BY ORDER OF THE COMMANDER,
36TH AIR BASE WING (PACAF)

36TH AIR BASE WING INSTRUCTION 13-202

1 APRIL 03

Space, Missile, Command and Control

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 13-2, *Air Traffic Control, Airspace, and Range Management*. It prescribes Andersen Air Force Base (AFB) terminal area flying, air and ground traffic control procedures, airfield operating procedures, emergency procedures, and additional information related to the management of air traffic control and landing systems (ATCALS). It applies to all units assigned, attached, or deployed to Andersen AFB. This instruction supplements procedures contained in FAAO 7110.65, AFI 13-203, *Air Traffic Control* and related supplements, AFI 13-213, *Airfield Management* and related supplements, and the FAA Guam Center/Radar Approach Control (CERAP) and Andersen AFB Control Tower Letters of Agreement. This instruction applies to the Air National Guard (ANG) and the Air Force Reserves and their units when deployed.

SUMMARY OF REVISIONS

Changes incorporates IC 03-1 (**Attachment 14**)**.** This change implements a change to control of aircraft carrying hazardous material and/or inert devices (paragraphs **6.1.**, **6.1.1.**, **Table 6.1.** and notes 1, 2, & 3, and **6.1.2.**).

Chapter 1

AIRFIELD ENVIRONMENT

1.1. HOURS OF OPERATION. Andersen Tower and airfield is open 24 hrs, 365 days a year. Exceptions will be distributed via NOTAM.

1.2. RUNWAY DESCRIPTION. Andersen AFB has two parallel runways, 06R/24L and 06L/24R. There is 1800 feet between centerlines, and both runways are 200 feet wide (**Attachment 3**). For vehicle operations Runway 6R/24L is referred to as the South Runway and Runway 6L/24R is referred to as the North Runway.

1.2.1. Runway lengths are as follows:

Table 1.1. ARRIVALS

RUNWAY	LENGTH	UNDERRUN	OVERRUN
06R	11,182’	1000'	1000'
24L	11,182’	1000'	1000'
6L	10,555’	1000'	1013'
24R	10,555’	1013'	1000'

Table 1.2. DEPARTURES

RUNWAY	LENGTH	UNDERRUN	OVERRUN	TOTAL
06R	11,182’	1000'	1000'	12,182'
24L	11,182’	0	1000'	11,182'
6L	10,555’	1000'	1013'	11,555'
24R	10,555’	645'	1000'	11,200'

1.2.2. The runways at Andersen have a downslope that change to an upslope. Runway gradients are as follows:

Table 1.3. Runway Gradients

6R (normal entry)	.51% up	6L (normal entry)	.77% up
6R (overrun entry)	.36% up	6L (overrun entry)	.71% up
24L (normal entry)	.43% down	24R (normal entry)	.77% down

1.3. ARRESTING SYSTEMS. BAK-12 arresting gear is located 1020 feet from the landing threshold of Runway 6R, 950 feet from the landing threshold of Runway 24L, 950 feet from the landing threshold of Runway 6L, and 1000 feet from the landing threshold of Runway 24R (**Attachment 3**).

1.4. TAXIWAY DESCRIPTION. Taxiways are identified by the letters A through K (see **Attachment 2** and **Attachment 3**). All taxiways are a minimum of 75 feet wide, with the following exceptions: Taxiway

F south of Runway 6R has a 200 foot warm-up pad on the right side, towards the runway. Weight restrictions can be obtained from Airfield Management.

1.5. CONTROLLED MOVEMENT AREA. The movement area controlled by Andersen Tower includes the runways, and taxiways within the runway holdlines, overruns/underruns, and inside the ILS and localizer critical areas listed in para **1.9.** (**Attachment 3**).

1.6. LIGHTING.

1.6.1. The airport and visual lighting shall be operated as prescribed in FAAO 7110.65. All runways have HIRLs and PAPIs. Approach lights are as follows:

1.6.1.1. **Runway 6R** - ALSF-1 standard with the following exception: approximately 1500 feet from approach end one sequenced flasher omitted and one sequence flasher at the 1000 foot roll bar have been removed.

1.6.1.2. **Runway 6L** - Non-standard approach lighting which conforms to no known system. There is 500 feet of approach lighting terminating at the 1000-foot roll bar (centerline bars only; no sequenced flashers). There is an 800 foot unlit void between the 1000-foot roll bar and the terminating bar (which is 200 feet short of the threshold lights).

1.6.1.3. **Runway 24L** - Modified SALSF system which has been shortened due to terrain. There is 1000 feet of approach lighting (no sequenced flashers) terminating at the threshold lights.

1.6.1.4. **Runway 24R** - No approach lighting available.

1.6.2. No-Light Minima. Refer to current DoD High and Low FLIPs (Terminal) for Pacific, Australasia, and Antarctica, Volume 1.

Table 1.4. Obstruction Information

OBSTRUCTION	HEIGHT (MSL)	DISTANCE FROM CENTER LINE CLOSEST RUNWAY	HEIGHT (AGL)
Control Tower	713’	2062’	169'
Mt. Santa Rosa *(Radar Dome)*	892’	2.5 NM	75'
Telephone Pole *Near Main Gate (Controlling Obstacle for Approach)*	657’	6875'	39'
Water Tower	743’	2.5 NM	125’

1.7. DRAG CHUTE JETTISON AREA. When well clear of the active runway, aircraft should stop on the taxiway to drop the chute, then advise Tower. Aircraft will not drop chutes on the active runway except for emergency reasons or when the winds exceed 15 knots. Tower will suspend operations to the affected runway and notify Airfield Management immediately when advised of a dropped chute (on or near a runway) that cannot be removed by Transient Alert.

1.8. PARKING LOCATIONS.

1.8.1. For dangerous and hazardous cargo parking, see paragraph **6.1.**

1.8.2. For normal aircraft parking locations, see **Attachment 2**.

1.8.3. Maintenance full power engine run parking spots are as follows:

Table 1.5. Full Power Engine Run Parking Spots

AIRCRAFT	PARKING SPOTS
B-52/B-1/B-2	N-1 or N-2
KC-135	N-1 or N-2, and SR-1 ramp where blast deflectors are available
C-5	S-4, S-6, S-8, S-10, S-12, S-14, S-18, S-20, S-22 (With Airfield Management approval) S-97
C-141	Same as C-5
C-130	Same as C-5
KC-10	Same as C-5
Fighters	South Ramp-1 or South Ramp 2/6 (With Airfield Management approval)

1.8.4. Maintenance idle engine runs are acceptable on all parking spots.

1.9. PRECISION APPROACH CRITICAL AREA. Due to the chance of interference with the ILS signal, there are several areas on the airfield where special attention is required (**Attachment 3**).

1.9.1. The glideslope critical area includes part of Taxiway F on both sides of the South Runway and the west end of Taxiway C, to include the access road between Taxiway E and Taxiway F. Whenever an aircraft executing an ILS approach is inside the final approach fix (FAF), with a reported ceiling less than 800 feet or visibility less than 2 miles, all taxiing aircraft will be restricted from proceeding beyond the instrument hold lines. Vehicles will not proceed past the instrument hold lines unless they have two-way radio communication with the control tower, and have received approval from the tower.

1.9.2. The localizer critical area includes part of the South Runway, Taxiway J, and East perimeter road. Whenever an aircraft executing an ILS approach, and the reported ceiling less than 800 feet or visibility less than 2 miles, Tower will turn on the traffic control light to stop traffic on East perimeter road as soon as the aircraft reaches 15 mile final, but not later than the aircraft reaches a 10 mile final. The light will stay on until the aircraft has completed its approach.

1.10. ARM/DE-ARM AREAS. Arm/De-arm Areas are located on Taxiway F and K (**Attachment 6**).

1.11. TACAN Check Points. The Andersen TACAN (UAM, Ch 54) is located on the field. The airfield has six TACAN checkpoints for Andersen TACAN (**Attachment 7**).

1.12. INS Alignment CheckPoints. A listing of inertial navigation system (INS) alignment checkpoints is located at **Attachment 4** and **Attachment 5**.

Chapter 2

LOCAL AIRSPACE UTILIZATION

2.1. ANDERSEN AIR FORCE BASE LOCAL FLYING AREA. The local flying area is the area within 100 NM of the Nimitz VORTAC except for the airspace within Warning Area-517 (W-517).

2.2. DESIGNATED TRAINING AREAS. There are four areas set up for local flight training and six published air refueling tracks. All information on training areas and air refueling tracks is published in Flight Information Publication (FLIP) AP/3.

2.3. AVOIDANCE AREAS. Warning and restricted areas are listed in FLIPs.

2.3.1. Avoid overflight of the following areas (**Attachment 8**):

2.3.1.1. Andersen AFB EOD Range, along the beach at UAM R-295/1.5 DME. When active, avoid overflight within 2 NM radius below 1600′ MSL, or as directed by ATC.

2.3.1.2. The 36 ABW Munitions Storage Area MSA 1, 1.5 NM east-southeast of Northwest Airfield; and MSA 2 north of AAFB runway 6L/24R, between taxiways H and K. Avoid overflights below 1600′ MSL.

2.3.1.3. Naval Magazine, located 9.2 miles southwest of Guam International Airport (1 NM north of Fena Valley Reservoir). Avoid overflight below 1400' MSL.

2.3.1.4. Guam Memorial Hospital, located one-mile northwest of Won Pat International Airport. Avoid within 1 NM radius below 1200' MSL.

2.3.1.5. US Naval Hospital, located 3.5 miles south of Guam International Airport. Avoid within 1 NM radius below 1200' MSL.

2.3.1.6. To avoid interference with satellite tracking operations, pilots are to avoid the area within 1 NM of UNZ R-033/12.2 DME (main ramp area, Northwest Airfield), below 3100' MSL.

2.3.1.7. Cliff-line Restriction, flight along Andersen's cliff line is restricted to 1000' AGL or above due to environmental concerns.

2.3.1.8. Andersen Combat Arms Training Site is restricted to 1000' AGL or above, or as designated by Combat Arms Training representatives due to live firing operations.

2.4. TERMINAL RADAR SERVICE AREA (TRSA). A TRSA is centered around Andersen AFB. The TRSA extends 15 miles in all directions from the center of the field. Within 5 miles, it extends from the surface to 9000′ MSL. From 5 miles to 15 miles, it exists between 2000 and 9000′ MSL. Radar control service is provided by FAA Guam Center Enroute/Radar Approach Control (herein, known as "CERAP") inside the TRSA.

2.5. CLASS D AIRSPACE. The Andersen Class D airspace is that airspace within a 4.3 NM radius of the geographical center of Andersen AFB airport extending from the surface up to and including 2000' AGL above the field elevation (2600′ MSL). Under normal circumstances, Andersen Tower is the controlling authority for this airspace.

2.6. AIRCRAFT DIVERT LOCATIONS. In this area of the Pacific, many airports have limited navigational aids (NAVAIDs). Aircrews should review FLIP publications to verify availability of NAVAIDs at divert locations. Potential divert locations include:

Table 2.1. Aircraft Divert Locations

Guam International (PGUM) *(Referred to as Won Pat)*	(Radar available) ILS, VOR/DME, TACAN
Saipan International (PGSN)	ILS, NDB
Rota International (PGRO)	NDB (No services)
Ninoy Aquino International (RPLL)	Manila ILS

Chapter 3

AIR TRAFFIC CONTROL

3.1. AIRPORT ELEVATION. Runway touchdown zone elevations are as follows:

3.1.1. Runway 6L -540’ MSL

3.1.2. Runway 6R - 559’ MSL

3.1.3. Runway 24R - 627’ MSL

3.1.4. Runway 24L - 609’ MSL

3.2. SELECTION OF PRIMARY RUNWAY.

3.2.1. The Tower Watch Supervisor will determine the runway-in-use. The runway most nearly aligned into the wind will be used for all takeoffs and landings when the wind is 5 knots or more. Tower will notify CERAP, Airfield Management, and Weather of all runway changes.

3.2.2. Runway 6R is designated as the calm wind and is the primary instrument runway. In the event conflicting wind information is obtained from the two wind sensors, the Tower Watch Supervisor will consult with Airfield Management and Weather before determining the runway-in-use. Tower will advise arriving and departing aircraft of all the conflicting wind information.

3.3. RADAR TRAFFIC PATTERN. The radar traffic pattern is controlled by CERAP.

3.3.1. For Runways 24L/24R, standard climbout is: "TURN RIGHT HEADING 260, CLIMB AND MAINTAIN 2300."

3.3.2. For Runways 6L/6R, standard climbout is: "FLY RUNWAY HEADING, CLIMB AND MAINTAIN 2500."

NOTE: Tower will issue altitude restrictions reference traffic in the overhead maneuver pattern as appropriate (see paragraph **3.8.**).

3.4. TOWER VISUAL PATTERNS. Tower Watch Supervisor is the final approving authority for use of the VFR traffic patterns. Tower will notify CERAP of pattern status changes.

3.4.1. Normal direction of traffic for Runways 6L/24L is left turns. Normal direction of traffic for Runways 6R/24R is right turns. Pattern altitudes are as follows:

Table 3.1. Pattern Altitudes

Overhead Maneuver Pattern	2100’ MSL
Tactical Closed Traffic Pattern (fighter/attack type)	2100’ MSL
Conventional Closed Traffic Pattern (all other types)	1600’ MSL
Helicopter Pattern	1100’ MSL

3.4.2. Practice simulated flameout operation (SFO) patterns (standard or straight in) and random steep/shallow approaches are not authorized at Andersen AFB.

3.5. PROTECTION OF AIRCRAFT IN THE OVERHEAD MANEUVER PATTERN . When aircraft are using the overhead maneuver pattern, Tower will issue instruction to departing aircraft: "MAINTAIN AT OR BELOW 1600' UNTIL DEPARTURE END OF RUNWAY."

3.6. MULTIPLE APPROACHES/LANDINGS. Multiple approaches to Andersen AFB are authorized for military and DOD contract aircraft only.

3.7. STANDARD GO-AROUND PROCEDURES. If tower needs to instruct an IFR aircraft to go-around, tower will issue the following:

3.7.1. RWY 06 – "FLY RUNWAY HEADING, CLIMB AND MAINTAIN 2,500' MSL"

3.7.2. RWY 24 – "TURN RIGHT HEADING 260, CLIMB AND MAINTAIN 2,300' MSL"

3.8. CIRCLING MANEUVERS.

3.8.1. When circling to the opposite runway, the approach lights will be switched from the runway in use to the landing runway when the aircraft conducting the approach is at mid-field on the downwind leg on the circling maneuver.

3.8.2. When circling to the parallel runway, pilots will fly the approach to circling minimums and will determine when to commence the circling maneuver. Pilots shall advise Tower when they are commencing the circling maneuver.

3.9. INTERSECTION TAKEOFFS.

3.9.1. Specific intersections and distances remaining are as follows:

Table 3.2. Intersection Distances

	TAXIWAY	DISTANCE AVAILABLE	SLOPE
Runway 6R	G	6600'	+0.99%
6R	H	4700'	+0.99%
Runway 6L	H	4500'	+1.01%
Runway 24L	H	6450'	-0.99%
24L	J	8350'	-0.99%
24L	G	4550'	-0.99%
Runway 24R	H	6050'	-1.01%
24R	J	8350'	-1.01%

3.9.2. Intersections which are not authorized for departure are as follows:

Table 3.3. Intersections Not Authorized

	TAXIWAY	DISTANCE AVAILABLE
Runway 6R	J	Not Authorized
6L	J	Not Authorized

3.10. OPPOSITE DIRECTION TRAFFIC. Opposite direction operations require coordination between CERAP and Tower. Approval for opposite direction operations will be dependent upon existing/ anticipated traffic and will not be approved for IFR or VFR air traffic unless the following criteria are met:

3.10.1. Arrival versus Arrival: An opposite direction arrival will not be approved when another aircraft is within 10 NM of landing on the runway in use.

3.10.2. Arrival versus Departure: An opposite direction arrival will not proceed closer than 10 NM from the runway when another aircraft is departing the runway in use.

3.10.3. Departure versus Arrival: An opposite direction departure will not be approved when another aircraft is within 10 NM of landing on the runway in use.

3.10.4. Simultaneous VFR opposite direction operations are authorized between HC-5 helicopters as follows:

3.10.4.1. Runway 6L/24R and Runway 6R/24L between sunrise and sunset.

3.10.4.2. The first 4000 feet and the last 4000 feet of runway 6L/24R between sunrise and sunset.

3.10.4.3. N-31, Spot 2, C-15, or C-37.

3.10.4.4. N-31, Spot 2, and Runway 6R/24L.

3.10.4.5. Training Spots C-15, C-37, and Runway 6L/24R.

3.11. REDUCED SAME RUNWAY SEPARATION (RSRS). Reduced runway separation is authorized IAW the following rules.

3.11.1. Aircraft will not overfly aircraft on the runway.

3.11.2. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to landing aircraft. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. When operating IFR or under ATC instructions, controllers must ensure standard wake turbulence separation exists.

3.11.3. For the purpose of clarification; same aircraft means same airframe (i.e., F-15 behind F-15, K-35 behind R-35, etc.) All other fighter and trainer-type operations mean not the same airframe (i.e., F-15 behind F-16, F-16 behind A-10, etc.)

3.11.4. Daytime Standards.

3.11.4.1. 3,000 feet minimum separations for same fighter aircraft, same trainer type aircraft, same type tactical airlift aircraft (non-heavy), such as C-130 behind C-130.

3.11.4.2. 6,000 feet minimum separation for:

3.11.4.2.1. All other fighter and trainer-type aircraft (not the same airframe), formation landings (holding hands), provided all aircraft involved are the same type aircraft (i.e. all F-15s, all C130s, etc.)

3.11.4.2.2. Separation is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

3.11.4.3. 8,000 feet minimum separation for same type heavy class aircraft for full stop operations only.

3.11.5. Nighttime Standards. *Note: Controllers must be able to see the aircraft involved and determine distances by references to suitable nighttime landmarks; otherwise standard FAAO 7110.65 separation will be applied.*

3.11.5.1. 6,000 feet minimum separation for:

3.11.5.1.1. Same fighter and trainer-type operations, same type tactical airlift aircraft (non-heavy) such as C-130 behind C-130, all other fighter and trainer-type aircraft (not the same airframe), formation landings (holding hands) provided all aircraft involved are the same type aircraft (i.e., all F-15S, all C-130S, etc.).

3.11.5.1.2. Separation is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

3.11.5.2. 8,000 feet minimum separation for full stop heavy aircraft.

3.11.6. Reduced runway separation standards do not apply:

3.11.6.1. To any situation involving an emergency aircraft.

3.11.6.2. To any situation involving an aircraft cleared for the option, a low approach (LA) behind a touch and go (TG) or TG behind a full stop (FS).

3.11.6.3. When the runway condition reading (RCR) is less than 12 or breaking action reports of less than fair are reported.

3.11.6.4. To non-USAF/US aircraft unless a letter of agreement is signed between the host OG/CC and the non-USAF, US aircraft unit commander (i.e. detachment commander or equivalent) and approved by the MAJCOM director of operations or equivalent. Note: during contingency operations, the AEW/CC (or equivalent) signs the LOA and forwards a copy to the NAF and MAJCOM OPR for air traffic control.

3.12. CLOSING AND OPENING RUNWAYS.

3.12.1. Runway operations shall be suspended for a FOD check immediately following an emergency landing unless the CAM, or designated representative dictates otherwise. The CAM or his designated representative will subsequently determine the official runway status prior to resuming normal operations.

3.12.2. Tower will suspend runway operations whenever the Watch Supervisor considers the airfield unsafe for operations.

3.13. RESTRICTED ALTITUDE LOW APPROACHES. A low approach with an altitude restriction of not less than 500 feet above the airport elevation may be authorized, except over an aircraft in takeoff position or a departing aircraft. Aircraft will not be cleared for a restricted low approach over personnel unless the personnel have been advised that the approaches will be conducted and they maintain direct radio contact with Tower.

3.14. LOCAL AIRCRAFT PRIORITIES. The following aircraft priorities have been established to supplement those prescribed in FAAO 7110.65.

3.14.1. Emergencies.

3.14.2. Search and Rescue (SAR) Missions.

3.14.3. Air Evac Missions (requesting priority).

3.14.4. Distinguished Visitor Aircraft (these aircraft will be handled as expeditiously as possible).

3.14.5. IFR Operations.

3.14.6. VFR Operations

3.15. UNUSUAL MANEUVERS. Except for emergencies or special missions, deviations from local traffic patterns will not be approved. Air traffic controllers may not approve unusual maneuvers within the Class D airspace unless specifically covered in an approved letter of agreement and/or a waiver is granted by the FAA. Waivers for conducting unusual maneuvers will be processed through the Airfield Operations Flight Commander for approval by the FAA and appropriate higher headquarters.

3.16. CONTINUITY OF AIR TRAFFIC SERVICES. Andersen AFB does not have an alternate air traffic control tower location. In the event the control tower is evacuated, the airfield will be closed.

Chapter 4

CONTROL OF GROUND TRAFFIC

4.1. FLIGHTLINE OPERATIONS. All vehicular operations on the flightline will be IAW 36 ABWI 13-201, Andersen AFB Flightline Driving Instruction. Tower does not control vehicular traffic outside the controlled movement area (para **1.5.**). In those areas designated as blind areas for Tower (**Attachment 3**), when "Follow Me" assistance is not provided by Transient Alert, Tower will instruct taxiing aircraft to "USE CAUTION, PORTIONS OF THE TAXIWAY ARE NOT VISIBLE FROM THE TOWER."

4.2. TAXI RESTRICTIONS.

4.2.1. The following restrictions apply.

4.2.1.1. All aircraft and equipment must remain behind wing-tip clearance lines to ensure proper lateral clearance is available for taxing aircraft.

4.2.1.2. Aircraft will not drop off cargo or passengers on taxiways. Cargo and passenger upload/download are only authorized on designated aircraft parking spots.

4.2.1.3. C-5/E-4/B747/KC-10 aircraft using Taxiway E require parking stub S-1 be empty. .

4.3. TOWING/TAXIING/ENGINE RUN OPERATIONS. Tower is the approving authority for all engine run and aircraft movement operations.

4.3.1. Aircraft requesting taxi, and engine runs shall contact Tower on 121.7, or 275.8 prior to engine start for approval.

4.3.2. Ground personnel requesting towing, taxi, and engine run operations will contact Tower prior to engine start, and aircraft movement, for approval.

4.3.3. Maintenance personnel will monitor 121.7, 275.8, or RAMP FM net during towing operations.

4.4. VEHICLE/PERSONNEL OPERATIONS WITHIN THE CONTROLLED MOVEMENT AREA.

4.4.1. Vehicular/personnel traffic in the controlled movement area must be kept to an absolute minimum. Maximum use of perimeter roads shall be utilized in lieu of runway/taxiway access.

4.4.2. The controlled movement area is dynamic and busy. Clear, concise, and brief radio transmissions are crucial to safe operations. Radio communication will normally be established on the Ramp FM net. Before contacting Tower, scan the area for approaching or departing aircraft. Think about the radio call. Advise Tower of who you are, where you are, and what your request is. Finally, listen to Tower instructions.

NOTE: Examples of proper terminology are in ABWI 13-201, Andersen AFB, Flightline Driving Instruction.

4.4.2.1. All personnel operating within the controlled movement area must maintain two-way radio communication with Tower.

4.4.2.2. All personnel will read back Tower instructions, prior to execution of instructions/request.

4.4.3. In the event the control tower loses radio contact with vehicles within the controlled movement area, the runway and/or taxiway lights will be flashed on and off at the highest setting. At that time, all vehicles/personnel will exit the controlled movement area until radio contact can be reestablished. If vehicles are unable to contact the tower while in the controlled movement area, they will exit the runway beyond the holdlines and contact Airfield Management to advise they are “off” the runway, and the nature of your radio problems.

4.4.4. Each access point leading to a runway is clearly marked with standard holdlines painted on the taxiway surface. These markings are yellow 6" stripes extending completely across each access located approximately150 feet away from the edge of the runway. There are two solid yellow lines accented by two dashed yellow lines. Only Tower can grant permission to cross a holdline and enter the controlled movement area. If your vehicle is equipped with a rotating beacon, it should be used when operating within the controlled movement area.

4.4.5. All work groups requiring access within the controlled movement area must coordinate with Airfield Management to determine escort requirements. Multiple vehicles may enter the controlled movement area with a single radio.

4.4.5.1. The work group supervisor, responsible for radio contact with the Tower, will relay airfield position, number of vehicles, and duration requested within the controlled movement area.

4.4.5.2. All vehicles must be present at that time. If more vehicles are to join the group later, they must be separately coordinated for entry into the controlled movement area.

4.4.5.3. The work group supervisor must keep close contact with the group in case the controlled movement area needs to be cleared. The work group supervisor is responsible for all vehicles in the group and will ensure the controlled movement area is cleared upon request of the tower. Tower will be advised when the controlled movement area is clear.

4.4.6. Airfield Management will, on an individual basis, advise Tower when vehicles/personnel are required to remain inside the controlled movement area during aircraft operations. Tower will advise personnel of aircraft operations in relation to the movement area. Tower will also inform aircraft of vehicle/personnel position.

NOTE: Aircraft arrivals/departures are not authorized with personnel/equipment on the under/overrun.

4.4.7. In the event of radio failure, when Tower needs to clear the runway; the runway edge lights will be flashed on and off followed by a red light gun signal. In this event, all vehicles, equipment, and personnel must immediately exit the controlled movement area.

4.5. RAMP AND CRASH NET MONITORING PROCEDURES.

4.5.1. The following procedures outline the control tower and airfield management responsibilities for monitoring the RAMP NET. These procedures are established in lieu of installing a select call to reduce noise levels in the control tower.

4.5.1.1. Tower will monitor the Ramp Net whenever vehicles are operating within the movement area.

4.5.1.2. Airfield management will monitor the Ramp Net at all times.

4.5.2. The following procedures outline the control tower and airfield management responsibilities for monitoring the CRASH NET. These procedures are established in lieu of installing a select call to reduce noise levels in the control tower.

4.5.2.1. Tower will:

4.5.2.1.1. Monitor the Crash Net whenever requested by the Fire Department to assist vehicles responding to an emergency on the airfield.

4.5.2.1.2. Monitor Crash Net whenever Crash assist vehicles are operating within the movement area.

4.5.2.1.3. Automatically monitor the Crash Net whenever the Primary Crash Net Alarm System is activated, broadcast "TOWER IS ON THE CRASH NET" upon initial monitoring, and broadcast "TOWER IS OFF THE CRASH NET" upon termination of monitoring.

4.5.2.2. Fire Department will:

4.5.2.2.1. Call tower on a landline, for Crash Net activation, whenever vehicle access onto the movement area is required and the Primary Crash Net Alarm System has not been activated.

4.5.2.2.2. Acknowledge all on/off Crash Net calls by tower.

4.6. CONTROLLED AREAS.

4.6.1. The entire Airfield has been designated as a controlled area by the 36 ABW/CC. Entry to the Airfield is only authorized for personnel conducting official business. All personnel working, visiting or transiting the Airfield must possess and produce identifying credentials when demanded.

4.6.2. Custodians of non-priority aircraft parking, maintenance areas, and commanders of units whose personnel perform duties within the flight line controlled area (regardless of whether or not their units exercise administrative or functional control over the flight line controlled area), to include taxiways and runways, will ensure all personnel assigned under their control, challenge the following:

4.6.2.1. Anyone whose presence or activity appears suspicious

4.6.2.2. Anyone they do not recognize as having a need to be in the area

4.6.2.3. Anyone committing an illegal act

4.6.3. When challenging personnel, attempt to verify their identity by having them produce a valid identification card. Additionally, you must verify the suspected person(s) need to be in the flight line controlled area.

4.6.4. In all cases where the activity appears suspicious, and/or you are unable to verify identity and/or need to be in the area, contact the Andersen Security Forces Control Center (ASFCC) at 366-6666.

4.6.5. Copies of listings of contractors performing duty in the Airfield General will be provided to ASFCC and Airfield Management for verification purposes.

4.7. RESTRICTED AREAS.

4.7.1. Area codes, physical location, description of the area, priority and organizations having operational control of each designated Restricted Area/Controlled Area entry gates are in 36 ABWI 31-101.

4.7.2. Everyone in the Restricted Area must be vigilant for unauthorized intruders. They must be alert to notice any suspicious acts and to identify any unescorted persons without a badge or anyone wearing a badge with the incorrect number open. Anyone who notices such a suspicious person or act must challenge and detain that person, alert others in the immediate area, and immediately notify Security Forces.

4.7.2.1. Personnel in a Restricted Area observing a security violation will report the incident to the AFSCC at 366-2910.

4.7.2.2. Crossing the Restricted Area boundary, red rope, or painted red line at locations other than designated entry points without prior coordination is unauthorized. Entry points are either depicted by white signs with large white letters that show "ECP", or white letters painted on the ramp with a black background.

4.7.3. Escort and control procedures are contained in 36 ABWI 31-101.

4.8. FREE ZONE.

4.8.1. An area established temporarily inside a Restricted Area or Controlled Area which facilitates movement of contractor equipment and personnel by limiting or eliminating the need for entry prerequisites for personnel entry as stated in AFI 31-101.

4.8.2. Request for the establishment of a "Free Zone" will be submitted in accordance with requirements of this regulation and 36 ABWI 31-101 for Restricted Areas, or AFI 31-209, 36 ABW Sup 1 for Controlled Areas.

4.9. SUSPICIOUS BEHAVIOR/EVENTS.

4.9.1. All flight line personnel at Andersen AFB will be briefed to be alert to unauthorized movement or attempted hijack of any aircraft under operational control of, or being serviced by, units assigned to Andersen. All personnel must be alert to the possibility of aircraft theft. Strange behavior of persons in aircraft parking areas will be reported to supervisory personnel or Security Forces. Suspicious persons will be held under close security pending arrival of proper authority. This applies to persons obviously or apparently under the influence of alcohol or drugs.

4.9.2. Advance notification of aircraft engine run-up or taxi will be given to the Control Tower by Base Operations.

4.9.2.1. Unusual or unexplained engine starts or aircraft movements, to include those performed without displaying exterior aircraft lights or without the presence of an aircraft marshaler or run-up crew, will be reported immediately to the 36 SFS.

4.9.2.2. If more immediate action is indicated, "Helping Hand" will be reported to the Security Forces.

4.9.3. Aircraft hijack/theft prevention.

4.9.3.1. The purpose of this program is to thwart attempts by person's known/unknown to gain access to, or to taxi and/or launch USAF aircraft on unauthorized flight. Specific anti-hijacking instructions are contained in AFI 13-207, and the 36 ABW Installation Security Plan.

4.9.3.2. If Tower observes any engine run or aircraft tow that has not been prior coordinated, they will verify with Airfield Management to confirm the operation.

4.9.3.2.1. If the operation has not been approved, Tower will activate the PCAS, or notify agencies via landline, issue current position information to fire/crash, security police, base rescue, etc., and assist the on-scene commander by forwarding updated information and relaying any orders or instructions.

4.10. RESCUE PROTECTION FOR AEROMEDICAL AIRLIFT AIRCRAFT. The 36 ABW Command Post is designated the single base agency responsible for coordinating rescue protection notification for aeromedical airlift aircraft. Tower will notify the 36 ABW Command Post when an arriving aeromedical airlift aircraft is 15 miles out, and relay information if requested.

Chapter 5

EMERGENCY PROCEDURES

5.1. EMERGENCY NOTIFICATION. Tower will relay the following information over the Primary Crash Alarm System (PCAS):

5.1.1. Call Sign.

5.1.2. Tail Number (if available).

5.1.3. Type of Aircraft.

5.1.4. ETA/Location.

5.1.5. Nature of Emergency.

5.1.6. Personnel on Board (located forward/aft).

5.1.7. Fuel Remaining.

5.1.8. Landing Runway.

5.1.9. Wind.

5.1.10. Explosives on Board (what type).

NOTE: Emergency termination shall not be relayed over the PCAS. Tower or Fire Chief shall notify Airfield Management of termination. Airfield Management will relay termination via the Secondary Crash Net (SCN).

5.2. PRIMARY CRASH ALARM SYSTEM (PCAS). The PCAS will be activated:

5.2.1. In conjunction with a tower tape change.

5.2.2. When deemed necessary by the Tower Supervisor.

5.2.3. When requested by officials responsible for the operation of aircraft such as the Aircraft Commander, ATC facility personnel, Command Post, Wing Commander, etc.

5.2.4. In support of Air Base Operability exercises that affect the aircraft movement area. Each message will be prefaced with "EXERCISE, EXERCISE, EXERCISE."

5.3. SECONDARY CRASH NET (SCN). Use of the SCN is limited to passing critical aircraft and emergency information. Only agencies with an immediate need to know will be on the circuit. Airfield Management is the sole agency for activating this net.

5.3.1. Questions, requests for clarifications, or requests for retransmissions will be made after the message has been passed and users polled. Users will be polled one at a time in the order of those remaining on the net after message transmission.

5.4. HOT BRAKES AREA. Normal hot brake areas are the East and West ends of Taxiway C.

5.5. HUNG GUN/ORDNANCE AREA . Aircraft landing with hung ordnance will park at C-10, C-66, C-68, or C-70 with the guns pointing East to Northeast.

5.6. BAILOUT AREA. The bailout area is that area on the airfield bounded on the north by Taxiway C, on the east by Taxiway H, on the west by Taxiway G, and on the south by Taxiway B (see **Attachment 6**).

5.6.1. If the flight crew elects to abandon the aircraft due to an emergency situation and conditions permit, the pilot will fly over the bailout zone on a track of 064 degrees, set the autopilot, and bail out over the bailout area.

5.6.2. Tower will describe the bailout area as: "THAT AREA OVER RUNWAY 6R APPROXIMATELY MIDFIELD."

5.6.3. CERAP will assist the pilot in maneuvering to a safe bailout area as required.

5.7. EXTERNAL STORES/TANK JETTISON AREA.

5.7.1. Restricted Area R7201, Farallon De Medinilla Island (16 degree 01'N, 146 degree 05'E, UAM 022/160), is the primary jettison area for Andersen AFB. For aircraft that cannot proceed to R7201, or during emergency conditions (IFR/VFR), aircrews will ensure the aircraft is a minimum of 12 NM from any land mass and clear of all shipping prior to jettison of external stores. CERAP will provide radar assistance.

5.8. FUEL DUMP PROCEDURES. Procedures for aircraft able to jettison fuel are to be over water and above FL200 if the situation allows. Notify Guam CERAP of intentions.

5.9. NORDO/LOST COMMUNICATIONS LANDING PROCEDURES. The following procedures will be used for alerting the Tower and executing a landing at Andersen AFB when radio communications are lost/no radio (NORDO). Every attempt will be made to contact Tower through use of secondary radios.

5.9.1. All landings with total communications failure are to be considered emergency landings due to the unknown condition of the aircraft.

5.9.2. If communications cannot be established with the Tower when a landing is required, the following procedures will be followed:

5.9.2.1. Determine the active runway and direction of traffic by the best means available. Enter the normal VFR traffic pattern clear of all traffic to overfly the runway at traffic pattern altitude. Rock wings adjacent to Tower and watch for light gun signals.

5.9.2.2. Tower will transmit landing instructions on the appropriate radio frequencies and use light gun signals to relay instructions.

5.9.2.3. Upon receipt of clearance, either by light gun signal or radio from alternate sources, the pilot will land as soon as practical.

5.10. EMERGENCY LOCATOR TRANSMITTER (ELT). FAA reserves zero to five minutes after every hour for testing ELTs. Testing shall be restricted to three audio sweeps. When the Tower picks up an ELT that is not a test, the following procedures will apply:

5.10.1. Tower will determine frequency and notify CERAP and Airfield Management of the signal, its frequency, and advise termination.

5.10.1.1. Tower/CERAP will solicit assistance from other aircraft and forward information on bearing fixes to Airfield Management, as necessary.

5.10.1.2. Airfield Management will notify the 36 ABW Command Post.

5.10.2. Command Post (Operations Center) will:

5.10.2.1. If the signal is on 121.5 MHz, notify the Joint Rescue Coordination Center (JRCC) at 339-7100.

5.10.2.2. If the signal is on 243.0, call Transient Alert to make an on base search for signal source. Transient Alert can be reached at 366-8012/8013.

5.10.2.3. When told that the ELT has been found or has stopped, advise Tower. If the ELT cannot be found, consider it an actual emergency.

5.10.2.4. In case of an actual emergency, pass/confirm all information to Airfield Management, advise Tower, and begin log entries.

5.11. AIRCRAFT ISOLATION PROCEDURES. If an aircraft requires isolation after landing for fuel leaks, contamination, or other reasons, preplanned isolation areas are the intersection of Taxiway C and Taxiway K and the intersection of Taxiway C and Taxiway F. These areas are designated for preplanning only and are not mandatory (with the exception of hydrazine leaks due to the inherent danger). The 36 ABW Command Post or AMC Command Post will notify Tower and Airfield Management in advance of any requirements for isolation of aircraft, and if preplanned isolation or an isolated parking location will be used. Aircraft landing with hung ordnance will fly an approach to and land on Runway 24R. If winds are out of limits for a Runway 24R landing, the aircraft will circle north to land on Runway 6L, avoiding overflight of populated areas and buildings if possible.

5.12. OVERDUE AIRCRAFT PROCEDURES. For local flight plans not entered in the FAA system, Airfield Management will request a preliminary communication search when neither communication nor radar contact can be established after an aircraft is 30 minutes overdue. Upon detection or report of overdue aircraft, control agencies will notify Airfield Management and 36 ABW Command Post.

5.13. ATC TAPE RECORDINGS . In the event of an aircraft mishap, hazardous air traffic report (HATR), or facility deviation, the Tower will retain ATC tape recordings and other related information (logs, flight strips, etc.) IAW AFI 13-203, and applicable PACAF supplements.

Chapter 6

SPECIAL PROCEDURES

6.1. CONTROL OF AIRCRAFT CARRYING HAZARDOUS MATERIAL AND/OR INERT DEVICES. AFI 11-204 governs handling of all aircraft carrying hazardous cargo landing at or departing from Andersen AFB.

6.1.1. Airfield Management will coordinate parking assignments with 36 MXS Transient Alert or AMC Command Post, then notify Tower and the Fire Alarm Communications Center (FACC) prior to the aircraft's arrival of the planned parking spot. Most aircraft parking locations on the center ramp may be used for explosives loaded aircraft. Standard parking locations for aircraft carrying hazardous material and/or inert devices are as follows (aircraft positioning subject to restrictions specified in the 36 ABW Master Aircraft Parking Plan). (Please take notice of alphabetical notes [A-O] following the class/division category in the first column, along with the corresponding restrictions listed below the table):

Table 6.1. Authorized Parking Locations

Cargo Aircraft Explosive Class Division (C/D)	Maximum Net Explosive Weight Authorized	Authorized Parking Locations
C/D 1.1 **A**	30,000 lbs.	S-96, S-97, S-98
1.2.1 **B** MCE > 450	28,000 lbs.	
1.2.2 **C**	500,000 lbs.	
1.2.3 **D**	500,000 lbs.	
1.3 **E**	600,000 lbs.	
C/D 1.1 **N**	10,200 lbs.	N-13, N-38, N-39, N-40, N-42, N-43
1.2.1 **B** MCE > 450	25,000 lbs.	
1.2.2 **C**	25,000 lbs.	
1.2.3 **G**	50,000 lbs.	
1.3 **H**	10,000 lbs.	
C/D 1.1 **F**	33,000 lbs.	C-10-C-70, N-15
1.2.1 **B** MCE > 450	25,000 lbs.	
1.2.2 **C**	25,000 lbs.	
1.2.3 **G**	50,000 lbs.	
1.3 **H**	10,000 lbs.	

Cargo Aircraft Explosive Class Division (C/D)	Maximum Net Explosive Weight Authorized	Authorized Parking Locations
C/D 1.2.1 **B** MCE < 144	1,500 lbs.	S-95
1.2.2 **C**	500,000 lbs.	
1.2.3 **D**	500,000 lbs.	
1.3 **E**	600,000 lbs.	
C/D 1.2.2 **I**	400 lbs.	S-6, S-8, S-10, S-12, S-14, S-18, S-20, S-22,
1.2.3 **J**	1,000 lbs.	S-34, S-36, S-38, S-40,S-42, S-84, S-86, S-88, S-90, S-92, S-94
1.3 **J**	1,000 lbs.	
C/D 1.2.2 **K**	450 lbs. 14,000 lbs	S-25, S-27, S-29, S-31, S-33, S-35, S-37, S-39, S-41, S-43, S-45
1.3 **L**		
C/D 1.1	120.6 lbs.	25A1S-25A24S
1.2.2 **See Note 3**	F-15 Aircraft Configuration 12 (2 AIM-9, 2AIM-120, 2 AIM-7)	
1.3 **See Note 3**	See AFM 91-201 Figure 3.7	
1.4 **See Note 3**		
C/D 1.1 **O**	500 lbs.	N-12, N-14
1.2.1 **B** MCE > 450	25,000 lbs.	
1.2.2 **C**	25,000 lbs.	
1.2..3 **G**	50,000 lbs.	
1.3 **H**	10,000 lbs.	
C/D 1.4 **See Note 3**	Capacity	Uploading and downloading of aircraft cargo will be conducted in explosives sited aircraft parking areas.

***Notes**:*

***1**. The following separation factors are the minimum and preferred distances required to be maintained between an explosive laden aircraft and other explosive laden aircraft. If these distances cannot be maintained contact the Wing Weapons Safety office for assistance.*

***2.** The "preferred" distances listed below are the minimum separation distances between an explosives laden aircraft and another non-explosives laden aircraft.*

A. Minimum 342 feet. Preferred 933 feet.

B. Minimum 300 feet. Preferred 1,250 feet.

C. Minimum 100 feet. Preferred 783 feet.

D. Minimum 50 feet. Preferred 600 feet.

Cargo Aircraft Explosive Class Division (C/D)	Maximum Net Explosive Weight Authorized	Authorized Parking Locations
E. Minimum 422 feet. Preferred 645 feet.		
F. Minimum 353 feet. Preferred 963 feet.		
G. Minimum 50 feet. Preferred 250 feet.		
H. Minimum 100 feet. Preferred 150 feet.		
I. Minimum 100 feet. Preferred 192 feet.		
J. Minimum 50 feet. Preferred 75 feet.		
K. Minimum 100 feet. Preferred 118 feet.		
L. Minimum 111 feet. Preferred 168 feet.		
M. Minimum 55 feet. Preferred 360 feet. (For combat F-15 Aircraft configuration 12 only)		
N. Minimum 239 feet. Preferred 651 feet.		
O. Minimum 88 feet. Preferred 239 feet.		
3. ***EXCEPTION:*** Aircraft configured with the items listed below are exempt from Q-D site planning requirements when evaluated as a PES. This does not include ammunition and explosives carried as cargo. Park in a designated aircraft parking area meeting airfield criteria and treat the aircraft as explosives-loaded in all other respects. The following munitions can be uploaded and downloaded at the designated aircraft parking area provided that the quantity of munitions being loaded or unloaded is limited to a single aircraft load. Munitions delivery trailers (i.e., UALS, BDU, flare & chaff mods, captive-carry missiles) are considered in the transportation mode (QD-exempt) provided the trailers do not remain at the designated aircraft parking area longer than the loading/unloading operation being conducted.		
Internal gun ammunition 30 mm or less of HC/D (04) 1.2 or HC/D 1.2.2.		
HC/D 1.3 Installed Aircraft Defensive Flares. Externally loaded munitions such as LUU-1/2 flares and 2.75" training rockets require Q-D.		
HC/D 1.4 munitions (i.e., chaff squibs, captive-carry training missiles, BDU-33s).		
Installed explosives necessary for safe flight operations. See glossary and T.O. 11A-1-33 for further information.		

6.1.2. Tower will contact Airfield Management for parking assignment for all aircraft not previously coordinated.

6.2. EXPLOSIVE ORDNANCE DISPOSAL (EOD)/FIRING RANGE ACTIVITIES. When the Andersen AFB EOD or firing range is activated the following actions will be accomplished:

6.2.1. 36 CES/CED or 36 SFS/SFTC will:

6.2.1.1. Coordinate with Airfield Management to determine affected airspace, altitude clearance required, and time of occurrence at least 48 hours in advance of any planned EOD or firing range activity.

6.2.1.2. Obtain permission from Tower 30 min prior to exploding ordnance/activating the Andersen AFB EOD range, and provide emergency contact number for activity termination.

6.2.1.3. Advise Tower when the activated areas are clear.

6.2.2. Airfield Management will post all proposed activity to include area affected, altitude clearance required, and times of occurrence via NOTAM/AIRAD.

6.2.3. Tower will:

6.2.3.1. Coordinate with CERAP and ensure affected airspace is clear of aircraft prior to granting permission for requested activity.

6.2.3.2. Inform affected aircraft when areas are active and inform aircraft of airspace to avoid.

6.2.3.3. Notify CERAP and Airfield Management when activities are complete and areas are cold.

6.3. OPERATION OF ARRESTING SYSTEMS . Airfield Management is responsible for directing changes in configuration of the BAK-12 barrier cables and will ensure that the cables are set for operational requirements. Airfield Management will notify Barrier Maintenance at 366-5203 when a barrier reconfiguration change is required.

6.3.1. Normal configuration will be the runway 24R (approach end) rigged, all other in a de-rigged status. Barrier Maintenance is responsible for advising Airfield Management and Tower of any change in barrier status.

6.3.2. When notified by Airfield Management, Barrier Maintenance will ensure the cables are positioned as required (if not already). Minimum response time is 30 minutes during normal duty hours, and 45 minutes during non-duty hours. A 90-minute interval shall be applied to subsequent aircraft for planned successive engagements, to complete the T.O. checklist.

6.3.3. During an known engagement, Barrier Maintenance will stand by with equipment to ensure prompt removal of the aircraft from the BAK-12 and timely restoral of the system.

6.4. NOISE ABATEMENT PROCEDURES.

6.4.1. Wing Public Affairs is the OPR for responding to aircraft noise complaints and should work closely with Airfield Management, Tower, and 36 CES/CEV.

6.4.2. No regular scheduled noise abatement areas or times are established/published for Andersen AFB. All imposed restrictions will be disseminated via Airfield Advisory/NOTAM.

6.5. CIVIL AIRCRAFT USE OF ANDERSEN AFB AND USAF ATCALS.

6.5.1. Authority for civil use of Andersen AFB and USAF ATCALS is referenced in AFI 10-1001.

6.5.1.1. Civil aircraft may not land at Andersen AFB unless they have a civil aircraft-landing permit valid for Andersen AFB. They may use the field for low approaches, at or above 200’ AGL, so long as they do not interfere with military activities. The only other exception for civil aircraft landing at Andersen AFB is due to an emergency.

6.5.1.1.1. Aircraft will be directed to the east or west end of Taxilane C until the CAM or designated representative is notified.

6.5.1.2. Commercial aircraft diverting into Andersen AFB (with an approved landing permit/ALAN) will be parked as directed by Airfield Management. All crewmembers and passengers must remain on the aircraft until cleared by Guam Customs Authority and 36 ABW/CC.

6.6. UNANNOUNCED OR UNIDENTIFIED AIRCRAFT. This constitutes aircraft that Andersen tower is unable to verify intentions with outside controlling agency (i.e. Guam CERAP, Agana Tower).

6.6.1. The Tower will activate the PCAS and notify Airfield Management when an unidentified or unannounced aircraft intends to land at Andersen AFB.

6.6.1.1. Tower and Airfield Management will execute appropriate checklists.

6.6.2. Tower will direct the aircraft to the east or west end of Taxiway C.

6.6.3. Airfield Management will activate the SCN.

6.7. DISTINGUISHED VISITOR (DV) NOTIFICATION.

6.7.1. Tower will request a 100-mile call from the FAA Guam CERAP and provide this notification to Airfield Management. This notification will only be made once, IAW AFI 13-203. Advance DV notifications are secondary in nature to ATC service, and will be provided only on a workload permitting basis.

6.7.2. Airfield Management will forward this notification to 36 ABW Command Post, Protocol, Transient Alert, and AMC Command Post as applicable.

6.7.3. 36 ABW Command Post has a matrix to convert flying miles to minutes for a variety of aircraft that normally transport distinguished visitors. These mileages may be converted into minutes to provide relatively accurate arrival times, contingent upon weather and routine air traffic control delays.

6.8. SEARCH AND RESCUE. Upon notification of an HC-5 rescue launch, Airfield Management will notify via landline the following: Tower, 36 ABW Command Post, and AMC Command Post.

6.9. NIGHT VISION GOGGLE (NVG) OPERATIONS . All requests to conduct NVG operations of any kind within the Andersen Class D airspace must be coordinated with the AOF/CC, or designated representative, a minimum of 3 workdays prior to the planned NVG operations. Neither Andersen tower nor Airfield Management personnel will authorize NVG operations without the approval of the AOF/CC, or designated representative.

6.9.1. Requesting Unit Responsibilities:

6.9.1.1. Advise Andersen Airfield Management of any obstructions, obstacles, hazards, or any other objects to be placed on the airfield, which may affect the airfield environment.

6.9.1.2. Be responsible for briefing all other participants/support personnel of the NVG requirements of this instruction.

6.9.1.3. Pilots conducting NVG operations do so at their own risk. Aircraft commanders are responsible for their own air traffic separation and terrain/obstruction clearance. Andersen tower is not responsible in any way for the safety, separation, or other ATC responsibility for the aircraft conducting NVG operations at Andersen AFB.

6.9.1.4. Provide aircraft position reports when requested by Andersen tower.

6.9.2. Andersen tower shall:

6.9.2.1. Turn off all airfield lighting except the rotating beacon during the NVG operations.

6.9.2.2. Advise Airfield Management and CERAP when NVG operations begin and when terminated.

6.9.3. Restrictions:

6.9.3.1. NVG operations will be suspended anytime a non-participating arriving aircraft is within 10 flying miles of the airport or when non-participating departing aircraft begins taxiing.

6.9.3.2. NVG operations are restricted to no more than one fixed-wing aircraft at a time or two helicopters at a time. NVG operations will not be conducted with helicopters and fixed-wing aircraft together regardless of the number of aircraft involved.

6.10. EXERCISES. IAW AFI 13-203, the Airfield Operations Flight Commander, or designated representative must be briefed 48 hours in advance of exercises that involve any ATC facility or the airport movement area. The Tower Watch Supervisor will ensure ATC participation does not degrade real-world ATC services. The Tower Watch Supervisor has the authority to interrupt an exercise if it interferes with the recovery of emergency aircraft, or is in the best interest of flight safety.

6.11. PARACHUTE JUMPING/EQUIPTMENT DROP PROCEDURES: All drops on Andersen AFB will be conducted at the operational unit's own risk, IAW procedures outlined below, and a valid Letter of Agreement must exist between the 36 OSS and requesting unit. In addition, all paradrop operations will be conducted on a "NOT TO INTERFERE" basis with AMC, HC-5 or deployed traffic. Unit's requesting use of Andersen AFB Drop Zones (DZs) be provided a copy of these procedures, and DZ controllers have received a local briefing. A diagram of Andersen's (DZ) locations is provided in **Attachment 11** (this diagram is for visual awareness only, not a valid survey).

6.11.1. Requesting and Supporting Units Shall:

6.11.1.1. Make requests for use of Andersen DZ through 36 OSS/OSA (366-2770) at least 5 duty days in advance of the planned event. A sample request/approval form is provided in **Attachment 10**. *NOTE: Preceding coordination time is a MINIMUM; the greater the coordination time the more likely DZ use approval.*

6.11.1.2. Upon receipt of approval adhere to the attached local procedures, and any further restrictions provided.

6.11.1.3. Report to base operations for aircrews and DZ controller brief on local airfield/airspace status and/or restrictions.

6.11.2. 36 OSS/OSA shall:

6.11.2.1. Coordinate with U.S. Navy HC-5, and FAA to deconflict DZ use and local air traffic.

6.11.2.2. Provide the requesting unit an approval form with appropriate restrictions for approved Andersen DZ usage.

6.11.2.3. Send applicable NOTAMs/airfield advisories at least 48 hours before DZ use.

6.11.2.4. Brief aircrews and DZ controllers on airfield/airspace status and/or restrictions in Base Operations the day of DZ use, refer to **Attachment 12** and **Attachment 13** for briefing.

6.11.3. General Procedures:

6.11.3.1. Paradrop operations are the inherent risk of the executing unit. 36 OSS will make every effort to ensure the DZ is clear, but is not responsible for unforeseen events.

6.11.3.2. AMC and/or transient aircraft will have priority over any scheduled DZ use.

6.11.3.3. Any changes to approved DZ use may require re-coordination with the FAA and HC-5, and possible cancellation or delay of DZ usage.

Chapter 7

ATC FACILITIES SUPPORT

7.1. COMPLETE ATC RADIO FAILURE. If either Guam CERAP or Tower has a complete loss of air-to-ground radios, pilots can expect clearance and other ATC instructions to be relayed by landline through the following communications channels:

7.1.1. Loss of Guam CERAP radios:

7.1.1.1. Andersen Tower - UHF and VHF.

7.1.1.2. The 36 ABW Command Post - HF/SSB and UHF with phone patch capability.

7.1.1.3. Agana Control Tower - VHF and UHF.

7.1.1.4. Honolulu ARINC - HF.

7.1.2. Loss of Tower radios:

7.1.2.1. Guam CERAP - VHF and UHF.

7.1.2.2. The 36 ABW Command Post - HF/SSB and UHF with phone patch capability.

7.1.3. Since Andersen has no permanent assigned aircraft, min-com/comm-out procedures are not established not authorized for normal operations.

7.2. RELAY OF ATC CLEARANCES AND INSTRUCTIONS. Personnel outside of ATC agencies will not engage, at any time, in the control of air traffic, however, the 36 ABW Command Post and other operations personnel may relay ATC clearances and instructions as received from CERAP/Tower. Information which will be relayed to an aircraft by a non-ATC facility will be prefixed with "A-T-C clears", "A-T-C advises", or "A-T-C requests" IAW FAAO 7110.65. Clearances and instructions will be relayed verbatim at all times.

7.3. AIRFIELD LIGHTING.

7.3.1. Tower will release control of airfield lighting at the request of airfield lighting personnel, providing no aircraft are scheduled inbound or outbound within 30 minutes. During IFR conditions release will only be allowed in conjunction with above operation restrictions and 5-min recall availability.

7.3.2. All reported/identified lighting outages will be passed to airfield management for notification of airfield lighting personnel. Airfield lighting will control the lights from the vault during tower lighting panel outages.

7.4. WEATHER WARNING AND MET WATCH ADVISORIES. Tower will relay weather warning and MET watch advisories verbatim to aircraft under its control.

7.4.1. Tower will check the Pilot-to-Metro-Service (PMSV) frequency, ATC duties permitting, when requested by the Weather Station. If the system is inoperative or substandard, the forecaster shall be notified.

7.4.2. Tower will report the following items to the Base Weather Station:

7.4.2.1. Visibility values IAW FAAO 7110.65, Chapter 2.

7.4.2.2. When lightning, tornado/waterspout/funnel clouds are first observed, or a thunderstorm or precipitation begins or ends.

7.4.2.3. When obscuring phenomena (fog, haze, smoke, etc.) are first observed and any subsequent changes in intensity.

7.4.2.4. When ceiling/sky cover raises, lowers, forms, or dissipates and could necessitate a change in airfield status.

7.4.2.5. Any condition which may affect the safety of arriving/departing aircraft.

7.4.3. The Weather Station observer, upon notification by Tower of any of the above items/changes, shall make a visual observation of all weather elements and take and disseminate an official observation (SA, SP, RS, and L) as required.

7.4.4. Tower will relay Pilot Reports (PIREPs) to the Weather Station.

7.4.5. Airfield Management will transmit weather warnings and advisories via the secondary crash net.

7.5. TOWER EVACUATION.

7.5.1. Tower will be evacuated when wind velocity reaches a sustained 60 knots or peak gusts of 72 knots. Tower will run appropriate checklists and advise all air traffic that they are evacuating and for all aircraft to contact CERAP for air traffic services.

7.5.2. For high wind evacuation, Tower personnel will proceed to the first floor of the control tower to facilitate rapid restoral of ATC services once the wind subsides. For evacuation due to bomb threat, communications failure, fire, etc., Tower controllers will proceed to Base Operations.

7.5.3. During Tower evacuation Airfield lighting personnel will be responsible for control of runway/approach light setting controls as determined by ATC personnel during periods other than evacuation for tropical cyclone conditions.

7.6. GUAM CERAP EVACUATION. Should conditions warrant evacuation of CERAP, all airspace will revert to Oakland Center control and appropriate NOTAMs will be initiated by the FAA. Pilots can contact Oakland Center on appropriate HF frequency. Expect departure and arrival delays, as the Guam Control Area will become a non-radar environment.

7.7. NOTAMs.

7.7.1. Airfield Management is the USAF NOTAM Dispatch Center and shall perform the functions as outlined in AFI 11-208, Department of Defense Notice to Airmen (NOTAM) System, and FAAO 7110.10.

7.7.2. Andersen Tower will advise Airfield Management of airfield ATCALS status (including applicable FAA radio equipment) as soon as possible.

7.7.3. Andersen Tower is identified as the ATCALS NOTAM monitor facility.

7.8. ATCALS RESTORATION POLICY.

7.8.1. For radio outages, 36 CS Radio Maintenance personnel response time should not exceed one hour.

7.8.2. For NAVAID outages, 36 CS METNAV personnel response time should not exceed 30 minutes.

7.8.3. METNAV will ensure the ID/ident feature is either turned off, or transmits “TEST”, prior to taking a NAVAID for maintenance.

7.8.4. In the event of multiple failure of NAVAIDs, METNAV personnel shall use the following restoration priorities (in order listed): TACAN, Localizer, Glideslope.

Chapter 8

AIRFIELD OPERATIONS BOARD

8.1. PURPOSE. The Andersen AFB Airfield Operations Board (AOB) is established to provide a forum for recommending improvements to ATC services and terminal airspace management procedures. Additionally, the board resolves airfield operations problem areas, coordinates and proposes new or revised procedures, methods, techniques, equipment, and facilities for the local ATC system. The board reviews and acts on USAF Air Traffic System Evaluation Program (ATSEP) observations and recommendations.

8.2. BOARD MEMBERSHIP. The following are the minimum required participant of Andersen's AOB:

8.2.1. 36 ABW/SE

8.2.2. 36 OSS/CC/OSW/OSA/OSAT/OSAP/OSAM

8.2.3. 36 CS/SCM

8.2.4. 36 CES/CC/CEP

8.2.5. 734 AMS/CC

8.2.6. HC-5

8.2.7. CERAP (FAA)

NOTE: if primary unavailable a representative is required.

8.3. BOARD MEETING FREQUENCY.

IAW AFI 13-203, the board will meet at least once every quarter and within 30 days after receipt of an ATSEP report. The board will meet for an ATSEP team in brief, and may meet for a team out brief.

8.4. REQUIRED ANNUAL AOB REVIEW ITEMS.

8.4.1. Airspace Annual Review

8.4.2. ATC/Flying Procedures Annual Review

8.4.3. Letters of Procedures Annual Review

8.4.4. OPLAN Taskings Annual Review

8.4.5. TERPS Annual Review

8.4.6. AICUZ Annual Review

8.4.7. Airfield Parking Plan Annual Review

8.4.8. Local Aircraft Priorities Annual Review

8.4.9. Airfield and Airspace Waivers

JOSEPH F. MUDD, JR., Colonel, USAF
Commander, 36th Air Base Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

Abbreviations and Acronyms

AAFB—Andersen Air Force Base

ABW—Air Base Wing

ABWI—Air Base Wing Instruction

AFB—Air Force Base

AFI—Air Force Instruction

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

ALAN—Aircraft Landing Authorization Number

ALSF—Approach Lighting System, Flashing

AMC—Air Mobility Command

AOB—Airfield Operations Board

ARINC—Aeronautical Radio, Inc.

ASFCC—Andersen Security Forces Command Center

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Aids

ATIS—Automated Terminal Information System

ATSEP—Air Traffic System Evaluation Program

BOPS—Base Operations

CAM—Chief, Airfield Management

CERAP—Center Enroute/Radar Approach Control

CES—Civil Engineering Squadron

CFP—Communications Focal Point

CIRVIS—Communications Instructions Reporting Vital Intelligence Sightings

CS—Communications Squadron

DME—Distance Measuring Equipment

DoD—Department of Defense

DV—Distinguished Visitor

ELS—Emergency Landing Site

ELT—Emergency Locator Transmitter

EOD—Explosive Ordnance Disposal

ETA—Estimated Time of Arrival

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FAF—Final Approach Fix

FL—Flight Level

FLIP—Flight Information Publication

FM—Frequency Modulation

FOD—Foreign Object Damage

HF—High Frequency

HIRLs—High Intensity Runway Lights

IAW—In Accordance With

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

INS—Inertial Navigation System

JRCC—Joint Rescue Coordination Center

K-9—Canine

LOC—Localizer

MACA—Mid-Air Collision Avoidance

MET—Meteorological

METNAV—Meteorological & Navigational Aids

MHz—MegaHertz

MSA—Munitions Storage Area

MSL—Mean Sea Level

MXS—Maintenance Squadron

NAVAID—Navigational Aid

NDB—Non-Directional Beacon

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Airmen

NR—North Ramp

OPR—Office of Primary Responsibility

OSC—On-Scene Commander

OSS—Operations Support Squadron

PAPI—Precision Approach Path Indicator

PCAS—Primary Crash Alarm System

PIREP—Pilot Report

PMSV—Pilot-to-Metro Service

PNAF—Primary Nuclear Airlift Fleet

RSRS—Reduced Same Runway Separation

SALSF—Short Approach Lighting System, Flashing

SAR—Search and Rescue

SCN—Secondary Crash Network

SFL—Sequenced Flashing Lights

SFO—Simulated Flame-Out

SFS—Security Forces Squadron

SOF—Supervisor of Flying

SR—South Ramp

SSB—Single-Side Band

TACAN—Tactical Air Navigation

TERPS—Terminal Instrument Procedures

TRSA—Terminal Radar Service Area

VASI—Visual Approach Slope Indicator

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VOR—Very high frequency Omnidirectional Range

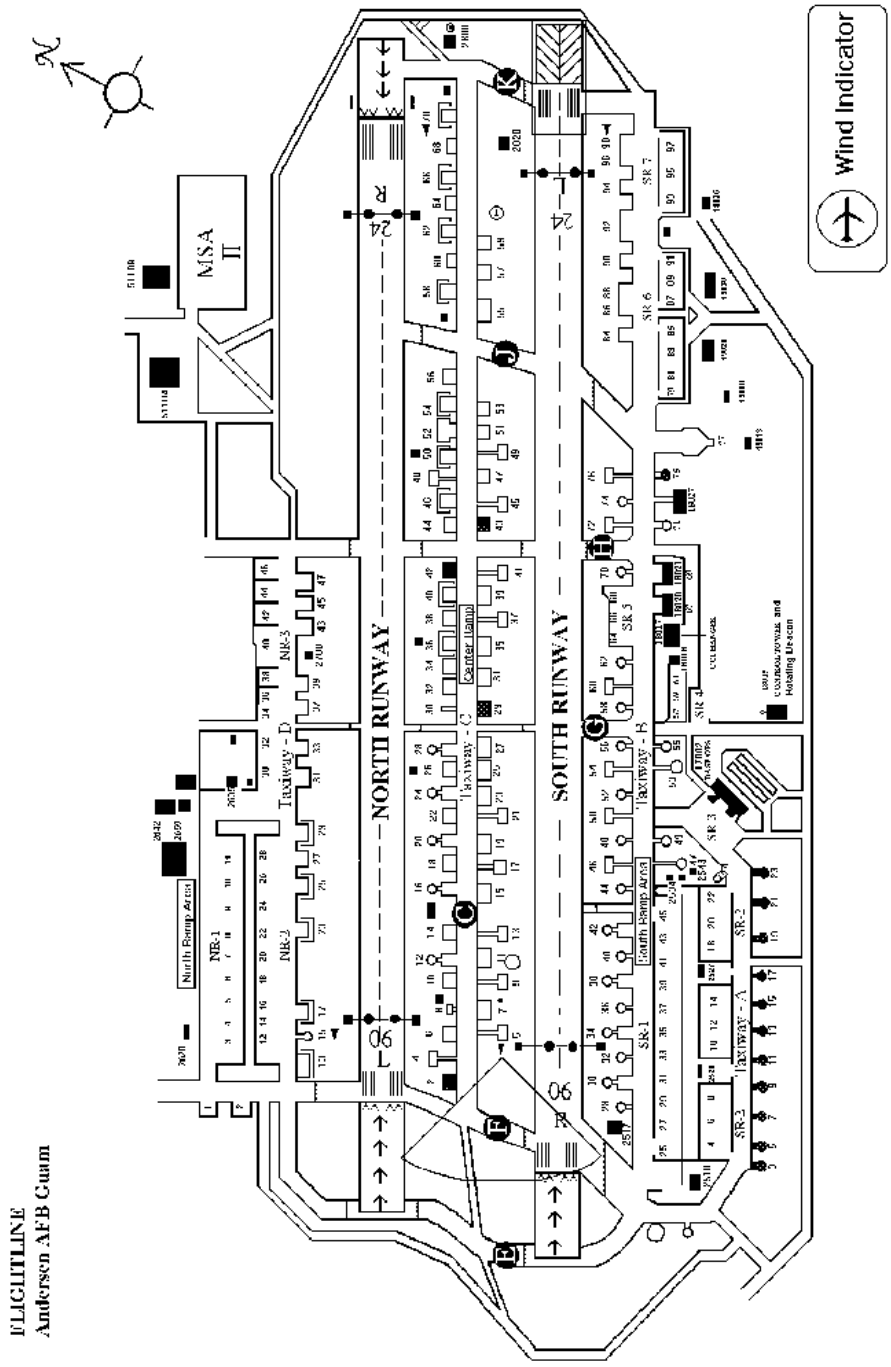
VORTAC—Very high frequency Omnidirectional Range-Tactical Air Navigation

UHF—Ultra High Frequency

USAF—United States Air Force

Attachment 2

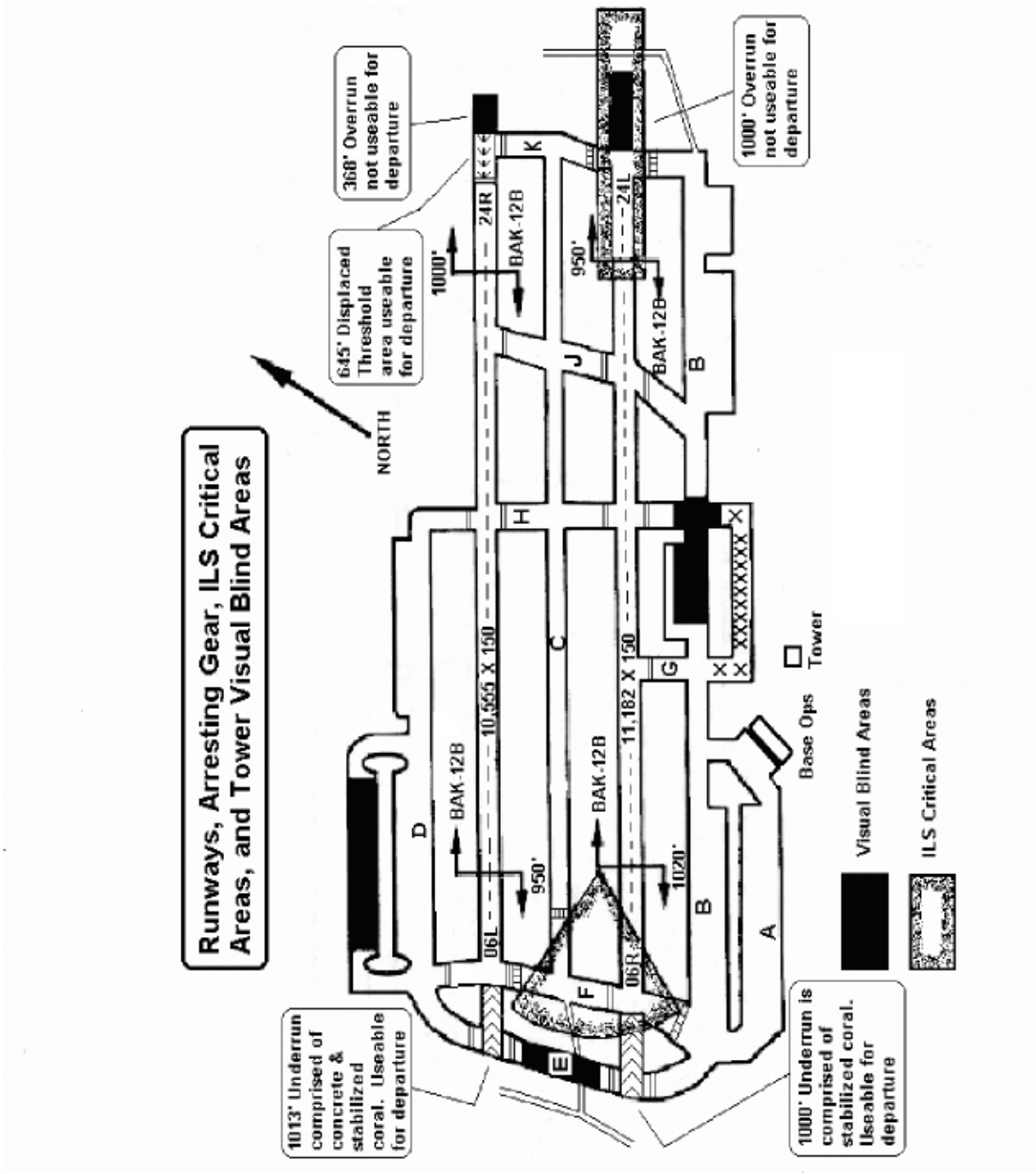
FLIGHTLINE DIAGRAM



FLIGHTLINE
Andersen AFB Guam

Attachment 3

RUNWAY AND BARRIER INFORMATION



Attachment 4

ANDERSEN AFB RAMP COORDINATES INERTAL NAVIGATION SYSTEM ALIGNMENT CHECKPOINTS

SPOT	LAT	LONG	ELEV	SPOT	LAT	LONG	ELEV
CTR 6L	1335.18N	14455.74E	545	S-25	1334.34N	14455.04E	539
CTR 6R	1334.90N	14455.85E	547	S-27	1337.36N	14455.08E	535
SR 3-1	1334.54N	14455.64E	521	S-28	1334.45N	14455.11E	532
N-1	1335.07N	14454.78E	527	S-29	1334.38N	14455.12E	531
N-2	1335.02N	14454.81E	525	S-30	1334.47N	14455.15E	529
N-12	**1335.02N**	**14454.92E**	**521**	**S-31**	**1334.39N**	**14455.16E**	**528**
N-13	**1334.95N**	**14454.93E**	**522**	**S-32**	**1334.48N**	**14455.19E**	**525**
N-14	**1335.04N**	**14454.96E**	**521**	**S-33**	**1334.41N**	**14455.21E**	**523**
N-15	**1334.97N**	**14454.98E**	**520**	**S-34**	**1334.50N**	**14455.23E**	**523**
N-16	**1335.06N**	**14455.01E**	**518**	**S-35**	**1334.43N**	**14455.25E**	**520**
N-17	1334.99N	14455.03E	520	S-36	1334.51N	14455.27E	520
N-18	1335.08N	14455.06E	516	S-37	1334.45N	14455.30E	518
N-20	1335.10N	14455.10E	516	S-38	1334.53N	14455.31E	520
N-22	1335.12N	14455.15E	516	S-39	1334.47N	14455.34E	517
N-23	1335.05N	14455.17E	521	S-40	1334.55N	14455.35E	518
N-24	**1335.13N**	**14455.18E**	**517**	**S-41**	**1334.49N**	**14455.38E**	**516**
N-25	**1335.08N**	**14455.24E**	**522**	**S-42**	**1334.57N**	**14455.39E**	**517**
N-26	**1335.15N**	**14455.23E**	**519**	**S-43**	**1334.51N**	**14455.43E**	**515**
N-27	**1335.10N**	**14455.28E**	**523**	**S-44**	**1334.60N**	**14455.46E**	**515**
N-28	**1335.17N**	**14455.27E**	**520**	**S-45**	**1334.52N**	**14455.46E**	**514**
N-29	1335.13N	14455.34E	526	S-79	1334.90N	14456.30E	590
N-30	1335.23N	14455.39E	526	S-81	1334.91N	14456.34E	596
N-31	1335.17N	14455.44E	528	S-83	1334.93N	14456.39E	600
N-32	1335.25N	14455.43E	529	S-84	1335.01N	14456.41E	602
N-33	1335.19N	14455.48E	532	S-85	1334.95N	14456.43E	604
N-34	**1335.27N**	**14455.48E**	**533**	**S-86**	**1335.03N**	**14456.44E**	**605**
N-36	**1335.29N**	**14455.52E**	**537**	**S-87**	**1334.97N**	**14456.47E**	**608**
N-37	**1335.22N**	**14455.55E**	**537**	**S-88**	**1335.05N**	**14456.48E**	**607**
N-38	**1335.31N**	**14455.56E**	**539**	**S-89**	**1335.99N**	**14456.52E**	**611**
N-39	**1335.24N**	**14455.59E**	**541**	**S-90**	**1335.06N**	**14456.52E**	**609**
N-40	1335.33N	14455.61E	539	S-91	1335.01N	14456.56E	613
N-42	1335.35N	14455.66E	538	S-92	1335.08N	14456.56E	611
N-43	1335.28N	14455.69E	540	S-93	1335.04N	14456.63E	617
N-44	1335.37N	14455.70E	537	S-94	1335.10N	14456.95E	614

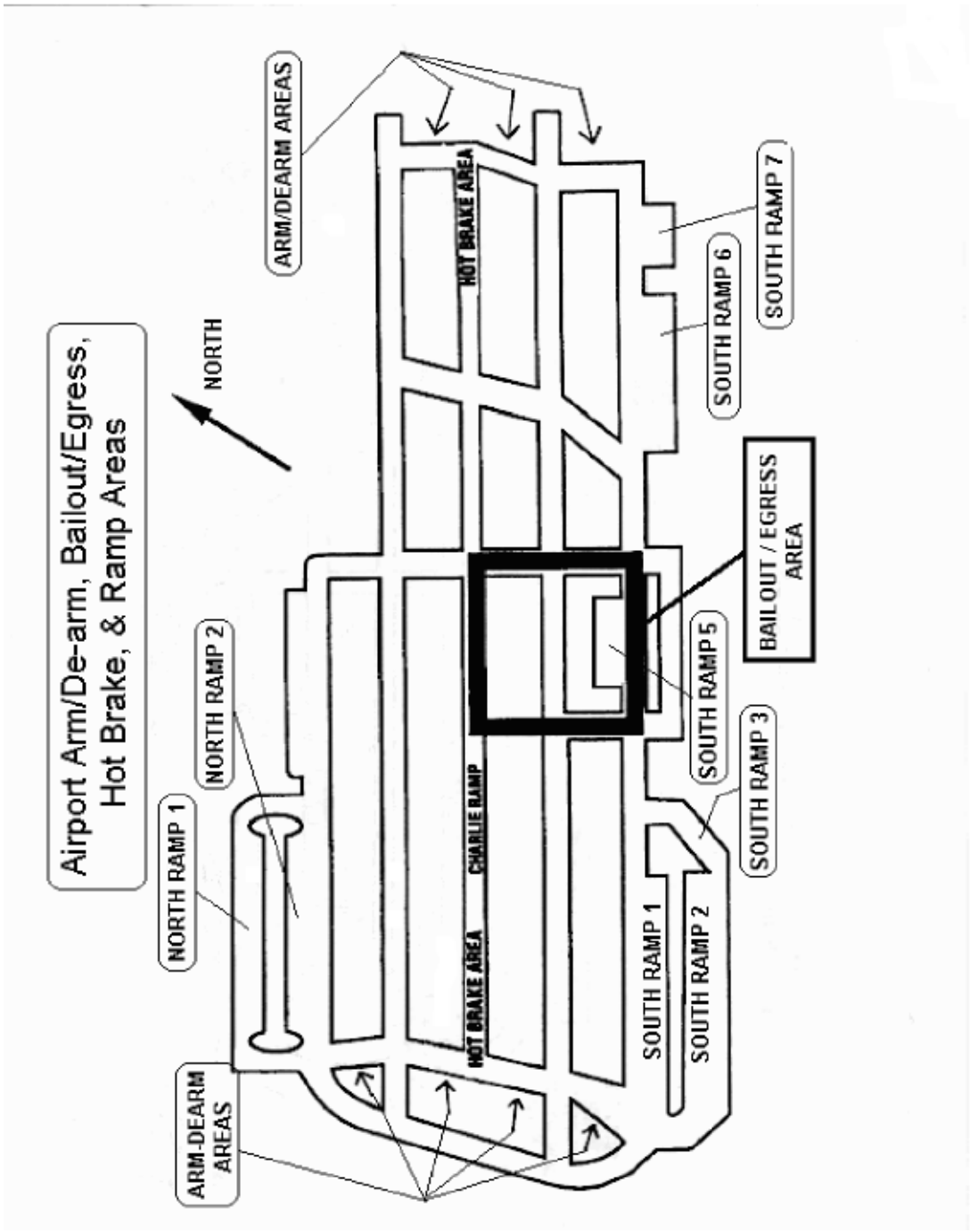
Attachment 5

ANDERSEN AFB RAMP COORDINATES INERTAL NAVIGATION SYSTEM ALIGNMENT CHECKPOINTS (CONT)

SPOT	LAT	LONG	ELEV	SPOT	LAT	LONG	ELEV
N-45	1335.30N	14455.73E	541	S-95	1335.06N	14456.68E	619
N-46	1335.32N	14455.74E	538	S-96	1335.11N	14456.63E	614
N-47	1335.32N	14455.77E	542	S-97	1335.08N	14456.72E	617
				S-98	1335.13N	14456.67E	618
C-2	1334.74N	14455.03E	542	C-35	1335.00N	14455.79E	545
C-4	1334.75N	14455.07E	542	C-36	1335.06N	14455.77E	545
C-5	1334.71N	14455.14E	545	C-37	1335.02N	14455.83E	546
C-6	1334.77N	14455.11E	544	C-38	1335.08N	14455.81E	548
C-7	1334.73N	14455.17E	543	C-39	1335.04N	14455.87E	549
C-9	1334.75N	14455.21E	540	C-40	1335.09N	14455.85E	548
C-10	1334.80N	14455.19E	541	C-41	1335.05N	14455.91E	547
C-11	1334.77N	14455.25E	537	C-42	1335.11N	14455.88E	548
C-12	1334.77N	14455.23E	538	C-43	1335.08N	14455.98E	549
C-13	1334.78N	14455.29E	534	C-44	1335.14N	14455.95E	548
C-14	1334.84N	14455.23E	536	C-45	1335.10N	14456.02E	554
C-15	1334.81N	14455.36E	529	C-46	1335.16N	14455.99E	553
C-16	1334.87N	14455.34E	532	C-47	1335.12N	14456.06E	558
C-17	1334.83N	14455.40E	527	C-48	1335.17N	14456.03E	558
C-18	1334.89N	14455.38E	529	C-49	1335.13N	14456.09E	563
C-19	1334.85N	14455.44E	528	C-50	1335.19N	14456.07E	563
C-20	1334.91N	14455.42E	532	C-51	1335.15N	14456.13E	567
C-21	1334.87N	14455.48E	528	C-52	1335.21N	14456.11E	568
C-22	1334.92N	14455.46E	533	C-53	1335.17N	14456.18E	570
C-23	1334.88N	14455.52E	530	C-54	1335.23N	14456.16E	568
C-24	1334.94N	14455.50E	533	C-55	1335.24N	14456.34E	579
C-25	1334.90N	14455.56E	531	C-56	1335.25N	14456.20E	570
C-26	1334.96N	14455.54E	535	C-57	1335.26N	14456.38E	582
C-27	1334.92N	14455.60E	534	C-58	1335.30N	14456.33E	579
C-28	1334.97N	14455.58E	536	C-59	1335.28N	14456.42E	586
C-29	1334.95N	14455.67E	536	C-60	1335.32N	14456.36E	583
C-30	1335.01N	14455.65E	539	C-62	1335.34N	14456.42E	588
C-31	1334.97N	14455.71E	538	C-64	1335.36N	14456.46E	592
C-32	1335.04N	14455.73E	541	C-66	1335.38N	14456.51E	597
C-34	1335.04N	14455.73E	543	C-68	1335.40N	14456.55E	601
				C-70	1335.42N	14456.60E	606

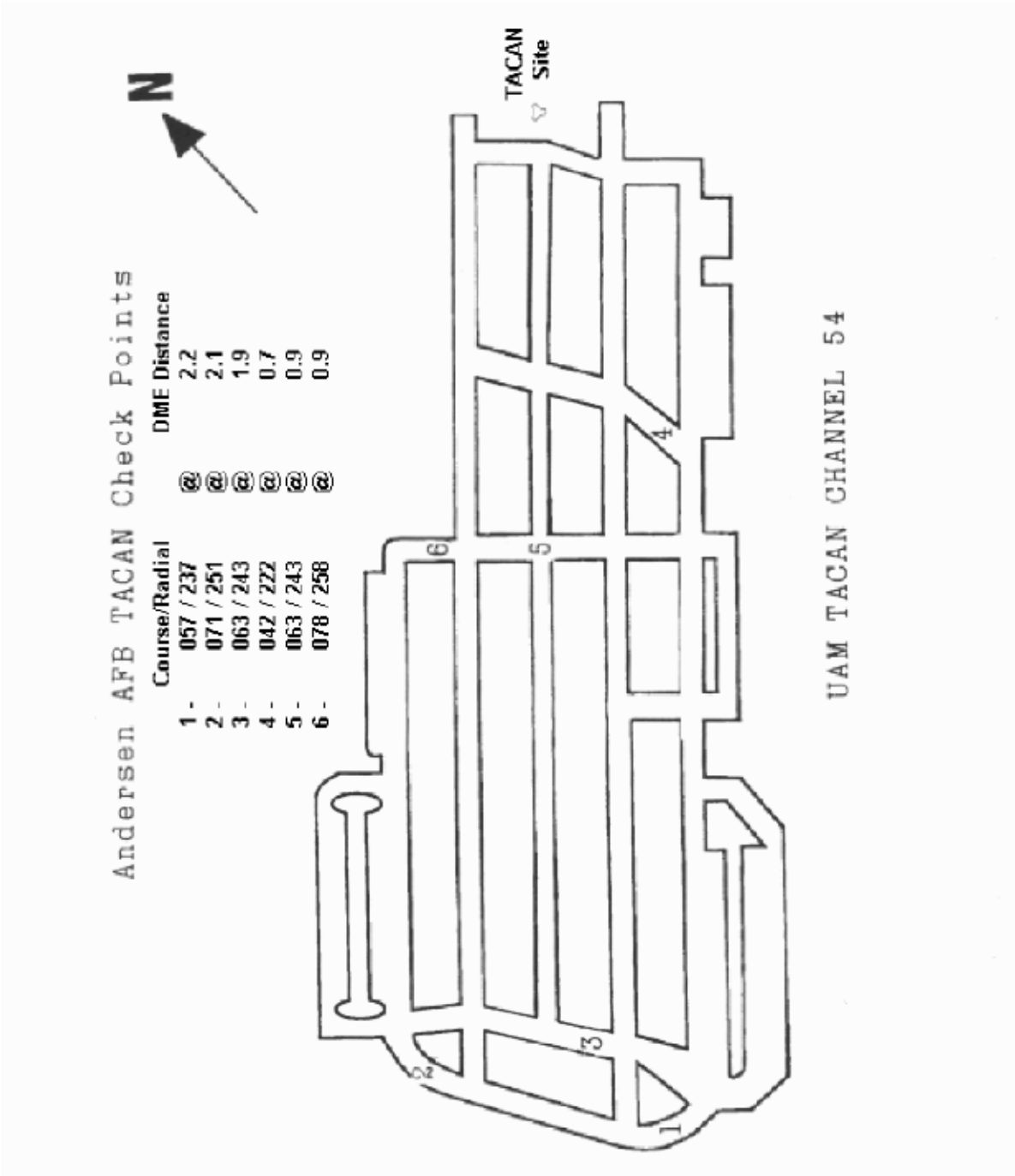
Attachment 6

RAMP AREAS



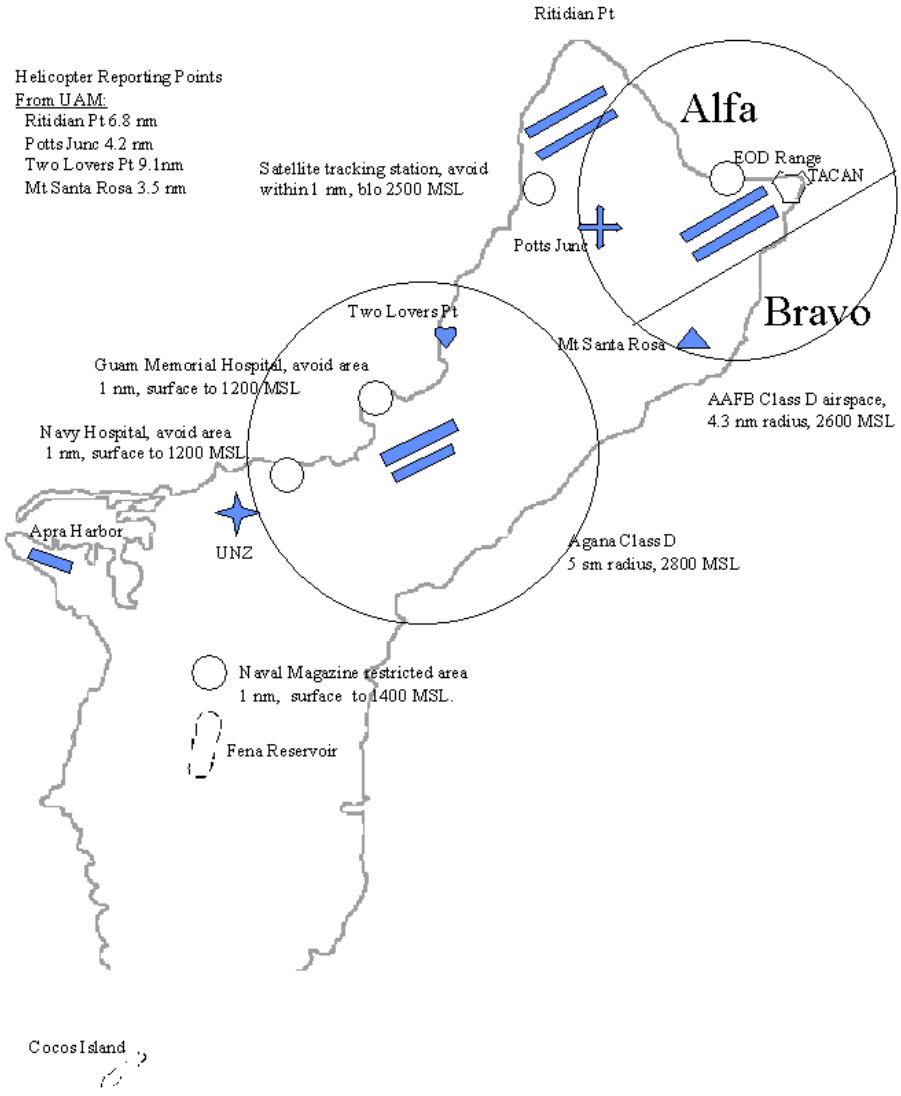
Attachment 7

TACAN CHECK POINTS



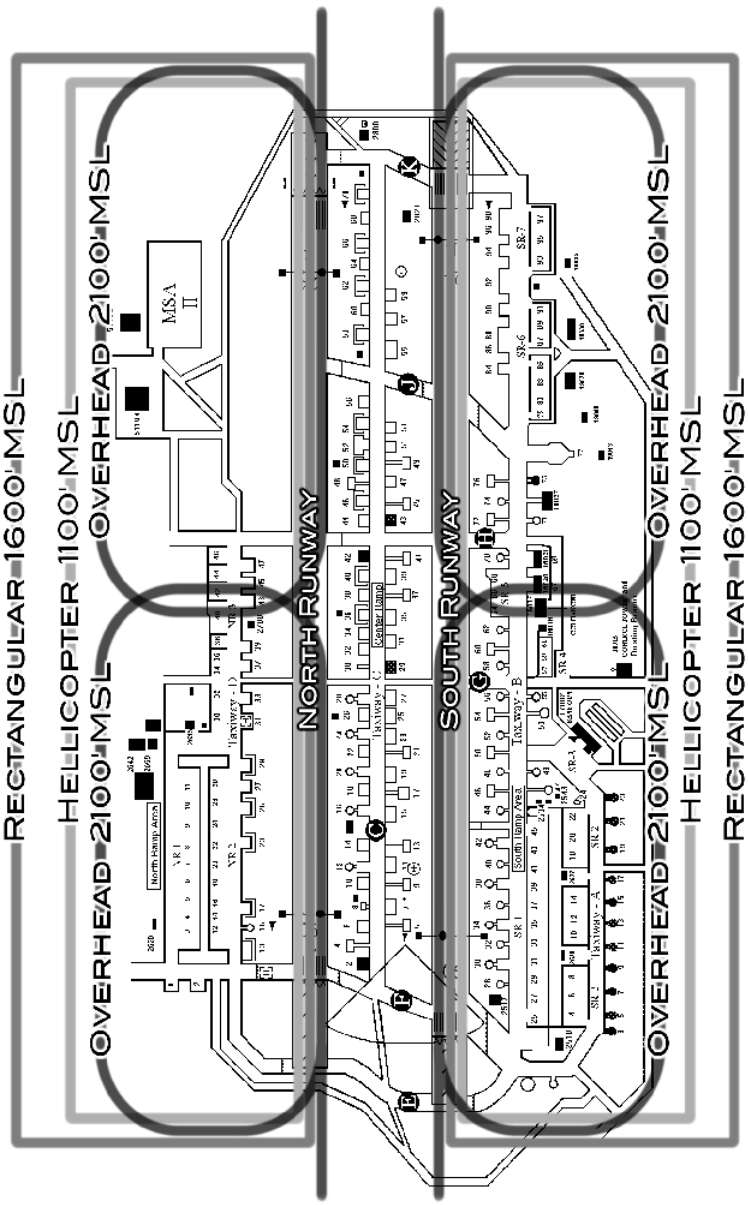
Attachment 8

AVOIDANCE AREAS



Attachment 9

LOCAL TRAFFIC PATTERNS



Attachment 10

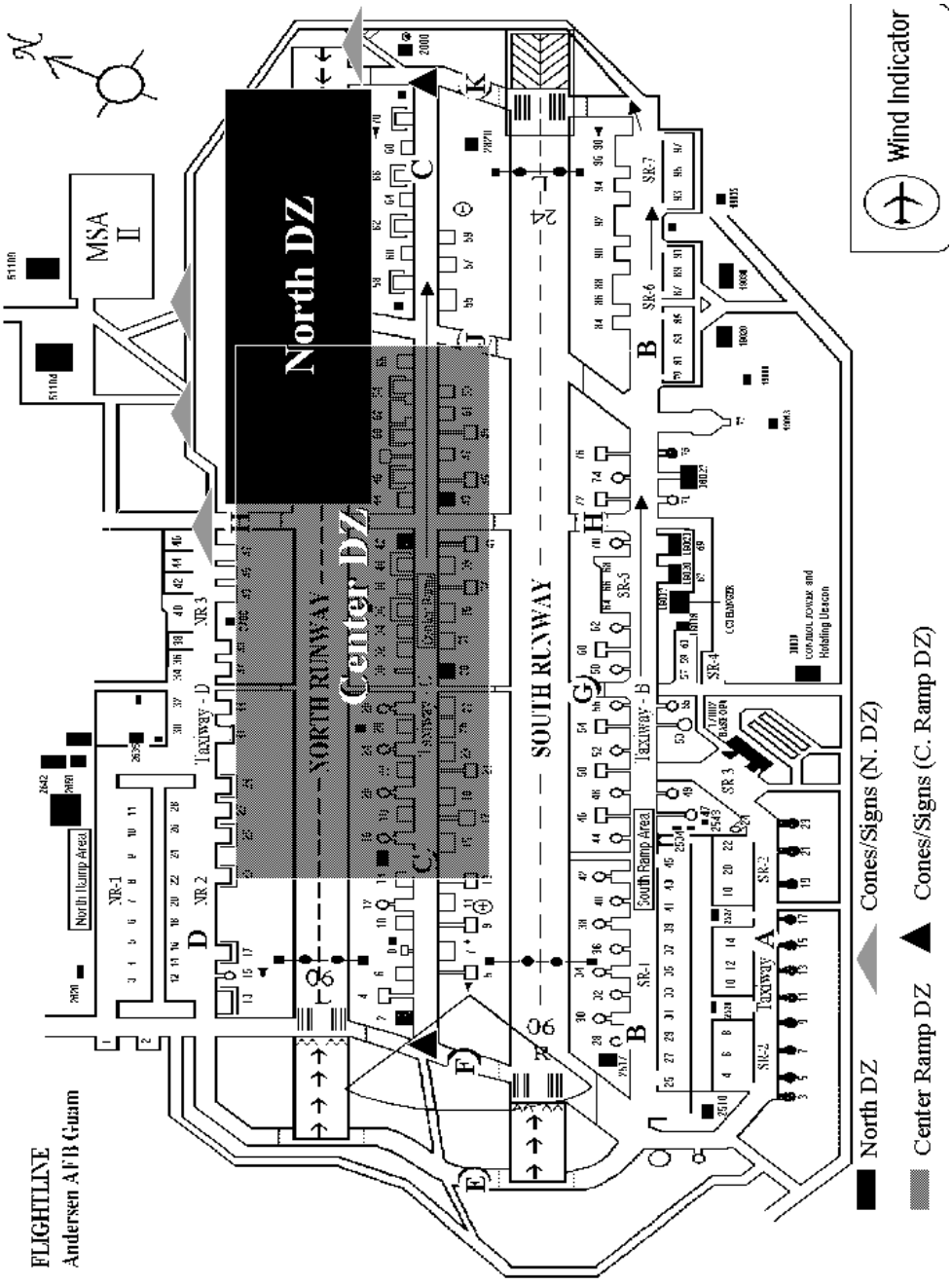
ANDERSEN AFB DROP ZONE REQUEST/APPROVAL FORM

Table A10.1. Andersen AFB Drop Zone Request/Approval Form

I. REQUESTING AUTHORITY: *(Include all participating unit(s), supporting a/c unit and POCs)* PHONE: FAX:	II. APPROVAL AUTHORITY: 36 OSS/OSA BUILDING 18015, ANDERSEN AFB APO AP, GUAM 96543-0435 PH: DSN 366-2770; FAX: 366-3333
III. DATE/TIME REQUEST SUBMITTED: *(Guam Local Time)*	IV. NAME/TITLE OF REQUESTING OFFICIAL:
V. AIRSPACE REQUESTED (*Check where appropriate)* __ ANDERSEN NORTH DZ __ ANDERSEN CENTER DZ __ OTHER *(Please specify in Sec VI)*	VI. OTHER REQUESTED AIRSPACE: (*If not published, define area requested by latitude/longitude coordinates. Use attachment if necessary.)*
VII. REQUESTED DATE(S)/TIME(S) FOR AIRSPACE USE: *(Guam local time)*	VIII. REQUESTED ALTITUDE(S)/TYPE A/C:
IX. 36 OSS/OSA COORDINATION: RESPONSE: __ HC-5 OPS OFF (x 6423) __ AIRFIELD MANAGER (1556) __ CONTROL TOWER CCTLR __ FAA CERAP (via ZUA Form 7610-4) DATE/TIME ACTION TAKEN:	X. REMARKS: 1) Approved based upon compliance of the attached DZ and Aircrew Guidance. 2) All changes to times require re-approval from 36 OSS/OSA.
XI. 36 OSS/OSA COORDINATION: RESPONSE: __ APPROVED W/O RESTRICTIONS __ APPROVED WITH RESTRICTIONS *(See Remarks in Section X)* __ DISAPPROVED AS SUBMITTED *(See Remarks in Section X)* __ ADDITIONAL INFO REQUIRED *(Please Call OSS/OSA)* DATE/TIME ACTION TAKEN:	XII. NOTICE TO AIRMEN (NOTAM) REQUIREMENT: (Airfield Management will issue NOTAM/AIRAD upon Approval) DATE/TIME ACTION TAKEN:
XIII. DISTRIBUTION: Requesting/Participating Unit(s), Supporting Unit, OSA, OSAT, OSAM, OSX, HC-5	XIV. SIGNATURE/TITLE OF APPROVING OFFICIAL: DWAYNE A. GRAY, Capt, USAF 36 Operations Support Squadron Airfield Operations Flight Commander

Attachment 11

ANDERSEN DROP ZONE DIAGRAM



Attachment 12

DROP ZONE CONTROLLER REQUIREMENTS

A12.1. The DZ controller will report to Base Operations (bldg. 17002) a minimum of 2 hours prior to DZ operations beginning. All DZ times will be verified and a LMR radio will be signed out. In addition, Airfield Management will provide a briefing on the following items:

A12.1.1. FLIGHTLINE DRIVING: All personnel operation a vehicle on the airfield will be provided training by Airfield Management or designated representative. The briefing will include: designated route to and from DZ, airfield layout, speed limits, controlled movement area locations (to include critical areas and runways), airfield radio procedures, safety hazards, restricted areas, and location of perimeter roads.

A12.1.2. POSTING SIGNS: Obtain cones and signs from Airfield Management. Post drop zone signs and cones at all following locations prior to DZ operations beginning: Center Ramp DZ: place cones/signs at the intersection of Taxiway C & F and Taxiway C & K. North DZ (northeast end of airfield between Munitions Storage Area (MSA) and North Runway): place cones/signs on the East perimeter road where it intersects the North ramp, at intersection with Center ramp entrance, and at intersection at MSA parking lot. All cones will be removed and returned to Airfield Management upon completion of DZ operations.

A12.1.3. RADIO COMMUNICATIONS: Coordinate with the control tower prior to conducting DZ operations and entering the controlled movement area. In the event jumpers' land in an area other than the designated DZ, do not enter the controlled movement area without the Control Tower's approval. The DZ Controller is responsible for ensuring all personnel supporting the DZ operation is under their control at all times. ATC UHF/VHF frequencies will not be used for coordinating between aircrew and DZ controllers. Such use is in violation of Federal Aviation Administration and USAF ATC policies. Maintain strict radio discipline as the assigned LMR radio frequency is used by several other base agencies.

A12.1.4. REPORTING INCIDENTS: Any damage, or irregular incident that occurs while conducting DZ operations will be reported to Airfield Management immediately by the most direct means available (radio, telephone, etc.). Failure to report such an incident may terminate future operations on the airfield.

A12.2. Conduct a thorough FOD check upon completion of paradrop operations. Ensure all jumpers' and DZ support personnel have accounted for all gear and equipment. Report the approximate location of any lost items to Airfield Management, so an immediate check can be conducted to ensure no FOD hazards exist for aircraft operations.

A12.3. Report to Airfield Management when operations are complete; return cones, signs, and radios.

DROP ZONE CONTROLLER

_____

Attachment 13

PARADROP AIRCREW REQUIREMENTS

A13.1. Aircrews shall make compulsory reports at 10, 5 and 1 minute prior to jump, as well as when jumpers are away. The 10-minute call is mandatory even when aircraft are not in Andersen's Class D airspace (call may be direct to tower or passed through Guam CERAP if on frequency with them).

A13.2. At ten minutes prior to jump, tower shall advise all nonparticipating airborne and ground traffic, "JUMPERS AWAY IN ONE ZERO MINUTES" and require nonparticipating aircraft to depart the Class D airspace or taxi to parking and shut down all engines/rotors.

A13.3. At five minutes prior to jump, tower shall advise all nonparticipating airborne and ground traffic, "JUMPERS AWAY IN FIVE MINUTES."

A13.4. At one minute prior to jump, tower shall advise the jump aircraft of any aircraft still in the Class D airspace or of any aircraft still on the ground that has not reported engine shut down. The jump aircraft shall make the final determination whether or not to release jumpers.

A13.5. ATC frequencies will not be used for coordination between aircrew and drop zone controllers. Such use is a violation of Federal Aviation Administration and USAF ATC policies.

A13.6. Tower shall advise all nonparticipating aircraft of the termination of parachute jumping and resumption of normal operations.

A13.7. Tower Watch Supervisor has the authority to deviate from these procedures as needed in the interest of flight safety.

AIRCREW/PILOT IN COMMAND

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Attachment 14

IC 03-1 TO 36ABWI 13-202, AIRFIELD OPERATIONS

1 NOVEMBER 01

SUMMARY OF REVISIONS

This change implements a change to control of aircraft carrying hazardous material and/or inert devices (paragraphs **6.1.**, **6.1.1.**, **Table 6.1.** and notes 1, 2, & 3, and **6.1.2.**). A bar (|) indicates revision from the previous edition.

6.1.1. Airfield Management will coordinate parking assignments with 36 MXS Transient Alert or AMC Command Post, then notify Tower and the Fire Alarm Communications Center (FACC) prior to the aircraft's arrival of the planned parking spot. Most aircraft parking locations on the center ramp may be used for explosives loaded aircraft. Standard parking locations for aircraft carrying hazardous material and/or inert devices are as follows (aircraft positioning subject to restrictions specified in the 36 ABW Master Aircraft Parking Plan). (Please take notice of alphabetical notes [A-O] following the class/division category in the first column, along with the corresponding restrictions listed below the table):

Table 6.1. Authorized Parking Locations

Cargo Aircraft Explosive Class Division (C/D)	Maximum Net Explosive Weight Authorized	Authorized Parking Locations
C/D 1.1 **A**	30,000 lbs.	S-96, S-97, S-98
1.2.1 **B** MCE > 450	28,000 lbs.	
1.2.2 **C**	500,000 lbs.	
1.2.3 **D**	500,000 lbs.	
1.3 **E**	600,000 lbs.	
C/D 1.1 **N**	10,200 lbs.	N-13, N-38, N-39, N-40, N-42, N-43
1.2.1 **B** MCE > 450	25,000 lbs.	
1.2.2 **C**	25,000 lbs.	
1.2.3 **G**	50,000 lbs.	
1.3 **H**	10,000 lbs.	

C/D 1.1 **F** 1.2.1 **B** MCE > 450 1.2.2 **C** 1.2.3 **G** 1.3 **H**	33,000 lbs. 25,000 lbs. 25,000 lbs. 50,000 lbs. 10,000 lbs.	C-10-C-70, N-15
C/D 1.2.1 **B** MCE < 144 1.2.2 **C** 1.2.3 **D** 1.3 **E**	1,500 lbs. 500,000 lbs. 500,000 lbs. 600,000 lbs.	S-95
C/D 1.2.2 **I** 1.2.3 **J** 1.3 **J**	400 lbs. 1,000 lbs. 1,000 lbs.	S-6, S-8, S-10, S-12, S-14, S-18, S-20, S-22, S-34, S-36, S-38, S-40,S-42, S-84, S-86, S-88, S-90, S-92, S-94
C/D 1.2.2 **K** 1.3 **L**	450 lbs. 14,000 lbs	S-25, S-27, S-29, S-31, S-33, S-35, S-37, S-39, S-41, S-43, S-45
C/D 1.1 1.2.2 **See Note 3** 1.3 **See Note 3** 1.4 **See Note 3**	120.6 lbs. F-15 Aircraft Configuration 12 (2 AIM-9, 2AIM-120, 2 AIM-7) See AFM 91-201 Figure 3.7	25A1S-25A24S
C/D 1.1 **O** 1.2.1 **B** MCE > 450 1.2.2 **C** 1.2..3 **G** 1.3 **H**	500 lbs. 25,000 lbs. 25,000 lbs. 50,000 lbs. 10,000 lbs.	N-12, N-14
C/D 1.4 **See Note 3**	Capacity	Uploading and downloading of aircraft cargo will be conducted in explosives sited aircraft parking areas.
***Notes**:*		
***1**. The following separation factors are the minimum and preferred distances required to be maintained between an explosive laden aircraft and other explosive laden aircraft. If these distances cannot be maintained contact the Wing Weapons Safety office for assistance.*		

2. *The "preferred" distances listed below are the minimum separation distances between an explosives laden aircraft and another non-explosives laden aircraft.*
A. Minimum 342 feet. Preferred 933 feet.
B. Minimum 300 feet. Preferred 1,250 feet.
C. Minimum 100 feet. Preferred 783 feet.
D. Minimum 50 feet. Preferred 600 feet.
E. Minimum 422 feet. Preferred 645 feet.
F. Minimum 353 feet. Preferred 963 feet.
G. Minimum 50 feet. Preferred 250 feet.
H. Minimum 100 feet. Preferred 150 feet.
I. Minimum 100 feet. Preferred 192 feet.
J. Minimum 50 feet. Preferred 75 feet.
K. Minimum 100 feet. Preferred 118 feet.
L. Minimum 111 feet. Preferred 168 feet.
M. Minimum 55 feet. Preferred 360 feet. (For combat F-15 Aircraft configuration 12 only)
N. Minimum 239 feet. Preferred 651 feet.
O. Minimum 88 feet. Preferred 239 feet.
3. ***EXCEPTION:*** Aircraft configured with the items listed below are exempt from Q-D site planning requirements when evaluated as a PES. This does not include ammunition and explosives carried as cargo. Park in a designated aircraft parking area meeting airfield criteria and treat the aircraft as explosives-loaded in all other respects. The following munitions can be uploaded and downloaded at the designated aircraft parking area provided that the quantity of munitions being loaded or unloaded is limited to a single aircraft load. Munitions delivery trailers (i.e., UALS, BDU, flare & chaff mods, captive-carry missiles) are considered in the transportation mode (QD-exempt) provided the trailers do not remain at the designated aircraft parking area longer than the loading/unloading operation being conducted.
Internal gun ammunition 30 mm or less of HC/D (04) 1.2 or HC/D 1.2.2.
HC/D 1.3 Installed Aircraft Defensive Flares. Externally loaded munitions such as LUU-1/2 flares and 2.75" training rockets require Q-D.
HC/D 1.4 munitions (i.e., chaff squibs, captive-carry training missiles, BDU-33s).
Installed explosives necessary for safe flight operations. See glossary and T.O. 11A-1-33 for further information.