

**BY ORDER OF THE COMMANDER
HILL AIR FORCE BASE (AFMC)**

**HILL AFB INSTRUCTION 13-201
5 AUGUST 2004**



Space, Missile, Command, and Control

AIR TRAFFIC CONTROL AND FLIGHT OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 13-2, *Air Traffic Control, Airspace, and Range Management*. This instruction prescribes air traffic control, flight operation procedures and associated support for flying operations at Hill AFB. This instruction applies to all assigned and deployed units at Hill AFB. Maintain and dispose of records in accordance with AFMAN 37-123, Management of Records, and the WebRims Records Disposition Schedule (RDS). See Attachment 1 for Glossary of References and supporting information.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Chapter 1

GENERAL

1.1. Policy.

1.1.1. Deviation. In the interest of flying safety or when directed by an appropriate air traffic control agency, pilots may deviate from the procedures outlined in this publication.

1.1.2. Violations. Violations of Air Force flying regulations will be processed in accordance with, AFI 11-202, Vol 3, *General Flight Rules*.

1.1.3. Administration and Enforcement. The 75th Operations Support Squadron Commander (75 OSS/CC) is responsible for administering and enforcing the provisions of this instruction.

1.1.4. Compliance with Directives. There is no intent to relieve personnel of their responsibility to be familiar and comply with other pertinent directives. If there is a conflict between this instruction and other directives, report those conflicts immediately to the 75 OSS/CC.

1.2. Airfield Operations Board (AOB). The AOB is a forum to discuss issues such as airspace, air traffic control (ATC) procedures, Air Traffic Control and Landing Systems (ATCALS), airfield construction and lighting, Hazardous Air Traffic Reports (HATR), airfield environment, Air Traffic System Evaluation Program (ATSEP) observations and other issues pertinent to the local ATC and flying environment. This board is vital in sustaining flying operations at Hill AFB.

1.2.1. The AOB will convene at least once every quarter and will be chaired by the 75th Air Base Wing Commander (75 ABW/CC) or designated representative.

1.2.2. The board chairman will appoint board members to include representation from flying organizations, ATC operations, communications units, airfield management, civil engineering, and appropriate FAA facilities.

1.2.3. The board's success is based on the ability to discuss the issues and take decisive action. Individuals attending this board must have the authority to commit their squadrons/sections to action. Therefore, the following personnel (or designated representative) are identified as mandatory members, using authority under AFI 13-204, *Functional Management of Airfield Operations, paragraph 4.7*:

75 ABW/CC - Board Chairman
388th Operations Group Commander (388 OG/CC)
419th Operations Group Commander (419 OG/CC)
514th Flight Test Squadron Commander (514 FLTS/CC)
75th Communications Squadron Commander (75 CS/CC)

75th Civil Engineer Group Commander (75 CEG/CC)
775th Civil Engineering Squadron Commander (775 CES/CC)
75th Operations Support Squadron Commander (75 OSS/CC)
75th Airfield Operations Flight Commander (75 OSS/OSA)
75th Airfield Manager (75 OSS/OSAM)
75th Transient Alert Quality (75 OSS/OSC)
75th Air Traffic Control (75 OSS/OSAT)
75th Weather (75 OSS/OSW)
388th Range Management (388 RANS/AM)
Ogden Air Logistics Center Flight Safety (OO-ALC/SEF)

1.2.3.1. The 299th Range Control Squadron, United States Forest Service (USFS), tenant safety offices, local FAA and other interested agencies are encouraged to attend.

1.2.4. The following items will be reviewed at the AOB at least once each year:

Airspace (terminal, en route and special use airspace)
ATC/Flying Procedures (new, revised, rescinded and seldom used)
Aircraft Parking Plan
Annual Airfield Waiver Package
Air Installation Compatible Use Zone (AICUZ) – Optional
Letter of Procedure (LOP) review (airfield/flight environment LOPs)
Terminal Instrument Procedures (TERPS)

1.3. Terms Explained. See Attachment 1, Terms.

1.3.1. References: For the purpose of this instruction, Hill AFB Air Traffic Control Tower will be referred to as Tower. The Command Post (75 ABW/CP) is abbreviated HCCP. The 299th Range Control Squadron will be referred to as Clover Control. The aprons adjacent to both ends of the runway will be referred to as the EOR; north end of the runway (NEOR) and south end of the runway (SEOR). Hill AFB tenant units will be referred to as tenant units and include the following: 388 FW, 419 FW, 151 ARW, and 514 FLTS. The USFS is considered a tenant unit during fire-fighting operations and operates from the Alert Area.

Chapter 2

AIRDROME INFORMATION

2.1. Airfield Operating Hours. Hill AFB aerodrome is operational 24 hours a day, 7 days a week.

2.2. Runway 14/32.

2.2.1. The Hill AFB runway is 13,500 feet long and 200 feet wide. It is marked as an all-weather runway in accordance with AFI 32-1076, *Design Standards for Visual Air Navigation Facilities*. The first 1,500 feet of Runway 14 (RWY 14) is grooved concrete. The first 1,000 feet of RWY 32 is concrete. The remainder of the runway is asphalt. The 1,000-foot overruns at either end have a double bituminous surface treatment. The north and south overruns are weight bearing for light vehicles only. The runway gradient is plus or minus one-tenth of one percent. The runway slopes from 4,783 feet MSL at the north end; to 4,789 feet MSL at midfield; to 4,780 feet MSL at the south end.

2.2.2. Capacity. The runway can withstand a wheel load bearing capacity of:

Single wheel - 155,000 lbs. Example: F-16, F-15, T-38, etc.

Twin wheel - 330,000 lbs. Example: B-52

Single tandem - 175,000 lbs. Example: C-130

Twin tandem - 560,000 lbs. Example: C-141, C-135, B-1, etc.

2.2.3. Heat Deterioration. To preclude heat and blast deterioration, when the temperature passes 90° F, aircraft will not be issued clearance to taxi into position and hold on the asphalt portions of the runway. Aircraft will not be allowed to remain stationary on these asphalt portions of the runway. The AV-8 or aircraft requiring vertical takeoff and landing will not position rear thrust directors downward toward any asphalt portion of the runway.

2.2.4. Aircraft Turns on Runway. To preclude abrasions and deterioration of the surface, single-tandem wheeled aircraft (C-130) or larger will not be allowed to make 180° turns on the asphalt portions of the runway.

2.2.5. Runway surface condition (RSC) and/or runway condition reading (RCR) values will be determined by 75 OSS/OSAM and disseminated through airfield management operations (AMOps). Braking actions reported as poor or nil will be included on the Automated Terminal Information System (ATIS).

2.3. Standard Runway Distance Markers. Markers are located every 1,000 feet along the length of the runway and 75 feet from the white line edge of the runway. The distance markers are lighted and indicate remaining distance in thousands of feet.

2.4. Taxiways.

2.4.1. Taxiway Lettering. Taxiways are lettered from north to south as shown in Attachment 2. All taxiways are 75-foot wide with 25-foot shoulders except the south end of taxiway (TWY) Alpha and all of TWY Charlie which have 50-foot shoulders. The Alert TWY is 50 feet wide and has 50-foot shoulders.

2.5. Airfield Lighting.

2.5.1. Operation of Lights. Operational control of airfield lighting systems is the responsibility of Tower. The lights will be operated in accordance with FAAO 7110.65, *Air Traffic Control*.

2.5.2. Airport Beacon. The airport beacon is on top of Building 225. Building 225 is the hanger located approximately midfield, 1,600 feet west of RY14/32. The airport beacon will be lit when the airfield is open during hours of darkness, and during daylight hours when the weather drops below Visual Flight Rule (VFR) minimums.

2.5.3. Runway/Taxiway Lights. Standard blue lights are on all taxiways and standard white lights are on the runway.

2.5.3.1. RWY 14 lighting consists of high intensity runway lights (HIRL); US Standard Approach Light System (ALSF-2) (2,422 feet long); sequence flashing lights; flush mounted threshold lights; and runway end identifier lights (REIL). RWY 32 has HIRL, REIL, threshold lights, and an Omni Directional Approach Lighting System (ODALS).

2.5.3.1.1. 75 OSS/OSAM is responsible for the control of the runway critical area lights. Tower will notify AMOPs when weather is below critical area minimums.

2.5.3.2. Runway lights. To provide current runway visual range (RVR) information, the runway lights will normally be on continuously during daylight hours when the prevailing visibility is 1 mile or less. Precision Approach Path Indicator (PAPI) lights are located on approach left side of RWY 14/32.

2.5.3.3. Operation of the Hill AFB airfield lighting system may be reduced as a part of the base wide energy conservation program. After the completion of scheduled tenant unit flying operations, airfield lighting will not be on between sunset and sunrise except in the interest of safety or when operations require use, i.e. aircraft arrivals/departures, airfield lighting checks, snow removal operations, etc.

2.5.3.3.1. Arriving aircraft: Lights will be turned on before an IFR aircraft begins final approach, or a VFR aircraft enters the Class D airspace, and until it taxis off the runway. Taxiway lights shall remain on until the aircraft is in parking.

2.5.3.3.2. Departing aircraft: Lights will be turned on before an aircraft taxis for takeoff, and until it leaves the Class D airspace.

2.5.3.4. In the event the Tower is closed and the airfield lighting is needed for snow removal operations, DE16 (snow removal) will coordinate with the airfield electrician for activation of the runway edge lights (step 2 only) and taxiway lights.

2.5.3.5. An Omni-Directional Approach Lighting System (ODALS) is located at the approach end of RWY 32. The frangible ODALS consist of five strobe lights mounted on the tops of elevated poles. The first light (pole) begins in the overrun of RWY 32 and is elevated 1 foot. The next four lights are aligned with the runway centerline and are spaced at 300-foot intervals. The last light (also aligned) is 234 feet from the preceding light and is mounted on a pole which is 31 feet above ground level. The light tower (pole) height slopes at a 1.15° angle extending through the overrun from the threshold to the last tower. The ODALS will be turned on, regardless of weather, whenever there is an aircraft executing an approach to RWY 32.

2.5.3.6. If the Tower is evacuated, closed or unable to operate, the 75 CEG will assume responsibility for the operation of the field lighting system from the lighting vault.

2.5.3.7. In the event of approach lighting system failure, 75 OSS/OSAM will send out a NOTAM and the Tower will place an advisory on the ATIS. Revised minima are published in the approach plates for Hill AFB.

2.6. Tactical Air Navigation (TACAN) Check Points.

2.6.1. NEOR: HIF 304 Radial at 1.5 Distance Measuring Equipment (DME).

2.6.2. SEOR: HIF 167 Radial at 0.8 DME.

2.7. Hot Pit Refueling Areas. The following areas are authorized for hot pit refueling:

2.7.1. 419 FW aircraft ramp area: Row S, parking spots 2 through 10.

2.7.2. 388 FW aircraft ramp area: Row G, parking spots 2 through 12; and row H, parking spots 2 through 12.

2.7.3. Hot Pads 3, 6, and 7.

2.8. Runway Selection/Change Procedures.

2.8.1. The Tower watch supervisor is responsible for selecting the active runway. The Tower will coordinate with the supervisor of flying (SOF) in the Tower and Salt Lake Approach Control (TRACON) prior to changing the runway in use. Tower will advise AMOPS, SOF, TRACON, Clover Control, and Weather (75 OSS/OSW) when the runway change is complete. The AMOPS will inform HCCP and 419 FW SOF (when they have aircraft airborne during normal local flying operations) of runway changes.

2.8.1.1. RWY 14 is the primary instrument runway and will normally be used with a tailwind component of ten knots or less.

2.8.1.2. When a tail wind component of more than ten knots is present on RWY14, the active runway will be changed to RWY 32 at the discretion of the Tower watch supervisor.

2.8.1.2.1. When the winds favor RWY 32 and/or when weather conditions are below the lowest circling minima; RWY 14 may be used at the pilot's request. Tower will advise the pilot of the cable status.

2.8.1.2.2. RWY 14 may be used whenever the pilot and/or SOF requests a precision approach in IFR conditions, regardless of tail wind component, traffic permitting.

2.8.2. Runway arresting cable reconfiguration procedures:

2.8.2.1. After changing the runway in use, the Tower will lower the departure end BAK-14.

2.8.2.2. Once notified by Tower of the runway change, AMOPS will coordinate with Power Production Flight (75 CES/CEOP) during duty hours or Fire Protection Division (75 CEG/CEF) after duty hours, to effect the cable reconfiguration.

2.8.2.2.1. If traffic does not permit cable reconfiguration, the Tower will advise AMOPS of the projected time to initiate reconfiguration to the new runway.

2.8.2.3. The airdrome officer (AO) and barrier maintenance crews will advise tower when in position (holding short of runway) and ready to proceed with cable reconfiguration. Traffic permitting, the Tower will provide runway access.

2.8.2.3.1. The AO will close and reopen the runway as necessary to affect reconfiguration at each end of the runway. Reconfiguration may take 10-15 minutes for each end of the runway.

2.8.2.3.2. During this time aircraft in the Hill AFB traffic patterns can expect restricted low approaches no lower than 500' above ground level (AGL). Tower will advise personnel on the runway of all arriving aircraft conducting restricted low approaches.

NOTE: Aircraft operations take priority over cable reconfiguration. If the aircrew is unable to conduct a restricted low approach, the Tower will clear all men and equipment from the runway, the runway will be reopened by the AO, and the pilot will be given the option of landing under the current conditions. Controllers will advise aircraft of any loose cables (a properly tensioned cable that has not been tied down is not considered a loose cable).

2.8.2.4. Normal sequence for cable reconfiguration is:

2.8.2.4.1. Removal of BAK-12 from the approach end of the runway in use.

2.8.2.4.2. Installation of BAK-12 at the departure end of the runway in use.

2.8.2.4.3. Tower lowers the BAK-14 at the departure end of the runway in use.

2.9. Airspace Definitions.

2.9.1. Hill AFB Control Tower is responsible for control of all IFR and VFR traffic in the published Hill AFB Class D Airspace (Attachment 3).

2.9.2. Ogden Control Tower. The Ogden Municipal Airport is located 4½ nautical miles (NM) north of Hill AFB and has an operational control tower. Ogden Tower is responsible for controlling all VFR traffic within the Ogden Class D Airspace, excluding the portion that lies south of the common coordination boundary line. Close coordination will be maintained between these ATC agencies.

2.9.3. Common Coordination Area Boundary Line. A line beginning at a point where the western portion of the Ogden airport and Hill AFB Aerodrome Class D Airspace boundaries intersect; then east, northeast along the common Class D Airspace boundary to Interstate 15 (I-15); then northeast to a point where an east-west line overlying 40th Street intersects Riverdale Road; then east along the line overlying 40th Street to the Hill AFB Class D Airspace boundary. (Attachment 3)

NOTE: The Dee Events Center, which is visible from both Ogden and Hill AFB towers, is a suitable landmark for the common coordination boundary line.

2.9.4. Hill Arrival Corridor (HAC): The HAC is defined as the airspace within the Ogden Class D airspace at and above 5,700 MSL that is delegated to TRACON for transition of aircraft over Ogden to Hill AFB. The HAC is bounded on the east by a line one-half (1/2) mile east and parallel to the Instrument Landing System (ILS) RWY14 Localizer centerline (R-318); on the north by Ogden Class D airspace boundary; on the west by a line one-half (1/2) mile west and parallel to the HIF 311 radial; and on the south by a line overlying Riverdale Road (Attachment 4).

2.10. Air Traffic Control Frequencies.

2.10.1. Hill AFB Tower 127.15/ 263.15; Ground Control 121.6/ 275.8; ATIS 134.925/ 397.9. All other frequencies may be obtained from the IFR Supplement. The ATIS will be operational at all times when the Tower is open.

2.11. Flight Services Available. Reference General Planning (GP), IFR Supplement or Hill AFB Transient Alert for more information.

2.12. Flight Line (CMA) Vehicle and Pedestrian Operations. All flight line wheeled vehicles and pedestrian operations will be IAW Hill AFB Instruction 13-202. Primary vehicle call signs can be found in Attachment 11.

2.13. Flight-Line Attire and Smoking Policy.

2.13.1. Individuals will secure all loose articles prior to entering the flight line area, to include hats, writing instruments, line badges etc. **NOTE:** Line badges must remain properly displayed.

2.13.1.1. Wearing hats on the flight line will be dictated by weather conditions. All hats will be physically secured with a strap, rope or cord (use of head set does not constitute a secured hat). No hat will be worn while performing critical maintenance duties where foreign objects could be introduced. Hats will not be worn in or around critical intake areas. Hats will not be worn during launch and recovery operations unless they can be physically secured by the methods listed in this paragraph.

2.13.2. Smoking is prohibited on the flight line in other than designated areas.

2.14. Waivers to Airfield/ Airspace Criteria. All waivers will be submitted through Hill AFB Airfield Operations Flight.

2.15. Photography. Photographs are not permitted on the flight line unless prior authorization is IAW Hill AFB Instruction 35-203, Flightline Photography Control. All unauthorized photographs and equipment are subject to confiscation.

2.15 Daily Check of Runway.

2.15.1. Airfield management will conduct an airfield check at the beginning of each shift change and prior to the first take-off. In the event the airfield is closed due to holidays, etc., the airfield check will be accomplished prior to the airfield being opened.

2.15 Snow Removal Operations.

2.16.1. Snow removal priorities are reviewed/established on an annual basis during the Snow and Ice Committee Meeting. For snow removal operations, organizations will remove excess equipment from ramps to facilitate snow removal operation. Snow removal operations will be conducted in accordance with the base snow removal plan.

2.17. Airfield Sweeper Operations.

2.17.1. Airfield sweeper support may be obtained by contacting AMOps. Airfield sweeper will monitor the Tower net when inside the radio monitoring area. When outside the radio monitoring area the airfield sweeper will monitor the base ops net.

Chapter 3

FLIGHT PLANNING, GROUND OPERATIONS, DEPARTURES, ARRIVALS AND NOISE ABATEMENT

3.1. Aircrew Information:

3.1.1. The 75 OSS/OSAM will brief all transient aircraft commanders on airdrome hazards, status of navigational aids (NAVAIDS), noise abatement, bird watch conditions and hazards, and rescue/fire-fighting capability (Attachment 5). Hill-based flying units will develop their own briefing procedures to ensure aircrews are advised of airfield status and applicable base flying instruction requirements to include reduced same runway separation (RSRS) standards. As required, aircrews carrying dangerous cargo are briefed on AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, by 75 OSS/OSAM.

3.1.2. Tower controllers shall put the current “Bingo Fuel” status on the Automated Terminal Information Service (ATIS) when requested by the SOF.

3.1.3. Notices to Airmen (NOTAM). The 75 OSS/OSAM is the designated NOTAM Dispatch Facility. Tower is the designated NOTAM monitor facility. The 75 OSS/OSAM will provide predetermined NOTAMs to the Tower for ATIS broadcast. Additionally, base agencies may obtain NOTAM information by calling 75 OSS/OSAM.

NOTE: 75 OSS/OSAM also receives NOTAMs from Clover Control, 388th Range Squadron (388 RANS), and Thiokol when flare activity is planned at Thiokol.

3.1.4. Weather. A complete weather brief is available at the base weather station (building 1). Additionally, a weather briefing can be obtained via the telephone at or on the Hillnet (<https://hillnet.hill.af.mil/#>). In the event the weather station is closed, a weather briefing can be obtained from the Davis Monthan AFB hub.

3.1.5. Storage of Classified Materials. Aircrew can store all classified materials at the Hill Consolidated Command Post (HCCP). The 75 OSS/OSAM can coordinate transportation to HCCP.

3.2. Flight Planning Responsibilities.

3.2.1. Letter of Agreement. The Interfacility Coordination and Operating Procedures Letter of Agreement prescribes special IFR ATC responsibilities applicable to the FAA, all base tenant units, Clover Control, and the 75 OSS. Included are stereo departure, arrival, enroute, hung ordnance, radio failure, and emergency procedures.

3.2.2. Departing Aircraft. All aircraft departing Hill AFB must file either an IFR or VFR flight plan with 75 OSS/OSAM in accordance with flight information publication (FLIP) General

Planning and AFI 11-202, Vol 3. The IFR flight plan will be used to the maximum extent possible.

3.2.2.1. Aircrews are encouraged if not directed by MAJCOM to check AHAS and BAM for the latest bird activity for enroute, departure and arrival locations. Computers are available in base operations for transient aircrew.

3.2.3. General. Transient aircraft and tenant unit cross-country flight plans will be entered by 75 OSS/OSAM only. Filing direct with the FAA via a Flight Service Station (FSS) is not permitted.

NOTE: Tenant units and temporary duty (TDY) units officially hosted by a tenant unit may file by faxing a Department of Defense (DD) Form 175, **Military Flight Plan**, or DD Form 1801, **DOD International Flight Plan**, to 75 OSS/OSAM. Confirmation of receipt must be made with 75 OSS/OSAM. All transient aircraft or locally assigned aircraft returning from off-station locations must submit and receive a prior permission required (PPR) authorization prior to departing their last station. Aircraft without scheduled flight plans (arrivals) will be required to contact airfield management operations on pilot to dispatch frequency for authorization.

3.2.3.1. Local Flight Plans. All tenant units, and deployed units hosted by tenant units, are authorized to submit flight plan information to 75 OSS/OSAM for local stereo flight plans IAW Hill AFB Instruction 10-401, *Support of Units Deployed to Hill AFB*, The flight plan will be called/faxed at least 1 hour before estimated time of departure (ETD) and will comply with the following:

3.2.3.1.1. Flight must originate from Hill AFB.

3.2.3.1.2. If an aircraft has diverted to Dugway Proving Grounds, SLC Air National Guard, or Wendover and the arrival base operations is closed when the pilot returns for pick up, the pilot may fax the DD Form 175 from his/her unit prior to departing Hill AFB to pick up the aircraft.

3.2.3.1.3. Flight leads must be available to answer any questions base operations may have concerning the flight plan.

3.2.3.1.4. Flight plans must be filled out IAW the GP. If the flight plan is not filed IAW the GP, corrections must be made and passed to AMOps.

3.2.3.1.5. Flight plans will be maintained on file in the squadron IAW AFMAN 37-123 and WebRims Records Disposition Schedule.

3.2.3.1.6. Stereo Route. The aircraft commander/flight lead will notify the Tower if departing on a stereo under VFR. All VFR departures, unless otherwise indicated to the Tower, will follow the stereo profile and must remain outside of Class B airspace unless approval is obtained from Salt Lake Approach Control (TRACON).

NOTE: 75 OSS/OSAM will file the flight clearance into the FAA Flight Planning System and will notify the applicable flying unit when the DD Form 175 is accepted or if any corrections to the flight plan are required.

3.2.3.4. Alert/Scramble/Exercise Flight Plans. Copies of preapproved flight plans for alert/scramble/exercise missions will be maintained by 75 OSS/OSAM. Tenant units must contact 75 OSS/OSAM when one of the pre-approved flight plans will be used. The original flight plan for each mission must be kept on file at the unit.

3.2.3.5. Procedures. 75 OSS/OSAM will:

3.2.3.5.1. Copy all information from units via approved methods in paragraph 3.2.3. and coordinate with appropriate agencies.

3.2.3.5.2. Provide selected NOTAMs to base agencies when requested.

3.2.3.6. Entering Flight Plans. The 75 OSS/OSAM have the primary responsibility for entering flight plans into the FAA computer system. The Tower may enter stereo flight plans on a workload-permitting basis provided they coordinate with 75 OSS/OSAM.

3.2.3.6.1. When advised by Tower that their flight data system is inoperative, 75 OSS/OSAM will forward flight plan information as requested on all inbound and outbound aircraft to the Tower and advise them if aircraft are programmed depot maintenance (PDM) delivery, if known. This applies to all flight plans to include VFR.

3.3. Ground Operations.

3.3.1. Ground Control. Aircraft shall monitor Hill Ground Control Frequency during all ground operations from initial engine start to shutdown. Before taxiing, pilots of all aircraft will contact Ground to indicate their intentions and receive taxi clearance. Ground will not permit aircraft to taxi until 75 OSS/OSAM has received either a clearance request by telephone or a filed DD Form 175 and notified Tower (can be verified in Air Traffic Logging Automated System (ATLAS). Ground may confirm with the 388 FW SOF that a 388 FW aircraft is cleared to taxi, but the aircraft will not be cleared for takeoff without a flight plan on file in Base Operations. Forest Service aircraft will be allowed to reposition and perform engine runups on the Alert Ramp during fire fighting operations.

3.3.2. 388 FW Command and Control. To assist the 388 FW in their command and control, the Tower will notify the 388 OG anytime it appears that a SOF will not be in the tower cab for 388 FW aircraft departures. Notification procedures will be accomplished in the following sequence.

3.3.2.1. Notify the HCCP if the SOF is not available and request HCCP contact the 388 OG Top Three. Notify flights prior to taxi that a SOF is not in the Tower.

3.3.2.2. Provide a blanket broadcast on ground and tower frequencies after the 388 FW SOF is on duty in the Tower.

NOTE: These procedures do not apply during weekend (Sat and Sun) flying.

3.3.3. Aircraft Clearance. To reduce the potential for violations of aircraft and vehicular traffic clearance criteria at the north side of building 1, transient alert and ground will ensure:

3.3.3.1. Aircraft taxiing with the intent to park on the north ramp will marshal, or have a “follow me” vehicle to direct, the aircraft to its parking spot.

3.3.4. Vehicles towing aircraft on any taxiway will contact ground for permission prior to moving the aircraft. Vehicles towing aircraft will maintain the required distance of 25 feet from any obstacle.

3.4. Local Aircraft Priorities. The aircraft priorities are listed below in accordance with FAAO 7110.65. For a smoother traffic flow, the following order or preferential handling will be used when feasible:

3.4.1. Emergencies.

3.4.2. Active scrambles/Life Flight.

3.4.3. USFS fire-fighting aircraft attempting to save human life or critical structures.

3.4.4. Controlled departures.

3.4.5. IFR full-stop landing.

3.4.6. Departing exercise aircraft.

3.4.7. Scheduled range times.

3.4.8. Other departures.

3.4.9. Practice approaches.

NOTE: The Tower watch supervisor may amend the preferential handling of assigned aircraft to meet mission requirements. Aircraft on their first penetration and approach will be given priority over aircraft flying multiple practice approaches.

3.5. Departures.

3.5.1. RWY 14 IFR departures depart on a Fremont1, Devln1, or Ilonn1 Departure.

3.5.2. RWY 32 IFR departures depart on a Willard1, Ilonn1, or Devln1 Departure.

3.5.3. Protection of the 360° Overhead Pattern. Aircraft departing or performing a go around, missed approach or low approach will not climb above 6,300 feet MSL until beyond the departure end of the runway. If the overhead pattern is active, the Tower will advise all transient aircraft of the departure restriction.

3.5.4. VFR Departures. Aircraft departing VFR and desiring flight following will make their request through Hill AFB Ground Control prior to departure.

3.5.5. Intersection Departures. Intersection departures are authorized with the following exceptions:

3.5.5.1. RWY 14. Not authorized from TWY Golf.

3.5.5.2. RWY 32. Not authorized from TWY Bravo.

3.5.6. The 388 FW, 419 FW, and 514 FLTS Departures. All 388 FW, 419 FW, and 514 FLTS aircraft will normally take off using standard stereo departure or radar vectors. Zoom departures are assigned a single radio frequency for duration of the Zoom. This frequency will be at the direction of Salt Lake Center ATC.

3.5.7. To aid TRACON in positive radar identification of all aircraft in nonstandard formation departures, the following will apply:

3.5.7.1. The flight lead will squawk the transponder code assigned with the flight plan clearance.

3.5.7.2. Aircraft will squawk 510X, where X defines the position of that aircraft in the flight. Aircraft other than the flight lead shall stop squawk once established within a standard formation in sequence, 510X.

3.5.8. Departing Flights. Flights departing under MARSAs (Military Authority Assumes Responsibility for Separation of Aircraft) with another flight, the following rules apply:

3.5.8.1. Each flight within the MARSAs formation will squawk the transponder code assigned with aircraft clearance.

3.5.9. Wingman. Wingman will terminate the procedures outlined above after a rejoin to standard formation or reaching HIF R250 at 20 DME, whichever occurs first. Flight leads will continue to squawk the assigned ATC codes until reassigned a new squawk by Clover Control.

3.6. Opposite Direction Traffic.

3.6.1. Coordination for opposite direction operations shall include the phrase, “opposite direction departure or arrival, runway (number).”

3.6.2. Opposite direction operations will be approved when an operational necessity exists (traffic permitting).

3.6.3. Unless tower applies visual separation criteria, the following separation standards for opposite direction operations shall be used:

3.6.3.1. Arrival Versus Arrival. The succeeding aircraft will be no closer than a 10 mile final until the proceeding aircraft passes the landing threshold.

3.6.3.2. Departure/Low Approach Versus Arrival. A departing or low approach aircraft must be airborne and turned to a 45° offset heading prior to the arriving aircraft reaching a point no closer than 10 mile final.

3.6.3.3. Aircraft in the VFR traffic pattern will not turn base until departing IFR/VFR aircraft are airborne and beyond the VFR pattern base leg.

3.6.4. Opposite direction operations may be discontinued if the normal flow of air traffic is disrupted.

3.7. Noise Abatement. Hill AFB VFR departure and traffic pattern procedures are established as a noise-abatement measure. Pilots will avoid flying over densely populated areas, schools, churches and public buildings to the maximum extent practicable and consistent with safety and mission requirements. On departure pilots will climb to 6,300 feet MSL as rapidly as possible. After passing the end of the runway at or above 5,200 feet MSL, pilots will climb as rapidly as ATC guidance and aircraft performance permit. During a VFR approach, altitude will be held as long as possible prior to final descent to the runway. Transient aircraft are restricted to full stops only on weekends, holidays and between the hours of 1700 and 0800 local time, unless previously coordinated with 75 OSS/OSA.

3.8. Airfield Quiet Hours.

3.8.1. Approval. The implementation of airfield quiet hours affects many organizations, operations and processes at Hill AFB spanning several major commands (MAJCOM). Therefore, the event/ceremony coordinator must give careful consideration to the need and appropriateness of executing an airfield quiet hour and ensure the airfield quiet hours are kept to an absolute minimum. Three types of quiet hours are established at Hill AFB: Full quiet hours, modified quiet hours and night quiet hours, all of which must be approved by the 75 ABW/CC.

3.8.1.1. Night Quiet Hours. Night quiet hours are preapproved and in effect from 2200L to 0600L. Only scheduled full-stop landings, departures, engine runs, and necessary taxi operations are authorized during night quiet hours. Aircraft are not authorized to conduct practice instrument approaches/VFR pattern work. **Exception:** Hill-based aircraft may conduct scheduled local flying training past the onset of night quiet hours. Transient aircraft may conduct practice approaches, during Hill AFB scheduled local flying past night quiet hours, on a noninterference basis, and must depart upon completion of Hill based aircraft flying training. For the purpose of night quiet hours, the 151st Air Refueling Wing (ARW) and the Weapons Systems Evaluation Program (WSEP) aircraft are considered Hill AFB aircraft. Their flying schedules are considered part of the local flying schedule. All other flight operations during night quiet hours require approval of the 75 OSS/CC.

3.8.1.2 Day Quiet Hours. Two types of day quiet hours may be imposed from 0600L to 2200L (for change of command ceremonies, special events, etc.)

3.8.1.2.1 Modified Quiet Hours. Generally, only full-stop landings, limited taxi operations and engine runs may be authorized depending on location of quiet hour event. Aircraft are not authorized to conduct practice instrument approaches/ VFR pattern work.

3.8.1.2.2 Full Quiet Hours. Generally, there is no activity on the airfield. Full-stop landings and departures are not authorized. Aircraft are not authorized to be towed, taxied, conduct engine runs, or practice instrument approaches/VFR pattern work. No vehicular movement of any kind is authorized on the airfield and no noise-producing equipment will operate.

3.8.2. The 75 OSS/OSA is the office of primary responsibility for the staffing, coordination, and tasking of airfield quiet hours. It is the responsibility of the unit requesting the quiet hour to fill out the request letter available from 75 OSS/OSA, and submit it to the 75 ABW/CC for approval at least 30 duty days prior to the event. Hill-based flying units will not be required to adhere to quiet hours unless notified at least 21 duty days in advance.

3.8.3 Upon 75 ABW/CC approval of quiet hours, 75 ABW/CCP will provide 75 OSS/OSA with the approval letter, who will in turn notify all locally assigned units and post a local NOTAM. Only the requesting unit may terminate early, or cancel a previously scheduled quiet hours event by calling airfield management. Any changes to previously approved quiet hours must be accomplished as per Hill AFB Instruction 13-201, paragraph 3.8.2. All documentation will be maintained by 75 OSS/OSA.

3.9. Reduced Same Runway Separation (RSRS) Standards. HQ AFMC authorizes the use of RSRS standards based on 75 ABW/CC established procedures. The following defines RSRS standards that may be used at Hill AFB, and applied between USAF aircraft only.

3.9.1. Transient aircrews, not assigned to USAF, may not participate in RSRS. If any doubt exists, controllers will revert to FAAO 7110.65 separation standards.

NOTE: Deployed units hosted by a local flying unit at Hill AFB will adhere to the same reduced runway separation standards as their host unit unless written notice is received by the 75 OSS.

3.9.2. Conditions for application of RSRS standards.

3.9.2.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks.

3.9.2.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. Pilots must inform ATC as soon as possible if RSRS cannot be accepted so ATC can adjust sequencing as necessary. When refused, normal FAAO 7110.65 standards apply.

3.9.2.3. Controllers must provide appropriate traffic advisories to landing aircraft.

3.9.2.4. Aircraft will not over fly aircraft on the runway. For fighter-type aircraft only, a low-approach following a full stop shall use the alternate side of the runway and be 500' vertically separated when passing the aircraft on landing roll. Responsibility for separation rests with the pilot.

3.9.2.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases.

3.9.2.6. Same aircraft means same airframe, (ie., F-16 behind F-16, T-38 behind T-38/AT-38, K-35 behind K-35, etc.).

3.9.2.7. All other fighter and trainer type operations mean not the same airframe, (ie, F-15 behind F-16, F-16 behind A-10, etc.).

3.9.3. RSRS standards are NOT authorized under the following situations:

3.9.3.1. To any situation involving an emergency aircraft, civil aircraft or air evacuation aircraft.

3.9.3.2. To a touch-and-go behind full stop.

3.9.3.3. To a low approach behind a touch-and-go.

3.9.3.4. To any situation involving aircraft "cleared for the option" or "cleared stop and go".

3.9.3.5. When the runway condition is reported as ice or snow.

3.9.3.6. When the runway condition reading is reported as less than 12, or braking action reports of poor or nil are reported.

3.9.3.7. For aircraft not assigned to USAF unless a letter of agreement (LOA) is signed by HQ AFMC/DO.

3.9.4. RSRS between formation full stops (holding hands) are authorized provided all aircraft involved are the same type aircraft (all F-15s, all F-16s, etc.). Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

Table 3.1. Daytime RSRS Standards.

PAIRINGS	FS behind TG	FS behind LA	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same Fighter-Type	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Same Trainer-Type or T-37 Behind T-1/T-38 Aircraft	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Dissimilar Fighter/Trainer-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Nonheavy, Tactical Airlift Type (i.e. C-130's)	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Same-Type Aircraft Formations	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Type Heavy, FS Only	*	*	*	8,000'	*	*	*

Table 3.2. Nighttime RSRS Standards (After civil twilight).

PAIRINGS	FS behind TG	FS behind LA	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same Fighter-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Trainer-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Dissimilar Fighter/Trainer-Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Nonheavy, Tactical Airlift Type (i.e. C-130's)	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same-Type Aircraft Formations	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Type Heavy, FS Only	*	*	*	8,000'	*	*	*

* **NOTE:** Standard FAAO 7110.65 separation will be applied.

3.10. Instrument Landing System (ILS)/Multiple Approaches.

3.10.1. The ILS approaches will not be available when any portion of the approach end of RWY 14 is closed.

3.10.2. Multiple approaches may be conducted, traffic permitting, after coordinating with TRACON.

3.11. Go-Around/Missed Approach Procedures. For RWY 14 operations, the Tower will issue “execute Layton climb out” for base assigned aircraft or read the instructions for non-base assigned aircraft on the go. For RWY32 operations, the Tower will issue “execute Riverdale climb out” for base assigned aircraft or read the instructions for nonbase assigned aircraft on the go. All other go-around/missed approach procedures will be coordinated by the Tower with TRACON.

3.12. Unusual Maneuvers.

3.12.1. Approving Unusual Maneuvers. Air traffic controllers may not approve unusual maneuvers within Hill AFB Class D Airspace if they are not essential to the performance of the flight. Unusual maneuvers are defined as intentionally performed spins, vertical recoveries, or other maneuvers that require pitch or bank angles greater than 90°, and speeds in excess of those in AFI 11-202, Vol 3, Chapter 5.

3.12.2. Requests for Unusual Maneuvers. Requests for unusual maneuvers must be made through 75 OSS/OSA and approved by 75 OSS/CC. These requests must be submitted with sufficient lead-time to allow detailed review and coordination prior to the time of the event.

3.12.3. Communications. All communications during unusual maneuvers will be on Tower frequencies unless other frequencies are prior coordinated.

3.13. Diversion and Weather Recall Procedures. The unit SOF will relay diversion and weather recall instructions to appropriate flying squadrons, HCCP and unit aircraft. HCCP will then relay the diversion and weather recall instructions to other agencies.

3.14. VFR Traffic Patterns. (see Attachments 6 and 7)

3.14.1. Arrivals. All VFR arrivals, if able, will contact TRACON for initial sequencing and advisories at least 20 miles out.

3.14.2. Overhead Traffic Pattern (Initial):

3.14.2.1. Aircraft executing the Mudflat Recovery VFR will maintain 7,300 feet MSL until past Ogden Airport and then descend to 6,800 feet MSL.

3.14.2.2. The overhead traffic pattern for all aircraft is flown at 6,800 feet MSL (2,000 feet AGL). Aircraft will maintain pattern altitude until turning base.

3.14.2.3. Whenever the reported ceiling is less than 7,300 feet MSL (2,500 feet AGL), the VFR overhead and fighter closed patterns, defined in paragraphs 3.14.2 and 3.14.5 will not be flown. The Tower Watch Supervisor or senior controller may lower the overhead or fighter closed pattern to 6,300 feet MSL or direct a right break or crosswind (weather conditions permitting).

3.14.2.4. RWY 14. The VFR entry point is a seven mile initial which will allow the pilot to maneuver prior to entering the Class D airspace. Pilots will advise Tower of type landing when reporting initial.

3.14.2.4.1. Aircraft instructed to make a right reentry will reenter initial one mile south of Ogden Municipal Airport at 6,800 feet MSL.

3.14.2.4.2. Aircraft instructed to make a left reentry will reenter initial one mile north of Ogden Municipal Airport at 6,800 feet MSL.

3.14.2.5. RWY 32. Aircraft will proceed to downwind leg 3 miles west of the runway at 7,500 feet MSL. Once abeam landing threshold (remaining within Hill's class D airspace), aircraft will enter the overhead pattern at 6,800 feet MSL and report 3 mile initial.

3.14.2.6. Unless Tower directs or approves otherwise, all aircraft will break over the approach end of the runway. Pilots should be aware of departing aircraft and the possibility of these aircraft climbing through the overhead pattern.

3.14.3. Straight-Ins.

3.14.3.1. RWY 14. On final approach, aircraft will maintain a minimum altitude of 6,300 feet MSL until 7 DME then 5,700 feet MSL until crossing 4 DME. Non-DME equipped aircraft will maintain a minimum altitude of 5,700 feet MSL until over I-15. The Tower will advise transient aircraft making a visual approach of this restriction.

3.14.3.2. RWY 32. Aircraft shall proceed to downwind leg three miles west of the runway at 7,500 feet MSL until abeam landing threshold (remaining within Hill's class D airspace) and then descend to 6,300 feet MSL until turning base.

3.14.4. Tactical Patterns.

3.14.4.1. Tactical Initial RWY14. Tactical initial can be flown as either a 2 ship or 4 ship to RWY14. Elements will depart MUDFLAT, descending to 7,300 feet MSL in tactical line-abreast formation and proceed directly to the VFR entry point described in paragraph 3.15.2.4. At the VFR entry point a tactical turn will be executed to place the wingman on the west side

approximately 4,000 feet line abreast. After over-flying the Ogden Municipal Airport, the element descends to 6,800 feet MSL. At the approach end of the runway both aircraft initiate a pitchout. Wingman temporarily delays north-bound turn when headed east to roll out on a normal downwind ground track. Tactical initial may be flown at 300-350 knots. Trailing elements will position themselves 1-2 NM in trail of the lead element prior to reaching the approach end of the runway.

3.14.4.2. Tactical Straight-in RWY14. Elements will depart Mudflat heading east to intercept a 7-10 NM final. The wingman will remain to the north of lead in 1-2 NM line-abreast formation. Execute an in place 90-degree turn onto the ILS 139 degree course and slow to 250 knots indicated air speed (KIAS). Configure for landing and slow to final approach airspeed, adjusting spacing on the lead aircraft. Additional elements should be 1-2 NM in trail or check to the northeast at Mudflat to intercept the final course north of the element in front of them. Descend to 6,300 feet MSL departing Mudflat. Complete a visual straight in.

3.14.5. Closed Traffic Patterns.

3.14.5.1. Fighter Type Aircraft. Closed traffic patterns will be flown at 6,800 feet MSL (2,000 feet AGL). Aircraft will turn crosswind at departure end unless otherwise directed.

3.14.5.2. Larger than Fighter Type Aircraft. Closed traffic patterns will be flown at 6,300 feet MSL (1,500 feet AGL). Aircraft will turn crosswind at departure end, unless directed otherwise.

3.14.5.3. Light Civilian Aircraft. Closed traffic pattern will be flown at 5,800 feet MSL (1,000 feet AGL). Aircraft will turn crosswind at departure end unless otherwise directed.

3.14.6. Simulated Flame-Out (SFO) Patterns. SFOs will only be flown during daylight hours and by F-16s when:

3.14.6.1. Approved by TRACON.

3.14.6.2. Existing traffic conditions permit and approved by the Tower.

3.14.6.3. VFR conditions can be maintained throughout the approach.

NOTE 1: High Key altitude is a maximum of 13,500 feet MSL unless otherwise coordinated.

NOTE 2: Aircraft hosted by a tenant unit are considered base-assigned.

3.14.7. Breakout Procedures. When instructed to “breakout,” pilots will climb to 7,300’ and proceed directly to the indicated reporting point (as specified by ATC) and await further instructions.

3.14.8. Multiple VFR Patterns. If a pilot requests multiple VFR patterns at the end of an IFR flight, the IFR clearance is canceled after the first approach.

3.14.9. Over Flight. Aircraft will not descend below 6,000 feet MSL (1,200 feet AGL) when flying over the base munitions storage area except during emergencies; when executing a published missed approach procedure under IFR conditions; or executing circling approaches.

3.14.10. Recoveries. All aircraft will normally squawk according to flight position when flights are nonstandard or no longer a flight. Aircraft will squawk 510x where x designates the aircraft position in the flight.

3.14.11. Airspeed. The maximum allowable airspeed within the class "D" airspace for fighter type aircraft is 300 knots.

3.14.12. Practice Circling Approaches. Practice circling approaches to the opposite runway will not be approved for other than base-assigned/tenant aircraft.

3.15. Radar Trail Recovery (RTR) Procedures.

3.15.1. Coordination. RTR shall be coordinated with Clover Control or TRACON prior to beginning the recovery. Clover Control will coordinate with TRACON for approval of a RTR. RTR recoveries to RWY 14 are limited to a maximum of four aircraft. RTR recoveries to RWY 32 are limited to a maximum of two aircraft. Coordination is required for a planned missed approach.

3.15.1.1. Upon receiving approval for a RTR, the lead aircraft of the flight will squawk the beacon code assigned with the aircraft clearance. All remaining aircraft in the flight will squawk beacon codes 5102, 5103, and so on in sequence.

3.15.1.2. RTR spacing between each aircraft and/or element (an element is a 2-ship) in the radar trail recovery flight will be 1.5 - 3 NM, which will be maintained by the pilot.

3.15.1.3. Aircraft spacing between the trailing aircraft of the first flight and the lead aircraft of the second flight will be a minimum of 10 NM.

3.15.1.4. Recoveries flown via the Causeway Four will have the radar trail recovery formation established prior to HIF 266 radial at 37 DME (WIDOE).

3.15.1.5. For approaches other than the Causeway Four, the flight lead will coordinate with ATC regarding the location where the radar trail recovery formation will be established.

3.15.1.6. If aircraft are in contact with Clover Control when the radar trail recovery formation is approved, Clover Control will hand-off the flight lead to TRACON. There will only be one flight plan per flight.

3.15.2. No Radio (NORDO) Aircraft. NORDO aircraft will squawk 7600 and continue the radar trail recovery. The remaining aircraft will be notified of the NORDO aircraft by ATC.

3.15.3. Radar Trail Separation. If radar trail separation cannot be maintained by the aircraft/element, the aircraft/element shall notify ATC and request further instructions.

3.15.4. Missed Approach and Climb-Out Procedures.

3.15.4.1. If a flight is executing a missed approach, the flight will fly the Layton/Riverdale climb out. Each aircraft is then required to obtain a separate clearance from ATC.

3.15.4.2. If the flight is instructed to go-around, climb-out procedures will be according to ATC instructions. If the radar trail formation is interrupted, each aircraft will obtain a separate clearance from ATC.

NOTE: The radar trail formation would be interrupted when one of the aircraft lands and the others cannot. For example, if one aircraft takes the barrier and the following aircraft have to go-around, radar trail formation will not continue and each aircraft will obtain a separate clearance from ATC.

3.16. Distinguished Visitors (DV). Tower will notify 75 OSS/OSAM when a DV aircraft is 20 miles from Hill AFB, when time and traffic permits.

3.17. Weather/Wind Information. Tower shall issue wind information IAW AFI 13-203. Approach end wind information will be issued with takeoff/landing clearances. Additionally, midfield wind information will be issued with takeoff/landing clearances when the reported midfield wind differs from the approach end wind by 30 degrees or more and the speed is more than 10 knots. Variable wind information will not be issued unless requested by the pilot.

3.17.1 Hazardous/severe weather and lighting information will be disseminated through ATIS broadcast. Report weather abnormalities to HAFB Weather Station.

3.18. Flight Information Publications (FLIP). 75 OSS/OSAM is the publications monitor. All requests/ changes to FLIPs will be submitted through HAFB Airfield Management.

3.19. Bird/Wildlife Control Program. The Bird and Wildlife Control Program is maintained by OO-ALC/SEF. Airfield management will determine bird-watch conditions. A bird-watch condition of moderate or severe will be included on the ATIS broadcast. Program guidance can be found in OO-ALC Bird Aircraft Strike Hazard Plan 91-212.

3.20. Supervisor of Flying (SOF) Duties. The SOF shall conduct operations in accordance with AFI 11-418/388 FW SUP1. The SOF must not perform ATC functions or transmit ATC instructions or clearances. A person who commandeers an ATC frequency assumes responsibility for separation of aircraft.

Chapter 4

LOCAL FLYING AREAS

4.1. Functional Check Flight (FCF) Areas. Hill-based aircraft operating from Hill AFB will primarily use the R6404 airspace in the Utah Test and Training Range (UTTR); however, any area in the UTTR can be used for FCFs.

4.2. F-16 Demonstration (DEMO) Airspace. Defined as the airspace within a 3 NM radius of the geographical center of RWY14/32, from the surface up to 17,500 feet MSL.

4.2.1. All participating pilots/aircraft:

4.2.1.1. Must have a certificate of waiver on file with TRACON.

4.2.1.2. Remain VFR at all times.

4.2.1.3. Remain within the designated DEMO airspace.

4.2.1.4. Comply with all requirements of the certificate of waiver.

4.2.2. The 75 OSS/OSAM will NOTAM the Class D airspace closed prior to the utilization of the DEMO airspace. DEMO pilot will coordinate with all flying units on base at least two weeks in advance or maximum extent possible.

4.2.3. The Tower will advise TRACON at least ten minutes prior to a DEMO flight. Additionally, the Tower will call TRACON for release of DEMO aircraft and DEMO airspace.

Chapter 5

AIRFIELD MANAGEMENT

5.1. Control of Ramp Areas.

5.1.1. The Airfield Manager (75 OSS/OSAM) is responsible for:

5.1.1.1. Assigning aircraft parking areas. Parking space priorities are based on the assigned mission of the organization concerned.

5.1.1.2. Evaluating requests for construction of additional parking areas or modification of existing areas before submission to the Facility Planning Committee.

5.1.2. New Aircraft Assignments. Directorates and tenant organizations, in conjunction with the Management Services Division (OO-ALC/FMR), will coordinate with the 75 OSS/OSAM before accepting aircraft assignments or workloads that would require parking beyond existing capabilities.

5.1.3. Organizations requiring aircraft parking will:

5.1.3.1. Submit written requests to 75 OSS/OSAM stating requirements.

5.1.3.2. Unless otherwise directed by 75 OSS/OSAM, park aircraft only in their assigned areas.

5.1.3.3. Properly use their assigned areas.

5.1.4. Coordination for Construction. All airfield construction, proposed signs, or changes to parking plans will be coordinated with 75 OSS/OSAM.

5.1.5. Airfield maintenance to include but not limited to ramp cleaning, snow removal and grass mowing, are channeled through 75 OSS/OSAM.

5.1.6. Combat aircraft parking areas are identified in Attachment 8.

5.2. Drag Chutes. Drag chutes will normally be retained with aircraft until parked. AMOps or transient alert will recover chutes inadvertently jettisoned on the airfield. In all instances, AMOps or transient alert will advise the Tower when jettisoned chutes have been recovered.

5.3. Control of Vehicular Ground Traffic.

5.3.1. All personnel operating vehicles on the Hill AFB Airfield will possess a current flight line driver's certification. Hill AFB does not allow POV access to the flight line except for special

events. During special events (i.e. Air Shows) individuals must display a flight line driving permit issued 75 OSS/OSAM and must possess a Hill AFB flight line drivers license.

5.3.2. Hill AFB Tower controls all ground traffic in the controlled movement area (see definition paragraph 1.3.1.). Vehicles operating in this area will establish and maintain 2-way radio communication with the Tower or be escorted by another vehicle that possesses this capability. **Before entering the runway for any reason, permission must be obtained from the Tower even if the runway is temporarily closed.**

5.3.3. Vehicles operating in the noncontrolled movement area (see definition paragraph 1.3.3.) shall monitor the tower net to the maximum extent possible. Tow operators shall monitor the Tower net and receive tower approval before towing in this area. Additionally, all vehicle operators, aircraft operators, and pedestrians shall visually monitor taxiway/runway lights. (If flashing then visually monitor the Tower cab for possible light gun signals.)

5.3.4. When necessary, hand-held LMR radios may be checked out in building 1 from 75 OSS/OSAM, for temporary use.

5.3.5. If the Tower observes a vehicle operating in a suspicious manner attempts will be made to contact the vehicle. If the vehicle does not respond, the Tower shall notify 75 OSS/OSAM.

5.3.6. Vehicles operating in the movement area must stop at all intersecting taxiways. Final responsibility for avoidance of taxiing aircraft rests with vehicle operators. Extreme caution should be used when driving on the airfield.

5.3.7. Vehicles operating on the runway will activate their flashing beacons if available. If not available, headlights and emergency flashers shall be used. If radio contact with the Tower is lost, vehicles will immediately exit the runway and proceed to 75 OSS/OSAM to report the failure. Tower will use light gun signals and/or flash the runway lights if runway evacuation is required and radio contact with the vehicle cannot be established. When the appropriate light gun signal/flashing of runway lights are observed, all personnel and vehicles will move a safe distance and remain away from the runway (at least 100 feet).

NOTE: 75 OSS/OSAM is authorized to allow men and equipment within 100 feet of the runway. Power Production Flight (75 CES/CEOP) personnel, Exterior Electric Flight (75 CEG/CEOE) personnel and their respective vehicles may remain within 100 feet of the runway edge. All vehicles must contact the Tower prior to entering this area. These individuals will remain off of the paved surfaces. 75 OSS/OSAM will notify the Tower of all such individuals. Men and equipment within 100 feet of the runway will be removed for arrivals/departures of larger than fighter type aircraft and standard formation flights.

5.3.8. Vehicles which have been operating off paved surfaces or through areas where FOD is present, will not proceed on the paved portions of the airfield until all tires have been thoroughly

inspected and cleared of debris (including mud). Drivers are responsible for inspecting their vehicle's tires.

5.4. Control of Aircraft Ground Traffic.

5.4.1. Maintain Contact with Ground Control. Aircraft not requiring de-arm after landing will establish and maintain contact with ground control prior to entering TWY Alpha. Aircraft requiring de-arm will establish and maintain contact with ground control when taxiing from the de-arm area. Preferred taxi routing will be established by the controller depending on the situation.

5.4.2. Maintenance Operations. All maintenance engine starts and taxi operations outside of their respective ramps (388th, 419th, Alert, 233/East) will be coordinated with 75 OSS/OSAM. 75 OSS/OSAM will notify the Tower in advance of scheduled start times and taxi operations. Operations conducted on a units respective ramp may be coordinated directly with the Tower. Tower will report all unauthorized engine starts to AMOps immediately.

5.5. Control of Alert Area.

5.5.1. Priority for Alert Vehicles. Alert vehicles responding to a known mission or a scheduled exercise will be given priority over all aircraft and vehicles (except emergency). When an exercise has not been coordinated with airfield operations, alert vehicles will not be given priority.

5.5.2. Permission from the Tower. With beacon flashing, the alert vehicles will proceed north on the airfield via TWY Alpha to the NEOR and hold short of the runway. The crew will obtain permission from the Tower to cross the runway to the Alert Area. Alert vehicles may utilize the airfield road around the NEOR to access the Alert Area without permission from the Tower. Vehicles will conduct a visual scan of the area and will not drive on the access road north of the runway when aircraft are approaching the landing threshold.

5.6. Clearance of Other Than Air Force Aircraft.

5.6.1. Civil Aircraft. Civil aircraft using ATC facilities may conduct practice low approaches at Hill AFB if authorized by 75 ABW/CC and on a noninterference basis. Low approaches will be at the discretion of the watch supervisor, depending on the current Force Protection Condition and traffic in the pattern. Civil aircraft are cleared in accordance with FAA Regulations, AFI 10-1001, *Civil Aircraft Landing Permits*, and AFI 10-1002, *Agreement for Civil Aircraft Use of Air Force Airfields*.

5.6.2. Operating Owned or Leased Aircraft. AFI 10-1001 and AFI 10-1002 establishes procedures for government personnel, operating their own or leased aircraft, to use Air Force

installations. The 75 ABW/CC may authorize a one-time, short-notice, private aircraft landing at Hill AFB. The reasons for a civil aircraft landing include but are not limited to:

5.6.2.1. Strong crosswinds from Weber Canyon.

5.6.2.2. Saturated and congested ATC patterns due to a high performance aircraft activity in the area.

5.6.3. Light Aircraft Pilots. Pilots of light aircraft who are authorized to land at Hill AFB will be briefed in advance by 75 OSS/OSAM.

5.6.4. Aircraft Landing Without Permission. When civil aircraft land without permission or proper authorization, action will be accomplished by 75 OSS/OSAM in accordance with AFI 10-1001 and AFI 10-1002. In addition, 75 OSS/OSAM will notify:

5.6.4.1. 75 SFS/SFAI, who will respond to the aircraft and take appropriate action.

5.6.4.2. Customs (if applicable).

5.6.4.3. 75 OSS/CC.

5.6.4.4. HCCP (75 ABW/CP).

5.7. Aircraft Hijacking and Theft Protection.

5.7.1. The installation antihijack plan prescribes procedures for operation, movement and control of aircraft on the ground to resist and manage possible hijackings (as sanctioned by the installation commander).

5.7.2. Before Engine Start. Hill AFB assigned aircraft on their respective ramps (including the USFS on the Alert Ramp do not have to call before engine start.) It is the responsibility of the respective units to monitor authorized/unauthorized engine starts in these areas. Aircraft should monitor frequency 243.0.

5.7.3. Unauthorized Engine Starts. 75 OSS/OSAM is designated as the single base agency for receipt of information concerning unauthorized engine starts or aircraft movements.

5.8. Sonic Booms or Dropped Objects.

5.8.1. Whenever information is received concerning an inadvertent or undocumented sonic boom or dropped object, 75 OSS/OSAM will notify the following offices and pass any information deemed applicable:

5.8.1.1. 75 OSS/CC.

5.8.1.2. Office of Public Affairs (OO-ALC/PA).

5.8.1.3. HCCP.

5.8.2. If the pilot responsible for the incident is located, he/she will fill out all flight information on Air Force (AF) Form 121, **Sonic Boom Log**, and the operations officer, if applicable, will check it. Using organizations will maintain and transmit this information in accordance with internal procedures. If the cause is undetermined, details of the incident will be recorded by 75 OSS/OSAM in the daily events log.

5.9. Fire Protection Support to Flying Operations.

5.9.1. Crash or Rescue Capability. When crash or rescue capability falls below the minimum specified in AFI 32-2001, The Fire Protection Operations and Fire Prevention Program, 75 CEG/CEF will immediately notify HCCP, 75 OSS/OSAM and the Tower.

5.9.2. Reduced Crash or Rescue. 75 OSS/OSAMB will immediately notify the following of the reduced crash or rescue capability:

5.9.2.1. HCCP (notifies flying units/tenants).

5.9.2.2. All aircrews preparing to depart.

5.9.2.3. 75 OSS/OSAM.

5.9.3. Curtailment During Reduced Capability. The airfield manager, through proper coordination with 75 CEG/CEF, and using the guidelines established in AFI 32-2001, will determine which activities, if any, will be curtailed during the period of reduced capability. (See Attachment 5)

5.9.4. Normal Operations Resumed. When crash and rescue capability has returned to the minimum required, 75 CEG/CEF will notify 75 OSS/OSAM, who in turn will inform agencies listed in paragraph 5.10.2, that normal operations can be resumed.

5.10. Rescue Protection for Aeromedical Airlift Aircraft.

5.10.1. The 75 OSS/CC is designated as the single base agency for coordinating rescue protection notification procedures (ref Hill AFB Instruction 11-301, *Air Evacuation Aircraft*).

5.10.2. Upon receipt of an official estimated Time of Arrival (ETA) of aeromedical evacuation aircraft or other aircraft transporting patients, 75 OSS/OSAM will notify Tower, OSS leadership,

Fire Protection Branch (75 CEG/CEF), Medical Group Commander (75 MDG/SG), and 75 OSS/OSCT.

5.10.3. When the aircraft is 10 miles from Hill AFB, Tower will notify 75 OSS/OSAM with the aircraft position and any other pertinent information. 75 OSS/OSAM will pass the information to 75 CEG/CEF, 75 MDG/SG, 75 OSS/OSC, and any other appropriate base organization.

5.10.4. One crash truck will stand by on the taxiway directly east of Building 1 during arrival and departure operations. An ambulance will stand by to the rear of the crash truck. 75 OSS/OSC will remain in the vicinity of the aircraft.

5.10.5. The crash truck will remain near the aircraft throughout loading, unloading, refueling, and engine start.

5.10.6. In case of in-flight/ground emergency notification, all operations with the aeromedical aircraft will cease immediately. At this time, the stand by crash vehicle will respond to the emergency.

5.11. PDM Aircraft – Receiving and Delivery.

5.11.1. During normal duty hours and upon confirmation from the pilot that an aircraft arriving at Hill AFB is for PDM input, 75 OSS/OSAM will notify 75 OSS/OSC and LA Control Room (OO-ALC/MABWS). The 75 OSS/OSC will direct F-16 and A-10 aircraft to the outdoor wash rack (south of building 270) or the 233 Ramp for C-130 aircraft.

5.11.2. Weekends. For aircraft received at Hill AFB on weekends, 75 OSS/OSAM will notify 75 OSS/OSC and MA-Alert.

5.11.2.1. The 75 OSS/OSC will park the aircraft on the outdoor wash rack (south of building 270), chock the aircraft, and install necessary safety pins and locks. (The aircraft will be grounded).

5.11.2.2. MA-Alert will then make all follow on arrangements to accept the aircraft for PDM and return all chocks and ground wires to 75 OSS/OSC.

5.11.3. Delivery Crews. Aircraft delivery crews arriving at Hill AFB during duty hours will report to 514 FLTS, building 233. 75 OSS/OSAM will coordinate for transportation.

5.11.4. Aircraft received with weapon ammunition will be parked and handled as directed in chapter 6.

5.12. Use of Auxiliary Power Generators Supporting NAVAIDS.

5.12.1. Power. Commercial power has been determined to be reliable and generators have auto-start capability. Therefore, backup power generators supporting NAVAIDs do not have to be placed on line 30 minutes prior to ETA of a severe storm. Should the reliability of commercial power become questionable as determined by 75 CES/CEOP, or there is a loss of auto-start capability, affected backup generators will be operated in accordance with AFI 13-203, Air Traffic Control.

5.12.2. Facilities. The following NAVAID facilities are affected by auxiliary power generators: ILS Localizer, ILS Glide slope, and TACAN.

5.12.3. Air Traffic Control Approach and Landing Systems (ATCALs) will coordinate Navigational Aid down times with 75 OSS/OSA IAW the ATCALs operations letter. 75 OSS/OSA will coordinate with AMOps to send required NOTAMs for the duration of the maintenance activity.

5.13. ILS Critical Areas. ILS critical areas at Hill AFB are located at the north and south ends of the runway, and the entrance to the Alert Ramp.

5.13.1. Localizer Critical Area.

5.13.1.1. When the reported ceiling is less than 800 feet and/or the visibility is less than 2 miles, restrict all aircraft and vehicle operations in the localizer critical area. Do not permit vehicles or aircraft to transit the localizer critical area when an aircraft on the ILS approach is inside the final approach fix (FAF). *EXCEPTION:* A preceding aircraft, approaching the same runway, may pass through the area while landing, departing, or exiting the runway; do not allow aircraft to stop within the critical area.

5.13.1.2. When the reported ceiling is less than 200 feet and/or RVR 2,000 or less (1/2 mile if no RVR) do not authorize vehicle or aircraft operations in or over the area when an arriving aircraft is inside 1 NM from touchdown (TD).

5.13.2. Glide Slope Critical Area.

5.13.2.1. When the reported ceiling is less than 800 feet and/or visibility less than 2 miles, but at or above 200 feet and/or visibility at or above 1/2 mile (RVR 2,400), restrict all aircraft larger than fighter type size. Do not permit these aircraft to taxi beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF.

5.13.2.2. When the reported ceiling is less than 800 feet and/or visibility less than 2 miles, restrict all vehicles.

NOTE: Vehicles escorting (i.e., mission support vehicle or EOR vehicle) the fighter type size aircraft are authorized to proceed into the glide slope critical area with the aircraft (aircraft tows

are not authorized). Do not permit vehicles to proceed beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF, unless the arriving aircraft has reported the runway in sight or is circling to land on another runway.

5.13.2.3. When the reported ceiling is less than 200 feet and/or visibility less than ½ mile (RVR 2,400), restrict all aircraft and vehicles. Do not permit aircraft to taxi or vehicles to proceed beyond the instrument hold line when an aircraft executing an ILS approach is inside the FAF.

5.13.3. If an aircraft states that it is performing a coupled or autopilot ILS, no matter what the weather is, do not permit aircraft or vehicles beyond the instrument hold line.

5.14. ATC Participation in Exercises and Comm-Out Large Force Exercise. In accordance with AFI 13-203, Air Traffic Control, the Airfield Operations Flight Commander (AOF/CC) must be briefed at least 48 hours in advance of base exercises and approve any scenarios that involve any ATC facility or the airport movement area. Because of security considerations the minimum information required is the time of exercise, movement area which is affected, ATC facilities involved and their degree of involvement.

5.15. Deployed Units/TDY Flight Operations. Deployed/TDY personnel/aircraft assigned to fly with base aircraft will be considered base-assigned provided they comply with the contents of this instruction and the following:

5.15.1. The base unit provides the following information, in writing, to 75 OSS/OSA at least 14 days in advance:

5.15.1.1. Type of aircraft, call sign and number.

5.15.1.2. Dates assigned.

5.15.1.3. Approximate number of sorties, and take-off and land times.

5.15.2. Local Area Briefing. The hosting unit will brief the deployed units on the contents of this regulation, flight line driving hazards, noise abatement, local emergency procedures, and arrival and departure procedures (including RSRS policy). Assistance with the briefing may be obtained by contacting the airfield operations flight.

5.15.3. Live Ordnance Operations. TDY aircrews must meet not only the requirements listed in chapter 6, but the following requirements as well before conducting live ordnance operations from Hill AFB:

5.15.3.1. Be hosted by a unit permanently assigned to Hill AFB.

5.15.3.2. Each air and ground crew member will receive a local area briefing conducted by the host unit (in addition to the briefing listed in paragraph 5.15.2). This briefing will include all pertinent data that affect range operations, procedures for carriage and jettison of live munitions (both on and off the range), and procedures to follow in the event of any live ordnance related emergencies.

5.15.3.3. Each aircrew member must be current and qualified to deliver the ordnance being expended or be under the supervision of an instructor who is current and qualified to provide instruction in that ordnance.

5.15.4. Supervisor of Flying. Each hosted unit will ensure a SOF is available during all flying operations. The hosted unit will provide the hosting unit SOF or Tower Watch Supervisor with a location and telephone number where the deployed unit's SOF can be reached immediately.

5.15.5. Engine runs and tows for TDY aircraft must be coordinated with 75 OSS/OSAM prior to initiation of the operation.

5.16. Aircraft Directorate (OO-ALC/MA) Engine Runs. As a general policy, OO-ALC/MA run-up and testing of engines will not be conducted between the hours of 2200-0600 local time except in hush houses with the outer doors closed. During quiet-hour periods, unsuppressed engine runs are prohibited. If it is mission essential to conduct the engine runs while the Tower is closed, they must be authorized by OO-ALC/MA. A log will be maintained of all engine runs performed outside the approved periods along with the approving official name. The OO-ALC/MA assumes all responsibility for aircraft theft and hijack prevention in these cases.

Chapter 6

AIRFIELD EXPLOSIVE OPERATIONS REQUIREMENTS

6.1. Purpose. The purpose of this chapter is to establish safety requirements for explosive operations involving aircraft on Hill AFB. It establishes policies, responsibilities, procedures and terms to ensure explosive operations are conducted in a safe manner. It applies to all Hill assigned and deployed flying units.

6.2. Terms Explained (See Attachment 1, Terms).

6.3. Policy.

6.3.1. Deployed Flying Units. Deployed flying units will not fly live ordnance from Hill AFB without written authority from the 75 ABW/CC. See para 6.6.

6.3.2. Explosive Operations. Explosive operations involving aircraft on Hill AFB will be conducted only in locations authorized by an approved explosive site plan.

6.4. Responsibilities.

6.4.1. 75 OSS/CC will:

6.4.1.1. Manage all airfield explosive operations involving aircraft.

6.4.1.2. Develop and implement airfield explosive safety program.

6.4.1.3. Ensure compliance with explosive safety standards.

6.4.1.4. Approve Explosive Operating Instructions (EOI) that affect the parking and movement of aircraft loaded with explosives on the airfield.

6.4.2. 75 OSS/OSAM will:

6.4.2.1. Control parking of explosive loaded aircraft.

6.4.2.2. Maintain copies of explosive site plans or other explosive authorizing documents and ensure compliance.

6.4.2.3. Ensure maintenance of assigned explosive locations and safety equipment.

6.4.2.4. Establish a program indicating the status of each hot pad with the type of aircraft, explosive hazard/division, type of munitions/explosives and the using organization.

6.4.2.5. Ensure at least one combat aircraft parking spot is available to park aircraft with hung or misfired ordnance during flying operations. If forward firing ordnance is used, ensure a parking spot is available on hot pad 3, 6, or 7 (berm equipped) before the mission is commenced.

6.4.3. Airfield Users will:

6.4.3.1. Schedule the use of hot pads with 75 OSS/OSAM and notify them of any changes.

6.4.3.2. Park explosive loaded aircraft only in locations provided by the airfield manager.

6.4.3.3. Notify 75 OSS/OSAM of type aircraft, explosive hazard/division, type of munitions/explosives and the using organization.

6.4.3.4. Ensure that the correct fire or chemical hazard symbol is posted on the pad.

6.4.3.5. Notify the fire department of any symbols posted or changed during any explosive operation.

6.4.3.6. Provide name and telephone number (radio call sign) of weapons safety point of contact to airfield manager.

6.5. Authorized Airfield Explosives Locations.

6.5.1. Explosive Loaded Cargo Aircraft: Loading or unloading of transportation configured explosive cargo will be accomplished on Hot Pads 1, 2, 4A, 4A5, 4B, 4C, 4C5, 5, 6A, 7A and 8A as shown in Attachment 8. Explosive quantities for each location are shown in Attachment 9.

6.5.2. Explosive Loaded Combat Aircraft: Loading or unloading of explosive loaded combat configured aircraft will be accomplished on Hot Pads 3, 6, 7, as well as 388 FW, 419 FW ramps as shown in Attachment 8. Explosive quantities for each location are shown in Attachment 9.

6.5.3. Forward Firing Ordnance. Combat aircraft Hot Pads 3, 6 and 7 are the only pads available to load combat aircraft with Class/Division 1.1 and 1.2, forward firing ordnance for normal daily operations. 2.75 inch rockets with target practice warheads only, may be loaded/downloaded on the 388 FW ramp on Bravo row spots 8 to 13, Delta row spots 8 to 13 and Fox row spots 7 to 12. All other types of 2.75 inch rockets will only be loaded on Hot Pads 6 or 7. The 20mm target practice ammunition can be loaded on the 388 FW and 419 FW ramps. See Attachment 7 for contingencies.

6.6. Procedures.

6.6.1. Hot Pad Scheduling. Units must request use 15 days prior to the dates requested through 75 OSS/OSAM.

6.6.2. Loading and Unloading Combat Aircraft at the Hot Pad:

6.6.2.1. All loading of explosives will be conducted within the potential explosion site (PES) established for each location. These are identified by boxes outlined in white lines on pads 6 and 7. On Pad 3, the PES is the concrete area.

6.6.2.2. Intermagazine distance (IM) must be maintained between aircraft. If IM cannot be maintained, approval must be obtained according to AFMAN 91-201, *Explosive Safety Standards*. Documentation of this approval must be provided to the airfield manager with a copy to Weapons Safety Division (OO-ALC/SEW).

6.6.2.3. Before beginning any arm or de-arm operation on combat aircraft containing forward firing ordnance, the arm and de-arm crew will make sure that there are no personnel, vehicles or equipment in front or back of the aircraft prior to powering up the aircraft.

6.6.3. Aircraft Arm and De-arm.

6.6.3.1. Prior to take-off, all combat aircraft will taxi to the N/SEOR. These are the designated as the arm and de-arm areas. Aircraft will be parked before charging or connecting the gun firing lead, removing the launcher's safe or arm devices or the shorting clips, or connecting rocket pigtail to launcher.

6.6.3.2. Aircraft returning to Hill AFB with unexpended live ordnance will proceed to the N/SEOR as required and park in the direction indicated. Unit personnel will take the necessary actions to render guns, launchers, dispensers, and racks safe. All aircraft will be de-armed in the N/SEOR areas prior to returning to their designated parking areas or hot pad.

6.6.3.3. External fuel tanks, aircrew ejection system, captive AIM-9/AIM-120 missiles, chaff and flares with 75 OSS/CC approval, may be armed or de-armed on the 388 FW, 419 FW, 514 FLTS or transient aircraft parking ramps.

6.6.4. Hung, Misfire, or Hangfire Ordnance Procedures. Aircraft returning with hung ordnance or jammed guns perform the following procedures:

6.6.4.1. For live missiles the SOF will coordinate with the pilot and determine missile status via telemetry if available, and pass the munitions release/activation time to the fire chief.

6.6.4.2. EOD will be on standby when live ordnance missions are being flown. The EOD will respond to IFEs with live ordnance when notified of the event over the secondary crash network. EOD will assemble at the established entry control point and wait for further instructions from the fire chief.

6.6.4.3. Aircraft returning with hung BDU-33 practice bomb or inert munitions will proceed to the appropriate EOR for de-arming.

6.6.4.4. Aircraft returning with a jammed/hung gun will make a left turn (landing RWY 14) to back taxi on the runway and proceed to Hot Pad 6, 7, or 3 in that order. When reaching the hot pad, park the aircraft so that the gun is pointed at the berm. Under no circumstances will personnel, vehicles or equipment be allowed in front of the aircraft until the gun is safe.

6.6.4.5. AGM-65 Maverick missile procedures:

6.6.4.5.1. After landing proceed to the appropriate EOR. Pin all ordnance and landing gear. Install the MAU-12 mechanical pin and stow the igniter cable according to TO 1F-16C-33-1-2.

6.6.4.5.2. The weapons load crew will assess missile condition as follows.

6.6.4.5.2.1. Look for indications the missile was incorrectly loaded (i.e. partially engaged umbilical or disconnected igniter connector). If there is no indication of improper loading consider the aircraft safe. The aircraft will then return to the hot pad for downloading.

6.6.4.3.2.2. If there is visual evidence that the missile fired (started to leave the launcher rail or soot from the rocket motor) notify the pilot who will declare a ground emergency and shut down the aircraft. Have HCCP notify Explosive Ordnance Disposal (EOD) who will determine the condition of the missile.

6.6.4.5.2.3. If EOD determines that there is no visual evidence the missile fired and declares the missile safe, the EOD supervisor will notify the fire chief. The aircraft will taxi to an open hot pad and shut down and the missile will be downloaded.

6.6.4.5.2.4. The fire chief will coordinate with the SOF to determine if the AGM-65 battery was fired through utilization of the telemetry pack. If the battery was not fired, emergency will be terminated. If the battery was fired, the aircraft will proceed to either Hot Pad 6, 7 or 3 in that order and follow approved "Battery Fired" procedures.

6.6.4.6. GBU-15/AGM-130 Aircrew Procedures. The following procedures should be implemented for recovering instrumented hung GBU-15/AGM-130 configured with an inert warhead.

6.6.4.6.1. When telemetry indicates battery did not fire:

6.6.4.6.1.1. Standby two minutes to confirm telemetry indications. Do not perform any switch actions (keep power on) until status is confirmed.

6.6.4.6.1.2. Return to base (RTB).

6.6.4.6.1.3. Accomplish normal dearm procedures.

6.6.4.6.2. When telemetry indicates weapon battery fired:

6.6.4.6.2.1. Orbit over range for 20 minutes to ensure battery is expended.

6.6.4.6.2.2. RTB

6.6.4.6.2.3. Accomplish normal dearm procedures.

6.6.4.7. AGM-88 (HARM) Aircrew Procedures. The following procedures should be implemented for recovering instrumented hung AGM-88 missiles.

6.6.4.7.1. When telemetry indicates missile battery did not activate:

6.6.4.7.1.1 Standby 2 minutes to confirm telemetry indications. Do not perform any switch actions (keep weapon power on) until status is confirmed.

6.6.4.7.1.2. Command weapon power off on SMS page.

6.6.4.7.1.3. Turn master ARM off.

6.6.4.7.1.4. RTB. No hazard exists.

6.6.4.7.2. When telemetry indicates missile battery did activate, but no firing pulse was sent to the rocket motor:

6.6.4.7.2.1. Standby 2 minutes to confirm telemetry indications. Do not perform any switch actions (keep weapon power on) until status is confirmed.

6.6.4.7.2.2. Command weapon power off on SMS page.

6.6.4.7.2.3. Turn master ARM off.

6.6.4.7.2.4. Orbit 20 minutes to allow battery to vent/cool down. In-flight refueling can be performed.

6.6.4.7.2.5. RTB.

6.6.4.7.2.6. Perform normal dearm procedures.

6.6.4.7.3. When telemetry indicates the missile battery did activate and a fire pulse was sent to the rocket motor:

6.6.4.7.3.1. Standby 2 minutes to confirm telemetry indications. Do not perform any switch actions (keep weapon power on until status is confirmed.)

6.6.4.7.3.2. Have chase aircraft perform visual inspection.

WARNING: Due to the extremely remote risk of full motor ignition, jettison should not be performed until at least one full minute after fire pulse was sent. This will reduce the potential of the missile impacting launching aircraft. If missile appears to have partially ignited (smoke generated and/or black tail cap missing) jettison missile and launcher. If successful then RTB.

WARNING: Do not attempt in-flight refueling during this period; if fuel becomes critical, jettison missile and launcher then RTB. If missile passes visual check, keep aircraft pointed in a safe area for a minimum of 10 minutes (preferably 20). Keep the HARM footprint within the safest part of the range. The footprint can be minimized by reduced altitude and minimal pitch angle.

6.6.4.7.3.3. Command weapon power off on the SMS page.

6.6.4.7.3.4. Turn master ARM off.

6.6.4.7.3.5. Proceed to Michael Army Air Field.

6.6.4.8. Ground procedures for hung weapons with telemetry installed. The following procedures will be implemented when recovering an aircraft with hung weapons with telemetry installed:

6.6.4.8.1. The SOF will coordinate with the pilot and determine missile status via telemetry.

6.6.4.8.2. If telemetry indicates the battery has not activated, no hazard exists. EOR crew will pin all ordnance. Install all applicable safing devices. Make note of any indications the missile was incorrectly loaded.

6.6.4.9. For AGM-88 or 130's, if telemetry indicates the battery has activated, but no pulse was sent to the rocket motor:

6.6.4.9.1. EOR crew will pin and safe all ordnance to include landing gear. Install all applicable safing devices. Make note of any indications that the missile was incorrectly loaded.

6.6.4.9.2. Aircraft returns to original parking spot. (Hot pads 3, 6 or 7).

6.6.4.9.3. Wait 2 hours from release attempt prior to handling/downloading weapon. This will allow the battery to cool and any liquid electrolyte to evaporate.

6.6.4.10. If telemetry indicates the missile battery did activate and a fire pulse was sent to the rocket motor:

6.6.4.10.1. Aircraft returns to original parking spot. (hot pads 3, 6, or 7).

6.6.4.10.2. All nonessential personnel will evacuate to a minimum of 300 feet.

6.6.4.10.3. EOD will evaluate the situation and determine if the evacuation distance should be increased.

6.6.4.10.4. EOD will safe rocket motor.

6.6.4.10.5. Weapons load crew will pin and safe all ordnance to include landing gear. Install all applicable safing devices. Make note of any indications that the missile was incorrectly loaded.

WARNING: Wait 4 hours from time of pickle prior to handling/downloading weapon.

6.6.4.11. For GBU-15's, if telemetry indicates the battery has fired:

6.6.4.11.1. EOD will perform render safe procedures.

6.6.4.11.2. EOR crew will pin and safe all ordnance to include landing gear. Install all applicable safing devices. Make note of any indications the weapon was incorrectly loaded.

6.6.4.11.3. Aircraft returns to original parking spot (Hot pads 3, 6, or 7).

WARNING: Do not handle/download weapon until 2 hours after attempted release.

6.7. Request for Deviations. Requests for deviations from the requirements in this chapter or for approval of temporary procedures not covered in this section, must be requested in writing through the 75 OSS/CC and OO-ALC/SEW for approval by 75 ABW/CC. These requests must be submitted with sufficient lead-time to allow detailed review of the request prior to approval/disapproval.

Chapter 7

EMERGENCY PROCEDURES

7.1. Primary and Secondary Crash Alarms (PCAS).

7.1.1. PCAS. Tower will activate the PCAS to be tested at 0800 local time or as soon as possible thereafter, Monday through Sunday. Personnel will acknowledge all information passed on the PCAS by stating their initials when their station is called. Upon completion of the PCAS check, 75 OSS/OSAM will activate the secondary crash alarm circuit for a daily system check.

7.1.2. Tower will activate the PCAS when any of the following conditions exists:

7.1.2.1. In-flight or ground emergency.

7.1.2.2. On-base aircraft mishap.

7.1.2.3. Off-base accident, when directed by 75 OSS/OSAM.

7.1.2.4. NORDO aircraft.

7.1.2.5. Unauthorized landings.

7.1.2.6. Suspected or actual hijack.

7.1.2.7. Emergency Power Unit (EPU) activation.

7.1.2.8. Bomb threat.

7.1.2.9. Barrier engagement.

7.1.2.10. When requested by 75 OSS/OSAM, Fire Station, or other competent authority.

7.1.2.11. When the Tower Watch Supervisor deems it necessary for the safety of personnel or property.

7.1.2.12. During exercises when directed by a competent authority.

7.1.3. Tower will relay the following, if available, when activating the PCAS for aircraft emergencies, mishaps, or aircraft malfunctions.

7.1.3.1. Aircraft identification and type.

7.1.3.2. Nature of emergency and pilot's desires.

7.1.3.3. Landing runway for the emergency aircraft.

7.1.3.4. Number of personnel on board.

7.1.3.5. Fuel remaining (hours and/or minutes).

7.1.3.6. Wind.

7.1.3.7. ETA in minutes.

7.1.3.8. Dangerous cargo or munitions.

7.1.3.9. Remarks (barrier engagement, EPU activation, etc.).

7.1.4. Secondary Crash Alarm Circuit. Upon notification of an aircraft emergency, 75 OSS/OSAM will activate the secondary crash alarm circuit and relay all available information concerning the aircraft emergency. When 75 OSS/OSAM is closed or unavailable (i.e., due to system malfunction), HCCP will activate the secondary crash alarm circuit.

7.1.5. Off-base Crash. When 75 OSS/OSAM receives notification of an off-base crash (in the Hill AFB vicinity) involving a military asset, they will pass all known information to Tower and request that they activate the PCAS. 75 OSS/OSAM will activate the secondary crash alarm system and pass all available information. If HCCP receives notification of an off-base incident or accident, they will advise 75 OSS/OSAM to activate the secondary crash alarm circuit and HCCP will pass on all known information.

7.2. In-flight Emergencies (IFE) or Mishaps.

7.2.1. General. During all aircraft emergencies or mishaps, 75 ABW/CC or the on-scene commander (fire chief) will have final authority over the aircraft after it has landed.

7.2.2. Air Traffic Control. During an in-flight emergency, aircraft mishap or incident, control and flow of airborne aircraft and those on the ground will be accomplished in such a manner to ensure the emergency aircraft will not be jeopardized. Tower will:

7.2.2.1. Ensure priority handling of the in-flight emergency aircraft is paramount.

7.2.2.2. Minimize disruptions of normal operations consistent with efficient handling of emergency aircraft.

7.2.2.3. Make a blanket broadcast on frequencies 263.15 and 243.0 to advise airborne aircraft of the emergency in progress, ETA, and any necessary information (if it is anticipated that the runway will be closed for an extended amount of time).

7.2.2.4. If requested by the pilot, the in-flight emergency aircraft will be recovered on the discrete frequency (257.875).

7.2.2.5. Notify 75 OSS/OSAM if it appears an object has dropped from the emergency aircraft on the RWY. If it appears there is a dropped object on the RWY or the de-arm crew reports hung ordnance missing, the runway will be closed to all aircraft, except emergencies, until it is confirmed free of FOD by AMOps.

7.2.2.6. When notified an aircraft is inbound with hung/unexpended ordnance, coordinate traffic to allow hung/unexpended ordnance aircraft to perform a straight-in, full stop landing and minimize any possibility of a go-around.

7.2.2.7. Notify the Fire Chief when an IFE aircraft is next to land.

7.2.3. Runway Operations. AMOps will close the runway, if necessary, and inspect for FOD or damage following the arrival of an emergency aircraft unless the emergency was for smoke in the cockpit, physiological reasons, emergency fuel, instrument problem, C-130 engine out, compressor stall, or EPU activation (see paragraph 7.2.6). Only then AMOps can reopen the runway.

7.2.4. Vehicular Traffic and Response Personnel. In the interest of safety, it is critical that only the minimum necessary emergency vehicles and personnel respond to emergency/mishap situations. The following are response procedures for an in-flight emergency or minor mishap where the Disaster Control Group (DCG) is not recalled. Should the DCG be recalled, response shall be executed in accordance with Hill O-plan 32-1. Response procedures are as follows:

7.2.4.1. Emergency response personnel are divided into three groups.

7.2.4.1.1. Primary Initial Response Personnel (PIRP): Are the Senior Fire Officer (Chief 2), Fire Crash/Rescue and Ambulance personnel (Medic 4/5). The area surrounding an emergency/mishap area (EMA) (see para, 7.2.4.2.) is a restricted area. Fire Department Personnel are the only individuals authorized into an unsafe EMA without permission from Chief 2.

7.2.4.1.2. Secondary Initial Response Personnel (SIRP): Fire Safety (Unit U-19, vehicle with red flashing lights on top and an entry control point (ECP) flag at the rear), the Hydrazine Response Team, Airfield Manager or his/her designated representative, OO-ALC Safety or tenant wing Safety representatives assigned primary safety response, Security Forces, On Scene Commander, EOD (or unit de-arm crew), Mishap Unit Operations Group Commander or designee, and Transient Alert (Crash Recovery). These individuals or groups will assemble at the ECP. For all

on base responses, the ECP will initially be U-19's location. All personnel will obtain permission from Chief 2, through U-19, and receive positive acknowledgement from U-19 before entering the EMA. Control of the EMA by Security Forces is at the ECP.

7.2.4.1.3. All Other Response Personnel. When non PIRP or SIRP personnel are required to respond to an emergency or mishap, these individuals or groups will assemble on the east parking ramp at the southwest corner of the intersection of taxiways F and A. They will wait there for further radio instructions from U-19 or until response is no longer necessary.

7.2.4.2. Under any emergency situation, announced or unannounced, PIRP will respond to the emergency/mishap location. Fire Safety (Unit-19) will establish an EMA and set up an ECP on the edge of this area. The EMA is a restricted area under direct control of Chief 2. SIRP will gather at the ECP and await further action. Only critical response personnel will be allowed access into the EMA. Chief 2 is the initial On Scene Commander and is the only individual who can grant access to the EMA. Individuals receiving permission to enter the EMA will enter through the ECP after receiving positive authentication from U-19.

7.2.4.3. When Chief 2 has determined the EMA is safe, SIRP personnel will be allowed in the EMA with the Chief's permission. When the emergency is terminated, Chief 2 will turn responsibility for the EMA over to the designated On Scene Commander, OO-ALC Safety or tenant wing Safety as the situation dictates. This area will remain restricted and the ECP enforced. The On Scene Commander, 75 ABW Safety or tenant wing Safety will authorize EMA access from that point until the emergency/mishap is cleared. He/she will make a determination to maintain or eliminate the EMA.

7.2.4.4. When the aircraft must be shutdown on the runway, the AO or on-scene commander, will contact the shift supervisor assigned to 75 OSS/OSC and request the aircraft be removed from the runway as soon as possible.

7.2.5. Barrier Engagement:

7.2.5.1. Barrier maintenance crews (75 CES/CEOP) will be pre-positioned at the respective barriers.

7.2.5.2. If an emergency aircraft requires an approach end cable engagement, the pilot will advise the controlling agency of his/her intentions and Tower will relay this information via the primary crash alarm system. There are two cables available for a RWY 14/32 approach end engagement (prior notice required). See Attachment two for barrier locations and types. Aircrew will obtain the current ATIS for barrier status. ATIS will indicate if a barrier is unusable or in a configuration other than standard operational status for the runway in use.

NOTE: The cable reset interval takes approximately 10 – 15 minutes per cable.

7.2.5.3. If an emergency aircraft requires towing or removal from the barrier, 75 OSS/OSC will ensure only those vehicles absolutely necessary to respond to the aircraft are used. Normally, only one tow vehicle and one “follow-me” vehicle will respond. Tow vehicles without radio contact with the tower will be escorted by 75 OSS/OSC to the parking area.

7.2.5.4. Extraction of aircraft from runway barriers will normally be accomplished by shutting down the aircraft and 75 OSS/OSC towing the aircraft from engaged barrier when cleared by the on-scene commander.

7.2.6. If the emergency power unit (EPU) is activated hydrazine may be released into the air creating hazards to personnel and equipment. If the unit is activated, the pilot will notify the tower using the terms “EPU activated.” The term “hydrazine” will not be used unless there has been an actual spill or damage. In either case, the aircraft will proceed immediately to TWY Bravo or Golf and will not be approached until the hydrazine response team has inspected the aircraft for possible leaks. Other personnel will remain at least 200 feet upwind and 300 feet downwind.

7.2.7. Departure/Arrival Emergencies.

7.2.7.1. Aircraft aborting takeoff prior to brake release will taxi to the N/SEOR, de-arm if necessary, then contact Tower for clearance to taxi against traffic. Aircraft aborting takeoff after brake release will require a hot brake inspection prior to taxiing to parking. Pilots unable to taxi their aircraft will follow checklist procedures and notify Tower of their intent.

7.2.7.2. In the emergency is an unsafe landing gear indication and fuel permits, Tower will assist the pilot to obtaining any desired technical assistance. If the aircraft can remain airborne, technical assistance can possibly be obtained from the SOF, home base, HCCP teleconference, etc.

7.2.8. VMC Emergency Holding. Emergency aircraft will proceed to the VMC emergency holding fix over Fremont Island (HIF 263 radial at 19 DME) and hold at 9,500 feet MSL or as assigned by ATC. Emergency aircraft will use this point to burn down fuel and reduce aircraft gross weight or coordinate with the SOF, unless emergency or fuel status requires immediate landing. The emergency holding patterns will be adjusted to maintain VFR.

7.2.9. Radio Failure (NORDO) and Emergency Procedures:

7.2.9.1. If possible, the aircraft will remain in VFR or descend below FL180 to VFR within restricted airspace, squawk the appropriate code, and proceed to destination under VMC Conditions.

7.2.9.2. If NORDO only and unable to maintain flight under VFR, aircraft shall proceed in accordance with current two-way radio failure procedures as published in the Airman's Information Manual (AIM).

7.2.9.2.1. If radio becomes inoperative during departure while intercepting or proceeding via the assigned radial, the aircraft shall squawk according to established radio failure procedures and:

7.2.9.2.1.1. If inside the Hill TACAN 18-mile arc and active runway is RWY 14:

7.2.9.2.1.1.1. If excessive fuel load prohibits a return to land at Hill AFB, maintain departure routing into the range complex (remaining within R6404, sector 2) and when fuel load allows proceed direct HIF 266 radial at 37 DME and return to Hill AFB via the Causeway 4 Recovery for a TACAN or ILS Approach.

7.2.9.2.1.1.2. If fuel load allows a return to land at Hill AFB, maintain 7,000 feet MSL until the Hill TACAN 12 DME, then climb to 7,500 feet MSL, proceed outbound and intercept the 18 DME arc and return to Hill AFB via the Causeway 4 Recovery for a TACAN or ILS Approach.

7.2.9.2.1.2. If outside the Hill TACAN 18 mile arc and active runway is RWY 14, maintain departure routing to the range. If scheduled for the North Range proceed direct HIF 266 radial at 37 DME at 11,000 feet MSL and return to Hill AFB via the Causeway Recovery. If scheduled for the South Range follow procedures in paragraph 7.2.8.

7.2.9.2.1.3. If outside HIF 30 DME arc and active runway is RWY 32: intercept the 30 DME arc and arc to PEERC and fly whichever altitude is higher from the following: last assigned altitude, minimum safe altitude, emergency safe altitude. At PEERC begin an immediate penetration if able or descend in holding if required for the HI TACAN to RWY 32 Approach.

7.2.9.2.1.4. If inside HIF 30 DME arc and active runway is RWY 32, proceed direct to PEERC and fly whichever altitude is higher from the following: last assigned altitude, minimum safe altitude, emergency safe altitude. At PEERC, begin an immediate penetration if able or descend in holding if required for the HI TACAN to RWY 32 Approach.

7.2.9.2.2. If radio failure occurs while delaying within the South Range (R6402/05/06/07) or associated released airspace, the aircraft will orbit and squawk Mode 3, Code 7600, then proceed from the assigned working area via the shortest route possible to exit the South Range at or below 15,000 feet MSL to intercept HIF 266 radial at 37 DME at 11,000 MSL and proceed via the Causeway Recovery.

7.2.9.2.3. Radio Failure During a Missed Approach. If radio contact is not established by Hill TACAN 12 DME, the pilot will climb to 7,500 feet MSL, intercept the Hill TACAN 18 DME arc and execute the ILS or TACAN Approach to RWY 14.

7.2.9.2.4. When aircraft are on radar vectors to an approach to Hill AFB, the pilot will maintain the last assigned altitude and heading, squawk 7600; intercept the 18 DME arc; and execute the Hill TACAN or ILS approach to RWY 14.

7.2.9.2.5. If RWY 32 is in use, proceed to the MIJ 350 RADIAL AT 12 DME at 15,000 feet MSL and return to Hill AFB via the Moser Recovery for the HI-TACAN approach.

7.2.10. Unexpended Live, Hung, Misfired, or Hang fired Ordnance Procedures:

7.2.10.1. Policy:

7.2.10.1.1. The only hung, misfired, or jammed ordnance authorized to return to Hill AFB are jammed guns, rockets, AGM-65 missile, practice bombs such as the BDU-33 or MK-106, chaff/flare, secure 500 and 2000 pound practice bombs, or inert munitions.

7.2.10.1.2. Hung and misfired ordnance carried internally (if the bomb bay doors can be closed) may be returned to Hill AFB. (At the pilot's discretion).

7.2.10.1.3. All aircraft carrying a high explosive ordnance item not covered in this instruction will be recovered at Michael Army Airfield. If Michael Army Airfield is closed or unusable, return to Hill AFB.

7.2.10.2. Procedures:

7.2.10.2.1. Pilots of aircraft with suspected hung external live ordnance will attempt to jettison the ordnance over a designated drop area or on the range.

7.2.10.2.2. After the release system has been activated or drops have been attempted or made, pilots will avoid flight over populated areas to the maximum extent possible and return to Hill AFB with ordnance.

7.2.10.2.3. If the suspected ordnance system includes a dispenser and the aircraft system dispensed its ordnance, by actual drop count or by chase aircraft, the aircraft may return to Hill AFB.

7.2.10.2.4. Advise Clover Control as soon as possible after it has been determined the aircraft with hung ordnance will be returning to Hill AFB.

NOTE: The SOF may declare an emergency based on technical guidance.

7.2.10.3. Recoveries:

7.2.10.3.1. On the UTTR, aircraft will proceed to WIDOE, avoiding test facilities in the UTTR and populated areas.

7.2.10.3.2. Aircraft will make a hung ordnance recovery using the Mudflat straight-in arrival if VMC or recover via the Causeway ILS in IMC conditions.

7.2.10.3.3. In VMC, aircraft with hung ordnance and NORDO will fly the hung ordnance (Mudflat straight-in) pattern, avoiding populated areas to the maximum extent possible. If IMC and NORDO, aircraft will fly a Causeway Recovery to a TACAN or ILS approach and landing.

7.2.10.4. The following procedures shall be implemented for recovering malfunctioning AGM-65 Maverick missiles at Hill AFB:

7.2.10.4.1. Hold on range for 15 minutes to ensure expiration of battery power.

7.2.10.4.2. Declare an emergency with Clover Control.

7.2.10.4.3. If in IMC, aircraft will return to Hill AFB via Causeway ILS (RWY 14) or Stansbury/Moser recovery (RWY 32). If in VMC, aircraft will recover via the Mudflat straight-in procedure.

7.2.10.5. Darming procedures will be in accordance with para. 6.6.4.

7.3. Hot Brakes. In the event an aircraft has suspected hot brakes, Tower will advise the pilot and activate the PCAS. The aircraft involved will normally use the entire length of the runway for landing and then taxi to the designated hot brake area. If the brakes are inspected and found safe, the affected aircraft will taxi to normal parking.

7.3.1. Hot Brake Areas are as follows: NEOR, SEOR, and the portions of TWY Bravo, TWY Delta, TWY Echo, TWY Foxtrot, and TWY Golf between the runway and TWY Alpha.

NOTE: The first FCF of depot aircraft by 514 FLTS may result in visible smoke from the wheels due to residual fluids on the brakes. Therefore, a call of "New Brakes" by the 514 FLTS F-16/C-130/A-10 aircraft crew to the tower will not require action for suspected hot brakes, unless requested by the flight crew.

7.3.2. Hot Brakes in Parking Ramp. If it is determined that an aircraft has Hot Brakes once in the parking ramp area (i.e., 388 FW or 419 FW ramps), the aircraft will park in an area clear of other aircraft to minimize possible damage from a blown tire.

7.4. Jettison Procedures. (the following procedures are taken from the Inter-facility Coordination and Operating Procedures LOA between the FAA, Hill Tower and Clover Control)

7.4.1. When it becomes necessary for an aircraft to jettison ordnance, fuel, or external stores, the aircraft shall be handed off to Clover Control and vectored to a designated jettison area (Attachment 10).

7.4.2. If Clover Control is not operational, SLC Center (Sector 28) shall be responsible for providing vectors to the emergency jettison area (Attachment 10).

7.4.2.1. After the emergency ordnance/fuel/store has been expended, SLC Center shall notify Clover at the earliest possible time after Clover Control becomes operational.

7.4.2.2. Clover Control shall notify the Range Manager.

7.4.3. The Range Manager releases 11,000' MSL and below in R6406A to SLC Center for the time necessary to jettison.

7.5. Bail-Out Areas. Contact TRACON or Clover Control for assistance.

7.5.1. Controlled Bail-Out. Proceed to the Hill AFB TACAN (Ch 49) 242 radial/53 NM Fix at or below 15000' MSL and eject on a westerly heading.

7.5.2. Emergency Bail-Out. In Sector D, Kittycat Target Complex, HAG Complex, and test targets: REMAIN IN POSITION and wait for assistance or pickup.

7.6. Tower Fly-Bys. A pilot encountering in-flight aircraft conditions which are not readily discernible by the crew may be authorized by Tower to fly over the runway at lower than traffic pattern altitude if an external check of the aircraft is necessary.

7.7. Emergency Locator Transmitter (ELT) or Crash Position Indicator (CPI) Signals.

7.7.1. Notification. When Tower receives or is notified of an unscheduled ELT or CPI signal, Tower will immediately notify 75 OSS/OSAM. The tower will also advise 75 OSS/OSAM when the signal ends. The primary crash alarm system will not be activated unless advised by 75 OSS/OSAM. 75 OSS/OSAM will, in turn, notify SLC Center.

7.8. Evacuation of Air Traffic Control Facilities. In the event the tower evacuates, personnel will relocate to base operations.

7.8.1. Wind Speed. Hill tower cab will be evacuated anytime the wind speed reaches 83 knots sustained or in gusts.

7.8.2. Personnel Safety. The tower cab will also be evacuated any time the facility supervisor deems that the safety of personnel is in jeopardy.

7.9 Evacuation of Airfield Management Operations. If AMOps needs to evacuate, AMOps will establish operations in the control tower simulator building. AMOps is capable of providing only limited service during alternate operations.

7.10. Helicopter Landings for Life Flight or Air Medical. Prior to aircraft arrival, hospital personnel will coordinate with Tower, base fire department and security forces. The primary landing areas will be the runway and the North Ramp. If another landing location is selected, the AO or Security Forces will ensure the landing area is clear of vehicles, personnel, and obvious hazards. Security forces will ensure vehicular traffic is rerouted from the immediate area.

7.11. Forms Adopted. DD Form 175, **Military Flight Plan**; DD Form 1801, **DoD International Flight Plan**, and AF Form 121, **Sonic Boom Log**.

SEBASTIAN V. ROMANO III, Colonel, USAF
Commander, 75th Air Base Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-202, Volume 3, *General Flight Rules*
AFI 13-204, *Functional Management of Airfield Operations*
AFI 32-7076, *Design Standards for Visual Air Navigation Facilities*
Hill AFB Instruction 10-401, *Support of Units Deployed to Hill AFB*
FAAO 7110.65, *Air Traffic Control*.

Abbreviations and Acronyms

AGL–Above Ground Level
AICUZ–Air Installation Compatible Use Zone
ALSF–Approach Light System
AMOps–Airfield Management Operations
AO–Airfield Officer
AOF/CC–Airfield Operating Flight Commander
ATC–Air Traffic Control
ATCALs–Air Traffic Control and Landing Systems
ATIS–Automated Terminal Information System
ATLAS–Air Traffic Logging Automated System
ATSEP–Air Traffic System Evaluation Program
CPI–Crash Position Indicator
DME–Distance Measuring Equipment
ECP–Entry Control Point
ELT–Emergency Locator Transmitter
EOD–Explosive Ordnance Disposal
EOI–Explosive Operating Instruction
EPU–Emergency Power Unit
ETA–Estimated Time of Arrival
FLIP–Flight Information Publication
FSS–Flight Service Station
HATR–Hazardous Air Traffic Reports
HIRL–High Intensity Runway Lights
ILS–Instrument Landing System
KIAS–Knots Indicated Air Speed
LOP–Letter of Procedure
MAJCOM–Major Command
NAVIDS–Navigational Aids

NEOR–North End of the Runway
NORDO–No Radio
NOTAM–Notices to Airmen
ODALS–Omni Directional Approach Lighting System
PCAS–Primary Crash Alarm System
PAPI–Precision Approach Path Indicator
PDM–Programmed Depot Maintenance
RCR–Runway Condition Reading
RDS–Records Disposition Schedule
RSC–Runway Surface Condition
RTB–Return to Base
RVR– Runway Visual Range
RWY–Runway
SEOR–South End of the Runway
SIRP–Secondary Initial Response Personnel
SOF–Supervisor of Flying
TD–Touchdown
TDY– Temporary Duty
TERPS–Terminal Instrument Procedures
TRACON–Salt Lake Approach Control
TWY–Taxiway
USFS–United States Forest Service
UTTR–Utah Test and Training Range
VFR–Visual Flight Rule

Terms

Aircraft Capacity–The maximum capacity of explosives authorized for a particular type of aircraft as determined by an aircraft TO.

Aircraft Explosive Cargo Parking–Any area commonly called a Hot Cargo Pad and specifically designated for parking aircraft loaded with transportation configured explosives or those being loaded, unloaded, or awaiting loading. See Attachment 9 for explosive cargo aircraft parking areas and explosive limitations for these areas.

Assigned Unit—Hill AFB assigned units.

Combat Aircraft Parking Area—Area specifically designated for parking aircraft loaded with combat configured explosives or those being loaded, unloaded, or awaiting loading.

Combat Configured Aircraft—Any aircraft, (e.g., fighter, bomber, gunship, or forward air controller,) loaded with ordnance in or on a launcher, rack, gun, or other means of releasing or firing the ordnance.

Controlled Movement Area—At Hill AFB, the controlled movement area is defined as the runway, overruns, ILS critical area (when active) and those portions of the airfield within 100 feet of the runway edge line (either side). Specific approval for entry onto the movement area must be obtained from ATC.

Deployed Unit—A unit not assigned to Hill AFB temporarily using Hill AFB for training.

Empty Non-nuclear Munitions—A munitions item or component whose explosive material has been completely removed, or left out at the time of manufacture, and has not been replaced by other materials.

Explosive Limit—The maximum quantity of explosives in pounds authorized at a potential explosion site.

Forward Firing Ordnance—Forward firing ordnance is a munitions item that, if fired, would present a hazard to personnel, aircraft, equipment, or structures located in front of the combat aircraft.

Hangfire—A brief undesired delay in the functioning of an ammunition item after initiating action is taken.

Hot Gun—An operational gun that, after safety devices have been removed, is capable of firing when the trigger switch is depressed.

Hung Gun—An operational gun that fails to fire or sudden stoppage of fire when the trigger switch is depressed.

Hung Ordnance—Any munitions item remaining on suspension gear, bomb rack, or dispenser after an attempted release.

Inert Non-nuclear Munitions—A munitions item or component whose explosives material has been replaced by inert material.

Instrument Flight Rules (IFR)—Rules governing the procedures for conducting instrument flight. IFR rules are used when flight conditions are less than VFR (1.3.6). Additionally, it is used by pilots and controllers to indicate a type of flight plan.

Live Ordnance—Any ordnance with an assigned hazard class as outlined in AFMAN 91-201 and T.O. 11-A-1-46.

Misfire—Failure of an item of ammunition to fire after initiating action is taken.

Net Explosive Weight (NEW) —The total quantity of explosive material, expressed in pounds in each item or round. The NEW can be determined by checking TO 11A-1-46.

Non-controlled Movement Area—Taxiways, aprons, ramps, parking areas, loading docks, and any other areas not under the control of air traffic are considered non-controlled movement areas.

Non-explosives Loaded Cargo Aircraft—Cargo aircraft, government or contract, arriving on Hill AFB that do not contain explosives and are not scheduled to be loaded with explosives prior to departure.

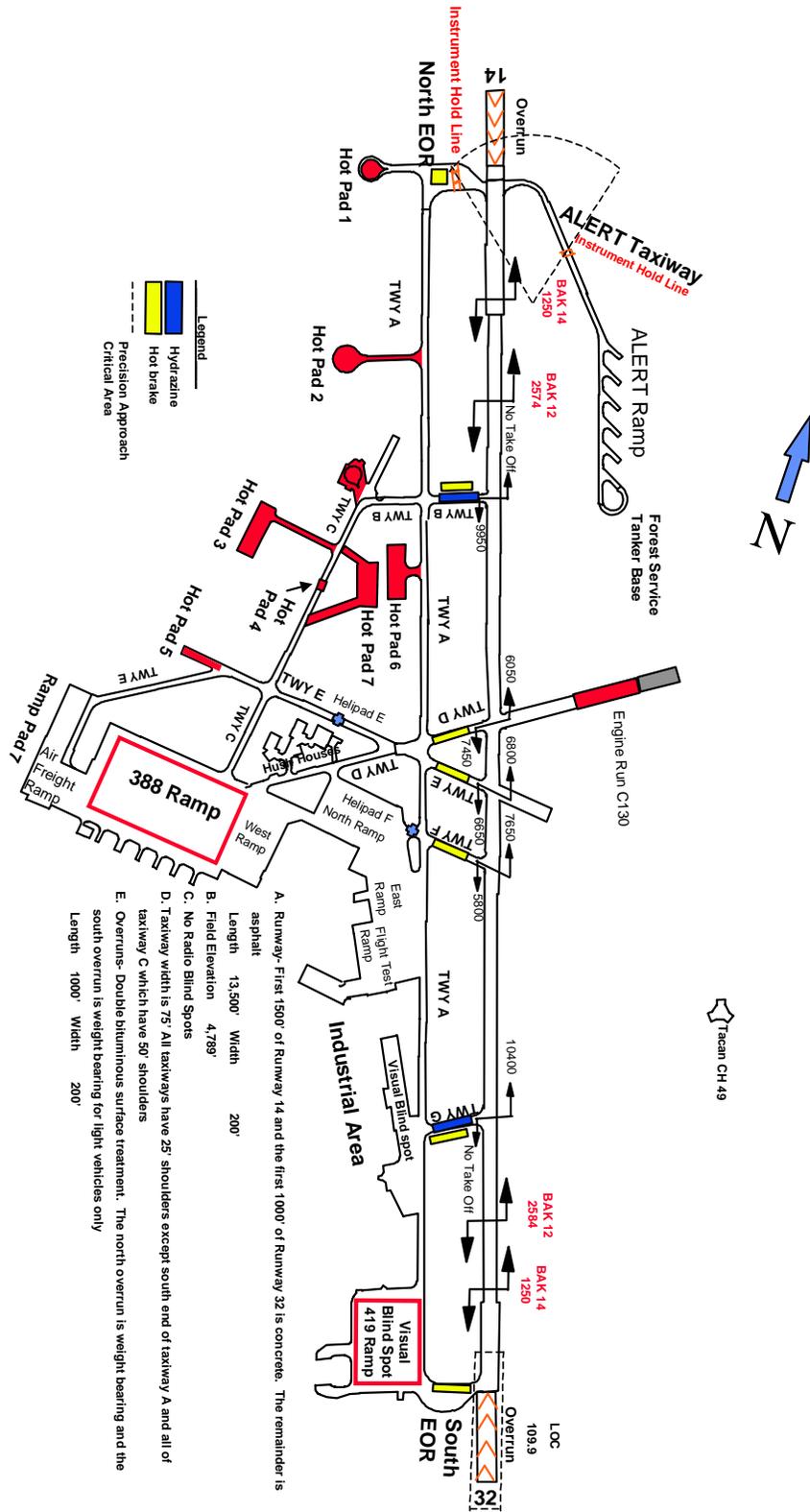
Radio Monitoring Area—Defined as that area within 1000 feet of runway centerline, either side, and extending 1500 feet at each end from runway thresholds (within the airfield fence line). Vehicles entering this area must have a radio that is able to communicate with tower.

Traffic Pattern Saturation—The point where the number of aircraft in the traffic pattern creates a hazard to flying safety or causes undue delay to departing aircraft. The control tower watch supervisor shall determine when the traffic pattern is approaching the saturation point and take necessary corrective measures to alleviate the situation by strictly enforcing aircraft priorities or not allowing pattern work.

Transient Aircraft—Aircraft not affiliated with nor stationed at Hill AFB.

Unexpended Ordnance—Unexpended ordnance is any munitions item remaining on suspension, gear, bomb rack, or dispenser for which no attempt to release has been made

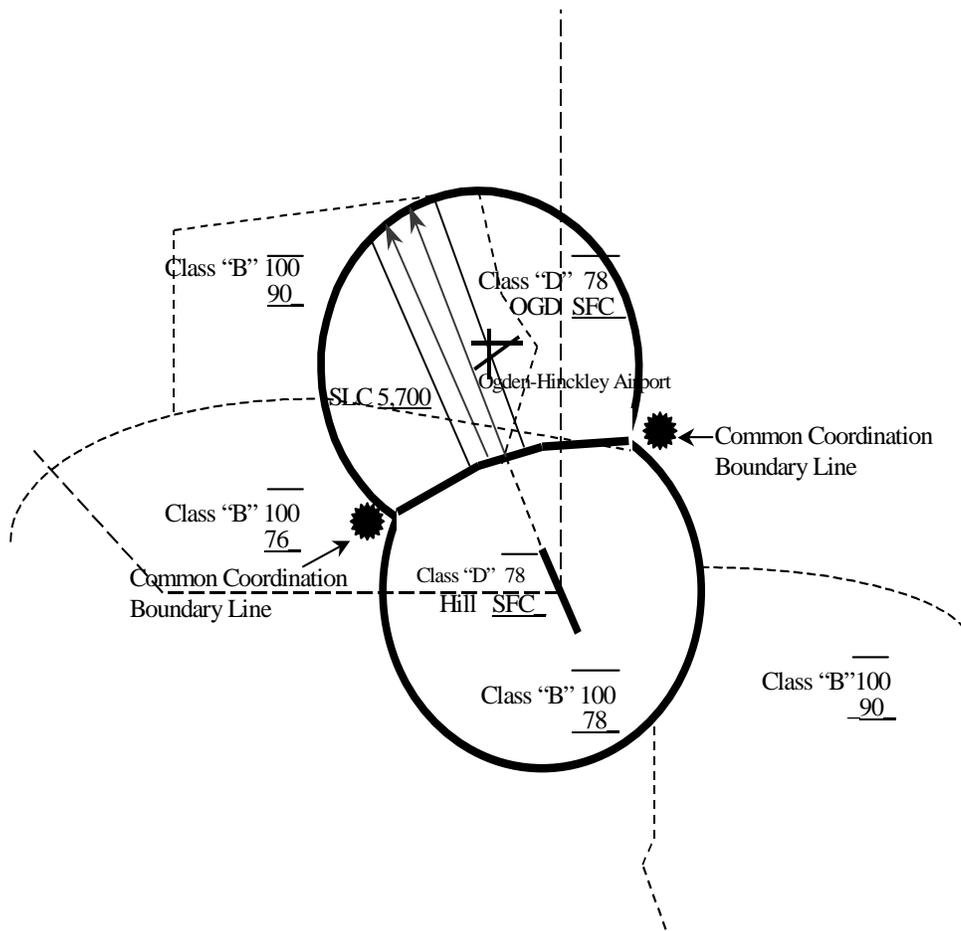
Visual Flight Rules (VFR) —Rules that govern the procedures for conducting flight under visual conditions. The term “VFR” is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. Basic VFR minima for Class D Airspace are flight visibility of 3 statute miles, 500 feet below clouds, 1,000 feet above clouds, and 2,000 feet horizontal from clouds. 



Attachment 3

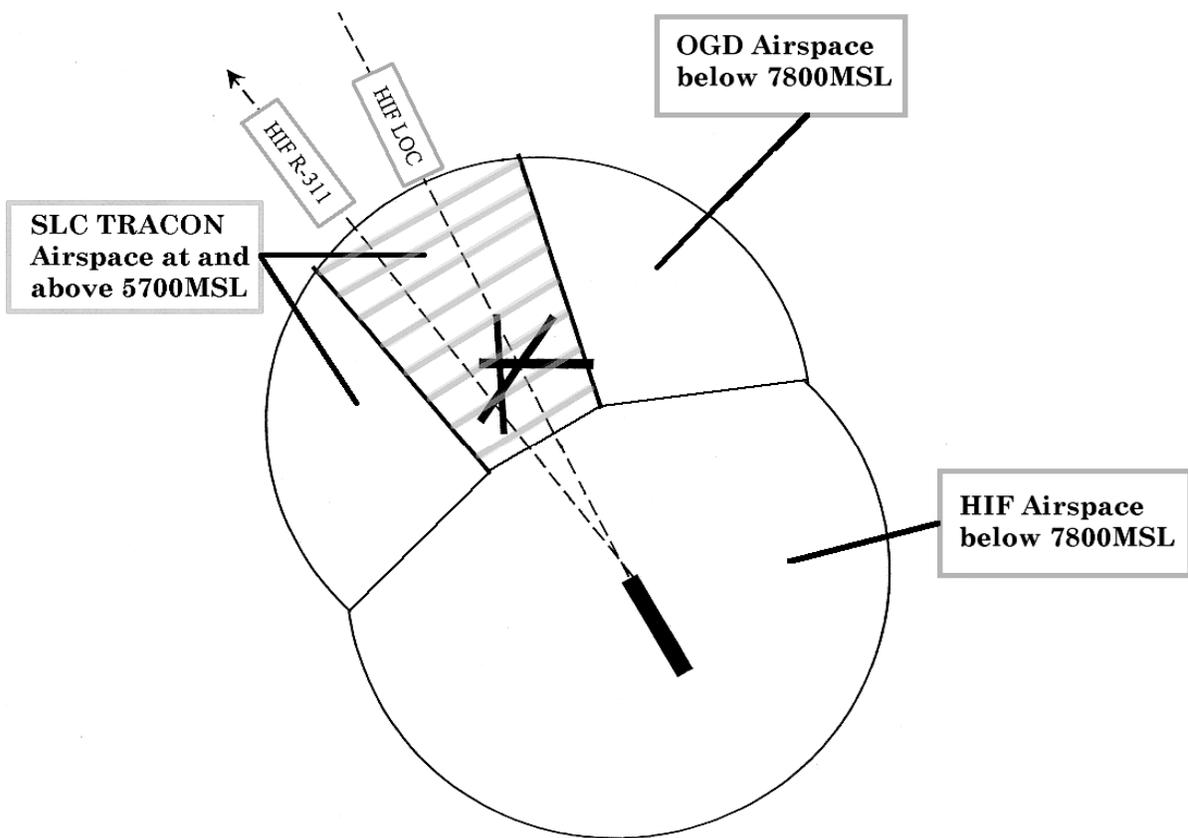
AIRSPACE CONFIGURATION

Airspace Configuration



Attachment 4

HILL ARRIVAL CORRIDOR "H.A.C."



H.A.C. Airspace



Attachment 5

FIREFIGHTING AND RESCUE CAPABILITY

	GREEN 7600-6600 GALLONS	YELLOW 4300-3300 GALLONS	RED 1000 GALLONS
Normal Flying	Continue	Continue	Stop
Non-alert Area A/C Maintenance Fuel/Defuel Fuel Cell Repair	Continue	Consider Curtail	Stop
Alert Area A/C Maintenance Fuel/Defuel Weapon Load/Unload	Continue	Consider Curtail	Stop
Alert Exercise A/C Quick Start	Continue	Consider Curtail	Stop
Airborne Emergency	Continue	Consider Divert	Divert, if Able

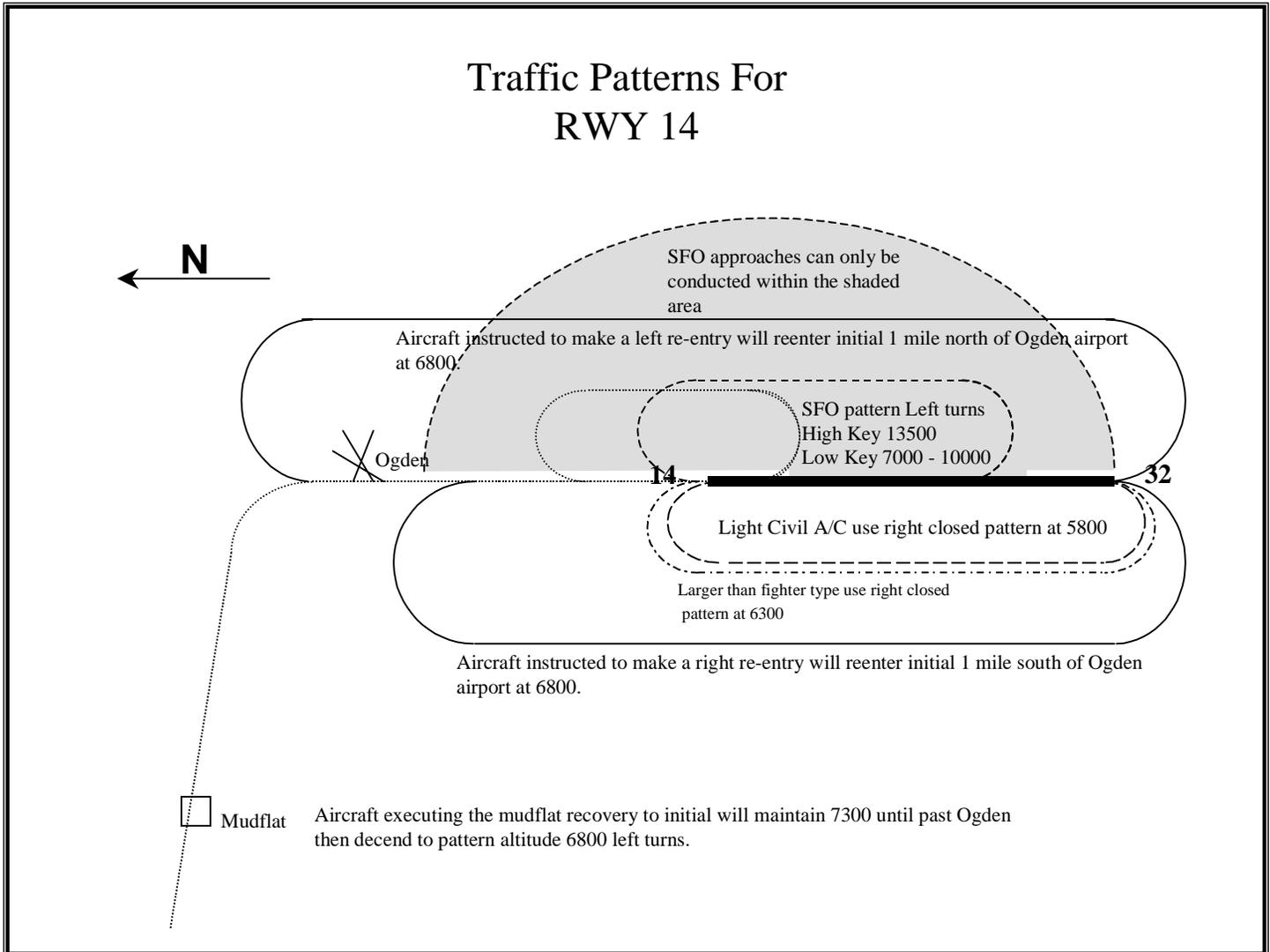
GREEN: Firefighting and rescue capability is adequate to cope with common emergencies involving aircraft and structures. No vehicle or manpower limitations exist beyond built-in acceptable risk. Continue normal activity.

YELLOW: Firefighting and rescue capability is less than that needed to assure successful aircraft firefighting and rescue involving large aircraft or structural fire suppression. Consider curtailing hazardous maintenance activities such as fuel systems work in facilities without properly installed fire protection systems. Consider reducing large aircraft movements.

RED: Firefighting and rescue capability is almost nonexistent. Vehicle or manpower limitations are expected to prevent successful firefighting or rescue. All activities which create or contribute to increased fire risk should cease, including all aircraft movements and maintenance.

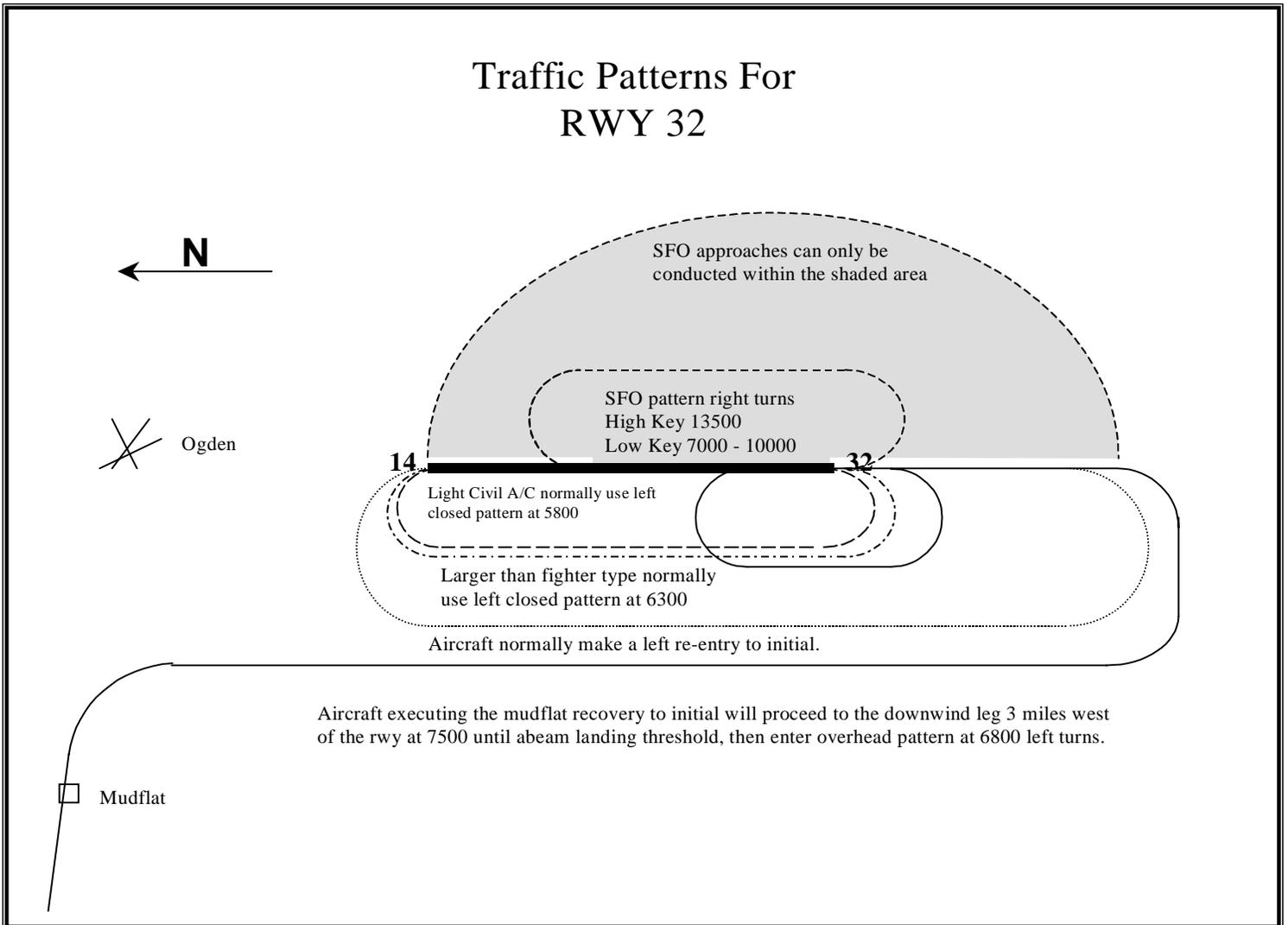
Attachment 6

TRAFFIC PATTERNS FOR RWY 14



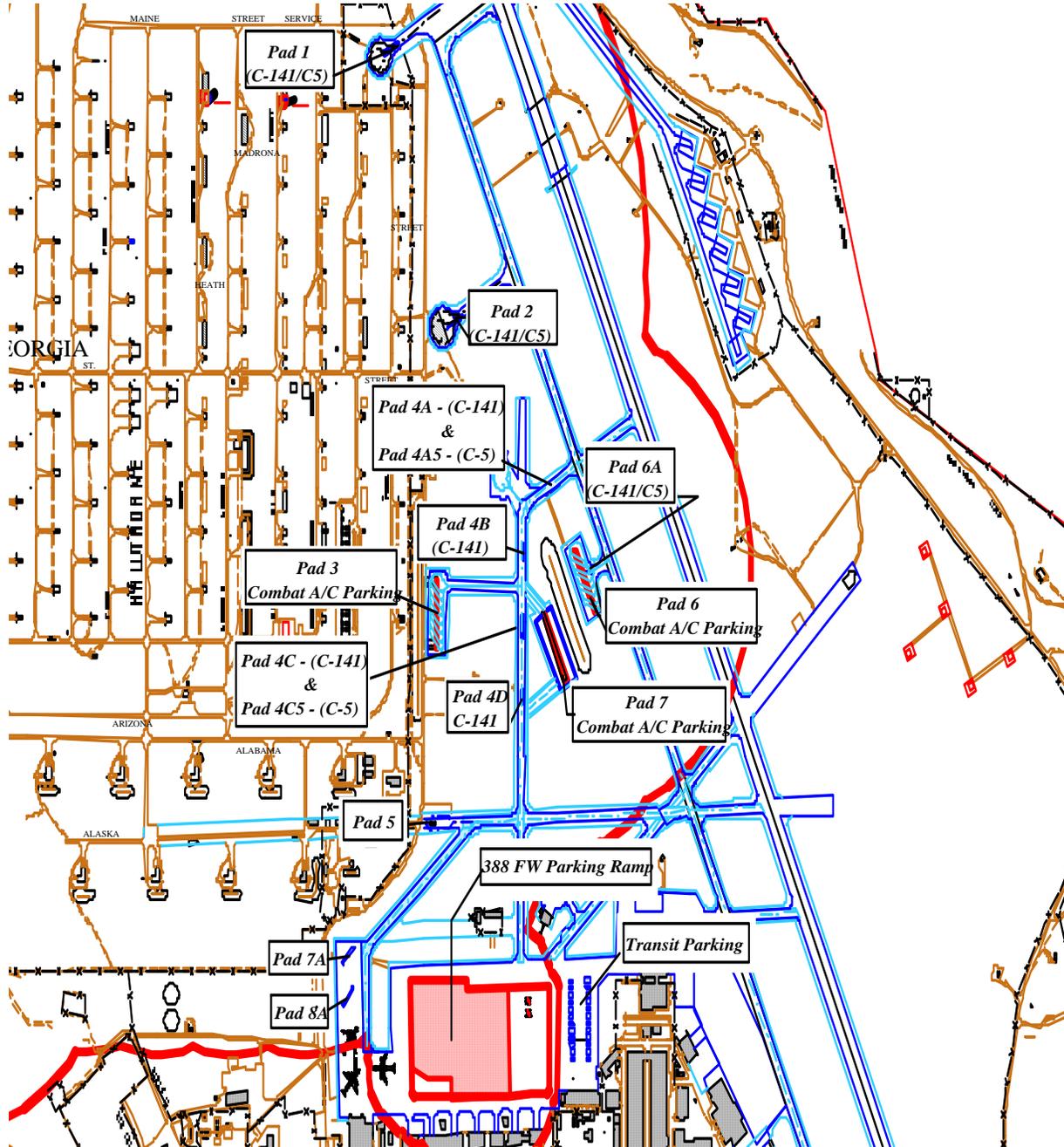
Attachment 7

TRAFFIC PATTERNS FOR RWY 32



Attachment 8

COMBAT AIRCRAFT PARKING SPACES



Attachment 9

AIRCRAFT PARKING AREAS EXPLOSIVE AUTHORIZATIONS

Hot Pad Number	Use	*HC/D 1.1	HC/D 1.2.1>10 0	HC/D 1.2.1<10 0	HC/D 1.2.2	HC/D 1.2.3	HC/D 1.3	HC/D 1.4
Pad 1	Explosive Cargo	50,000	50,000	50,000	50,000	50,000	200,000	**A/C Cap
Pad 2	Explosive Cargo	50,000	50,000	50,000	50,000	50,000	250,000	A/C Cap
Pad 3	Combat A/C	20,000	20,000	20,000	20,000	20,000	20,000	A/C Cap
Pad 4A	Explosive Cargo	30,000	50,000	50,000	50,000	50,000	100,000	A/C Cap
Pad 4A5	Exp Cargo (C-5)	50,000	50,000	50,000	50,000	50,000	125,000	A/C Cap
Pad 4B See Note 1	Explosive Cargo	30,000	50,000	50,000	50,000	50,000	100,000	A/C Cap
Pad 4C See Note 1	Explosive Cargo	30,000	50,000	50,000	50,000	50,000	100,000	A/C Cap
Pad 4C5 See Note 1	Exp Cargo (C-5)	50,000	50,000	50,000	50,000	50,000	125,000	A/C Cap
Pad 4D See Note 1	Explosive Cargo	30,000	28,118	28,118	50,000	50,000	100,000	A/C Cap
Pad 5	Explosive Cargo	7,358	1,537	1,537	50,000	50,000	100,000	A/C Cap
Pad 6	Combat A/C	20,000	20,000	20,000	20,000	20,000	20,000	A/C Cap
Pad 6A See Note 1	Explosive Cargo	50,000	50,000	50,000	50,000	50,000	125,000	A/C Cap
Pad 7 See Note 1	Combat A/C	20,000	20,000	20,000	20,000	20,000	20,000	A/C Cap
Pad 7A	Explosive Cargo	0	0	584	1,000	1,000	1000	A/C Cap
388FW Ramp See note 1	Contingency Ops	49	0	0	16	0	20	5
388FW Ramp	Daily Operations	0	0	0	0	0	500	5

419FW Ramp See Note 1	Contingency Ops	49	0	0	0	0	0	0
419FW Ramp	Daily Operations	0	0	0	1,000	1,000	1,000	A/C Cap
Transient Ramp See Note 2	Transient A/C	0	0	0	0	0	1,000	3,000
Pad 8A	Explosive Cargo	0	0	0	0	0	1,000	A/C Cap
Pad 12	Explosive Cargo	0	0	0	0	0	11,015	A/C Cap

- Hazard Class/Division

** Aircraft Capacity

Note 1 – Contact the Airfield Manager for details and restrictions contained in explosive site plans.

Note 2 – Parking only. Loading and unloading munitions on the Transient Ramp is not authorized.

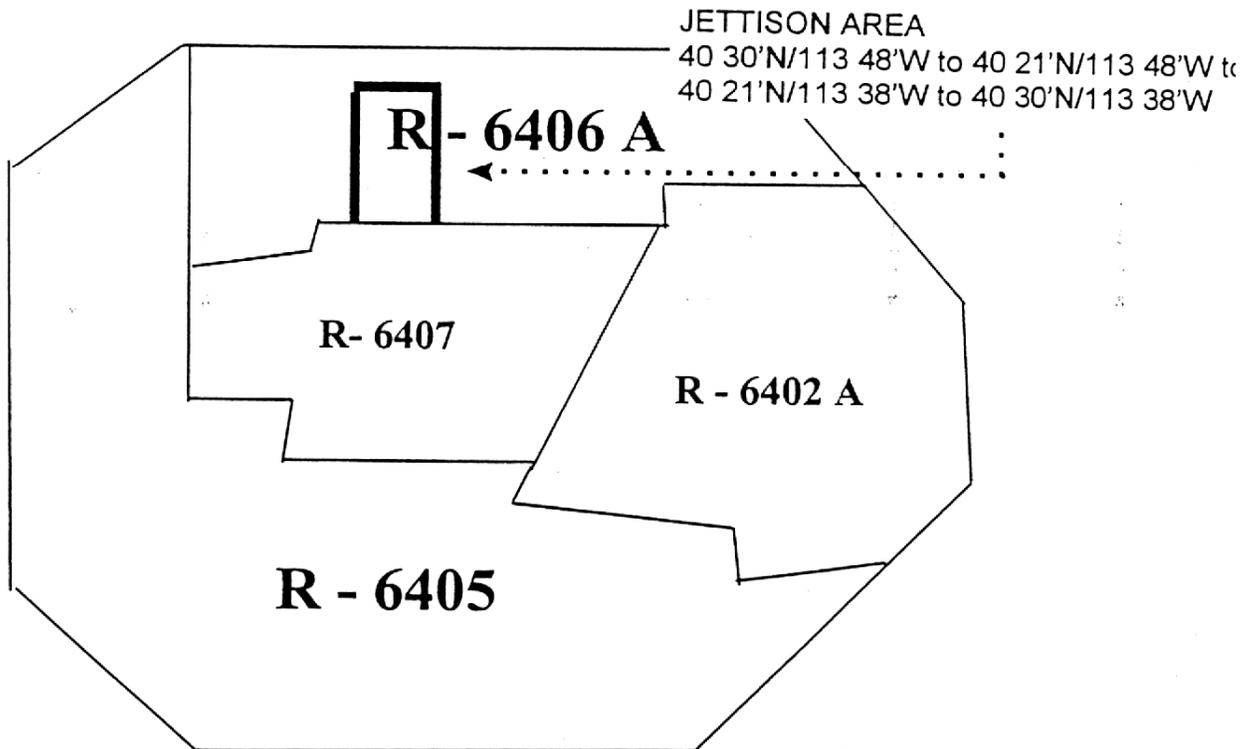
Attachment 10

JETTISON AREA

Emergency Jettison/Salvo areas for ordinance when Clover is not operational:

Live or Inert Ordinance

Location: A box that is bound by 40 30'N/113 48'W to 40 21'N/113 48'W to 40 21'N/113 38'W to 40 30'N/113 38'W.



Attachment 11

VEHICLE CALL SIGNS

CALL SIGN	OFFICE
Tiger 1	75ABW/CC
Tiger 2	75 ABW/CV
Tiger 3	75 MSG/CC
Tiger 4	75 MSG/CD
OPS 1	75 OSS/CC
OPS 2	75 OSS/DO
OPS 3	75 OSS/OSA
OPS 4	75 OSS/OSW
CAM 1	75 OSS/OSAM
AO	75 OSS/OSAM
Hill Ground	75 OSS/OSAT
QA	75 OSS/OSC
TA	75 OSS/OSCT
Barrier 1	75 CES/CIET
Runway Electrician	75 CES/CEIE
DE 7	75 CES/CEOP
DE 16	75 CES/CEOP
Chief 1	75 CEG/CEF
Chief 2	75 CEG/CEF

CALL SIGN	OFFICE
Shotgun 1	OO-ALC/CC
Shotgun 2	OO-ALC/CV
JAG 1	OO-ALC/JA
Safety 1	OO-ALC/SE
CE 1	75 CEG/CC
MED 1	75 MDG/CC
MED 2	75 MDOS/CC
MED 3	75 DS/CC
Hammer 1	75 CS/CC
Force 1	75 SFS/CC
Command Post	75 ABW/CP
Bulldog 1	Mission Director
Oscar 1	DCG/CC
Alert 1	75 OSS/OSCT
Sweeper 1	75 CES/CEOP
Broom 1	75 CES/CEOP
Unit 19	75 CES/CEOP
Water Truck	75 CES/CEOP