected from unauthorized harassment under the Marine Mammal Protection Act.

2.4.1.3. The following areas provide habitat for the threatened Western Snowy Plover and must be avoided year-round by a minimum 500 ft slant range: Minuteman Beach to Purisima Point; from 1.1 mile north to 3.7 miles south of the Santa Ynez River mouth (Wall/Surf Beach); and Jalama Beach.

2.4.1.4. The Vandenberg Marine Ecological Reserve protects the shoreline between Point Pedernales/Honda Point and Oil Well Canyon (just northwest of the Boathouse). Protected resources along this 3-mile section of the shoreline include marine mammals and nesting seabirds. A minimum 1,000 ft slant range restriction applies year-round.

2.4.2. Procedures.

2.4.2.1. Aircraft are likely to cause disruptions in the area of Purisima Point during standard (southwest of runway) VFR traffic pattern operations. Therefore, the Tower will enforce the following procedures from 1 March to 30 September each year.

2.4.2.1.1. Circling approaches are prohibited unless safety of flight dictates otherwise.

2.4.2.1.2. For right traffic to Runway 12, aircraft conducting rectangular/closed traffic patterns will be advised to delay base turn until abeam Point Purisima or 3 DME.

2.4.2.1.3. For left traffic to Runway 30, aircraft conducting rectangular/closed traffic patterns will be advised to execute crosswind turn prior to the departure end of the runway. If unable to execute crosswind turn prior to the departure end of the runway, fly runway heading and climb to 1,900 ft MSL before turning crosswind.

2.4.2.2. The protected habitats along the coast are most likely to be disturbed by 76 HF or Western Range operations. The 76 HF and 30 RANS/DOUN will ensure these restrictions are included in planning for their operations.

2.5. Noise Abatement Procedures.

2.5.1. General. Noise abatement procedures will not be so strictly enforced that safety and air traffic control procedures are jeopardized. Based on traffic situation, emergencies, etc., Tower may use any available procedure consistent with governing directives and criteria. Base Ops will ensure that these procedures and any changes are coordinated with the effected airfield users and 30 CES/CEV for environmental impact analysis. These procedures are published in appropriate FLIP documents.

2.5.2. For noise abatement purposes, all aircraft will avoid over-flying the following noise sensitive areas (except as dictated by mission requirements, ATC procedures, and the situation at hand).

2.5.2.1. City of Lompoc.

2.5.2.2. Base housing areas.

2.5.2.3. Base clinic.

2.5.2.4. Vandenberg Village and Mission Hills housing developments.

2.5.2.5. La Purisima Mission State Historic Park.

2.5.3. Tower will instruct transient aircraft flying VFR traffic patterns to the northeast of the airfield to avoid over-flying the base clinic and the base housing areas.

2.6. Remote Radio Controlled Aircraft Club Flight Operations. A Remote Radio Controlled Aircraft Club conducts flight operations on Vandenberg AFB within the Class D airspace. The club conducts its flight operations from a 600 ft long asphalt paved landing strip located on the VBG R-027 at 2 DME. Club aircraft are normally operated at or below 500 ft above ground level (AGL). At the direction of 30th Space Wing Commander (30 SW/CC), only club members in good standing are authorized to operate radio con-

trolled aircraft. This is necessary to enhance flight safety by ensuring all users of the facility are aware of the club's operating procedures and appropriate agencies are notified when the radio controlled aircraft airfield will be in use. The club will also post appropriate signs in the area of their airfield as necessary to increase awareness of club policies and procedures. Any changes to the club's constitution and bylaws which effect their flight procedures will be coordinated with 30 OSS/OSA before publication and implementation.

2.6.1. The Club will notify Base Ops during normal duty hours (0800L–1700L, M–F) and 30 SW/WOC during non-duty hours of intentions to conduct remote radio controlled aircraft activity. This notification will be made at least two hours prior to the scheduled activity and will include the duration of the activity.

2.6.2. Base Ops will relay the remote radio controlled aircraft activity to the Tower and 76 HF, to include the duration of the activity. If the activity is to occur after the closure of the airfield, Base Ops will notify 30 SW/WOC and pass the same information.

2.6.3. Tower will provide traffic advisories to aircraft entering, exiting, or conducting operations in the Class D airspace while remote radio controlled aircraft flying is underway.

2.6.4. 30 SW/WOC will advise Base Ops and Tower of ongoing or scheduled remote radio controlled aircraft activity when the airfield opens for after-hours operations. 30 SW/WOC will also advise 76 HF of ongoing or scheduled remote radio controlled aircraft activity when the 76 HF conducts or schedules closed airfield operations.

2.7. Visual Flight Rules (VFR) Reporting and Holding Points. VFR reporting and holding points are depicted in **Attachment 8.**

CHAPTER 3

TERMINAL AREA PROCEDURES

3.1. Transient and Itinerant Helicopter/Aircraft Operations.

3.1.1. During Visual Meteorological Conditions (VMC), transient helicopters can use the VFR limited-use helipad on taxiway Alpha, the helicopter slide area between the runway and taxiway Alpha, the runway, and other areas as approved or directed by Tower.

3.1.2. During Instrument Meteorological Conditions (IMC), transient helicopters will use the runway. Operations at other locations on the airfield may be approved by the Tower upon pilot request.

3.1.3. During IMC, itinerant helicopters and aircraft are authorized to conduct SVFR transition of the Vandenberg Class D airspace within R-2516. SVFR transition of the Vandenberg Class D airspace within R-2517 shall only be authorized if the aircraft has a valid "whiskey" number (issued by Frontier Control) approving operations within R-2517.

3.1.4. During VMC, itinerant helicopters and aircraft are authorized to conduct transition of the Vandenberg Class D airspace within R-2516. Transition of the Vandenberg Class D airspace within R-2517 shall only be authorized if the aircraft has a valid "whiskey" number approving operations within R-2517.

3.2. 76 HF Helicopter Operations.

3.2.1. Operations in Support of Military Requirements. IAW AFI 11-206, ***General Flight Rules***, 76 HF is authorized to land anywhere on Vandenberg AFB as deemed necessary to support actual emergency operations (disaster, rescue, etc.) or other operational and training requirements. The following restrictions apply. **NOTE:** If mission requirements dictate one of these restrictions must be exceeded, 76 HF must pre-coordinate mission requirements with appropriate agencies effected by the operational requirement.

3.2.1.1. The pilots concerned are conducting the operation at their own risk and flight activities must be coordinated with appropriate airspace control agencies.

3.2.1.2. The helicopter remains well clear of base housing areas, schools, small arms ranges, and stables.

3.2.1.3. The helicopter remains well clear of any other area sensitive to the presence of aircraft for reasons of security, safety or operational concerns, sensitivity to electromagnetic emissions, endangered species habitat (see **Paragraph 2.4.**), or noise abatement.

3.2.1.4. Permission to land within an explosive safety clear zone (ESCZ) is obtained from 30 SW/SEW, 606-8805.

3.2.2. Special VFR (SVFR) Operations in the Vandenberg Class D airspace.

3.2.2.1. The Tower is the designated air traffic control facility responsible for approving and controlling 76 HF SVFR operations.

3.2.2.2. During periods when no IFR traffic is in or projected to be in the Class D airspace, 76 HF SVFR arrivals/departures will be conducted IAW AFI 11-206, ***General Flight Rules*** and FAAO 7110.65, ***Air Traffic Control.***

3.2.2.3. During periods when IFR traffic is in or projected to be in the Class D airspace:

3.2.2.3.1. 76 HF SVFR departures will be authorized in the Class D airspace only if Tower is able to provide visual separation between the IFR traffic and the 76 HF aircraft. The following 76 HF SVFR departure routes are used by the 76 HF (**NOTE:** Minor deviations from these departure routes may be necessary to allow enhanced visibility, obstacle clearance and to facilitate departures from the main ramp).

3.2.2.3.1.1. Village Departure: From the departure end of Runway 30 direct to El Rancho Rd (030° heading), then follow the creek to Lompoc-Casmalia Road, then along Lompoc-Casmalia Road to the Main Gate, then south along Highway 1 until clear of the Class D airspace.

3.2.2.3.1.2. Casmalia Departure: From the departure end of Runway 30 direct to El Rancho Rd (030° heading), then follow the creek to Lompoc-Casmalia Road, then along Lompoc-Casmalia Road until clear of the Class D airspace.

3.2.2.3.1.3. San Antonio Departure: From the departure end of Runway 30 direct to El Rancho Rd (030° Heading), then follow the creek to Lompoc-Casmalia Road, then along Lompoc-Casmalia Road to the 'Y', and then along San Antonio Road until clear of the Class D airspace.

3.2.2.3.1.4. Surf Departure: From the departure end of Runway 12 direct to Wall Beach (230° HDG), then along the coast southbound until clear of the Class D airspace.

3.2.2.3.1.5. Prison Departure: From the departure end of Runway 12 direct to the Pine Canyon Gate (085° HDG), then south along Santa Lucia Canyon Road until clear of the Class D airspace. WARNING: Do not over-fly any portion of the Lompoc Federal Correctional Institution.

3.2.2.3.2. 76 HF SVFR arrivals will be authorized in the Class D airspace if Tower is able to provide visual separation between the IFR traffic and the 76 HF aircraft, or, if Tower is unable to provide visual separation, via the 76 HF SVFR arrival routes below. In such cases, 76 HF SVFR arrivals will be restricted to an altitude of 1,500 ft MSL or below and will not be authorized to proceed beyond Wall Beach (for Surf arrival route), the "Y" at San Antonio Creek and Lompoc-Casmalia Road (for Village, San Antonio, and Casmalia arrival routes), and Pine Canyon Gate (for Prison arrival route) while IFR traffic is in the Class D airspace (see **Attachment 9**).

3.2.2.3.2.1. Village Arrival: Enter Class D airspace along Highway 1, proceed to the Main Gate, then along Lompoc-Casmalia Road to San Antonio Creek, follow the creek to El Rancho Road, and then direct to the approach end of Runway 12 (210° heading).

3.2.2.3.2.2. Casmalia Arrival: Enter Class D airspace along Lompoc-Casmalia Road to San Antonio Creek, follow the creek to El Rancho Road, then direct to the approach end of Runway 12 (210° heading).

3.2.2.3.2.3. San Antonio Arrival: Enter Class D airspace along San Antonio Road until the 'Y', then along Lompoc-Casmalia Road to San Antonio Creek. Follow the creek to El Rancho Road, then direct to the approach end of Runway 12 (210° heading).

3.2.2.3.2.4. Surf Arrival: Enter Class D airspace from the south along the coast to Wall Beach, then direct to the approach end of Runway 30 (050° heading).

3.2.2.3.2.5. Prison Arrival: Enter Class D airspace along Santa Lucia Canyon Road. Follow the road to Pine Canyon Gate, then direct to the approach end of Runway 30 (265° heading). WARNING: Do not over-fly any portion of the Lompoc Federal Correctional Institution.

3.3. Intersection Takeoffs. Intersection takeoffs are only authorized between sunrise and sunset. The pilot assumes full responsibility for performance data computation and compliance. The following distances are based on measurements from the appropriate runway end (threshold) to the closest edge of the intersecting taxiway. Distances are rounded down to the nearest 50 ft (see **Attachment 10**).

3.3.1. Runway 12.

3.3.1.1. From taxiway Alpha (midfield): 7,900 ft available.

3.3.1.2. From taxiway Delta: 4,150 ft available.

3.3.2. Runway 30.

3.3.2.1. From taxiway Alpha (midfield): 7,000 ft available.

3.3.2.2. From taxiway Delta: 10,750 ft available.

3.4. Opposite Direction Traffic. Coordination between Tower and L.A. ARTCC shall be accomplished as soon as feasible after the pilot's desires are known. All coordination shall include the phrase, "Opposite Direction Departure/Arrival, Runway [number]."

3.4.1. Arrival versus Arrival. An arrival will not be allowed closer than the Final Approach Fix until the Tower has notified L.A. ARTCC that the preceding arriving aircraft has landed.

3.4.2. Arrival versus Departure/Low Approach/Touch-and-Go. An arrival will not be allowed closer than the Final Approach Fix until the preceding departing aircraft (departure, low approach, or touch-and-go) is airborne and turned to eliminate conflict.

3.5. Unusual Maneuvers. Tower will not approve unusual maneuvers within the Class D airspace unless they are essential to the performance of flight. The exception is departing aircraft requesting an unrestricted climb, which may be approved by the Tower after coordination with L.A. ARTCC on a traffic-permitting basis. The Airfield Manager must approve all other requests for unusual maneuvers after coordination with appropriate FAA ATC agencies. **NOTE:** Certain maneuvers may require a FAA waiver. Unusual maneuvers are defined as any aircraft operation that is not IAW locally established or FAAO 7110.65, ***Air Traffic Control***, traffic pattern procedures (i.e. high speed passes, aerobatics, etc.).

3.6. Minimum Communications and Communications Out Departures/Arrivals. Minimum Communications/Communications Out aircraft departures/arrivals are not authorized at Vandenberg AFB, unless specific procedures are placed in writing in a Letter of Procedure and reviewed/approved by MAJCOM prior to implementation.

3.7. Reduced Runway Separation. Reduced runway separation is not authorized at Vandenberg AFB.

CHAPTER 4

AIRFIELD GROUND OPERATIONS AND FLIGHTLINE DRIVING

4.1. Drag Chute Jettison Procedures. The Tower will request aircrews to retain drag chute until well clear of the runway. If possible, retain the drag chute until directed by Transient Aircraft Maintenance (TAM) personnel to jettison it upon reaching the parking ramp. If the chute is jettisoned on the runway or a taxiway, the Tower will suspend operations to the effected area until the chute can be removed.

4.1.1. TAM personnel will recover jettisoned chutes.

4.1.2. Chute repacking is not available.

4.2. Operations Involving Explosive Loaded Aircraft / Hazardous Cargo Operations.

4.2.1. General.

4.2.1.1. The primary directives governing transportation of explosives by aircraft include AFJI 11-204, ***Operational Procedures for Aircraft Carrying Hazardous Material***, AFJMAN 24-204, ***Preparing Hazardous Materials for Military Air Shipments***, 30 SWI 13-102, ***Support Plan for Aircraft Carrying Hazardous Material***, and the applicable aircraft technical order.

4.2.1.2. Any base agency receiving information on hazardous cargo airlift or aircraft mission information requiring hot armament support is required to pass the information to Base Ops as soon as practical. Base Ops must comply with 30 SWI 13-102, ***Support Plan for Aircraft Carrying Hazardous Material*** for notification of all effected parties.

4.2.1.3. When transient aircraft carrying hazardous cargo arrive at Vandenberg AFB, Base Ops and Tower will coordinate necessary changes in airfield status. Hazardous cargo loading or unloading will require closure of appropriate portions of the airfield to protect unrelated personnel and property.

4.2.1.4. 30 SW weapons safety personnel should be consulted if doubt exists concerning appropriate action for a particular hazardous cargo.

4.2.2. Hot Armament Procedures. Tower will direct aircraft landing with hot armament to clear the runway, proceed to the nearest hot armament area, and park with weapons facing northwest parallel to the runway (see **Attachment 10**). The 30th Civil Engineering Squadron Explosive Ordnance Disposal (30 CES/EOD) personnel will safe the weapons. Tower may then clear the aircraft to the nearest hazardous cargo parking area.

4.2.3. Procedures for Aircraft Carrying Hazardous Cargo.

4.2.3.1. If an operation involves moving hazardous cargo by aircraft (inbound or outbound from Vandenberg AFB), the owning or receiving agency must ensure compliance with 30 SWI 13-102, ***Support Plan for Aircraft Carrying Hazardous Materials***. This support plan provides information on the definition of hazardous material, notification procedures, pre-mission briefing requirements, hazardous cargo loading areas, convoy routes, etc.

4.2.3.2. There are two hazardous cargo pads located on Vandenberg's airfield (see **Attachment 10**). The primary pad is located on the northwest end of taxiway Alpha, while the alternate pad is located on the opposite end of taxiway Alpha. The pads are located to allow simultaneous hazard-

ous cargo loading or unloading operations, if required. Each pad is sited for 85,000 pounds of class or division 1.1 explosives. When an aircraft carrying hazardous cargo is parked on one of the pads, no vehicles or persons will enter the closed area unless directly involved in the operation.

4.2.3.3. If the primary hazardous cargo pad is used, taxiway Alpha from taxiway Delta north to the runway hold line will be closed. If the alternate pad is used, taxiway Alpha from the helipad south to the runway hold line, and the helicopter slide area, will be closed. Aircraft operations on the runway are unaffected by these restrictions.

4.2.3.4. Following coordination with TAM, Tower directs aircraft with hazardous cargo to the primary or alternate hazardous cargo parking area. Aircraft are normally directed to park facing northwest on the primary pad and southeast on the alternate pad to simplify convoy operations and loading or unloading of hazardous cargo. **NOTE:** If the net explosive weight and cargo characteristics allow, an aircraft carrying hazardous cargo may be parked elsewhere on the airfield as dictated by operational, security, or other concerns. Such a request may be pre-coordinated with the Airfield Manager and 30 SW Safety.

4.2.4. 76 HF Helicopter Operations. 76 HF operations sometimes require their aircraft to carry a variety of pyrotechnic devices to support search and rescue mission requirements. These devices are kept in a storage box that is usually loaded aboard the aircraft just prior to takeoff when tasked to support such a mission and removed immediately upon mission termination. 76 HF will develop procedures to notify Fire Dispatch when the pyrotechnic storage box is loaded aboard and later taken off an aircraft. Provide the tail number of the effected aircraft. In such cases, the aircraft (UH-1Ns) will be considered an explosives loaded aircraft IAW AFMAN 91-201, ***Explosives Safety Standards.***

4.3. Aircraft Parking Plan. The aircraft parking plan (see **Attachment 3**) is for general reference only. TAM (in coordination with the Airfield Manager) will park transient aircraft based on ramp workload and pre-coordinated requirements. If other considerations allow, TAM will attempt to park priority aircraft remaining overnight in lighted areas of the ramp to reduce the need for portable light units.

4.4. Special Aircraft Support.

4.4.1. General. Certain tasks must be accomplished to effectively handle B-52/C-5/E-4/E-3/KC-10 type aircraft. These aircraft may need protection by Security Forces while parked, IAW AFI 31-101, ***Installation Security Program***. Additionally, to prevent injury or foreign object damage (FOD) due to unusual jet blast characteristics and narrow taxiways, special arrival, ground handling, parking, taxi and departure routes must be planned before conducting operations involving these aircraft. Base Ops notifies effected organizations, using the appropriate checklist, of the ETA, cargo classification and other factors effecting mission support.

4.4.2. B-52 Ground Operations. As noted in **Paragraph 1.2.7.2.2.** of this instruction, B-52 operations such as a full-stop or taxi-back which require access to the taxiways are difficult and require prior coordination with the Airfield Manager to arrange special ground handling. Should an emergency require immediate B-52 landing, the aircraft should remain on the runway and Tower will suspend operations to the runway until TAM personnel can respond to marshal the aircraft onto the taxiway and ramp. Failure to comply with these procedures may result in damage to the aircraft or airfield equipment.

4.4.3. Taxiing. Taxi aforementioned aircraft on taxiway Alpha to Bravo, for parking on "A" or "B" row on the aircraft parking ramp. For departure, taxi via taxiway Bravo or Charlie to taxiway Alpha, then to the departure runway.

4.5. Aircraft Security.

4.5.1. The flightline is located within a controlled area; however, no specific protection level areas are designated for aircraft support. All flightline access points are clearly marked as controlled areas IAW AFI 31-101, ***Installation Security Program***. The flightline is patrolled hourly by Security Forces during closed airfield hours when transient aircraft are on the ramp. Transient aircraft with specific security requirements should pre-coordinate their requirements with Base Ops prior to arrival.

4.5.2. Base Ops will notify Central Security Control (CSC) of any pre-coordinated security requirements for transient aircraft.

4.5.3. AFI 31-101, ***Installation Security Program***, establishes security requirements for transient aircraft. The 30th Security Forces Squadron (30 SFS) will develop procedures to include:

4.5.3.1. Response to arriving transient aircraft as required to determine security requirements.

4.5.3.2. Establishing a cordon to control access to protection level aircraft as required.

4.5.3.3. Obtaining the crew list from the pilot in command to serve as access and vouching authority to control entry and access through the cordon. TAM personnel are authorized entry for aircraft service and maintenance.

4.5.3.4. Coordinating portable lighting through TAM. **NOTE:** Only TAM personnel will control starting, stopping, and operation of portable lighting units.

4.5.4. Only the pilot in command or authorized representative may permit access to aircraft designated as protection level resources. In an emergency, such as fire, attempted theft or hijacking and the pilot in command or representative is not present, any base command representative may be granted access with proper identification.

4.6. Ground Traffic Rules.

4.6.1. Airfield Management personnel will inspect the aircraft movement area prior to airfield opening and will respond to reports of FOD or any sightings of wildlife.

4.6.2. RESERVED.

4.6.3. Vehicle operators must obtain approval from Tower before entering the aircraft movement area. While on the aircraft movement area, constant radio contact with the Tower must be maintained. Vehicle operators must remain vigilant at all times for light gun signals directed by the Tower, should communication difficulties occur while the vehicle is within the aircraft movement area. Communications loss procedures can be found in Paragraph **4.19.3.8.** When directed by the Tower to exit the runway, vehicle operators will exit at any of the taxiway intersections with the runway or position the vehicle at least 100 ft from the edge of the runway or runway overrun.

4.6.4. When Tower is open, all aircraft must get approval from Tower to start engines and taxi. When the Tower is closed, 76 HF operations in the aircraft movement area are at the discretion of the SOF, RM, and pilot in command.

4.6.5. Instrument Landing System (ILS) Critical Areas. ILS Critical Areas consist of the Runway 30 Localizer Critical Area, the Runway 30 Glide Slope Critical Area, the Runway 12 Localizer Critical Area, and the Runway 12 Glide Slope Critical Area. ILS Critical areas are part of the aircraft movement area. See **Attachment 11** for depiction of Runway 30 Localizer and Runway 12 Glideslope Critical Areas. See **Attachment 12** for depiction of Runway 12 Localizer and Runway 30 Glideslope Critical Areas.

4.6.5.1. When the airfield is open, Tower will apply procedures in AFI 13-203, ***Air Traffic Control***, FAAO 6750.16, ***Siting of Instrument Landing Systems***, and FAAO 7110.65, ***Air Traffic Control*** to protect ILS Critical Areas (AF standard for Runway 12 Localizer and Glideslope Critical Areas and FAA standard for Runway 30 Localizer and Glideslope Critical Areas) and control vehicle/aircraft access to these areas. When the airfield is open, vehicles must request approval from Tower prior to entering these areas.

4.6.5.2. When the airfield is closed, ILS Critical Areas are not protected. If vehicles, personnel, and/or equipment are in the ILS Critical Areas, aircraft on the approach may receive erroneous azimuth or glideslope indications. Persons needing to enter ILS Critical Areas during periods of airfield closure must first contact the Wing Operations Center. Contact the WOC again when leaving these areas.

4.6.5.3. When the airfield is closed, persons needing to enter the runway must first contact the Wing Operations Center. Contact WOC again when leaving the runway.

4.7. Inertial Navigation System (INS) Checkpoints.

4.7.1. Three INS checkpoints are available on the airfield. Specifications are posted in Base Ops or available through pilot to dispatch radio. The designated INS checkpoints are:

4.7.1.1. INS 1 – DV aircraft parking spot in front of the Tower. Coordinates: 34°44.0’ N, 120°34.2’ W. Magnetic Variation: 14.5° E. Elevation: 344 ft MSL.

4.7.1.2. INS 2 – Primary hazardous cargo parking spot. Coordinates: 34°44.3’ N, 120°34.7’ W. Magnetic Variation: 14.5° E. Elevation: 321 ft MSL.

4.7.1.3. INS 3 – Alternate hazardous cargo parking spot. Coordinates: 34°43.5’ N, 120°33.9’ W. Magnetic Variation: 14.5° E. Elevation: 361 ft MSL.

4.7.2. Aircrews requiring coordinates for other locations must compute their own. Recommend the use of airfield diagrams provided in FLIP Terminal (High/Low) Instrument Approach Procedures.

4.8. Navigation Aid (NAVAID) Ground Receiver Checkpoints.

4.8.1. Three NAVAID checkpoints are available on the airfield (see **Attachment 10**).

4.8.1.1. Intersection of taxiways Alpha and Delta – VBG R-070 / 0.5 DME, elevation 338 ft.

4.8.1.2. Taxiway Bravo, ramp side – VBG R-085 / 0.7 DME, elevation 350 ft.

4.8.1.3. Taxiway Alpha (hammerhead at Runway 30) – VBG R-109 / 1.0 DME, elevation 366 ft.

4.9. Flightline Driving – General.

4.9.1. Base Ops restricts access to the airfield controlled area to vehicles on a "mission essential" basis only.

4.9.2. All drivers requesting access to the airfield controlled area must sign in and out at Base Ops, carry the proper documents (state driver's license and AF Form 483, **Certificate of Competency**) and have a valid need to operate a vehicle on the flightline before they will be granted access.

4.9.3. The following agencies and associated government vehicles are authorized access to the airfield controlled area and the flightline without notifying Base Ops.

4.9.3.1. Flightline Support Agencies.

4.9.3.1.1. Aircraft Fuel Trucks (30 SUPF/LGSF).

4.9.3.1.2. Airfield Operations Flight (30 OSS/OSA).

4.9.3.1.3. 76th Helicopter Flight (76 HF).

4.9.3.1.4. Security Forces Squadron (30 SFS).

4.9.3.1.5. Fire Department (30 CES/CEF).

4.9.3.1.6. Combat Readiness (30 TRNS/LGTR).

4.9.3.1.7. Wing Flight Safety Officer (30 SW/SEF).

4.9.3.1.8. Transient Aircraft Maintenance/Aerospace Ground Equipment.

4.9.3.1.9. 30 CES Sweepers.

4.9.3.2. Emergency response personnel, as directed by the on-scene commander.

4.9.3.3. Command vehicles.

4.9.3.3.1. 14 AF/CC/CV.

4.9.3.3.2. 30 SW/CC/CV.

4.9.3.3.3. 30 OG/CC/CD.

4.9.4. The following vehicles are authorized limited access to the areas specified below without notifying Base Ops. If a specific mission requires that the following limitations be exceeded, notify Base Ops in advance. This exemption does not relieve the vehicle operator of the requirements of **Paragraph 4.11.4.**

4.9.4.1. Wing Protocol (30 SW/CCP) access is limited to Flightline Road adjacent to the aircraft parking ramp and the 76 HF helicopter parking ramps for helicopter flights. Do not enter the helicopter parking ramp if any helicopter has rotor blades turning.

4.9.4.2. 30th Communications Squadron Visual Information Flight (30 CS/SCV) aerial photographers transporting photo equipment to helicopter areas are limited to 76 HF helicopter parking ramps via Gate 1. Do not enter the helicopter parking ramp if any helicopter has rotor blades turning.

4.9.4.3. Meteorological and Navigation Equipment (METNAV) Maintenance (30 CS/SCMMM) vehicles are limited to the area west of the runway as necessary to service navigational aids and meteorological instruments. In the course of providing service, do not operate any vehicle closer than 100 ft from the runway without radio contact with and permission from the Tower.

4.9.4.4. Only Guardian Programs (30 OSS/OSOC) personnel are allowed to park POVs in the parking lot behind Bldg 1743. Access is through Gate 3.

4.9.4.5. 76 HF personnel are allowed to park POVs in the parking lot behind Bldg 1735.

4.9.4.6. Fire Department personnel are allowed to park temporarily at Bldg 1740 for loading / unloading equipment. Access is through Gate 3.

4.9.4.7. Base Supply Delivery Section is authorized to operate along Flightline Road as necessary for supply pickup and delivery.

4.9.4.8. 30 CES Power Production is authorized to perform necessary maintenance on emergency generators in support of ATCALS equipment. In the course of providing service, do not operate any vehicle closer than 100 ft from the runway without radio contact with and permission from the Tower. **NOTE:** Agencies with non-routine requirements will coordinate access with the Airfield Manager on a case by case basis.

4.10. Flightline Driving Administration.

4.10.1. Airfield Manager (30 OSS/OSAA) will:

4.10.1.1. Manage the Flightline Driver's Familiarization Program for Vandenberg AFB.

4.10.1.2. Train each organization's Vehicle Control Officer/Vehicle Control Noncommissioned Officer (VCO/VCNCO) instructors on the Flightline Driver's Familiarization Program requirements IAW AFI 13-213, ***Airfield Managemen***t and this instruction.

4.10.1.3. Develop a Flightline Driver's Familiarization Program in cooperation with 30th Space Wing Safety (30 SW/SE) and 30th Security Forces Squadron (30 SFS).

4.10.1.4. Provide instructional course materials to serve units with formal flightline driving training requirements.

4.10.1.5. Develop and administer written flightline driver's tests.

4.10.1.6. Review the Flightline Driver's Familiarization Program and tests annually, or when course materials change, whichever occurs first. Ensure compliance with AFI 13-213, ***Airfield Management*** and this instruction.

4.10.1.7. Certify individuals to drive on the flightline.

4.10.1.8. Conduct flightline driver training for contractors, POV operators, and agencies with non-routine flightline operations.

4.10.1.9. Upon receipt, coordinate instructions, operations plans, support agreements, Missile Operations Support Requirements (MOSR), contracts, and other documents involving access to the airfield controlled areas, to ensure compliance with AFI 13-213, ***Airfield Management*** and this instruction.

4.10.1.10. When notified, attend site visits and pre-performance conferences for projects involving airfield access to ensure compliance with AFI 13-213, ***Airfield Management*** and this instruction.

4.10.1.11. Control access of motor vehicles to the airfield controlled area under the provisions of this instruction.

4.10.1.12. Respond to driving violations during airfield operating hours. Determine if the violator's airfield access authorization/AF Form 483, **Certificate of Competency** should be revoked, and if so, whether it will be a temporary or permanent revocation.

4.10.1.13. Based on the current scope and nature of operations, ensure the following units receive formal training IAW AFI 13-213, ***Airfield Management*** and this instruction.

4.10.1.13.1. 30 SW/SE.

4.10.1.13.2. 30 SW/CCP.

4.10.1.13.3. 30 MDG/SGHGE and ambulance services contractor.

4.10.1.13.4. 30 CES/CEC/CEF/CEO/CEOIUE/CEOXH.

4.10.1.13.5. 30 SFS.

4.10.1.13.6. 30 TRNS/LGTO/LGTR.

4.10.1.13.7. 30 LG/LGPP.

4.10.1.13.8. 30 CS/SCB and C4 services contractor.

4.10.2. 30 SFS will:

4.10.2.1. Patrol Flightline Road and the aircraft parking ramp IAW applicable directives. If questions arise concerning vehicle access, contact Base Ops during airfield operating hours and 30 SW/WOC during non-operating hours. Warn or ticket violators as the situation warrants.

4.10.2.2. Respond as soon as possible when access or driving violations are reported.

4.10.2.3. Assist 30 OSS/OSAA in developing a Flightline Driver's Familiarization Program.

4.10.3. 30 SW/SE will assist 30 OSS/OSAA in developing a Flightline Driver's Familiarization Program.

4.10.4. 30 CONS/LGC will notify the Airfield Manager of any proposed site visit or pre-performance conference for construction projects or service contracts on or near the airfield.

4.10.5. 30 TRNS/LGTO will:

4.10.5.1. Ensure agencies requesting rental vehicle support for official business involving flightline access are made aware of the requirement to coordinate with Base Ops for flightline driver training.

4.10.5.2. Ensure any vehicle dispatched to support flightline operations is equipped with wheel chocks.

4.10.6. Unit Commanders/Flight Chiefs will:

4.10.6.1. Ensure all personnel required to operate vehicles on the flightline are properly trained and licensed. This applies only to those units or agencies that have a mission or support tasking requiring routine vehicle access to the flightline.

4.10.6.2. Designate VCO, VCNCO, or contractor equivalent by memorandum, and send a copy of the appointment memo to 30 OSS/OSAA, 373 Airfield Rd, Vandenberg AFB, CA 93437-6119.

4.10.6.3. Ensure only minimum number of personnel necessary for mission accomplishment are authorized to operate a vehicle on the flightline. **NOTE:** It is recommended that flightline driver

training be added to unit in and out processing checklists so that members are entered into training early after arrival and records are deleted upon departure.

4.10.6.4. Ensure training and licensing requirements are met IAW AFI 13-213, **Airfield Management** and this instruction.

4.10.6.5. Ensure immediate supervisors determine that their vehicle operators are properly trained, licensed and capable of performing assigned driving tasks before dispatching them to perform tasks on the airfield.

4.10.6.6. Coordinate with the Airfield Manager when developing any instructions, operations plans, support agreements, MOSR, contracts, exercise scenarios or other such documents involving operations within the airfield controlled area.

4.10.7. The unit VCO/VCNCO (applicable only to units identified in **Paragraph 4.10.1.13.**) will:

4.10.7.1. Maintain copies of this instruction, and instructions referenced herein, as required for flightline driver certification training.

4.10.7.2. Ensure a Memorandum for Flightline Training and Certification is properly completed and maintained for each driver who needs an AF Form 483, **Certificate of Competency**.

4.10.7.3. Ensure each driver receives color vision testing as applicable. This test should verify an individual's ability to distinguish between various colored airfield markings and lighting, as well as their ability to respond to red, white, and green light-gun signals from the Tower. **NOTE:** Aircrew members or others holding Air Force Specialty Codes which require color vision don't need to retake this color vision test.

4.10.7.4. Schedule individuals for testing when they complete their training requirements.

4.10.7.5. Decertify a driver within their unit whenever necessary. The Airfield Manager and the individual's direct supervisor may also decertify an individual.

4.10.7.6. Conduct remedial training requirements upon temporary revocation of an individual's flightline authorization or failure of a written test.

4.10.8. Contractors will:

4.10.8.1. Appoint the minimum number of flightline drivers needed to complete contract requirements.

4.10.8.2. Ensure flightline drivers are able to distinguish red, green, and white Tower light-gun signals.

4.10.8.3. Complete a 30 SW Form 30, **Flightline Project Information/Authorization**.

4.10.8.3.1. The contractor completes part I and II of the 30 SW Form 30, **Flightline Project Information/Authorization.** The Airfield Manager (30 OSS/OSAA) will complete part III.

4.10.8.3.2. The government contract evaluator signs as project officer in the block at the end of section II.

4.10.8.3.3. The Airfield Manager or designated representative will provide training for contractor vehicle operators based on the contract requirements. He will return a copy of the completed 30 SW Form 30, **Flightline Project Information/Authorization** to the contractor and maintain the original at Base Ops.

4.10.8.3.4. The 30 SW Form 30, **Flightline Project Information/Authorization** will be updated annually or when a change occurs.

4.10.9. Vehicle operators will follow access and driving procedures and will not operate a vehicle on the flightline unless trained and licensed to do so. Each driver must have in his or her possession a valid driver's license from any state and an AF Form 483, **Certificate of Competency.**

4.11. Airfield Access Procedures:

4.11.1. During airfield operating hours, personnel/agencies without airfield access as defined in **Paragraph 4.9.3.** and not granted specific exemption by **Paragraph 4.9.4.** will report to Base Ops, Bldg 1746, before going through airfield gates.

4.11.2. After airfield operating hours, all personnel/agencies will contact 30 SW/WOC before entering the flightline. The 30 SW/WOC will advise of ongoing or proposed aircraft operations. Exercise extreme caution. Do not interfere with aircraft operations. **NOTE:** Even though this instruction grants access to several specific agencies and individuals, it is strongly recommended that visits to the flightline be preceded by a call to the appropriate agency (30 OSS/OSAA or 30 SW/WOC) so the driver may be made aware of ongoing or proposed aircraft operations.

4.11.2.1. 30 SW/WOC does not approve/deny requests for airfield access. Personnel/agencies without airfield access as defined in Paragraph **4.9.3.** and not granted specific exemption by **Paragraph 4.9.4.** requiring access after-hours must pre-coordinate with Base Ops during duty hours.

4.11.2.2. Failure to contact 30 SW/WOC prior to entering the flightline, or failure to pre-coordinate after-hours airfield access with Base Ops may result in apprehension and denial of future access.

4.11.3. POV Access. POVs are not authorized to operate on the flightline (to include Flightline Road) unless granted permission by the Airfield Operations Flight Commander or the Airfield Manager and then following access procedures as described in this chapter (i.e., signing in at Base Ops and being briefed on appropriate rules and restrictions). POVs should not cross the white line that parallels Flightline Road without specific approval from Base Ops, and must follow approved travel routes.

4.11.4. Vehicle operators on the aircraft movement area (including ILS Critical Areas) prior to the airfield opening will notify Tower of their position via radio call not later than (NLT) 0755L (or five minutes prior to airfield opening, if other than regularly scheduled). If radio contact cannot be established, the vehicle operator will exit the aircraft movement area, ensuring all personnel and vehicles are clear NLT 0800L (or such time as the airfield opens, if other than regularly scheduled). Failure to either notify Tower or exit the aircraft movement area will be documented as an aircraft movement area violation or runway intrusion, as the situation dictates.

4.11.5. When the airfield is closed, 30 SW/WOC will:

4.11.5.1. Maintain a record of personnel/vehicles on the airfield.

4.11.5.2. Notify Security Forces Law Enforcement, Central Security Control, Fire Alarm Communications Center, and 76 HF (if operating) of personnel/vehicles on the airfield. Notify same agencies when personnel/vehicle operators report off the airfield.

4.11.5.3. Advise personnel/vehicle operators of ongoing or proposed aircraft operations.

4.11.5.4. Relay reports of access or driving violations to Security Forces Law Enforcement, and at the next opportunity during duty hours, the Airfield Manager.

4.11.5.5. Upon receiving notification from Base Ops that the airfield is open or will open for aircraft operations, advise Base Ops of any known personnel/vehicles on the airfield.

4.11.6. Base Ops will:

4.11.6.1. Before the airfield opens and throughout the duty day, notify the Tower of all personnel/vehicles on or near the airfield that might effect aircraft operations as soon as this information is received.

4.11.6.2. Prior to closing the airfield, notify 30 SW/WOC of all known personnel/vehicles on or near the airfield that might effect aircraft operations, and of any personnel/agencies without airfield access as defined in **Paragraph 4.9.3.** and not granted specific exemption by **Paragraph 4.9.4.** who pre-coordinated after-hours airfield access.

4.12. Flightline Licensing Documents.

4.12.1. AF Form 483, **Certificate of Competency.** This card is issued to individuals who need routine access to the flightline.

4.12.2. The Airfield Manager issues a temporary pass to individuals with a one time or short-term requirement to operate a vehicle on the flightline.

4.12.3. 30 SW Form 30, **Flightline Project Information/Authorization.** This form is issued to contractors with a requirement to operate a vehicle on the flightline to fulfill the requirements of a US Government contract.

4.13. Flightline Training Program Requirements.

4.13.1. Complete Vandenberg AFB Flightline Driver's Familiarization Program.

4.13.2. Complete both a day and a night orientation ride on the flightline.

4.13.3. Pass a color vision test (see **Paragraph 4.10.7.3.** for requirements). Document the test (or non-applicability) on the individual's Memorandum for Flightline Training and Certification.

4.13.4. Contact the Airfield Manager or designated representative to schedule individuals for certification testing. Tests will cover Vandenberg AFB Flightline Driver's Familiarization Program, this instruction, and referenced material in the beginning of this instruction. A passing grade is 80%. Tests will be corrected to 100%. Test completion is entered on Memorandum for Flightline Training and Certification. Those failing the exam will be interviewed by the Airfield Manager and referred back to the unit VCO/VCNCO/instructor for appropriate remedial training. Member must receive documented remedial training after failing the exam. Retests will be given no less than two weeks after the initial test.

4.13.5. After successful completion of the test, the Airfield Manager or designated representative will sign the Memorandum for Flightline Training and Certification. The AF Form 483, **Certificate of Competency** will be endorsed for flightline driving, signed by the Airfield Manager or designated representative, and returned to the individual. The Memorandum for Flightline Training and Certification will be returned to the applicable unit VCO/VCNCO.

4.14. Licensing for One Time or Short Term Requirements. The driver will report to Base Ops, Bldg 1746, and brief the Airfield Manager or designated representative on the specific requirements of the operation in which the driver is involved. The Airfield Manager or designated representative will brief the driver on the specific rules, travel routes to follow to complete the task, and issue the driver a temporary pass. Each driver must carry a valid state driver's license and coordinate any special operations requests as far in advance as possible.

4.15. Flightline Speed Limits.

4.15.1. 5 mph – in close proximity (within 25 ft) of an aircraft.

4.15.2. 10 mph – for special purpose vehicles.

4.15.3. 15 mph – when towing equipment or for general purpose vehicles on the aircraft parking ramp.

4.15.4. 15 mph – for general purpose vehicles on the taxiway or runway. If you encounter an aircraft, pull over to the side, stop, wait for the aircraft to pass, then proceed (see **Paragraph 4.18.2.**).

4.15.5. Responding emergency vehicles may exceed speed limits with caution.

4.16. Operating a Vehicle on Flightline Road. Flightline Road (see **Attachment 3**) is a vehicle roadway on the aircraft parking ramp side of Base Ops which parallels Airfield Road. Stop signs are painted on Flightline Road in three critical locations: two near the 76 HF hangar and one in front of Fire Station 1. Obey stop signs and visually clear the area for moving vehicles and aircraft before proceeding. WARNING: The two intersections where Flightline Road crosses the access routes between the 76 HF helicopter parking ramps and the main aircraft parking ramp are particularly critical. These are the two locations where you can expect helicopters to cross Flightline Road. If you see a helicopter with rotors turning, or the aircraft is airborne (skids off the ground), and the helicopter is pointed in your direction, hold your position at the stop sign until the helicopter passes.

4.17. Operating a Vehicle on the Parking Ramp. Vehicles may not be driven diagonally across the ramp. Travel either parallel or perpendicular to Flightline Road and make all turns at 90° angles. There are very few painted lines on the ramp to use for a reference. As a guide, follow the seams in the concrete slabs that make up the ramp. Also, refer to **Paragraph 4.27.** for additional information about helicopters operating from the ramp.

4.17.1. Use taxiway centerlines like highway dividers–drive to the right. Remain on concrete surfaces when possible, and avoid the airfield lights on the asphalt surfaces.

4.17.2. If a vehicle must approach an aircraft, approach with the driver's side of the vehicle closest to the aircraft so the driver can judge the distance separating the vehicle and aircraft.

4.17.3. If an aircraft's engines are running, do not drive or park a vehicle within 25 ft forward or 200 ft behind the aircraft.

4.17.4. Do not drive within 25 ft of a parked aircraft except when the vehicle is involved in servicing or loading/unloading cargo (see **Paragraph 4.17.6.**).

4.17.5. Do not drive a vehicle under any part of an aircraft unless your vehicle is part of a cargo loading/unloading operation and a vehicle is specifically designed to do so (i.e., aircraft certified forklift,

60K cargo loader, or missile/bomb loader). WARNING: The driver and spotter must consider vertical as well as horizontal clearance from aircraft.

4.17.6. If a vehicle must be backed or driven forward toward an aircraft, clear the area, use a spotter, and ensure the spotter uses chocks pre-positioned to keep your vehicle from striking the aircraft. If the vehicle must be left unattended, follow **Paragraph 4.17.8.**

4.17.7. If parking near an aircraft, don't park with front or rear of vehicle aimed at the aircraft unless absolutely necessary. Park perpendicular to the aircraft's fuselage off the nose of the aircraft, or parallel to the aircraft off a wing tip. Again, the driver's side of the vehicle should be closest to the aircraft. Park at least 25 ft away unless you are servicing the aircraft or loading/unloading cargo.

4.17.8. When leaving a parked vehicle unattended (driver's seat vacated):

4.17.8.1. Turn off the ignition. EXCEPTIONS: Emergency or servicing vehicles that must remain in operation to perform their function may be parked with engine running, transmission in park (automatic) or neutral (manual), parking brake set, and rear wheel chocked.

4.17.8.2. Leave the vehicle unlocked with the key in the ignition.

4.17.8.3. Shift the transmission to park (automatic), or reverse (manual).

4.17.8.4. Set the parking brake.

4.17.8.5. Turn on the emergency flashers during hours of darkness or inclement weather.

4.17.8.6. Place chocks in front of and behind a rear wheel of any vehicle left unattended within 50 ft of an aircraft. EXCEPTION: Vehicles responding to an emergency are exempt from chocking requirements if the engine is shut off.

4.18. Right of Way Rules. Right of way rules are based on the principle that right of way is given to the least maneuverable vehicle.

4.18.1. Precedence for right of way.

4.18.1.1. Aircraft in-flight, taxiing or being towed.

4.18.1.2. Emergency vehicles responding to an actual/simulated emergency.

4.18.1.3. Follow-me vehicles.

4.18.1.4. All other vehicles.

4.18.2. Encountering an aircraft on a taxiway.

4.18.2.1. Small Wing Span. You may simply elect to move to the side of the taxiway to let it pass. You need a minimum 25 ft separation between you and the aircraft.

4.18.2.2. Large Wing Span (C-5, B-52, etc.). You should turn around and proceed off the taxiway at the nearest exit. Do not drive into the grass because of foreign object damage (FOD) hazard caused by rocks caught in tire tread.

4.19. Radio Control Procedures. When the airfield is open, Tower controls/directs all ground traffic and vehicles in the aircraft movement area. To achieve this control, the following must be obeyed.

4.19.1. Maintain two-way radio communication with Tower. Organizations must provide their own radios, however, Base Ops may loan a radio if one is available. Do not depend on Base Ops to provide a radio for you. **NOTE:** Tower light-gun signals will not be used as a substitute for the two-way radio requirement.

4.19.2. Use the Tower, Crash, and Security Forces FM Nets, or Ground Control frequencies (UHF/VHF) to communicate with Tower. Tower does not continuously monitor the Security Forces or Crash FM Nets. Security Forces and Fire Department vehicle operators who require communications with Tower on these frequencies will coordinate with Central Security Control (CSC) and Fire Dispatch to have Tower monitor the frequency. CSC or Fire Dispatch will activate the select-call equipment or call the Tower on a landline to request that Tower monitor the appropriate frequency. When communication with the Tower is no longer required, CSC, Fire Dispatch, or the vehicle operator(s) will inform the Tower.

4.19.3. Request and receive permission from the Tower before entering the aircraft movement area.

4.19.3.1. At the three locations where taxiways intersect the runway, there is a runway hold line painted across the taxiway. A runway hold line consists of two solid yellow lines (facing the taxiway) and two dashed yellow lines (facing the runway). See **Attachment 13** for illustrations. WARNING: Do not confuse aircraft movement area hold lines (see **Paragraph 1.2.8.3.**) with runway hold lines. DO NOT cross a runway hold line without permission from the Tower.

4.19.3.2. Tower approval to cross the runway is a one-time approval only! Once your vehicle has exited the runway beyond the runway hold line, tower approval is required to re-enter the runway.

4.19.3.3. To eliminate the possibility of confusion, make radio communications concise. Your request should state who you are, your position on the airfield, the route you wish to use, and your destination. Tower will respond with a specific clearance or may respond “Proceed as requested.” Repeat instructions back to the Tower exactly as you received them.

4.19.3.4. Ask Tower to repeat instructions you don’t fully understand. DON’T ASSUME ANYTHING! When in doubt, always take the safest course of action (for example, if the Tower does not respond to your request to enter the movement area or cross the runway, do not proceed until the Tower clears you).

4.19.3.5. Report departing the runway and aircraft movement area.

4.19.3.6. Obey all Tower instructions. If Tower instructions conflict with guidance in the Flightline Driver’s Familiarization Program or this instruction, Tower instructions have priority (for example, if the Tower instructs you to “exit the runway immediately,” you are not expected to obey the 15 mph speed limit).

4.19.3.7. If you are operating a vehicle on the runway or runway overrun and Tower directs you to exit the runway, exit the runway at any of the taxiway intersections with the runway or position yourself at least 100 ft from the edge of the runway or runway overrun. As a guide, the runway distance remaining markers (large black signs with larger white numbers), located in the grass on both sides of the runway, are approximately 75 ft from the runway edge.

4.19.3.8. If radio communication with the Tower is lost:

4.19.3.8.1. On the runway. If the Tower loses radio contact as a result of radio failure, Tower will signal for vehicles to exit the runway by turning the runway lights on and off until all

vehicles have exited the runway. Vehicles should be alert for these signals at all times. Exit the runway and aircraft movement area, then report to Base Ops. Remain vigilant for aircraft! Under no circumstances reenter or cross the runway. As a last resort, continue to drive along the runway until you reach a taxiway or roadway that leaves the runway area. If you make it to a road, leave the controlled area and contact Base Ops as soon as possible.

4.19.3.8.2. On the aircraft movement area (other than on the runway). If the Tower loses radio contact as a result of radio failure, Tower will signal for vehicles to exit the aircraft movement area by turning the taxiway lights on and off until all vehicles have exited the aircraft movement area. Vehicles should be alert for these signals at all times. Move to the extreme edge of the taxiway (staying on the concrete surface) and exit the aircraft movement area via the nearest taxiway, then report to Base Ops. Remain vigilant for aircraft!

4.20. Tower Light-Gun Signals. All vehicles operating on the flightline should have a Tower Signals for Control of Airdrome Traffic decal mounted so the driver can easily refer to it. As previously stated, light-gun signals are not considered a substitute for two-way radio communications; rather, they are reserved for emergency use. Tower may use light-gun signals even if a vehicle has a radio. Obey light-gun signals immediately, then attempt to call Tower on the radio for further instructions (i.e. your radio may have malfunctioned without your knowledge). At night or during low visibility conditions, do not mistake the rotating beacon (alternating green and white) located just northeast of the Tower for a light-gun signal.

4.20.1. Light-gun signal meanings.

4.20.1.1. Steady green: cleared to cross; proceed; go.

4.20.1.2. Steady red: stop.

4.20.1.3. Flashing red: exit the runway/taxiway.

4.20.1.4. Flashing white: return to starting point on the airport (Base Ops).

4.20.1.5. Alternating red and green: general warning - use extreme caution.

4.21. Emergency Response Vehicles.

4.21.1. For an exercise, follow all the rules. Use extreme caution. Coordinate with the Airfield Manager during exercise scenario planning to help ensure maximum realism while ensuring the safety of the operation.

4.21.2. For actual emergencies, follow all the rules as closely as possible. Use extreme caution when deviating from any rules. Vehicles will NOT enter the movement area or runway without permission from Tower, if operational. WARNING: During exercise and actual emergency situations, Tower will make every effort to hold aircraft traffic on the runway and taxiways; however, vehicle drivers should never assume this has been done. Remember right of way rules and use proper radio procedures.

4.22. Reporting Violations and Runway Intrusions. Violations of airfield access procedures or flightline driving rules, aircraft movement area violations, and unauthorized runway entry must be reported to Base Ops as soon as the incident occurs. The Airfield Manager will initiate an initial investigation and coordinate with 30 SW/SEF and the Airfield Operations Flight Commander to determine the proper method of reporting the incident and to decide which agency will investigate. The following guidelines apply.

4.22.1. Airfield Manager will investigate general motor vehicle violations of access procedures, flightline driving rules and movement area procedures.

4.22.2. Use AF Form 457, **USAF Hazard Report**, to report a runway intrusion that does not involve an aircraft. AFI 91-202, ***The U.S. Air Force Mishap Prevention Program***, prescribes the use of this form.

4.22.3. Use AF Form 651, **Hazardous Air Traffic Report (HATR)**, to report a runway intrusion that involves an aircraft. AFI 91-202, **The U.S. Air Force Mishap Prevention Program** prescribes the use of this form.

4.22.4. Violations of flightline driving procedures are a serious safety of flight issue and will be handled accordingly.

4.22.4.1. A first-time offense will result in a one-month suspension of all flightline driving privileges.

4.22.4.2. A second offense will result in a 3-month suspension of all flightline driving privileges.

4.22.4.3. The third offense will result in a permanent revocation of all flightline driving privileges.

4.22.4.4. In all cases of suspension/revocation, the Airfield Manager will take possession of the individual's AF Form 483, **Certificate of Competency.**

4.22.4.5. The Airfield Manager will send a letter to the individual's supervisor, VCO/VCNCO/Unit flightline driving instructor, and unit commander, informing them of the flightline violation and suspension of flightline driving privileges.

4.22.4.6. If the individual is needed to alleviate manning shortages to support a mission on the flightline, the individual's unit commander may submit a letter requesting reinstatement of flightline driving privileges. The letter will be on official letterhead and addressed to the Airfield Manager (30 OSS/OSAA). The letter must explain the reason(s) why the individual should retain his/her flightline driving privileges and state that the driver has been counseled by his/her supervisor about the flightline driving violation. The individual's AF Form 483, **Certificate of Competency** will be returned upon receipt of this letter and once all other requirements have been met.

4.22.5. For reinstatement of flightline driving privileges following a suspension, an individual must complete remedial training under the guidance of his/her VCO/VCNCO/Unit flightline driving trainer. The remedial training consists of all training requirements for individuals undergoing initial training and certification as specified in **Paragraph 4.13.** of this instruction. After all training requirements have been met and the individual passes the written flightline driving test, a new AF Form 483, **Certificate of Competency** will be issued. If the individual fails the written exam, a retest will be conducted at least two weeks after the initial test.

4.22.6. If an individual's civilian driver's license has been suspended/revoked by civil authorities, the unit commander will also suspend/revoke the individual's flightline driving privileges, confiscate his/her AF Form 483, **Certificate of Competency**, and notify the individual's VCO/VCNCO/Unit flightline driving trainer and the Airfield Manager (30 OSS/OSAA) in writing. The Airfield Manager will take possession of the individual's AF Form 483, **Certificate of Competency** upon presentation of written notification. Upon reinstatement of the individual's civilian driver's license, he/she will

undergo remedial training in flightline driving procedures as specified in **Paragraph 4.13.** of this instruction.

4.23. Special Purpose Vehicles. Operating special purpose vehicles requires deviation from general guidance. These situations are addressed in the technical directives for each vehicle and AFI 24-306, ***Manual for the Wheeled Vehicle Driver***. Drivers must be aware of their added responsibilities when operating one of these vehicles.

4.24. Refueling Operations. Orange cones around an aircraft and a refueling truck indicate a fueling operation is in progress. Keep your vehicle outside the cones and do not approach on foot unless you are part of the refueling team.

4.25. Foreign Object Damage (FOD) Prevention.

4.25.1. Due to frequent high winds and the possibility of ingestion into an aircraft engine, the wear of hats is prohibited on the flightline.

4.25.2. Vehicle operators must ensure all loose items are secured within their vehicle before entering the flightline.

4.25.3. Injury and equipment damage may result if objects (rocks, bolts, tools, etc.) are ingested or blown about by aircraft engines. All drivers must help keep airfield pavements FOD free. Either pick up FOD or report it to Base Ops.

4.25.4. Inspect and clear rocks from vehicle tires before driving on airfield pavements. Whenever you drive a vehicle off of any prepared surface (including onto the runway overruns and asphalt shoulders adjacent to the taxiways and runway), where tires may pick up rocks and gravel, check tires and remove any foreign objects immediately after you return to a prepared road surface.

4.26. Smoking. In order to prevent fire, explosion hazard and FOD, smoking is prohibited on the flightline.

4.27. Helicopter Operations. The runway and helipads are particularly dangerous areas. Be aware that helicopters can take off and land almost anywhere. This is particularly important when helicopters are taking off or landing directly on the aircraft parking ramp. Since the ramp is not part of the aircraft movement area, vehicles are not under radio control. Helicopter crews and vehicle operators must use extreme caution on the aircraft parking ramp and are equally responsible for ensuring safe operations.

4.28. Fog and Night Conditions.

4.28.1. Fog is the most prevalent adverse weather condition on Vandenberg AFB. Exercise extreme caution during foggy conditions. Many of today's aircraft are painted gray and are very hard to see under such conditions. During low visibility conditions (fog, night, rain, etc.) aircraft occasionally operate without landing lights to reduce glare.

4.28.2. At night, there is very little lighting available on the flightline. There is some flood lighting available on the parking ramp, but it is not routinely turned on. Portable lighting units are sometimes used to supplement security; however, these units cast shadows that can easily hide hazards.

4.28.3. At night, do not direct vehicle headlights toward a moving aircraft; turn them off so the pilot won't be blinded. Leave the parking lights on to mark your vehicle's position. Keep the headlights off until the aircraft is out of range.

4.29. Use of Airfield Pavements. Airfield pavements are for aircraft use. Use of pavements for parking or outdoor warehousing is prohibited without permission from the Airfield Manager.

4.30. Vehicle Equipment. The following equipment should be aboard each vehicle operating on the flightline.

4.30.1. Chocks.

4.30.2. Hearing protection for each occupant (available at Base Ops).

4.30.3. Reflective gear for each individual who may be exposed to vehicle or aircraft operations at night.

4.30.4. Radio for contacting the Tower, depending on the area in which you will operate the vehicle.

4.30.5. A device such as a FOD pick for removing rocks from tire treads. This is required for any vehicle that may depart paved surfaces.

4.31. Host Base Support Requirements. There are many different kinds of airfield requirements that support operational needs. Any agency which activates a MOSR (Missile Operational Support Requirements) involving airfield access must coordinate their specific needs with the Airfield Manager as soon as possible but not less than 24 hours before the operations begin.

4.32. Protocol Support.

4.32.1. Distinguished Visitor (DV) Lounge. Maintenance of the DV Lounge (located in building 1746), other than routine janitorial service provided by contractor personnel, is the responsibility of 30 SW/CCP.

4.32.2. Flightline Flags and Marquee.

4.32.2.1. All requests for flag raising and marquee programming support will be made directly to the 30 OSS/CC in writing no later than 48 hours prior to the scheduled event. Airfield Management personnel will not accept requests for support. 30 OSS/CC maintains final approval for all requests based on personnel availability and operational needs.

4.32.2.2. Airfield Management support will only be provided during normally scheduled duty hours of 0800–1700, Mon–Fri. Requirements outside of these hours are the responsibility of the 30 SW/CCP designated project officer.

4.32.2.3. Flightline flags will be raised no later than 30 minutes prior to the event and lowered at the discretion of the Airfield Operations Flight Commander with the intent to maximize the useful life of the flags and minimize the potential of the flags contributing to foreign object damage (FOD).

4.32.2.4. 30 OSS/CCA will provide remote programming of the electronic marquee at the flightline, as directed by 30 OSS/CC.

CHAPTER 5

CONTROLLED AND UNCONTROLLED AIRFIELD OPERATIONS

5.1. Controlled Airfield (Tower and Airfield Management/Base Ops Open).

5.1.1. 76 HF will file all local and cross-country flight plans with Base Ops. Local flight plans will originate and terminate at Vandenberg AFB. 76 HF must forward these flight plans to Base Ops for disposition IAW AFMAN 37-139, **Records Disposition Schedule.**

5.1.2. Base Ops enters all outbound flight information (except local flight plans) into the AIS. Base Ops flight follows local and inbound flights during operating hours. Before closing each day, Base Ops transfers flight following responsibility, except for local flights, to the FAA Flight Service Station (FSS). Flight following for local flights is transferred to 76 HF.

5.1.3. Flight following by any agency other than Base Ops or an FAA agency does not guarantee automatic initiation of search and rescue, should it be required. If a local flight being followed by its parent unit becomes overdue, the parent unit must contact FAA FSS to start search and rescue. 76 HF will flight follow their aircraft operating on local flight plans. If such an aircraft becomes overdue, initiate search and rescue by telephoning FAA FSS. FAA FSS provides flight following (automatic initiation of search and rescue) for only those flights that have filed flight plans with the FAA FSS system.

5.2. Uncontrolled Airfield (Tower and Airfield Management/Base Ops Closed).

5.2.1. Agencies authorized uncontrolled operations and the type of operations. AFSPC has granted approval for the 76 HF to conduct uncontrolled flight operations during airfield closure hours.

5.2.2. Procedures 76 HF aircraft will follow.

5.2.2.1. Use uncontrolled airport procedures contained in the Federal Aviation Regulations (FARs), the Aeronautical Information Manual (AIM), applicable FAA Advisory Circulars (ACs), and Air Force flight operations instructions.

5.2.2.2. Submit appropriate flight plans and clearance requests delineating intentions.

5.2.2.3. During periods of IFR weather, verify that NAVAIDs are monitoring normally prior to takeoff and at other times as appropriate.

5.2.2.4. Ensure L.A. ARTCC is expeditiously notified of IFR flight plan termination. Pilots of locally assigned aircraft may cancel an IFR clearance with L.A. ARTCC while within their airspace and proceed VFR into Vandenberg restricted airspace for the purpose of landing, if weather conditions permit.

5.2.2.5. Pre-coordinate all uncontrolled airfield flight operations with Base Ops or 30 SW/WOC. These agencies provide information concerning the status of special use airspace and other flight or ground operations that are ongoing or planned during the time of the proposed uncontrolled flight operations. Contact 30 SW/WOC when uncontrolled flight operations are completed.

5.2.2.6. All IFR flights departing Vandenberg's airspace must file flight plans with FSS at least 45 minutes before proposed departure time. Pilots coordinate IFR departure clearances with L.A. ARTCC, either directly or through FSS.

5.2.3. Responsibilities of applicable agencies.

5.2.3.1. Base Ops will:

5.2.3.1.1. Pass available information concerning planned after duty-hour airfield activity, including activities on the remote radio controlled aircraft airfield, to 30 SW/WOC before closing the airfield each duty day.

5.2.3.1.2. Notify 76 HF, when conducting pre-coordinated uncontrolled airfield operations, of known after duty-hour operations on the airfield including activities on the remote radio controlled aircraft airfield. Update agencies as significant changes or emergency situations arise.

5.2.3.2. 76 HF will:

5.2.3.2.1. Complete 76 HF Closed Field Operations Checklist prior to conducting uncontrolled flight operations.

5.2.3.2.2. Ensure that a 76 HF Supervisor of Flying (SOF) is on duty when uncontrolled flight operations are in progress.

5.2.3.2.3. Notify 30 SW/WOC prior to conducting uncontrolled flight operations and obtain status of airfield and special use airspace.

5.2.3.2.4. Call 30 SW/WOC in the event of a 76 HF in-flight or ground emergency. Emergency agencies available during airfield closure will be 30 SW/WOC, Weather, contract ambulance service, and Fire Department. Initiate Quick Reaction Checklists (QRCs) to respond to emergency situations.

5.2.3.2.5. Report FOD, wildlife activity, airfield lighting or NAVAID abnormalities, suspicious activities, apparent unauthorized aircraft landings, and any other significant airfield-related information to 30 SW/WOC.

5.2.3.2.6. Initiate Search and Rescue procedures for overdue aircraft (30 minutes past ETA).

5.2.3.2.7. Notify 30 SW/WOC when uncontrolled flight operations have terminated.

5.2.3.3. 30 SW/WOC will:

5.2.3.3.1. Notify the Security Forces Law Enforcement desk, Security Forces Control Center, Fire Dispatch, and Weather Operations Center when uncontrolled airfield operations begin and end.

5.2.3.3.2. Advise aircrews of other known after duty-hour operations on the airfield including activities on the remote radio controlled aircraft airfield. Update as significant changes or emergency situations arise.

5.2.3.3.3. Advise aircrews of changes to the status of special use airspace adjacent to Vandenberg AFB (R-2516, R-2517, R-2534A/B, W-532 (M-1/M-2).

5.2.4. Aircraft emergencies to include notification procedures. During airfield operating hours, the Tower will initiate response to aircraft and airfield ground emergencies through activation of the PCN. During hours when the airfield is closed, any person involved in or witnessing an aircraft or ground emergency may initiate response by notifying 30 SW/WOC at 6-9961, or on UHF frequencies 311.0 or 321.0 MHz.

5.2.5. Airfield lighting control. 76 HF aircrews will activate airfield lighting systems IAW Paragraph **7.8.2.** and applicable FLIPs.

5.2.6. Common Traffic Advisory Frequency (CTAF) to include when pilots are required to provide position reports. 76 HF aircrews will utilize CTAF procedures established in FARs, the AIM, and applicable Air Force flight operations instructions. During periods when the airfield is closed, no position reports are required except those deemed necessary by the PIC for safe operation and traffic awareness.

5.2.7. Overdue Aircraft Procedures. Overdue aircraft procedures will be carried out by Base Ops (when airfield is open), and by 76 HF for their helicopters (when airfield is closed). Procedures will be in accordance with QRCs currently in effect, which may be updated from time to time.

5.2.8. Security to include unauthorized landings (IAW AFI 10-1001, ***Civil Aircraft Landing Permits***). Any individual witnessing suspicious activities on the airfield or a suspected unauthorized aircraft landing will notify Security Forces immediately at 6-3911 (Law Enforcement Desk) or 5-2154 (Security Forces Control Center). Additionally, during 30 OSS/OSA business hours (normally 0700L–1700L, M–F), notify Base Ops at 6-6941.

5.2.9. Flight planning procedures to include obtainment of NOTAMs and weather. 76 HF aircrews normally conduct flight planning at the 76 HF facility. The Base Ops flight planning room is also available (normally 0700L–1700L, M–F) if desired. Aircrews are responsible for obtaining NOTAMs, weather, and any other information necessary for the safe conduct of flight prior to departure.

5.2.10. Operational Impacts.

5.2.10.1. How mishaps would affect "next day" Air Force operations. "Next day" operations will be minimally impacted by a mishap on or near the airfield. The only Air Force aircraft assigned to Vandenberg AFB are UH-1 helicopters, which are able to operate from virtually any location.

5.2.10.2. Delay of routine runway maintenance tasks. No delay of routine runway maintenance tasks will be incurred during airfield closure hours. Routine runway maintenance is normally conducted during published airfield operating hours.

5.2.11. Security implications.

5.2.11.1. Physical security.

5.2.11.1.1. Flightline access and ground traffic control. Flightline access is restricted to authorized personnel only. During airfield closure hours, all ground traffic is required to contact 30 SW/WOC prior to entering any portion of the aircraft movement area. 30 SFS conducts periodic checks of the airfield area in accordance with 30 SW OPLAN 31-101, ***Installation Security Plan***.

5.2.11.1.2. Potential theft and sabotage/vandalism. Aircraft anti-theft and anti-hijacking procedures are established in AFI 13-207, and in 30 SW OPLAN 31-101, Annex C, Appendix 24.

76 HF normally stores their helicopters in a locked hangar during non-duty hours. Itinerant aircraft remaining on Vandenberg's parking apron overnight are protected by 30 SFS in accordance with 30 SW OPLAN 31-101, Annex C, Appendix 23.

5.2.11.2. Operational Security / Intelligence Exploitation. Operational security and intelligence measures will not be effected when the airfield is closed.

5.2.12. Safety implications.

5.2.12.1. Risk of mishap increased with:

5.2.12.1.1. Uncontrolled taxi operations by operators unfamiliar with procedures and facilities. Aircraft operations during airfield closure hours are restricted to locally assigned 76 HF UH-1 helicopters. 76 HF pilots are familiar with Vandenberg operating procedures and facilities. Aircraft operations by transient operators unfamiliar with procedures and facilities are restricted to published airfield operating hours, when air traffic control services are available.

5.2.12.1.2. Mix of uncontrolled military and civil traffic. There will be no mix of uncontrolled military and civil traffic. All transient military and civil aircraft operations to/from the airfield are restricted to published airfield operating hours.

5.2.12.1.3. Delay in fire, crash, or rescue responses. No delay in fire, crash, or rescue responses is anticipated. Fire, crash, and rescue services are available 24 hours per day, 7 days per week. Fire Department will be notified of 76 HF in-flight or ground emergency via telephone call from 30 SW/WOC (76 HF SOF to initially notify 30 SW/WOC of in-flight or ground emergency).

5.2.12.1.4. Potential for injury to maintenance personnel on the airfield. Potential for injury to maintenance personnel on the airfield will remain minimal. All maintenance personnel who require access to the aircraft movement area are required to complete the Flightline Driver's Familiarization Program. This program indoctrinates personnel on airfield driving procedures, markings/signs, and overall safety guidelines. During airfield closure hours, maintenance personnel are required to contact 30 SW/WOC prior to entering any portion of the aircraft movement area.

5.2.12.1.5. Public exposure to hazardous/dangerous activities. Public exposure to hazardous/dangerous activities will remain minimal. Only authorized personnel may access the flightline.

5.2.13. Legal implications.

5.2.13.1. Accountability for incidents and accidents. Accountability for 76 HF mishaps, incidents, and accidents on or near the airfield will be the responsibility of the Air Force.

5.2.13.2. Liability for injury and damage. Liability for injury and damage will remain with the Air Force, consistent with the findings of the appropriate incident investigation.

5.2.13.3. Distinguishing authorized and unauthorized landings. During airfield closure hours, 76 HF operations will be considered authorized landings and civilian/transient military aircraft operations will be considered unauthorized landings. All unauthorized landings will be handled IAW AFI 10-1001, ***Civil Aircraft Landing Permits***, and this instruction.

CHAPTER 6

SEVERE WEATHER

6.1. Severe Weather Procedures.

6.1.1. The 30 WS will issue Weather Warnings (WW), Weather Watches and Weather Advisories (WA). The criteria and desired lead times for Weather Warnings, Watches, and Advisories are detailed in 30 SWI 15-101, ***Weather Support Procedures.***

6.1.2. Airfield Management will:

6.1.2.1. Disseminate WA, WW and Weather Watches to transient aircrews, and other agencies upon request.

6.1.2.2. Help coordinate hangar space or evacuation of transient aircraft, if required.

6.1.3. TAM/AGE will:

6.1.3.1. If possible, park aircraft facing into the wind.

6.1.3.2. Ensure all transient aircraft are secured IAW current directives. Secure loose equipment and objects that might be damaged or cause damage to aircraft if moved by high winds.

6.1.3.3. Help aircrews move transient aircraft into hangar (if space is available) or evacuate aircraft as conditions dictate.

6.1.4. 30 SW/WOC will:

6.1.4.1. Notify transient aircrews of WA, WW and weather watches when the Tower is closed.

6.1.4.2. Notify TAM/AGE personnel if transient military aircrews require assistance in securing their aircraft.

6.1.5. The 76 HF Commander is responsible for protecting assigned aircraft.

6.1.6. Owners of private or contractor aircraft are solely responsible for protecting their aircraft from weather.

6.2. Flightline Activities During Lightning Warnings. During Lightning Warnings, all routine outdoor activity on the flightline will cease. Aircraft will not be allowed to depart. The pilot in command of an airborne aircraft may elect to land. EXCEPTION: 76 HF/SOF, upon concurrence from 30 WS that the lightning is not within 5 NM of the airfield, may authorize flight operations for 76 HF helicopter support of critical missions.

6.3. Air Traffic Control and Landing System (ATCALS) Backup Power.

6.3.1. If commercial power becomes unreliable and the generator automatic transfer panels are known or suspected to be inoperative, the following facilities will be placed on emergency power, and will remain in that configuration until civil engineers certify that commercial power has stabilized.

6.3.1.1. Tower and Base Ops (Bldgs 1746 and 1748).

6.3.1.2. RESERVED.

6.3.1.3. TACAN (Bldg 1581) – 30 CS/SCMMM.

6.3.1.4. Instrument Landing System (ILS) for the active runway (Localizer and Glideslope antenna sites as applicable) – 30 CS/SCMMM.

6.3.2. The agencies listed adjacent to the facilities shown above are responsible for developing written procedures addressing the following areas.

6.3.2.1. Appropriate training for individuals assigned the task of starting back-up power generators.

6.3.2.2. Coordination procedures between the facility user and the agency tasked to start generators.

6.3.2.3. Requirements to notify Power Production Section (30 CES/CEOIP) when generators are started and turned off and whenever maintenance problems arise.

6.4. Wind Limitation on Tower Operation. The Tower will be evacuated when steady winds or peak gust velocity reaches or exceeds 60 knots, or 70 mph. This determination is based on structural limitations of the facility and safety of personnel. When required to evacuate, Tower personnel will advise L.A. ARTCC and aircraft operating under control of the Tower, that the Tower will be closing. Base Ops personnel will issue appropriate Notice to Airmen (NOTAM) closing the airfield. Tower personnel will evacuate to Base Ops.

6.5. Cooperative Weather Reporting. Tower personnel will advise the ROS observer if on-duty, or duty forecaster (24 hours, at Weather Operations Center) of any unusual weather activity as defined in 30 SWI 15-101**,** ***Weather Support Procedures***. Tower personnel will also advise any effected aircraft.

CHAPTER 7

AIR TRAFFIC CONTROL AND AIRFIELD MANAGEMENT PROCEDURES

7.1. Notice to Airmen (NOTAM) Procedures.

7.1.1. During airfield operating hours, Tower is designated the navigational aid (NAVAID) status and NOTAM monitoring facility for Vandenberg AFB.

7.1.2. Tower will:

7.1.2.1. Notify Base Ops of current ATCALS status before each airfield opening.

7.1.2.2. Notify Base Ops of any ATCALS outage and return to service.

7.1.2.3. Notify L.A. ARTCC Sector 2 of any ATCALS outage and return to service.

7.1.3. During airfield operating hours, Base Ops is designated the NOTAM dispatch facility for Vandenberg AFB.

7.1.4. Base Ops will:

7.1.4.1. Process Flight Safety NOTAMs on ATCALS outages, airfield hazards (runway closure, threshold displacement, airfield lighting, etc.), etc, and return to normal service IAW AFJMAN 11-208, The US Military Notice to Airmen (NOTAM) System.

7.1.4.2. Provide all Flight Safety and Local NOTAMs when requested by transient aircrews.

7.1.4.3. Provide Tower with current Flight Safety and Local NOTAMs before each airfield opening.

7.1.4.4. Notify Tower and 76 HF of Flight Safety or Local NOTAM initiation or cancellation.

7.2. Forwarding Flight Data.

7.2.1. Base Ops will provide Tower with information on all inbound and outbound aircraft operations within the terminal area received through the AIS. Information will include aircraft identification, aircraft type, departure point, destination, estimated arrival or departure time and any necessary remarks including DV codes.

7.2.2. Tower relays all arrival or departure times to Base Ops within five minutes.

7.3. No Flight Plan Arrivals (FPNO). When Tower has not received a flight plan notification from Base Ops on an aircraft attempting a full stop landing (other than military aircraft taxiing back for immediate takeoff (reference **Paragraph 1.4.2.5.**)), the aircraft is handled as follows.

7.3.1. Tower will:

7.3.1.1. Notify Base Ops of FPNO inbound. If confirmed that aircraft is FPNO, Tower will (workload permitting) obtain aircraft's departure airport and any other information requested by Base Ops and forward directly to Base Ops.

7.3.1.2. Issue landing clearance and advise the aircraft that they are a FPNO arrival. Direct the aircraft to clear the runway at the nearest taxiway commensurate with ground roll and hold. Allow other aircraft to continue taxiing to the ramp.

7.3.1.3. If Base Ops has not resolved the issue by the time the aircraft clears the active runway, advise the aircraft to contact Vandenberg PTD on UHF frequency 372.2 or VHF frequency 123.0.

7.3.2. Base Ops will:

7.3.2.1. Initiate FPNO checklist.

7.3.2.2. Attempt to verify the status of the aircraft's flight plan from appropriate agencies or otherwise identify the FPNO as an authorized user of Vandenberg's airfield.

7.3.2.3. Upon radio contact with suspect aircraft over PTD radio, attempt to obtain additional information necessary to resolve the situation. When the identity and authority of the aircraft is resolved, return the aircraft to ground control frequency for further instructions.

7.3.2.4. If a civilian aircraft is involved, attempt to determine if it has a valid Civil Aircraft Landing Permit. Handle unauthorized landings of civilian aircraft IAW AFI 10-1001, ***Civil Aircraft Landing Permits***, including notification of the FAA/FSDO.

7.3.2.5. Notify Tower, CSC, TAM, and 30 RANS/DOUN of the results of the inquiry.

7.3.3. Security Forces will respond to the flightline with a patrol unit for FPNO arrivals, except DoD, NASA, and locally assigned aircraft.

7.4. Active Runway. Tower will designate the active runway as the runway most nearly aligned with the wind when 5 knots or more, or the calm wind runway (Runway 30) when less than 5 knots, unless use of another runway will be operationally advantageous or is requested by the pilot (IAW FAAO 7110.65, ***Air Traffic Control***, Chapter 3).

7.5. Primary Crash Net (PCN). (Reference AFI 32-2001, ***Fire Protection Program***, AFI 13-203, ***Air Traffic Control*** and AFI 13-213, ***Airfield Management***).

7.5.1. The PCN provides the Tower with an immediate means of relaying emergency information to the following agencies.

7.5.1.1. Base Ops.

7.5.1.2. Fire Dispatch.

7.5.1.3. Aerospace Medicine Clinic (0730L–1630L, M–F). During periods when the Flight Medicine Clinic is closed, Fire Dispatch will initiate ambulance response.

7.5.1.4. RESERVED.

7.5.1.5. Security Forces Control Center (receive only).

7.5.2. The Tower activates the PCN for the following.

7.5.2.1. Aircraft crash or emergency.

7.5.2.2. Aircraft hijacking, unlawful movement, or unauthorized engine start.

7.5.2.3. Nuclear or toxic chemical emergency or accident involving aircraft or cargo.

7.5.2.4. Suspected or confirmed hot brakes on an aircraft.

7.5.2.5. Confirmed blown tire on an aircraft.

7.5.2.6. Any event a Tower controller may decide requires an emergency response.

7.5.2.7. To amend, revise, or update information previously passed. **NOTE:** Relay events occurring outside of Vandenberg controlled airspace to the appropriate civil agencies (FSS, L.A. ARTCC, etc.).

7.5.3. When the PCN is answered, no verbal response is necessary. If the Tower polling lights are inoperative, Tower will initiate a roll call before passing any emergency information.

7.5.4. As a minimum, the following information will be relayed as applicable.

7.5.4.1. Aircraft call sign and type of aircraft.

7.5.4.2. Nature of the emergency or accident.

7.5.4.3. Pilot's intentions or desires.

7.5.5. The following information will be collected and relayed as time and circumstances permit. Tower will not delay PCN activation in order to collect this information.

7.5.5.1. Location (include on or off base grid coordinates or landmarks).

7.5.5.2. Personnel involved (number and location, if known).

7.5.5.3. Fuel on board.

7.5.5.4. Hazardous cargo (net explosive weight, line number).

7.5.5.5. Landing runway.

7.5.5.6. Estimated time of arrival or time of occurrence.

7.5.5.7. Wind direction and speed.

7.5.5.8. Other information deemed necessary by the on-scene commander. **NOTE:** Specific procedures cannot always be prescribed for every emergency. If there is doubt that a given situation constitutes an emergency, it should be handled as an emergency. Obtain enough information to handle the emergency intelligently.

7.5.6. Any agency having additional or corrective information concerning the announced situation will relay the information to Base Ops via telephone or the secondary crash net.

7.5.7. The Tower initiates an operational test of the PCN after 0745L each duty day (normally prior to 0800L) and before opening the airfield on non-duty days. During other than normal duty hours, there will be no response from the Aerospace Medicine Clinic. **NOTE:** Tower will only test the PCN once per day, even if opening after hours.

7.5.8. The Tower initiates any required repair action of the PCN circuit.

7.6. Secondary Crash Net (SCN) (Reference AFI 13-213, Airfield Management).

7.6.1. The SCN is for the dissemination of emergency information only. 30 SWI 10-105, ***Pyramid Alert and Disaster Notification***, provides checklist formats approved for local use.

7.6.2. The following agencies are granted access to the SCN.

7.6.2.1. Wing Operations Center (30 SW/WOC).

7.6.2.2. Base Ops (30 OSS/OSAA).

7.6.2.3. Ambulance/Clinic (30 MDG/SGOME).

7.6.2.4. Fire Department (30 CES/CEF).

7.6.2.5. Disaster Preparedness / Readiness (30 CES/CEX).

7.6.2.6. Network Control Center (NCC) (30 CS/DCI).

7.6.2.7. Weather Operations Center (30 WS/DOO).

7.6.2.8. Security Forces Control Center (30 SFS).

7.6.2.9. Frontier Control.

7.6.2.10. Safety (30 SW/SE).

7.6.2.11. Civil Engineering Service Call Desk (30 CES/DCC).

7.6.2.12. 76 HF.

7.6.2.13. Fuels (30 SUPF/LGSF).

7.6.2.14. Security Forces Law Enforcement Desk.

7.6.2.15. Services (30 SVS/SVMX).

7.6.2.16. 576 FLTS.

7.6.3. When the SCN is answered, no verbal response is necessary. If the Base Ops or Wing Operations Center polling lights are inoperative, they will initiate a roll call after passing emergency information.

7.6.4. Vandenberg AFB is authorized SCN activation activity from both Base Ops and 30 SW/WOC. Base Ops activates the SCN for those situations initiated by the PCN. The 30 SW/WOC activates the SCN for all other situations addressed in 30 SWI 10-105, ***Pyramid Alert and Disaster Notification***. If the Wing Operations Center's equipment is inoperative, they may request Base Ops to initiate the net. Base Ops has authority to interrupt other usage of the SCN should an aircraft emergency occur. The 30 SW/WOC has sole activation authority when Base Ops is closed.

7.6.5. Base Ops will test the SCN at 0800L each duty day or before opening the airfield for early or late openings and weekend or holiday openings.

7.7. Prerequisites for Airfield Maintenance and Construction Projects.

7.7.1. Any agency planning maintenance, construction, or repair projects on or near the airfield will:

7.7.1.1. Introduce each project to the Airfield Operations Flight Commander (30 OSS/OSA) or Airfield Manager (30 OSS/OSAA) and the Wing Flight Safety Officer (30 SW/SEF) in the early conceptual and planning stages.

7.7.1.2. Provide the name, phone number and office symbol of a local point of contact for each project.

7.7.1.3. Provide continuing status reports as requested by 30 OSS/OSA, 30 OSS/OSAA or the Airfield Operations Board.

7.7.2. The Airfield Operations Flight Commander (30 OSS/OSA) or the Airfield Manager (30 OSS/OSAA) will:

7.7.2.1. Evaluate each project, and task the agency to introduce the project to the base Airfield Operations Board, if appropriate. The Airfield Operations Board serves as the forum to inform all base agencies of airfield maintenance/construction projects and to coordinate with 30 SW/SEF for participation in airfield construction conferences/briefings.

7.7.2.2. When not elevated to the Airfield Operations Board, ensure plans and contracts are modified to provide safe, conflict-free projects and a serviceable product.

7.7.2.3. Coordinate with 30 SW/SEF to support their requirement to accomplish airfield inspections prior to, during, and/or upon completion of airfield maintenance and construction.

7.8. Airfield Lighting Procedures.

7.8.1. When the Tower is operational, Tower personnel operate all airfield lighting IAW FAAO 7110.65, **Air Traffic Control** and AFI 13-203, **Air Traffic Control**. Before closing the Tower, Tower personnel will ensure the airfield lighting panel is turned to the automatic-on setting and that lights are set to operate for Runway 30. (During airfield inspections conducted before the opening of the Tower, Base Ops personnel may turn on and check all airfield lights by using the pilot controlled lighting feature).

7.8.2. When the Tower is closed, 76 HF may activate the airfield lighting for night and low visibility operations by keying a transmitter 3 times in quick succession on the VHF Local Control frequency (124.95 MHz). This will turn on the runway, taxiway, approach, precision approach path indicator (PAPI) and sequenced flashing lights (SFL). The runway, approach and PAPI lights can be increased to medium intensity by keying the transmitter 5 times, and to high intensity by keying the transmitter 7 times. The airfield lighting will turn off automatically after 15 minutes.

7.9. Airfield Maintenance Procedures.

7.9.1. The Airfield Manager (30 OSS/OSAA) will:

7.9.1.1. Notify the Tower of all airfield maintenance activities that may effect ATC operations.

7.9.1.2. Notify the Airfield Operations Flight Commander immediately upon scheduling of airfield maintenance that will require closure of the runway or taxiways.

7.9.2. Exterior Electric (30 CES/CEOIE) will:

7.9.2.1. Coordinate airfield lighting maintenance activities with the Airfield Manager. Advise the Tower of any planned airfield lighting checks or maintenance prior to taking control of the airfield lighting. They will also advise Tower of termination of such checks or maintenance.

7.9.2.2. When the airfield is closed, notify 30 SW/WOC when electrical work will be performed on the airfield and provide a point of contact and means of communication (radio, telephone, runner, etc.) so airfield lights can be used on short notice.

7.9.2.3. Conduct an airfield lighting check each duty day, and once per week at night.

7.9.2.4. Participate in a monthly airfield inspection with the Airfield Manager.

7.9.3. The Horizontal Construction Section (30 CES/CEOHH) will:

7.9.3.1. Schedule a sweeper to sweep the flightline daily. The sweeper operator reports to Base Ops before proceeding to the flightline. **NOTE:** Any person identifying an area of potential FOD

hazard on the flightline should call Base Ops during normal duty hours and report areas needing sweeping. Base Ops will contact 30 CES/CEOHH for sweeper response.

7.9.3.2. Ensure sweeper operators are flightline driving qualified.

7.9.3.3. Participate in a monthly airfield inspection with the Airfield Manager.

7.9.4. Airfield Mowing Operations.

7.9.4.1. Areas around taxiways and runways will be mowed to a height of 7 to 14 inches.

7.9.4.2. Contract mowing operations are conducted on an as-required basis.

7.9.4.3. Mower operators will report to Base Ops before proceeding to the flightline.

7.9.4.4. Base Ops will issue a radio to the mowers when they will be cutting in the aircraft movement area. Mowers will maintain radio contact with the Tower at all times when mowing in the aircraft movement area. Radio contact with Tower is not required for mowing in other areas.

7.10. Exercises Involving Use of Airfield Facilities. The Airfield Operations Flight Commander (30 OSS/OSA), Tower Chief Controller (30 OSS/OSAB) and Airfield Manager (30 OSS/OSAA) must be notified of any exercise taking place on or near the airfield at least 48 hours prior to the proposed exercise. The exercise must also be pre-coordinated with 30 SW/SE. **NOTE:** Flight and ground safety are always the primary considerations in any exercise. If it appears safety will be compromised, the Airfield Operations Flight Commander, Tower Chief Controller, Tower Watch Supervisor/Senior Controller, Airfield Manager, or Wing Flight Safety Officer may terminate the airfield operations portion of the exercise.

CHAPTER 8

EMERGENCY PROCEDURES

8.1. Bailout Area. The bailout area is located on the VBG R-180 between 1 and 2 DME.

8.2. External Stores and Cargo Jettison Area (not to include hazardous cargo). The jettison area is a 2 NM diameter circle centered on the VBG R-260 / 4.2 DME. During VFR conditions, drop at 2,000 ft MSL. During IFR conditions, drop at or above 2,400 ft MSL.

8.3. Fuel Dump Procedures. The fuel dump area is located on the VBG R-260 between 10 and 20 DME. Operations will be coordinated through L.A. ARTCC. Recommended dumping altitude is at or above FL200.

8.4. Blown Tires. Once Tower becomes aware of a suspected/confirmed blown tire, Tower will declare an emergency.

8.5. Hot Brake Procedures.

8.5.1. General. When hot brakes are reported, Tower will declare a ground emergency.

8.5.1.1. TAM will be dispatched to examine the aircraft, make the determination as to the condition of the aircraft's brakes and tires, and notify Base Ops.

8.5.2. Parking. If possible, Tower will direct the aircraft to clear the runway and stop in a designated area (see **Attachment 10**). If hot brakes have not been identified until the aircraft is approaching the ramp, use Alpha taxiway between Bravo and Charlie taxiways as the hot brakes parking area. As soon as the aircraft has stopped in a designated area, use chocks on the nose wheel only. The aircraft should be evacuated unless aircraft technical data dictate otherwise.

8.6. Hydrazine Procedures. If the Tower is advised of an Emergency Power Unit activation or hydrazine leak, they will instruct the aircraft to park in one of the hazardous cargo areas and will declare an emergency.

8.7. Emergency Locator Transmitter (ELT) Signal. The Wing Commander has determined that less than full emergency response is required for ELTs. When tower receives an ELT, they shall report it to L.A. ARTCC and Base Ops via direct telephone line rather than activating the PCN.

8.7.1. During airfield operating hours, any organization receiving an ELT signal must report it to Base Ops and perform their organization's prescribed associated actions. When the airfield is closed, contact the 30 SW/WOC.

8.7.2. Base Ops or 30 SW/WOC coordinates with Frontier Control for assistance in locating the transmitter. Frontier Control operates from 0745L–1545L, M–F. At other times, contact Frequency Control and Analysis at 6-9247 to request assistance in locating the transmitter.

8.7.3. Base Ops will enter all pertinent data, such as time the signal started, stopped, duration, source (if known), and other emergency data on AF Form 3616, **Daily Record of Facility Operation.**

8.8. Bomb Threat to Aircraft. Upon receipt of information from any source that a bomb or other explosive device has been or will be placed on or in an aircraft, take the following actions.

8.8.1. Base Ops will advise the Tower, activate the SCN and relay all information on the threat or hazard.

8.8.2. Upon notification, Tower will:

8.8.2.1. Activate the PCN circuit and relay all known information.

8.8.2.2. Advise the pilot of the aircraft involved and the L.A. ARTCC Sector 2 Area Manager.

8.8.2.3. If the aircraft is on the ground, clear it to taxi to the nearest hazardous cargo area.

8.8.2.4. If the pilot of an aircraft that is suspected of having a bomb aboard insists on taking off and in the controller's opinion the operation will not adversely effect other traffic, issue or relay an ATC clearance. Instruct the pilot to contact L.A. ARTCC for radar flight following.

8.8.2.5. If the aircraft is airborne and requests landing instructions, clear the aircraft to land and handle as an emergency. Once on the ground, proceed as in Paragraph **8.8.2.3.** and FAAO 7110.65, Air Traffic Control.

8.9. Unlawful Seizure of Aircraft.

8.9.1. Base Ops is designated the primary base agency to receive notification of a hijack or attempted theft of an aircraft.

8.9.2. 30 SW/WOC is the alternate agency to receive notification when Base Ops is closed.

8.9.3. Any unauthorized movement or engine start of an aircraft will be treated as a possible hijack. Tower will attempt to contact the aircraft and instruct it to hold its position. Tower will confirm legitimacy of aircraft movement or engine start with Base Ops. If Base Ops cannot confirm aircraft movement, Tower will activate the PCN and initiate hijack procedures. NOTE: TAM and 76 HF will coordinate all aircraft tows and engine runs with Base Ops. Base Ops will, in turn, notify Tower and CSC.

8.9.4. Specific requirements and procedures are contained in 30 SW OPLAN 31-101, Installation Security Plan.

8.10. Response to In-Flight Emergencies.

8.10.1. During periods when the airfield is open: **NOTE:** IAW AFI 13-213, ***Airfield Management***, the Airfield Manager has the authority to close/suspend and resume airfield, runway, or taxiway operations. In addition, Tower may suspend operations. **NOTE:** Normal vehicle operating procedures apply during emergencies. All drivers MUST obtain approval from the Tower prior to entering the movement area and/or runway.

8.10.1.1. Tower will:

8.10.1.1.1. Gather information, activate the PCN IAW **Paragraph 7.5.** of this instruction and provide follow-up information via normal communication channels.

8.10.1.1.2. Advise the on-scene commander when the aircraft is 10 miles away and when it is the next aircraft to land.

8.10.1.1.3. Give priority to emergency vehicles and suspend runway operations except for rescue and emergency aircraft when:

8.10.1.1.3.1. An emergency aircraft is within 10 miles of the runway.

8.10.1.1.3.2. An aircraft accident occurs on the runway or in the immediate vicinity of the runway.

8.10.1.1.3.3. A hazardous situation exists in the airfield environment that poses a hazard to flight operations.

8.10.1.1.4. Relinquish control of the runway to the on-scene commander once the aircraft has landed and been brought to a stop.

8.10.1.1.5. Resume normal runway operations after the emergency is resolved and the Airfield Manager reopens the runway.

8.10.1.2. Base Ops will:

8.10.1.2.1. Activate the SCN IAW **Paragraph 7.6.** of this instruction.

8.10.1.2.2. Advise Tower when runway operations may be resumed.

8.10.1.3. The on-scene commander will:

8.10.1.3.1. Determine the level of emergency response consistent with the nature of the emergency.

8.10.1.3.2. Assume control of the runaway upon notification from Tower and return control to the Tower when emergency access is no longer needed.

8.10.2. During periods when the airfield is closed: **NOTE:** The Wing Operations Center will likely be the first agency to be notified of an in-flight emergency when the airfield is closed. Due to the time required for personnel to arrive and conduct airfield inspections, it is highly unlikely that the airfield can be opened in time to provide normal ATC and airfield management services.

8.10.2.1. Upon initial contact with the emergency aircraft, 30 SW/WOC will:

8.10.2.1.1. Advise the pilot that the airfield is closed and that Tower, Base Ops, and Transient Aircraft Maintenance will not be immediately available.

8.10.2.1.2. Inform the pilot of the wildlife hazard and that the runway cannot be checked prior to the aircraft landing.

8.10.2.1.3. Inform the pilot that the ILS is unmonitored and that the ILS Critical Area is not protected.

8.10.2.1.4. Inform the pilot that the runway is uncontrolled, that personnel or vehicles may be on the landing surface, and that the ILS Critical Area is not protected.

8.10.2.2. If, after receiving this information, the pilot elects to land at Vandenberg, 30 SW/WOC will:

8.10.2.2.1. Inform the pilot that approach, runway and taxiway lights may be turned on by keying a transmitter on VHF frequency 124.95 MHz. Key the transmitter 3 times for low intensity, 5 times for medium intensity, and 7 times for high intensity.

8.10.2.2.2. Initiate the SCN IAW **Paragraph 7.6.** of this instruction.

8.10.2.2.3. Inform Airfield Management (30 OSS/OSAA), Transient Aircraft Maintenance, and 30 SW/SEF standby personnel using the POC list located in the Wing Operations Center.

8.10.2.2.4. Inform the 30 OSS/CC.

8.10.2.3. The on-scene commander will:

8.10.2.3.1. Take control of the runway and movement area when released by the Tower.

8.10.2.3.2. Determine whether to request ambulance support.

8.10.2.3.3. Once the aircraft has landed and is determined fire safe, have the pilot shut down the engines, then chock the aircraft.

8.10.2.4. Airfield Management will respond to the airfield as soon as practical to determine runway condition and whether or not the aircraft needs to be repositioned.

8.10.2.5. TAM will respond to ensure the aircraft is safely parked and/or move it as deemed necessary by the Airfield Manager.

8.10.2.6. 30 SW/SEF will respond as required to begin a safety investigation.

8.11. Evacuation of Base Ops and Air Traffic Control Tower Facilities. If buildings 1746 and 1748 are within a cordon area or conditions warrant evacuation, Base Ops will evacuate to building 10577 (30 SW/WOC) and the Weather Observer will evacuate to building 1764 (Upper Air Observatory). Tower will evacuate to Base Ops (bldg 1746) during high wind evacuations as stated in Paragraph **6.4.** During any Tower evacuation that also requires Base Ops to evacuate, Tower will evacuate to building 7000. If time and conditions permit, Tower will advise all aircraft of the situation and transfer all air traffic to L.A. ARTCC. If time and conditions permit, Base Ops will transmit a NOTAM advising of the closure.

8.12. Continuity of Air Traffic Services. The 30th Operations Group Commander (30 OG/CC) has determined that an alternate Tower is not required at Vandenberg AFB.

CHAPTER 9

AIRFIELD OPERATIONS BOARD (AOB)

9.1. AOB Purpose and Frequency. The Vandenberg AFB AOB is established IAW AFI 13-203, ***Air Traffic Control*** and provides a forum for discussing, coordinating, tracking, and updating airspace, airfield, and air traffic control activities in support of Vandenberg's mission. The AOB will convene at least once per quarter, normally in March, June, September, and December. The AOB will also convene on the first day of an Air Traffic System Evaluation Program (ATSEP) inspection for an ATSEP team in-brief, and again 30 days following the receipt of an ATSEP inspection report to address Observations, Special Interest Items, Checklist and Off-checklist Problems and actions taken to resolve deficiencies.

9.2. AOB Responsibilities.

9.2.1. The AOB is chaired by the 30 OG/CC. The AOB chairperson appoints AOB membership (see **Paragraph 9.4.**).

9.2.2. The Airfield Operations Flight Commander (30 OSS/OSA) prepares the AOB agenda and minutes. The agenda will normally be forwarded to AOB membership at least two weeks prior to the AOB. Minutes will be forwarded to AOB membership and higher headquarters agencies approximately three weeks following the AOB.

9.3. AOB Discussion Items. The AOB agenda will include the following discussion items:

9.3.1. Airspace (terminal, en route, and special use airspace) (every AOB).

9.3.2. ATC/Flying Procedures (new, revised, rescinded and seldom used) (December AOB).

9.3.3. Military and/or FAA concerns (every AOB).

9.3.4. Airfield Operations Flight staffing and proficiency (every AOB).

9.3.5. ATCALS (problems, status, upgrades) (every AOB).

9.3.5.1. Facilities commissioned or decommissioned (when appropriate).

9.3.5.2. Repair schedules (when appropriate).

9.3.5.3. Active and proposed communications-computer projects (when appropriate).

9.3.5.4. Modification programs and schedules (when appropriate).

9.3.5.5. Allied support status for ATCALS installations (when appropriate).

9.3.5.6. Special problem areas or facilities (when appropriate).

9.3.5.7. Funding issues (when appropriate).

9.3.5.8. National Airspace System Plan and associated ATCALS issues (when appropriate).

9.3.5.9. Status of implementation programs (when appropriate).

9.3.5.10. Flight Inspection Schedule (every AOB).

9.3.6. Airfield Environment (status of airfield/runway conditions, maintenance/construction projects, airfield lighting/marking, FOD, and trend data collected from pilots, BASH, and ATSEP surveys) (every AOB).

9.3.6.1. Status of airfield waivers (March or June AOB).

9.3.7. Status of Flightline Driving Program (units visited, number of runway intrusions, and runway intrusion trends) (every AOB).

9.3.8. Hazardous Air Traffic Reports (when appropriate).

9.3.9. Air Traffic System Evaluation Program (open Observations, Special Interest Items and Problems) (when appropriate).

9.3.10. Annual review of applicable base instructions (June AOB), Letters of Agreement (March AOB), Operations Letters (June AOB), OPLAN taskings (March AOB), Terminal Instrument Procedures (June AOB), Air Installation Compatible Use Zone (September AOB).

9.3.11. Local aircraft priority procedures (December AOB).

9.3.12. NOTAM circuit and AWDS reliability (September AOB).

9.3.13. Mid-Air Collision Avoidance Program (every AOB).

9.3.14. Air Traffic Control and Airfield Management services outside of published operating hours (every AOB).

9.3.15. Airfield Weather Services, Airfield Weather Instrumentation and Systems (every AOB).

9.3.16. Special Interest Items (when appropriate).

9.4. AOB Membership. Vandenberg AOB membership consists of individuals assigned to the following positions/agencies. Other persons with business for the Board are welcome and encouraged to attend.

9.4.1. 30 OG/CC or 30 OG/CD.

9.4.2. 30 OSS/CC or 30 OSS/DO.

9.4.3. Airfield Operations Flight Commander and/or Airfield Operations Flight Operations Officer (30 OSS/OSA).

9.4.4. Chief, Airfield Management (30 OSS/OSAA).

9.4.5. Tower Chief Controller and Terminal Instrument Procedures Specialist (30 OSS/OSAB).

9.4.6. 30 CS/SCM.

9.4.7. 30 CS/SCMMA.

9.4.8. 30 CS/SCMMM.

9.4.9. 30 CS/DCI.

9.4.10. 76 HF/CC or 76 HF/DO.

9.4.11. 30 SW/SEF.

9.4.12. 30 RANS/DOUN.

9.4.13. 30 WS/DO or 30 WS/DOO.

9.4.14. 30 CES/CEF.

9.4.15. 30 CES/CEV.

9.4.16. 30 CES/CECB.

9.4.17. 30 CES/CECM.

9.4.18. 30 CES/CEO or 30 CES/CEO-1.

9.4.19. 30 CES/CEOH or 30 CES/CEOHH.

9.4.20. 30 CES/CEOI or 30 CES/CEOIUE.

9.4.21. 30 CES/CEOES.

9.4.22. FAA Air Traffic Representative (ATREP).

9.4.23. Air Force Representative (AFREP) to the FAA Western-Pacific Region.

9.5. Forms: 30 SW Form 30, **Flightline Project Information/Authorization**, AF Form 185, **Project Work Order**, AF Form 457, **USAF Hazard Report**, AF Form 483, **Certificate of Competency**, AF Form 651, **Hazardous Air Traffic Report**, AF Form 3616, **Daily Record of Facility Operation**, DD Form 448, **Military Interdepartmental Purchase Request (MIPR).**

DAVID L. CHRISTENSEN, Lt Col, USAF
Commander, 30th Operations Support Squadron

ATTACHMENT 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AFI 11-206, ***General Flight Rules***

AFI 13-203, ***Air Traffic Control***

AFI 13-207, ***Preventing and Resisting Aircraft Piracy***

AFI 13-213, ***Airfield Management***

AFI 13-218, ***Air Traffic System Evaluation Program***

AFI 21-101, ***Maintenance Management of Aircraft***

AFI 31-101, ***Installation Security Program***

AFI 31-209, ***The Air Force Resource Protection Program***

AFI 32-2001, ***Fire Protection Program***

AFI 32-7063, ***Air Installation Compatible Use Zone Program***

AFJI 11-204, ***Operational Procedures for Aircraft Carrying Hazardous Material***

AFJMAN 11-208, ***US Military Notice to Airmen (NOTAM) System***

AFJMAN 11-226, ***US Standard for Terminal Instrument Procedures***

AFJMAN 24-204, ***Preparing Hazardous Material for Military Air Shipments***

AFMAN 32-1123(I), ***Airfield and Heliport Planning and Design***

AFMAN 37-139, ***Records Disposition Schedule***

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

AFPD 21-1, ***Managing Aerospace Equipment Maintenance***

FAAO 7110.65, ***Air Traffic Control***

30 SW OPLAN 31-101, ***Installation Security Plan***

30 SWI 10-110, ***Restricted Area/Danger Zone Entry***

30 SWI 13-102, ***Support Plan for Aircraft Carrying Hazardous Material***

30 SWI 15-101, ***Weather Support Procedures***

Abbreviations and Acronyms

AF—Air Force

AFB—Air Force Base

AFI—Air Force Instruction

AFJI—Air Force Joint Instruction

AFJMAN—Air Force Joint Manual

AFMAN—Air Force Manual

AFPD—Air Force Publication Directive

AFSC—Air Force Specialty Code

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

AIM—Aeronautical Information Manual

AM—Airfield Management

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing System

ATSEP—Air Traffic System Evaluation Program

BASH—Bird Aircraft Strike Hazard

BLDG—Building

CAT—Category

CO—Commanding Officer

CSC—Central Security Control

CTAF—Common Traffic Advisory Frequency

DH—Decision Height

DME—Distance Measuring Equipment

DoD—Department of Defense

DSN—Defense Switched Network

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

EOD—Explosive Ordinance Disposal

EPU—Emergency Power Unit

ETA—Estimated Time of Arrival

ETD—Estimated Time of Departure

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FACC—Fire Alarm Communications Center

FAR—Federal Aviation Regulation

FLIP—Flight Information Publication

FM—Frequency Modulation

FOD—Foreign Object Damage

FPNO—No Flight Plan Arrival

FSDO—Flight Standards District Office

FSS—Flight Service Station

FT—Feet, Foot

HAT—Height Above Touchdown

HATR—Hazardous Air Traffic Report

IAW—In Accordance With

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

INS—Inertial Navigation System

L—Local

MDA—Minimum Decent Altitude

MOSR—Missile Operations Support Requirements

MPH—Miles Per Hour

MSL—Mean Sea Level

NASA—National Aeronautics and Space Administration

NAVAID—Navigation Aid

NEW—Net Explosive Weight

NO—Number

NOTAM—Notice to Airmen

ODO—On Duty Officer

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

PAPI—Precision Approach Path Indicator

PCN—Primary Crash Net

PMSV—Pilot to Metro Service

POC—Point of Contact

POV—Privately Owned Vehicle

PTD—Pilot to Dispatch Service

RM—Radio Monitor

ROS—Representative Observation Site

RVR—Runway Visual Range

RWY—Runway

SAR—Search and Rescue

SC—Senior Controller

SCN—Secondary Crash Net

SFL—Sequenced Flashing Lights

SVFR—Special Visual Flight Rules

SW—Space Wing

SWI—Space Wing Instruction

TACAN—Tactical Air Navigation

TAM—Transient Aircraft Maintenance

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures Specialist

UHF—Ultra High Frequency

US—United States

USAF—United States Air Force

VA—Visual Aid

VCNCO—Vehicle Control Noncommissioned Officer

VCO—Vehicle Control Officer

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—Very High Frequency Omni Directional Range

WA—Weather Advisory

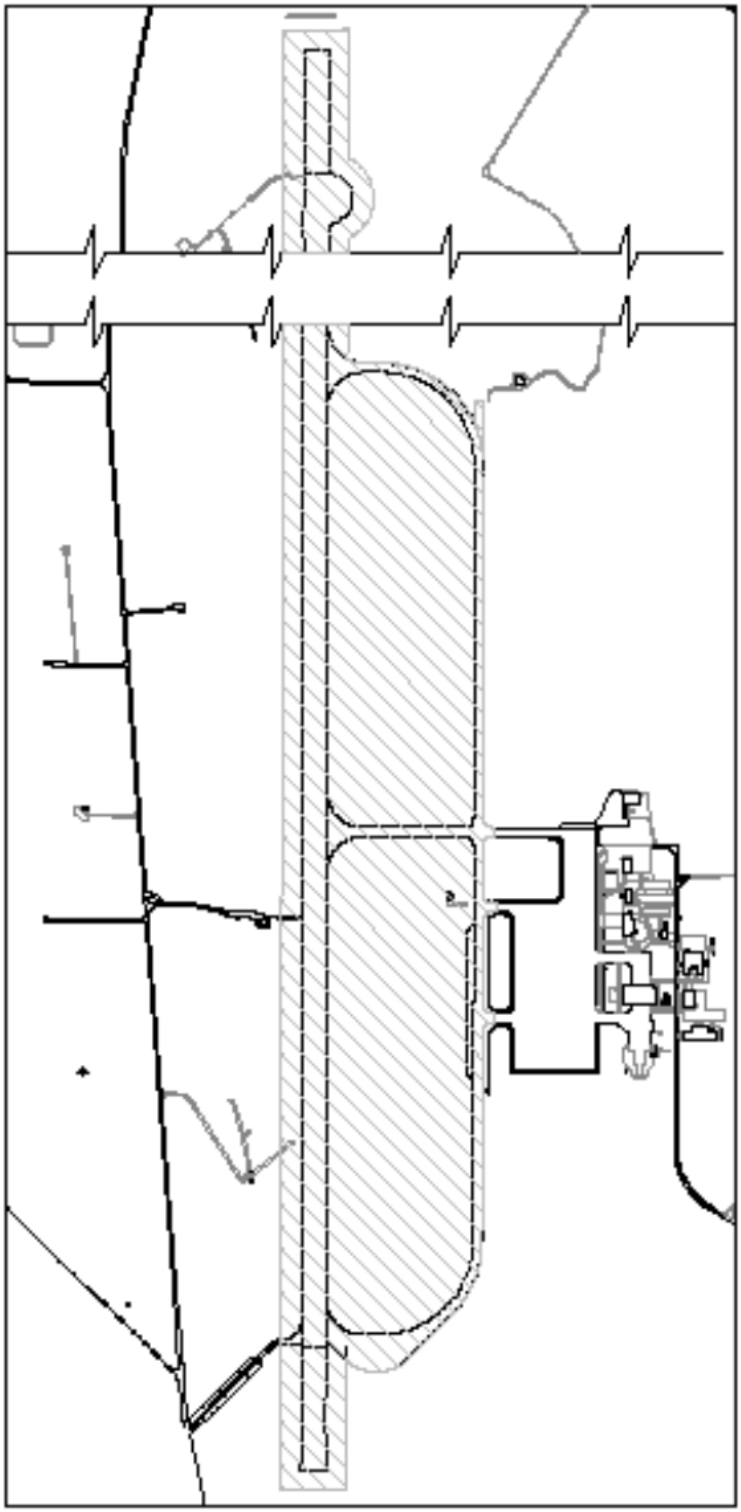
WS—Watch Supervisor

WW—Weather Warning

ATTACHMENT 2

AIRCRAFT MOVEMENT AREA

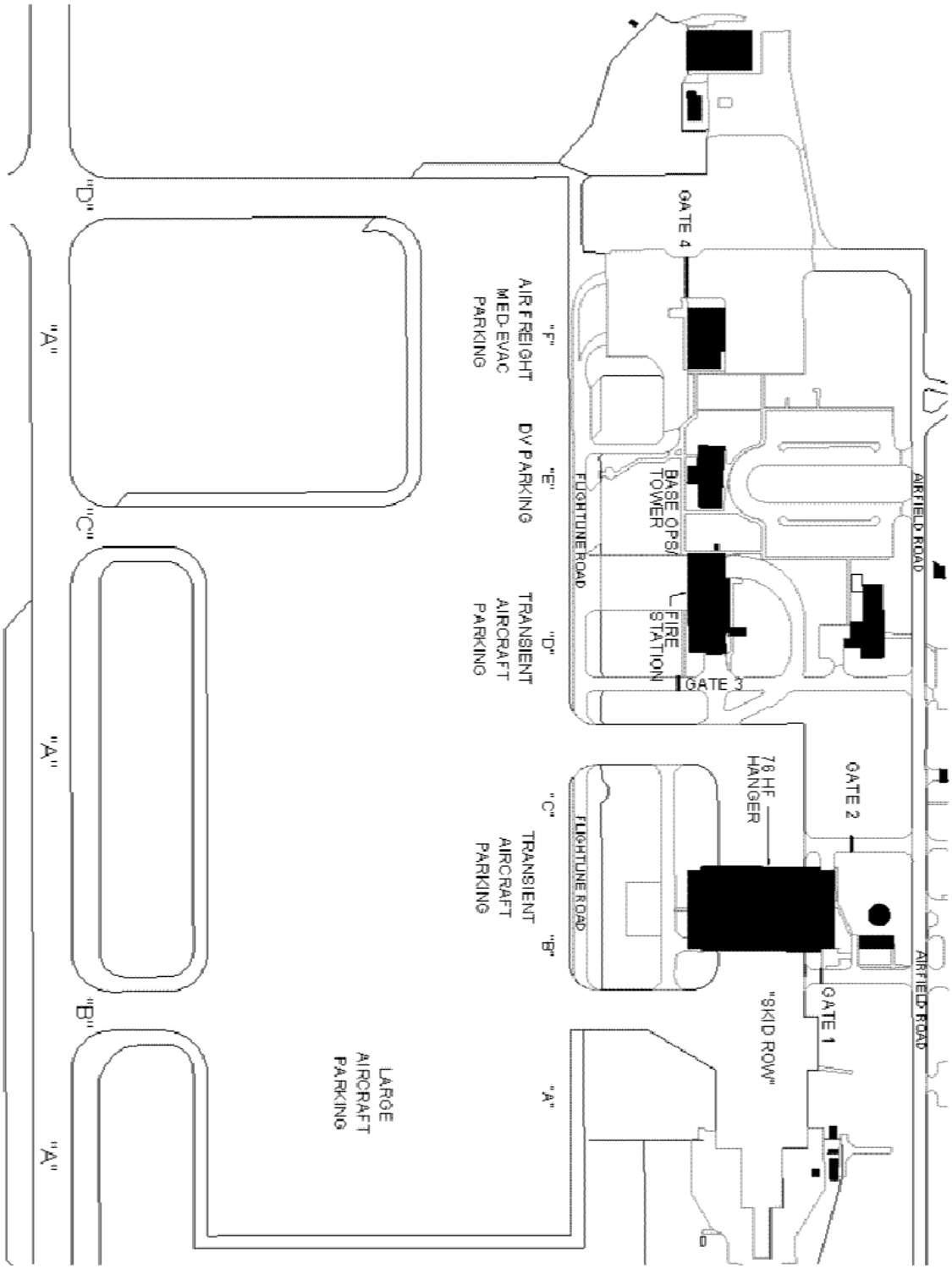
Figure A2.1. Aircraft Movement Area.



ATTACHMENT 3

AIRCRAFT APRON AND PROCESSING AREA

Figure A3.1. Aircraft Apron and Processing Area.



ATTACHMENT 4

VANDENBERG AFB CLIMATOLOGY

Table A4.1. Vandenberg AFB Climatology

CLIMATIC DATA SUMMARY — PREPARED BY: AFCCC/DOS, APR 1997

PERIOD: 7301-9512

STATION: VANDENBERG AFB CA — FIELD ELEV: 367 FT

LST = GMT - 8 HRS ICAO: KVBG

TEMP (F)	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANN
EXTREME / MAX	83	86	87	97	93	98	95	96	100	99	87	87	100
MEAN DAILY MAX	55	56	56	57	58	60	61	62	63	62	59	56	59
MEAN	47	48	50	51	52	55	56	56	56	54	51	47	52
MEAN DAILY MIN	47	48	50	51	52	55	56	56	56	54	51	47	52
EXTREME MIN	24	31	31	36	37	41	45	45	41	35	32	26	24
# DAYS GE 90	0	0	0	#	#	#	#	#	1	#	0	0	1
# DAYS LE 32	1	#	#	0	0	0	0	0	0	0	#	#	2
# DAYS LE 0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAINFALL (IN)													
MAXIMUM	9.3	9.2	7.2	4.6	2.7	0.3	0.1	1.0	2.3	2.6	6.3	5.5	28.4
MEAN	2.5	2.4	2.2	1.1	0.6	0.6	0.8	0.4	1.6	0.7	2.1	2.1	17.1
MINIMUM	0.2	0.1	#	#	#	#	#	#	0	0	0	0.2	4.7
MAX 24 HR	2.5	2.1	3.2	1.8	1.5	0.7	1.6	0.9	1.7	1.5	2.5	4.3	4.3
# DAYS GE 0.01	4.0	4.0	4.3	3.0	2.3	2.0	1.5	1.0	1.0	2.0	3.3	2.0	34.9
# DAYS GE 0.5	2.0	2.0	2.0	1.0	#	0.0	0.0	#	#	1.0	1.0	1.0	10.0
SNOWFALL (IN)													
MEAN	0.1	0	0	0	0	0	0	0	0	0	0	0	0.1
MAXIMUM	1.6	0	0	#	0	0	0	0	0	0	#	#	1.6
MAX 24 HR	.9	0	0	#	0	0	0	0	0	0	#	#	0.9
# DAYS GE 0.1	#	0	0	0	0	0	0	0	0	0	0	0	#
# DAYS GE 1.5	0	0	0	0	0	0	0	0	0	0	0	0	0
% REL HUMIDITY													
MEAN RH 02 LST	76	84	79	87	89	92	90	91	79	84	83	80	85
MEAN RH 12 LST	57	61	65	62	67	68	71	70	68	62	53	54	63
MN DEWPOINT (F)	42	45	47	47	49	52	54	54	55	51	46	43	49
SFC WINDS (KTS)													

TEMP (F)	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ANN
PRVLG WND DIR	32-35	30-33	30-33	30-33	30-33	30-33	30-33	30-33	30-33	30-33	30-33	30-33	30-33
MEAN WND SPEED	8	9	11	11	11	11	8	8	8	9	9	9	9
MAX PEAK GUST	48	54	42	40	37	36	37	37	34	36	52	44	54
99.95% WCPA (FT)	800	881	920	668	528	545	508	593	638	619	649	816	920
MN CLD CVR (8ths)	4	4	4	4	4	4	5	5	4	3	3	3	4
D/W TSTMS	#	#	#	#	#	#	0	#	#	#	#	0	2
D/W FOG LT 7 MI	8	9	11	13	16	18	26	24	20	14	7	11	177

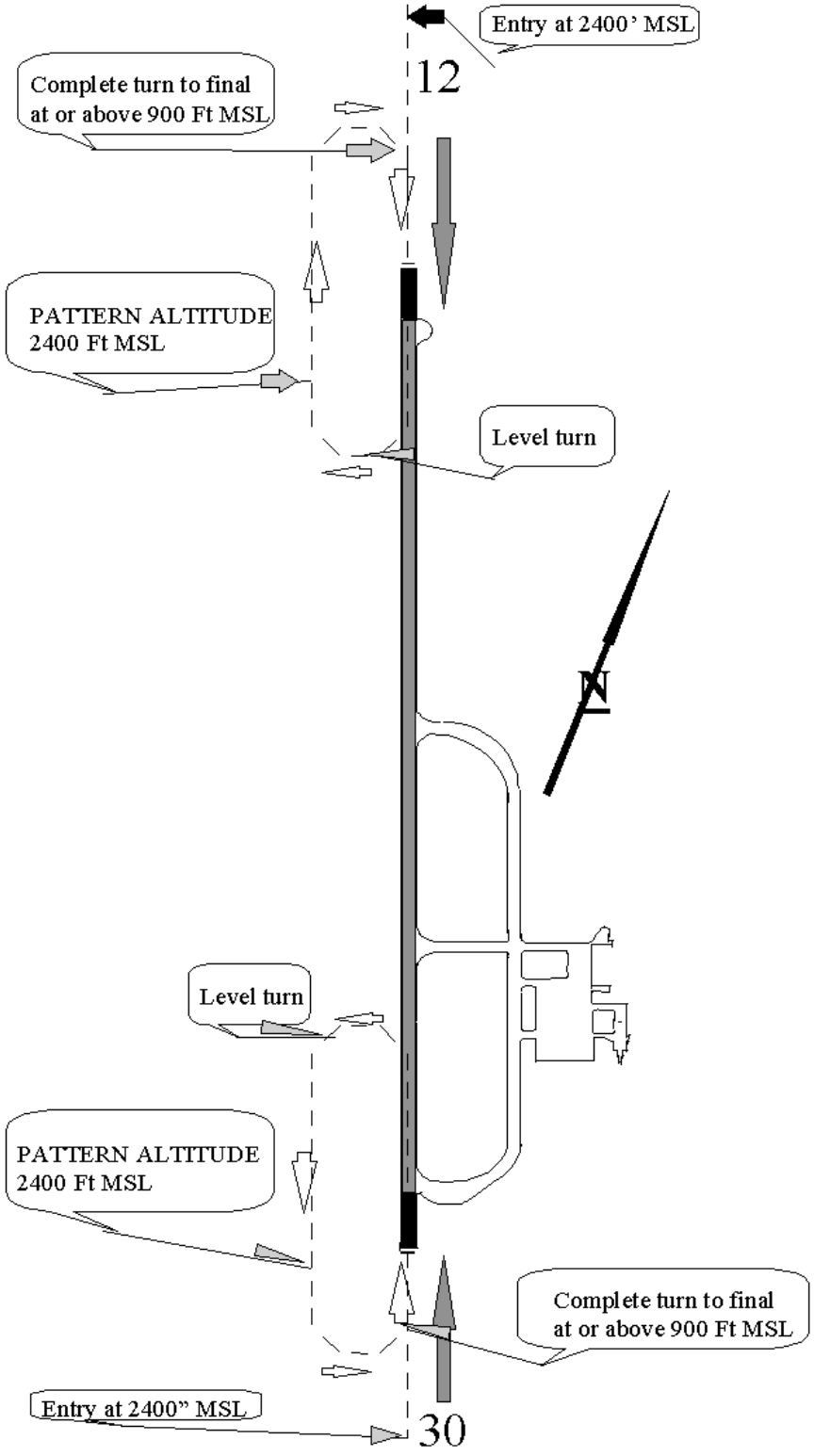
LEGEND

D/W = MEAN NUMBER OF DAYS WITH	# = LT ½ DAY, OR 0.05 INCH, OR 0.5%, AS APPLICABLE
IN = INCHES	FT = FEET
WCPA = WORST CASE MAXIMUM ALTITUDE	F = FAHRENHEIT
LT = LESS THAN	GE = GREATER THAN OR EQUAL TO
LE = LESS THAN OR EQUAL TO	CLD = CLOUD
KTS = KNOTS	CVR = COVER
MN = MEAN	PRVLG = PREVAILING
SFC – SURFACE	MAX = MAXIMUM
RH = RELATIVE HUMIDITY	ELEV = ELEVATION

ATTACHMENT 5

OVERHEAD TRAFFIC PATTERN

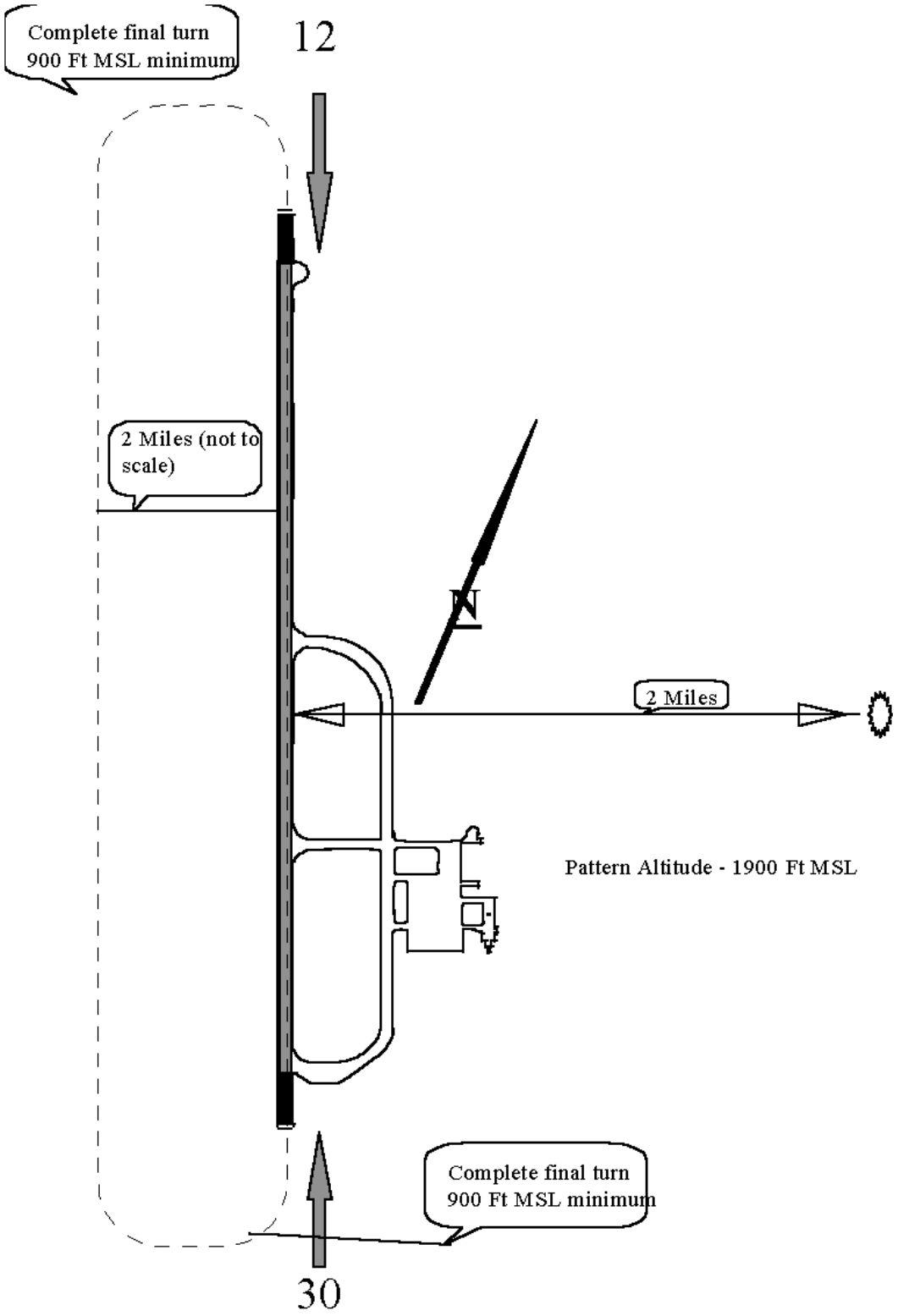
Figure A5.1. Overhead Traffic Pattern.



ATTACHMENT 6

RECTANGULAR TRAFFIC PATTERN

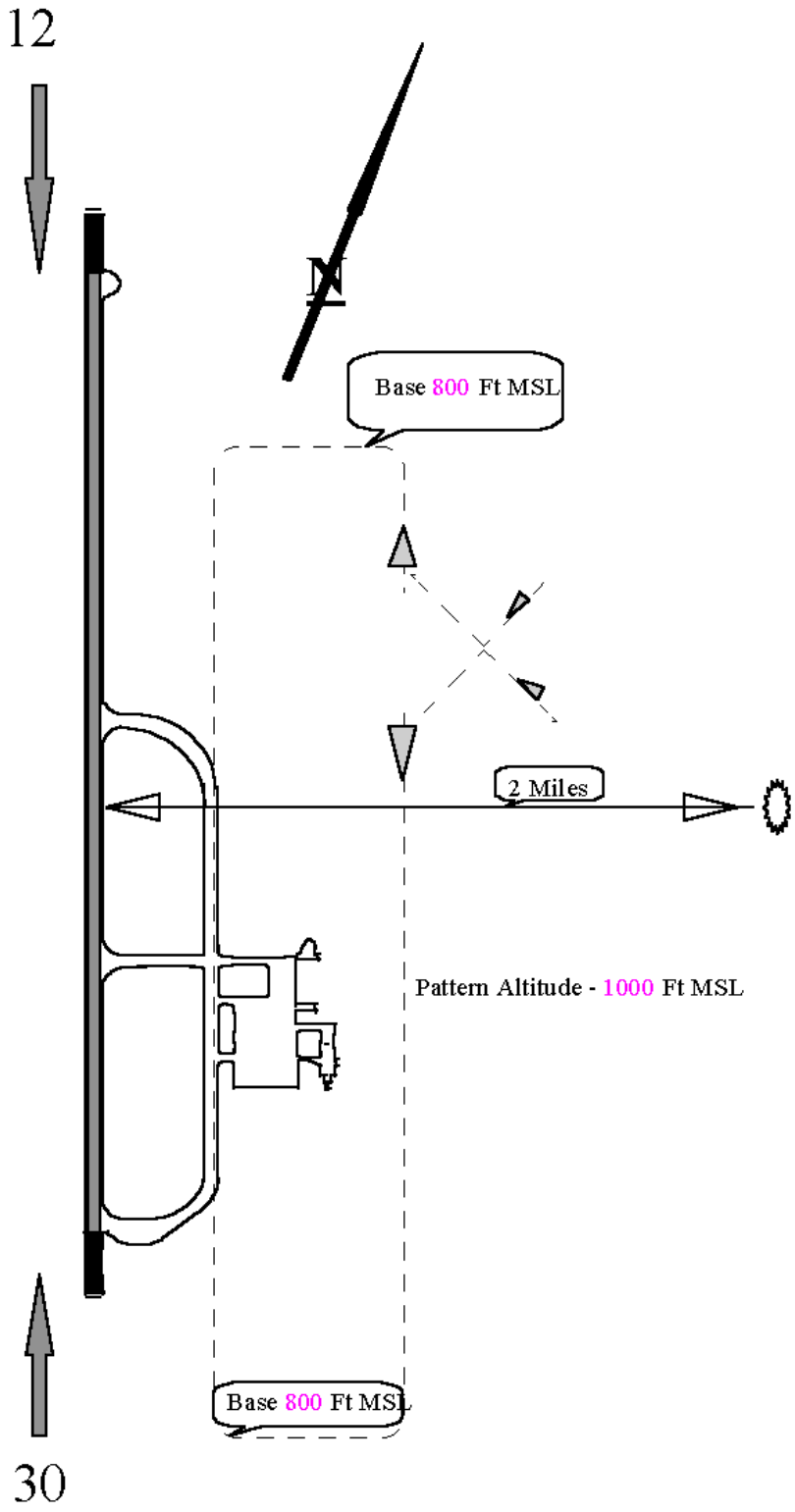
Figure A6.1. Rectangular Traffic Pattern.



ATTACHMENT 7

HELICOPTER/LIGHT AIRCRAFT TRAFFIC PATTERN

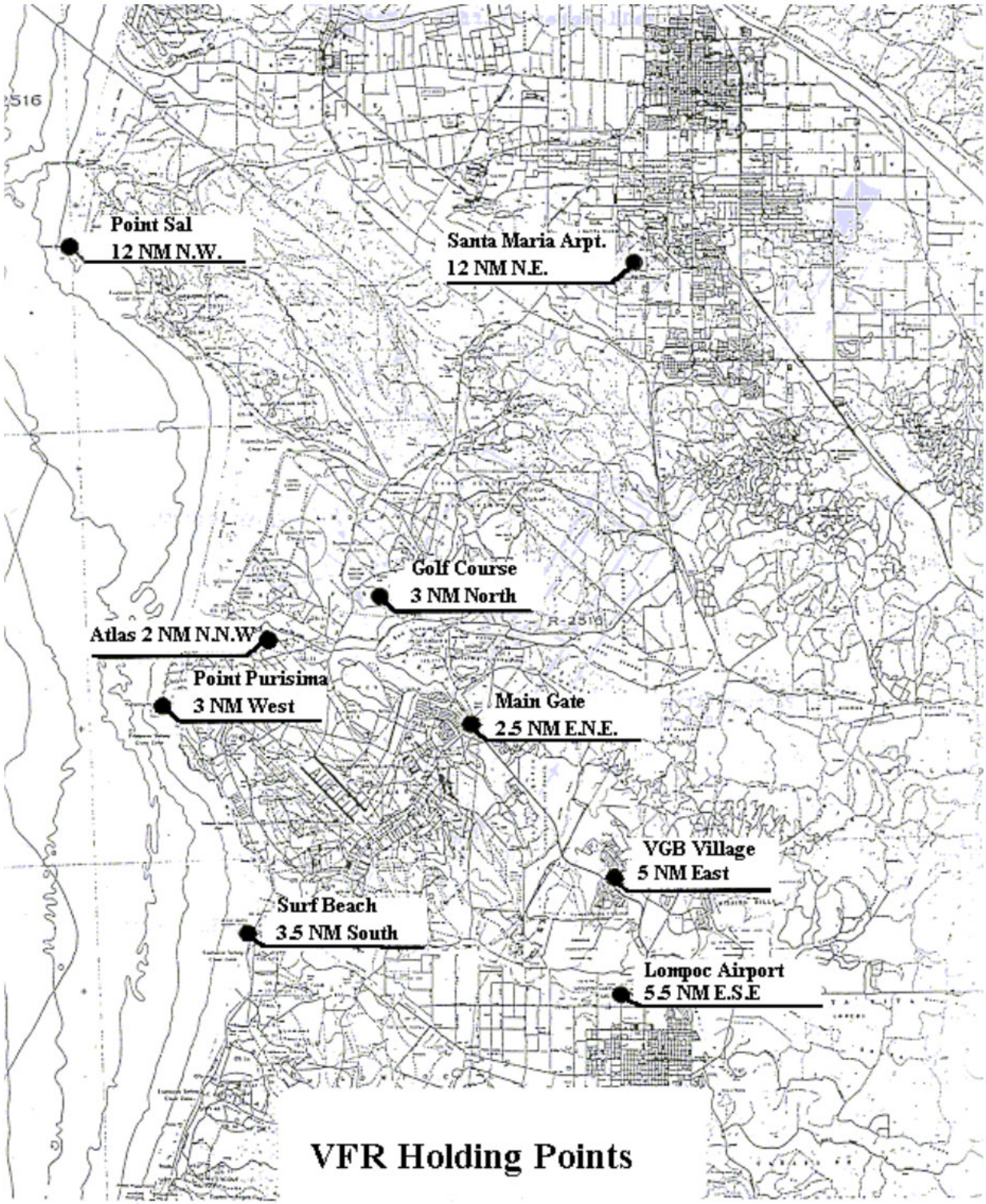
Figure A7.1. Helicopter/Light Aircraft Traffic Pattern.



ATTACHMENT 8

VFR HOLDING POINTS

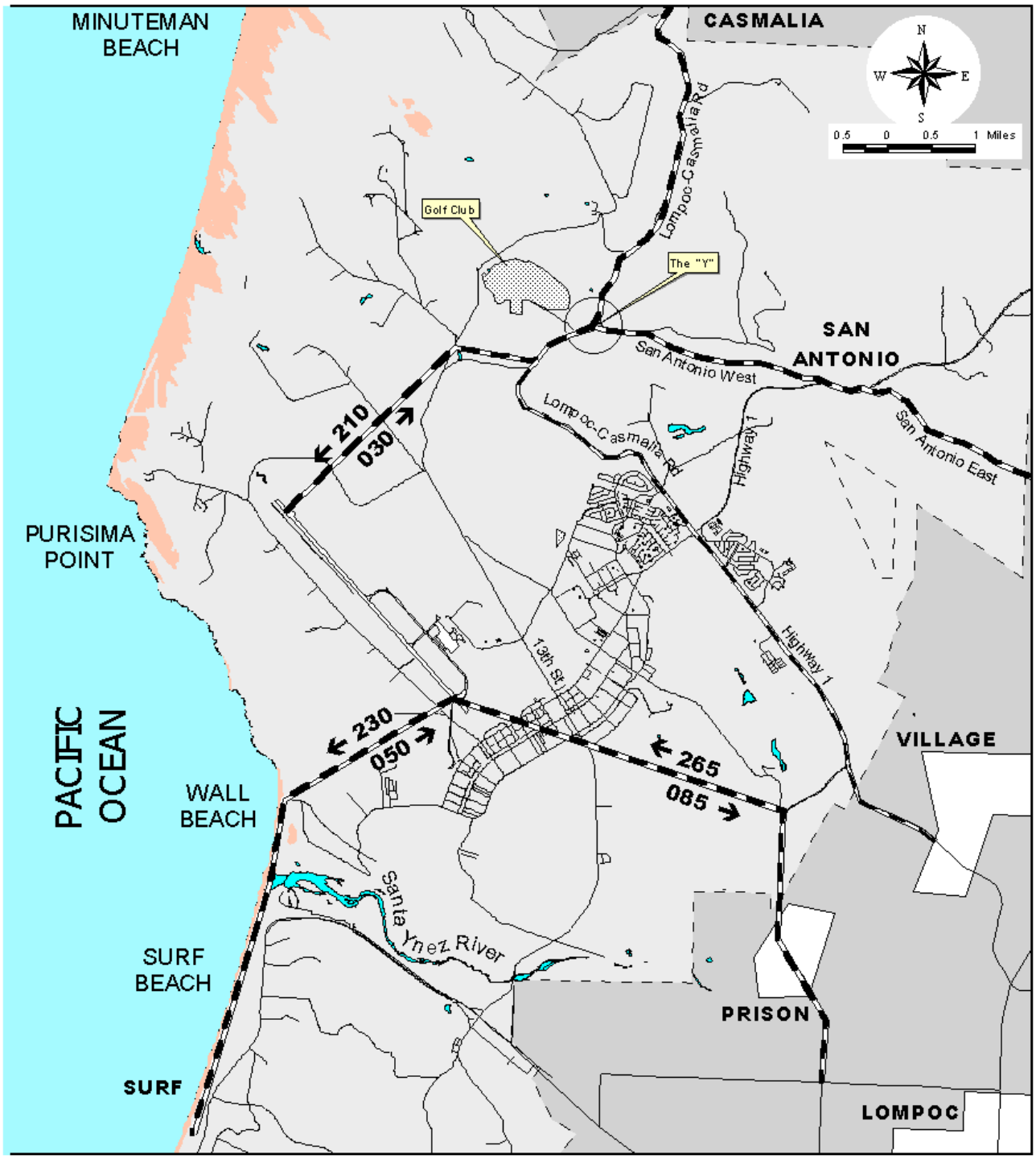
Figure A8.1. VFR Holding Points



ATTACHMENT 9

76 HF SPECIAL VFR ARRIVAL AND DEPARTURE ROUTES

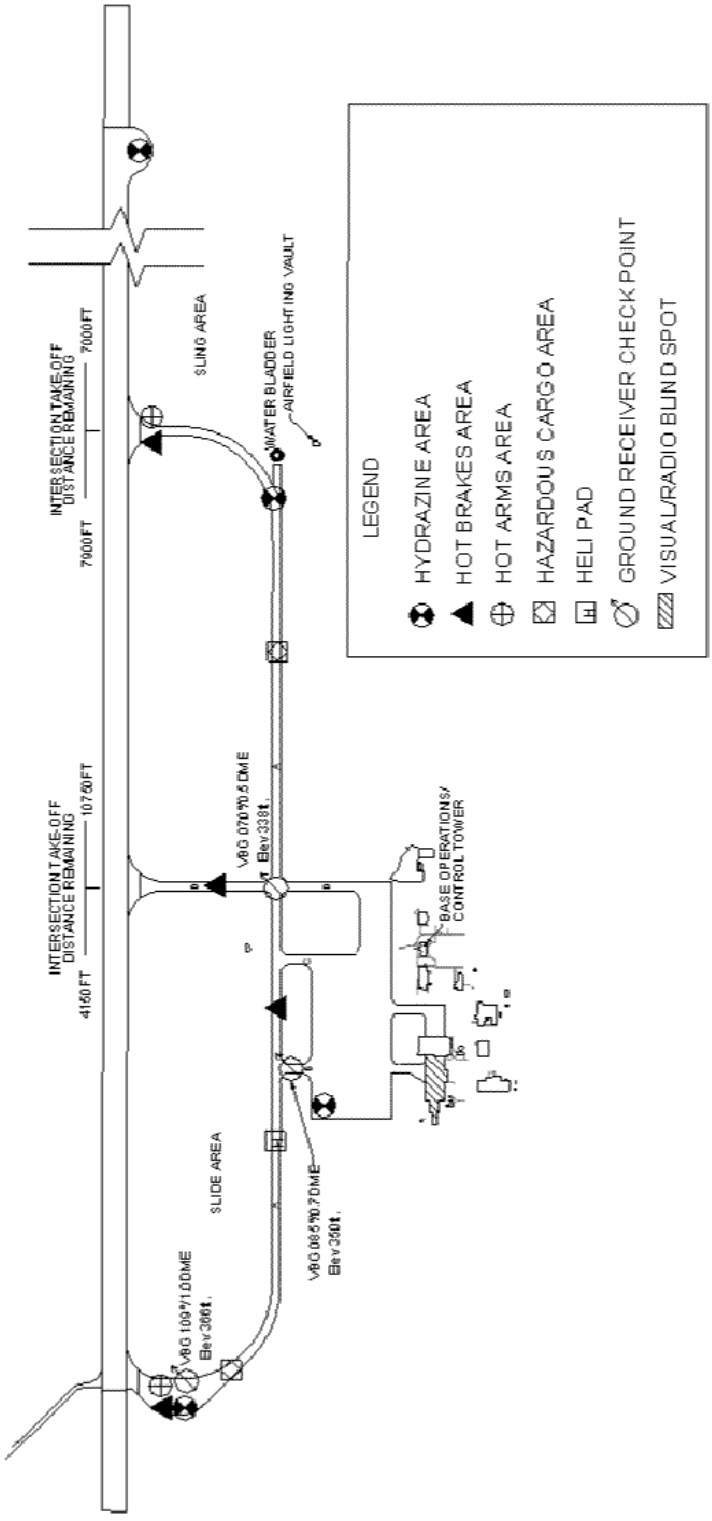
Figure A9.1. 76 HF Special VFR Arrival and Departure Routes.



ATTACHMENT 10

AIRFIELD DIAGRAM

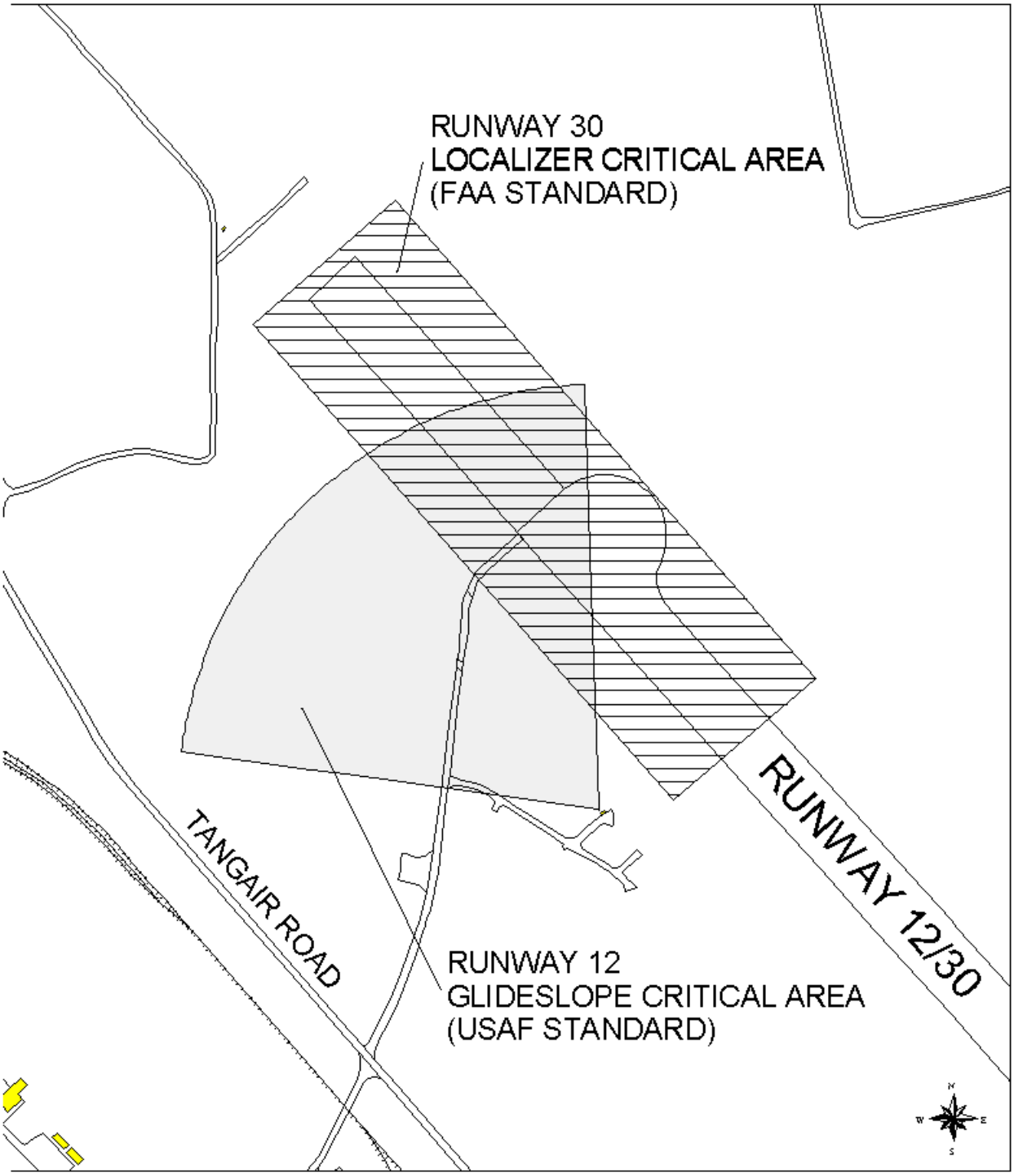
Figure A10.1. Airfield Diagram.



ATTACHMENT 11

RWY 30 LOCALIZER CRITICAL AREA & RWY 12 GLIDESLOPE CRITICAL AREA

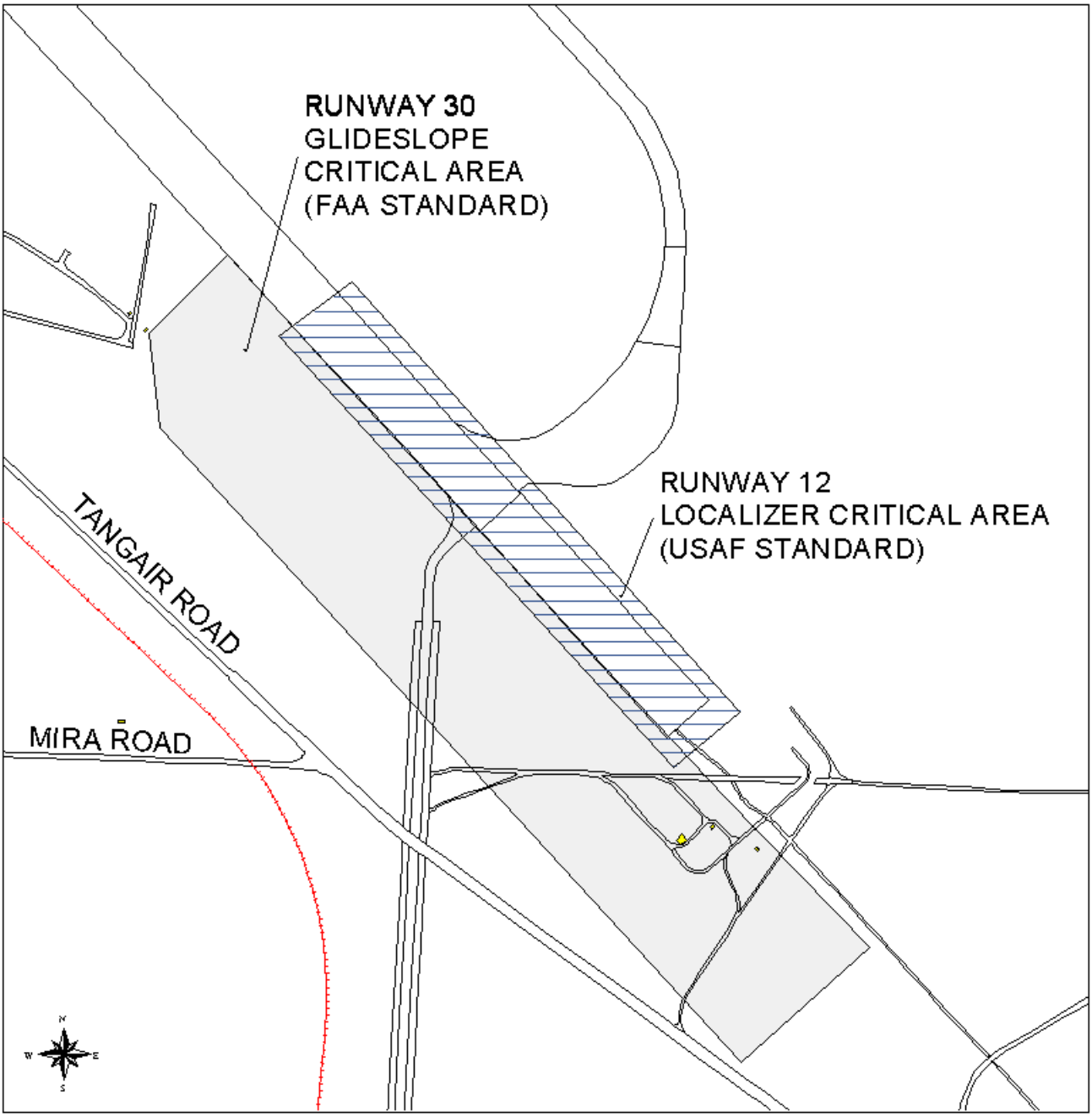
Figure A11.1. Runway 30 Localizer Critical Area & Runway 12 Glideslope Critical Area..



ATTACHMENT 12

RWY 30 GLIDESLOPE CRITICAL AREA & RWY 12 LOCALIZER CRITICAL AREA

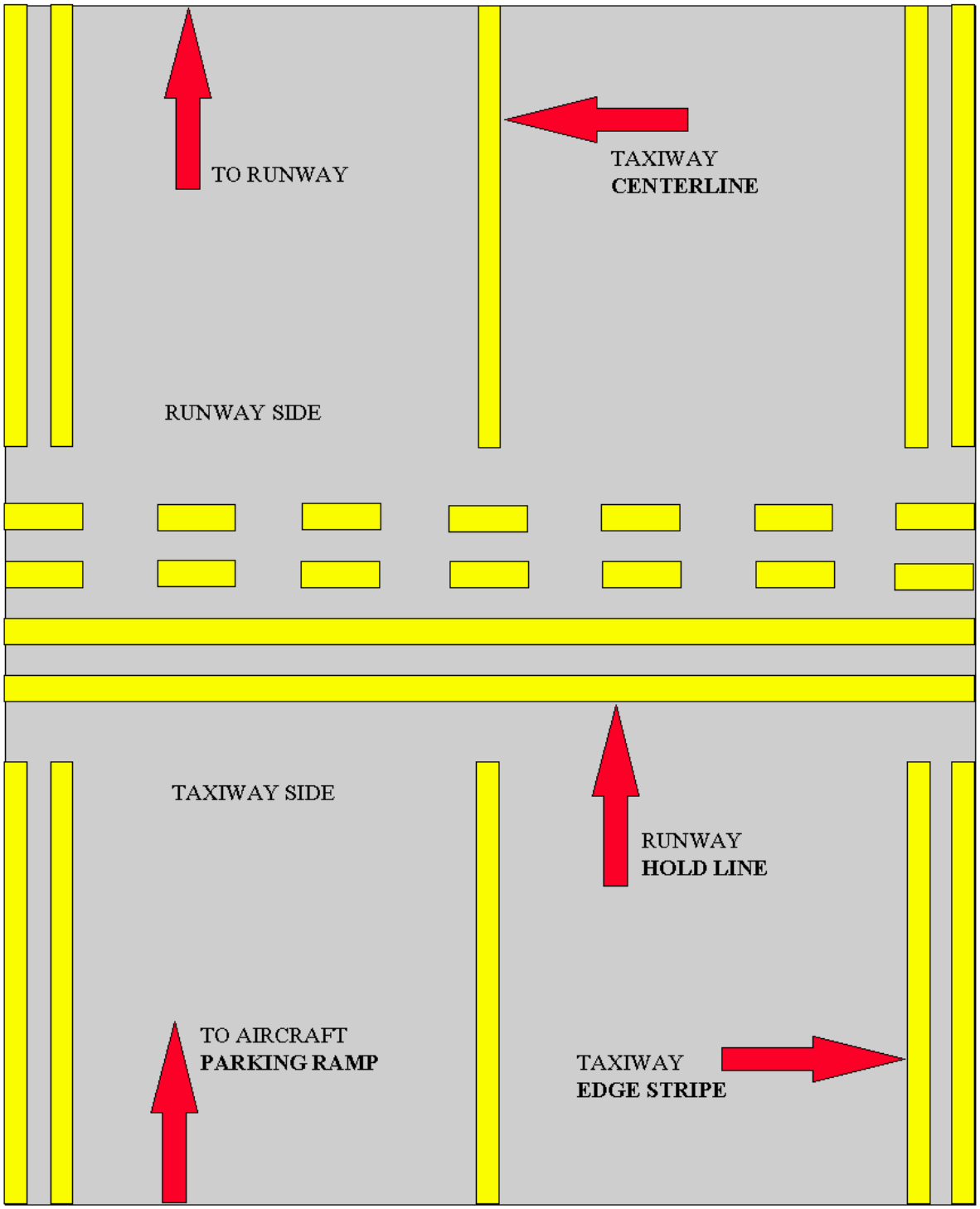
Figure A12.1. Runway 30 Glideslope Critical Area & Runway 12 Localizer Critical Area..



ATTACHMENT 13

RUNWAY HOLD LINE

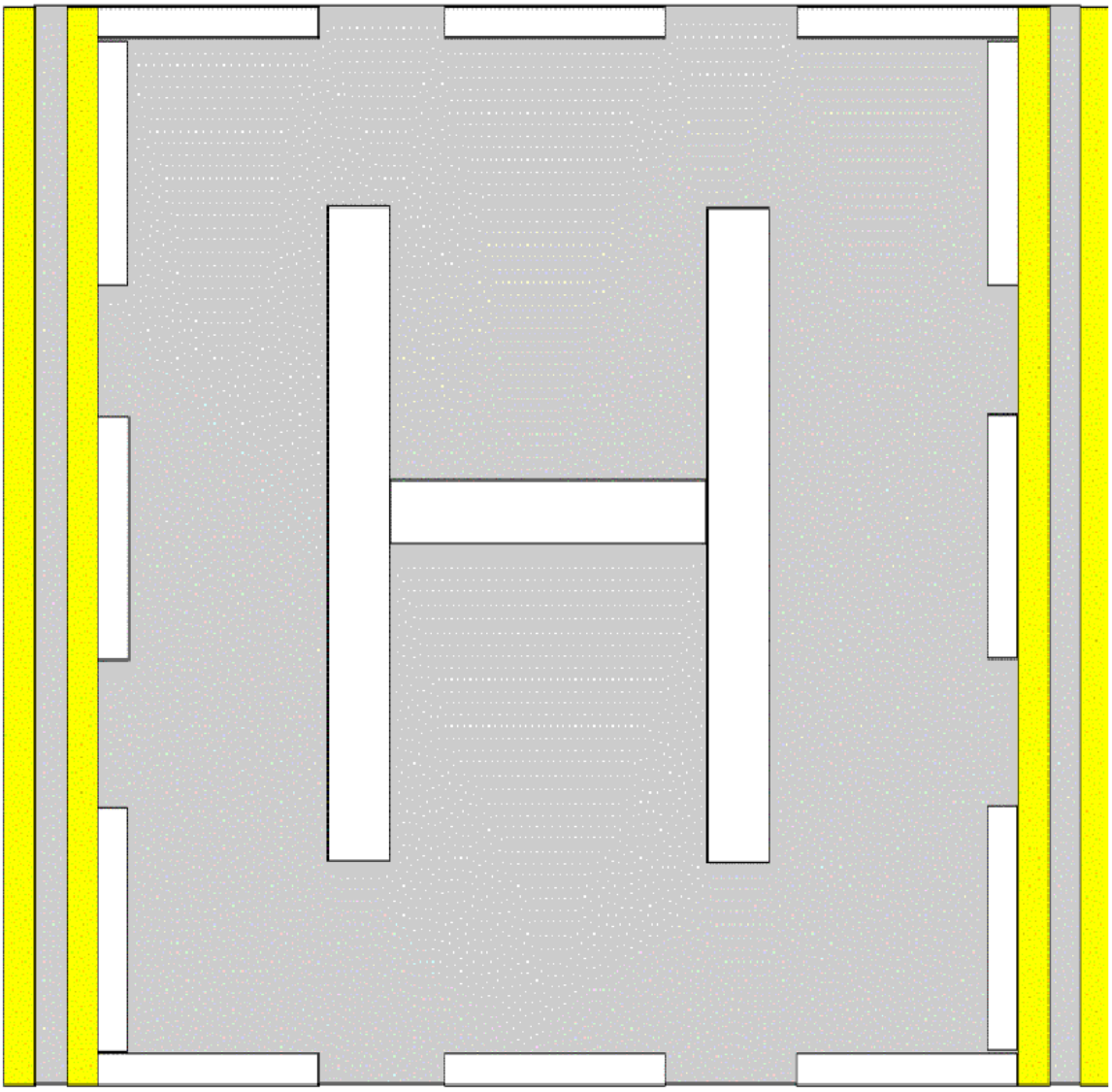
Figure A13.1. Runway Hold Line.



ATTACHMENT 14

DETAIL OF HELIPAD

Figure A14.1. Detail of Helipad.



NOTE: ALL HELIPAD MARKINGS ARE WHITE

ATTACHMENT 15

AIRCRAFT MOVEMENT AREA HOLD LINE

Figure A15.1. Aircraft Movement Area Hold Line.