BY ORDER OF THE COMMANDER
INCIRLIK AIR BASE (USAFE)

INCIRLIK AIR BASE INSTRUCTION
13-204

29 JUNE 2016

Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publication and forms are available on the e-Publishing web site at **www.e-Publishing.af.mil** for downloading or ordering

RELEASABILITY: There are no releasability restrictions on this publication

---

OPR: 39 OSS/OSA

Certified by: 39 OSS/CC
(Lt. Col Kyle J. Wilson)

Supersedes: INCIRLIKABI13-204, 21 March 2013

Pages: 59

The procedures in this instruction implement Air Force Policy Directive (AFPD) 13-2, Air Traffic Control, Airspace, Airfield and Range Management; and references Air Force Instruction 13-204, Volume 3, Airfield Operations, Procedures and Programs; International Civil Aviation Organization (ICAO) Doc 4444, Air Traffic Management; Federal Aviation Administration Order JO 7110.65, Air Traffic Control; AFI 13-213, Airfield Driving; Turkish AIPs; Defense Economic Cooperation Agreement (DECA); applicable MAJCOM supplements, Standard Operating Procedures and letters of agreement with the host nation. This instruction establishes procedures for airfield and control of air traffic operations in support of flying missions at Incirlik Air Base (IAB), Turkey. This publication applies to all DoD components including the Air Force Reserve and Air National Guard (ANG), operating out of Incirlik AB. This publication may not be supplemented. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR), (39 OSS/OSA), using the AF Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate chain of command. Submit requests for waivers through the chain of command to the 39 OSS/OSA. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363, Management of Records, and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Changes within this rewrite include: aircraft priorities; reduced-same-runway separation; radar in-trail procedures; Surety operations; jettison of external stores and model aircraft procedures.

Chapter 1

INTRODUCTION AND POLICY

1.1. Overview. This instruction prescribes local procedures and policies concerning aircraft, vehicle and navigational aid (NAVAID) operations at Incirlik AB. It provides a common operating picture to all flying and support units. It does not supersede United States Air Force (USAF), United States Air Forces in Europe and Air Forces in Africa (USAFE-AFAFRICA), or ICAO directives.

1.2. Airfield Operations Board (AOB). Provides a forum for discussing, updating, and tracking various activities in support of the wing flying mission. The AOB will convene at least once per quarter (based upon the fiscal year) and will at a minimum discuss items IAW AFI 13-204V3.

1.2.1. The following items must be reviewed IAW AFI 13-204V3. Reviews will be conducted during the quarter indicated and will be discussed at that quarter's AOB. **Note**: The Local Operating Procedures (LOP) Review is an on-going process. Each LOP will be reviewed annually based upon its last review date.

Table 1.1. Quarterly.

QUARTER	ITEM	FREQUENCY
FIRST	Status of Annual Airfield Waiver Package	Annual
	Aircraft Parking Plan	Annual or as required
SECOND	ATC/Flying Procedures	Annual or as changes occur
	Airspace Review	Annual or as changes occur
THIRD	Air Installation Compatible Use Zone (AICUZ)	Biennial or as deemed necessary
FOURTH	Terminal Instrument Procedures (TERPS)	Annual or as changes occur

1.2.2. AOB Membership. Board membership will include, but is not limited to, personnel from the following agencies:

1.2.2.1. 39 ABW/CC or ABW/CV.

1.2.2.2. 39 WSSG/CC

1.2.2.3. 39th Operations Support Squadron Commander (39 OSS/CC), Airfield Operations Flight Commander (AOF), the Airspace Manager (39 OSS/OSA), Control Tower Chief Controller (39 OSS/OSAT), RAPCON Chief Controller (39 OSS/OSAR), ATC Automation Representative, Airfield Management (39 OSS/OSAB), TERPS Liaison, and Weather Flight (39 OSS/OSW).

1.2.2.4. 39th Air Base Wing Safety (39 ABW/SE).

1.2.2.5. 39th Mission Support Group Commander (39 MSG/CC).

1.2.2.6. 39th Civil Engineer Squadron, Commander (39 CES/CC), Director of Civil Engineering (39 CES/CEC), Fire Department (39 CES/CECF), and Community Planner (39 CES/CECEP).

1.2.2.7. 39th Communications Squadron, Commander (39 CS/CC), and Cyber Systems Flight (39 CS/SCO).

1.2.2.8. 39th Maintenance Squadron, Commander (39 MXS/CC).

1.2.2.9. Command Post Representative (39 ABW/CP).

1.2.2.10. Turkish Air Force (TuAF) Representative (as required).

1.2.2.11. 728th Air Mobility Squadron Commander (728 AMS/CC).

1.2.2.12. Deployed flying units (as applicable), Commander (CC).

1.2.2.13. Personnel from other agencies with direct interest in Airfield Operations or related to an applicable topic may also attend.

1.2.2.14. 39 OSS/OSA will prepare the agenda, document the meeting, and distribute the board meeting minutes IAW AFI 13-204V3.

Chapter 2

INCIRLIK AIR BASE AIRFIELD AND AREA DESCRIPTION

2.1. Location and Field Elevation. Incirlik is located at N37 00.13 E35 25.5. The airport identifier is LTAG. The official field elevation is 232 ft Mean Sea Level (MSL). The magnetic variation is 4.2 degrees East with an annual 0.1 East inclination.

2.2. Airfield Operations Facilities and Hours of Operation. The Airfield Operations Flight Commander (AOF) is responsible for airfield, ATC and Air Traffic Control and Landing Systems (ATCALS) operations.

2.2.1. The Facility Chiefs execute the Airfield Management (AM), ATC, and ATCALS missions.

2.2.2. AM is open 24 hours a day, 7 days a week to support mission requirements.

2.2.3. ATC consists of:

2.2.3.1. Incirlik Tower. Open 24 hours a day, 7 days a week to support mission requirements and is jointly staffed by USAF and TuAF personnel. It provides standard Visual Flight Rules (VFR) operations within 5 NM of Incirlik AB from the surface up to, but not including 3,300 ft MSL.

2.2.3.2. Incirlik Radar Approach Control (RAPCON). Open 24 hours per day, 7 days a week and is jointly staffed by USAF and TuAF personnel. It provides ATC services for aircraft within 50 NM of Incirlik (excluding Incirlik Tower and Adana Tower airspace), from 1,000 ft AGL up to and including Flight Level (FL) 280. General services provided are as follows:

2.2.3.2.1. Sequencing of all aircraft.

2.2.3.2.2. Separation of Instrument Flight Rules (IFR) aircraft.

2.2.3.2.3. Separation, traffic advisories, and safety alerts between IFR and VFR aircraft.

2.2.3.2.4. Non-radar services are provided when the Digital Airport Surveillance Radar System (DASR) is not operational.

Table 2.1. Incirlik AB Frequencies.

DESCRIPTION	VHF FREQUENCY	UHF FREQUENCY	LOCAL CHANNELS
Ground Control	123.025	313.6	CH2
Control Tower	129.4	264.775	CH3
RAPCON Approach	128.0	296.75	CH4
RAPCON Arrival	134.1	262.625	CH7
RAPCON Discrete	140.95	275.4	CH8
Emergency Discrete		378.225	CH11
Open Discrete		339.875	CH12
Open Discrete		233.525	CH14
ATIS	129.65	314.175	CH15
Open Discrete		277.95	CH17
Pilot To Dispatch		339.05	
Pilot to Metro		284.425	
Command Post		278.45/362.825	

2.3. Navigational Aids (NAVAIDs). Incirlik AB has a Tactical Air Navigation (TACAN) and two Instrument Landing Systems (ILS):

2.3.1. TACAN. The TACAN is located 049/1.3NM from the field. Its identifier is DAN, Channel 21. It is available for each runway (05 and 23). TACAN checkpoints are located on Taxiways Alpha South (225/2.2), Alpha North (230/2.2) and Echo South (222/0.5).

2.3.2. ILS (Category I). The ILS is available for each runway (05 and 23). The Runway 05 ILS identifier is I-DAN with a frequency of 109.3. The Runway 23 ILS identifier is I-DNA with a frequency of 111.7.

2.4. Local Flying Areas.

2.4.1. The Adana Military Terminal Control Area (MTCA) is designated as the local flying area and is defined as a 50 NM circle around the Incirlik TACAN from 1000 ft AGL to FL 280 (Attachment 7). All aircraft must contact Incirlik Approach Control prior to entering the Adana MTCA. Aircrews receiving clearance to leave an ATC frequency must continuously monitor an emergency frequency (243.0/121.5) and report their return back to the assigned ATC frequency. The MTCA is joint use, dual jurisdiction airspace with USAF controllers providing ATC services to US military aircraft and US civil aircraft chartered for US forces.

TuAF controllers provide ATC services to all other aircraft. The integration of multi-national and host nation aircraft operations within the ATC system (including civil commercial air carriers arriving and departing Adana International Airport) make it imperative that all aircrews strictly comply with the procedures in this instruction. Additionally, all pilots should be familiar with host nation procedures contained in the Turkish Aeronautical Information Publication (AIP) and restricted airspace. Non-compliance with any of the above referenced documents may result in a formal report or appropriate actions through national or international channels. Note*: 39 OSS/OSA is the primary agency responsible for interaction with the Turkish military and civilian ATC agencies concerning ATC issues within the Adana MTCA or as designated by the 39 ABW/CC. All units operating from Incirlik AB experiencing TuAF related ATC issues will inform 39 OSS/OSA as soon as practical.*

2.4.2. LTD-13. LTD-13 is a TuAF see and avoid, air-to-air range designated as a "DANGER ZONE" that extends from the surface to FL280. The airspace may be segmented vertically to provide for multiple operations.

2.4.2.1. LTD-13 Entry Procedures. Aircrews must contact Incirlik RAPCON for approval prior to entering or departing LTD-13.

2.4.2.2. Aircraft shall coordinate with Incirlik Approach as soon as possible of their intention to use LTD-13 (altitudes requesting and duration).

2.4.2.3. Pilots must advise RAPCON if guns will be hot when requesting entry into LTD-13.

2.4.2.4. Incirlik Approach will coordinate with the Turkish Air Force (TuAF) Controllers prior to allowing any aircraft into LTD-13. Approval authority for use of LTD-13 rests with TuAF RAPCON. TuAF aircraft have priority use of LTD-13 and at times will invoke that privilege.

2.4.2.5. Simultaneous USAF and TuAF operations in LTD-13 are not allowed unless specifically agreed to with the TuAF controller on duty, or planned and scheduled for joint-training exercises

2.4.2.6. Aircraft will enter LTD-13 via the DAN TACAN 180 radial at 32 DME at the altitude assigned by Incirlik Approach. Aircraft will automatically become VFR and radar service will be terminated at the DAN R-180/32 DME fix.

2.4.2.7. Aircraft will operate VFR within the confines of LTD-13. Aircraft shall remain on assigned beacon code.

2.4.2.8. Aircrews will monitor guard and the assigned control frequency at all times while operating in LTD-13 and will immediately acknowledge and comply with any control instructions.

2.4.2.9. Aircraft shall exit LTD-13 VFR at 4,000 MSL at the DAN R-180/32 DME fix and inform Incirlik Approach if requesting to RTB VFR/IFR and if the flight will be returning as a flight or single ship.

2.4.3. Practice Areas. The 50-mile circle is divided into 11 practice areas called Area 10 with a letter designation (10A, 10B, 10C, and LTD-13). Area 10 extends from FL 150 to FL

280. Aircraft in each area will be on a RAPCON-assigned frequency. More than one area may be scheduled on the daily schedule.

2.4.4. Restricted Areas.

2.4.4.1. LTD-19 Danger Area. The LTD-19 no-fly area (surface to unlimited) is an oil tanker on-loading terminal on the Bay of Iskenderun. Aircraft will be vectored to avoid LTD-19.

2.4.4.2. Overflight to the north of Incirlik's runway is strictly prohibited.

2.4.4.3. Restricted Corridors. Do not conduct continuous training operations between the DAN R-305 and R-320 between 10-50 DME or between the DAN R-230 and R-270 between 10-50 DME.

2.4.5. Munitions Disposal Range (ground operation). Currently, there are no munitions disposal capabilities at Incirlik. If an emergency warrants immediate disposal, interim procedures will be coordinated with TuAF approval.

2.4.5.1. Munitions disposal team will advise Tower and AM when the disposal area is active and provide advance notification prior to detonation. Tower is the final approving authority for each detonation.

2.4.5.2. Tower will inform aircrews when the disposal area is active via blanket broadcast until included on the current ATIS. Aircraft will not over fly the area below 2,800 ft. MSL while the disposal area is active.

2.5. Runway, Taxiways, Ramps, Restricted Areas, and Permanently Closed Portions of the Airfield.

2.5.1. Runway. Single 10,000 ft. x 148 ft. grooved, concrete surface aligned magnetically to 049 (Runway 05) and 229 (Runway 23) degrees. Non-standard overruns for runway 05/23. Runway 05 overrun is 540 ft. Runway 23 overrun is 484 ft. Note: Aircraft larger than C-17 are NOT authorized to make 180-degree turns on the runway. Non-standard LZ markings exists on Runway 05/23 and are used by the TuAF.

2.5.2. Taxiways. Taxiways Alpha, Bravo, Charlie, Delta, Echo, November, and Sierra are 75 ft. wide. All taxiways are weight bearing capable for heavy aircraft.

2.5.3. Golf Loop Taxiway. The Golf Loop Taxiway is 75 ft wide.

2.5.4. Hotel and India Loop Taxiway are 39 ft wide.

2.5.5. Golf, Hotel and India Loop operations. The loops are considered non-CMA areas and it will be the responsibility of the pilot in command and MOC to de-conflict aircraft. The taxi route for inbound and outbound aircraft is generally counterclockwise but may be modified based on Aircrew and MOC's preference. All changes to taxi-flow must first be coordinated with and approved by 39 OSS/AOF (676-6186). Aircraft utilizing Golf 83 and India 1 could be delayed due to one way traffic flow through those gates.

2.5.6. Victor Loop. Victor Loop is a TuAF alert facility and must be coordinated with the TuAF for use by US aircraft/vehicles.

2.5.7. Ramps. There are six parking ramps (Alpha, Bravo, Charlie, Delta, Echo, and Foxtrot). USAF has operational control of Alpha ramp, Echo ramp, Foxtrot ramp and Bravo

ramp spots 1-6. TuAF has operational control of Victor Loop, Charlie ramp, Delta ramp and Bravo ramp spots 7-9.

2.5.8. Restricted Areas. Alpha, Bravo, Charlie, Delta, Echo, Foxtrot Ramps and the Loops are restricted areas. Red lines depict the boundary of the restricted areas with the exception of the Victor Loops which do not have red lines. Personnel must have authorization to use these areas and enter though the entry control points where applicable. Personnel shall have a restricted area badge displayed.

2.5.9. Permanently Closed Portions of the Airfield Hardstand 21 is permanently closed.

2.6. Aircraft Arresting Systems/Barriers.

2.6.1. Bi-directional Barrier Arresting Kit (BAK)-12 aircraft arresting systems are located at 1,520 ft from the departure end of Runway 05 and 1,519 ft from the departure end of Runway 23. Both cables are equipped with 8-point tie-downs.

2.6.2. Normal Configuration: Runway departure end cable will be in place at all times, unless dictated by mission requirements. The approach end cable will normally be disconnected and removed from the runway unless requested in advance.

2.6.3. 39th Civil Engineering Squadron, Barrier Maintenance (39 CES/CECMP) personnel are available 24 hours per day. Barrier Maintenance shall:

2.6.3.1. Inspect all arresting systems daily.

2.6.3.2. Inspect arresting system after each engagement.

2.6.3.3. Inspect arresting system on request from Tower, AM, or the Supervisor of Flying (SOF).

2.6.3.4. Notify AM and Tower of equipment status (in-service/out of service) after each inspection.

2.6.4. Reconfiguration for Runway Change: Barrier Maintenance or Fire Department will dispatch at least two vehicles to assist in arresting cable installation and removal. Arresting cable reconfiguration normally takes 30 minutes to complete. The normal sequence for arresting cable reconfiguration is:

2.6.4.1. Installation of departure end BAK-12 for the new runway in use.

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

2.6.5. Tower will notify AM when runway operations are suspended due to barrier maintenance. Runway operations shall remain suspended until AM has conducted a post barrier change check. Runway operations will resume after the check has been completed.

2.7. Controlled Movement Area (CMA) (Attachment 2). Driving procedures will be IAW IABI 13-213, Airfield Driving. The CMA includes the runway, overruns, and portions of taxiways (marked with non-standard CMA stop markings) and Victor Loop. Airfield drivers are required to contact ATC for permission into the CMA. Note: Golf, Hotel, and India Loops are uncontrolled.

2.7.1. All CMA boundaries are marked by hold lines on the pavement, instrument hold signs, and white CMA stop bars. Personnel should continuously monitor the Tower Net in

the event of unforeseen circumstances. Tower is not responsible for vehicles operating outside the CMA. Exception: Though Taxiways November and Sierra are not considered CMAs, due to the nature of operations in those areas Tower still assumes responsibilities for de-conflicting taxiing aircraft. Therefore aircraft must have Tower's permission to taxi onto November or Sierra. Additionally, Tower will de-conflict aircraft inbound and outbound to the Loops.

2.7.2. Access to the CMA is only authorized with specific approval from the Tower.

2.7.3. IAW IABI 13-213, aircraft, vehicles, and pedestrians must establish and maintain continuous two-way radio contact with the Tower while operating in the CMA, immediately acknowledge and comply with the controller instructions, and report exiting the CMA.

2.7.4. Personnel escorting other vehicles or personnel within the CMA will remain with them at all times and will ensure they comply with all control instructions. Escort personnel will advise the Tower when all personnel or vehicles are outside of the CMA.

2.8. Visual and Radio Blind Spots.

2.8.1. Visual Blind Spots. Visual blind spots and parts of the airfield not totally visible to Tower controllers include: Delta Ramp, Golf Loop, portions of Hotel and India Loops and the Victor Alert Area. Tower personnel are unable to see and separate ground aircraft or vehicle operations in these areas. All personnel should exercise extreme caution when operating in these areas.

2.8.2. Radio Blind Spots. There are no known radio blind spots on the airfield.

2.9. Precision Approach Critical Areas and Instrument Hold Lines.

2.9.1. The glideslope critical area is defined IAW AFI 13-204V3, as a fan-shaped area that extends from the glideslope antenna 1,300 ft toward the approach end of the runway or to the end of the runway, whichever is greater. It covers an area 30 degrees each side of a line drawn through the glideslope antenna and parallel to the runway centerline.

2.9.2. The localizer critical area is defined IAW AFI 13-204V3, as a rectangular area extending from the localizer transmitting antenna 2,000 ft toward the approach end of the runway and 150 ft on each side of the runway centerline. It includes a 50 ft extension behind the localizer antenna (Attachment 2 and Attachment 7).

2.9.3. Instrument Hold Lines (Attachment 2). Instrument hold lines are established to protect the Instrument Landing System (ILS) localizer and glideslope signals during periods of inclement weather conditions. When the reported ceiling is less than 800 ft or visibility is less than 2 miles (3,200 meters), Tower will activate the instrument hold lights on the November and Sierra Taxiways and broadcast on the Automatic Terminal Information Service (ATIS) and over the Ramp Net, "INSTRUMENT HOLD PROCEDURES IN EFFECT." All vehicles and aircraft must contact Tower via two-way radio and request permission to cross the instrument hold line. If unsure, contact Tower and ask if instrument hold procedures are in effect.

2.9.4. The Airfield Manager completed an evaluation of the precision obstacle free zone (POFZ) and final approach obstacle clearance surfaces (OCS) to determine Incirlik compliance. Since the required ICAO standard runway holding positions are in use, the POFZ and OCS are continuously protected. No new markings or signage is required.

2.10. Airfield Lighting.

2.10.1. Runways 05 (Primary Instrument) has sequenced flashing lights (SFL). Runway 05 and 23 have high intensity runway lights (HIRL), runway end identifier lights (REIL), NATO standard approach lights (BP), and precision approach path indicators (PAPI). Runway 05/23 have a non-standard configuration with runway edge lights being located 12 ft from usable runway surface and have IR lights installed.

2.10.2. Tower has primary control over all airfield lighting. Airfield lighting shall be set in IAW ICAO Doc 4444.

2.10.3. Airfield lighting inspections, maintenance, and malfunctions. AM shall conduct at least one airfield lighting inspection daily IAW AFI 13-204V3. AM shall immediately notify Tower if the approach lights or HIRLs are out of service and when they are returned to service.

2.10.4. Airfield lighting restrictions and notifications will be IAW AFI's and applicable ICAO guidance.

2.10.5. No Light Approach Minima. Approach minima are adjusted and NOTAM action accomplished by AM IAW AFMAN 11-230, Instrument Procedures, when approach lights and/or runway lights become inoperative. The minima are located in the FLIPs

Chapter 3

EMERGENCIES

3.1. Emergency Frequencies. Tower and RAPCON shall monitor emergency frequencies 121.5 and 243.0 on a continuous basis. Tower has override capability IAW AFI 13-204V3.

3.2. Declaration of Emergencies.

3.2.1. The aircrew is primarily responsible for declaring ground or in-flight emergencies. Emergencies may also be declared by ATC personnel or officials responsible for the operation of the aircraft, e.g. SOF, 39 ABW/CC/CV, 39 OSS/CC/DO, 728 AMS/CC/DO/AMCC, and mission director. The agencies listed above will not normally declare emergencies without concurrence of the aircrew, unless circumstances require immediate action.

3.2.2. Individuals, other than those mentioned in paragraph 3.2.1, who become aware of aircraft emergency situations will use any means available to relay the necessary information to any agency capable of initiating emergency procedures (Tower, SOF, RAPCON, Fire Department, Command Post, AM, etc.).

3.2.3. Persons declaring emergencies (ground or in-flight) should provide the following information as a minimum, as soon as safety of flight permits:

3.2.3.1. Aircraft identification and type.

3.2.3.2. Nature of emergency.

3.2.3.3. Pilot intentions.

3.2.4. After initiating action, the controller shall obtain the following as time and conditions permit:

3.2.4.1. Aircraft altitude, position and estimated time of arrival (ETA), or location on airfield for ground emergencies.

3.2.4.2. Number of persons on board.

3.2.4.3. Fuel remaining (in-flight emergencies only).

3.2.4.4. Number and type of ordnance on board.

3.2.5. Ultimately, emergency information must be passed to Tower to activate the Primary Crash Alarm System (PCAS). If unable to contact Tower, notify RAPCON or AM. AM shall activate the Secondary Crash Net (SCN) and then notify Tower by landline.

3.3. Primary Crash Alarm System (PCAS). Agencies on the PCAS with two-way communication are limited to Tower, AM, Fire Department and Ambulance Services IAW AFI 13-204V3. Additional agencies may have receive-only capability IAW AFI 13-204V3. Tower will activate the PCAS as deemed necessary by the Watch Supervisor/Senior Controller for:

3.3.1. Airborne or ground emergencies.

3.3.2. An actual or suspected unlawful seizure or unauthorized aircraft movement.

3.3.3. Fuel spills.

3.3.4. Daily PCAS test conducted between 0745L and 0830L.

3.4. Secondary Crash Net (SCN).

3.4.1. AM is the SCN manager. The SCN agencies are limited to agencies requiring emergency action/response to aircraft incidents or mishaps. The SCN agencies include:

3.4.1.1. Fire Department.

3.4.1.2. Weather.

3.4.1.3. CE Readiness and Emergency Management.

3.4.1.4. Medical treatment facility.

3.4.1.5. Command Post/MOCC.

3.4.1.6. Civil Engineering Squadron.

3.4.1.7. Security Forces.

3.4.1.8. TA/Crash Recovery.

3.4.1.9. Safety.

3.4.2. Requests for additions or deletions must be approved by 39 OSS/CC and coordinated through the Airfield Manager. Determine talk-back or listen-only capability for approved additions as warranted in justification. Note: The total number allowed on the net must not exceed the capacity of the system to minimize signal strength and quality.

3.4.3. All stations will be on dedicated lines. Agencies with talk-back capability will be equipped with a noise reduction feature push-to-talk (PTT) handsets or a feature such as a device that filters out background noise. These devices will be used for all phones that are capable of receiving SCN activations. PTT handsets will be issued to each agency on the SCN using an AF Form 1197, in order to maintain accountability.

3.4.4. Only use to relay information critical to aircraft and airfield operations (e.g., hazardous weather warnings, heat category changes, in-flight emergencies (IFEs), ground emergencies (GEs), Force Protection Condition (FPCON) levels, Emergency Operations Center (EOC) activations/recalls, bomb threats or terrorist activities). Agencies will practice OPSEC when relaying critical information. Use other forms of communication to relay non-critical information.

3.4.5. Testing. AM will test the SCN daily between 0800-0900L or as soon as possible after the PCAS test. The alternate SCN will be tested on the first Monday of each month directly after the primary SCN test.

3.5. Suspending/Resuming Runway Operations During Emergencies.

3.5.1. Tower, SOF, or AM may suspend runway operations in the interest of safety. Note: AM must conduct an airfield check prior to resuming runway operations and is the only agency with the authority to open the runway. The following personnel have the authority to close the runway:

3.5.1.1. Incident Commander (IC).

3.5.1.2. 39 ABW/CC, 39 ABW/CV, 39 OSS/CC or designated representatives.

3.5.2. Runway operations are automatically suspended when:

3.5.2.1. An aircraft is disabled on or near the runway.

3.5.2.2. An aircraft engages a barrier/cable.

3.5.2.3. First emergency vehicle enters the runway following a landing emergency aircraft.

3.5.2.4. When Foreign Object Debris (FOD) is suspected/discovered on the runway.

3.5.2.5. When there is a runway change and/or the barriers are switched.

3.5.2.6. For FOD checks as required for B-747, C-5, AN-124 or similar wide body/heavy aircraft arrivals/departures.

3.5.3. Runway opening, closing and suspending procedures will be IAW AFI 13-204v3.

3.6. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures. Tower will relay information regarding the receipt of an unscheduled personnel/crash locator beacon signal/ELT to RAPCON and AM. AM will notify Command Post. RAPCON will relay information regarding a personnel/crash locator beacon signal/ELT to Tower and Ankara Center. ELT tests are authorized within the first five minutes of the hour, for no more than three audio sweeps.

3.7. Hijack/Unlawful Seizure of Aircraft/Stop Alert Procedures. Aircraft that land or move on Incirlik without clearance will be handled IAW the 39 ABW Integrated Defense Plan. Tower will activate the PCAS whenever an unauthorized aircraft lands or moves on Incirlik without permission. The Command Post will immediately notify TuAF officials; TuAF Base Commander has responsibility and authority for response coordination. The aircraft will be immediately secured by TuAF Security Battalion with 39 SFS assistance, after exiting the active runway or as soon as the aircraft stops. This will be determined by the IC. At no time will the pilot be allowed to taxi the aircraft around the airfield except when exiting the active runway. Any movement of the aircraft off the runway will be handled by TA tow crew personnel or 728 AMS personnel for all AMC C-5 and C-17 aircraft. The aircraft will be towed to the north side of the airfield, parked and quarantined on Foxtrot Ramp. Further movement of the aircraft will be at the discretion of the TuAF Base Commander. USAF personnel support will only involve towing the aircraft to a designated parking area, crash response support, and initial security, unless any or all of these are specifically declined by the TuAF Base Commander. Note: A Stop Alert will be initiated on unauthorized aircraft taxi, tow, or observed engine run when identification and/or departure authorization cannot be immediately established or verified.

3.8. Unscheduled/Unauthorized Aircraft Arrivals. ATC will relay information on unscheduled aircraft arrivals to AM who will contact Command Post and AMCC Command Post to confirm landing approval. If above agencies cannot confirm mission validity of the inbound aircraft, AM will contact Command Post personnel to have them initiate the Anti-Hijack procedures . If the unscheduled/unauthorized aircfaft lands, it will be handled IAW with procedures in para 3.7. Once clear of the aircraft is secure and cleared of active runway, AM will conduct a runway check prior to resuming operations.

3.9. F-16 Emergency Power Unit (EPU)/Hydrazine Incidents. Tower will activate the PCAS and direct the aircraft to either Taxiway Alpha North or Taxiway Echo North. Aircraft shall be parked with left wing into the wind.

3.10. Hot Brake Area and Procedures. Notify Tower and park in one of the hot brake areas (Attachment 2) or in an isolated area with nose pointed into the wind. Shut down at the direction of the Fire Chief. The primary hot brake areas for aircraft are Taxiways Alpha North and Echo North, within the arm/de-arm areas. Tower will activate the PCAS and pass all information.

3.11. Hung Ordnance or Hung Guns. Tower will activate the PCAS and direct the aircraft to the designated de-arming area (Runway 05: Taxiway Echo North, magnetic heading 230; Runway 23. Taxiway Alpha North, magnetic heading 050).

3.12. Bailout. Pilots will fly outbound on the DAN 145 degree radial and eject between 5 and 10 DME at 10,000 ft MSL. Beyond 10 NM, the terrain elevation rises rapidly.

3.13. Use of LTD-13 for External Stores Jettison and Fuel Dumping. Pilots shall coordinate with Incirlik Approach as soon as possible, their intention to use LTD-13 (altitudes requesting and duration).

3.13.1. Pilots must advise RAPCON if ordnance will be hung when requesting entry into LTD-13.

3.13.2. Incirlik Approach will coordinate with the Turkish Air Force (TuAF) Controllers prior to allowing any aircraft into LTD-13. Approval authority for use of LTD-13 rests with TuAF RAPCON. TuAF aircraft have priority use of LTD-13 and at times will invoke that privilege.

3.13.3. Simultaneous USAF and TuAF operations in LTD-13 are not allowed unless specifically agreed to with the TuAF controller on duty, or planned and scheduled for joint-training exercises.

3.13.4. Aircraft will enter LTD-13 via the DAN TACAN 180 radial at 32 DME at the altitude assigned by Incirlik Approach. Aircraft will automatically become VFR and radar service will be terminated at the DAN R-180/32 DME fix.

3.13.5. Aircraft will operate VFR within the confines of LTD-13. Aircraft shall remain on assigned beacon code.

3.13.6. Aircrews will monitor guard and the assigned control frequency at all times while operating in LTD-13 and will immediately acknowledge and comply with any control instructions.

3.13.7. Aircraft shall exit LTD-13 VFR at 4,000 ft MSL at the DAN R-180/32 DME fix. Flights will inform Incirlik Approach if requesting to RTB VFR or IFR and if returning as a flight or single ship.

3.13.8. Fuel Dumping. Fuel dumping is not authorized over land in Turkey. Aircraft should dump fuel at or above FL200 in LTD-13. If LTD-13 is not available, fly southbound over water at or above FL200. Advise RAPCON of the required fuel dump, start time, and upon completion.

3.14. Explosive Detection Military Working Dog (MWD)/K-9 Teams. Controllers shall relay military/contract pilot requests for the location of the nearest explosive detection MWD/K-9 team to the Command Post.

3.14.1. MWD/K-9 utilization request must be made through 39 SFS/S3 and requires pre-coordination/approval from the TuAF Security Battalion.

3.15. Emergency and Mishap Response. In the event of an aircraft mishap, the Tower will activate the PCAS and ATC Watch Supervisors/AM will initiate Mishap/HATR Checklists. All emergency response guidance may be found in 39 ABW OPLAN 91-211, Major Mishap Response Plan for Flight, Ground, and Weapons Mishaps. Inflight and Ground emergencies will be handled IAW local checklists and OI's.

3.15.1. IAW OPLAN 91-211, on-base incidents will be handled jointly by USAF and TuAF base agencies. In the event of an off-base incident, the 39 ABW/CC shall coordinate with Republic of Turkey military and civilian agencies. US personnel shall not be dispatched off the installation until approval from said agencies is received.

3.15.2. Tower will plot all on-base emergencies using the On-Base Crash Grid Map and disseminate the information via the PCAS.

3.15.3. The senior fire official is the IC until otherwise designated by the 39 ABW/CC. The IC directs all military response activities at a disaster scene until operations conclude or are relieved by higher authority.

3.16. Emergency Aircraft Arresting System Procedures. Expect to engage the departure end cable. Pilots electing to make an approach end cable engagement should declare their intentions as early as possible. Expect 20 minutes between successive cable engagements. Upon request, 15 minutes of notice is required for Barrier Maintenance to disconnect any barrier. Tower shall activate the PCAS upon notification of or in the event of an actual barrier engagement.

3.17. Evacuation of ATC and AM Facilities. Evacuation procedures will be IAW the Tower/RAPCON/AM Coordination Letter, applicable Quick Reaction Checklists (QRCs), and facility Operating Instructions.

3.17.1. Tower Evacuation/Wind Limitations. Base agencies will be notified of Tower evacuation/resumption of normal activities on either the PCAS or SCN. The Tower will evacuate for wind velocities of 70 knots or more, gusts or sustained. When winds are forecasted for 70 knots or more, evacuation will be at the direction of the Chief Controller and/or Watch Supervisor/Senior Controller on duty. Tower personnel will evacuate to the RAPCON. All other instances, Tower personnel will evacuate to their contingency location on the airfield, unless safety of personnel is jeopardized.

3.17.2. Tower Contingency Location Procedures:

3.17.2.1. When operating from the contingency location, operations are limited to mission-essential departures and full-stop recoveries only.

3.17.2.2. Expect a delay to any required changes to the airfield lighting settings.

3.17.2.3. Tape recordings may or may not be available, depending on reason for evacuation.

3.17.2.4. Visual blind spots from the contingency location are the outer extremities of the loops/PASs, Taxiway November between Taxiway Delta and Echo, and Echo and Foxtrot Ramps.

3.17.3. RAPCON Alternate Facility Procedures:

3.17.3.1. Non-radar services will be provided and delays may be incurred.

3.17.3.2. ILS/TACAN approach monitoring/flight following not available.

3.17.3.3. Services limited to mission essential. No multiple IFR approaches.

3.17.3.4. Tape recordings may or may not be available, depending on reason for evacuation.

3.17.3.5. Remote monitoring of NAVAIDS is not available. Internal monitoring will be used.

3.17.4. AM Alternate Facility Procedures: No changes in services provided.

Chapter 4

AIRFIELD OPERATIONS

4.1. Airfield Coordination/Closure Procedures. Airfield closures authority lies with the 10th Tanker Base Commander and 39 ABW/CC. Any closure request must be coordinated with and obtain approval from both commanders. Note: Operations on the airfield not addressed in this instruction shall be coordinated through 39 OSS/OSA for proper coordination/approval.

4.2. Prior Permission Required (PPR) Procedures. Incirlik AB is a PPR airfield. A PPR number is required for all transient aircraft. When the 39 ABW/CC deems it necessary, the airfield will become Official Business Only (OBO). Note: PPR restrictions are NOT APPLICABLE to Air Evac, Distinguished Visitors (DVs), Special Air Mission (SAM) aircraft, nor do they preclude use as an "alternate" for IFR flights (Ref: Enroute Supplement and AFI 13-204V3).

4.3. Transient Alert (TA) Services. TA is available 24 hours a day, 7 days a week. Services available may be found in the Enroute Supplement which is available at AM.

4.3.1. Transient Alert responsibilities:

4.3.1.1. Prepare to park aircraft IAW the AM daily PPR parking location log or as coordinated with AM.

4.3.1.2. Coordinate with AM for special aircraft and DV parking plans or requirements.

4.3.1.3. Advise AM when known or foreseeable parking plan conflicts arise.

4.3.1.4. Provide follow-me service to all transient aircraft to and from the runway.

4.3.1.5. Marshal all transient aircraft into designated parking spots and ensure wing, tail, nose, landing gear, and fuselage clearance criteria, and account for "gear, wing, and tail growth", as specified by USAFEI 32-1007, Airport and Heliport Planning and Design.

4.3.1.6. Post wing-walkers and/or aircraft spotters, as necessary, to ensure aircraft safety clearances or ensure safety when required clearances cannot be met. Notify AM when the prescribed clearances cannot be met.

4.3.1.7. Ensure sufficient clearances for refueling, cargo loading, cargo unloading, aircraft engines, and aircraft taxiing.

4.3.1.8. Coordinate transient aircraft fuel and servicing requirements with appropriate refueling and servicing support agencies.

4.3.1.9. Notify AM of known aircraft maintenance or servicing issues that may result in departure delays.

4.3.1.10. Notify AM whenever a potentially unsafe mobile/fixed obstruction or pavement issue may preclude safe aircraft parking.

4.3.1.11. Coordinate the removal of fire bottles and other aircraft equipment when no longer needed or as requested by AM.

4.4. Notice to Airman (NOTAM) Procedures.

4.4.1. AM will process NOTAMs IAW AFI 11-208, *Department of Defense NOTAM System*, and any current NOTAM Letter of Procedure (LOP). All new, revised, or cancelled NOTAMs must be coordinated at a minimum through Tower, RAPCON, CP, TuAF and AM. L-Series NOTAMs are issued by AM. D-Series NOTAMs will be issued by the TuAF with coordination through AM.

4.4.2. NOTAMs concerning navigational aids and other ATC issues will be issued as requested by RAPCON or Tower.

4.4.3. All other NOTAMs will be coordinated through AM, AOF/CC, and TuAF before issuing.

4.5. Flight Planning.

4.5.1. All aircraft departing must have a flight plan on file with AM prior to takeoff.

4.5.2. Aircrews will use the DD Form 1801, DoD International Flight Plan, or other authorized forms according to AFI 11-202V3, General Flight Rules and FLIP General Planning. Original flight plans will not be accepted via radio. Locally filed flight plans can be amended via any means, provided an original flight plan is on file at the departure AM.

4.5.3. An aircraft commander on a stopover flight or divert (weather or maintenance) flight plan may re-file or amend the flight plan with AM via any means (radio, telephone, etc.), provided AM personnel verify an original flight plan clearance was filed. AM may verify original flight plans by contacting the original departure location via telephone or flight plan processing computer.

4.5.4. Flight plans must be filed in person and maintained on file IAW Air Force RDS, Table 13-07, Rule 3.00. Exception: The Airfield Manager may authorize base and tenant flying units to fax, email or electronically file flight plans IAW locally developed LOA. The LOA must indicate who will maintain the original flight plan on file.

4.5.5. Local flying organizations (including deployed units) and Air Mobility Squadron supported aircrews may file under the following procedures:

4.5.5.1. Fax or email flight plans to AM.

4.5.5.2. Contact AM via direct landline for receipt confirmation. Flight plan will not be submitted into the ATC system until confirmation is received.

4.5.5.3. Unit will maintain the original flight plan IAW Air Force RDS, Table 13-07, Rule 3.00.

4.5.6. 39 OSS will provide the following items for transient aircrews:

4.5.6.1. Flight planning room and airfield status display IAW AFI 13-204V3.

4.6. Classified Material. AM will direct aircrews with classified material to the Command Post or BDOC for storage.

4.7. 39 CES Responsibilities.

4.7.1. Pavement Repairs/Airfield Projects. 39 CES and the Airfield Manager will prioritize all pavement repair/replacement and required maintenance.

4.7.1.1. 39 CES will supply AM with the current Airfield Pavement Structural Evaluation, Runway Friction Characteristics Evaluation, Aircraft Arresting System Certification, Airfield Pavement Condition Index Survey, prior and current year permanent and permissible waivers, and temporary airfield construction waivers to include completed, current, and projected airfield construction project listing, the 39 ABW Facility Utilization Board/Facility Working Group Prioritized Funded/Unfunded Priority/Cost Listing, and the current Incirlik Geodetic Survey Data Report.

4.7.1.2. Notify the Airfield Manager of all airfield maintenance activities that impact airfield operations.

4.7.1.3. Maintain a recurring budget and schedule for runway rubber removal and airfield painting. Rubber removal is recommended to be complete at 12-24 months unless mission changes.

4.7.1.4. For all projects contracted by USAF, AM will establish a construction phasing plan with guidelines and constraints contractors must follow during construction IAW USAFEI 32- 1007, Airfield and Heliport Planning and Design.

4.7.2. AM will:

4.7.2.1. Coordinate all airfield construction projects with 10th Tanker Base Operations Commander.

4.7.2.2. Attend pre-construction meetings that affect airfield operations and participate in the project from planning phase through completion.

4.7.2.3. Brief contractors on minimum safety guidelines during airfield pre-construction meetings, prior to the start of any construction projects on the airfield.

4.7.2.4. Ensure escort maintains positive control of all contractors working on or near the airfield, that impact airfield operations.

4.7.2.5. Participate in final inspection of construction projects prior to accepting project completion.

4.7.3. 39 CES will:

4.7.3.1. Notify the Airfield Manager of facility planning board meetings concerning airfield facilities, operations and construction.

4.7.3.2. Notify the Airfield Manager of all airfield construction, repair, and maintenance activities that impact airfield operations.

4.7.3.3. Notify the Airfield Manager of all design, pre-construction, and construction meetings from pre-design through project acceptance.

4.7.3.4. Ensure the Airfield Manager coordinates on all airfield designs involving the airfield.

4.7.3.5. Review USAFEI 32-1007 prior to the start of any construction projects on the airfield for minimum safety guidelines.

4.7.3.6. Ensure construction areas are marked for day and night operations and barricades are IAW Engineering Technical Letter (ETL) 04-2, Standard Airfield Pavement Marking Schemes, and UFC 3-260-01.

4.7.3.7. Notify the Airfield Manager of all airfield maintenance activities impacting airfield operations.

4.7.4. Airfield Lighting. Airfield Lighting will inspect/report airfield lighting systems reliability, outages, and corrective action to AM daily.

4.7.5. Barrier Maintenance. Barrier Maintenance will perform inspections, maintenance and certification of aircraft arresting systems (see T.O. 35E8-2-5-1, Operation and Maintenance Instructions, Aircraft Arresting Systems) and comply with the following:

4.7.5.1. Report system status daily to AM and Tower.

4.7.5.2. Provide AM with copy of all arresting system certification reports.

4.7.5.3. Perform training IAW Barrier Maintenance LOA.

4.7.6. Airfield Mowing. Mow the grass IAW IABI 91-212 BASH Plan. Additional mowing operations may be conducted on an as-required basis.

4.7.6.1. Mower operators will report to AM NLT 0830L to receive daily maintenance schedule. AM will issue a radio to the mowers, if needed, when they will be cutting within the CMA.

4.7.6.2. AM will notify Tower of the area in which the mowers will operate.

4.7.6.3. Mowers will maintain radio contact with the Tower at all times when mowing in CMA. Radio contact with Tower is not required for mowing in other areas.

4.7.6.4. Begin mowing adjacent to the runway and finish in the infield or outer most grass areas. Mowers on the airfield will maintain radio contact with Tower via the Ramp Net and request authorization to enter the CMA or ILS critical areas.

4.7.7. Sweeper Operations. The sweeper will manage the Airfield Sweeper Priorities as shown in Table 4.1. In addition, the Sweeper will check in at AM daily for any additional priorities. AM may alter priorities as needed to meet mission requirements. Note: Sweepers will remain on call for additional/emergency priority areas.

Table 4.1. Airfield Sweeper Priorities.

DAILY PRIORITIES	LOCATION
Priority 1	Runway, Overruns, Taxiways Alpha and Echo (including arm/de-arm), and access roads
Priority 2	Taxiways Bravo, Charlie, Echo and Delta
Priority 3	Golf, Hotel, and India Loops and Echo and Foxtrot Ramps
Priority 4	Alpha and Bravo Ramps and Hardstands 7-15, all FOD checkpoint signs

4.7.8. Airfield Snow Removal Operations. Snowfall at Incirlik is negligible. Based on the Operational Climatic Data Summary obtained from the 21st Operational Weather Squadron, the mean snowfall is less than .05 inches per year. Annual maximum ever recorded was 0.2 inches. If necessary, snow and ice removal will be IAW Incirlik AB OPLAN 32-102.

4.8. MXS Responsibilities

4.8.1. Aircraft Engine Run Procedures. Accomplish aircraft engine runs IAW the following procedures and applicable aircraft technical orders. Paragraph 4.12.3.2.5 shows approved engine run locations by type aircraft/Mission Design Series (MDS).

4.8.1.1. The engine run supervisor is responsible to ensure jet blast and prop wash do not adversely affect other aircraft, personnel, equipment, or airfield structures. The engine run operator must also make sure they are clear and safe to run aircraft engines. If an aircraft cannot safely be run in its current parking spot, the engine run supervisor will request permission to tow to a new location that affords safe operation.

4.8.1.2. The following quiet hours apply to engine runs for aircraft operating on Incirlik AB. Idle engine runs are allowed 24 hours a day, except during special events requiring quiet hours.

4.8.1.3. Above idle engine runs are permitted at the following times:

4.8.1.3.1. North side of airfield: 0600-2200L.

4.8.1.3.2. South side of airfield: 0800-2000L.

4.8.1.3.3. Above idle engine runs outside of these times require 10th Tanker Base Commander approval.

4.8.2. All aircraft shall be parked in designated parking spots with nose tires on marked blocks, with the exception of Echo and Foxtrot ramps which do not have marked blocks.

4.8.3. Bravo Ramp spots 1 thru 6 may be used for idle and reverse power engine runs. Reverse power engine runs require 728 AMS/CC or DO approval. Full power engine runs (non-reverse) must be accomplished on Echo Ramp, Foxtrot Ramp, and Sierra Taxiway. TuAF approval is required for engine runs on Bravo 7, 8, and 9. Approved Engine Run Locations by MDS are as follows:

Table 4.2. Aircraft Engine Run Procedures.

MDS	Idle Engine Run Locations	Above Idle Engine Run Locations	Special Instructions/Restrictions
C-5	Alpha, Bravo, Echo & Foxtrot Ramps	Foxtrot Ramp, Spot 1 pointed West	None
C-17	Alpha, Bravo, Echo & Foxtrot Ramps	Echo Ramp, Spot 1 pointed West or Spot 2 pointed East Foxtrot Ramp, Spot 1 pointed West S Txy pointed East Bravo Ramp, Spot 9 Reverse engine runs (Bravo Spots 1-6)	Above Idle Runs: When using S Twy, position nose wheel at designated location at the throat of Delta Ramp's Eastern entrance -- aircraft must remain outside the ILS critical area. This requires TuAF approval, closure of S Txy and a NOTAM. When using Bravo Ramp, Spot 9, engine run supervisor must have a safety observer/marshaller in place, a sweeper on standby (coordinate through AM) and obtain TuAF approval (through AM)
C-130, P-3 & KC-135	Alpha, Bravo, Echo & Foxtrot Ramps Hardstands 7B, 8A/B, 9A/B, 10A/B, 11A/B, 12A/B, 13A/B, 14A, 15A/B	Echo Ramp, Spot 1 pointed West or Spot 2 pointed East Foxtrot Ramp, Spot 1 pointed West Hardstands 8A/B, 9A/B, 11A, 15A/B	Applies to all C-130 and like type aircraft
Fighters	No restriction	Hardstand 14	Requires SE, OSS/CC and Fire Department pre-approval/coordination

4.8.4. Engine Run Coordination Procedures:

4.8.4.1. All engine run requests for north and south sides will be coordinated as applicable through 728 AMS/MOC (deployed personnel MOC controllers) and AM.

4.8.4.2. Coordinate transient aircraft engine run requests (other than USAF C-5, C-17, and deployed KC-135) through TA who will coordinate with AM and Security Forces Squadron (SFS) for clearance.

4.8.4.3. All engine runs during quiet hours must be coordinated through 728 AMS/MOC, 39 MXS/MOC, the Airfield Manager (or designated representative), and the 39 OSS/CC or DO. The Airfield Manager (or designated representative) will coordinate with AOF/CC or designated representative for TuAF approval. Upon receiving engine run approval, AM will notify the user, Tower, and SFS. Above idle engine run requests during quiet hours must meet the following criteria prior to being considered:

4.8.4.3.1. Aircraft is on the flying schedule.

4.8.4.3.2. No spare aircraft available.

4.8.4.3.3. Projected inclement weather or unfavorable winds preventing engine operations during the normal ops period.

4.8.4.3.4. Manpower constraints during the scheduled launch/recovery window.

4.8.4.3.5. Nature of engine run; troubleshooting vs. operational checks following maintenance (i.e. troubleshooting to expedite repair/requisition parts vs. operation checks for repairs highly likely to correct Non-Mission Capable (NMC) condition based on past experience).

4.8.4.3.6. Number of NMC aircraft vs. projected flying schedule.

4.8.4.4. Engine run operators will contact Tower personnel on Ground Control frequency and monitor the frequency throughout the engine run operation. The following information will be relayed to Tower personnel: Aircraft type, tail number, parking location, power setting, and time required. Notify Tower personnel upon engine run termination.

4.8.4.5. Engine runs will not be accomplished without proper clearance.

4.8.4.6. Upon notification of a weather watch or a weather warning for lightning within 5 NM, immediately terminate ground engine operations.

4.8.5. Aircraft Taxiing/Towing Procedures.

4.8.5.1. For safety and anti-theft/hijack procedures, all taxiing/towing aircraft must maintain obtain permission from Ground Control before towing. Wide body aircraft with wingspans equal to or greater than a B-747 (e.g. C-5, A-380, AN-124) should avoid using outboard engines for thrust to the maximum extent possible to minimize FOD.

4.8.5.2. All tow operators will coordinate tows and follow the established procedures. For deployed units, tow operators will coordinate with their deployed MOC. 728 AMS MOC is responsible for AMC C-5 and C-17 aircraft. Towing of AMC commercial contract aircraft will be coordinated with the contractor liaison. TA will support all other tow operations within the limits of their qualifications with a tow driver and wing walkers, if available; the brake rider and tow super responsibilities reside with the aircrew and flying crew chief/maintenance recovery team. In the event the aircraft is damaged or disabled, the Incident Commander will coordinate with TA or deployed Crash, Damaged, Disabled Aircraft Recovery (CDDAR) personnel on aircraft removal from the runway.

39th MXS personnel are not tow super or brake rider qualified on the C-130, C-12 or C-21. 39 MXS will tow C-130, C-12, and C-21 aircraft if a tow a tow bar and additional personnel are provided by the aircrew to perform those functions.

4.8.5.3. The appropriate MOC will coordinate all tow operations with AM. Information will include: type aircraft, parking location, destination and tail number.

4.8.5.4. AM will pass aircraft information to the Tower.

4.8.5.5. Tow operators will:

4.8.5.5.1. Coordinate and obtain tow approval from Tower by establishing direct radio contact with Tower via Ramp Net prior to moving the aircraft.

4.8.5.5.2. Re-state callsign, type aircraft and tail number, tow route, and destination. Maintain radio contact with Tower on the Ramp Net or Ground Control frequency throughout the operation. Note: Final authority to postpone or discontinue towing operations rests with Tower based on aircraft ground movements, coordination, anti-theft/hijack procedures, or safety.

4.8.6. Taxi Restrictions. When a C-5 or B-747 is parked on Alpha Ramp, only C-17 and smaller aircraft are allowed to be towed or taxi on taxiway Sierra adjacent to Alpha Ramp unless approved waiver is on file. Hardstand 10, 11, and 13 will be limited to KC-135 or smaller aircraft due inadequate wingtip clearance or permissible deviation requirements. Two KC-135s can park on hardstands 7, 10, 11, 12, 14 and 15, but will require wing-walkers due to the reduced wingtip clearance.

4.8.7. Aircraft Jacking Procedures. The following procedures must be adhered to regarding aircraft jacking:

4.8.7.1. Notify AM of the aircraft type, gross weight, tail number, apron, and spot number. For aprons other than Bravo Apron (Spots 1-6), the location and duration must be coordinated in advance and approved by AM.

4.8.7.2. Unless a weight waiver is granted, the aircraft gross weight must not exceed, by aircraft group index (AGI) and weight or by aircraft classification number (ACN) to pavement classification number (PCN) comparison, the maximum load for the apron and pavement area.

4.8.7.3. All aircraft specific technical orders, safety conditions, and precautions must be adhered to.

4.8.7.4. When possible, isolate jacked aircraft by parking location, roped cordon, or signage advisory.

4.9. Aircraft Parking Plan. Aircraft parking at Incirlik will be assigned by mutual agreement of the 39 OSS/CC and the Turkish Operations Group Commander. Subject to their further direction and guidance, USAF has operational control of Alpha ramp, Echo ramp, Foxtrot ramp and Bravo ramp spots 1-6 (which can accommodate all strategic airlift) as well as Hardstands 7-16 and 20 (which can accommodate up to KC-135 sized aircraft). TuAF has operational control of Victor Loop, Charlie ramp, Delta ramp and Bravo ramp spots 7-9.

4.9.1. AM is the airfield parking authority and must be coordinated with by applicable agencies in the development of all short/long-term aircraft parking plans including for

distinguished visitors, contingencies, exercises, static displays, air shows and other special airfield projects. They will assist in the development of areas designated for loading, unloading, arming and de-arming of aircraft with hazardous cargo or live armament.

4.9.2. Department of Defense Flight Information Publication (FLIP), Area Planning 2 and 39 OSS AM OI 13-204V1, contain updated master airfield wingspan and weight restrictions. Ramp space is as follows:

4.9.2.1. Alpha Ramp can accommodate up to two C-5 aircraft under normal operations and can surge to three with approved waiver. If parking C-5 on A1 and A5, then A3 may be restricted to C-17 or smaller. A2 and A4 may become unusable. Note: Non-standard parking will be approved by the Airfield Manager. Parking C-5 on A3 will require AM approval.

4.9.2.2. Bravo Ramp is designed for C-17 aircraft but can accommodate transient KC-135s. C-130 aircraft may be parked on parking spots B1 and B4 only.

4.9.2.3. Charlie Ramp 1,557 ft x 309 ft.

4.9.2.4. Delta Ramp 720 ft x 270 ft.

4.9.2.5. Echo Ramp 718 ft x 273 ft.

4.9.2.6. Foxtrot Ramp 718 ft x 274 ft

4.10. Pantograph Refueling. Hardstands 7 and 11, Alpha, Delta, Echo and Foxtrot Ramps are equipped with aircraft refueling pantographs. All Protective Aircraft Shelters (PAS) are equipped with pantographs with the exception of G65, G68, G71-G75, G81, H1-H3, H5, H6, H8, I1, I2, I4, and I7.

4.11. Airfield Conditions, Hazards, Inspections, and Checks.

4.11.1. AM is responsible for forwarding all pertinent airfield condition information that could constitute an aircraft safety hazard to Tower, RAPCON, Command Post, and Flight Safety. Personnel operating on the airfield should report any observed safety hazards to AM.

4.11.2. AM is responsible for accomplishing airfield inspections and checks IAW AFI 13-204V3. Airfield inspections and checks are accomplished to identify obstructions or conditions that are hazardous to aircraft operations. Conditions checked will include, but are not limited to, construction areas, RSCs, obstruction lights, airfield lighting, wildlife/bird watch condition, grass mowing, standing water, and FOD. AM will relay all pertinent information and any changes to Tower, RAPCON, Command Post, and Flight Safety.

4.11.3. The Airfield Manager will conduct quarterly joint airfield inspections IAW AFI 13-204V3. Attendance by the following agencies is mandatory: OSA/AOF, Tower Chief Controller, TERPS LNO, 39 ABW/SE, CE, and SFS.

4.11.4. Tower shall notify all aircraft of airfield conditions prior to taxi or the issuance of landing clearance, with the exception of aircraft switching from RAPCON. Tower will notify RAPCON and AM of any airfield conditions or discrepancies not previously reported.

4.11.5. RAPCON shall notify all aircraft of airfield conditions on initial contact or prior to relaying landing clearance.

4.12. Runway Surface Condition (RSC) and Runway Condition Reading (RCR).

4.12.1. RSC. AM is responsible for runway checks during inclement weather or rapidly deteriorating weather (rain showers in the vicinity or thunderstorms within 10 NM). Checks are required to determine effects of weather on the runway surface so accurate advisories may be relayed to aircrews and increased separation minima may be applied between aircraft when necessary. The RSC will be reported to the nearest 1/10 of an inch according to T.O. 33-1-23, Equipment and Procedures for Obtaining Runway Condition Readings. Surface conditions will be identified as "Dry" or "Wet." NOTAM is required if surface is wet.

4.12.2. RCR. The runway is grooved to facilitate the dissipation of water from the surface and icing/snow is rare at Incirlik AB, therefore AM is not required to maintain calibration equipment to perform RCR evaluations.

4.13. Weather Procedures.

4.13.1. The Weather Flight (39 OSS/OSW) is responsible for disseminating weather information to ATC services. Weather information is automatically fed to the Airfield Automation System (AFAS) from the weather distribution system. In the event the AFAS is out of service, Weather personnel will pass on the current weather to Tower and RAPCON. The Tower updates the ATIS whenever a new observation or change in airfield status is received then forwards the new ATIS identifier to RAPCON in addition to making a blanket broadcast over all tower frequencies.

4.13.2. Weather warnings (WW) and weather advisories (WA) are also passed via the AFAS. Weather observers shall contact ATC facilities with WWs or WAs when the AFAS is out of service.

4.13.3. Incirlik participates in the Cooperative Weather Watch program as outlined in IABI 15-101, Weather Augmentation Operations. 39 OSS/OSW ensures Tower personnel receive limited weather observation and visibility training and certification.

4.13.4. Lightning response procedures will be IAW 39 ABW IEMP 10-2, Installation Emergency Management Plan.

4.14. Bird and Wildlife Aircraft Strike Hazard (BASH) Procedures. Specific responsibilities and guidelines for tasked organizations are outlined in Incirlik ABI 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques. All actions, to include Bird Watch Conditions, will be IAW 39 ABW PLAN 91-212. 39 ABW Safety is the OPR for the local BASH program.

4.15. Flight Information Publication (FLIP) Accounts. Each flying unit will maintain an individual FLIP account.

4.15.1. The NCOIC, AM Operations (NAMO) will appoint a primary and alternate FLIP manager to maintain FLIPs for required base support functions IAW the National Geospatial Intelligence Agency catalog.

4.15.1.1. NAMO is the OPR for FLIP accounts.

4.15.1.2. NAMO is the OPR for NOTAM action for FLIP non-procedural change requests.

4.16. Wear of Hats and Airfield Smoking Procedures.

4.16.1. Wear of Hats. Flight hats, ABU caps, or other head gear not specifically required for aircraft ground operations will not be worn on the airfield, aircraft parking ramps, arming or de-arming areas, or anywhere near aircraft running engines. The only exceptions are for military protocol (arrival or departure of dignitaries or DVs) or Security Forces (SFS). SFS will remove and secure their headgear anytime an aircraft is running engines within 200 ft of the SFS vehicle or guard post. If SFS are wearing Kevlar Helmets, the chinstraps will be secured. During inclement weather, hoods firmly attached to a coat/jacket, cold weather hats/woolen caps may be worn. Hats with metal snaps or fasteners will not be worn. Personnel regularly working on the airfield should use sewn on cloth rank.

4.16.2. Smoking Procedures. Smoking on the airfield is only permitted at the designated locations IAW with 39 ABW policy.

4.17. Airfield Photography and Videography. Airfield Photography and videography must be requested through the 39 ABW, Public Affairs office (39 ABW/PA) at 676-6060. 39 ABW/PA will coordinate requests for photography and videography with the host nation.

4.18. Custodial Control of ATC Tape Recordings. IAW AFI 13-204V3 the AOF/CC is the custodian for tape recordings in USAF ATC facilities and serves as approval/release authority for all requests related to review of ATC tapes. Records will be maintained IAW AFI 13-204V3, USAFESUP. Any request for review and copy of tapes by the TuAF will be routed through the TuAF Base Operations Commander to the AOF/CC for coordination and approval.

4.19. Exercise Coordination Procedures.

4.19.1. All exercises involving use of the airfield or affecting ATC operations must be coordinated through the AOF/CC at least 48 hours in advance.

4.19.2. Tower and RAPCON Watch Supervisors have the authority to determine the extent of facility participation once an exercise begins. Watch Supervisors may terminate their facility's participation if safety of flight will be jeopardized. Under such instances, the Watch Supervisor will immediately notify Command Post and the appropriate ATC staff members.

4.19.3. Any agency (Command Post, TA, Fire Department, Security Forces, etc.) that identifies a need to terminate an exercise due to a real-world contingency (emergency, safety hazard, etc.) shall immediately notify Tower. Tower will broadcast the following message over the PCAS and all appropriate frequencies: "This is Tower, LIFESAVER, LIFESAVER, LIFESAVER (reason and approving authority)." Tower will notify RAPCON who will, in turn, advise airborne aircraft. Note: During local exercises, the lifesaver call should be substituted with "Terminate, Terminate, Terminate."

4.20. Quiet Hours for Special Events. Requests for quiet hours for ceremonies such as Change of Commands or distinguished visitor briefings shall be forwarded, in writing, to 39 OSS/DO for processing/coordination at least two weeks prior to the requested date. The request is then forwarded to 39 ABW/CV for coordination with and approval from the TuAF. Note: Quiet hours, as used in this section, include take-offs, landings and overflights but does not exempt emergency aircraft handling and TuAF scramble missions. Once approved, AM will issue the appropriate NOTAM.

4.21. Miscellaneous Procedures. The following procedures are not normally applied at Incirlik AB:

4.21.1. Surety Operations. Surety operations occur primarily in Hotel and India loops and at times encompass Taxiway November. Aircraft parked in the vicinity of a Real World Surety operation may be affected. ATO sorties may be delayed or cancelled.

4.21.1.1. Coordination for Surety mission training occurs well in advance and should not adversely affect aircraft operations. The 39 SFS is the POC for all Surety related operations.

4.21.2. Parachute Drop Operations. Paradrop procedures are not typically used, however the capability exists. Paradrop procedures will be IAW locally drafted LOA between Airfield Operations and affected flying units. Contact 39 OSS/OSA (DSN 676-6186) to coordinate paradrop activities.

4.21.3. Night Vision Device (NVD) Operations. NVD aircraft operations are not authorized at Incirlik AB, Turkey.

4.21.4. Hot Pit Refueling. Incirlik AB does not have a designated hot pit refueling area. Hot pit refueling will be coordinated through AM on a case by case basis. Procedures will be IAW applicable units' Technical Orders and approved by the 39 OSS/CC.

4.21.5. Remote Control (RC)/Model Aircraft operations. RC aircraft are defined as model aircraft flown strictly for hobby or recreational use. RC Aircraft activities are prohibited on or immediately around the airfield. All RC operations will be IAW FAA AC 91-57A and 39 ABW policy.

4.21.6. Exceptions to policy will be at the discretion of the 39 OSS/CC.

4.22. Waivers to Airfield and Airspace Criteria. Waivers to Airfield/Airspace Criteria must be coordinated through 39 OSS/OSA for the appropriate level of approval. Current waivers are on file with the Airfield Manager (39 OSS/OSAB). Contact the Airfield Manager for details at DSN 676-8511/6156.

Chapter 5

AIR TRAFFIC CONTROL AND LANDING SYSTEMS (ATCALS)

5.1. Airfield/ATCALS Operational Status. Incirlik RAPCON is the primary NOTAM monitoring facility for ATCALS issues. AM is the focal point for all airfield issues, and is responsible for disseminating all NOTAM information. The ATCALS section Chief will coordinate with either the RAPCON Chief Controller/Watch Supervisor or the Tower Chief Controller/Watch Supervisor as appropriate to coordinate scheduled ATCALS outages. The ATCALS section Chief will coordinate with AM for all runway/taxiway closures. ATCALS, RAPCON, Tower, and AM will coordinate all status changes/requests with the AOF/CC or designated representative.

5.1.1. Preventive Maintenance Inspections (PMIs). No-NOTAM PMI times when the existing or forecasted weather is 3,000 ft AGL or greater ceiling and 8,000 meters or better visibility are as follows:

Table 5.1. Airfield/ATCALS Operational Status.

NAVAID	NOMENCLATURE	DAY	NO-NOTAM PMI TIME
DASR-PSR	AN/GPN-30	M, T,W, TH, F	0200 – 0700L
TACAN	AN/FRN-45	M, TH	0300 – 0700L
ILS	AN/GRN-29	T, W	– 0700L

5.2. Requests for Unscheduled ATCALS Downtimes.

5.2.1. ATCALS personnel encountering difficulties during scheduled PMIs will contact the RAPCON Chief Controller/Watch Supervisor and provide reason for delay and request an extension, with impact if not approved.

5.2.2. During normal duty hours, Monday through Friday, ATCALS personnel will contact the RAPCON Chief Controller/Watch Supervisor to extend ATCALS downtime beyond the scheduled PMI. Specify the requested time, alternate times (if known), reason for the request and impact if work is not accomplished. RAPCON will coordinate with the AOF/CC.

5.2.3. The AOF/CC or designated representative will coordinate all maintenance requests with RAPCON, Tower, TuAF ATC, and the 39 OSS/CC.

5.2.4. After normal duty hours, Monday through Friday and on weekends, ATCALS personnel will contact the RAPCON Watch Supervisor and furnish the required information from para

5.2.4.1. If an unscheduled equipment malfunction/outage occurs outside of normal duty hours, the standby technicains will respond no later than 30 minutes after notification.

Technicians will respond within 15 minutes upon notification of RAPCON evacuation to Bldg. 682, to provide Alternate RAPCON stand-up/stand-down assistance.

5.2.5. The RAPCON Watch Supervisor will evaluate the impact on current and projected traffic by coordinating with TuAF ATC and Tower, considering such factors as inbound/outbound traffic, weather, etc. The Watch Supervisor will either disapprove the request (based on impact), or coordinate with the AOF/CC for 39 OSS/CC approval of the ATCALS downtime request.

5.2.6. If approved, the Watch Supervisor will notify ATCALS, TuAF ATC, Tower and AM (for NOTAM action as required). Watch Supervisors will not release more than one ATCALS asset at a time without prior approval of the 39 OSS/CC.

5.3. NOTAM Requirements for ATCALS Equipment.

5.3.1. The RAPCON will:

5.3.1.1. Act as the reporting center to AM for all outages and malfunctions of USAF/TuAF operated and maintained ATC facilities and ATCALS. Each report will contain a reason for the outage and an estimated time of return to operational status if known.

5.3.1.2. Verify current NOTAMs daily with AM or via the internet and notify AM when equipment previously NOTAMed out returns to service.

5.3.2. AM will notify RAPCON, Tower, Command Post, TuAF, AMCC, FD, SF, Unit ADPMs and any other deployed agencies of all new NOTAMs.

5.3.3. Command Post will notify Squadron Operations Centers (SOCs) of all new ATCALS NOTAMs.

5.4. TACAN Out Procedures.

5.4.1. When the Incirlik TACAN (DAN) is taken off the air or is out of service for any reason, HI/LOW TACAN Runway 05/23 are not usable. Primary approaches into Incirlik will be GPS or ILS.

5.4.2. When on an ILS approach, radar will be used by ATC to establish the final approach fix (FAF). ATC will provide an "over the FAF" advisory: "PASSING FINAL APPROACH FIX" and provide alternate missed approach instructions.

5.5. Digital Airport Surveillance Radar (DASR) Wind Limitations. The RAPCON will notify ATCALS to turn the DASR antenna off (turning the antenna off will allow it to freewheel) when the wind velocity reaches or is forecast to reach 65 knots.

5.6. ATCALS Review Board. The ATCALS Review Board's purpose is to discuss and make recommendations concerning various ATCALS programs and projects and issues affecting air traffic control related equipment.

5.6.1. The board will convene quarterly and may be combined with the quarterly AOB. Board Members (participation is mandatory):

5.6.1.1. AOF/CC

5.6.1.2. ATCALS System Manager (39 OSS/OSAM)

5.6.1.3. Airfield Systems Maintenance (39 OSS/OSAM)

5.6.1.4. Radar Maintenance (39 OSS/OSAM)

5.6.1.5. Radio Maintenance (39 CS)

5.6.1.6. Civil Engineering Plans

5.6.1.7. Airfield Lighting (39 CES)

5.6.1.8. Plans and Programs (39 CS)

5.6.1.9. AM

5.6.1.10. ATC Facility Managers

5.6.2. Agenda Items: All items will be IAW AFI 13-204 USAFE Sup1.

5.6.3. ATCALS review board minutes will be distributed IAW AFI 13-204 USAFE Sup1.

5.7. ATCALS Backup Power.

5.7.1. 39th Civil Engineering Squadron Power Production shall:

5.7.1.1. Physically inspect all generators at ATCALS facilities twice a month for fuel, water, and oil. Correct any discrepancies immediately and inform appropriate facility manager of maintenance performing or pending.

5.7.1.2. Once each month, after 24 hours prior coordination and approval from each facility Chief Controller, load test each ATCALS generator by shutting off primary commercial power and, without any special adjustments to the auxiliary power system, run the generator for a minimum of one hour under full-load.

5.7.1.3. Obtain approval from the Tower Watch Supervisor and RAPCON Watch Supervisor prior to any power change to the Control Tower and RAPCON generator respectively.

5.7.1.4. Dispatch qualified personnel if Tower or RAPCON generator fails. Response time will be within 15 minutes after notification.

5.8. Civilian Aircraft Operations and Use of USAF ATCALS. Civil aircraft may be provided radar service, but they are not permitted to make any approaches to the Incirlik AB runway. Department of Defense (DoD) or NATO contracted aircraft will be afforded the same service as DoD and NATO military aircraft.

Chapter 6

TERMINAL AREA PROCEDURES

6.1. Local Aircraft Priorities. ATC services will be prioritized IAW Doc 4444, LOAs Related to the Conduct of Air Traffic Services within the Adana Military Terminal Control Area (MTCA) and Standard Operating Procedures (SOP). Incirlik Air Base Aircraft Priorities are as follows:

6.1.1. Emergency Aircraft Arrival

6.1.2. Actual MEDEVAC Missions

6.1.3. Actual (real-world) Scramble Departure/Arrival0

6.1.4. Actual Search and Rescue (SAR) Missions

6.1.5. All Air Tasking Order (ATO)

6.1.6. VIP Arrival/Departure

6.1.7. Controlled Departure Time

6.1.8. IFR Arrivals and Departures

6.1.9. Opposite Direction Arrivals/Departures

6.1.10. Training Missions

6.2. Runway Selection Procedures. Runway 23 is designated as the calm wind runway. The calm wind runway will be used to the maximum extent possible when the wind is less than or equal to 5 knots. USAF and TuAF Tower Watch Supervisors or Senior Controllers are equally responsible for selecting the runway in use, but the TuAF is the final decision authority.

6.2.1. Tower will notify RAPCON, AM, Barrier Maintenance, Fire Department, and the on-duty SOF, prior to starting runway change procedures. AM is responsible for relaying runway change information to other base agencies.

6.2.2. The Tower will notify RAPCON, AM, Weather and Command Post upon completion of the runway change.

6.3. Opening/Closing and Suspending/Resuming Runway Operations.

6.3.1. Opening/Closing the Runway. AM is the opening and closing authority for the runway.

6.3.2. AM shall open the runway after any runway closure, prior to any flying operations on the airfield. AM will ensure all proper checks and notifications are done IAW AFI 13-204V3 and local checklists.

6.3.3. AM has the authority to close the runway when:

6.3.3.1. Construction, airfield repair or snow removal operations on or near the runway.

6.3.3.2. There is an aircraft mishap on the airfield.

6.3.3.3. Directed by the Crisis Action Team, 39 ABW/CC, 39 OSS/CC, AOF/CC, Airfield Manager or designated representative.

6.3.3.4. There is any unsafe condition that will affect runway operations, typically for an extended period of time.

6.3.4. Suspending/Resuming Runway Operations.

6.3.4.1. AM/Tower Watch Supervisor shall suspend runway operations when:

6.3.4.1.1. An emergency aircraft lands.

6.3.4.1.2. A disabled aircraft is on or near the runway.

6.3.4.1.3. There is a possibility of debris on the runway.

6.3.4.1.4. Directed by the Crisis Action Team, 39 ABW/CC, 39 OSS/CC, AOF/CC, Airfield Manager/Tower Watch Supervisor or designated representative.

6.3.4.1.5. In AM or Tower Watch Supervisor's opinion, safety of flight is jeopardized.

6.3.4.2. If runway operations are suspended by an agency other than the Tower, the agency suspending runway operations shall notify Tower of the reason.

6.3.4.3. Tower shall not resume normal operations until the Airfield Manager or designated representative has determined that the runway is safe and operations should be resumed. All runway checks will be IAW AFI 13-204V3.

6.4. Automatic Terminal Information Service (ATIS). The ATIS operates 24 hours a day, 7 days a week and contains information IAW ATC directives. Aircraft shall notify ATC on initial contact of which ATIS code they received.

6.5. Intersection Departures (Attachment 2). Intersection departures are authorized as indicated below. Distances depict usable runway length from the intersection to the end of the runway.

6.5.1. Departing Runway 05: Taxiway B - 9,000 ft remaining.

6.5.2. Departing Runway 05: Taxiway C - 7,000 ft remaining.

6.5.3. Departing Runway 23: Taxiway D - 8,000 ft remaining.

6.6. Opposite Direction Operations. Opposite direction runway operations may be available when dictated by an operational need and if traffic conditions permit. Request an opposite direction arrival/departure as soon as possible to allow for ATC coordination. Aircraft can expect up to a 30 minute delay for a barrier configuration change. If opposite direction departure is authorized, departure over a raised approach end barrier is prohibited. Departure will occur in front of the barrier. Aircraft may taxi past barrier then depart or depart from an intersection. (See para 6.5 for feet available)

6.7. Noise Abatement Procedures. Do not overfly the city of Adana below 3,300 ft MSL. Do not fly within 5 nautical miles (NM) laterally and below 5,300 ft MSL over the city of Mersin. Do not fly circling approaches below 1,500 ft MSL south of Runway 05/23 during Visual Meteorological Conditions (VMC) for noise abatement over base housing and Incirlik village. Refer to the Enroute Supplement for VFR pattern availability.

6.8. VFR Operations. All aircraft must contact Incirlik Approach before entering the Adana MTCA (50 NM circle). Unless issued an IFR clearance to include a clearance limit, e.g. destination airport or other fix, all aircraft are considered VFR and will conduct operations in VMC. Aircrews unable to maintain VMC will immediately advise ATC. All VFR aircraft within the MTCA will be on an ATC frequency and will be provided air traffic services, which includes traffic information, sequencing, vectoring and altitude assignment (when necessary). All aircraft will receive this service unless the pilot specifically states VFR radar service is not desired. Aircraft declining radar service are still required to monitor the ATC frequency, within ATC radar and radio coverage, and report moving (entry and exit) from one working area to another. Radar service is automatically terminated when VFR aircraft are instructed to contact Tower.

6.9. VFR Weather Minima. VFR flight within the local area is authorized from 30 minutes before sunrise until 30 minutes after sunset, unless otherwise coordinated with TuAF officials or in applicable LOP. The ceiling and visibility must be at or above 1,500 ft AGL and 5,000 meters.

6.10. VFR Entry Points. USAF and TuAF ATC use three VFR reporting points: Eagle, Tiger, and Falcon. (Attachment 4). Note: The entry altitude is 2,500 ft MSL for initial and 2,000 ft MSL for straight-ins. A 2,800 ft AGL ceiling and visibility of 5,000 meters are minimum weather requirements for VFR entry points. IFR clearance is automatically cancelled upon reaching the VFR entry point.

6.10.1. Runway 05. Maintain VFR and proceed to EAGLE (DAN 210/09). Depart EAGLE to intercept initial/final.

6.10.1.1. Initial: Cross EAGLE at 2,500 ft MSL and descend to 2,000 ft MSL at 5 NM initial (7 DME).

6.10.1.2. Straight-In: Cross EAGLE at 2,000 ft MSL and descend to 1,500 ft MSL at 5 NM (7 DME).

6.10.2. Runway 23. Maintain VFR and proceed to FALCON (DAN 072/12) or TIGER (DAN 038/12). Depart FALCON and TIGER to intercept initial/final.

6.10.2.1. Initial: Cross FALCON/TIGER, at 2,500 ft MSL and descend to 2,000 ft MSL at 5 NM initial (5 DME).

6.10.2.2. Straight-In: Cross FALCON/TIGER, at 2,000 ft MSL and descend to 1,500 ft MSL by 5 NM (5 DME).

6.11. VFR Traffic Patterns. Prior coordination with Tower is required if variations to the following published traffic pattern altitudes are required.

6.11.1. Conventional Rectangular Traffic Pattern, Non-Fighter Type Aircraft (Attachment 4). Pattern altitude is 1,500 ft MSL; Light Aircraft/Helo Pattern altitude is 1,000 ft MSL. Pattern is to the south; left downwind Runway 23 / right downwind Runway 05. A 1,800 ft AGL ceiling and visibility of 5,000 meters are minimum weather requirements. The Tower Watch Supervisor determines whether the pattern is usable. Aircraft going missed approach or sent around by Tower will be re-sequenced in the radar pattern. If weather is VFR and the pilot requests, aircraft may enter the VFR closed traffic pattern after coordinating with Tower.

6.11.2. Overhead Pattern (Attachment 4). The overhead pattern altitude is 2,000 ft MSL, and is available Monday through Friday 0600L- sunset, except Turkish holidays. South break is standard for all aircraft; left break Runway 23 / right break Runway 05. A 2,300 ft AGL ceiling and visibility of 5,000 meters are minimum weather requirements. The Tower Watch Supervisor determines whether the pattern is usable.

6.11.3. Tactical Initial.

6.11.3.1. Tactical initial may be requested by pilots upon VFR entry. All reporting points, altitudes, and weather requirements for the overhead remain unchanged.

6.11.3.2. Pilots will report Tactical Initial at 5 DME.

6.11.3.3. Pilots will line up to avoid overflight north of the runway at all times.

6.11.4. Closed Traffic Pattern (Attachment 4). Fighter closed traffic pattern altitude is 2,000 ft MSL. A 2,300 ft AGL ceiling and visibility of 5,000 meters are minimum weather requirements. Non- Fighter aircraft closed traffic pattern is the same as the conventional rectangular pattern. The Tower Watch Supervisor ultimately makes the decision as to whether the patterns are usable. Closed traffic is upon request and must be coordinated with and approved by the TuAF controller on duty.

6.11.5. Pattern Re-entry. Re-entry is from the south for both runways to avoid overflying Adana.

6.11.5.1. Straight-ins will climb and maintain 2,000 ft MSL for re-entry.

6.11.5.2. VFR Breakout. Climb to 2,500 ft MSL. Upon reaching 2,500 ft MSL turn south and proceed to the VFR entry point.

6.11.5.3. Go-Around. Do not overfly aircraft on the runway below 500 ft AGL (800 ft MSL) vertically and 500 ft laterally. Offset to the south if necessary.

6.11.6. Helicopter Patterns. Pattern altitude and direction shall be 1,000ft MSL or as instructed by Tower.

6.11.7. Simulated/Real SFO Procedures (Attachment 4).

6.11.7.1. TDY/Deployed aircraft may fly straight-in (SI) and overhead SFOs utilizing the following procedures. Prior to conducting SFOs, a signed Letter of Agreement between the 39 OSS/CC and TDY/Deployed Squadron/CC must be in place.

6.11.7.2. Pattern Descriptions:

6.11.7.2.1. Overhead SFO: Shall always be flown south of the field.

6.11.7.2.2. SI SFO: May commence at 10NM along the extended runway centerline. Random SFO entries shall not be conducted (i.e. procedure shall not start at VFR entry points).

6.11.7.3. Minimum Weather Requirements:

6.11.7.3.1. Ceiling must be at least 1000ft above the highest part of the pattern flown (for both SI and overhead) and 5 miles visibility.

6.11.7.3.2. The pilot must maintain VMC throughout the approach. In addition, the pilot must maintain visual contact with the runway environment throughout the maneuver.

6.11.7.3.3. SFOs are only authorized between sunrise and sunset.

6.11.7.4. SFO Entry Altitudes:

6.11.7.4.1. High Key or 10 NM (SI): 7,500ft MSL – 9,000ft MSL.

6.11.7.4.2. Low Key: 3,000ft MSL – 5,000ft MSL.

6.11.7.4.3. Pilot must notify Tower of entry altitude.

6.11.7.5. SFO Low Approach Procedures:

6.11.7.5.1. RWY 23/05: Aircraft on the go for an overhead SFO will fly runway heading until Tower approves a climb to either high key or low key altitude. Climbs will begin at the departure end of the runway. All climbs will be south of the field only. Note: ATC may issue alternate instructions when traffic dictates.

6.11.7.6. Pilots will:

6.11.7.6.1. Notify Tower or Approach with current position, SFO request (as soon as possible for coordination).

6.11.7.6.2. Ensure that all radio calls are made at the correct points to aid Tower in traffic sequencing. SI SFOs require a radio call to Tower indicating entry point call. The following radio calls are mandatory for straight in SFOS: 10NM straight in SFO and 5 NM straight in SFO gear down, low approach. The following calls are mandatory for overhead SFOs: High Key, Low Key, gear down, low approach.

6.11.7.6.3. Remain vigilant for traffic in and around the overhead SFO maneuvering area.

6.11.7.6.4. When initiating a traffic breakout, if possible, remain at least 1000ft above overhead pattern altitude and re-enter at high key or a VFR reporting point.

6.11.7.7. Tower will:

6.11.7.7.1. Approve or disapprove the simulated SFO (and requested entry point) based on traffic and weather conditions.

6.12. Overhead Pattern Protection. Departures will be instructed to maintain at or below 1,500 ft MSL until departure end, as required to protect the overhead pattern.

6.13. Reduced Same Runway Separation (RSRS).

6.13.1. RSRS is applicable to all non-formation aircraft except as outlined in this supplement. Note: For the purpose of applying RSRS, formation landing is defined as two aircraft crossing the threshold at the same time (i.e., Holding-hands). Note: Aircrew or air traffic controllers may refuse RSRS when safety of flight may be jeopardized. In these cases, the appropriate separation standards published in FAAO 7110.65, or governing HN regulation shall be used.

6.13.2. RSRS may be applied to the following:

6.13.2.1. Full-stop behind a full-stop, low-approach, or touch-and-go.

6.13.2.2. Touch-and-go behind a touch-and-go or low-approach

6.13.2.3. Low-approach behind a low-approach.

6.13.2.4. Low-approach behind a full-stop:

6.13.2.4.1. Fighter/attack aircraft. The succeeding aircraft will offset laterally as to not overfly the aircraft on the runway.

6.13.2.4.2. The succeeding C-130 must maintain at least 500 feet lateral or vertical separation when overflying the C-130 on the runway.

6.13.3. RSRS is not authorized when:

6.13.3.1. Either aircraft is an emergency.

6.13.3.2. Either aircraft is a heavy.

6.13.3.3. Either the succeeding or preceding aircraft is cleared for the option or a stop-and-go. Exception: RSRS is authorized when the succeeding aircraft is cleared for an option or a stop-and-go behind a low approach.

6.13.3.4. Runway condition braking action is reported as equal to, or less than "POOR".

6.13.4. Weather must be at or above a 500 ft ceiling and 2,400 meters visibility for nighttime RSRS operations.

6.13.5. The minimum RSRS authorized will be IAW Tables 6.1 and 6.2:

Table 6.1. RSRS Minimums for Similar Fighter Type Aircraft.

		Lead Aircraft		
		Full Stop	**Touch & Go**	**Low Approach**
Trail Aircraft	**Full Stop**	3000' or 6000' behind a formation landing	3000'	3000'
	Touch & Go	6,000' if Day, VFR, Dry*	3000'	3000
	Low Approach	3000'*	6000'	3000

NIGHT: 6,000' is the minimum spacing for all similar night operations if ATC can safely determine distances; otherwise standard FAAO 7110.65 separation standards will apply.

* Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.

RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.

Table 6.2. RSRS Minimums for Dissimilar Fighter Type Aircraft.

		Lead Aircraft		
		Full Stop	**Touch & Go**	**Low Approach**
Trail Aircraft	**Full Stop**	6000' or 8000' behind a formation landing	6000'	6000'
	Touch & Go	6000'*	6000'	6000
	Low Approach	6000'*	6000'	6000
NIGHT: 8,000' is the minimum spacing for all dissimilar night operations if ATC can safely determine distances; otherwise standard FAAO 7110.65 separation standards will apply.				
* Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.				
RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.				

6.14. IFR Operations. All aircraft must contact Incirlik Approach before entering the Adana MTCA (50 NM circle). Aircraft can expect standard radar services including vectors for ILS, TACAN and Visual Approaches. Incirlik Approach does not offer Precision Approach Radar approaches or surveillance approaches.

6.14.1. Radar Traffic Pattern. The Radar traffic pattern will be flown IAW Attachment 5 of this publication.

6.14.2. Radar Vector to Initial. Aircraft requesting radar vectors to initial will be vectored to a point on final no closer than 5 NM from the runway, not lower than 3,000 ft MSL. After the pilot reports the runway in sight, the aircraft may be transferred to Tower. To ensure a smooth transition, pilots will not switch to Tower frequency until transferred by RAPCON.

6.14.3. Radar Trail Departure/Recovery Procedures. Radar Trail Departure/Recovery Procedures, considered a non-standard procedure, are authorized for aircraft deployed to Incirlik and will be conducted IAW the following:

6.14.3.1. Limited to four aircraft (Trail aircraft must have an operable A/A radar).

6.14.3.2. Either check in with approach already in "non-standard" spacing, or wait until Approach approves Non-standard Radar trail recovery before executing spacing.

6.14.3.3. Spacing between aircraft will be at the Pilot in Command's discretion but not to exceed 2 NM.

6.14.3.4. IAW Turkish AIP, all aircraft will squawk its assigned Mode III/C code during the procedure. IFR separation will still be provided around the flight.

6.14.3.5. ATC instructions for the flight will be directed to the lead aircraft. All ATC instructions (clearance, climb-outs, missed approach, etc...) given to the lead aircraft pertain to the entire flight unless otherwise specified.

6.14.3.6. Once established on a segment of the approach, each aircraft will comply with all published restrictions including altitudes. All aircraft will report the final approach fix with gear status.

6.14.3.7. If VMC and no climb-out instructions have been issued, missed approach procedures are to climb and maintain 1,500 ft until the departure end of the runway,

maintain VMC, and contact tower. If IMC, execute published missed approach procedures and notify ATC.

6.14.3.8. Aircraft experiencing communication failure will squawk 7600 and continue with the procedure or approach. ATC will inform the other aircraft in the flight of the aircraft with lost comm.

6.14.3.9. Aircrews conducting radar-in-trail recoveries are responsible for their own separation between elements of their flight while on final for full-stop landings.

6.15. Standard Climb-Out Procedures.

6.15.1. Runway 05/23: After completing low approach or touch-and-go, continue runway heading, cross departure end at or below 1,500 ft MSL (if overhead pattern is in use), climb to 4,000 ft MSL, contact Incirlik RAPCON on assigned frequency.

6.15.2. Departure procedures are coordinated through Ankara Center. Departures will normally be instructed to "continue runway heading, climb to (altitude)."

6.16. Go-Around/Breakout/Missed Approach Procedures.

6.16.1. Go-around instructions apply to those aircraft at or inside 6 miles on final approach below the Minimum Vectoring Altitude (MVA).

6.16.2. Breakout instructions apply to those aircraft outside 6 miles on final approach above the MVA and will be IAW the Tower, RAPCON, and AM Coordination Letter, which can be obtained from 39 OSS/OSA.

6.16.3. In the event of a missed approach, execute the published procedures unless otherwise instructed by ATC.

6.17. Unmanned Aircraft System (UAS)/Remotely Piloted Aircraft (RPA) Procedures. RPA operations, including starting areas, arresting gear requirements, and lost link procedures will be conducted IAW the Standard Operating Procedures (SOP) for USAF MQ-1 Predator Unmanned Aerial Vehicle at Incirlik AB.

6.18. Helicopter Operations. Helicopter traffic patterns will be as coordinated with Tower. Pilots from deployed units may not operate helicopters at any time within Golf, Hotel, and India Loop areas. Other helicopter operations must comply with minimum distance requirements between helicopter and obstructions outlined in AFI 11-218. The runway is normally the only designated arrival/departure point for helicopters. Requests for arrival/departure to/from other surfaces on the airfield will be handled on an individual basis IAW ATC procedures.

6.19. Multiple Approaches/Pattern Work Procedures.

6.19.1. Closed traffic patterns require approval from Tower. Do not initiate a closed or crosswind turn prior to departure end of runway unless instructed to do so by Tower.

6.19.2. Low approaches or touch and go's require approval from Tower.

6.19.3. Pattern work. Pattern work/local approach requests must be submitted to 39 OSS/OSAB's organizational email at **39os.osab@us.af.mil** NLT 24 hours prior to the requested date. The AOF/CC or AM will coordinate final approval with TuAF Base Operations leadership.

6.20. Functional Check Flights (FCF).

6.20.1. The primary area for FCFs is LTD-13. Entry/exit procedures will be IAW paragraph 3.13. Additional areas may be coordinated as needed.

6.20.2. Coordinate with the Airfield Operations Flight (39 OSS/OSA) NLT 72 hours prior to the scheduled flight. NLT Thursday if flying on the weekend. The AOF/CC or AOF/DO will coordinate final approval with TuAF Base Operations leadership.

6.21. Supervisor of Flying (SOF). When implemented, SOF procedures will be IAW with locally developed LOA between 39 OSS and applicable unit(s).

Chapter 7

AIRCRAFT REQUIRING SPECIAL HANDLING

7.1. Unusual Maneuvers within the Airport Traffic Area. Unusual maneuvers, other than those contained in this instruction and other local operating procedures, require 39 OSS/CC or 39 ABW/CC approval. Forward requests through the chain of command.

7.2. Aeromedical/Air Evacuation (AIREVAC) Procedures.

7.2.1. The 39 MDG will notify base operations of any known AIREVAC which will land at Adana Airport or Incirlik AB when it is tasked

7.2.2. AM shall provide the Tower, Hospital, Fire Department and AMCC with notification of an inbound AIREVAC aircraft as soon as information is received.

7.2.3. Tower shall notify Fire Department when aircraft is 15 miles from landing.

7.2.4. Fire Department shall provide a fire truck to stand-by during its ground time while patients remain on the aircraft.

7.2.5. Departing aircraft shall have a fire truck available prior to loading patients until they take the runway for departure.

7.3. Distinguished Visitor (DV) Notification. Upon receiving a departure message on an inbound DV, AM will complete their DV Checklist. RAPCON will give AM a 50 NM inbound call. AM shall contact TA and Command Post who will notify appropriate agencies of this information as soon as possible. Agencies will practice Operations Security (OPSEC) when relaying DV information.

7.3.1. AM will notify Tower, RAPCON, Command Post, Protocol, 39 OSS/CC, AMCC, the Airfield Manager and TA whenever a Prior Permission Request (PPR) for a DV aircraft is received. Note: If at any time the aircraft commander requests no DV privileges for A6 and above, the controlling facility shall notify AM.

7.4. Hazardous/Dangerous Cargo.

7.4.1. Foxtrot (primary) and Echo (secondary) Ramps are designated hazardous cargo pads. Alpha and Bravo Ramps are alternate locations for aircraft that have Net Explosive Weight 1.3 or 1.4 cargo. The intersection of Taxiway November and Taxiway Charlie North is also sited as a hazardous cargo pad for Close Watch missions however coordination with AM is required prior to use. AM will coordinate approval with the 39 OSS/CC. Taxiway November and taxiway Charlie North is authorized to have NET Explosive Weight 1.3 and 1.4.

7.4.2. Parking Aircraft with Explosives or Hazardous Cargo. All gun systems will be kept in the "safe" condition and aircraft shall be positioned to present the minimum hazard to personnel and resources in the event of a mishap. Personnel will not stand or park in front of aircraft with forward firing munitions when power is applied, IAW AFMAN 91-201, Explosives Safety Standards.

7.5. Drogue (Drag) Chute Jettison Areas. Taxiways Alpha and Echo are designated as drogue chute jettison locations. Aircraft will release their chutes on either side of the taxiway as dictated by the wind direction. Tower may require that aircraft use areas other than designated locations. TuAF and deployed units are responsible for recovery of their chutes, however if safety of flight is a concern, Tower will notify AM or TA for drag chute recovery.

7.6. Arm/De-Arm Areas. Taxiways Alpha North and Echo North are authorized as the primary arm/de-arm areas. (Attachment 2 and Attachment 3)

7.7. ATC Handling of Special Reports. ATC facilities receiving special reports (Lasing, High Energy Weapons, Communications Instructions for Vital Intelligence Sightings (CIRVIS), Glass Eye Reports) will immediately forward such information to the Command Post.

7.8. Decontamination (DECON) Procedures. Tower will activate the Primary Crash Alarm System (PCAS) and direct contaminated aircraft to Echo or Foxtrot Ramp or another site as determined by AM via coordination with 728 AMS/MOC and/or 39 OSS/CC as required.

7.9. Calculated Take-Off Times (CTOT)/Controlled Departure Time (CDT)/Slot Times. Certain aircraft are issued or require CTOT/CDT/slot time to accomplish their mission to comply with ATC enroute flow control timing, rendezvous at an air refueling contact point or meet range times. When a CTOT/CDT/slot time is issued or required, the following procedures apply:

7.9.1. The agency who receives information (AM or RAPCON) will promptly notify Tower of the slot time as received from Eurocontrol in Brussels.Tower will advise the aircraft of CTOT/slot time as soon as possible.

7.9.2. Aircraft requiring a CDT for mission requirements shall make the request with Ground Control as soon as possible. Note: Eurocontrol slot times are valid 5-minutes prior until 10-minutes past the designated time. Aircraft unable to be airborne during this period will not be allowed to depart until a new slot time, or direct approval from Eurocontrol, has been received by ATC.

7.10. 30/30 Procedures.

7.10.1. Upon notification of a real world 30/30, to facilitate transit to the north side of the airfield, Security Forces Squadron (SFS) will coordinate with the Tower Watch Supervisor for operational control of the runway and taxiways as required. Coordination will occur before entering any part of the CMA. SFS will advise Tower personnel when movement is complete and relinquish control. Tower will sterilize the CMA of all aircraft and non SFS vehicles.

7.10.2. For exercises, all coordination and operations will be IAW 30/30 Operations Letter. During exercises or emergencies, SFS will coordinate with Tower for operations in any areas located within the CMA, and will not enter the CMA without Tower approval.

7.11. Radio Out/Lost Communication. Aircraft experiencing radio failure shall proceed as follows:

7.11.1. Radar Traffic Pattern. If no transmissions are received for 1 minute in the pattern, attempt contact on guard frequencies and squawk 7600. If no contact, climb to the Minimum Safe Altitude (MSA), proceed to the initial approach fix for the TACAN, ILS, or GPS

approach and commence approach. Once established on the approach, reattempt contact with Tower and remain vigilant for light gun signals.

7.11.2. VFR Traffic Pattern.

7.11.2.1. Fighter aircraft will climb to 3000 ft MSL and proceed to initial. At initial, it will rock its wings and look for a light gun signal. If the aircraft receives a green light gun signal the aircraft will break south at midfield to land on the active runway. After landing the aircraft will exit the runway at Alpha North or Echo North and can expect fire crews waiting to provide emergency services. Between the hours of Sunset and Sunrise, enter the rectangular pattern at 2000 ft MSL, flashing navigation/landing lights. Tower will issue the appropriate light gun signal as the aircraft turns base leg to final.

7.11.2.2. Conventional aircraft will fly the rectangular pattern to the active runway; rocking wings or at night, flashing navigation/landing lights. Tower will issue the appropriate light gun signal as the aircraft turns base leg to final.

7.11.3. The 414th ERS shall proceed IAW the SOP for USAF MQ-1 Predator Unmanned Aerial Vehicle at Incirlik Air Base, Turkey.

JOHN C. WALKER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 13-2, *Air Traffic Control, Airspace, Airfield and Range Management,* 7 Aug 2007

AFI 11-202, Volume 3, *General Flight Rules,* 7 Nov 2014

AFI 11-208, Department of Defense NOTAM System, 3 Jun 2011

AFI 11-218, Aircraft Operations and Movement on the Ground, 28 Oct 2011

AFI 11-255, Volume 3, Integrated Flight Management Responsibilities and Procedures, 8 Mar 2012

AFI 13-204, volumes 1, 2, and 3, Airfield Operations, 1 Sep 2010, Incorporating 2015 changes

USAFEI 13-204 volumes 1 and 2, Airfield Operations, 6 Jan 2016

AFI 91-202, The US Air Force Mishap Prevention Program, 24 Jun 2015

AFMAN 11-226, United States Standard for Terminal Instrument Procedures (TERPS), 31 Dec 2009

AFMAN 33-360, Management of Records, 1 Mar 2013

AFMAN 91-201, Explosives Safety Standards, 12 Jan 2011

Defense Economic Cooperation Agreement (DECA), 29 Mar 1980

Engineering Technical Letter (ETL) 04-02, Standard Airfield Pavement Marking Schemes, 19 Jul 2004

Federal Aviation Administration Order JO 7110.65, Air Traffic Control 11 Feb 2010

International Civil Aviation Organization (ICAO) Doc 4444, Air Traffic Management, 22 Nov 2007

Unified Facilities Criteria (UFC) 3-260-01, Airfield and Heliport Planning and Design, 17 Nov 2008

T.O. 33-1-23, Equipment and Procedures for Obtaining Runway Condition Readings, 30 Nov 2006

T.O. 35E8-2-5-1, Operation and Maintenance Instructions, Aircraft Arresting Systems Model

BAK-12/E32A, Basic 2 Feb 2004, Change 8-12 Jan 2009

Turkish AIPs

IABI 15-101, Weather Augmentation Operations, 5 Sept 2008

39 ABW IEMP 10-2, Installation Emergency Management Plan

39 ABW OPLAN 91-211, Major Mishap Response Plan for Flight, Ground, and Weapons Mishaps, 30 Apr 2007

39 ABW PLAN 91-212, Bird/Wildlife Aircraft Strike Hazard (BASH) Reduction Plan, 14 Nov 2008

AM OI 13-204v1, AM Operations

USAFEI 32-1007, Airfield and Heliport Planning and Design

DD Form 1801, DoD International Flight Plan.

Abbreviations and Acronyms

AB—Air Base

ABW—Air Base Wing

ACN—Aircraft Classification Number

AIREVAC—Air Evacuation

AFAS—Airfield Automation System

AGI—Aircraft Group Index

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

AIP—Aeronautical Information Publication

AMC—Air Mobility Command

AMCC—Air Mobility Control Center

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

AOF/CC—Airfield Operations Flight Commander

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

BASH—Bird/Wildlife Aircraft Strike Hazard

BAK—Barrier Arresting Kit

CIRVIS—Communications Instructions for Vital Intelligence Sightings

CMA—Controlled Movement Area

CSC—Central Security Control

CTOT—Calculated Take-Off Times

DECA—Defense and Economic Cooperation Agreement

DECON—Decontamination

DME—Distance Measuring Equipment

DoD—Department of Defense

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

EOC—Emergency Operations Center

EPU—Emergency Power Unit

ETA—Estimated Time Arrival

FAF—Final Approach Fix

FCF—Functional Check Flight

FL—Flight Level

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FOUO—For Official Use Only

FPCON—Force Protection Condition

GE—Ground Emergency

GPS—Global Positioning System

HATR—Hazardous Air Traffic Report

HIRL—High Intensity Runway lighting

IABI—Incirlik Air Base Instruction

IAW—In Accordance With

IC—Incident Commander

ICAO—International Civil Aviation Organization

IFE—In Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

LAN—Local Area Network

LOA—Letter of Agreement

LOP—Letter of Procedure

MAJCOM—Major Command

MDS—Mission Design Series

MOC—Maintenance Operations Center

MSA—Minimum Safe Altitude

MSL—Mean Sea Level

MTCA—Military Terminal Control Area

MVA—Minimum Vectoring Altitude

NAMO—NCOIC, Airfield Management Operations

NATO—North Atlantic Treaty Organization

NAVAIDS—Navigational Aids

NCOIC—Noncommissioned Officer In Charge

NM—Nautical Miles

NMC—Non-Mission Capable

NLT—No Later Than

NOTAM—Notice to Airmen

OBO—Official Business Only

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

OPSEC—Operations Security

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PAS—Protective Aircraft Shelters

PCAS—Primary Crash Alarm System

PCN—Pavement Classification Number

PMI—Preventive Maintenance Inspection

PPR—Prior Permission Request

QRC—Quick Reaction Checklist

RAPCON—Radar Approach Control

RCR—Runway Condition Reading

RDS—Records Disposition Schedule

REILS—Runway End Identifier Lights

RSC—Runway Surface Condition

RWY—Runway

SAM—Special Air Mission

SCN—Secondary Crash Net

SFS—Security Forces Squadron

SFL—Sequenced Flashing Lights

SFO—Simulated Flame Out

SOC—Squadron Operations Center

SOF—Supervisor of Flying

SOP—Standard Operating Procedure

TA—Transient Alert

TACAN—Tactical Air Navigation

TERPS—Terminal Instrument Procedures

TGS—Turkish General Staff

TuAF—Turkish Air Force

UHF—Ultra High Frequency

USAF—United States Air Force

USAFE-AFAFRICA—United States Air Forces Europe- Air Forces Africa

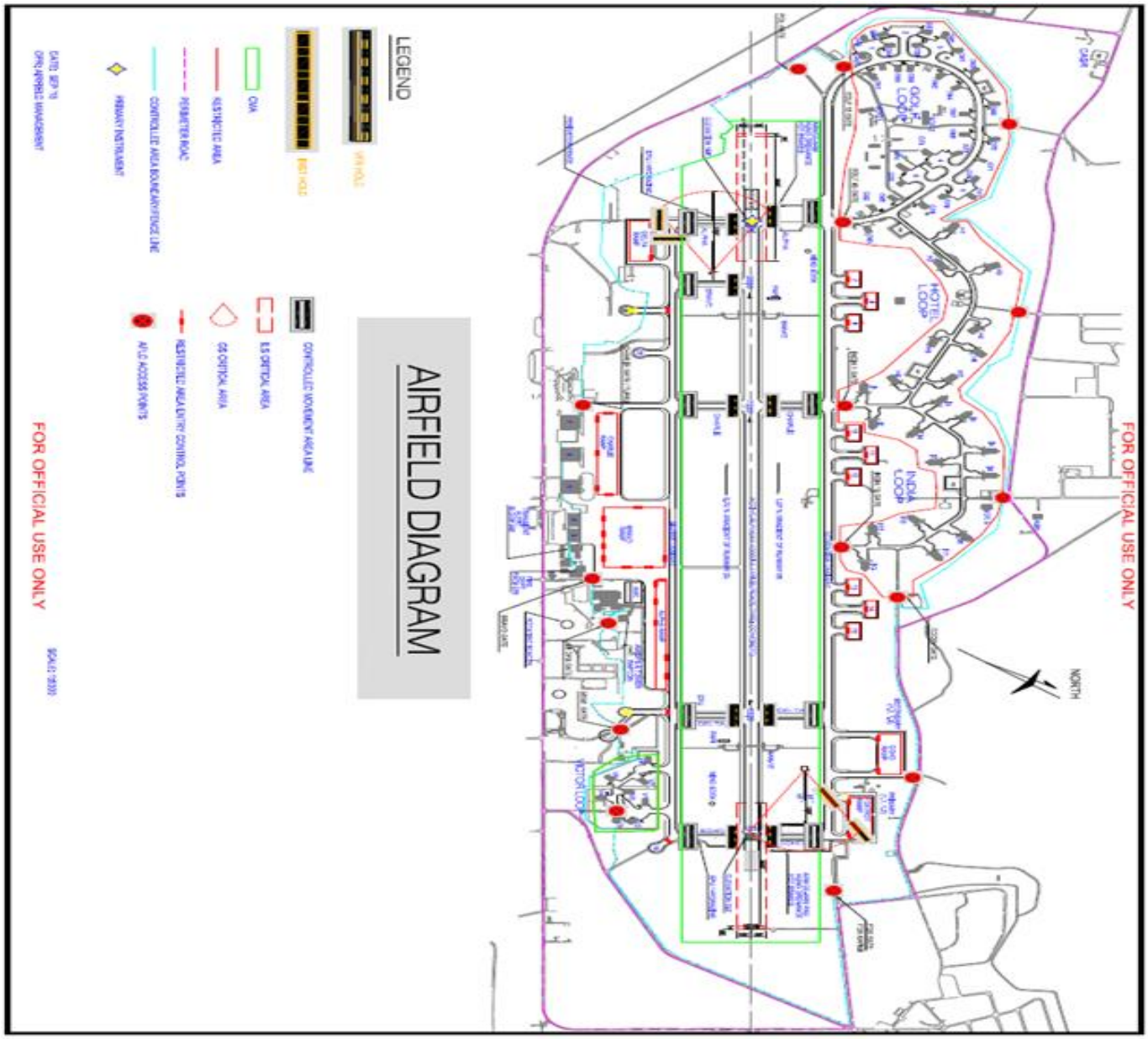
VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Metrological Conditions

Attachment 2

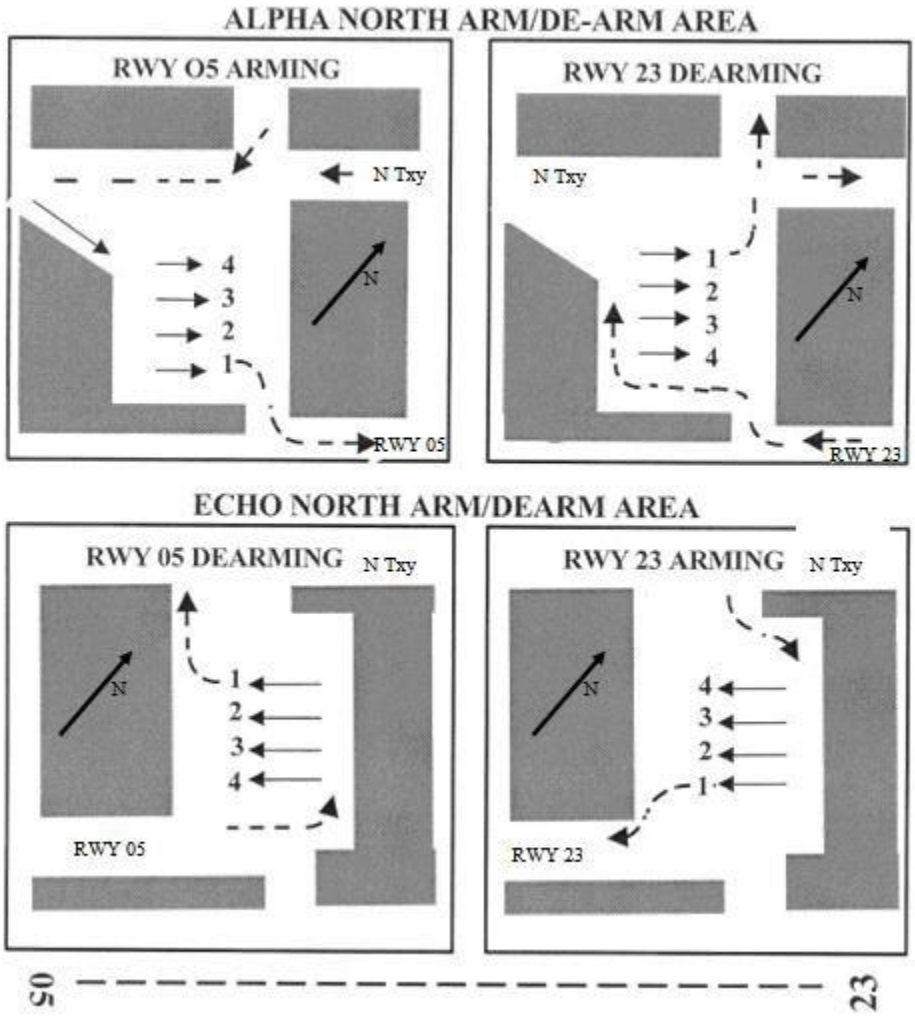
INCIRLIK AIRFIELD DIAGRAM AND CONTROLLED MOVEMENT AREA



Attachment 3

ARM/DE-ARM AREA

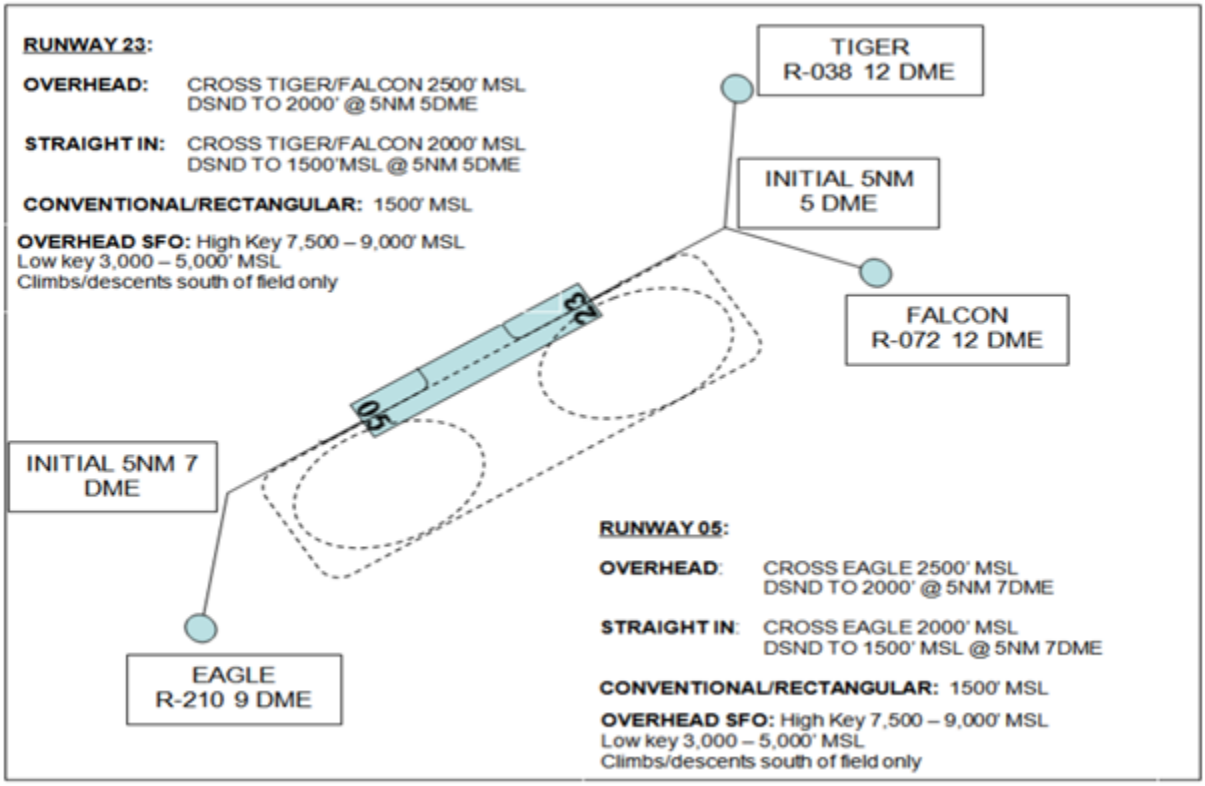
Figure A3.1. ARM/DE-Arm Area



Attachment 4

LOCAL VFR TRAFFIC PATTERNS

Figure A4.1. Local VFR Traffic Patterns.



A4.1. Overhead: Pattern altitude is 2,000 ft MSL. VFR Entry Point altitude is 2,500 ft MSL. Descend to 2,000 ft MSL at 5 NM. Breaks will be to the north for fighter and C-17 aircraft. Breaks will be to the south for all other aircraft. After commencing the break, breakout procedures shall be as issued by Tower.

A4.2. Straight-in: 2,000 ft MSL at VFR Entry Point. Descend to 1,500 ft MSL at 5 NM.

A4.3. Closed Traffic Pattern: Fighter closed traffic pattern altitude is 2,000 ft MSL. Pattern is to the north; right traffic Runway 23 / left traffic Runway 05. Non-fighter aircraft closed traffic pattern altitude is 1,500 ft MSL. Pattern is to the south; left traffic Runway 23 / right traffic Runway 05.

A4.4. Conventional Rectangular Traffic Pattern (Non-Fighter): Pattern altitude is 1,500 ft MSL. The pattern is to the south; left downwind Runway 23 / right downwind Runway 05.

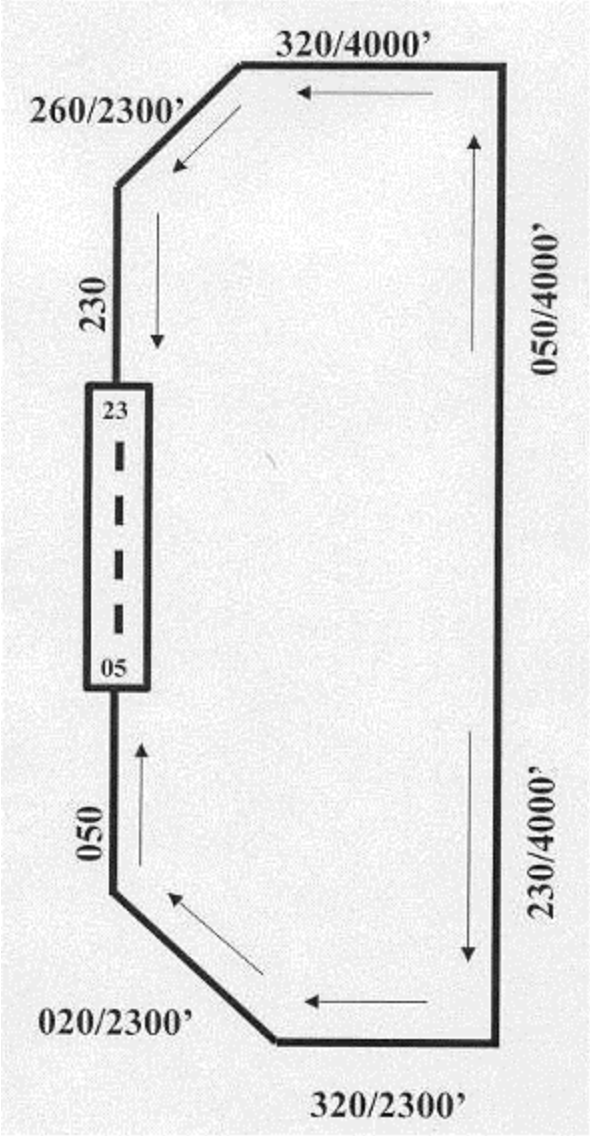
A4.5. VFR Breakout: Initial climb to 2,500 ft MSL, follow through (Runway heading) and re- enter per Tower instructions. Re-entry will be to the south. **Note:** *During vault operations, all overhead/closed traffic patterns will be to the south.*

A4.6. **Overhead SFO:** All climbs/descents south of field only.

Attachment 5

RADAR TRAFFIC PATTERN

Figure A5.1. Radar Traffic Pattern.



Attachment 6

ILS CRITICAL AREAS

Figure A6.1. Runway05 Approach End.

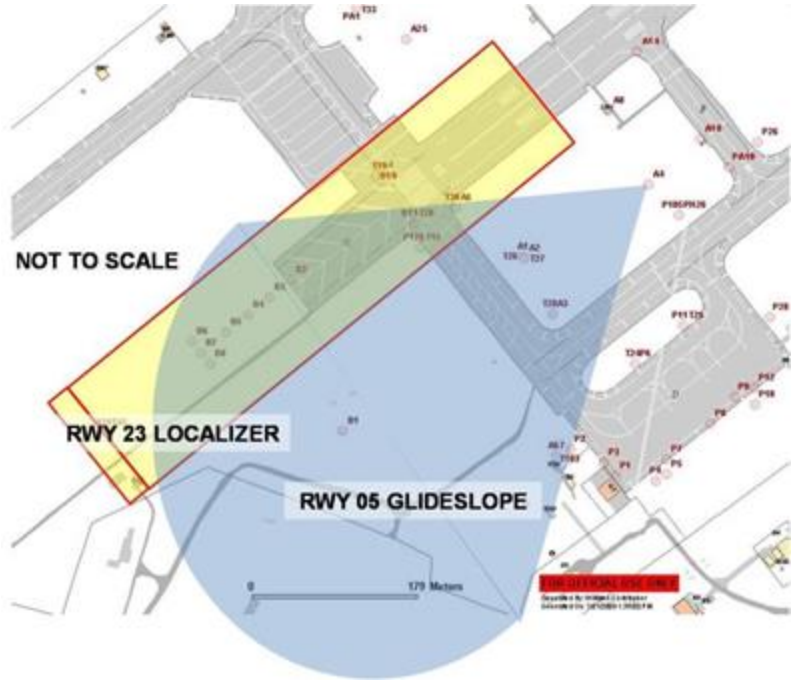
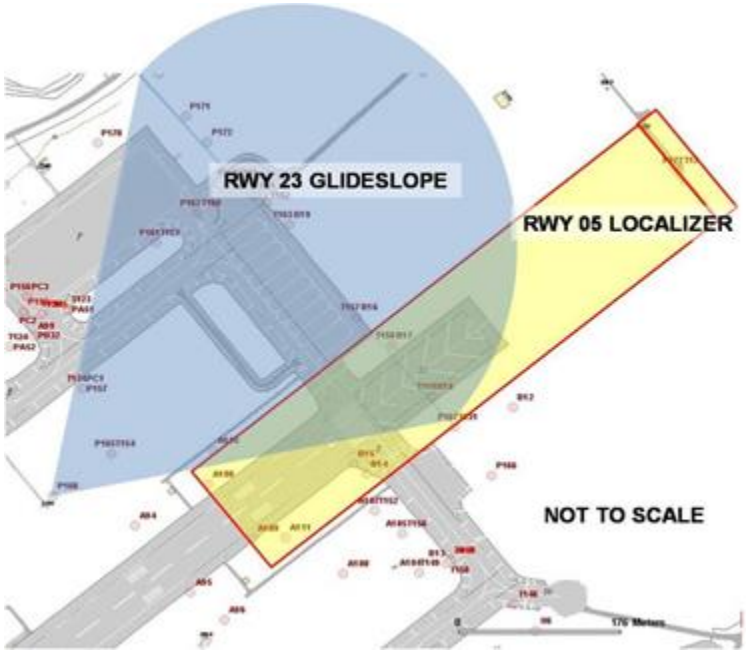


Figure A6.2. Runway 23 Approach End.



Attachment 7

LOCAL AREA CHART

Figure A7.1. Local Area Chart