BY ORDER OF THE COMMANDER
62D AIRLIFT WING

62D AIRLIFT WING INSTRUCTION 13-02

9 DECEMBER 2004

Space, Missile, Command, and Control

AIRFIELD PROCEDURES AND LOCAL AIR TRAFFIC CONTROL

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 62 OSS/OSA (1Lt Anderson)
Supersedes 62AWI13-2, 15 November 2004

Certified by: 62 OSS/CC (Lt Col Anderson)
Pages: 57
Distribution: F

This instruction implements Air Force Instruction (AFI) 13-203, Air Traffic Control, AFI 13-204, Functional Management of Airfield Operations, and AFI 13-213, Airfield Management. It establishes policies and procedures governing air traffic control (ATC) and airfield operations, and it applies to permanent and temporarily based flying operations on McChord Air Force Base (AFB), Washington.

SUMMARY OF REVISIONS

This interim change (IC) 2004-2 adds a continuation to **Attachment 2,** revises the first sentence in paragraph **2.1.1.**, which defines the controlled movement area, and updates TCM Ground Control Frequency in paragraph **2.4.** **A bar (|) indicates a revision from the previous edition.**

1. Air Traffic Control, Airfield Management Operations, and ATC & Landing System (ATCALS) Facilities.

1.1. Control Tower. The control tower is open 24 hours a day, 7 days a week, including weekends and holidays.

1.2. **Control Tower Evacuation.**

1.2.1. Circumstances may exist that require the evacuation of the control tower. Evacuate the control tower due to:

1.2.1.1. Tower Wind Limitations.

1.2.1.1.1. The tower is evacuated when the wind velocity reaches 70 knots (steady or in gusts) or when deemed necessary by the watch supervisor/senior controller.

1.2.1.1.2. The watch supervisor/senior controller ensures all local area traffic lands or diverts, and makes a blanket broadcast on all assigned frequencies before evacuating.

1.2.1.1.3. Controllers will proceed to Airfield Management Operations (AM Ops) in Bldg 1172 and standby until the wind diminishes to 65 knots and is forecast to subside.

1.2.1.2. Fire.

1.2.1.3. Bomb Threat.

1.2.1.3.1. When a bomb is located within 500 feet of the tower.

1.2.1.3.2. One controller will remain near the tower to assist in re-opening the tower.

1.2.1.4. Shelter-in-Place.

1.2.1.4.1. When directed by the 62 AW Disaster Control Group, implement shelter-in-place procedures IAW the 62 AW Contingency Action Plan.

1.2.2. Tower will activate the Primary Crash Alarm System (PCAS) to relay the evacuation action and any other pertinent information.

1.2.3. AM Ops will activate the secondary crash alarm circuit to notify all concerned agencies that the tower has been evacuated and issue an appropriate NOTAM.

1.2.3.1. When a bomb is located within 500 feet of the tower.

1.2.3.2. One controller will remain near the tower to assist in searching for the bomb.

1.2.4. The watch supervisor/senior controller ensures all local area traffic lands or diverts, and makes a blanket broadcast on all assigned frequencies before evacuating.

1.2.5. DELETED.

1.2.6. DELETED.

1.3. Continuity of Air Traffic Services. Based on the control tower's construction and equipment reliability, the 62 OG Commander has determined that a designated alternate control tower facility is not required at McChord AFB.

1.4. Evacuation of Airfield Management Facility (Bldg 1172). In the event that Bldg 1172 evacuates, AM Ops personnel will report to the control tower (Bldg 8) and standby for further instructions.

1.5. **Movement/Non-Movement Areas.** The movement area is defined as the runway, overruns (including that area within 100 feet of the runway/overrun edge), taxiways, and other areas of the airfield which are utilized for taxiing, hover taxiing, air taxiing, takeoff and landing, exclusive of loading ramps and parking areas.

1.5.1. Runways: McChord's runway 16/34 is 10,100 feet long and 150 feet wide. Field elevation is 323' MSL. The southernmost 800 feet of the runway is composed of approximately 13 inches of concrete. The remaining 9,300 feet is flexible asphalt, generally less than 5 inches thick, over crushed gravel. Because of the flexible construction and relatively narrow (150 feet) width, special restrictions apply to heavy aircraft on the flexible portion of the runway. Unless absolutely essential, 180-degree turns on and off the flexible portion of the runway are prohibited for heavy aircraft. The overruns are 1,000 feet long by 150 feet wide with asphalt composition.

1.5.2. Taxiways: McChord's taxiways include: Alpha, 100-feet wide (at narrowest point); Bravo, 75-feet wide; Charlie, 75-feet wide; Delta, 100-feet wide; Echo, 390-feet wide (at narrowest point); Foxtrot, 75-feet wide; Golf, 75-feet wide; Hotel, 75-feet wide; Juliet, 75-feet wide, Kilo, 75-feet wide, Lima, 75-feet wide. (**Attachment 2**).

1.5.3. Non-Movement Area. Ramps: Primary ramps are Bravo B1-B8; Charlie C1-C11, C14, C15; Delta D1-D19 (transient), D25-D31, and D32-D43 (Delta extension); Echo E1-E23; Foxtrot F1-F30, F32, F34-F35, F38-F39, F40; Juliet J1-J15; Kilo K2; Lima L1.

1.5.4. Visual and Radio Blind Spots: Visual blind spots from the control tower without electronic aids are: Delta transient ramp located behind Hangars 1 and 2; southwestern portion of Hotel taxiway leading to south hammerhead; and Echo ramp. Control tower is not aware of any radio blind spots. ***NOTE:*** Camera 11 in the cab allows visual of Echo Ramp and camera 8 allows visual of Delta transient ramp.

1.5.5. The Ground NAVAID checkpoint is located at south hammerhead. The compass rose checkpoint is located on Foxtrot taxiway between F1 and F2.

1.5.6. Permanently closed/unusable portions of the airfield: north-south taxiway east of taxiway Hotel and west of the landing strip, both taxiways north of taxiway Alpha and west of the runway.

1.5.7. Use of taxiway Kilo requires 62 OG/CC approval for taxiing aircraft.

1.6. Suspending Runway Operations.

1.6.1. When an aircraft is disabled on or near the runway, or when objects have been reported or observed on the runway, the tower supervisor or AM Ops supervisor will determine if normal traffic operations should be discontinued or restricted and notify AM Ops. Prior to resuming normal operations AM Ops personnel will conduct a runway check. If alert aircraft are present and the runway is temporarily closed, the Tower supervisor or AM Ops supervisor notifies Command Post (CP). CP will notify WADS Mission Crew Commander (MCC).

1.6.2. After determining that normal operations can be resumed, the AM Ops supervisor reopens the runway, advises Tower, and notifies CP of any change in runway status. CP will notify WADS MCC when the runway is back to operational status.

1.7. **Daily Runway Inspection.**

1.7.1. AM Ops conducts runway inspections at least twice daily. Runway inspections are given priority to the maximum extent possible; practice approach aircraft will receive restricted low approaches during the inspections.

1.7.2. A runway inspection may be required following heavy C-5 or 747/E-4 aircraft operations. Tower or AM Ops personnel may temporarily suspend runway operations when either deems a FOD check is necessary. The Tower supervisor/AM Ops personnel will make the final decision on suspension.

1.8. Runway Selection. Tower will determine the active runway IAW FAAO 7110.65.

1.8.1. Preferred Runway.

1.8.1.1. Runway 34 is the preferred runway between 0600L and 2300L, Monday-Friday, and between 0800L and 2300L, Saturday, Sunday, and holidays, except when tailwind component exceeds 5 knots.

1.8.1.2. Conflicting Wind Information. If conflicting wind information is received, Tower supervisor will designate runway 34 as the runway in use unless runway 16 is more advantageous due to weather, traffic, etc.

1.8.2. Noise Abatement.

1.8.2.1. In the interest of fostering positive community relations, the following procedures apply between 2300L-0600L, Monday-Friday, and 2300L-0800L, Saturday-Sunday and holidays. If surface wind is **10** knots or less and other conditions permit, Tower coordinates with Seattle Approach Control to designate direction of traffic as follows:

1.8.2.1.1. Land runway 34. Arriving aircraft will make a straight-in full-stop landing only.

1.8.2.1.2. Depart runway 16.

1.8.2.2. Exceptions to noise abatement procedure times must be approved by the 62 OG Commander. Requests must be received at least 24 hours in advance.

1.9. Runway Change.

1.9.1. Tower coordinates with Seattle Approach Control, base weather station, and AM Ops.

1.9.2. AM Ops notifies the 62 AW CP and Barrier Maintenance between 0730L-1630L, Monday-Friday or the Fire Department during all other times. Upon notification, Barrier Maintenance or Fire Department will configure the cables as required.

1.10. Runway Condition Reading (RCR) Check. During cold weather, AM Ops will perform RCR checks as necessary. Only restricted low approaches are authorized during check periods.

1.11. **Airfield Conditions.**

1.11.1. AM Ops provides current information to Tower and the CP on construction, obstructions, and airfield conditions. Tower provides AM Ops and Seattle Approach Control with observed or reported field conditions and NAVAID outages when such conditions have not been reported by AM Ops.

1.11.2. 62d Civil Engineering Squadron (CES) personnel that must perform maintenance on the BAK-12 barrier arresting system, airfield lighting systems, or in the movement area will maintain radio contact with AM Ops and Tower during such operations on the airfield.

1.11.2.1. The 62 CES team supervisor will notify AM Ops of the type maintenance, location, and hazardous conditions existing during maintenance operations.

1.11.2.2. The 62 CES team supervisor will notify AM Ops prior to entering the airfield, when work is complete, and when departing the airfield.

1.11.2.3. The 62 CES team supervisor will request permission from the tower to enter, operate, and exit the movement area IAW 62 AWI 13-4, *Flightline Driving*.

1.11.3. 62 CES personnel maintain the grass height at 7 to 14 inches along the taxiways and runway. AM Ops ensures grass height is maintained within standards during daily airfield inspections and will contact 62 CES personnel when necessary. Any damage to airfield signage will be reported to AM Ops immediately.

1.12. Airfield Lighting. Airfield lighting shall be operated IAW FAA Order 7110.65, *Air Traffic Control.*

1.12.1. McChord has the following airfield lighting: Rotating beacon, high intensity runway edge lights, 1-step taxiway lights, runway centerline lights, threshold lights, precision approach path indicators, and touchdown zone lights.

1.12.1.1. Runway 34 has ALSF-2 (Approach Lights with Sequence Flashing Lights and Touchdown Zone Lights).

1.12.1.2. Runway 16 has non-standard ALSF-1 (Approach Lights with Sequence Flashing Lights).

1.12.2. Runway environment lights (i.e., edge, approach, centerline, touchdown zone, etc.) will be turned off except when needed by arriving and departing aircraft. Intensity settings are maintained IAW FAA Order 7110.65 at all times to ensure accurate RVR readings. However, Tower may increase or decrease intensity settings when specifically requested by the pilot.

1.12.3. Taxiway lights along the edge of C ramp and between C and D ramps will be on between sunset and sunrise. Other taxiway lights will be turned off except when required for aircraft ground movement. Taxiway Foxtrot is not lighted and is for daytime/VFR use only.

1.13. Aircraft Arresting Systems. (**Attachment 2**).

1.13.1. Standard aircraft arresting system configuration for runway 16/34.

1.13.1.1. North and South BAK-12s are normally disconnected and removed from the runway.

1.13.1.1.1. BAK-12 installation requires 30 minutes prior notice. Requests will be made through AM Ops.

1.13.1.1.2. A 15-minute period between successive engagements should be used for planning purposes.

1.13.1.2. The departure end E5 cable for the runway in use is connected on the overrun.

NOTES:

1. *When reconfiguring the cables, the connected E5 cable is disconnected before any other cables are configured. To the maximum extent possible, consistent with operational requirements and safety, Tower gives priority to Barrier Maintenance/Fire Department personnel when connecting/disconnecting arresting systems. During reconfiguration, arriving aircraft can expect restricted low approaches and departing aircraft can expect ground delays. Barrier Maintenance/Fire Department will respond within 15 minutes to reconfigure cables.*
2. *When tail-hook equipped aircraft are operating out of McChord, cable configuration will be different than described above. Normally the departure end BAK-12 and E-5 will be connected. Each flying unit will request what cable configuration is desired on a real-time basis.*

1.13.2. Tower will initiate standard emergency procedures when advised of an unplanned engagement or when an unplanned engagement occurs.

1.13.3. Tower will notify AM Ops when a barrier re-configuration is required.

1.13.4. AM Ops notifies Barrier Maintenance between 0730L-1630L Monday-Friday (the Fire Department at other times). When notified, Barrier Maintenance or Fire Department configures cables as required.

1.13.5. 62 CES Operations Branch (Barrier Maintenance) is responsible for maintaining and performing daily checks on arresting systems. They will notify AM Ops of the status of the systems after completing the daily checks and after a runway change. AM Ops will notify Tower of any change in status and take necessary NOTAM action. Barrier Maintenance will notify the Airfield Manager of annual re-certification dates.

1.13.6. The 62 OSS Airfield Operations Flight Commander ensures assigned controllers are trained and familiar with McChord's arresting systems before they are facility rated. Training is accomplished by Barrier Maintenance personnel in coordination with the Chief Controller.

1.14. Evacuation of Air Traffic Control and Landing Systems (ATCALS) Sites.

1.14.1. ATCALS site evacuation due to emergency aircraft landings:

1.14.1.1. Tower will activate the Emergency Warning and Evacuation Alarm at ATCALS sites once an emergency aircraft enters McChord’s Class D airspace, or anytime a ground emergency threatens the safety of personnel within the ATCALS site. The alarm will remain on until the hazard no longer exists.

1.14.1.2. Maintenance personnel will remain clear of the ATCALS sites and away from the runway until the emergency or dangerous situation is terminated.

1.14.2. ATCALS Site Evacuation Due to Bomb Threat: If a bomb is located within 1,200 feet of NAVAID facility, Tower will activate the Emergency Warning and Evacuation Alarm System. Maintenance personnel will remain outside the cordoned area until conformation is received that the area is clear.

1.15. No-Notice ATCALS Preventive Maintenance Inspection (PMI) Schedule.

1.15.1. PMIs are accomplished according to appropriate directives and operations letters.

1.15.2. Runway 16 or Runway 34 ILS: 2300L Tuesday – 0600L Wednesday, and 2300L Thursday – 0600L Friday.

1.15.3. TACAN: 2300L Wednesday – 0600L Thursday.

1.16. Auxiliary Power for ATCALS Facilities. IAW AFI 13-203, auxiliary power generators serving ATCALS facilities will remain in a standby status in the event of a commercial power failure. 62 CES Power Production personnel will obtain approval from the Tower supervisor prior to transferring power sources.

1.17. CAT II ILS Operations.

1.17.1. Loss of any one of the following components prohibits CAT II ILS operations and requires issuing a NOTAM by AM Ops.

1.17.1.1. Localizer.

1.17.1.2. Glide slope.

1.17.1.3. TACAN (only when Approach Control is unable to call the FAF for aircraft).

1.17.1.4. Far Field Monitor.

1.17.1.5. Approach lights (Sequence Flashing Lights do not affect CAT II visibility minima).

1.17.1.6. High Intensity Runway Lights.

1.17.1.7. Runway Centerline Lights.

1.17.1.8. Touchdown Zone Lights.

1.17.1.9. Touchdown Runway Visual Range (RVR) Equipment/Transmissometer.

1.17.1.10. Rollout RVR/Transmissometer when the RVR is less than 1,600’

1.17.1.11. Remote Status Indicator (RSI).

1.17.1.12. All-Weather Runway Markings. ***NOTE:*** *When runway markings are obscured by snow, ice, and/or other weather phenomena, an assessment shall be made by the Senior Operational Commander to determine if CAT II operations may continue.*

1.17.1.13. FMQ-19.

1.17.2. Loss of the following components ***will not*** prevent CAT II operations, but does require a NOTAM to be issued.

1.17.2.1. Inner Marker.

1.17.2.2. Rollout RVR/Transmissometer when the RVR is 1,600’ or more.

1.18. Automatic Terminal Information Service (ATIS).

1.18.1. McChord’s ATIS frequencies are: UHF 270.1, VHF: *Not available.*

1.18.2. ATIS operational hours are Monday-Friday 0600L-2300L, Sat-Sun and Holidays 0800L-2300L, and 30 minutes prior to any scheduled arrival or departure.

1.19. Transit Alert Services. Transit Alert Services are available 24 hours a day. Aircrews should expect periodic delays. Parking is limited.

1.20. Flightline Driving Program. Flightline driving procedures are outlined in 62 AWI 13-4.

1.21. Airfield Management Procedures. Airfield Management-specific procedures for the following subject areas are outlined in local Airfield Management operating instructions

1.21.1. Flight Planning Procedures.

1.21.2. NOTAM Procedures.

1.21.3. Flight Information Publication (FLIP) Accounts.

1.21.4. Waivers to Airfield/Airspace Criteria.

1.21.5. Prior Permission Required (PPR) Procedures.

1.21.6. Arriving Air Evacuation Flight Notification and Response Procedures.

1.21.7. Unscheduled Aircraft Arrivals.

1.21.8. Dangerous/Hazardous Cargo.

1.21.9. Civilian Aircraft Operations.

1.21.10. Airfield Maintenance - Sweeper Operations.

1.22. Miscellaneous Procedures.

1.22.1. Wear of Hats on the Flightline – AFI 36-2903/62 AW Sup 1, *Dress and Personal Appearance for Air Force Personnel*.

1.22.2. Flightline Smoking Policy – 62 AWI 32-17, *Base Fire Prevention Program*.

1.22.3. Weather Dissemination and Coordination Procedures – 62 AWI 15-1, *Weather Support*.

1.22.4. Local Bird/Aircraft Strike Hazard Program Guidelines – *62 AW Integrated Bird/Wildlife Aircraft Strike Hazard (IBASH) Plan*.

1.22.5. Taking of Photographs – 62 AWI 31-10, *Normal Security Operations*.

2. Ground Movement and Departure Clearance Procedures.

2.1. Control of Ground Traffic:

2.1.1. The Controlled Movement Area (CMA) is the portion of the movement area that requires Tower approval to access, specifically: the runway, overruns, and landing zone, up to the hold lines and within 100 feet of runway/overruns/landing zone edge, and taxiways Bravo east and Echo from the INST hold line to the runway (see **Attachment 2A** for diagram). McChord Tower controls all vehicles/aircraft crossing or operating on the CMA and shares responsibility for the safety of personnel in these areas. Aircraft or vehicle movement within the loading, maintenance, or parking areas is the responsibility of the pilot, aircraft/vehicle operator, or AM Ops. Tower Ground Control will advise aircraft taxiing from parking areas about other aircraft and vehicles on the movement area which may be a factor. Rules for vehicles operating on the airfield are contained in 62 AWI 13-4. Vehicles and pedestrians will not operate on any part of the CMA without direct two-way radio communication, clearance, and approval from Tower. If radio communication with a vehicle or pedestrian on the aircraft movement area is lost, the control tower will flash the runway/taxiway lights. Vehicles or pedestrian will immediately depart the CMA. Vehicles and

personnel must withdraw to a point no less than 100 feet from the edge of the runway, overruns, or taxiway edge lines when directed by Tower to "exit the runway or taxiway."

2.1.1.1. Fire Department vehicles responding to Tower's primary crash alarm system activation and Transient Alert vehicles (using a "Golf" call sign) on routine "FOLLOW ME" duties are exempt from Tower approval to operate on taxiways, but must monitor the appropriate radio net. Tower will monitor the crash net until all emergency response vehicles have exited the movement area.

2.1.1.2. Fire Department vehicles responding to emergencies not initiated by Tower's primary crash alarm system activation must notify the tower via landline or crash net prior to entering the movement area. Fire Department notifies Tower via direct landline to come up on the crash net. Tower monitors the net until all emergency response vehicles have exited the movement area.

2.1.1.3. When security forces personnel or vehicles require access on the CMA, 62 SFS will contact Tower via tower UHF net for approval.

2.1.2. Aircraft, vehicles, and pedestrians unable to comply with the requirements listed above may obtain individual clearance by prior coordination with AM Ops. AM Ops coordinates such requests with Tower. As a minimum, vehicles operating on the runway are escorted by trained personnel who are in continuous radio contact with the Tower.

2.1.3. Aircraft repositioning (including towing) on the airfield must have Tower clearance before moving and must remain in radio contact during movement. ***NOTE:*** When advised by Tower during periods of reduced visibility, where potential conflict between towing/taxiing aircraft cannot be discerned from the Tower, crews will provide Tower with progressive movement information and turn on aircraft navigation lights when available. Tower provides advisories of known towing/taxiing conflicts to crews and provides an alternate route.

2.1.4. CMA incursions observed by Tower are reported to AM Ops and 62 SFS via landline as soon as all potential conflicts have been resolved. The CAM reports all movement area incursions to the Airfield Operations Flight (AOF) Commander.

2.1.4.1. For runway intrusions that had an adverse impact on flight operations, an AF Form 651, **Hazardous Air Traffic Report**, will be submitted to Wing Safety.

2.1.4.2. For specific incidents of runway intrusions and other CMA violations that did not impact aircraft operations, AF Form 457, **USAF Hazard Report**, will be used and forwarded to the CAM.

2.2. Precision Approach Critical Areas. The localizer, glide slope, and CAT II touchdown areas are depicted on **Attachment 2**. These areas will be protected IAW FAA and AF directives anytime precision instrument approaches are in progress. The localizer and glide slope conform to FAA criteria; the CAT II touchdown area conforms to Air Force criteria. Vehicles will not enter the ILS Critical Areas without Tower approval IAW 62 AWI 13-4.

2.2.1. Vehicle/Aircraft operations in or through the ILS critical areas are subject to the following conditions: (**Attachment 2**).

2.2.1.1. Localizer Critical Area for Runway 16: When weather conditions are below an 800-foot ceiling or 2-miles visibility, do not authorize vehicle/aircraft operations in or over the

critical area when an aircraft conducting an ILS approach is inside the Final Approach Fix (FAF).

2.2.1.2. Glide Slope Critical Area. When weather is below an 800-foot ceiling or 2-miles visibility, do not authorize aircraft larger than fighter type to operate beyond the Instrument Hold Line (runway 34) or to taxi/move beyond the instrument hold line on the east side of Bravo taxiway (runway 16) when an aircraft conducting an ILS approach is inside the FAF. ***NOTE:*** Parking spot K-2 is located inside the runway 16 glide slope critical area. Use of K-2 must be restricted when runway 16 is in use and can only be used if approved by the Airfield Manager or a higher authority.

2.2.1.3. CAT II Touchdown Critical Area. When CAT II operations are in effect and the reported ceiling is less than 200 feet or the RVR is 2,000 or less, do not allow vehicles or aircraft to violate the touchdown critical area. Tower will instruct aircraft taxiing to RWY 34 via Echo Taxiway and aircraft taxiing from Bravo Taxiway east of the runway to "HOLD SHORT OF (runway) ILS CRITICAL AREA".

2.3. Ground Engine Runs:

2.3.1. Maintenance engine runs will be conducted IAW 62 AWI 21-3, *Ramp Operations Procedures*. In addition to instructions outlined in that instruction, Maintenance Operations Center (MOC) will maintain a log of the aircraft tail number, location, estimated start time, duration, purpose and name of person providing the information for review by the 62 AW Commander and Public Affairs when needed.

2.3.2. No engine runs above idle are authorized anywhere on the airfield between 2300L and 0600L Monday-Friday, and 2300L and 0800L Saturday-Sunday and holidays, without 62 MXG Commander and MOC coordination. This restriction is waived during exercise and contingency operations.

2.3.3. Prior to engine runs, MOC will advise Tower of the aircraft tail number, location, number of engines to be run, and whether it is an idle or power run. Maintenance personnel must monitor ground control frequency during engine runs. ***NOTE:*** In the interest of safety or due to excessive noise, Tower may instruct **any aircraft** running at power on **any spot** to return to idle immediately. A return to idle will be accomplished without delay. Tower can also terminate engine runs at any time. Maintenance will be advised when runs may be resumed.

2.3.4. The following procedures are implemented between Tower and MOC to reduce engine noise in close proximity of the tower. These procedures are necessary for safe air traffic control operations and are in effect 24 hours a day.

2.3.4.1. Maximum power engine runs on parking spot D-25 through D-31 are restricted as follows:

2.3.4.1.1. <u>For C-17A aircraft only</u>:

2.3.4.1.1.1. Maximum power engine runs on spots D-25 through D-29 are authorized.

2.3.4.1.1.2. Maximum power engine runs on D-30 and D-31 are authorized, provided approval is granted by control tower watch supervisor and close coordination is maintained with control tower prior to and during above idle runs. ***NOTE:*** Maximum power

engine runs on D-31 are authorized, provided that a return to idle power is accomplished before aircraft taxiing on Hotel (north-south) are affected.

2.3.4.1.2. For C-141B aircraft only: Maximum power engine runs on spots D-25, D-28, and D-29 are approved by the control tower watch supervisor based on air traffic volume and complexity.

2.3.5. Maximum power engine runs on parking spots B-6 and B-8 are authorized, provided:

2.3.5.1. Approval is granted by the tower watch supervisor and close coordination is maintained with Tower prior to and during above idle runs.

2.3.5.2. A return to idle is accomplished if there are aircraft taxiing on Hotel (north-south) that are affected.

2.3.6. Maximum power engine runs on parking spots J-15, J-12, J-9, and J-6 are authorized provided:

2.3.6.1. Approval is granted by the tower watch supervisor and close coordination is maintained with Tower prior to and during above idle runs.

2.3.6.2. A return to idle is accomplished if there are aircraft taxiing on Hotel (north-south) that are affected.

2.4. **Local Aircraft Radio Channelization.** Pilots and ATC may substitute and use radio channels for radio frequencies. The channels and frequencies listed below may be used in radio communications with 62 AW aircraft:

CH	FREQ	AGENCIES	CH	FREQ	AGENCIES
	UHF			VHF	
1	279.65	TCM Ground Control	1	125.15	TCM Ground Control
2	259.3	TCM Tower	2	124.8	TCM Tower
3	236.6	TCM Tower Common	3	126.5	Seattle Departure Control
4	391.9	Seattle Departure Control			

2.5. Departure Clearances/Procedures.

2.5.1. If expected departure is more than 30 minutes prior to filed departure time, pilots should advise Ground Control on initial contact of the new departure time (this will facilitate update of the ATC computer system). ***NOTE:*** If expected departure is more than 90 minutes after the filed departure time, pilots should advise Ground Control as soon as possible. This will allow ATC to keep the flight plan open.

2.5.2. Aircrew shall notify Pilot to Dispatch (PTD) anytime they plan on delaying in the local IFR pattern on a separate clearance (i.e., TCM...SPAAN...TCM) prior to departing on their previously filed IFR flight plan.

2.5.3. Pilots requesting opposite direction departures will notify Ground Control of the request on initial contact (aircrews should expect delays or non-approval). ***NOTE:*** Due to rapidly changing

air traffic situations, Tower will coordinate opposite direction IFR departures no earlier than 10 minutes prior to departure time.

2.5.4. At ATC or pilot request, aircraft may make intersection takeoffs (see **Attachment 2** for feet available). Exception: Aircraft will not takeoff to the north from the taxiway B intersection.

2.5.5. In order to minimize airborne delays for aircraft entering oceanic and/or Canadian airspace, the following procedures apply:

2.5.5.1. When the pilot contacts Ground Control for engine start, he or she will state the actual departure time and request clearance.

2.5.5.2. Tower will contact Flow Control or Approach Control and request clearance by relaying the actual departure time stated by the pilot.

2.5.5.3. After receipt of the ATC clearance or suggested alternate route/flight level, Tower issues the clearance or coordinates the change or delay time until requested route/flight level is available.

2.5.6. IFR departure procedures.

2.5.6.1. Aircraft departing McChord IFR into the National Airspace System (NAS) can expect one of three departure procedures: Olympic-Two, Alder-Eight, or Puget-Four. These departure procedures are located in the Low Altitude DOD Flight Information Publication, Vol 1. Aircraft departing south, southeast or westbound may file for the Alder-Eight departure procedure. McChord Tower will issue the appropriate departure procedure as shown on the flight plan, or the Olympic-Two departure, if a procedure was not filed. Tower will issue an initial altitude IAW Seattle TRACON-TCM letter of agreement.

2.5.6.2. Aircraft departing IFR into the local radar pattern for multiple approaches will be issued the Puget-Four departure and an initial altitude of 3,000'.

2.5.7. Active Air Scramble Procedures. Active Air Scramble procedures are executed in accordance with the standing letter of agreement between Western Air Defense Sector, Seattle TRACON, McChord ATC Tower, and Det 1, HQ Washington Air National Guard.

2.6. Heavy Aircraft Taxiway/Parking Restrictions.

2.6.1. Taxiways.

2.6.1.1. Taxiways A, B, C, E, and J are available for use by all aircraft. Due to the potential FOD Hazard C-5 and 747/E-4 aircraft may use taxiway D only if absolutely necessary.

2.6.1.2. Taxiways F and G are used only in cases of absolute necessity (daytime only) at the lowest possible aircraft gross weights. They are composed of 2 inches of asphalt over an unstable base. (C-130 limit: 165,000 lbs.) Questions concerning other aircraft types are referred to Airfield Management (DSN 382-5611).

2.6.1.3. Heavy aircraft shall be restricted from utilizing taxiway Hotel south of taxiway Delta when the RCR on Hotel is reported as 4 or less.

2.6.2. Ramps.

2.6.2.1. B ramp and K parking spots are available for C-5 and 747/E-4 operations. ***NOTE:*** D and J ramps may be used with Airfield Management approval.

2.6.2.2. Aircraft Parking. Heavy aircraft parking procedures shall be IAW 62 AWI 21-3. Aircraft parked on K-2 are positioned with the nose wheel on the parking spot and the front of the aircraft pointed toward the runway. ***NOTE:*** Parking spot K-2 is located inside the runway 16 glide slope critical area. Use of K-2 shall be restricted when runway 16 is in use and can only be used if approved by the Airfield Manager or a higher authority.

2.7. Armed Ordnance Ground Procedures. Any aircraft with an armed gun or live missiles is considered HOT loaded.

2.7.1. Tower and pilots are not restricted from taxiing aircraft in front of HOT loaded aircraft holding short of the runway.

2.7.2. Pilots will notify Tower anytime actual arming/de-arming is taking place. Tower will restrict aircraft from taxiing in front of the aircraft being armed/de-armed.

2.7.3. Flight lead will notify Tower when the flight/aircraft begins arming/de-arming and when the procedure is complete.

2.7.4. Notification is not required for arming/de-arming on the south hammerhead as long as aircraft are being armed/de-armed in the south arming area, heading southeast. (See **Attachment 2** for arming areas/parking spot.)

2.8. Engine Running Crew Change (ERCC) Locations:

2.8.1. Primary: Bravo Ramp clear of taxiway Hotel.

2.8.2. Secondary: Taxiways Bravo and Charlie east of the runway (Combat Off Load locations).

2.9. Chaff/Flare Aircraft Parking. IAW AFMAN 91-201, *Explosive Safety Standards*, aircraft configured with Aerial Defense Systems can be parked on any aircraft parking spot.

3. Air Traffic Control.

3.1. **Local Flying Area.** The following local flying area is established to facilitate required activities (**Attachment 3**).

3.1.1. Local flying area - area enclosed with the following boundaries:

3.1.1.1. North boundary - United States/Canadian border.

3.1.1.2. East boundary - 115 degrees W. longitude.

3.1.1.3. South boundary - 42 degrees N. latitude.

3.1.1.4. West boundary - Pacific Air Defense Information Zone (ADIZ).

3.1.2. Aerobatic area - area enclosed within the following boundaries:

3.1.2.1. North boundary - 48 degrees 00' N. latitude.

3.1.2.2. East boundary - 123 degrees 45' W. longitude.

3.1.2.3. South boundary - 47 degrees 08' N. latitude.

3.1.2.4. West boundary - Pacific Ocean shoreline.

3.2. Functional Check Flight Route. The functional check flight route should be filed as a point-to-point flight plan on a DD Form 175, **Military Flight Plan**.

3.3. Operations within Class Delta Airspace. Aircraft in the Class D Airspace will monitor Tower frequency except when under the control of Seattle Approach Control.

3.4. Civil Aircraft Use.

3.4.1. Civil aircraft are not permitted to land at McChord AFB except as permitted by AFI 10-1001, *Civil Aircraft Landing Permits,* and AFI 10-1002, *Agreements for Civil Aircraft Use of Air Force Airfields*. For civil aircraft landings, a Civil Aircraft Landing Permit must be executed and on file in AM Ops, or the pilot must have declared an in-flight emergency.

3.4.2. Civil aircraft may make practice instrument approaches providing traffic density permits. These approaches must not degrade mission or training requirements of military aircraft. Practice approaches are low approaches only unless specifically approved in writing.

3.5. VFR Traffic Patterns.

3.5.1. Traffic patterns are left traffic for runway 16 and right traffic for runway 34. Left traffic to runway 34 may be conducted with ATC approval for traffic purposes or aircraft operational need.

3.5.2. Rectangular patterns are flown at 1,800 feet MSL with entry to the downwind at an angle of 45 degrees or as directed by ATC. Downwind leg is flown over Pacific Avenue or as directed/ approved by ATC. ***NOTE:*** Begin the base turn to runway 34 south of Spanaway Lake.

3.5.3. Overhead pattern is flown at 2,300 feet MSL. Approach control shall vector aircraft no closer than 6 mile initial. Tower will instruct VFR aircraft where to report initial. ***NOTE:*** If traffic dictates, Tower may instruct aircraft to “Re-enter initial.”

3.5.3.1. Initial Re-Entry will be flown on a 3-5 mile arc to the east of the runway. Tower will instruct aircraft where to report initial, normally 3-5 mile initial (traffic conditions may dictate that aircraft extend initial beyond 5 miles).

3.5.3.2. “Tactical Initial” is not authorized at McChord.

3.5.4. Closed Traffic patterns are flown at 2,300 feet MSL for fighter type aircraft and 1,800 feet MSL for all other aircraft.

3.5.4.1. Begin the turn to crosswind after passing departure end of the runway.

3.5.4.2. When the Tower states, "*closed traffic approved*," it means fly the local procedures and execute closed traffic. If the Tower wants an aircraft to turn crosswind prior to departure end, Tower will state: "*present position closed traffic approved*." ***NOTE***: The pilot is still authorized to execute a normal crosswind turn, and, if unable to execute an early crosswind turn, will advise Tower.

3.5.4.3. Runway 16: Aircraft delaying the turn to crosswind more than 1 NM south of the field boundary, should be alert to the Spanaway Airport traffic area. Spanaway Airport’s delegated airspace is up to and including 1000’ MSL to the southeast. Aircraft operating in this area are not required to maintain radio communication with McChord Tower.

3.5.5. Patterns must avoid Restricted Area R6703, located approximately 7 nautical miles (NM) southwest of McChord, unless authorized by Approach Control.

3.6. Weather Minimums for VFR patterns.

3.6.1. Ceiling shall be at least 500’ above the appropriate pattern altitude.

3.6.2. Ground visibility shall be at least 3 SM.

3.6.3. Anytime weather conditions limit a controller's ability to maintain visual contact with an aircraft, the watch supervisor will close the appropriate pattern regardless of the reported weather until he/she feels the weather condition causing the sight limitation is no longer a factor.

3.7. Radar Traffic Patterns. Seattle Approach Control has control over McChord's Radar Traffic Pattern. Patterns will be flown east of the runway at 3,000' MSL. Seattle Approach will determine the length of each leg of the pattern on a real-time basis.

3.8. Protection of 360 Overhead: During VFR conditions aircraft making normal takeoffs, low approaches, touch-and-go landings, stop-and-go landings, or missed approaches will not climb above 1,800 feet MSL until the departure end of the runway. The 1,800-foot MSL restriction provides 500 feet separation from the 360 overhead traffic pattern.

3.9. Departure Priorities. Tower and Approach Control may delay, vector, hold, or breakout local traffic and any traffic making a practice approach to facilitate "ACTIVE AIR DEFENSE MISSION/ SCRAMBLE," "PRIORITY" and "TIME CRITICAL" departures. ***NOTE:*** IAW FAAO 7110.65, departure time is considered the time the aircraft becomes airborne.

NOTE: Aircraft in distress have the right of way over all other aircraft.

3.9.1. In addition to priorities in FAA Order 7110.65, *Air Traffic Control*, and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, priorities for departures are:

3.9.1.1. First priority is an Active Air Defense Mission/Scramble.

3.9.1.2. Second priority is an air evacuation aircraft requesting priority.

3.9.1.3. Third priority is AMC-scheduled time critical missions. When required, the CP will contact Tower and advise, "(Call-sign) is TIME CRITICAL at (time)." Aircrews should be prepared to takeoff on either runway. Crews may request an opposite direction departure if insufficient time exists to taxi to the primary runway. Tower will coordinate with Approach Control as necessary. Time critical departures are considered on time when the aircraft departs not later than 2 minutes after the declared "TIME CRITICAL" time.

NOTE: *If pilots insist on an opposite direction departure, additional delays may be incurred due to traffic. Based on current traffic in the local pattern and traffic controlled by Approach Control, departing from the runway in use might be more expeditious.*

3.9.1.4. Fourth priority is Priority Departures. Priority departures are normally given to airdrop and air refueling missions whose delay could affect mission accomplishment. To initiate this priority, pilots will request "PRIORITY DEPARTURE" with a specific departure time when placing clearance on request. If there is an anticipated delay, Tower will coordinate with Approach Control to ensure departure as close to the priority time as possible. If the reason for requiring a priority takeoff becomes invalid, the pilot will cancel the priority request. Priority departures are considered on time when the aircraft departs at the declared "PRIORITY DEPARTURE" time. ***NOTE:*** Tower will make every effort to facilitate on-time departures based on traffic (current and expected), runway in use, and IAW all current Air Force and FAA

directives. Aircrews should make every effort to keep Tower informed of changes, delays, etc., at the earliest possible opportunity.

NOTE: CP will advise Tower which AMC aircraft has precedence if a conflict arises between two or more time critical or priority mission departures.

3.9.1.5. Fifth priority is a Distinguished Visitor (DV) aircraft.

3.9.1.5.1. AM Ops will notify Tower of all known aircraft requiring DV handling.

3.9.1.5.2. Tower will notify CP when arriving DV aircraft are 10 miles from the runway.

3.9.1.6. Sixth priority is Practice Air Defense Mission/Scramble.

3.9.1.7. Seventh priority is C-17A demonstration flights.

3.9.1.8. DELETED

3.9.2. To expedite traffic flow, Tower may ask aircraft awaiting departure if they can expedite takeoff. This means aircraft, other than heavy jets, will move from position on the taxiway/run-up area onto the runway and start takeoff roll without stopping. A clearance to expedite takeoff for a heavy jet indicates the aircraft will move from its position on the taxiway/run-up area onto the runway, STOP, and then begin takeoff roll as soon as possible. ATC cannot issue a clearance that implies or indicates approval of rolling takeoffs by heavy aircraft. Any aircraft unable to comply with the ATC request will respond with, "Unable to expedite takeoff."

3.9.3. Inquiries pertaining to alleged ATC delays are immediately addressed to the Airfield Operations Flight Commander or Chief Controller who will investigate and determine if the air traffic system caused the delay.

3.10. Formation Flights. Formation takeoffs and landings are authorized and are governed by aircraft operating procedures and command directives.

3.10.1. Two aircraft constitute a nonstandard formation for locally based C-17A aircraft. Lead pilots will inform the Tower of any exceptions.

3.10.2. Tower shall instruct the last aircraft in a nonstandard formation flight to squawk 1100.

3.11. Opposite-Direction Traffic. McChord Tower or Seattle Approach Control will approve/disapprove opposite-direction operations based on existing/proposed traffic, priority requirements, and noise abatement concerns.

3.11.1. Tower shall coordinate opposite-direction departures with Seattle Approach Control no earlier than 10 minutes prior to departure.

3.11.1.1. Unless otherwise coordinated, Tower shall not clear an opposite-direction departure for takeoff after an arrival is 10 miles on final approach or VFR midfield downwind.

3.11.1.2. Unless otherwise coordinated, Tower shall not clear a departure for takeoff after an opposite-direction arrival is 10 miles on final approach or VFR midfield downwind.

3.11.2. Approach Control shall coordinate opposite-direction arrival approaches with Tower as needed.

3.11.2.1. Approach Control shall not allow an opposite-direction arrival to proceed closer than the Final Approach Fix (FAF) until an arrival to the runway in use has landed or turned to a heading to avoid conflict.

3.11.2.2. Approach Control shall not allow an arrival to proceed closer than the FAF until an opposite-direction arrival has landed or turned to a heading to avoid conflict.

3.12. Restricted Low Approaches. The Tower may authorize restricted low approaches at or above 900 feet MSL/1,400 feet MSL for heavy aircraft, when personnel or equipment are on or operating within 100 feet of the runway.

3.13. Standard Go-around/Missed Approach Procedures. In the event an aircraft has to execute an unplanned go-around/missed approach, Tower shall issue the following instructions:

3.13.1. When the VFR closed traffic pattern is open, Tower shall instruct aircraft to remain in the closed traffic pattern and issue appropriate direction of turns and altitude.

3.13.2. When the VFR closed traffic pattern is closed, Tower shall issue the following clearance: *"Fly runway heading, climb and maintain 2,000 feet. Contact departure on (frequency)."* ***NOTE:*** Tower will immediately inform approach control of all unplanned go-arounds/missed approaches to include instructions issued/pilot's intentions.

3.14. Circling Procedures.

3.14.1. Circling approaches are available to runway 34. All circling approaches will be flown to the west of the runway. Runway 34 circle to 16 operations are authorized for operational necessity only and must terminate in a full-stop. NOTE: An "operational necessity" is based on aircraft emergencies, weather conditions, availability of NAVAIDS, etc. Aircrew training requirements do not qualify as an operational necessity.

3.14.2. 360-degree circling maneuvers (i.e. approach to 34 circle to 34) are authorized on runway 34 to the west only.

3.14.3. Approach to 16, circle to 34 procedures will have ground track east of I-5 and south of Highway 512.

3.14.4. Approach to 34, circle to 16 procedures will have ground track crossing over I-5 and Highway 512.

3.15. **Multiple Approach Procedures.** Aircraft conducting multiple IFR approaches or requesting radar service from the VFR closed traffic pattern shall be issued the following climb-out instructions: *Puget Four Departures; maintain three thousand*. When necessary, alternate instructions may be issued after coordination with approach control.

3.16. Noise Abatement. In the interest of community relations, the following procedures will apply.

3.16.1. After takeoff, all aircraft will achieve the appropriate rate of climb, commensurate with safety, to assure minimum noise level over populated areas.

3.16.2. When possible, pilots should avoid over-flight of the Brown’s Point and Downtown Tacoma areas. Our policy is to use runway 34 as the primary landing runway unless safety or operational requirements dictate otherwise. ***NOTE:*** When on radar vectors for a runway 16 approach, aircrews should query Seattle Approach Control about extended vectors that would impact

Brown's Point and Downtown Tacoma. Additionally, conditions permitting (i.e., good weather, experienced crew levels), aircrews should request "short vectors."

3.16.3. During non-precision approaches to runway 16, do not descend to minimum descent altitude so early that prolonged use of high-power settings at low altitudes is used.

3.16.4. Avoid over-flying the church located approximately 500 feet east of Pacific Avenue midfield downwind and Pacific Lutheran University.

3.16.5. Avoid Eatonville and Swanson Field by 3 NM and 3,000 feet.

3.16.6. Safety should never be compromised, but arrivals and departures should be planned with these noise-sensitive areas in mind.

3.17. Separation (VFR - VFR, VFR - IFR).

3.17.1. Tower uses separation criteria IAW FAAO 7110.65 for all aircraft.

3.17.2. VFR aircraft use the see-and-avoid concept while in Class D airspace. They will be given clearance to enter Class D airspace and traffic advisories only.

3.18. Reduced Same Runway Separation (RSRS). RSRS may only be applied when a Letter of Agreement is established between the Air Mobility Command (AMC) and the MAJCOM of participating flying unit.

3.19. B-52 Aircraft Restrictions. Except in an emergency, B-52 aircraft are not permitted to land due to a lack of outrigger clearance from the BAK-12 housings. B-52 low approaches are permitted. Tower will ensure pilots are notified of the BAK-12 housing limitations prior to starting the approach.

3.20. Armed Ordnance Recovery Procedures. HOT loaded aircraft will recover via normal traffic routes to the active runway. There are no restrictions placed on number of practice traffic patterns or instrument approaches flown by armed aircraft.

3.21. Wind Variability.

3.21.1. The 62 OG/CC has determined that controllers shall issue variable wind information IAW AFI 13-203.

3.21.2. Controllers will issue variable wind information when there are changes in wind direction of 60 degrees or more when the wind speed is 6 knots or more.

4. Emergencies Procedures.

4.1. Primary Crash Alarm System (PCAS).

4.1.1. Members on the Primary Crash Alarm System (PCAS) are:

4.1.1.1. Tower.

4.1.1.2. AM Ops.

4.1.1.3. Flight Medicine and Clinic Control (when activated).

4.1.1.4. Fire Department.

4.1.1.5. Security Forces (receive only).

4.1.2. The PCAS is activated for: (This is a minimum list and cannot cover all emergency situations. Tower supervisor may activate the system when deemed necessary.)

4.1.2.1. In-flight emergency.

4.1.2.2. Ground emergency.

4.1.2.3. Unauthorized aircraft movement (Hijack).

4.1.2.4. Unplanned arresting system engagement.

4.1.2.5. Aircraft mishap.

4.1.2.6. Unauthorized aircraft landing.

4.1.2.7. Emergency Locator Transmitter (ELT)/Crash Position Indicator (CPI) (with supporting data, such as a known or possible downed aircraft).

4.1.2.8. Hydrazine loss (F-16 activation of Emergency Power Unit (EPU)).

4.1.2.9. Arriving aircraft with hung ordnance.

4.1.2.10. Tower evacuation.

4.1.2.11. Inspection/exercise team inputs.

4.1.3. Tower personnel notified of or observing an aircraft emergency/accident will immediately activate the PCAS, relaying the following information as a minimum:

4.1.3.1. Call sign and type aircraft (tail # if available).

4.1.3.2. Nature of emergency.

4.1.3.3. Pilot's intentions.

4.1.3.4. Landing runway.

4.1.3.5. Wind direction and velocity.

4.1.4. After initiating action, obtain the following items or other pertinent information from the pilot or aircraft operator as necessary:

4.1.4.1. Aircraft position.

4.1.4.2. Number and location of personnel on board.

4.1.4.3. Fuel remaining (time and amount).

4.1.4.4. Estimated time of arrival.

4.1.4.5. Cargo information (if dangerous cargo is on board).

4.2. **Secondary Crash Alarm System (SCAS).** When Tower passes information over the PCAS or when AM Ops receives **Notification Copy Format 2** information from the CP or other agency, AM Ops will implement Notification Copy Format 2 procedures over the SCAS.

4.2.1. Members on the SCAS are:

4.2.1.1. Fire Department.

4.2.1.2. Weather.

4.2.1.3. Disaster Preparedness.

4.2.1.4. Flight Surgeon.

4.2.1.5. Command Post.

4.2.1.6. Civil Engineering.

4.2.1.7. Security Forces.

4.2.1.8. MOC.

4.2.1.9. Explosive Ordnance Disposal (EOD).

4.2.1.10. BCC (only when Contingency Action Team is activated).

4.2.1.11. Safety.

4.2.1.12. Support Group CC.

4.2.1.13. Public Affairs.

4.2.1.14. Legal.

4.2.1.15. Maintenance Group CC.

4.2.1.16. Transportation.

4.2.1.17. Supply.

4.2.1.18. Det 1, WA ANG

4.3. Ground/In-flight Emergencies. Locally assigned aircraft requesting emergency assistance shall contact ATC as soon as practical.

4.3.1. Hot Brakes Procedures.

4.3.1.1. Hot brakes emergency parking areas are the hammerheads on each end of the runway and as remote from other aircraft as possible.

4.3.1.2. Taxi to the hot brake area via a route requiring the least amount of taxiing.

4.3.1.3. Non-essential personnel will remain at least 300 feet from the aircraft until approved by Fire Department personnel.

4.3.1.4. Pilots will follow directions of Fire Department and Aircraft Maintenance personnel.

4.3.2. Hung Flare Procedures.

4.3.2.1. When a hung flare condition is suspected in flight, the aircrew will declare an in-flight emergency.

4.3.2.1.1. Aircrews will avoid bringing the aircraft to a full stop anywhere on the ramp that might block the normal taxi flow. Lima pad will be used for parking if available.

4.3.2.1.2. One crewmember will deplane to check for an actual hung flare.

4.3.2.1.3. If a hung flare is detected, the crew will shut down and evacuate the aircraft.

4.3.2.1.4. A 600-foot cordon will be established around the aircraft.

4.3.2.2. If a hung flare is discovered during the ground inspection and an in-flight emergency was not previously declared, the crew will declare a ground emergency with ground control.

4.3.2.2.1. The crew will shut down and evacuate the aircraft.

4.3.2.2.2. A 600-foot cordon will be established around the aircraft.

4.3.3. Hung Ordnance Procedures: Runway 34 is the runway of choice.

4.3.3.1. Airborne aircraft will request vectors for an approach which avoids populated areas to the maximum extent possible.

4.3.3.2. After landing, aircraft will make turns on the runway toward the east.

4.3.3.3. Position the aircraft in the primary (parking spot F-40) or secondary hung ordnance area as directed by Tower or EOD on magnetic heading 145 degrees and follow directions of weapons personnel.

4.3.3.4. If an arresting cable engagement is required, EOD/weapons personnel will be available at the scene to "safe" the aircraft when approved by the Fire Department.

4.3.3.5. Monitor Ground Control frequency while following the directions of EOD/weapons personnel.

4.3.3.6. Keep Ground Control apprised of the situation.

4.3.4. Gun Malfunction Procedures.

4.3.4.1. Landing Runway 34: Tower will direct aircraft to F-40 parked towards the gun berm or make a 180-degree turn to the east and back taxi to the south de-arm area. If unable to back taxi, position the aircraft in the north de-arm area, pointing southeast, and await EOD/weapons personnel.

4.3.4.2. Landing Runway 16: Proceed directly to F-40 parked towards the gun berm or to the end of the runway, face south and wait for EOD/weapons personnel.

4.3.4.3. Monitor Ground Control frequency while following the directions of EOD/weapons personnel.

4.3.4.4. Keep Ground Control apprised of the situation.

4.3.5. Hydrazine Procedures: If an aircraft reports having activated its Emergency Power Unit (EPU) in-flight, after landing Tower will instruct the pilot to taxi the aircraft to parking spot F-40 and advise the pilot to position the aircraft with the EPU side of the fuselage downwind.

4.3.5.1. If spot F-40 is not available, the tower will coordinate with the fire department to park the aircraft as far away from other aircraft, structures, and personnel as possible.

4.3.5.2. The fire department will escort the aircraft if necessary and the Tower will provide progressive taxi instructions to aid the aircraft.

NOTE: Some pilots may not want to taxi with a hydrazine leak due to the possibility of contamination. Make every effort to direct them to F-40 via the most direct route to avoid affecting additional areas.

4.3.6. The senior fire official on the scene will notify Tower of all emergency terminations.

4.3.6.1. Tower will notify AM Ops of ground/in-flight emergency termination times.

4.3.6.2. Tower will notify Seattle Approach of all in-flight emergency termination times.

4.4. Emergency Locator Transmitter (ELT)/Crash Position Indicator (CPI) Signals. All ELT/CPI signals are considered an emergency until the source is located and proven otherwise. To preclude degradation of the system, the following procedures are established: ***NOTE:*** The first 5 minutes of each hour are designated for ELT testing, which is an alarm not exceeding three audio sweeps.

4.4.1. When not previously notified that signals are being tested or when Tower radios pick up a signal and supporting data is available (such as a distress call from an aircraft, etc.), the Tower will activate the PCAS.

4.4.2. When a signal is received and no supporting data is available:

4.4.2.1. Tower will notify AM Ops.

4.4.2.2. AM Ops notifies Life Support and MOC.

4.4.2.3. MOC determines the source of the signal and silences the active locator beacon. If unable to locate the beacon on McChord, MOC notifies AM Ops and provides known data, i.e., frequency, signal strength, bearing from McChord, etc.

4.4.2.4. AM Ops passes the data to Tower.

4.4.2.5. Tower notifies Seattle Center Watch Supervisor with all known ELT/CPI data via the "FLOW" dial line 03.

4.4.2.6. Tower notifies AM Ops and Seattle Center Watch Supervisor of all emergency and ELT/CPI terminations.

4.5. Fuel Tank, Ordnance, Cargo Jettison and Fuel Dumping. A portion of Restricted Area R6703 is established as the jettison area for external fuel tanks and conventional ordnance. The area is approximately 195 degrees/10 DME from the McChord VORTAC. However, the designated impact area is relatively small (4-3/4 by 2-3/8 miles) and the drop should be made as accurately as possible.

4.5.1. Approach Control will notify Fort Lewis Range Control when an emergency drop is contemplated. Approach Control may be contacted for vectors to the emergency drop when an aircraft is unable to proceed VFR or upon request.

4.5.2. Aircraft will approach the jettison area at 2,000 feet MSL on a southwesterly heading (see **Attachment 4**). An alternate jettison area for cargo, fuel tanks, and ordnance is the Pacific Ocean while the aircraft is under the control of Seattle Center. An aircraft requiring internal fuel jettison normally is vectored to an over-water area. Fuel may be released anytime above 5,000 feet AGL. Pilots will notify the appropriate ATC facility prior to fuel release.

NOTE: Anyone having knowledge of a planned fuel tank, ordnance, cargo jettison will contact the Range Control Officer (RCO) at Fort Lewis (253-967-6371 or on VHF 141.125) as soon as possible with the pertinent details. The RCO in turn will ensure the restricted/jettison areas are sterilized.

4.5.3. McChord does not have a designated fuel dumping area. When fuel dumping is required, Seattle Approach or Seattle Center will designate a location.

4.6. Controlled Bailouts.

4.6.1. The controlled bailout area is the landing zone at the McChord 150/08 mile fix. Aircraft should approach the controlled bailout area at 2,500 feet MSL (fighters use 5,000 feet MSL) heading 270 degrees. This should cause the aircraft to impact within Restricted Area R6703.

4.6.2. During communications failure, pilots should set transponders to code 7700, fly to the McChord TACAN and proceed outbound on the 150-degree radial at 2,500 feet MSL (fighters use 5,000 feet). When over the 8 DME fix, turn to heading 270 degrees and bailout.

4.6.3. Anyone having knowledge of a planned bailout will contact the Range Control Officer (RCO) at Fort Lewis (253-967-6371 or on VHF 141.125) as soon as possible with the pertinent details. The RCO in turn will ensure the restricted/controlled bailout areas are sterilized.

4.7. Anti-Hijacking Procedures. Anti-Hijack procedures are outlined in FAAO 7110.65 *Air Traffic Control*, AFI 13-207 *Preventing and Resisting Aircraft Piracy (official use only)*, and 62 AW Contingency Action Plan.

5. Special Procedures.

5.1. C-130 Landing Zone (LZ) Operations.

5.1.1. Circling approaches to the LZ are not authorized. C-130 aircraft making an instrument/visual approach to the runway can transition to the LZ if the following conditions are met:

5.1.1.1. Weather is at or above 1,000’ ceiling and 3 miles visibility.

5.1.1.2. The aircraft requests the transition and reports the LZ in sight.

5.1.1.3. Tower approves the transition to the LZ.

5.1.1.4. Aircraft requesting a transition to the LZ from an instrument approach are transitioning from IFR to VFR operations.

5.1.2. Aircraft taxiing out for departure must hold short of the north run-up pad and taxiways B, C, and D west of the runway during all LZ operations. ***NOTE:*** All turnoffs from the LZ are toward taxiway H unless otherwise directed/authorized by ATC.

5.1.3. Transmissions to and from aircraft will include the phrase "LZ North (runway 34) or South (runway 16)." (Example: "Wind Three Four Zero at One Zero LZ North Cleared to Land" or “Report Left Base LZ South.”)

5.1.4. Separation Criteria (Departures): Departures from the main runway are not authorized when aircraft are on the LZ. Departures from the LZ are not authorized when an aircraft is on the runway north of Delta taxiway.

5.1.5. Separation Criteria (Arrival):

5.1.5.1. *LZ-North Arrival preceded by a Runway 34/LZ North Arrival*. Preceding arriving traffic must be clear of the runway/LZ and established on taxiway H or stopped on the runway south of taxiway D, prior to the LZ aircraft crossing the LZ landing threshold.

5.1.5.2. *Runway 34 Landing preceded by a LZ-North Landing*. The LZ traffic must be clear of the LZ and headed toward taxiway H prior to the runway 34 landing traffic crosses the runway landing threshold.

5.1.5.3. *LZ-South Landing preceded by a Runway 16/LZ Landing*. Runway 16 traffic must be established on taxiway H or on the runway south of Delta taxiway prior the LZ traffic crossing the LZ landing threshold.

5.1.5.4. *Runway 16 Landing preceded by a LZ-South Landing*. The LZ traffic must be clear of the LZ and headed toward taxiway H before landing traffic crosses the runway 16 landing threshold.

5.1.5.5. Aircraft/Vehicles shall not be in either Hammerhead during LZ operations.

5.1.6. Night-time LZ operations require coordination with Airfield Management and Air Traffic Control. AM Ops will notify Tower of scheduled nighttime operations.

5.1.7. Simultaneous operations to the runway and LZ are ***not*** authorized.

5.1.8. LZ is for C-130 aircraft use only.

5.2. Combat Offload Operations.

5.2.1. Bravo Taxiway, east of the runway, is the primary combat offload location. Aircraft will taxi to the eastern most portion of the taxiway and execute a right 180° turn. The aircrew will initiate the combat offload operation at the intersection of Golf, Bravo, and Foxtrot and taxi southwest along Taxiway Bravo. If this location is unavailable, Charlie Taxiway, east of the runway, will be used as an alternate. Aircraft will taxi to Delta Taxiway, east of the runway, and then turn left onto Charlie Taxiway. Aircrew will initiate the combat offload at the intersection of Charlie and Delta and taxi northwest along Charlie Taxiway.

5.2.2. The following conditions preclude use of Bravo Taxiway:

5.2.2.1. When the reported ceiling is less than 800 feet and/or the visibility less than 2 miles and an aircraft is cleared for an ILS approach to runway 16. ***NOTE:*** Aircraft on Bravo east must be east of the instrument hold line once an aircraft is inside the Final Approach Fix to runway 16 and the weather is less than 800/2.

5.2.2.2. Any aircraft parked on Kilo 2.

5.2.3. The following conditions preclude use of Charlie Taxiway: Any aircraft parked on Foxtrot 40.

5.2.4. Aircraft procedures for a combat offload.

5.2.4.1. Obtain taxi clearance to the selected combat offload location from Ground Control.

5.2.4.2. Obtain clearance to begin combat offload operation from Ground Control.

5.2.4.3. Advise Ground Control when combat offload operation is complete.

5.2.4.4. Hold short of the runway until cleared to cross by Ground Control.

5.2.5. Tower will:

5.2.5.1. Approve/disapprove the commencement of the combat offload operation based on traffic/weather conditions.

5.2.5.2. When a combat offload operation is approved, departures will not be permitted and landing aircraft will not be allowed closer than landing threshold.

5.2.5.3. Upon receiving notification of combat offload termination, normal operations may resume.

5.2.5.4. Restricted low approaches may be approved during the combat offload operation.

5.2.5.5. Notify AM Ops when combat off-loads are complete.

5.2.6. AM Ops will:

5.2.6.1. Accomplish FOD check after the operation has terminated.

5.2.6.2. Ensure that all maintenance equipment is secured or moved, if an aircraft is on the compass rose.

5.3. **Night Vision Device (NVD) Training and Tactically Lit Runway Operations.** Nonparticipating aircraft will not be mixed with participating NVD aircraft in any traffic pattern or on any controlled movement area.

5.3.1. There are currently no exceptions to FAR 91.209 granted by the FAA allowing aircraft lights out operations within any tower surface area airspace class within the U.S.

5.3.1.1. Air Traffic Controllers are **not** authorized to wear NVD when performing ATC duties. Since controllers are not authorized to wear NVDs, internal tower cab lighting shall be the discretion of the Tower Watch Supervisor.

5.3.2. Units requesting NVD operations must coordinate with 62 OSS Combat Tactics (DSN 382-3614) and Airfield Management (DSN 382-2854) at least 24 hours prior to operations. Aircrews shall advise ATC of their request to use NVD runway lighting as soon as practicable.

5.3.2.1. Standard airfield lighting will be turned on for nonparticipating aircraft IAW FAAO 7110.65 *Air Traffic Control*, prior to an arriving aircraft reaching the FAF or the Class Delta surface area whichever occurs first, and prior to a departing aircraft entering any runway/taxiway.

5.3.2.2. Standard airfield lighting will remain on for arriving nonparticipating aircraft until the aircraft has exited each runway/taxiway and until a departing aircraft has left the Class Delta surface area.

5.3.2.3. Tower shall notify participating NVD aircrews prior to turning on standard airfield lighting. ***NOTE*:** Controllers should plan far enough ahead to ensure aircrews are notified that the lights will be turned on prior to the NVD aircraft turning base.

5.3.3. No more than three NVD aircraft may be operating within the Class Delta surface area at any given time. The tower watch supervisor may reduce NVD operations to less than three if he/she deems necessary.

5.3.4. All vehicles operating on or near the CMA shall utilize standard vehicle lighting IAW AFI 13-213, IR strobes are not authorized. Vehicle operations should be kept to a minimum during NVD operations.

5.3.5. Weather requirements for NVD airland operations are IAW AFI 11-202V3, *General Flight Rules*.

5.3.6. Normal taxi routes and traffic patterns will be used for NVD operations.

5.3.7. Emergency knock-off/termination of NVD operations may be initiated by ATC or the aircrew at any time.

5.3.8. Airfield lighting during NVD operations will vary depending on NVD operation requested by the pilot. Airfield lighting is outlined in **Attachment 8-Attachment 13**.

5.4. C-17A Aerial Demonstration Flights. Demonstration flights will be conducted in 6-, 10-, and 12-minute profiles at 1,500 feet AGL and below.

5.4.1. Aircrews should coordinate with AM Ops at least 24 hours prior to demonstration flights for appropriate NOTAM notification.

5.4.2. AM Ops will send appropriate NOTAM for the duration of the flight(s).

5.4.3. Tower will:

5.4.3.1. Notify Seattle Approach once a demonstration flight has taxied out for departure.

5.4.3.2. Ensure all aircraft have exited and no other aircraft enter the Class D, once a demonstration flight becomes airborne.

5.4.3.3. Limit transmissions to the aircraft to the maximum extent possible once the flight becomes airborne.

5.4.3.4. Disapprove all aircraft/vehicle requests to enter/cross the runway during the profile.

5.4.3.5. Notify Seattle Approach and AM Ops when the demonstration flight is complete.

5.5. Tactical Ordnance Procedures. Transient aircraft may operate out of McChord AFB with live ordnance provided 30 days (preferable) but not less than 15 days prior notice is given to 62 AW/XPL; they are compliant with parent command and AMC safety directives; and the following:

5.5.1. Approved by the 62 AW Commander.

5.5.2. Maximum number of aircraft involved must be provided during initial request. Any changes must again be coordinated with 62 AW Plans Office (XP) prior to arrival.

5.6. Unusual Maneuvers. Tower will not approve pilot requests to conduct unusual maneuvers within the Class D airspace unless they are essential to flight performance (reference FAA Order 7110.65).

5.7. Request Procedures for Parachute Jumps/Airdrops into McChord AFB.

5.7.1. Units requesting parachute jumps or airdrops must send a written request to Airfield Operations (62 OSS/OSA) at least 5 days in advance, or as soon as possible there after. Requests are signed by the flight commander or project officer, and must include:

5.7.1.1. Date of operation.

5.7.1.2. Scheduled departure time (Local).

5.7.1.3. Time over target (Local).

5.7.1.4. Units involved.

5.7.1.5. Drop zone name.

5.7.1.6. Type of operation.

5.7.1.7. Altitude.

5.7.1.8. Type aircraft.

5.7.1.9. Call sign.

5.7.1.10. Route of flight.

5.7.1.11. Point of contact, duty phone, and fax number.

5.7.2. Airfield Operations will provide a notice of approval/disapproval to the following agencies:

5.7.2.1. Airfield Management (OSAA).

5.7.2.2. McChord Tower (OSAB).

5.7.2.3. Airspace Manager (OSK).

5.7.2.4. Airdrop Operations (OSOX).

5.7.2.5. McChord Command Post

5.7.2.6. Seattle TRACON Tower Supervisor.

5.7.2.7. Requesting unit.

5.8. Station Keeping Equipment (SKE) Procedures. (Complete procedures contained in AFI 11-2C-17V3, Chapter 18.) The MAC ONE SKE and MAC THREE SKE arrivals are the only approved SKE approaches into McChord AFB (see **Attachment 5**, **Attachment 6**, and **Attachment 7**).

6. Administration.

6.1. Airfield Operations Board (AOB). IAW AFI 13-204, *Functional Management of Airfield Operations*, and AFI 13-218, *Air Traffic Systems Evaluation Program*, the AOB meets at least quarterly. It will also convene for the Air Traffic Systems Evaluation Program (ATSEP) team's in-brief and within 30 days after receiving the ATSEP team's final report.

6.1.1. Personnel occupying the following positions are AOB members:

62d Operations Group Commander	62 OG/CC	Chair
446th Operations Group Commander	446 OG/CC	Member
62d Mission Support Group	62 MSG/CC	Member
Wing Standardization/Evaluation Officer	62 OG/OGV	Member
Wing Flight Safety Officer	62/446 AW/SEF	Member
Flying Squadron Commanders	4, 7, 8, 10 AS/CC	Member
62d Operations Support Squadron Commander	62 OSS/CC	Member
Airfield Operations Flight Commander	62 OSS/OSA	Member
Airfield Operations Flight Operations Officer	62 OSS/OSA	Mbr/Recorder
Airfield Manager	62 OSS/OSAA	Member
Chief Controller, Tower	62 OSS/OSAB	Member
Terminal Instrument Procedures (TERPS) Specialist	62 OSS/OSAE	Member

Airspace Manager	62 OSS/OSK	Member
Combat Operations Training	62 OSS/OST	Member
Weather Officer	62 OSS/OSW	Member
Civil Engineer Squadron Commander	62 CES/CC	Member
Civil Engineer Planning Officer	62 CES/CECP	Member
Communications-Electronics Staff Officer	62 CS/SCM	Member
Det 1, WA ANG, WADS Fighter Support Det	WA ANG/DO	Member
Seattle TRACON Manager	FAA/TRACON	Member
Seattle ARTCC, Manager, Airspace/Procedures	FAA/ZSE-4	Member

6.1.2. Mandatory Agenda Items: Items are reviewed quarterly unless noted otherwise.

6.1.2.1. Airspace - Annually (1st Qtr) or as changes occur.

6.1.2.2. ATC/Flying Procedures - Annually (1st Qtr) or as changes occur.

6.1.2.3. Military/FAA Concerns.

6.1.2.4. Airfield Operations Flight Staffing & Proficiency.

6.1.2.5. ATCALS.

6.1.2.6. Airfield Environment.

6.1.2.6.1. Number & Status of Permanent/Temporary Airfield Waivers.

6.1.2.6.2. Status of Deteriorating Airfield/Runway Conditions.

6.1.2.6.3. Airfield Projects.

6.1.2.6.4. Status of Annual Airfield Waiver Package (2d & 3d Qtr).

6.1.2.6.5. Aircraft Parking Plan (1st Qtr).

6.1.2.6.6. Flightline Driving Program.

6.1.2.6.7. Runway Intrusions and Controlled Movement Area Violations.

6.1.2.6.8. Hazardous Air Traffic Reports.

6.1.2.6.9. ATSE Program Observations.

6.1.2.6.10. LOP Review - Annually (3d Qtr).

6.1.2.6.11. TERPS - Annually (4th Qtr).

6.1.2.6.12. Air Installation Compatible Use Zone - Biennial (2d Qtr).

6.1.2.6.13. Special Interest Items.

6.1.2.6.14. ATC Delays.

6.1.2.6.15. Airfield Tree/Vegetation Growth and Management.

6.1.2.6.16. Mission Design Series Changes (when applicable).

6.1.2.6.17. Results of Joint Airfield Inspection.

6.1.2.6.18. Review Engine Run Procedures - Annually (2d Qtr).

6.1.2.6.19. Review of MACA Program - Semi-annually (1st & 3d Qtr).

6.1.2.6.20. Review of Airfield Customer Surveys.

6.2. National Airspace System Notice to Airmen (NOTAM) Coordination Procedures. The control tower is the NOTAM monitor facility. AM Ops is the NOTAM issuing agency.

6.3. Quiet Hours Request Procedures. Organizations desiring quiet hours will send their written requests to the Airfield Manager (62 OSS/OSAA) at least 14 calendar days in advance. Requests are signed by the unit commander or project officer and must include the reason, date, time, location and point of contact.

6.3.1. Quiet hours halt essential activities and consist of the following unless otherwise coordinated:

6.3.1.1. Airfield will remain open for emergency or contingency aircraft.

6.3.1.2. No departures or arrivals.

6.3.1.3. No overhead patterns.

6.3.1.4. No engine run-ups.

6.3.1.5. No ground power units operating within sound range of the event.

6.3.2. Quiet hour requests are coordinated and approved by the 62 OG/CC. Upon 62 OG/CC approval/disapproval Airfield Management will provide notice of approval/disapproval to the following agencies:

6.3.2.1. 62 AW/CP/CCP/XPL.

6.3.2.2. 62 OSS/OSAA/OSAB/OSO.

6.3.2.3. 62 MOS/MXOOC.

6.3.2.4. 62 AMXS/MXA.

6.3.2.5. 62 APS/TRO.

6.3.2.6. WADS/DOO.

6.3.2.7. Det 1, WA ANG (WADS Fighter Support Detachment).

6.3.2.8. 446 OSF/DOO.

6.3.2.9. 4, 7, 8, and 10 AS/CC.

7. IMT/Forms Adopted. IMT 651, **Hazardous Air Traffic Report,** DD Form 175, **Military Flight Plan, and** DD Form 2401, **Civil Aircraft Landing Permit.**

ROWAYNE A. SCHATZ, JR., Col, USAF
Commander, 62d Airlift Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 10-10, *Civil Aircraft Use of United States Air Force Airfields*

AFI 10-1001, *Civil Aircraft Landing Permits*

AFI 10-1002, *Agreement for Civil Aircraft Use of Air Force Airfields*

AFI 10-1003, *Use of Air Force Installations for Non-Government Business by Civil Air Carriers Participating in the Civil Reserve Air Fleet (CRAF) Program*

AFI 11-2C-17V3, Chapter 10, *Local Operating Procedures*

AFI 11-2C-17V3, Chapter 18, *Aircraft Formation*

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

AFI 11-209, *Air Force Participation in Aerial Events*

AFI 13-203, *Air Traffic Control*

AFI 13-204, *Functional Management of Airfield Operations*

AFI 13-213, *Airfield Management*

AFI 36-2903/62 AW Sup 1, *Dress and Personal Appearance of Air Force Personnel*

AFMAN 91-201, *Explosive Safety Standards*

62 AWI 11-2, *Local Airdrop Routes*

62 AWI 13-4, *Flightline Driving*

62 AWI 15-1, *Weather Support*

62 AWI 21-3, *Ramp Operation Procedures*

62 AWI 31-10, *Normal Security Operations*

62 AWI 32-17, *Base Fire Prevention Program*

62 AW Integrated Bird/Wildlife Aircraft Strike Hazard (IBASH) Plan

FAA Order 7110.65, *Air Traffic Control*

Federal Aviation Regulation, Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers*

Abbreviations and Acronyms

AGL—Above Ground Level

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

BAK-12—Cable Arresting System

CAT II ILS—Category II Instrument Landing System

CPI—Crash Position Indicators

DME—Distance Measuring Equipment associated with the TACAN

CP—Command Post

E5—Cable Arresting System

ELT—Emergency Locator Transmitters

FAF—Final Approach Fix

IFR—Instrument Flight Rules

ILS—Instrument Landing System

MACC—Maintenance Aircraft Coordination Center

MSL—Mean Sea Level

RVR—Runway Visual Range

WILL—Used in this instruction means a procedure is mandatory

TACAN—Tactical Air Navigation

TCM—McChord Air Force Base

TOWER—McChord AFB Control Tower

VFR—Visual Flight Rules

Terms

Priority Departure—A departure considered on time when the aircraft departs at the declared "Priority Departure" time.

Time Critical Departure—A departure is considered on time when the aircraft departs as soon as possible, but not later than 2 minutes after the declared "Time Critical" time.

Attachment 2

MCCHORD AFB AIRFIELD DIAGRAM

Primary Instrument Runway: RWY34

Field Elevation: 323'
Gradient: 0.4% up north to south

Runway: 10,100' X 150'
Overruns: 1,000' X 150'
Landing Zone: 3,300' X 60'

Taxiways:

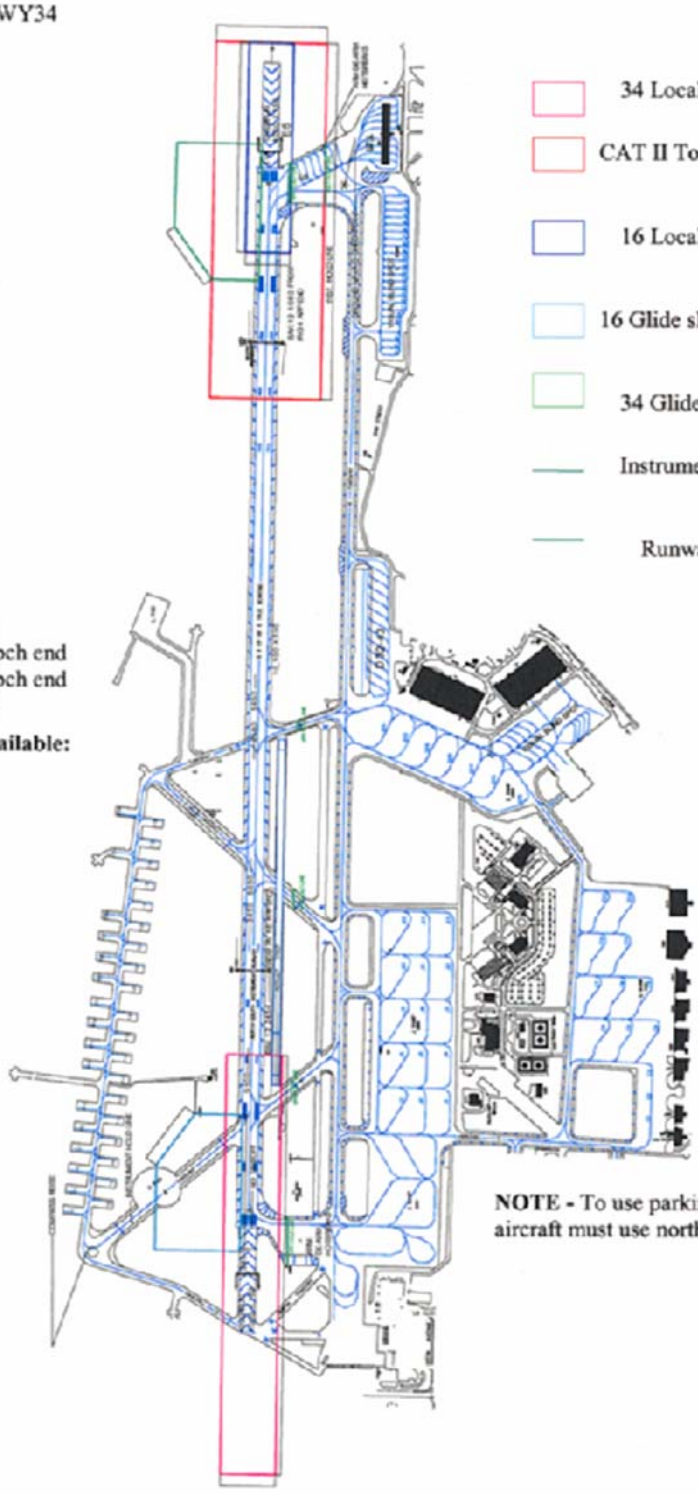
Alpha	100' (Narrowest Point)
Bravo	75'
Charlie	75'
Delta	100'
Echo	390'(Narrowest Point)
Foxtrot	75'
Golf	75'
Hotel	75'
Juliet	75'
Lima	75'
Kilo	75'

Barriers:

South E-5	110' into overrun
South BAK-12	1,660' from 34 Apch end
North BAK-12	2,450' from 16 Apch end
North E-5	240' into overrun

Intersection Departures Feet Available:

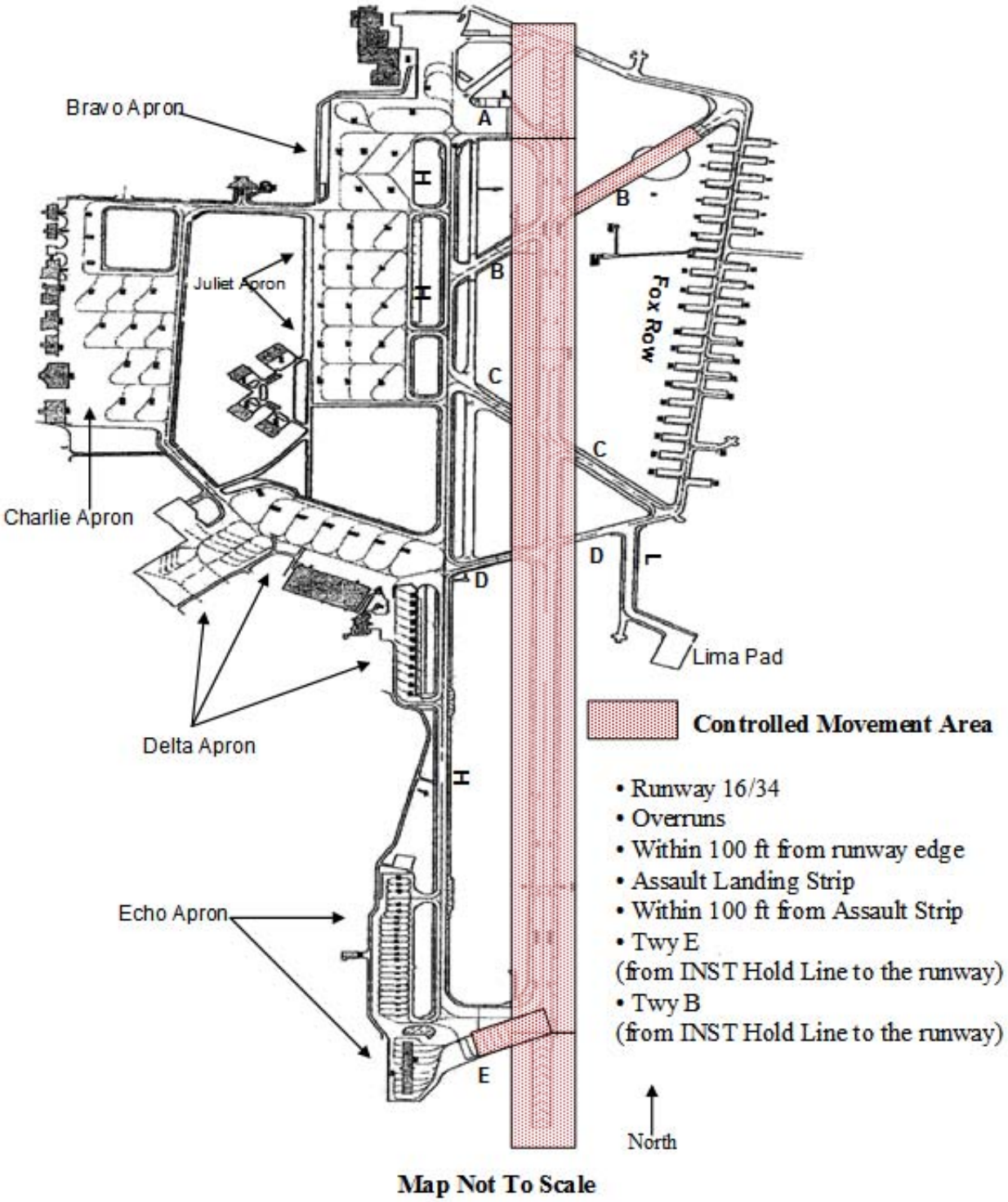
Twy	Rwy 16	Rwy 34
"B"	9,100'	N/A
"C"	6,650'	3,450'
"D"	5,450'	4,650'



NOTE - To use parking spot B-7 and B-8, aircraft must use north J ramp entrance

Attachment 2(Continued)

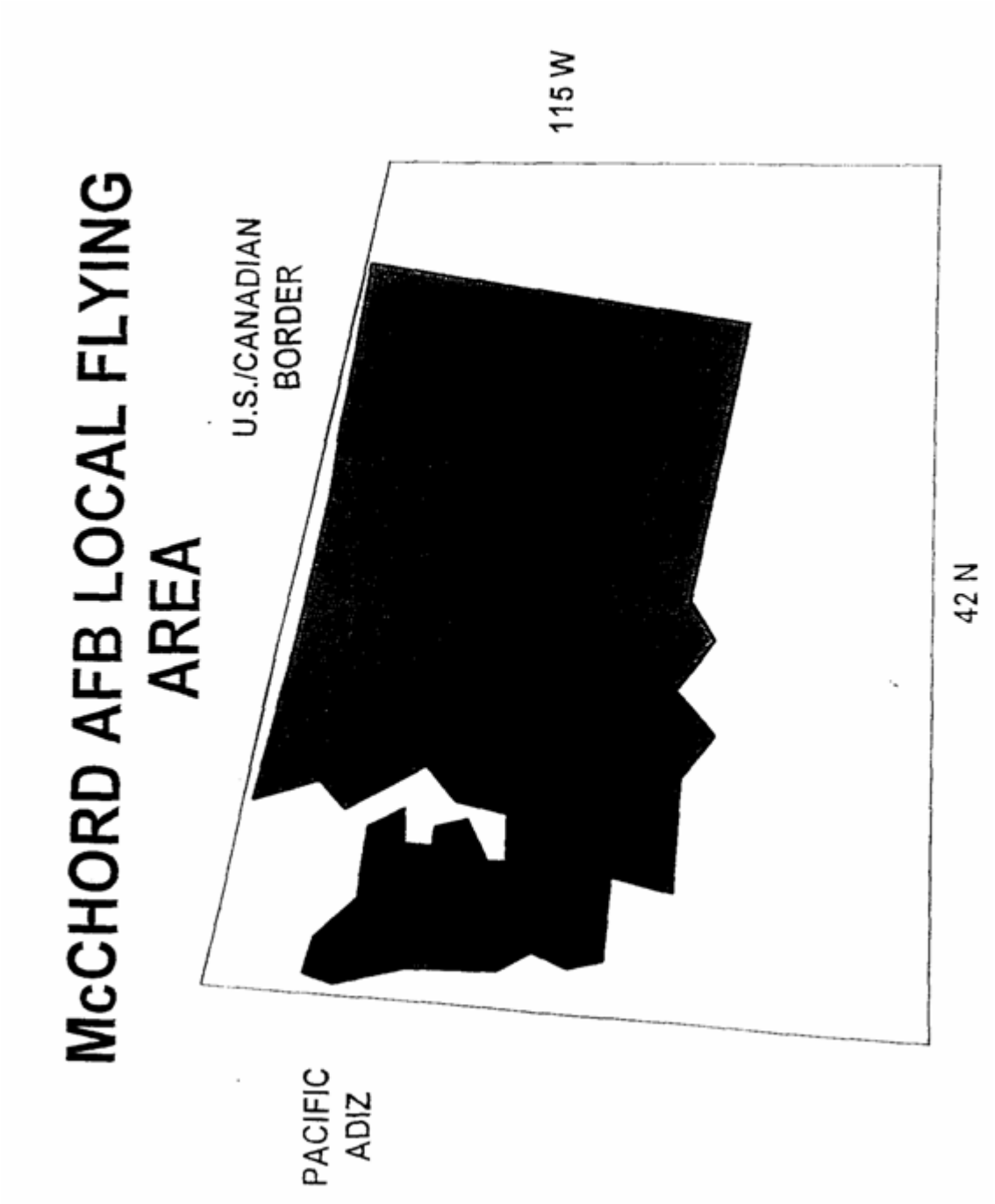
RADIO CONTROLLED MOVEMENT AREA



Map Not To Scale

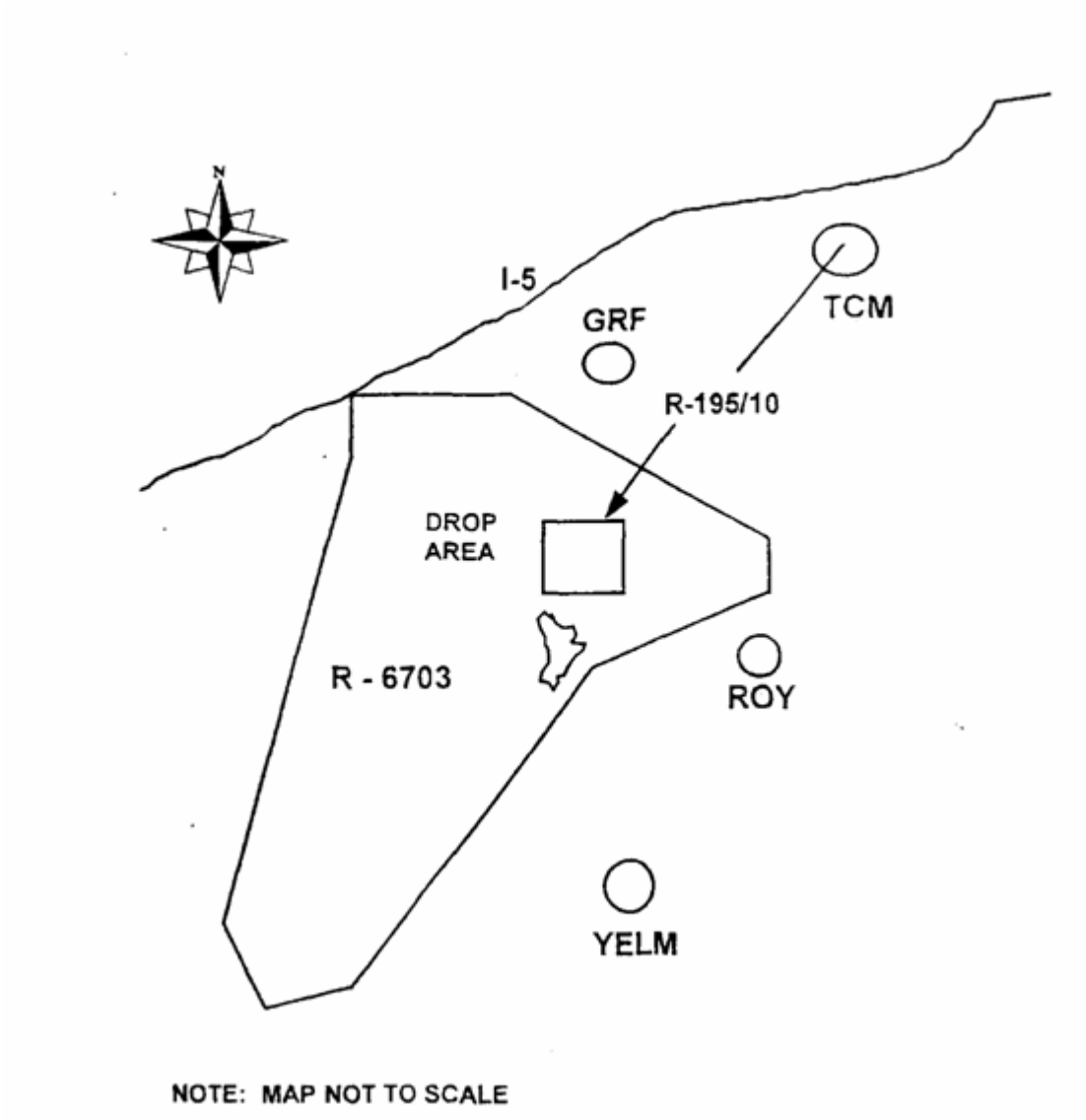
Attachment 3

MCCHORD AFB LOCAL FLYING AREA



Attachment 4

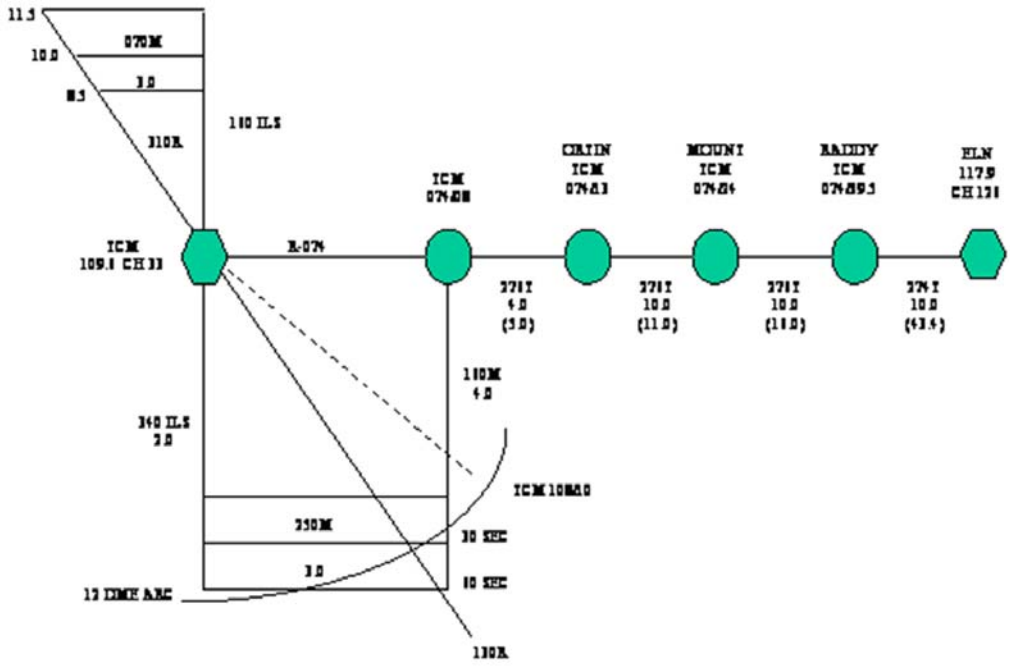
FUEL TANK, ORDNANCE, AND CARGO JETTISON AREA



NOTE: MAP NOT TO SCALE

Attachment 5

MAC ONE SKE ARRIVAL



MAC ONE SKE ARRIVAL PROCEDURES

NOTE: Limited to 3-Ship Element

TO RWY 34

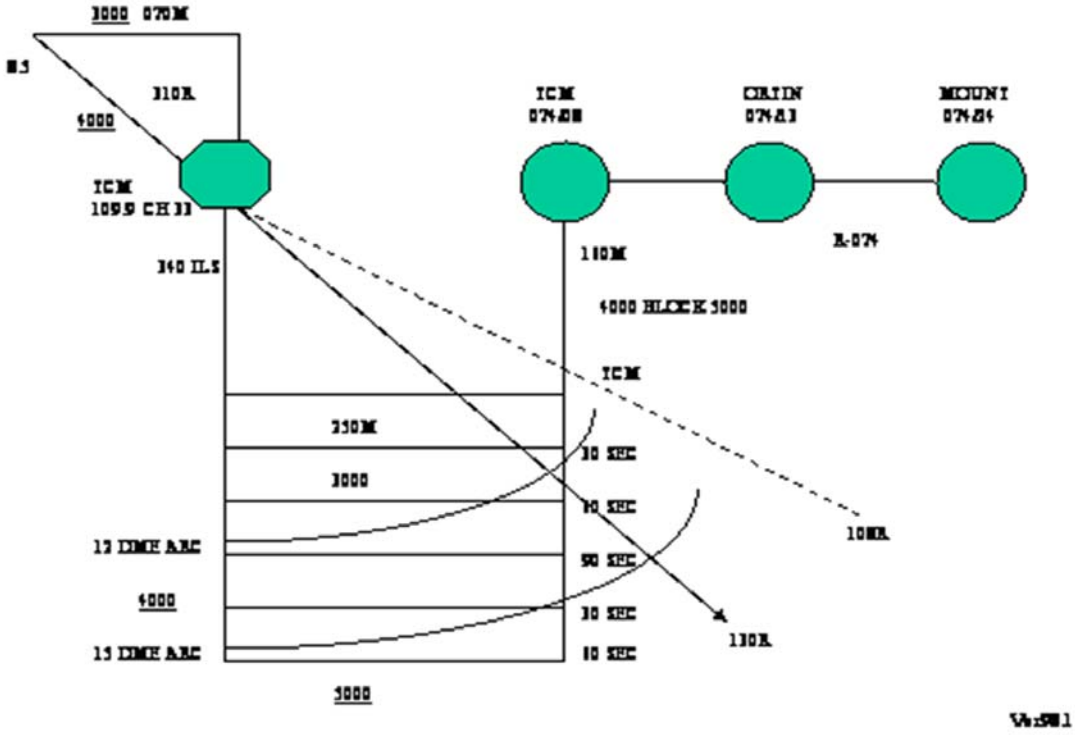
- Plan to be at 4000'; and 200 KCAS prior to TCM 074/08
- At TCM 074/10, turn to track 160 magnetic
- At the TCM 108/10, lead signals right turn and execute FCIs, turns to 250 magnetic course drift corrected using 20 degrees of bank, and slows to 160 KCAS (2 to idle, 2 to 2000 lbs/hr) configuring as required
- When wings level, descend to 3000'
- Wingmen will turn and slow using the same procedures at 30 second intervals from lead's execute FCI
- Aircraft will descend to 2000' after crossing the TCM 130 Radial and within 12 DME
- Intercept localizer, TACAN, or VOR/DME final approach course
- Maintain 2000' and 160 KCAS until SPAAN, then complete the approach

TO RWY 16

- Plan to be at 4000' and 200 KCAS prior to the TCM VORTAC
- Remain on the 074 radial inbound until overhead TCM, then track the TCM 310 radial outbound. Maintain 4000'
- At the TCM 310/8.5 lead turns to 070 magnetic course drift corrected using 20 degrees of bank and slows to 160 KCAS (2 to idle, 2 to 2000 lbs/hr) configuring as required
- When wings level, descend to 3000'
- Wingmen turn and slow using the same procedures at 1.5 DME increments
- Intercept localizer, TACAN, or VOR/DME final approach course
- When established on final approach course descend to 2000'
- Maintain 2000' and 160 KCAS until FAF, then complete the approach

Attachment 6

MAC THREE SKE ARRIVAL RWY 16



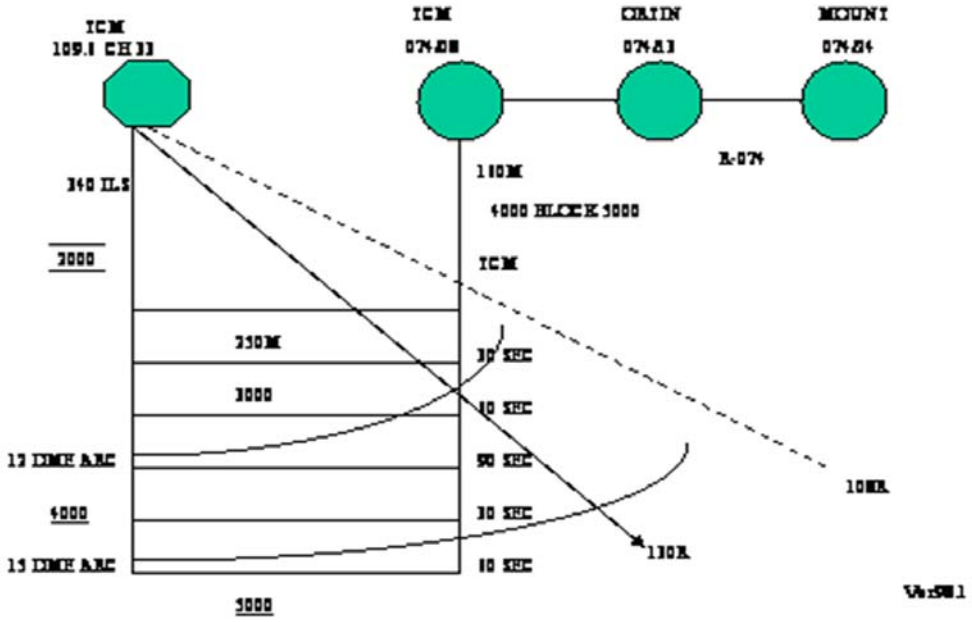
MAC THREE SKE ARRIVAL RWY 16

NOTE: Limited to Two 3-Ship Elements

- Contact Seattle Approach request "Mac Three SKE Arrival." The formation will be cleared to 4000'B5000'. 1st element will descend to 4000', 2nd element descend to 5000'
- Plan to be at 4000'B5000' and 200 KCAS prior to TCM 074/08
- At TCM 074/10, lead will turn to track 160 M
- At TCM 108/10, 1st element lead will FCI right turn to track 250 M, at 4000' and 200 KCAS
- 1st element wingmen will turn at 30 second intervals from lead's FCI
- 2nd element lead turn 90 seconds after formation lead, FCI right turn to track 250 M at 5000'
- 2nd element wingmen turn at 30 second intervals, at 5000' and 200 KCAS
- 2nd element aircraft descend to 4000' within the 15 DME arc
- Intercept the 160 radial inbound to TCM VORTAC at 4000'
- Intercept the TCM 310 radial outbound
- Lead will direct formation to slow to 160 KCAS
- At TCM 310/8.5 DME, each aircraft will turn to track 070 M. Descend to 3000' when wing level
- Intercept final approach course, when established on final descend to 2000'
- Maintain 2000' and 160 KCAS until FAF
- Missed approach is as published except maintain 3000' until contact with McChord tower

Attachment 7

MAC THREE SKE ARRIVAL RWY 34



MAC THREE SKE ARRIVAL RWY 34

NOTE: Limited to Two 3-Ship Elements

- Contact Seattle Approach request "Mac Three SKE Arrival. Formation will be cleared 4000'B5000'. 1st element descend to 4000', 2nd element descend to 5000'
- Formation should be at 4000'B5000' and 200 KCAS prior to TCM 074/08
- At TCM 074/10, formation lead will turn to track 160 M
- At TCM 108/10, 1st element lead will FCI and turn to track 250M, slow to 160 KCAS and descend to 3000' when wings level
- 1st element wingmen will turn and slow at 30 second intervals from lead's FCI
- 1st element aircraft will descend to 2000' after crossing the TCM 130 radial and within 12 DME
- 2nd element time 90 seconds after lead's turn, FCI turn to track 250M, at 5000', and slow to 160 KCAS when wings level
- 2nd element wingmen turn and slow at 30 second intervals from 2nd element lead's FCI, staying at 5000'
- 2nd element aircraft descend to 4000' when within 15 DME
- Descend to 2000' when within 12 DME
- Intercept the final approach course, maintain 2000' and 160 KCAS until SPAAN
- Follow the published missed approach procedures

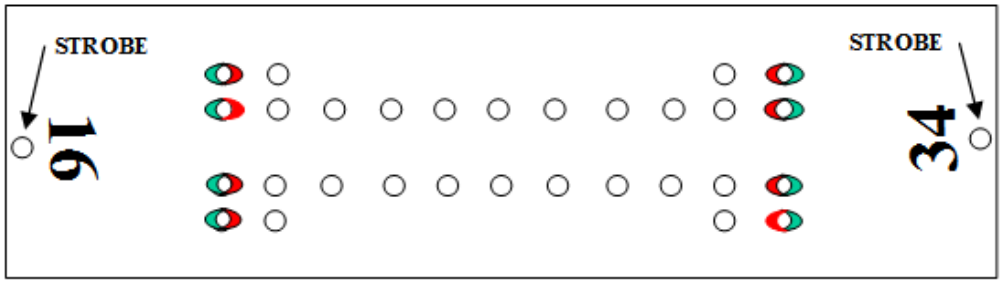
Attachment 8

SMOKEY LZ

SMOKEY LZ

NOT TO SCALE

NOTE: MUST BE VFR…LIGHTS ONLY VISABLE ON BASE AND FINAL LEGS.



CREW WILL REQ: *"RUNWAY 16 OR 34 ASSAULT"*

5000' X 90' OVERT AMP-1 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = ON

PAPIs = OFF

OVERT AMP-1 = ON

COVERT AMP-3 500' BOX = OFF

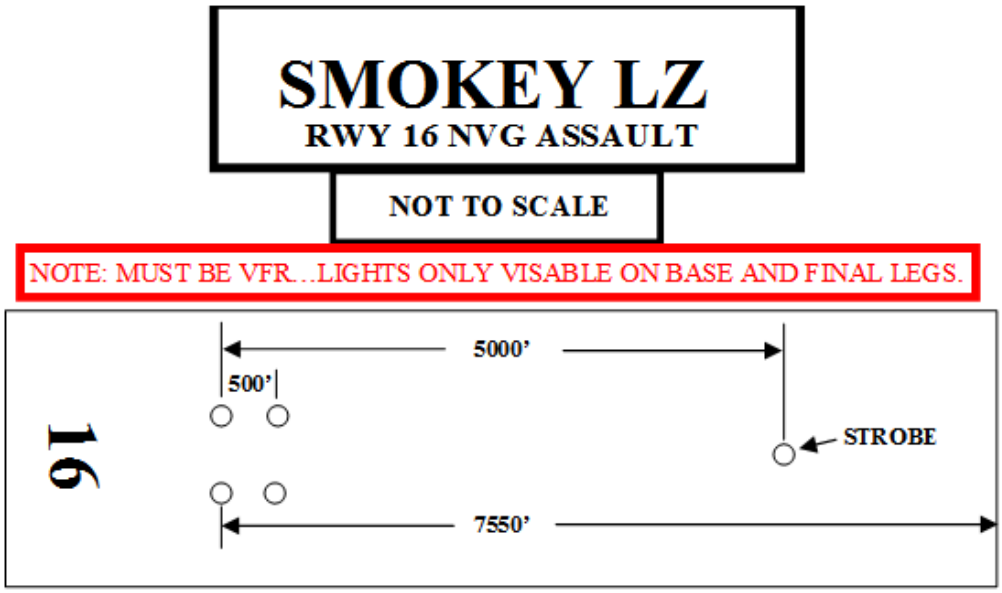
COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = OFF

Attachment 9

SMOKEY LZ RWY 16 NVG ASSAULT



CREW WILL REQ: *"RUNWAY 16 NVG ASSAULT"*

500' BOX 5000' X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF ASSAULT RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = ON

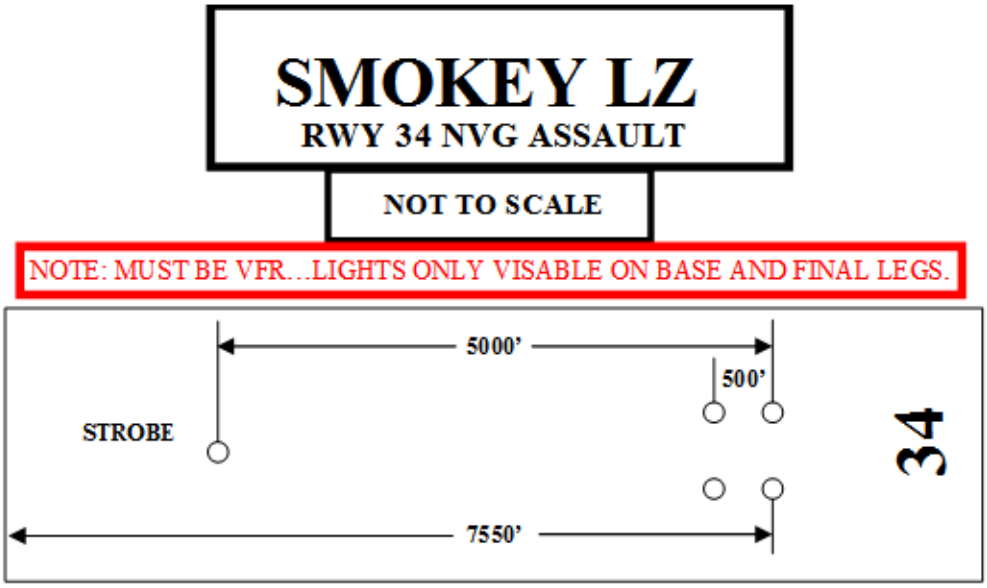
COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = ON

COVERT END OF RUNWAY STROBE = OFF

Attachment 10

SMOKEY LZ RWY 34 NVG ASSAULT



CREW WILL REQ: *"RUNWAY 34 NVG ASSAULT"*

500' BOX 5000' X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF ASSAULT RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = ON

COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = ON

COVERT END OF RUNWAY STROBE = OFF

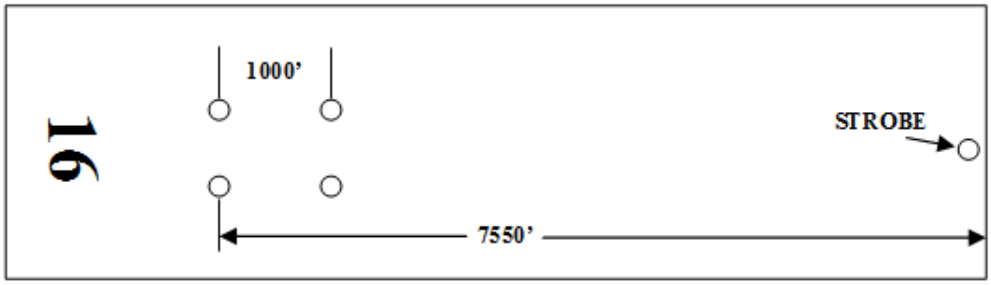
Attachment 11

TWY 16 NVG

RWY 16 NVG

NOT TO SCALE

NOTE: MUST BE VFR…LIGHTS ONLY VISABLE ON BASE AND FINAL LEGS.



CREW WILL REQ: *"RUNWAY 16 NVG BRAVO"*

1000' BOX X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = OFF

COVERT AMP-3 1000' BOX = ON

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = ON

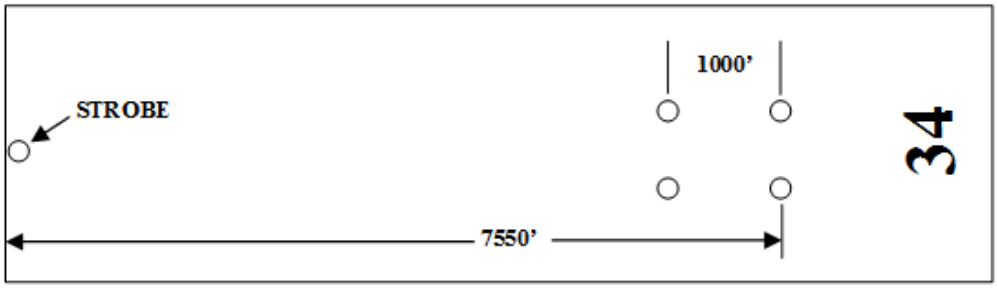
Attachment 12

RWY 34 NVG

RWY 34 NVG

NOT TO SCALE

NOTE: MUST BE VFR…LIGHTS ONLY VISABLE ON BASE AND FINAL LEGS.



CREW WILL REQ: *"RUNWAY 34 NVG BRAVO"*

1000' X 90' BOX COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = OFF

COVERT AMP-3 1000' BOX = ON

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = ON

Attachment 13

IC 2004-1 TO 62AWI13-02,
AIRFIELD PROCEDURES AND LOCAL AIR TRAFFIC CONTROL, 19 DEC 03

DATE: 15 NOVEMBER 2004

SUMMARY OF REVISIONS

This interim change (IC) 2004-1 corrects the supersede date on page 1; adds **Attachment 8** through **Attachment 13** to table of contents; revises controller requirements after a bomb threat (para **1.2.1.3.**); adds camera availability (para **1.5.4.**); changes the term "SALS" to "ALSF-1" in para **1.12.1.2.**); updates Maintenance personnel requirements at ATCALS sites (para **1.14.**); adds remote status indicator and runway visual range requirements (para **1.17.**); updates Glide slope critical area requirements (para **2.2.**); changes "3 NM" to read "3 SM" in para **3.6.2.**; deletes para **3.9.1.8.**; revises Gun Malfunction Procedures in para **4.3.**; updates "FLOW" dial line number in para **4.4.2.5.**; para **5.3.** was completely rewritten to meet AFI requirements; and adds **Attachment 8** through **Attachment 13**. A bar (|) indicates a revision from the previous edition.

1.2. Control Tower Evacuation.

1.2.1. Circumstances may exist that require the evacuation of the control tower. Evacuate the control tower due to:

1.2.1.1. Tower Wind Limitations.

1.2.1.1.1. The tower is evacuated when the wind velocity reaches 70 knots (steady or in gusts) or when deemed necessary by the watch supervisor/senior controller.

1.2.1.1.2. The watch supervisor/senior controller ensures all local area traffic lands or diverts, and makes a blanket broadcast on all assigned frequencies before evacuating.

1.2.1.1.3. Controllers will proceed to Airfield Management Operations (AM Ops) in Bldg 1172 and standby until the wind diminishes to 65 knots and is forecast to subside.

1.2.1.2. Fire.

1.2.1.3. Bomb Threat.

1.2.1.3.1. When a bomb is located within 500 feet of the tower.

1.2.1.3.2. One controller will remain near the tower to assist in re-opening the tower.

1.2.1.4. Shelter-in-Place.

1.2.1.4.1. When directed by the 62 AW Disaster Control Group, implement shelter-in-place procedures IAW the 62 AW Contingency Action Plan.

1.2.2. Tower will activate the Primary Crash Alarm System (PCAS) to relay the evacuation action and any other pertinent information.

1.2.3. AM Ops will activate the secondary crash alarm circuit to notify all concerned agencies that the tower has been evacuated and issue an appropriate NOTAM.

1.2.4. The watch supervisor/senior controller ensures all local area traffic lands or diverts, and makes a blanket broadcast on all assigned frequencies before evacuating.

1.2.5. DELETED.

1.2.6. DELETED.

1.5. Movement/Non-Movement Areas. The movement area is defined as the runway, overruns (including that area within 100 feet of the runway/overrun edge), taxiways, and other areas of the airfield which are utilized for taxiing, hover taxiing, air taxiing, takeoff and landing, exclusive of loading ramps and parking areas.

1.5.4. Visual and Radio Blind Spots: Visual blind spots from the control tower without electronic aids are: Delta transient ramp located behind Hangars 1 and 2; southwestern portion of Hotel taxiway leading to south hammerhead; and Echo ramp. Control tower is not aware of any radio blind spots. ***NOTE:*** Camera 11 in the cab allows visual of Echo Ramp and camera 8 allows visual of Delta transient ramp.1.9.2. AM Ops notifies the 62 AW CP and Barrier Maintenance between 0730L-1630L, Monday-Friday or the Fire Department during all other times. Upon notification, Barrier Maintenance or Fire Department will configure the cables as required.1.11.2. 62d Civil Engineering Squadron (CES) personnel that must perform maintenance on the BAK-12 barrier arresting system, airfield lighting systems, or in the movement area will maintain radio contact with AM Ops and Tower during such operations on the airfield.

1.12.1.2. Runway 16 has non-standard ALSF-1 (Approach Lights with Sequence Flashing Lights).

1.14.1.2. Maintenance personnel will remain clear of the ATCALS sites and away from the runway until the emergency or dangerous situation is terminated.

1.17.1. Loss of any one of the following components prohibits CAT II ILS operations and requires issuing a NOTAM by AM Ops.

1.17.1.10. Rollout RVR/Transmissometer when the RVR is less than 1,600’

1.17.1.11. Remote Status Indicator (RSI).

1.17.1.12. All-Weather Runway Markings. ***NOTE:*** *When runway markings are obscured by snow, ice, and/or other weather phenomena, an assessment shall be made by the Senior Operational Commander to determine if CAT II operations may continue.*

1.17.1.13. FMQ-19.

1.17.2. Loss of the following components ***will not*** prevent CAT II operations, but does require a NOTAM to be issued.

1.17.2.2. Rollout RVR/Transmissometer when the RVR is 1,600’ or more.

1.18.1. McChord’s ATIS frequencies are: UHF 270.1, VHF: *Not available.*

1.18.2. ATIS operational hours are Monday-Friday 0600L-2300L, Sat-Sun and Holidays 0800L-2300L, and 30 minutes prior to any scheduled arrival or departure.

2.2.1.2. Glide Slope Critical Area. When weather is below an 800-foot ceiling or 2-miles visibility, do not authorize aircraft larger than fighter type to operate beyond the Instrument Hold Line (runway 34) or to taxi/move beyond the instrument hold line on the east side of Bravo taxiway (runway 16) when an aircraft conducting an ILS approach is inside the FAF. ***NOTE:*** Parking spot K-2 is located inside the runway 16 glide slope critical area. Use of K-2 must be restricted when runway 16 is in use and can only be used if approved by the Airfield Manager or a higher authority.

2.3.3. Prior to engine runs, MOC will advise Tower of the aircraft tail number, location, number of engines to be run, and whether it is an idle or power run. Maintenance personnel must monitor ground control frequency during engine runs. ***NOTE:*** In the interest of safety or due to excessive noise, Tower may instruct **any aircraft** running at power on **any spot** to return to idle immediately. A return to idle will be accomplished without delay. Tower can also terminate engine runs at any time. Maintenance will be advised when runs may be resumed.

2.3.4.1.1.2. Maximum power engine runs on D-30 and D-31 are authorized, provided approval is granted by control tower watch supervisor and close coordination is maintained with control tower prior to and during above idle runs. ***NOTE:*** Maximum power engine runs on D-31 are authorized, provided that a return to idle power is accomplished before aircraft taxiing on Hotel (north-south) are affected.

2.5.2. Aircrew shall notify Pilot to Dispatch (PTD) anytime they plan on delaying in the local IFR pattern on a separate clearance (i.e., TCM...SPAAN...TCM) prior to departing on their previously filed IFR flight plan.

2.5.7. Active Air Scramble Procedures. Active Air Scramble procedures are executed in accordance with the standing letter of agreement between Western Air Defense Sector, Seattle TRACON, McChord ATC Tower, and Det 1, HQ Washington Air National Guard.

2.6.1.2. Taxiways F and G are used only in cases of absolute necessity (daytime only) at the lowest possible aircraft gross weights. They are composed of 2 inches of asphalt over an unstable base. (C-130 limit: 165,000 lbs.) Questions concerning other aircraft types are referred to Airfield Management (DSN 382-5611).

2.7.4. Notification is not required for arming/de-arming on the south hammerhead as long as aircraft are being armed/de-armed in the south arming area, heading southeast. (See **Attachment 2** for arming areas/ parking spot.)

3.5.2. Rectangular patterns are flown at 1,800 feet MSL with entry to the downwind at an angle of 45 degrees or as directed by ATC. Downwind leg is flown over Pacific Avenue or as directed/approved by ATC. ***NOTE:*** Begin the base turn to runway 34 south of Spanaway Lake.

3.5.4.2. When the Tower states, "*closed traffic approved*," it means fly the local procedures and execute closed traffic. If the Tower wants an aircraft to turn crosswind prior to departure end, Tower will state: "*present position closed traffic approved*." ***NOTE***: The pilot is still authorized to execute a normal crosswind turn, and, if unable to execute an early crosswind turn, will advise Tower.

3.6.2. Ground visibility shall be at least 3 SM.

3.6.3. Anytime weather conditions limit a controller's ability to maintain visual contact with an aircraft, the watch supervisor will close the appropriate pattern regardless of the reported weather until he/she feels the weather condition causing the sight limitation is no longer a factor.

3.9.1.8. DELETED

3.11.1.2. Unless otherwise coordinated, Tower shall not clear a departure for takeoff after an opposite-direction arrival is 10 miles on final approach or VFR midfield downwind.

3.15. Multiple Approach Procedures. Aircraft conducting multiple IFR approaches or requesting radar service from the VFR closed traffic pattern shall be issued the following climb-out instructions: *Puget Four Departures; maintain three thousand*. When necessary, alternate instructions may be issued after coordination with approach control.

3.21.2. Controllers will issue variable wind information when there are changes in wind direction of 60 degrees or more when the wind speed is 6 knots or more.

4.1.2.8. Hydrazine loss (F-16 activation of Emergency Power Unit (EPU)).

4.1.4.5. Cargo information (if dangerous cargo is on board).

4.2. Secondary Crash Alarm System (SCAS). When Tower passes information over the PCAS or when AM Ops receives **Notification Copy Format 2** information from the CP or other agency, AM Ops will implement Notification Copy Format 2 procedures over the SCAS.

4.3.4.1. Landing Runway 34: Tower will direct aircraft to F-40 parked towards the gun berm or make a 180-degree turn to the east and back taxi to the south de-arm area. If unable to back taxi, position the aircraft in the north de-arm area, pointing southeast, and await EOD/weapons personnel.

4.4.2.5. Tower notifies Seattle Center Watch Supervisor with all known ELT/CPI data via the "FLOW" dial line 03.

5.3. Night Vision Device (NVD) Training and Tactically Lit Runway Operations. Nonparticipating aircraft will not be mixed with participating NVD aircraft in any traffic pattern or on any controlled movement area.

5.3.1. There are currently no exceptions to FAR 91.209 granted by the FAA allowing aircraft lights out operations within any tower surface area airspace class within the U.S.

5.3.1.1. Air Traffic Controllers are **not** authorized to wear NVD when performing ATC duties. Since controllers are not authorized to wear NVDs, internal tower cab lighting shall be the discretion of the Tower Watch Supervisor.

5.3.2. Units requesting NVD operations must coordinate with 62 OSS Combat Tactics (DSN 382-3614) and Airfield Management (DSN 382-2854) at least 24 hours prior to operations. Aircrews shall advise ATC of their request to use NVD runway lighting as soon as practicable.

5.3.2.1. Standard airfield lighting will be turned on for nonparticipating aircraft IAW FAAO 7110.65 *Air Traffic Control*, prior to an arriving aircraft reaching the FAF or the Class Delta surface area whichever occurs first, and prior to a departing aircraft entering any runway/taxiway.

5.3.2.2. Standard airfield lighting will remain on for arriving nonparticipating aircraft until the aircraft has exited each runway/taxiway and until a departing aircraft has left the Class Delta surface area.

5.3.2.3. Tower shall notify participating NVD aircrews prior to turning on standard airfield lighting. ***NOTE*:** Controllers should plan far enough ahead to ensure aircrews are notified that the lights will be turned on prior to the NVD aircraft turning base.

5.3.3. No more than three NVD aircraft may be operating within the Class Delta surface area at any given time. The tower watch supervisor may reduce NVD operations to less than three if he/she deems necessary.

5.3.4. All vehicles operating on or near the CMA shall utilize standard vehicle lighting IAW AFI 13-213, IR strobes are not authorized. Vehicle operations should be kept to a minimum during NVD operations.

5.3.5. Weather requirements for NVD airland operations are IAW AFI 11-202V3, *General Flight Rules*.

5.3.6. Normal taxi routes and traffic patterns will be used for NVD operations.

5.3.7. Emergency knock-off/termination of NVD operations may be initiated by ATC or the aircrew at any time.

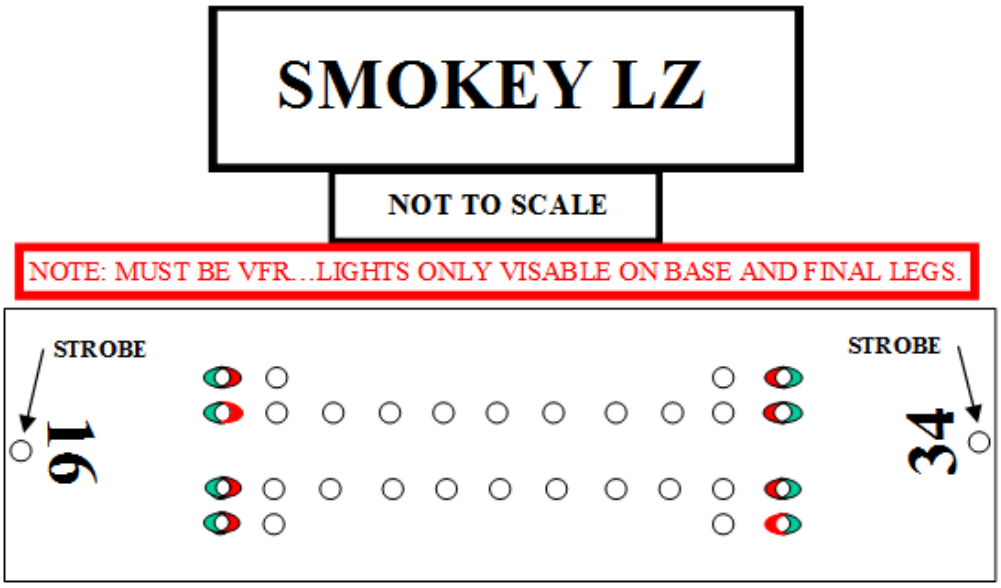
5.3.8. Airfield lighting during NVD operations will vary depending on NVD operation requested by the pilot. Airfield lighting is outlined in **Attachment 8**-**Attachment 13**.

ROWAYNE A. SCHATZ, JR., Colonel, USAF

Commander, 62d Airlift Wing

Attachment 8

SMOKEY LZ



CREW WILL REQ: *"RUNWAY 16 OR 34 ASSAULT"*

5000' X 90' OVERT AMP-1 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = ON

PAPIs = OFF

OVERT AMP-1 = ON

COVERT AMP-3 500' BOX = OFF

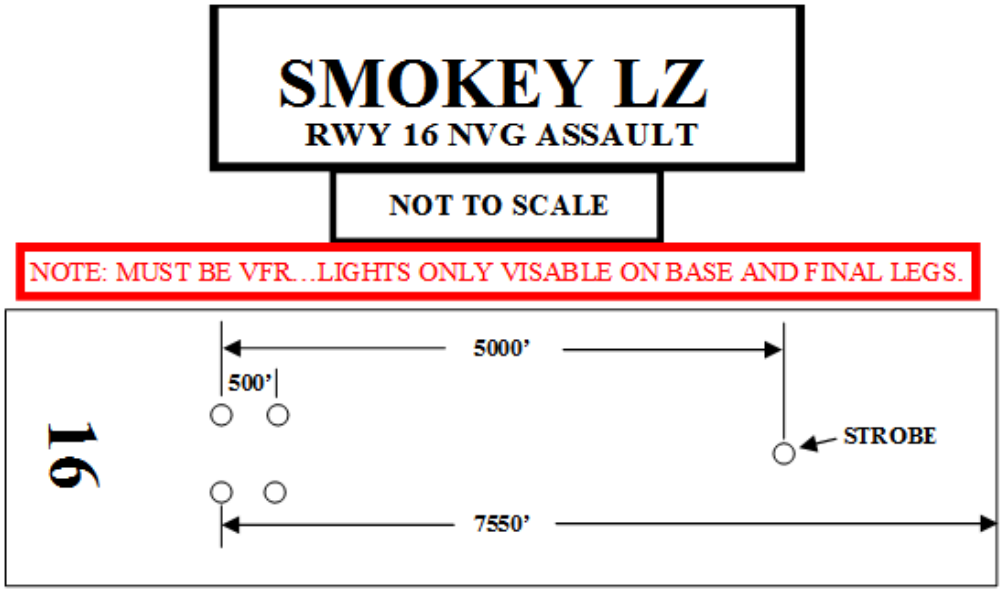
COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = OFF

Attachment 9

SMOKEY LZ RWY 16 NVG ASSAULT



CREW WILL REQ: *"RUNWAY 16 NVG ASSAULT"*

500' BOX 5000' X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF ASSAULT RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = ON

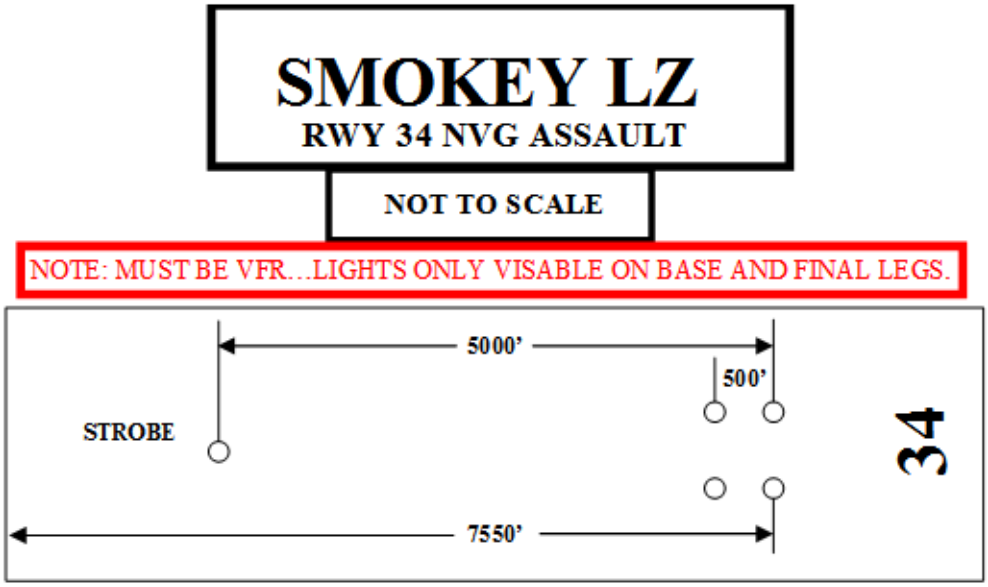
COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = ON

COVERT END OF RUNWAY STROBE = OFF

Attachment 10

SMOKEY LZ RWY 34 NVG ASSAULT



CREW WILL REQ: *"RUNWAY 34 NVG ASSAULT"*

500' BOX 5000' X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF ASSAULT RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = ON

COVERT AMP-3 1000' BOX = OFF

COVERT 5000' STROBE = ON

COVERT END OF RUNWAY STROBE = OFF

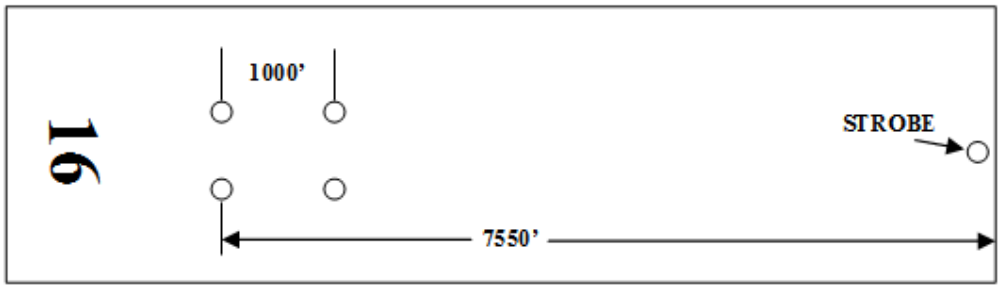
Attachment 11

TWY 16 NVG

RWY 16 NVG

NOT TO SCALE

NOTE: MUST BE VFR…LIGHTS ONLY VISABLE ON BASE AND FINAL LEGS.



CREW WILL REQ: *"RUNWAY 16 NVG BRAVO"*

1000' BOX X 90' COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = OFF

COVERT AMP-3 1000' BOX = ON

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = ON

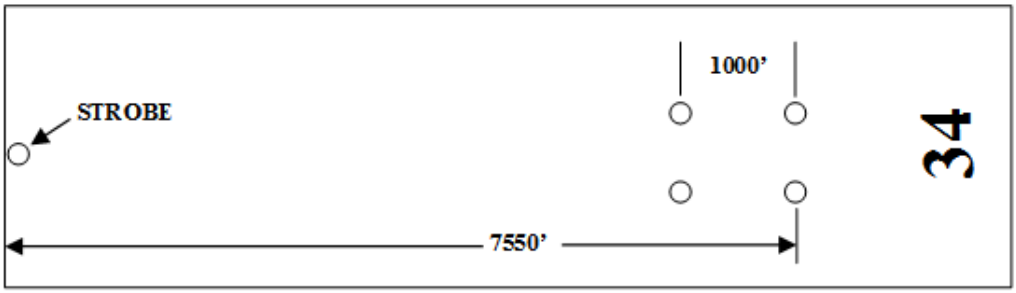
Attachment 12

RWY 34 NVG

RWY 34 NVG

NOT TO SCALE

NOTE: MUST BE VFR…LIGHTS ONLY VISABLE ON BASE AND FINAL LEGS.



CREW WILL REQ: *"RUNWAY 34 NVG BRAVO"*

1000' X 90' BOX COVERT AMP-3 CENTERED ON EXISTING 10100' X 150' MAIN RUNWAY.

STROBE INDICATES END OF USABLE RUNWAY

AIRFIELD LIGHT SETTINGS:

APPROACH LIGHTS = OFF

MAIN RUNWAY EDGE LIGHTS = OFF

CENTERLINE LIGHTS = OFF

TAXIWAY LIGHTS = ON OR OFF AS NEEDED

OVERT DEPARTURE END STROBES = OFF

PAPIs = OFF

OVERT AMP-1 = OFF

COVERT AMP-3 500' BOX = OFF

COVERT AMP-3 1000' BOX = ON

COVERT 5000' STROBE = OFF

COVERT END OF RUNWAY STROBE = ON

Attachment 14

IC 2004-2 TO 62 AWI 13-02,
AIRFIELD PROCEDURES AND LOCAL AIR TRAFFIC CONTROL, 19 DECEMBER 2003

DATE: 9 December 2004

SUMMARY OF REVISIONS

This interim change (IC) 2004-2 adds **Attachment 2A,** revises the first sentence in paragraph **2.1.1.**, which defines the controlled movement area, and updates TCM Ground Control Frequency in paragraph **2.4.** A bar (|) indicates a revision from the previous edition.

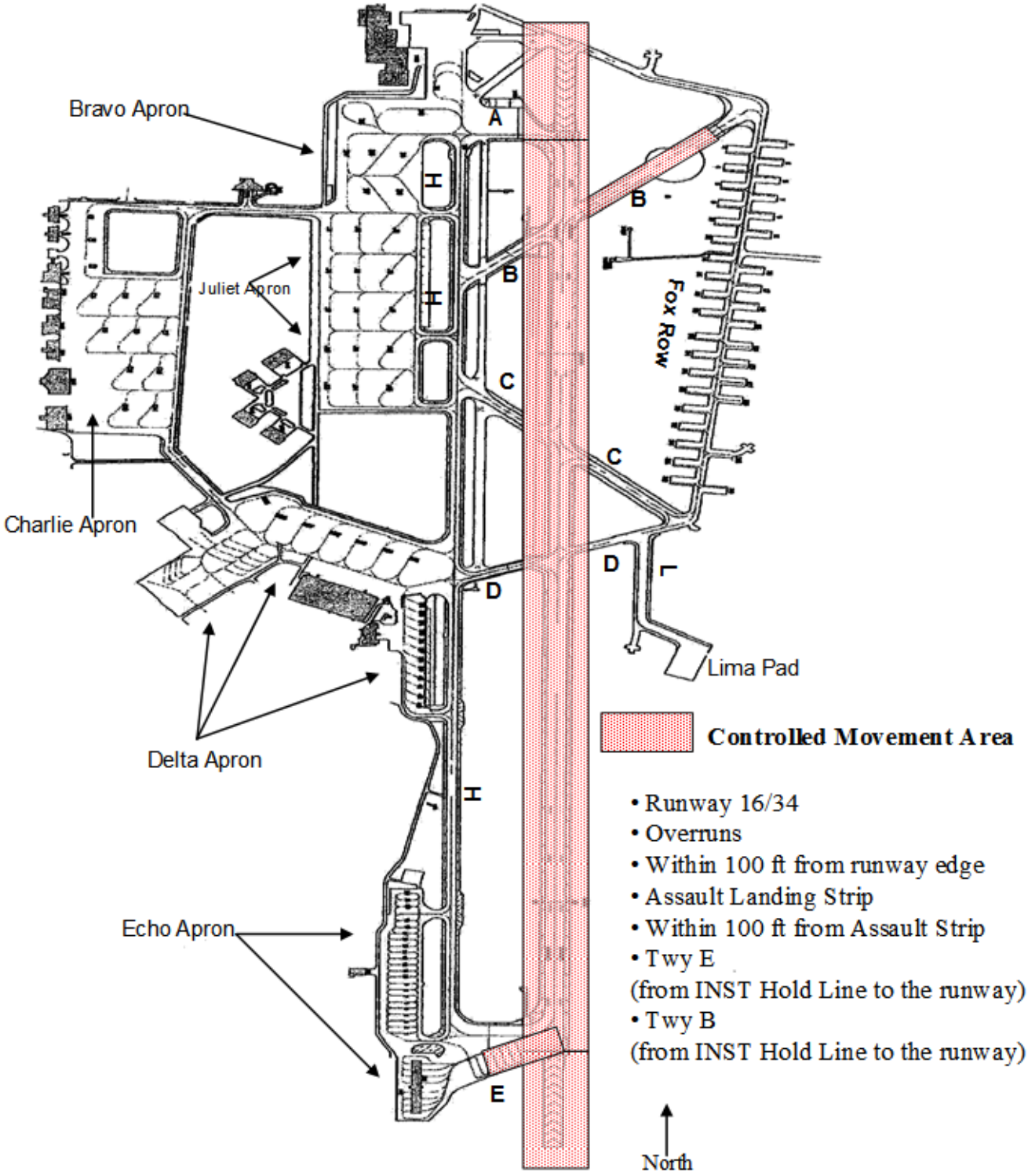
2.1.1. The Controlled Movement Area (CMA) is the portion of the movement area that requires Tower approval to access, specifically: the runway, overruns, and landing zone, up to the hold lines and within 100 feet of runway/overruns/landing zone edge, and taxiways Bravo east and Echo from the INST hold line to the runway (see **Attachment 2A** for diagram). McChord Tower controls all vehicles/aircraft crossing or operating on the CMA and shares responsibility for the safety of personnel in these areas. Aircraft or vehicle movement within the loading, maintenance, or parking areas is the responsibility of the pilot, aircraft/vehicle operator, or AM Ops. Tower Ground Control will advise aircraft taxiing from parking areas about other aircraft and vehicles on the movement area which may be a factor. Rules for vehicles operating on the airfield are contained in 62 AWI 13-4. Vehicles and pedestrians will not operate on any part of the CMA without direct two-way radio communication, clearance, and approval from Tower. If radio communication with a vehicle or pedestrian on the aircraft movement area is lost, the control tower will flash the runway/taxiway lights. Vehicles or pedestrian will immediately depart the CMA. Vehicles and personnel must withdraw to a point no less than 100 feet from the edge of the runway, overruns, or taxiway edge lines when directed by Tower to "exit the runway or taxiway."

2.4. Local Aircraft Radio Channelization. Pilots and ATC may substitute and use radio channels for radio frequencies. The channels and frequencies listed below may be used in radio communications with 62 AW aircraft:

CH	FREQ	AGENCIES	CH	FREQ	AGENCIES
	UHF			VHF	
1	279.65	TCM Ground Control	1	125.15	TCM Ground Control
2	259.3	TCM Tower	2	124.8	TCM Tower
3	236.6	TCM Tower Common	3	126.5	Seattle Departure Control
4	391.9	Seattle Departure Control			

Attachment 2 (Continued)

RADIO CONTROLLED MOVEMENT AREA



Map Not To Scale

ROWAYNE A. SCHATZ, JR., Col, USAF
Commander, 62d Airlift Wing