BY ORDER OF THE COMMANDER
INCIRLIK AB (USAFE)

INCIRLIK AB INSTRUCTION 11-103

9 MARCH 2004

Flying Operations

AIRCREW LOCAL AREA PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This operating instruction implements AFPD 11-1 and supplements aircraft specific 11-series instructions. The procedures in this OI apply to all air operations conducted by forces deployed for weapons training deployments (WTD), North Atlantic Treaty Organization (NATO) exercises, or other contingency operations at Incirlik Air Base, Turkey. The procedures in this OI do not apply to AMC stage or transient airlift operations. All flights will be flown in accordance with national directives and this instruction. If a conflict arises with other applicable directives, the most restrictive guidance applies. This publication does not apply to Air Force Reserve Command (AFRC) units. This publication applies to the Air National Guard (ANG) only upon mobilization. Ensure that all records created as a result of processes in this supplement are maintained in accordance with AFMAN 37-123, *Management of Records* and dispose of in accordance with the Air Force Records Disposition Schedule (RDS). Use AF Form 847, **Recommendation for Change of Publication**, through channels when making recommended changes.

SUMMARY OF REVISIONS

Deletes all references to Operation NORTHERN WATCH procedures, updates airspace diagram, Visual Flight Rules (VFR) traffic pattern changed.

Section A—GENERAL POLICY

1. GENERAL

1.1. **Deviations.** During emergencies or other unusual situations, there is no substitute for sound judgment. Report deviations to this instruction to 39 OS/CC (6-6327) as soon as possible.

1.2. **Distribution.** A copy of this instruction will be kept at the squadron duty desk and in each aircrew briefing room. Additional copies of this document may be obtained through 39 OS/OSK (6-3712).

2. AIRSPACE MANAGEMENT.

2.1. **Air Traffic Control (ATC).** The ATC complex at Incirlik is one of a few dual-control operations in the world. USAF controllers work all American, and non-Turkish NATO aircraft at Incirlik. Turkish Air Force (TuAF) controllers provide air traffic service to TuAF aircraft using the Turkish language on discreet frequencies within the same airspace at the same time, utilizing the same runway. Coordination between the controllers must be 100 percent correct to ensure safe operations. Aircrew vigilance and adherence to local-area procedures is paramount to ensuring safe operations.

2.2. **Midair Collision Potential.** The volume of traffic, wide variety of aircraft and dual-nation ATC operations on separate frequencies make the local area potentially hazardous. Midair collision avoidance is therefore a special emphasis item for every mission. Extended downwinds and traffic delays are often used by ATC to increase the margin of flying safety. If you have any questions about the ATC service provided, call the Radar Approach Control (RAPCON) Chief Controller (6-1027) or the Tower Chief Controller (6-3190).

2.3. **Turkish Airspace.**

2.3.1. Turkey has agreed to the European convention that has caused overlap of FM frequencies with ILS receivers. Therefore FM immunity standards and procedures apply to the country. However, at this time the only known area where there is confirmed overlap is in Istanbul.

2.3.2. Turkey participates in EUROCONTROL and uses Reduced Vertical Separation Minimums above FL280.

2.3.3. The Transition Altitude at Incirlik is 5000 ft. Be aware that in Turkey, individual regions have different Transition Altitudes.

3. AIRFIELD OPERATIONS. (See airfield diagram, Attachment 2)

3.1. **Runway.** The runway is 10,000 ft long and 148 ft wide, oriented 05/23. An additional 500 ft of non-load bearing asphalt surface overrun is located at each end of the runway. RWY 05 overrun is 540 ft, RWY 23 overrun is 484 ft.

3.2. **Arresting Gear.**

3.2.1. BAK-12 - 768 ft from the departure end of RWY 23.

3.2.2. BAK-12 - 2076 ft from the departure end of RWY 23 (1,200 ft run-out).

3.2.3. BAK-12 - 729 ft from the departure end of RWY 05.

3.2.4. BAK-12 - 2447 ft from the departure end of RWY 05 (1,200 ft run-out).

NOTE: The approach-end BAK-12s are de-rigged during normal operations. It takes approximately 15 minutes to rig the approach-end BAK-12s. All arresting cables are bi-directional.

3.3. **Taxiways.** Do not taxi on the non load-bearing asphalt shoulders or other asphalt areas. Taxiway B is marked as a taxi track and may only be used by fighter sized aircraft (up to A-10 wingspan of 58 feet). The north parallel taxiway (NPT) is available as an emergency landing surface (ELS); refer to **Section D**.

4. AIRCREW REQUIREMENTS.

4.1. **Local Area Brief.** All aircrew must receive a local area "Theater Indoctrination" briefing from a 39 OS representative prior to flying any sortie from Incirlik AB. Training will include all elements of AFI 11-2 MDS Vol 1 series Theater Indoctrination requirements.

4.1.1. Presentations on and review of Jeppeson Approaches are not required. Jeppeson Approaches will not be flow by units deployed to and under control of the 39 ABG without specific USAFE/DO Approval.

4.2. **Flight Crew Information File (FCIF).** Aircrews will review the 39 OS FCIF prior to flight.

4.3. **Inflight Requirements.** Aircrews will carry a minimum of one copy of the 39 OS Inflight Guide on each flight. Fighter aircrews going to Areas 8, 9, South Practice Area (SPA), or LTD-13 will wear life preserver units (LPUs).

4.4. **Alternate Missions.** Aircrews will plan and brief an alternate mission for every training sortie. Aircrews intending to use VE routes will have airspace allocated in the daily schedule for alternate missions.

5. FLYING SUPERVISION.

5.1. **Supervisor of Flying (SOF).** Procedures for SOF duty are established in AFI 11-418, *Operations Supervision,* and the Incirlik supplement. A unit Top-3 supervisor will be on duty during all squadron flying operations. The 39 OS/CC, or designated representative, has the authority to terminate flying for safety or operational considerations.

5.2. **Go/No-Go.** In addition to standard home-station Go/No-Go procedures, aircrew will sign off current 39 ABG FCIF before flight. Deployed squadron commanders are responsible for ensuring crewmembers read and sign off all Go/No-Go items prior to flight.

6. CHECK FLIGHT PROCEDURES.

6.1. **General.** Maintenance functional check flights (FCF) and test/confidence/operational check flights (OCF), will be flown in accordance with (IAW) unit guidance, this instruction, and applicable "-6" aircraft technical order. Weather minimums for an OCF are 1,500 ft/5KM visibility or home station criteria whichever is most restrictive. Supersonic flights will be flown above FL300 over international waters (beyond 12 NM from land) in coordination with RAPCON.

6.2. **Functional Check Flight (FCF).** Incirlik AB FCF program requirements are defined in USAFEI 21-101/IABI Sup 1. Deployed units will provide the 39 OS/CC documentation of pilot's FCF qualification at home station (letter of Xs and training products showing FCF simulator and flight currency at a minimum) when requesting flight approval. If no FCF qualified aircrew is available on station, the deployed squadron commander will forward temporary certification per USAFEI 21-101

to the 39 OS/CC. When utilizing home station FCF program guidance, review all procedures and checklists for operational risk considerations associated with Incirlik AB local area operations. Submit results of review when requesting flight approval from 39 OS/CC. Home station high-speed taxi check (when this procedure is conducted) checklists will be modified for Incirlik AB runway and cable considerations and submitted to 39 OS/CC for approval prior to use.

6.3. **Coordination.**

6.3.1. FCF/OCF sorties will be coordinated with the TuAF through 39 OS/OSK (6-6443) the day prior to execution and included on the daily schedule as "maintenance" lines.

6.3.2. On the day of execution, notify 39OS/OSK (6-6443) of the intent to fly the OCF with ETD and ETA. 39 OS/OSK will liaise with the TuAF and will call the 39 ABG Command Post (6-9920/21). The 39 ABG Command Post will then notify the OS/CC, MOC and Tower Watch Supervisor.

6.3.3. OCF/FCF aircrew will contact RAPCON to verify airspace and any restrictions to the airspace.

6.4. **FCF/OCF Airspace.** The South Practice Area (SPA)/LTD-13 and Area 10 are the primary FCF/OCF areas.

6.5. **Helicopter OCFs.**

6.5.1. OCFs will be scheduled a minimum of 2 hours in advance.

6.5.2. Helicopter maintenance personnel will monitor ground frequency when performing maintenance with rotors turning on taxiways Alpha North and Charlie North. Maintenance crews will block-off all vehicle traffic and personnel access to taxiways Alpha North or Charlie North, as appropriate. When the taxiway is secure notify Tower stating, “TAXIWAY ALPHA NORTH/CHARLIE NORTH IS SECURE.” Tower will respond, “PROCEED AS REQUESTED.”

6.5.3. Hover checks will be completed within the airfield boundary in radio contact with Incirlik Tower or approach control. Maximum altitude will be 3,000 ft MSL. If the flight profile requires leaving the airfield boundary, remain between the 170 and 180 degree radials, within 10 DME, from 1,000 ft to 3,000 ft MSL.

7. FOREIGN OBJECT DAMAGE (FOD) AWARENESS.

7.1. **General.** Aircrews must be vigilant for foreign objects in and around construction sites, protective aircraft shelters (PAS), taxiways, and the runway. FOD potential is usually at its greatest after heavy rain, showers, and strong winds. Contact ground control, tower, or the SOF immediately after spotting FOD so that sweepers can be dispatched.

7.2. **Ice FOD Alert Procedures.** The base weather station (39 OS/OSW, 6-6878) will issue an ice FOD advisory when the temperature is between 20° F (-7° C) and 45° F (7° C), and either moisture is present (precipitation, wet runway, fog, etc.) or the humidity is high (dewpoint depression of 5 degrees Celsius or less). Aircrews will adhere to aircraft-specific ice FOD alert procedures. If ice is observed, take appropriate action and notify other flight members and the SOF.

8. WET BULB GLOBE TEMPERATURE (WBGT) PROCEDURES.

8.1. **General.** The base weather station (39 OS/OSW) will monitor the WBGT index when the current ambient temperature or forecast high temperature is 78 degrees Fahrenheit or greater. WBGT cat-

egories and guidance for precautionary measures to be taken are in the Inflight Guide. Overall guidance for heat stress management is contained within Incirlik Air Base Instruction 48-104. WBGT is monitored from approximately May through September.

Section B—GROUND OPERATIONS

9. MISSION PLANNING. 39 OS/OSAB (Airfield Management Operations, 6-6156) and 39 OS/OSW (Base Weather Station, 6-6878) are located in building 526 (next to the control tower).

9.1. **Notices to Airmen (NOTAMS).** NOTAMs for the deployed squadrons are available via the Internet at **http://www.notams.jcs.mil**. In addition, Airfield Management will prepare daily NOTAM packages for the SOF to pick up at least 3 hours prior to the first takeoff. The NOTAM package will include TuAF NOTAMS affecting local operations and divert bases. Aircrews planning training sorties are required to check NOTAMS for the airspace assigned in addition to local and divert/alternate airfields. Aircraft commanders or Squadron Duty Officer should contact Airfield Management (6-6156) for local TuAF NOTAMS.

9.2. **Weather.**

9.2.1. General Information:

9.2.1.1. The base weather station (39 OS/OSW weather flight) is open 24 hours a day, 7 days a week. The 39 OS/OSW takes and disseminates observations, coordinates with the Operational Weather Squadron at Sembach AB in Germany on Incirlik's Terminal Aerodrome Forecast (TAF), and provides continuous meteorological watch for Incirlik AB.

9.2.1.2. Weather Watches, Advisories, and Warnings: Reference Incirlik Base Support Plan 10-404, Part I, Chapter 35 for information on weather watches, advisories, and warnings that are issued by the USAFE Operational Weather Squadron and the 39 OS/OSW as well as information on how these products are disseminated to the installation. Contact the 39 OS/OSW at 6-6880 for clarification.

9.2.1.3. 39 ABG/CP will disseminate adverse weather warnings IAW IABSP 10-404, Part 1.

9.2.1.4. Pilot-to-Metro Service (PMSV). 39 OS/OSW provides PMSV support 24 hours per day on assigned frequency 257.75.

9.2.1.5. The official airfield status (IFR/VFR) is based on host-nation weather observations (LTAG) using World Meteorological Organization rules. The LTAG observations may differ from USAF weather observations (KQDG), which follow USAF procedures. KQDG observations are made at least every thirty minutes, but may be more frequent when required by rapidly changing weather conditions.

9.2.1.6. 39 OS/OSW provides current KQDG weather observations, forecasts, watches, warnings, and advisories to the SOF and ATC controllers via NTFS terminals in the tower and RAPCON.

9.2.1.7. Pilot Reports (PIREPs). At any time, aircrews may submit a PIREP to 39 OS/OSW for dissemination, especially when they observe mission-impacting weather phenomena different than forecasted. The 39 OS/OSW will then disseminate the PIREP via NTFS as well as brief PIREPs to other aircrews that request or are receiving updated weather information. PIREPs may be submitted via PMSV, over the phone, or in person to the 39 OS/OSW fore-

caster.

9.2.2. Weather Support Request:

9.2.2.1. There are a variety of methods available for disseminating weather products. These methods include, but are not limited to: mass briefings, over-the-counter briefings, telephone briefings, DoD Form 175-1 flight weather briefings, packages sent via facsimile, packages sent via e-mail, packages transferred via floppy disk, and packages posted to the Incirlik AB INTRANET and SIPRNET. Although most weather information is unclassified, it often contains Essential Elements of Friendly Information (EEFI) and should be treated accordingly. The OS/OSW prefers verbal briefings or posting packages on a password-protected web site such as the Incirlik AB INTRANET or SIPRNET.

9.2.2.2. Call 39 OS/OSW at 6-6880 to request the IP address and access to the 39 OS/OSW's INTRANET and SIPRNET web sites.

9.2.2.3. Personnel that require access to 39 OS/OSW's local data set should also contact the 39 OS/OSW for the IP address and password for the NTFS INTRANET interface. The local data set acquired by this means provides Incirlik observations, forecasts, watches, warnings, advisories, take-off and recovery data, and divert base observations and forecasts.

9.2.2.4. Support is available to any unit requiring weather support or information for their mission, resource protection, or personnel safety. To request new weather support or make changes to existing support, contact the 39 OS/OSW flight commander or station chief at 6-6880.

9.3. **Schedule.** Deployed units will use TBMCS (39ABG format), TASMS, or locally agreed upon format to submit schedules.

9.3.1. Fighter Operations. Weekly schedules will be submitted by 1400L the Thursday prior to execution to the 10th Tanker wing for approval through 39 OS/OSK. Once approved, deployed units are expected to fly that schedule to the best of their ability. Subsequent changes to the number of lines, times, call signs, and airspace usage can be requested through the daily schedule submitted to 39OS/OSK by 1400L the day prior. Delays for weather or maintenance will be relayed through the SOF and 39 OS/OSK (6-6443) for coordination. Additional scheduling issues and deviations from this procedure will be coordinated through 39 OS/OSK (6-3712).

9.3.2. Non-Fighter Operations. 39OS/OSK will coordinate scheduling procedures with the flying unit and the host nation prior to the commencement of flying operations.

9.4. **Flight Plans.**

9.4.1. Schedule. The daily schedule serves as the flight plan for flights within the 50-mile circle, Victor Equivalent (VE) routes, T-5 Area, and Konya Range that will takeoff from and return to Incirlik AB. Flights that will terminate at other airfields must file a DD Form 1801, **International Flight Plan**, with Airfield Management Ops (6-6156, fax 6-6056). Aircrews must adhere to the schedule as closely as possible.

9.4.2. Diplomatic Clearance. Flights not on the daily schedule require diplomatic clearance (see Foreign Clearance Guide). A DD Form 1801 must be filed at Airfield Management Ops (AMOPs) at least 3 hours prior to takeoff to allow sufficient coordination time with Turkish ATC.

9.4.3. Redeployments. Pilots will contact Airfield Management Ops the day prior to redeployment to review and process the flight plan the night prior to departure to ensure acceptance into the Turkish ATC system. Aircrews will review both FM Immunity (FMI) and Reduced Vertical Separation Minimums (RVSM) requirements and procedures prior to filing to ensure compliance with applicable ICAO and/or sovereign nation policy. FMI filing requirements are located at **https://www.notams.jcs.mil/**. Additional FMI information is available at **https://wwwmil.usafe.af.mil/direct/do/doy/fmi/index.htm**. Additional information on RVSM is available at **https://wwwmil.usafe.af.mil/direct/do/doy/gans-gatm/gatm/rvsm/index.htm**.

10. ENGINE START/TAXI.

10.1. **Communication.**

10.1.1. Communication between pilots and ground crew members. Routine aircraft launches should have fully functional (transmit and receive) electronic communication between pilot and crew chief. If verbal communication cannot be established, maintain visual communication, proceed with the inspection, and swap out the comm set at the earliest opportunity.

10.1.2. Communication prior to taxi. Monitor ground control frequency during engine start and taxi. Contact ground control with Call Sign, parking location, number and type of aircraft, type of departure, scheduled airspace and ATIS identifier for clearance to taxi. If aircraft are taxiing in elements, one member of the element must monitor ground during all taxi operations. Single ship aircraft must monitor ground at all times or request off frequency. In the event you are unable to contact ground control, taxi out of the PAS and reattempt; sometimes VHF/UHF transmissions are blocked by structures within the PAS loops. Never taxi on the NPT without approval from ground control because the Emergency Landing Surface (ELS) may be active. Include unusual requests that may require coordination (unrestricted climbs, trail departures, delays).

10.2. **Taxi Flow.**

10.2.1. Do not exceed 15 knots in the loops or 25 knots on taxiways due to numerous obstructions and heavy vehicle traffic on the airfield.

10.2.2. Golf loop taxi flow is counterclockwise at all times.

10.2.3. Hotel and India Loop RWY 23 operations: Taxi clockwise through the loops and enter the North Parallel Taxiway (NPT) adjacent to I-13 (do not enter NPT at the C-North intersection). Aircraft returning to Hotel will enter Hotel loop from the G-83/A-North entrance. Aircraft returning to India will enter India loop from the I-1/C-North entrance.

10.2.4. Hotel and India Loop RWY 05 operations: Taxi counterclockwise through the loops, exit at G-83 and cross the NPT at A-North to the arming area. To avoid taxi conflicts with KC-135 aircraft on the NPT, do not taxi out of India Loop at the C-North/I-1 intersection. Aircraft returning to India will enter the loop adjacent to I-13. Aircraft returning to Hotel will enter the loop at C-North/I-1.

10.2.5. Victor Loop operations: Depart in the shortest direction to the south parallel taxiway (SPT).

10.2.5.1. RWY 23 operations: Taxi to the Echo-North arming area via the SPT and taxiway Echo. Request permission to cross the active runway from Ground Control.

10.2.5.2. RWY 05 operations: Taxi to the Alpha-North arming area via the SPT and taxiway Alpha. Request permission to cross the active runway from Ground Control.

10.3. **Heavy Aircraft.** Heavy aircraft will avoid using outboard engines for thrust to the maximum extent possible to minimize FOD; throttles will not be advanced to takeoff power until aligned with the runway, or on a designated engine-run pad. FOD potential exists on taxiways A-North/South and E-North/South when heavy aircraft take the active runway.

10.4. **Arm/Dearm.** The taxi lines at Alpha North and Echo North provide 10-foot clearance for F-15 (43' wingspan)aircraft. In addition, there are two spots at both the north and south end of Alpha/Echo North for the nose wheel of A-10 aircraft that will ensure a minimum of 10' wingtip clearance. These spots are yellow squares with a black border. All tactical fighters except the F-14 fit this spacing. For RWY 05 operations, Alpha North arming area is primary for up to ten aircraft with marshallers. For RWY 23 operations, Echo North arming area is primary for up to ten aircraft.

11. AFTER LANDING.

11.1. **Rollout.** All aircraft should slow to normal taxi speed using "Dash One" braking techniques prior to crossing any cables and avoid hitting the donuts with the nose-wheel tire. Notify Ground Control when taxiing to park. Caution: Do not enter the North Parallel without clearance due to possible ELS activation.

11.2. **ATC Feedback.** Pilot Evaluation/Comment Cards are available at Airfield Management Operations for pilots to provide feedback to ATC managers. The best time to provide comments is when your mission is still fresh in your mind. Please comment on the good as well as the bad. If an issue warrants immediate attention call the 39 OS/CC (6-6328), the 39 OS/DO (6-6327), or the Airfield Operations flight Commander (6-8091).

Section C—FLYING OPERATIONS

12. TAKEOFF/DEPARTURES.

12.1. **Scheduled Takeoff Block.** Turkish ATC restricts takeoffs to between +/- 30 min from scheduled takeoff time. Missions without a coordinated slip in takeoff time will be canceled. If you are delayed, contact the SOF who will coordinate with ATC. If the delay cannot be coordinated, contact Top 3 who in turn will contact 39 OS/OSK (6-6443) to attempt resolution with the TuAF.

12.2. **Departures/Stereo Routes.** On departure, contact RAPCON (both IFR and VFR), local channel 4, and advise them of your intentions. If VFR, takeoff and fly direct to your scheduled route or working area. If you think you will be unable to maintain VMC during departure, obtain an IFR clearance from ground control prior to takeoff. For IFR departures, refer to the Inflight Guide, the published IFR departure in DoD FLIP (Terminal) Vol-7 or request radar vectors until VFR on Top to comply with departure routing. Flights will advise RAPCON before leaving frequency.

12.3. **Departure Restrictions.**

12.3.1. In Turkey, the maximum flight size under one call sign is four aircraft. Additionally, Military Assumes Responsibility for the Separation of Aircraft (MARSA) is not authorized.

NOTE: Under special pre-coordinated circumstances flights may be authorized to take off in sequence without flight separation. In these special cases, flights departing together should call for takeoff by say-

ing "VECTOR 11, with HARPO 31, ready for takeoff." Coordinate for this event with the Tower Watch Supervisor NLT one hour prior to takeoff.

12.3.2. Coordinate with ground control or tower to obtain ATC approval at least 2 minutes prior to departure when desiring an unrestricted climb.

12.3.3. Do not climb above 1,500 ft until past departure end of the runway, unless cleared for an unrestricted climb.

12.3.4. Do not move to tactical formation until 300 KIAS and clear of the airfield boundary.

12.3.5. Do not over-fly the city of Adana.

12.4. **Trail Departures.** Trail departures and arrivals are authorized under the following conditions:

12.4.1. Flight leads will advise tower "C/S, #1, non-standard" when requesting takeoff clearance.

12.4.2. Spacing between aircraft will not exceed 3 miles without prior approval from ATC.

12.4.3. Each aircraft will squawk its assigned Mode 3/C code until rejoined to standard formation.

12.4.4. ATC instructions for the flight will be directed to the lead aircraft. ATC instructions given to the lead aircraft pertain to the entire flight unless otherwise specified.

12.4.5. Aircraft experiencing communication failure will squawk 7600 and continue with the departure. ATC will inform the other aircraft in the flight of the aircraft experiencing lost communications.

12.4.6. All aircraft in the flight will rejoin to visual or radar trail prior to departing the 50 nm circle.

12.4.7. If, at any time during a trail departure your position is in doubt, turn north, squawk emergency and contact RAPCON or Ankara Center.

13. IDENTIFY FRIEND OR FOE (IFF) PROCEDURES. While operating within the 50-mile circle, squawk as assigned by ATC. The lead aircraft will squawk in standard formation. In non-standard formations, all aircraft will squawk sequentially (i.e. lead assigned 0660, #2-0661, #3-0662, #4-0663).

14. DEPARTURES AND ARRIVALS GENERAL. Force Protection departure and arrival procedures for Incirlik AB are designed to provide the 39 ABG/CC with options to meet varying threats in the vicinity of the base. Threat Levels for the Incirlik AB local area traffic pattern will be determined by the 39 ABG/CC. Threat level definitions and Force Protection Departure/Arrival Procedures are outlined below. Force Protection Departures, X-Ray Arrivals, and IFR Recovery days may be periodically exercised. All aircraft, by category, (fighter/heavy) will execute the same or compatible departure and recovery to the maximum extent possible. Force Protection procedures will be directed by the ABG/CC or CD through 39 OS FCIF.

14.1. **Fighter Procedures.**

14.1.1. IFR Departure. Expect radar vectors or fly the Standard Instrument Departure (SID) published in FLIP. Expect direction to climb to assigned working area altitude as soon as possible.

14.1.2. VFR Departure. Depart on runway heading and climb immediately to assigned working area altitude. When departing on Runway 23, execute a left turnout to avoid the Adana ATA. Fighter aircraft may coordinate a right turnout with Tower if able to avoid the Adana ATA.

14.1.3. Force Protection VFR Departure. In order to execute this procedure, you must be able to remain VMC for the entire procedure. Climb to 200 feet AGL over the runway and accelerate in maximum available power. At the departure end of the runway, establish a steep climb to above FL 100 as quickly and safely as possible. Base climb angle and climb airspeed on maintaining a safe tactical airspeed, not exceeding aircraft limits, and consideration of heavy takeoff weights with external stores and live munitions. Above FL 100, reduce to normal power setting and turn to intercept the departure routing. Avoid the Adana ATA and LTD-19 airspace enroute.

14.1.4. Arrival Options. Potential arrivals include: Initial, Tactical Initial, VFR Straight-ins (required for all freefall ordnance), or an IFR approach. If winds dictate a Rwy 05 landing, it may be directed to use the Rwy 23 VFR arrival procedure / IFR approach and circle to land on Rwy 05. The X-ray arrival may only be accomplished when directed by the ABG/CC through 39 OS FCIF.

14.2. **H/K/MC-130, K/RC-135, E-3, EP-3, Tactical and Strategic Airlift Procedures**

14.2.1. IFR Departure. Expect clearance for the SID (if applicable) or request radar vectors to pick up filed flight plan routing after takeoff.

14.2.2. Force Protection VFR Departure. In order to execute this procedure, you must be able to remain VMC for the entire procedure. Fly the Force Protection Departure depicted in the Incirlik AB Inflight Guide or FCIF and then join the SID or request radar vectors resume filed routing. Pick up an IFR clearance prior to entering IMC.

14.2.3. Arrival Options. Potential arrivals include IFR approach, VFR arrival to overhead pattern, VFR arrival to enter downwind leg, Straight-in approach, Shadow X-Ray Arrival (C-130 Airframe), Heavy X-Ray Arrival, or other Force Protection arrival in accordance with local FCIF.

14.2.3.1. Shadow X-Ray (C-130 Airframe). This arrival may only be accomplished when directed by the ABG/CC through 39 OS FCIF . Approach the base from the southeast quadrant. Cross the runway at 1,000 ft MSL and pick up a base to land on either runway. Stay within 0.5NM of the runway when northwest. The Shadow X-Ray arrival is depicted in **Attachment 9**.

14.2.3.2. Heavy X-Ray. This arrival may only be accomplished when directed by the ABG/CC through 39 OS FCIF. The Heavy X-Ray arrival is the same ground track as the Shadow X-Ray arrival. Maintain at least 2500’ MSL until crossing the runway. After crossing the runway, remain within 2NM of the runway.

14.3. **Threat Levels.** The 39 ABG/CC will set an airfield threat level based on intelligence reports. Different force protection measures may be used in any of the threat levels. There are currently four levels.

14.3.1. Definitions

14.3.1.1. LOW -- No credible threat to operations. There is limited reporting indicating a MANPADS attack is plausible. Groups in the region have not demonstrated a history of or the capability to target aircraft.

14.3.1.2. MODERATE -- Reporting indicates a possible MANPADS threat. Groups operating in the region are limited in their capability or intent to target aircraft. Mitigating measures and tactics should effectively offset the limitations and weaknesses in the security environment.

14.3.1.3. SIGNIFICANT -- Reporting indicates a credible MANPADS threat. Groups operat-

ing in the region likely have the capability and/or intent to target aircraft.

14.3.1.4. HIGH -- Reporting indicates a known MANPADS threat. Groups known to be operating in the region have the capability and intent to target US military/government assets.

14.3.2. **Threat Level Changes.** Increases and decreases in threat level will be disseminated ASAP through all available means and published in the FCIF.

14.3.3. **Countermeasures Systems.** Use the following guidelines for operating flare dispenser systems during takeoffs and landing phases of flight at Incirlik.

14.3.3.1. LOW -- Dispenser systems OFF or STBY.

14.3.3.2. MODERATE -- Dispenser systems STBY or ARMED in MANUAL.

14.3.3.3. SIGNIFICANT -- Dispenser systems ARMED in MANUAL.

14.3.3.4. HIGH -- Dispenser systems ARMED in MANUAL.

14.3.3.5. AUTO positions are only authorized with ABG/CC approval.

14.3.3.6. Host-Nation Sensitivities. The host nation is very sensitive to expenditure of chaff and flares over their landmass. Aircrew may take whatever actions they deem necessary to defend themselves. However, a decision to expend must be based on all available information including intelligence, warning, self-protection system capabilities and limitations, and known anomalies, which trigger systems. Unnecessary flare expenditures may result in the host nation declaring an absolute prohibition against flare expenditures.

14.4. **Safety.** The SOF, the tower watch supervisor, the RAPCON watch supervisor, or any airborne aircrew may terminate tactical procedures at any time due to safety. If this occurs, expect ATC to take control and utilize standard procedures to get aircraft separated and up/down as expediently as possible.

15. FLYING AREAS.

15.1. **General.** The Incirlik AB local flying area is comprised of the Adana Military Terminal Control Area (MTCA), otherwise known as the 50-mile circle (see **Attachment 3**); VE Routes 901, 903, 905, 906, and 907; and Konya Range. VFR cloud clearance is 1,000 ft vertically and 1 mile horizontally. Avoid the airspace within 20 DME of Incirlik AB (except when using area 10) unless departing, recovering, or flying instrument approaches.

15.2. **RAPCON.** Incirlik RAPCON is the controlling agency for the 50-mile circle. Aircraft outside the 50-mile circle must request approval to enter. All flights will monitor their assigned frequency and GUARD. Pilots will follow RAPCON instructions unless safety of flight or emergency circumstances dictates otherwise. Basic ATC services (e.g., radar advisories, traffic sequencing, and separation) will be provided unless specifically requested otherwise by the pilot in command.

15.3. **Practice Areas.** The 50-mile circle is divided into 11 practice areas (1 through 10, and the South Practice Area (SPA) which includes LTD-13). Areas 1-10 extend from FL 150-280. The SPA extends from 500 ft over water to FL 280 and is the primary air-to-air training area. LTD-13 extends from the surface to FL 350. Aircraft in each area will be on a RAPCON-assigned frequency. More than one area may be scheduled on the daily schedule. Prior to takeoff, requests can be made from

Ground Control to expand the NPA/SPA from FL 280 to FL 350. Ground will work with RAPCON to coordinate the request with Ankara Center.

15.3.1. The TuAF may assume control of the local flying areas at any time; this may, or may not, be announced in advance. In this case, all other aircraft are required to leave the area. Coordinate with RAPCON for revised instructions.

15.3.2. Aircrews scheduled to use the SPA must have specific clearance into the airspace from RAPCON. Advise RAPCON when departing the area.

15.3.3. Request Real-time area changes through RAPCON.

16. NO-FLY AREAS.

16.1. **Adana.** Do not over-fly the city of Adana below 3,000 ft AGL.

16.2. **Adana Civil Airport Traffic Area.** Do not fly through the Adana airport traffic area (5 NM radius, surface to, but not including 3,000 ft AGL).

16.3. **Turkish Army Light Aircraft Operations Area (TALAOA).** Do not fly below 5,000 ft AGL in the TALAOA (3703N 3547E, 3707N 3606E, 3704N 3613E, 3646N 3615E, 3648N 3547E). The TALAOA is for Turkish Army light aircraft operations in the northern part of the Bay of Iskenderun.

16.4. **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.

16.5. **Mersin.** Do not fly within 5 NM laterally and 5,000 ft AGL vertically over the city of Mersin.

16.6. **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.

16.7. **Minimum Transit Altitude.** Do not fly less than 2,000 ft AGL transiting to/from practice areas. Flights to/from the practice areas should be as direct as possible and at a reasonable transit altitude. "Rooting around" the 50-mile circle outside of scheduled practice areas is prohibited.

16.8. **WS3 Areas.** During any Protective Aircraft Shelter (PAS) Weapons Storage Security System (WS3) operations, tower will inform aircraft: “Do not over fly the Loops.”

16.9. **Turkish Practice Areas.** The turkish military also uses the following locations for additional training airspace. When active, they extend from 4000’ AGL to FL 280. There are no specified lateral boundaries to this airspace. Exercise caution to avoid any aircraft operating in these areas when they are in use.

16.9.1. Dortyol. N36-50 E036-10

16.9.2. Silifke. N36-20 E033-55, N37-07 E033-37, N38-12 E035-00

16.9.3. Afsin. N38-15 E036-55

16.9.4. K. Maras. N37-40 E03655

17. HAZARDS.

17.1. **Birds.** Bird activity predominately occurs near lakes, marshy areas, and the coast. Large flocks of small birds also gather near the approach end of both runways. During the migratory season, large storks may gather in the infields between the parallel taxiways and the runway. 39 ABG OPLAN

91-212, *Bird Aircraft Strike Hazard Reduction Plan,* provides local guidance for determining the bird watch condition and reducing birdstrike hazards on the airfield.

17.1.1. Bird Watch Condition. During normal flying operations, the authority to declare a bird watch condition is vested with the SOF, AMOPs, 39 ABG/SE, and/or tower watch supervisor.

17.1.1.1. Bird Watch Condition LOW. Normal bird activity on and above the airfield with a low probability of hazard.

17.1.1.2. Bird Watch Condition MODERATE. Increased bird population in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews. May be declared only for Incirlik AB or any affected operating area. On low levels, the minimum altitude is 1,000' AGL on affected route segments. At Konya Range, flight leads are directed to change events as required to avoid bird activity, with a minimum altitude of 1,000' AGL. In the Incirlik AB pattern, departures and arrivals will avoid identified bird activity. Multiple patterns require OS/CC approval and are limited to the minimum required to fulfil training requirements. Planned low approaches are restricted to 300' AGL. Touch-and-go's, formation takeoffs and formation landings are prohibited.

17.1.1.3. Bird Watch Condition SEVERE. High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE. May be declared only for Incirlik AB or any affected operating area. Low-level routes reported as SEVERE by pilots are cancelled for the day. Konya Range use is restricted to above 3,000' AGL until the SOF/RCO determines the severe bird hazard no longer exists. Takeoffs, patterns and landings are prohibited without OS/CC approval, except in an emergency. Formation/chase is not allowed.

17.1.1.4. Aircrew Responsibilities. Advise the SOF or ATC whenever you encounter significant bird activity or wish to recommend a change in the bird condition.

17.2. **Adana Civil Airport.** Use available ground references and NAVAIDS to avoid confusion between Adana Civil Airport and Incirlik AB. Adana Civil Airport is located 8 miles west and has an identical runway orientation; however, it is surrounded by the city of Adana and does not have PASs, whereas Incirlik AB has more open areas on all sides and PASs to the north and south.

17.3. **Parachute Drop Zone (DZ).** Para-rescue jumpers target the grassy areas immediately east of RWY 23 (DAN DZ) and north of the conventional weapons storage area (Dart DZ). Jump times must be coordinated with 39 OS/OSK for inclusion into the daily schedule. Jump times will be de-conflicted with flying operations.

17.4. **Localized IMC.** Due to the close proximity of a cement factory southeast of the airfield, certain atmospheric conditions reacting with dust from the plant can result in localized IMC.

17.5. **Obstructions.** Uncharted towers, power lines, and other obstructions may not be reflected on charts used for low flying or in the current Chart Update Manual (CHUM). Report uncharted obstructions to the group safety office (39 ABG/SE, 6-6331) and 39 OS/OSK (6-3712) to disseminate this information.

17.6. **Crop Dusters.** Crop dusters often fly near the airfield with no radios or prior coordination.

17.7. **IFR Approach Corridors.** Aircrews flying in practice areas 4, 5, 6, and 7, should be aware of traffic on the HI-TACAN RWY 23 and 05 approaches, and holding patterns, which extend out the DAN R-050 to 30 DME. RAPCON will provide radar advisories to aircraft working in the areas on the assigned area frequency if the approach and/or holding patterns are activated.

18. RECOVERIES.

18.1. **General.** If outside the 50-mile circle, contact approach control (at or above FL 155) at 60 DME. If working a practice area inside the 50-mile circle, contact approach control for sequencing prior to departing the area. All aircraft/flights will establish at least 10 NM separation from preceding aircraft/flights using on-board RADAR and/or RAPCON assistance. Contact tower when directed by RAPCON. One day a week may be designated as an IFR recovery day and all aircraft will fly instrument approaches. Plan to land no later than 15 minutes past scheduled time or coordinate with the SOF for extension.

18.1.1. Fighter Recovery fuels. Incirlik AB conducts single runway operations and the nearest military divert airfield is approximately 150nm away. The NPT can be used for emergency landing purposes, but takes time to activate. Consequently, the recommendation is that all fighters should plan to arrive on initial or at the Final Approach Fix for their full stop landing with at least the Incirlik AB “normal” recovery fuel in the following chart. The Incirlik AB “normal” recovery fuel is based on 20 minutes holding at Max Endurance airspeed (10,000 feet MSL) plus divert fuel to Adana Civil and landing with “minimum” fuel.

F-16	2,300 lbs
F-15A/C	4,200 lbs
F-15E	5,000 lbs
A-10	2,800 lbs
EA-6B	3,000 lbs
Jaguar	1,200 kg

18.1.1.1. Additional aircrew training in the VFR and radar pattern is allowed. Final landing will be planned with enough fuel to divert to Adana Civil and land with MDS “normal” landing fuel.

18.1.1.2. If a weather alternate is declared, all fighters will plan to arrive at the initial approach fix with the appropriate Incirlik AB “Divert” Fuel listed in the Inflight Guide.

18.1.2. Contact Approach by 20 DME or before departing assigned airspace for traffic sequencing. On initial contact, check in with number in flight, recovery request, and ATIS information.

18.2. **VFR Recoveries.** (See **Attachment 4**).

18.2.1. Radar Service. Radar vectors to initial are available upon request. ATC vectors will position aircraft no closer than 5 NM from the runway and no lower than 2,500 ft MSL. Once the field is reported in sight, approach control will direct contact with tower and terminate radar services.

18.2.2. Airspeed. Unless coordinated otherwise with ATC, all fighter aircraft will maintain 300 KIAS from initial contact with approach control until established in the break or on final approach.

18.2.3. Call tower approaching the VFR entry point with intentions: “Incirlik Tower, DEVO 1, EAGLE, for Tac initial.”

18.2.4. VFR Entry Point Groundtracks and Altitudes.

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

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

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

18.2.4.1.3. Simulated Flame-out Approach (SFO): Cross EAGLE at 7,000 to 10,000 ft MSL.

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

18.2.4.2.1. Initial: Cross FALCON/TIGER, at 2,500 ft MSL and descend to 2,000 ft MSL at 5 NM (7 DME) initial.

18.2.4.2.2. Straight-In: Cross FALCON/TIGER, at 2,000 ft MSL and descend to 1,500 ft MSL by 5 NM (7 DME).

18.2.4.2.3. SFO: Cross FALCON, or TIGER, at 7,000 to 10,000 ft MSL.

18.3. **IFR Recoveries.** Refer to DoD FLIP (Terminal) Vol-7 for published approaches. Maximum flight size during an IFR recovery is four aircraft. Minimum spacing between flights is 15NM.

18.3.1. Initial Contact. Upon initial contact, RAPCON will assign inbound aircraft an altitude and vector or clearance to the IAF for an instrument approach. Aircraft are only under IFR when told "Cleared to Incirlik via ___."

18.3.2. Airspeed. Unless coordinated otherwise with ATC, fighter aircraft will maintain 300 KIAS from initial contact with approach control until reaching 15 NM final.

18.3.3. Precision Approach Radar (PAR). RAPCON will maintain hours of PAR service as specified by 39 OS/CC. Additional requirements for holidays, weekends, or night flying should be coordinated with 39 OS/OSA on an individual basis at least 3 days in advance. Incirlik’s PAR service capability is based on manning. Non-standard formations are not authorized PAR service.

18.3.4. Climb-out. Local IFR climb-out for multiple approaches is fly runway heading, climb and maintain at or below 1,500 ft MSL until past the departure end, then climb and maintain 4,000 ft MSL.

18.3.5. Radar Lost Communication Procedures. If no transmissions are received for 1 minute in the radar pattern or 5 seconds (PAR) on final, attempt to contact tower and proceed with a TACAN/ILS approach. Maintain the last assigned/minimum safe altitude until established on a segment of the approach. If on recovery, squawk 7600 and proceed to a TACAN or ILS approach.

NOTE: Only two single aircraft or two separate flights can be monitored/flight followed by the radar final controllers during an approach.

18.4. **Radar-Trail Recovery.** Radar-trail recoveries are authorized for aircraft deployed to Incirlik AB under the following conditions:

18.4.1. An operable airborne radar for trail aircraft.

18.4.2. Radar-trail recoveries are limited to no more than four aircraft. Maintain 2nm spacing between aircraft.

18.4.3. Request “In trail” recovery on initial check-in with approach. Flight leads will take spacing before departing the airspace or after obtaining clearance from approach control. Advise controllers that the flight is "non-standard" on all subsequent frequency changes.

18.4.4. For three/four ship recoveries, the first and last aircraft will squawk assigned Mode 3/C code during recovery procedure, all others will squawk standby. For two ship recoveries, lead squawks as fragged and the wingman squawks standby.

18.4.5. The only authorized approaches for non-standard formations are visual straight-in, TACAN, ILS, or localizer. All approaches during IMC will be flown to a full stop. Tower directed breakouts during IMC will apply to all aircraft in the flight.

18.4.6. 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 communications.

18.4.7. ATC instructions for the flight will be directed to the lead aircraft. All ATC instructions given to the lead aircraft pertain to trail aircraft, unless otherwise specified.

18.4.8. Once established on a segment of the approach, each aircraft will comply with all published restrictions. All aircraft will report the final approach fix and the gear down check.

18.5. **Simulated Flameout (SFO) Approaches (F-16).**

18.5.1. Weather/Restrictions. SFO training may be conducted between sunrise and sunset. Weather minimums are 8 KM (5 NM) flight and ground visibility, and a ceiling of at least 1,000 ft above high key/straight-in altitude. Due to PAS WS3 operations, tower may deny overhead SFO patterns. If a traffic conflict arises, tower can cancel SFO clearance at any time.

18.5.2. Overhead SFO (See **Attachment 5**). Request “Direct High Key at _,000’” with approach on initial check-in. Mandatory radio calls are “30 seconds to high key”, “high key,” “low key,” and “gear down, low approach”. Overhead SFO’s will be a 360º pattern to the south.

18.5.3. Straight-in SFO. Request straight-in SFO with approach control. Approach control will transfer the SFO aircraft to tower prior to 10 NM. Aircraft report "10 mile straight-in SFO", "5 mile straight-in SFO" And “Gear down, low approach.”

18.5.4. VFR Pattern to SFO. If already established in the VFR pattern, request the SFO prior to commencing the previous approach (i.e. “DEVO 01 Initial, High Key on request”). If a straight-in SFO is desired, make the request on departure and fly the reentry pattern to the VFR entry point until approved (i.e. “DEVO 01, reenter, request straight-in SFO”). Tower will instruct pilots to report "high key" for the overhead SFO or "10 miles” for straight-in SFOs. All climbs and descents are to the south.

19. VFR TRAFFIC PATTERNS.

19.1. **Altitude.** Overhead pattern altitude is 2,000 ft MSL once inside of 5 NM. Visual Straight in pattern Altitude is 1500 ft MSL. The rectangular pattern altitude is 1,200 ft MSL.

19.2. **Weather.** Overhead patterns require a 2,800 ft (3,000 ft MSL) or greater ceiling, and 5 KM (3 NM) visibility. Visual straight-ins and rectangular patterns require a 1,800 ft (2,000 ft MSL) or greater ceiling and 5 KM (3 NM) visibility.

19.3. **Airspeed.** The overhead pattern airspeed is 300 KIAS. Fly tactical initial at 350 KTS.

19.4. **Conventional Rectangular Traffic Patterns** : Pattern altitude is 1,200 feet MSL, and is available Monday through Friday 0800L-2200L, except Turkish Holidays. Left traffic for runway 23 and right traffic for runway 05.

19.5. **Overhead Pattern.** The overhead pattern is open to local traffic Monday through Friday, except on Turkish holidays, from 0800L to sunset. All breaks are to the North (right hand for RWY 23 and left hand for RWY 05). Aircraft returning with live free-fall ordnance will fly a straight-in approach to a full stop landing. During PAS WS3 operations, tower will inform aircraft: “Do not over fly the Loops” or direct south breaks.

19.6. **Radio Procedures.** Mandatory radio calls in the pattern are "initial," and "base, gear down." Contact tower when directed by RAPCON, but no later than 5-mile initial or gear down on a straight-in approach.

19.7. **Fighter Closed Patterns.** Closed patterns may be requested following a low approach or touch-and-go. Closed patterns are initiated at the departure end of the runway. Pilots must specifically request and receive approval from tower to conduct present position or mid-field closed patterns. Closed patterns may only be flown Monday through Friday 0800 to sunset, excluding Turkish holidays.

19.8. **Pattern Re-entry.** Re-entry is from the south for both runways to avoid overflying Adana. Climb and maintain 2,000 ft MSL and remain within 5 NM of the airfield. Fly to enter a 3 NM initial from a 45 degree dog-leg turn. Straight-ins will climb and maintain 1500 ft MSL for re-entry.

19.9. **VFR Breakout.** Climb to 2,500 ft MSL. Upon reaching 2,500 ft MSL turn south and proceed to the VFR entry point. Visually clear the pattern before descending back to 2,000 ft MSL.

19.10. **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.

19.11. **Tactical Initial.** Fly normal overhead ground track at 350 KIAS MAX. Wingmen will fly 4-6000’ line abreast opposite the direction of the break, and trailing elements in 2-3 NM visual trail. Each element will descend separately at 5 NM to 2,000 ft MSL. Due to PAS WS3 operations, tower may direct break points to avoid overflight of the loops or deny Tactical Initial and will also inform aircraft: “Do not over fly the Loops.”

19.12. **Helicopter Traffic Patterns.** Helicopter traffic patterns will be as coordinated with Tower. Pilots may not operate helicopters at any time within “Golf”, “Hotel”, and “India” Loop areas. Other helicopter operations on the airfield must ensure compliance 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 FAAO 7110.65.

20. INSTRUMENT APPROACHES AND PATTERN PROCEDURES.

20.1. **General.** Use radar advisory service to the maximum extent possible. Pilots desiring practice instrument approaches should make their request known to RAPCON upon entering the 50-mile circle.

20.2. **Local Climb Out.** Local IFR climb out for multiple approaches is to climb and maintain 1,500 ft MSL until departure end, then climb and maintain 4,000 ft MSL and fly runway heading.

20.3. **Missed Approach.**

20.3.1. Comply with published missed-approach procedures when IMC at the missed-approach point and no other climbout instructions have been issued.

20.3.2. When the field is VFR and no climb-out instructions have been issued, execute Local Climb Out. Notify ATC as soon as possible for instructions/clearance.

21. REDUCED RUNWAY SEPARATION.

21.1. **General.** Reduced Same Runway Separation (RSRS) Standards apply to USAF military aircraft when Air Traffic Controllers are able to see the aircraft involved and can determine distances by references to suitable landmarks (i.e. distance remaining markers). Either controllers or pilots may refuse RSRS when safety of flight may be jeopardized. Pilots are responsible for wake turbulence separation when maintaining visual separation. RSRS standards are not authorized during wet runway conditions or when breaking action reports of less than "fair" are reported. RSRS will not be used in any situation involving an emergency aircraft; heavy aircraft, or involving an aircraft cleared for the option or stop-and-go, a low approach behind a touch & go, or a touch and go behind a full stop.

21.2. **Similar Fighter/Tactical Aircraft (including C-130).** Minimum separation of 3,000 ft Day / 6000 ft Night between like aircraft. Aircraft landing behind a formation landing (holding hands) is 6000ft. Minimum separation of 6000 ft is required between C-130 aircraft. Exception: the minimum RSRS authorized between C-130 aircraft that are members of the same formation will be no less than 5,000 ft (IFR) and 15 seconds (VFR).

21.3. **Dissimilar Aircraft.** Minimum separation of 6,000 ft Day & Night between dissimilar fighter aircraft

21.4. **USN/RAF/TuAF/Non-USAF Fighters/Tactical Aircraft.** RSRS will be IAW a LOA signed by 39 OS/CC and flying unit commander.

Section D—EMERGENCY/ABNORMAL PROCEDURES

22. AIRCRAFT EMERGENCIES.

22.1. **General.** Notify ATC and the SOF, local channel 9 (262.625), as soon as practical of the emergency. If the SOF is not familiar with your aircraft type and you require expert assistance, request the SOF notify your squadron Top-3 to come up on SOF frequency.

22.2. **Air Refueling (AAR) Procedures During Runway Closures.** In the event of runway closures due to extreme weather or emergencies, the following AAR procedure may be used:

22.2.1. Unless otherwise coordinated with the SOF, ATC/RAPCON and TuAF, all refueling operations within the 50NM Circle will be conducted VMC in LTD-13 in the altitude block FL 200-250.

22.2.2. All Tankers will monitor ATC until landing. Fighters will inform the SOF of fuel status/ requirements and the designated tanker will inform the SOF of fuel status after each offload. The SOF will pass the fighter AAR priorities to the Tower and RAPCON Watch Supervisors. Incirlik Approach Control will then provide traffic advisories and vectors for tanker rendezvous until aircraft are VMC and cancel IFR. The SOF will notify the tanker of release through ATC.

22.3. **Single Frequency Approach.** Local channel 11 (356.725) is the discrete frequency for emergency aircraft requesting a single frequency approach.

22.4. **Critical/Emergency Fuel Terminology.** Turkish ATC uses the terminology "critical fuel" rather than "emergency fuel" to communicate the need for traffic priority due to low fuel. Therefore, use both terms simultaneously (e.g., "Eagle 31, critical fuel, emergency fuel") to avoid confusion.

22.5. **Birdstrike.** If a birdstrike occurs or is suspected, terminate the mission, notify the SOF and land as the situation dictates. Contact the group safety office (39 ABG/SE x7233) and fill out a birdstrike data sheet after landing.

22.6. **Hot Brakes.** If, after landing, you suspect you have hot brakes, park in one of the hot brake areas (see **Attachment 2**) or in an isolated area with the nose into the wind and shut down on the direction of the fire chief. The primary hot brake areas for fighter aircraft are taxiways A-North and E-North arm/de-arm. If hot brakes are discovered in de-arm or in the chocks, declare an emergency with ground and notify the SOF. Taxi only to clear explosive or fire hazard areas.

22.7. **Cable Engagement.**

22.7.1. Normal cable configuration is both departure end cables rigged.

22.7.2. If a cable engagement becomes necessary, notify the tower as soon as possible. Anticipate a 10-15 minute delay to rig the approach-end cable.

22.7.3. Once the engagement is complete, follow the fire chief's instructions concerning engine shutdown, raising the hook, and evacuating the aircraft.

22.7.4. Unless the situation dictates otherwise, remain in the aircraft until clear of the runway.

22.8. **Hydrazine Leak/Emergency Power Unit (EPU) Activation.** On the ground prior to take off, stop the aircraft and notify ground control. Airborne/After landing, stop the aircraft on taxiway A-South or D-South (the portion between the runway and the SPT), or as directed (refer to **Attachment 2**). Position the aircraft nose into the wind and follow the hydrazine response team’s directions.

22.9. **Nose-wheel Steering Failure.** Do not taxi unless necessary to clear the runway for another emergency recovery.

22.10. **Brake Malfunction.** Do not taxi.

22.11. **Dropped Objects.** Notify the SOF (CH. 9) or controlling agency of call sign, location, and time the object was dropped. Notify tower if FOD is suspected on the runway. Check switches safe and RTB with chase aircraft, if possible, using hung ordnance procedures. After landing, contact 39 ABG/SE and 39 OS/CC with details.

22.12. **Fuel Reduction.** Do not dump fuel overland in Turkey. Fuel dumping is restricted to LTD-13 above 20,000 ft AGL more than 12 NM away from the coastline. If your emergency situation requires a reduction in weight, coordinate a fuel burn down area (preferably LTD-13) with RAPCON. Consider all other alternatives prior to dumping fuel.

23. EMERGENCY LANDING SURFACE (ELS). When the primary runway is closed and at the direction of the 39 OS/CC or the SOF, the North Parallel Taxiway (NPT) may be activated as an ELS for emergency fighter or cargo/transport aircraft, not to exceed C-130 size or weight bearing capacity. Operations are limited to recovery of aircraft and will only be conducted during VMC conditions. There are no instrument approaches to the ELS. The ELS is not an operational runway and ATC will only provide safety advisories. Pilots opting to land on the ELS will exercise extreme caution. Landing on the NPT after official sunset requires specific approval by the 39 OS/CC.

23.1. **Activation/Deactivation.** Approximately 20 minutes is required to clear and secure the ELS for landing aircraft. The Supervisor of Flying (SOF), Tower Watch Supervisor or OS/CC will direct activation of the ELS as the situation dictates to ensure it is ready for emergency use when the main runway is closed, or when a closure is anticipated. Aircraft will not attempt to land on the ELS without specific approval from the SOF or OS/CC. Activation after official sunset can take up to one hour due to placement of lighting equipment.

23.2. **Description.** The ELS does not have marked landing thresholds. The ELS is 75 feet wide and slopes up from the 23 ELS end (slopes down from the 05 end).

23.2.1. Landing on the 05 ELS. The landing threshold is just beyond the A-North taxiway crossing (do not land on the 2,000 ft of the NPT short of A-North). The usable landing surface is 9,700 ft.

23.2.2. Landing on the 23 ELS. The landing threshold is abeam the throat of the western most entrance to Fox Ramp. The usable landing surface is 9300 ft; the NPT continues for another 2,000 ft beyond the A-North taxiway crossing.

23.3. **ELS Barrier Placement.** The barriers are placed as follows: 1864 feet from the eastern edge of taxiway A-North (05 Approach) and 2447 feet from the approach end of NPT (23 Approach). The barriers will not be strung until ELS activation. Upon activation, the first priority will be the departure end cable. The approach end barrier will be strung if time permits. Both cables are equipped with an 8-point tie-down.

23.4. **Visual Illusions.** The NPT slopes up from the 23 end (down slope from the 05 end) and the narrow width (75 ft) calls for special consideration and awareness during the actual use of the NPT as the ELS. Visual illusions may cause a late flare and firm touchdown.

24. ALTERNATE OR EMERGENCY DIVERSION.

24.1. **Notification.** If possible, notify the SOF of your situation. The SOF is your best point of contact for information concerning divert airfields; he will initiate notification of the divert base through ATC.

24.2. **General.** If possible, single-seat fighter aircraft will divert as a two ship.

24.3. **IFR Approaches.** Only IFR approaches published in DoD FLIP or approved by HQ USAFE TERPS are authorized to be flown in IMC.

24.4. **Alternate/Divert Bases.** Refer to the Inflight Guide Emergency Airfield Data chart for specific details. The following list of divert bases are the standard local area divert bases only. The Inflight Guide contains more information on other available bases.

24.4.1. Konya AB. Konya AB is the primary divert base for Incirlik operations and has a TACAN approach. Be aware of the Konya MTCA. Aircraft flying through this area should use extra caution and "see and avoid." Field elevation: 3,390 ft MSL. Runway length: 11,300 ft. Bi-directional BAK 12's at both ends of runway.

24.4.2. Diyarbakir AB. Diyarbakir AB is a Turkish military base and has DoD-approved TACAN approaches. Field elevation: 2,251 ft MSL. runway length: 11,600 ft. Bi-directional BAK 12's at both ends of runway.

24.4.3. Batman AB. Batman AB is a Turkish military base with a TACAN approach. Field elevation: 1,818 ft MSL. Runway length: 10,000 ft. Bi-directional BAK 12's at both ends of runway.

24.4.4. Antalya. Antalya is a civil field for emergency use by heavy aircraft. Antalya has both UHF and VHF capability and has a DoD-approved VOR instrument approach published in FLIP. Field elevation: 177 ft MSL. Antalya has two parallel runways of 11,155 ft and 9,809 ft in length.

24.4.5. Adana Civil. As a last resort, Adana civil can accept emergency diverts. Notify RAPCON or tower if a divert to Adana Civil is required. Adana Civil is VHF only and does not have cables. ATC will coordinate with the TuAF ATC to notify Adana Civil of your intentions. When diverting to Adana, pilots will maintain radio contact with Incirlik RAPCON. Clearance to land will come from Incirlik RAPCON. Field elevation: 65 ft MSL. Runway length: 9,000 ft.

24.4.6. Erkilet. Erkilet AB is a Turkish military airfield with no DoD approved approach. VFR use only. Field elevation: 3,506 ft MSL. Runway length: 11,100 ft. Arresting gear: Bi-directional BAK 12's at both ends of runway07/25.

24.4.7. Erhac. Erhac AB is a Turkish military airfield with no DoD approved approach. VFR use only. Field elevation: 2,828 ft MSL. Runway length: 10,900 ft. Arresting gear: Bi-directional BAK 12's at both ends of runway 03/21.

25. POST-DIVERT PROCEDURES. Follow the divert post-landing checklist in the Inflight Guide and do what is required to safely beddown the aircraft. Contact the Command Post to request assistance and inform them of your status. Ensure the aircraft is properly parked, chocked, and pinned before leaving the area. One aircrew member will remain with the aircraft until Turkish security is on the scene. If you have a hydrazine/EPU problem, isolate the aircraft and notify the authorities for assistance. Remove and hand carry all classified items.

26. CONTROLLED BAILOUT AREA. The controlled bailout area is the DAN R-145/5-10 DME. Fly outbound on the DAN R-145 and eject, at 10,000 ft MSL, between 5 and 10 DME. Caution: the terrain rises rapidly beyond 10 DME.

27. EMERGENCY JETTISON. The emergency jettison point is the DAN R-185/38 DME in LTD-13 (obtain LTD-13 clearance from RAPCON). If impractical to fly to the jettison area, jettison stores in a clear area.

28. AIRCRAFT IMPOUNDMENT. It is the unit's responsibility to inform the MOC of any maintenance problem requiring aircraft impoundment as soon as possible. The MOC will initiate the impoundment process.

28.1. **Mandatory Impoundment Items.**

28.1.1. Airborne aircraft accident, structural damage, fire, or explosion.

28.1.2. Suspected or confirmed damage to an engine, including possible foreign object damage (FOD).

28.1.3. EPU uncommanded or inadvertent firing.

28.1.4. Inflight engine flameout or stall, stagnation, major engine component failure, or loss of thrust.

28.1.5. Uncommanded flight control inputs or serious flight control malfunction.

28.1.6. Physiological incidents.

28.1.7. Inadvertent launching, firing, or releasing of chaff/flares, guns, tanks, or other external stores.

28.1.8. Any canopy malfunction with safety of flight implications.

28.1.9. Repeat and recurring discrepancies with safety implications.

28.1.10. Lost objects in or around the aircraft.

28.2. **Impoundment Considerations.** Other conditions that should be considered for impoundment:

28.2.1. Suspected or confirmed tampering with the aircraft.

28.2.2. Uncommanded nose wheel steering inputs.

28.2.3. Any inflight or ground incident considered serious by the pilot.

28.2.4. Dropped objects.

Section E—FLYING TRAINING

29. TRAINING SORTIES.

29.1. **General.** Local flying training by US aircraft will be conducted IAW this instruction. The host nation reserves the right to limit or terminate training if US aircraft violate host-nation rules.

29.2. **Practice Approaches.** Aircraft returning to Incirlik with live free-fall ordnance will plan to fly a straight-in approach to a full-stop landing. Aircraft with inert free-fall munitions will not fly overhead patterns. Other aircraft may fly multiple approaches and touch and go landings. Full stops should be no later than scheduled landing time +15 minutes.

29.3. **Chaff/Flare.** Chaff and flare expenditure must be specifically authorized by the host nation for each WTD or exercise.

29.4. **Electronic Countermeasures Training (ECM).** ECM pod training settings are authorized within the 50-mile circle and VE routes.

29.5. **Air-To-Air Training.** Conduct air-to-air/intercept training IAW applicable 11-series instructions, USAFE FIGHTING EDGE, and associated training rules. Brief hazards associated with low sun angles, haze, and flying over water.

29.6. **Transit Altitudes.** The minimum transit altitude within the 50-mile circle is 2,000 ft AGL. Aircraft departing Incirlik to work the NPA will climb directly to FL 150 after takeoff. Aircraft scheduled for the SPA will climb and maintain a minimum of 5,000 ft MSL until in the area. "Rooting around" the 50-mile circle outside of scheduled practice areas is prohibited.

29.7. **Supersonic Flight.** Supersonic flight is only authorized in LTD-13 when specifically requested, approved by the host nation, and annotated on the daily flying schedule.

30. Low-Level Training.

30.1. **General.** Low-level training is accomplished only on VE routes 901/903/905/906/907. The local area terrain varies from sea level to 12,000 ft MSL. Hazards include steeply rising terrain, unplotted towers, power lines, and birds. Do not use towns and villages as turn points.

30.1.1. 50-Mile Circle. Low-level flight is not currently authorized within the 50-mile circle. Aircrews must maintain 2000’ AGL until established on the VE route and outside the 50-mile circle.

30.1.2. "Dry" Low Level/Surface Attack Training (SAT). Prebriefed simulated attacks are authorized on non-populated targets. Do not conduct attacks on a target underneath an MTCA.

30.2. **Weather Requirements.** Do not enter the VE route if you expect to encounter IMC. The minimum ceiling for low-level training is 1,500 ft or 500 ft above the planned flight altitude, whichever is higher, and the minimum visibility is 8.0 KM.

30.3. **VE Route Structure.**

30.3.1. Horizontal Limits. See **Attachment 6** for route coordinates. The route corridor is 10 NM wide, extending 5 NM either side of the course connecting the designated points. Alternate turn points may be selected provided aircraft do not fly outside the defined route corridor. Remain within the route corridor when outside of the 50-mile circle.

30.3.2. Vertical Limits. Aircrews must maintain 2000’ AGL until established on the VE route and outside the 50-mile circle. Outside of controlled airspace, the VE route structure is from 500 ft AGL to infinity. Where airways cross the route, the structure is from 500 ft AGL to 500 ft below the bottom of the airway (refer to DoD FLIP Enroute High and Low Altitude charts for airway locations and minimum flight altitudes). Deployed units are responsible for providing their own low-level route folders and annotating where airways cross over the route. It is incumbent upon aircrew to maintain situational awareness and avoid controlled airspace.

30.3.3. Minimum Altitude. The minimum altitude is 500 ft AGL (exception: IP-to-target is 250 ft AGL on a VE route). Avoid direct overflight of populated areas. Overfly populated areas by at least 2,000 ft AGL or avoid by 2nm.

30.3.4. Maximum Airspeed. The maximum airspeed on a VE route is 540 KIAS (.95 Mach).

30.3.5. Radio Procedures. Advise Gazi Radar (306.7) when departing the 50-mile circle and pass call sign, number and type of aircraft, VE route number, and planned altitude (if no response, transmit in the blind).

30.3.6. Traffic Separation. Fly the route in the published direction only. Fly the route at VFR hemispheric altitudes when above 2,000 ft AGL. Set the altimeter to 29.92 when flying above the Incirlik transition altitude (5,000 ft MSL).

30.4. **Route-Abort Procedures.**

30.4.1. Maintain VMC.

30.4.1.1. Climb VMC to "VFR-on-top" and continue along the VE route ground track at a VFR hemispherical altitude.

30.4.1.2. If “VFR-on-top” will take you through controlled airways, squawk 7700/EMERGENCY and contact Ankara Center on the appropriate sector control frequency: UHF 278.8/285.15 or VHF 128.8/133.55 (West Sector), UHF 362.05/337.025 or VHF 127.3/128.1 (East Sector). Refer to DoD FLIP Enroute High and Low Altitude charts for sector locations.

30.4.1.3. If weather causes you to depart the VE route boundary, squawk 7700/EMERGENCY, and contact Ankara Center on the appropriate sector control frequency. Avoid, if possible, flying through the Kayseri MTCA and controlled airways that cross VE-906. For clearance through Kayseri MTCA, contact Erkilet approach control on UHF 362.3 or VHF 122.1.

30.4.2. IMC Procedures. If IMC cannot be avoided, climb expeditiously to the route abort altitude (RAA), squawk 7700/EMERGENCY, and continue climbing on course to “VFR-on-top.” Contact Ankara Center on the appropriate sector frequency to coordinate an IFR clearance to Incirlik.

30.4.3. Notification. Notify the appropriate military ground radars, Incirlik RAPCON, and any subsequent aircraft of your actions. Subsequent aircraft are advised to fly their back-up mission profile if notified of significant weather along the VE route.

30.5. **Bird Activity.** Flight members will advise trailing aircraft of bird activity and be directive to minimize the possibility of bird strikes.

31. Night Training.

31.1. The minimum altitude is 5,000 ft AGL unless in the Incirlik instrument pattern.

31.2. Aircrew will fly the planned VE route in day/VMC prior to flying the route at night (minimum altitude at night is 5,000 ft AGL).

31.3. NVG Restrictions. All NVG operations will be conducted IAW AFI 11-214. Reduced lighting operations are not authorized in any training airspace.

32. CSAR Training (MH/HH-60 and MC/KC/HC-130).

32.1. **CSAR Training Airspace.** CSAR aircraft may fly in the Northern Triangle area (Incirlik AB, 3748N 3506E, 3747N 3555E), Southern Triangle area (Incirlik AB, 3611N 3519E, 3625N 3443E), and the Helicopter Air Refueling Area (south of LTD-13) after establishing radar contact with RAPCON. M/K/HC-130 aircraft may fly VE-906 with proper coordination and approval. CSAR landing zone information and CSAREX/Spider Points are located in **Attachment 12**.

32.2. **Maximum Altitude.** CSAR aircraft and MH/HH-60 maximum altitude for operations is 4,000 ft AGL in both the Northern and Southern Triangles, unless coordinated otherwise with RAPCON.

32.3. **MH/HH-60 Minimum Altitudes.**

32.3.1. Northern and Southern Triangles: 500 ft AGL day; 1,000 ft AGL night time.

32.3.2. Live Training.

32.3.2.1. ALPHA, DELTA, and "Feet Wet" 4 NM from land in the Southern Triangle: 50 ft AGL daytime.

32.3.2.2. DELTA and "Feet Wet" 4 NM from land in the Southern Triangle: 50 ft AGL night-time. Night operations are not authorized in ALPHA.

32.4. **MC/KC/HC-130 Minimum Altitudes.**

32.4.1. Northern and Southern Triangles: 500 ft AGL day; 2,000 ft AGL night.

32.4.2. LTD-13: 100 ft AGL day; 1,000 ft AGL night.

32.5. **Air-to-Air Refueling.** CSAR air-to-air refueling may be flown south of LTD-13 bounded by the coordinates (N3628 E3444, N3617 E3439, N3604 E3515, N3614 E3521) during day or night operations from 100 ft overwater to 6,000 ft MSL after establishing radar contact with RAPCON.

32.6. **Gunnery Training.** Air-to-surface gunnery training may be flown in LTD-13 when coordinated during WTD planning conference. CSAR units will provide the MOC with information on daily expenditures of ammunition. Guns will only be loaded on scheduled gunnery missions. All brass will be retained and not allowed to fall overboard.

32.7. **Para-drop Training.** Pararescue jumpers target the grassy areas immediately east of RWY 23 (DAN DZ) and north of the conventional weapons storage area (Dart DZ). Jump times must be coordinated with 39 OS/OSK for inclusion into the daily schedule. Jump times will be de-conflicted with flying operations. There will be no paradrop training done with MC/KC/HC-130 aircraft. Units requesting Para-drop training will comply with **Attachment 11** of this regulation to ensure scheduling deconfliction and proper agency coordination.

32.7.1. Parachute operations will utilize DAN Drop Zone (DAN DZ). The center of DAN DZ is located on UTM coordinates 1752/9918. The drop zone is oriented 90 degrees from the approach end of RWY 23 within an area 1,000 meters in circumference. The runway's threshold and the TACAN mark the outer borders of the drop zone.

32.7.2. DZ frequencies are: Primary UHF 236.0, back-up UHF 233.4, and VHF 138.5.

32.7.3. Minimum weather requirements are VMC conditions and a ceiling of 1,000 feet above the aircraft's requested operational altitude. Additionally, the jumpmaster must be able see the drop zone and exit point.

32.7.4. Air traffic control may discontinue or delay the operations at anytime prior to the time on target (TOT) dependent upon TuAF traffic.

32.7.5. If jumpers land on the underrun/overrun (500 feet extended runway), they shall immediately collect their chutes and proceed diagonally away from the runway until at least 100 feet from the underrun/overrun. If the jumper lands on the runway, the exit will be in the direction that expedites a safe distance (at least 100 feet) from the runway.

32.7.6. Types of Drops.

32.7.6.1. Static Line: Normally conducted at or below 3,000 feet MSL. When the aircraft

commander calls "jumpers away," parachutes will open immediately upon exiting the aircraft. Time over the drop zone will not normally take longer than 10 minutes, with a maximum of 10 jumpers.

32.7.6.2. High Altitude, Low Opening: Normally conducted at or below FL250, but usually at or below FL180. When the aircraft commander calls "jumpers away," the jumpers will free-fall to approximately 4,000 feet before their parachutes open. Time over the drop zone will not normally take longer than 10 minutes, with a maximum of 10 jumpers.

32.7.6.3. HIGH ALTITUDE, HIGH OPENING: Normally conducted at or below FL250. When the aircraft commander calls "jumpers away," the jumpers will normally free-fall 1,000 feet and then open parachutes. Time over the drop zone could take as long as 45 minutes, with a maximum of 10 jumpers.

32.7.7. User takes responsibility for damage/injury to equipment or personnel and will station road guards as necessary for safety. All operations will be approved/disapproved based on traffic conditions. Communication and control transfer from the RAPCON to Tower will normally be accomplished when the helicopter between 10 and 15 miles from the airfield, unless otherwise coordinated.

32.7.8. The DZ Control Party will contact ground control on 337.6 (UHF)/123.025 (VHF) to open the DZ and confirm duration of event at least 30 minutes prior to drop window. Maintain contact with ground control until the last jumper is accounted for on the ground. Without constant contact, Tower will discontinue or delay the jump operations for the safety of both jumpers and aircraft. Pass drop zone clearance and surface wind information to the drop aircraft NLT 1 minute prior to para-drop. Use the Tower to help survey the airfield and site the jumpers during daytime operations. Once the Drop Zone Safety Officer has confirmed para-drop operations are complete, Tower will resume normal operations.

32.7.9. The drop helicopter will remain within the lateral limits of the Air Traffic Control Zone at all times during the para-drop operation. Advise air traffic control of intended DZ, type of drop, altitude, and number of jumpers. Maintain contact with Tower during para-drop operations. Notify Tower 2 minutes prior to para-drop, and when "jumpers away".

32.7.10. Air Traffic Control will approve parachute jumping with respect to known, anticipated, or observed traffic. Issue advisory information to the jump aircraft and to non-participating aircraft, as necessary, for the safe conduct of the jump operation. Sterilize the lateral limits of the ATC Zone up to and including the altitude that the aircraft will perform its HALO/HAHO/Static Line operations. Advise drop aircraft of any anticipated delays and when to expect drop operations to be approved. Tower will advise RAPCON when the jumpers are on the ground and again when normal operations resume.

32.7.11. When Dan DZ is active, Tower will suspend all aircraft movements and terminate engine runs on the North and South parallel taxiways and the active runway from a point abeam the tower to the approach end of RWY 23. Note: Include Echo and Fox ramps and slots 8, 9, and 10 on the Alpha ramp.

32.7.12. Airfield Management Ops will issue a NOTAM no later than 1200 local the day prior to the scheduled para-drop event, which restricts airfield activities for para-drop operations. Complete a FOD check in the event if any of the jumpers land on either the underrun/overrun or the runway.

32.8. **Survivor Rescue Training.** Live survivor rescue training may be conducted in the DAN, DART, ALPHA, or DELTA areas. Turkish personnel may accompany the ground party. The area will be vacated no later than 3.0 hours after sunset. MH/HH-60s may be used as transportation to ALPHA and DELTA areas.

Section F—WEAPONS EMPLOYMENT TRAINING

33. KONYA RANGE.

33.1. **Range Description.** Konya Range is an air-to-ground weapons training range located in LTD-9, approximately 140 NM northwest of Incirlik. The range elevation is approximately 3,300 ft. LTD-9 extends from SFC-12,000'. Up to FL350 can be coordinated w/ Konya Approach or RCO on Entry.

33.2. **Range Control Officer (RCO).** A USAF RCO is required to operate on Konya Range. Deployed squadrons will provide a qualified RCO when using the range. RCOs will be briefed on range operations by 39 OS/OSK prior to performing duties. RCO trainees must complete all ground training for RCO check-out at home station prior to deployment. The 39 OS/OSK will coordinate RCO duties if more than one unit is using the range. The RCO should be ready in the tower a minimum of 1 hour prior to the first scheduled aircraft's arrival at the range.

33.3. **Range Layout.** (Refer to **Attachment 7** and the IFG for target depictions).

33.3.1. Main Bomb Circle. Consists of a main pylon (white barrels) with 4 concentric circles with a radius of 75 ft, 375 ft, 750 ft, and 1,500 ft from the center.

33.3.2. Run-In Line. The run-in line is a graded strip approximately 10,500 ft long.

33.3.3. Visual Timer Reference Point (VTRP). The VTRP is a wooden pyramid, with three vehicles on each side (spaced at intervals of approximately 100 ft), located on the run-in line 9,913 ft short of the main pylon.

33.3.4. TuAF Conventional Weapons Circle. The TuAF conventional weapons circle is located south of the main bomb circle, just to the left of the run-in line. The TuAF target is not authorized for use by USAF aircraft.

33.3.5. Low-Angle Strafe Pits. The low-angle strafe pits are located west of the run-in line immediately east, and 1,600 ft long, of the Main Tower. The foul line (2,000 ft short) is marked with barrels perpendicular to the attack course.

33.3.6. Airfield Complex. A tactical airfield complex is located east of the main bomb circle and is oriented approximately 010/190 degrees.

33.3.7. Radar Reflectors. There are seven radar reflectors on the range. The reflectors at 3 o'clock/1,500 ft and 6 o'clock/3,600 ft are permanent; the other five reflectors are collapsible. An unsurveyed Doppler beam sharpening (DBS) reflector is located approximately 37-56.8N, 32-45.3E (064.6 degrees true/28,600 ft from the main pylon).

33.3.8. Jettison Target. The primary jettison area on the range is the inert target; any other clear area within the range boundary may be used if an emergency requires immediate jettison of stores.

33.4. **Authorized Ordnance.**

33.4.1. 20/30 MM TP .

33.4.2. BDU-8/12/33/38/48.

33.4.3. Inert MK-76/106.

33.4.4. Inert MK-82/83/84, LGTR

33.4.5. Inert 2.75 Rockets (MK-66)

33.4.6. Units will submit requests for other inert ordnance to 39 OS/CC for prior approval.

33.4.7. Live ordnance may only be expended, when approved by the host nation, during joint training with the TuAF, or during other NATO exercises when specified in the exercise OPORD.

33.5. **Authorized Events.**

33.5.1. Konya range is suitable for basic surface attack deliveries (controlled) through low-threat tactical deliveries. The range is not large enough nor suitable for high-threat tactical deliveries.

33.5.2. Nominal Run-in heading is $360^{o} \pm 70^{o}$. See Konya Range Guide (IABI 13-212) for final attack axis restrictions.

33.5.3. All patterns are right-hand only to avoid Konya AB. Do not overfly the Main Tower, Flank Tower or any building on the range during the delivery.

33.5.4. Practice ordnance (BDU-33/48, MK-106) may be expended on any target in accordance with Konya Range Guide (IABI 13-212) restrictions.

33.5.5. Full-scale inert ordnance are authorized for delivery only on the following targets: inert target (#2); command post truck (#25); petrol, oil, and lubricants (POL) area (#36); electronic warfare (EW) site (#24); Dirt Bunkers (#22-23); bridge (#28); and runway (avoid hitting target vehicles or aircraft). Authorized deliveries are events with a dive angle of 15 degrees or greater; deliveries less than 15 degrees dive angle are authorized only when high drag weapons are used.

33.5.6. Gun Employment.

33.5.6.1. Low-angle strafe (5-15 degrees) will be from a conventional or curvilinear pattern on the strafe pits using only 20MM or 30MM TP. Low-angle strafe is not authorized on any other target or with any other ordnance.

33.5.6.2. High angle strafe (>15 degrees and 1500 ft AGL minimum) is authorized on any target (HDG 360 ± 20^{o})and may be from conventional or low-threat tactical patterns.

33.5.6.3. Two-target strafe is further limited to controlled deliveries, heading $360^{o} \pm 10^{o}$, on targets south of the line connecting the 2 aircraft on runway (Tgt 20) and the #3 Tank.

33.5.6.4. Very long range strafe (A-10 only) is authorized ($\pm 25^{o}$) against all targets except the tactical targets south of the #1 Aircraft (Tgt 10). Prohibited targets include the AAA Site (#3), TEL's (#4-7), Radar Van (#8), Runway south end, 4 O'Clock Tank (#9), South AAA Cross and Aircraft #1 (#10).

33.5.7. BDU-38s are only authorized for level retarded or loft free-fall deliveries by F-15's against the following targets: North Dirt Bunker (#22), EW Site (#24), Bridge (#28), Bus (#29), POL Site (#29), or Sam in Silo (#37). Only one target will be used for BDU-38 drops during each

WTD; the designated target will be closed to all other types of ordnance once the first BDU-38 is dropped.

33.6. **Laser Operations.** Laser use is authorized in accordance with this regulation and the Konya Range Guide (IABI 13-212). The use of any laser system not specifically addressed in the Konya Range Guide must be certified by AFRL/HEDO before use on Konya range.

33.6.1. Laser Operator Training. All laser operators will receive a briefing from 39OS/OSK on Konya range laser use, have received training in the proper and safe use of the laser system employed, and have positive communication with the RCO/LSO.

33.6.2. Airborne lasers. The use of NA/AAQ-14 LANTIRN and AN/AAQ-28 LITENING II targeting pods in training mode is unrestricted. The use of airborne lasers in Combat mode is only authorized after positive identification of the target and after ensuring that the Laser Target Area (LTA) and the Laser Surface Danger Zone (LSDZ) are clear of unauthorized personnel. All aircraft-mounted (fixed and rotary) laser operations will commence and end within the confines of the Konya MTCA.

33.6.3. Rotary Wing Based Laser Systems. Rotary wing aircraft are required to maintain a minimum altitude of 172' AGL within 1nm of the LTA. Otherwise, they must abide by the profile limitations of **Figure A7.5.** and **Figure A7.6.**

33.6.4. Man-Transportable Laser Systems. The use of Man-Transportable Laser Systems is restricted to the Main and the Flank towers against targets specified in the Konya Range Guide.

33.6.5. The RCO is the on-scene official for laser firing and bombing. The laser will not be fired without radio contact with and specific approval by the RCO.

33.6.6. Aircrews will notify the RCO of intended "laser operations" when checking onto the range. Aircrews will call "laser on" and "laser off" as applicable.

33.6.7. The laser may be fired on the first pass provided the target is positively identified and the aircrew has previously accomplished a one-time dry pass on the range. Aircrews must ensure they are tracking the assigned target prior to firing the laser.

33.7. **Routing.** WTDs may fly Low Level on one of the VE routes that terminate at Konya Range (VE 901/903/905/907). Alternatively, exit the 50-mile circle on VE-901 with ATC clearance at FL 180-220. Contact GAZI Radar on 364.2 or 306.7. If IMC persists along the VE route, and you are unable to descend below the weather prior to reaching Konya Range, you may request to fly the Konya AB TACAN penetration down to MDA. Once VMC underneath, proceed direct to Konya Range. If Konya AB disapproves the request for TACAN penetration, continue VFR-on-top and RTB via the VE route.

33.8. **Range Entry Procedures.**

33.8.1. Konya Military Tactical Control Area (MTCA). The Konya MTCA is approximately a 40nm circle surrounding Konya AB and extends from 1,000 ft AGL to infinity. VE 901/903/905/907 bring you to the Konya MTCA; refer to FLIP Enroute High or Low Altitude charts for horizontal limits. Contact Konya Approach Control for permission to enter and transit through the Konya MTCA. If there is no contact, or clearance is not received, do not enter the MTCA. If holding is necessary while awaiting clearance, hold in a VFR pattern along the VE route outside the

MTCA. If unable to contact Konya Approach Control, attempt Konya Tower or the RCO to coordinate clearance into the MTCA.

33.8.2. Konya Range (LTD-9) Clearance. Do not enter LTD-9 (Konya Range) without clearance from the RCO. If LTD-9 clearance is not received, remain east of the range and continue along the flight planned VE route back to Incirlik AB.

33.8.3. Range Events. Precoordinate range events with the RCO (6-7000). Airborne, after clearance on the range is received, provide the RCO the flight line up and sequence of events.

33.8.4. Weather Minimums. Minimum ceiling requirements are IAW applicable 11-series instructions; minimum visibility for range operations is 5NM (8KM).

33.9. **Arming Procedures.**

33.9.1. Level/Loft patterns. Master Arm will not be placed to ARM until inside the 4-mile road, or just prior to initiating the pull-up during lofts.

33.9.2. Pop-up pattern. Master Arm will not be placed to ARM until just prior to the pull-up.

33.9.3. Conventional or Curvilinear patterns. Master Arm will not be placed to ARM until crossing the range boundary inbound.

33.9.4. All patterns: Master Arm will be placed to SAFE prior to crossing the range boundary outbound. In all cases, aircrews will ensure the flight path is clear of personnel, vehicles, and inhabited areas prior to placing the Master Arm to ARM.

33.9.5. Off-Range Release. Report an off-range release immediately to the RCO, and to 39 OS/CC (6-6327) after RTB.

33.10. **Restrictions.**

33.10.1. No ordnance will be delivered if herdsmen are located in a dangerous area.

33.10.2. Do not overfly populated areas with switches set to release ordnance.

33.10.3. Do not expend ordnance on the TuAF conventional weapons circle.

33.10.4. Loft/Toss events with inert heavyweight ordnance are prohibited.

33.10.5. Use of the range outside scheduled range times is not authorized (e.g., no range extensions).

33.10.6. Do not fly within 3 NM of the city of Konya.

33.10.7. Do not fly within 5 NM of Konya AB unless cleared for a published approach, or for an emergency/divert landing.

33.10.8. Avoid over-flying small towns in the pop pattern (either turn inside, or fly around them).

33.11. **Hazards.**

33.11.1. Remain well clear of the range when TuAF aircraft are reported in the range area.

33.11.2. Bird activity at Konya Range presents a major problem during the spring and fall seasons of the year. If a bird warning call is given by the RCO, be prepared to modify patterns, raise delivery altitude, or depart the range as necessary. The highest bird concentrations areas are along the

canals and marshlands south of the 4-mile road on the eastern boundary of the range. Aircrews will keep the RCO advised of bird activity on the range.

33.11.3. There are often herdsmen in the area of the range; the RCO will restrict ordnance deliveries when herdsmen are located in a dangerous area.

33.11.4. The town of Konya is 6nm west and Konya AB is 6nm northwest of the range. It is an F-4 and F-5 RTU base. Be vigilant for aircraft in the traffic pattern.

33.12. **Range Exit.**

33.12.1. Prior to departing the range, call "Armament Safety Check complete" on the range frequency.

33.12.2. Call Konya AB Tower to check-out of the MTCA.

33.12.3. Flights may rejoin on the range or on the VE route during RTB.

33.12.4. Return Routing: VE routes 901, 903, 905, and 907 all recover to Incirlik along the same ground track. If a high-level return is desired, exit the range and climb to, and maintain, FL 090 until 37-29N, 33-18E (clear of Victor Airway (VA) 28), then climb to and maintain FL 215 until within the Incirlik 50-mile circle. If unable to continue VFR at those altitudes, fly as required to maintain VMC. The return VE routing may also be flown at low altitude (1,500 ft AGL and below). Do not fly the VE route in reverse direction from the range to RTB.

33.12.5. Do not overfly LTD-18 (a Turkish Army artillery range) which lies north of the VE 901 return routing (refer to FLIP Enroute High or Low Altitude charts for horizontal and vertical limits).

33.12.6. If you determine that VFR cannot be attained or maintained prior to entering (or while working) the range, request an IFR clearance to Incirlik AB. Request the RCO coordinate clearance through Konya AB Tower a minimum of 10 minutes prior to range departure to insure the IFR clearance is ready. Expect clearance to OBRUK fix (Konya R-088/26 DME) then via VA 28 to MUT, and VW 4 to the Incirlik IAF.

33.12.7. Flight leads should check Incirlik AB weather with the RCO before departing the range.

33.13. **Konya Range Night Operations.**

33.13.1. Entry and Exit. Konya Range entry and exit procedures are the same as in daytime. The first pass, on the first night sortie for the WTD, on Konya Range for each individual will be dry. Subsequent night sorties during the WTD may deliver training ordnance on the first pass. An exception is if one individual in a dual seat aircraft has flown to the range on the present WTD. These aircraft may deliver ordnance on the first pass.

33.13.2. Night Lighting. The main and flank towers are identified by red lights. Target illumination is available with prior coordination. Contact the RCO for placement of smudge pots. Caution: there are numerous other spots of light in the area. Aircraft will positively identify the target before expending ordnance.

33.13.3. Authorized Deliveries. 11-MDS specific night restrictions apply. Target illumination is not required when the target is positively identified using radar, LANTIRN, LITENING or NVG's. Conventional, curvilinear and loft deliveries without the use of "Night Systems" requires target illumination.

33.13.4. Minimum Altitude. Aircrews will fly weapons delivery passes no lower than their qualification IAW 11-series guidance.

33.13.5. Departure. Range departure routing will be the same as in daytime.

33.14. **Emergencies.** Konya AB is open for emergencies when in the vicinity of Konya Range. Contact Konya AB tower and inform them of intentions. Be cautious of rising terrain to the west of Konya AB.

33.15. **Hung Ordnance Procedures (KONYA RANGE).**

33.15.1. **Unsecured or Hung Ordnance/Jettison.** The inert target is the desired jettison area. Any clear area on Konya Range may be used if jettison in the vicinity of the inert target is not feasible or possible.

33.15.2. **Secure/Unsecure BDU-33s.** With BDU-33s, RTB with a chase aircraft. Avoid over-flying populated areas. Advise Incirlik Approach Control of hung ordnance and fly a straight-in approach to a full-stop landing.

33.15.3. **Secure Heavyweight Inert Ordnance.** Attempt to jettison ordnance (not the suspension equipment) on the range. If unsuccessful, safe switches, RTB with a chase aircraft and avoid over-flying populated areas. Advise Incirlik Approach Control of hung ordnance, and fly a straight-in to a full-stop landing.

33.15.4. **Unsecured Heavyweight Inert Ordnance ("One Lugger").** Attempt to jettison the ordnance over the range, if unsuccessful, attempt to jettison the suspension equipment. If still hung, declare an emergency, and land as soon as practical at Konya AB from a straight-in approach to a full-stop landing.

33.15.5. **Live Ordnance.** Attempt to jettison (safe) over the live drop target. If unsuccessful, jettison the suspension equipment. If still unsuccessful, declare an emergency and land as soon as practical at Konya AB from a chased straight-in approach to a full-stop landing.

34. Forms. No forms prescribed.

34.1. Forms Adopted. DD Form 1801, International Flight Plan is adopted.

WILLIAM E. MACLURE, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-202 Vol 3, General Flight Rules

AFI 11-214, Air Operations Rules and Procedures

AFI 11-214 USAFE Sup 1, Aircrew, Weapons Director, and terminal Attack Controller Procedures for Air Operations

AFI 11-418, Operations Supervision

AFI 13-212 Vol 2, Range Construction and Maintenance

AFI 13-212 Vol 3, Safe-Range Program Methodology

AFI 21-101, USAFE Sup 1, Aerospace Equipment Maintenance

IABI 11-102, Airfield Operations and Air Traffic Control

IABI 13-212, Konya Range Operations

IABI 21-101, Aircraft and Equipment Maintenance Management

Turkish Incirlik Base Reg 323-1, Airspace Information Binder

Abbreviations and Acronyms

AAR—Air to Air Refueling

AGL—Above Ground Level

AMOPS—Airfield Management Ops

ASL—Above Sea Level

ATA—Air Traffic Area

ATC—Air Traffic Control

ATIS—Automated Terminal Information System

CHUM—Chart Update Manual

CSAR—Combat Search and Rescue

DME—Distance Measuring Equipment

DoD—Department of Defense

DZ—Drop Zone

ECM—Electronic Counter Measures

EEFI—Essential Element of Friendly Information

ELS—Emergency Landing Surface

EPU—Emergency Power Unit

FCF—Functional Check Flight

FCIF—Flight Crew Information File

FMI—FM Immunity

FLIP—Flight Information Publication

FOD—Foreign Object Damage

HDG—Heading

IAW—In Accordance With

IFF—Identify Friend or Foe

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Conditions

KIAS—Knots Indicated Airspeed

LPU—Life Preserver Unit

LSDZ—Laser Surface Danger Zone

LSO—Laser Safety Officer

LTA—Laser Target Area

MANPADS—Man-Portable Air Defense System

MARSA—Military Assumes Repsonsibility for Separation of Aircraft

MDA—Minimum Descent Altitude

MDS—Mission Design Series

MOC—Maintenance Operations Center

MSL—Mean Sea Level

MTCA—Military Tactical Control Area

NATO—North Atlantic Treaty Organization

NAVAID—Navigational Aid

NOTAM—Notice to Airmen

NPT—North Parallel Taxiway

NM—Nautical Mile

NVG—Night Vision Goggle

OCF—Operational Check Flight

OPORD—Operational Order

PAR—Precision Approach Radar

PAS—Protective Aircraft Shelter

PMSV—Pilot-to-Metro Service

RAPCON—Radar Approach Control

RCO—Range Control Officer

RSRS—Reduced Same Runway Separation

RTB—Return to Base

RTU—Replacement Training Unit

RVSM—Reduced Vertical Separation Minimums

RWY—Runway

SAT—Surface Attack Training

SOF—Supervisor of Flying

SPT—South Parallel Taxiway

TALAOA—Turkish Army Light Aircraft Operating Area

TBMCS—Theater Battle Management Control System

TuAF—Turkish Air Force

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

VTRP—Visual Timing Reserence Point

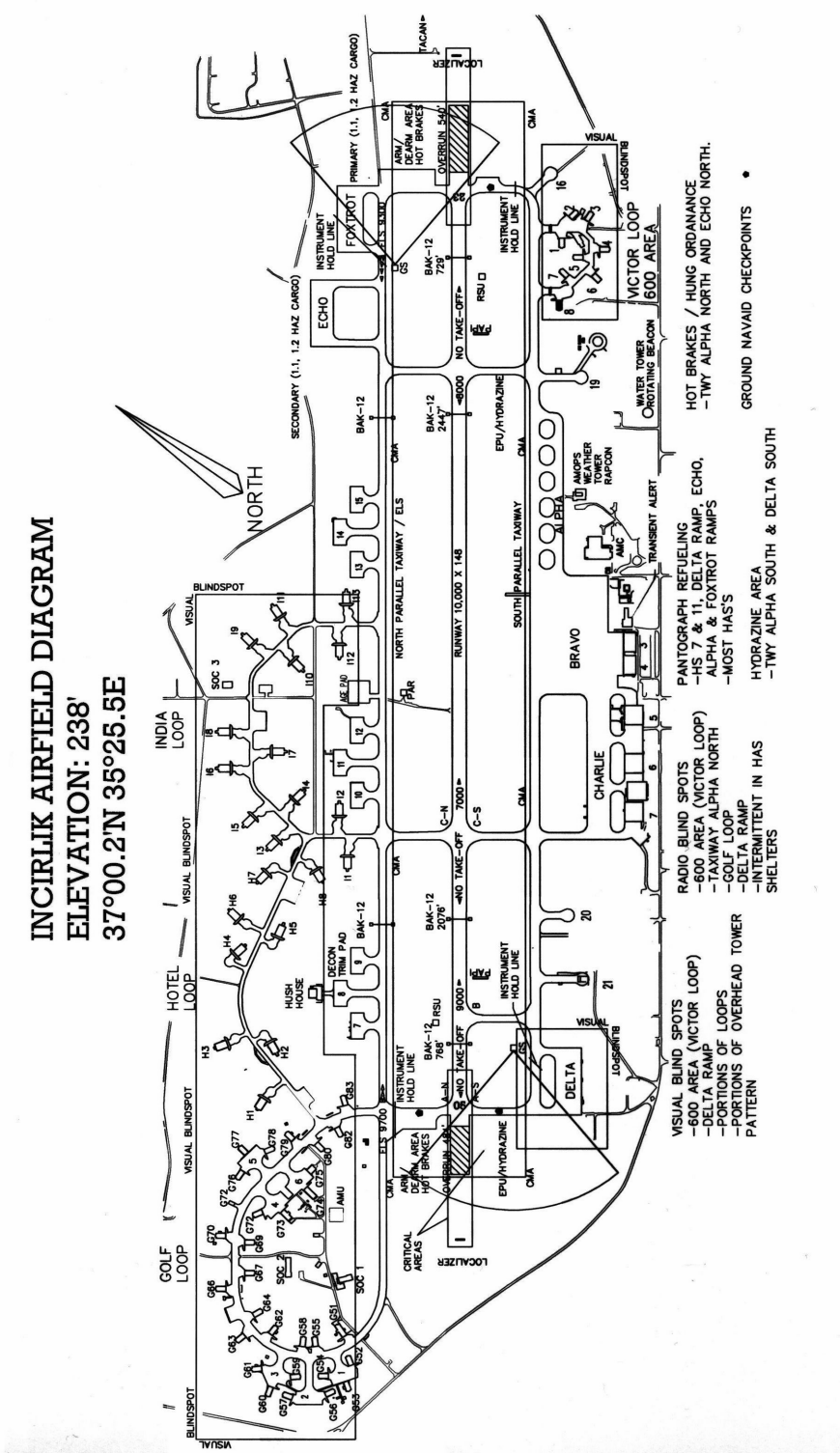
WGBT—Wet Bulb Globe Temperature

WS3—Weapon Storage Security System

WTD—Weapons Training Deployment

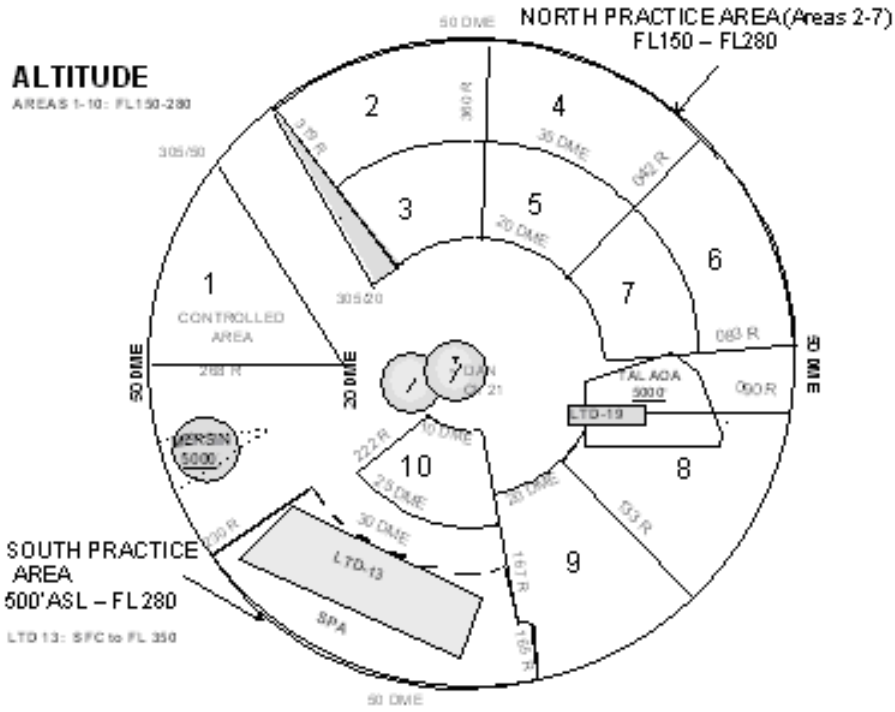
Attachment 2

INCIRLIK AIRFIELD DIAGRAM



Attachment 3

LOCAL AREA CHART



Air-to-Air Refueling:

1. FL 200 or FL 250 for fighters/ AWACS/ tankers
2. 100 ft to 6,000 ft MSL for CSAR aircraft

Fuel Dumping:

1. LTD-13 only
2. Remain at least 12 NM away from coastline and above 20,000 AGL

No-Fly Areas:

1. Adana. Do not over fly the city of Adana, or surrounding suburbs, below 3,000 ft AGL.
2. Adana Civil Airport Control Zone. Do not fly below 3,000 ft AGL (5 NM radius).
3. Turkish Army Light Aircraft Operating Area (TALAOA). Do not fly below 5,000 ft MSL.
4. LTD-19 Danger Area. Surface to unlimited.
5. Mersin. Do not fly within 5 NM of the city of Mersin below 5,000 ft AGL.
6. Restricted Corridors. DAN R-305 to R-320, and DAN R-230 to R-270, between 10-50 DME.
7. Low-Level Structure. Do not fly below 2,000 ft AGL in 50-mile circle (except CSAR).

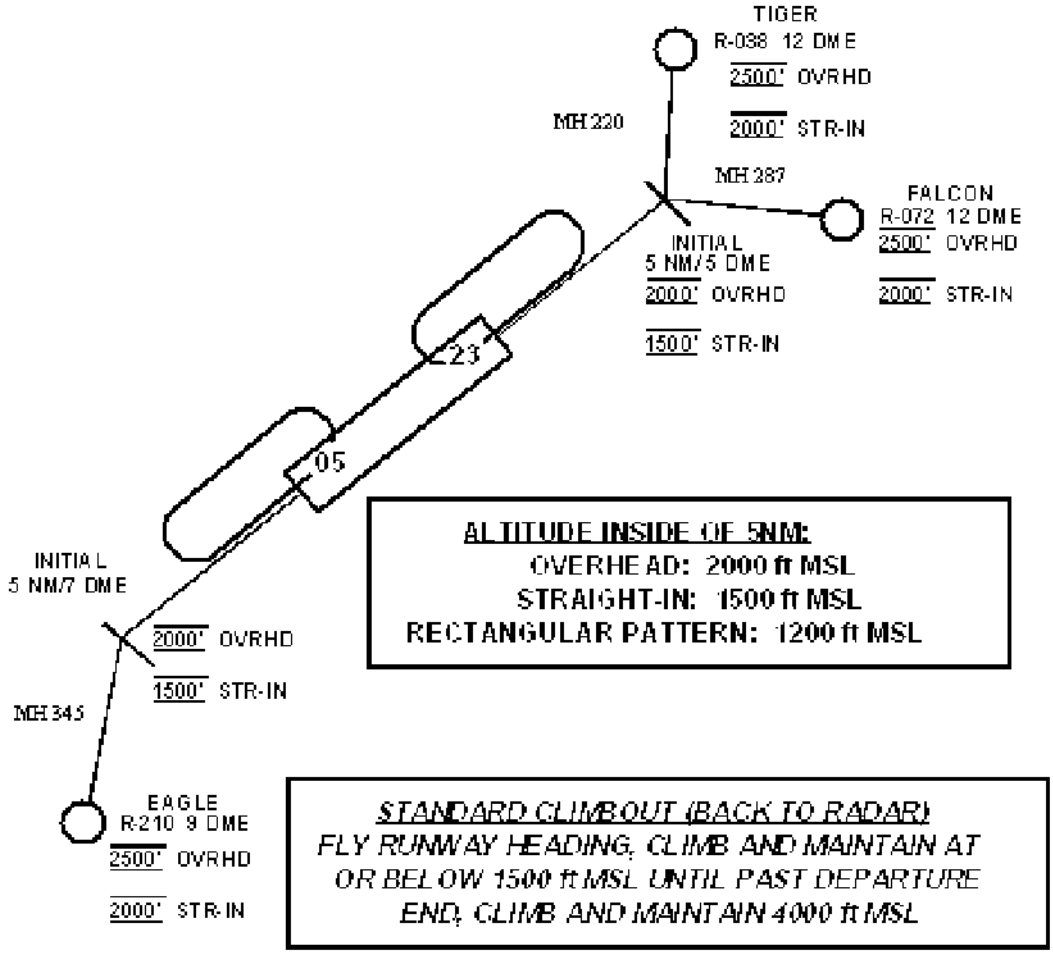
Supersonic Flight:

1. Is not authorized over land in Turkey

Training Flights: Avoid Victor Airways unless specifically cleared.

Attachment 4

INCIRLIK AB VFR TRAFFIC PATTERN



- Overhead: Cross VFR Entry Point at 2500’ MSL. Descend to 2000’ MSL when inside 5NM. Right Break on RWY 23. Left Break on RWY 05. No aircraft with live or practice free-fall munitions.

- Tactical Initial: Ensure the wingman lines up to the south of flight lead.

- Straight-in: Cross VFR Entry at 2000’ MSL. Descend to be at 1500’ MSL at 5 NM.

- Rectangular: Pattern altitude is 1200’ MSL for non-fighter aircraft, 2000’ MSL for fighter aircraft. Left traffic on RWY 23. Right traffic on RWY 05.

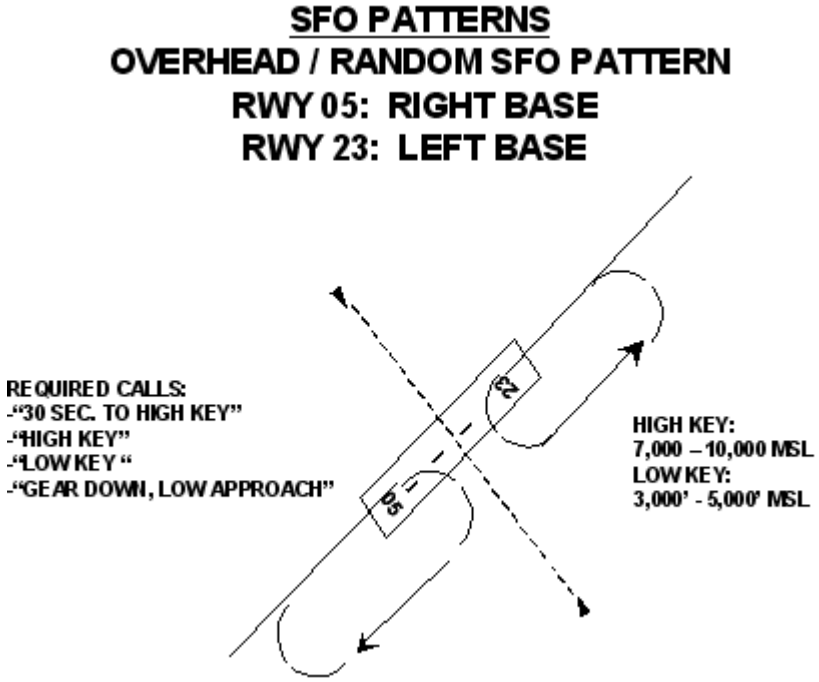
- Closed Patterns: Fighter aircraft will fly closed patterns to the north. Right closed for RWY 23, Left closed for RWY 05.

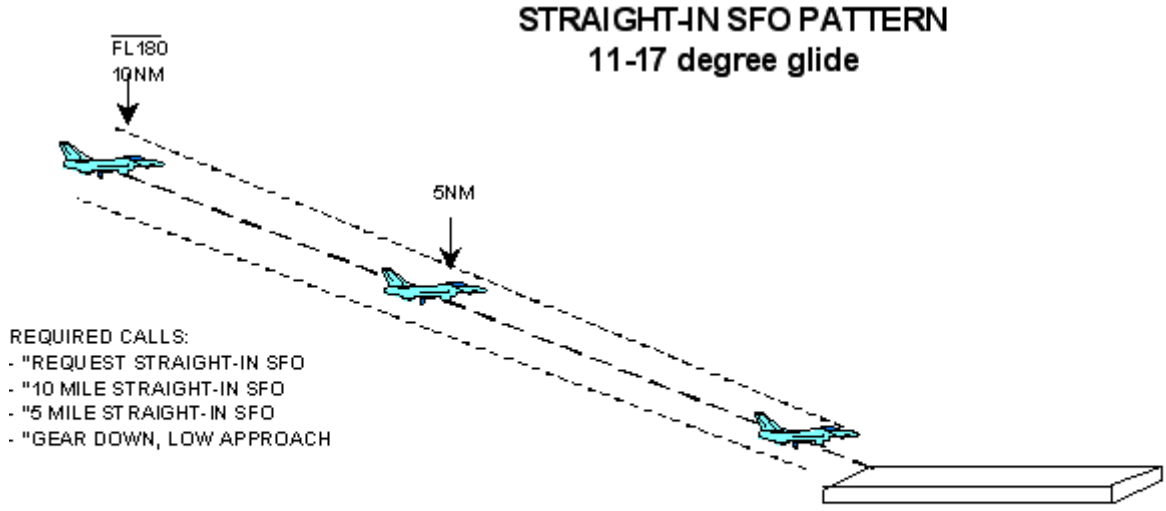
- Breakout altitude: 2500’ MSL.

- Reentry: Always to the south. Avoid Adana.

Attachment 5

SFO PATTERNS





NOTE: PRACTICE SFO PATTERNS MAY BE FLOWN AT THE END OF SCHEDULED TRAINING SORTIES ONLY.

Attachment 6

AWACS "T-5" TRAINING ORBIT BOUNDARY COORDINATES

38-00N 33-30E
39-00N 33-30E
39-00N 34-30E
38-00N 34-30E
Normal Altitude FL 290-310.

VE ROUTE TURNPOINT COORDINATES

VE 901	
3700.0N	3525.5E
3626.5N	3344.0E
3643.5N	3316.5E
3656.5N	3302.0E
3711.1N	3230.1E
3734.0N	3239.0E
3755.0N	3240.0E
3801.0N	3241.0E
3729.5N	3317.7E
3711.4N	3408.1E
3700.0N	3525.5E

VE-903	
3700.0N	3525.5E
3643.5N	3351.1E
3649.3N	3259.7E
3734.0N	3239.0E
3755.0N	3240.0E
3801.0N	3241.0E
3729.5N	3317.7E
3711.4N	3408.1E

VE-905	
3700.0N	3525.5E
3711.1N	3408.3E
3720.0N	3345.7E
3716.6N	3309.0E
3734.0N	3239.0E
3754.9N	3239.8E
3801.0N	3241.0E
3729.5N	3317.7E
3711.4N	3408.1E
3700.0N	3525.5E

VE-907	
3700.0N	3525.5E
3747.4N	3501.0E
3800.0N	3409.0E
3846.7N	3343.0E
3905.0N	3246.5E
3749.5N	3239.0E
3729.5N	3318.4E
3734.0N	3239.0E
3755.0N	3240.0E

3700.0N	3525.5E
VE-906	
3700.0N	3525.5E
3747.8N	3502.0E
3900.0N	3408.5E
3923.6N	3516.1E
3956.2N	3624.3E
3900.0N	3645.7E
3700.0N	3525.5E

3801.0N	3241.0E
3729.5N	3317.7E
3711.4N	3408.1E
3700.0N	3525.5E

Attachment 7

KONYA RANGE DEPICTIONS

Table A7.1. TARGET DATA (WGS-84)

REF #	TARGET		LAT		LONG	ELEV	SCORE	HWYWT
1	Main Pylon	N	3754.718	E	3239.832	3293	Y	
2	Inert Target	N	3754.812	E	3239.680	3311	Y	
3	AAA Site	N	3754.190	E	3240.277	3294	Y	
4	#1 TEL	N	3754.311	E	3240.169	3288	Y	
5	#2 TEL	N	3754.304	E	3240.190	3284	Y	
6	#3 TEL	N	3754.301	E	3240.206	3284	Y	
7	#4 TEL	N	3754.309	E	3240.229	3288	Y	
8	Radar Van	N	3754.367	E	3240.211	3294	Y	
	Runway S End	N	3754.441	E	3240.227	3288	N	
9	4 0’clock Tank	N	3754.460	E	3240.348	3309	Y	
	S AAA Cross	N	3754.547	E	3240.287	3302	N	
10	Aircraft #1	N	3754.550	E	3240.339	3291	Y	
11	2 0’clock Tank	N	3754.595	E	3240.352	3286	Y	
12	#2 A/C on S Twy	N	3754.652	E	3240.306	3284	Y	
13	Aircraft #3	N	3754.690	E	3240.385	3294	Y	
14	S Refuel Truck	N	3754.707	E	3240.381	3286	Y	
	Center Taxiway	N	3754.740	E	3240.332	3293	N	
15	2 Ammo Trucks	N	3754.750	E	3240.386	3286	Y	
16	Aircraft #4	N	3754.787	E	3240.385	3291	Y	
17	Aircraft #5	N	3754.812	E	3240.393	3289	Y	
18	Aircraft #6	N	3754.837	E	3240.402	3293	Y	
	North Taxiway	N	3754.861	E	3240.357	3286	N	
19	A/C & Refueler	N	3754.956	E	3240.427	3283	Y	
	N AAA Cross	N	3754.969	E	3240.378	3278	N	
20	2 A/C on Runway	N	3755.075	E	3240.365	3283	Y	
21	Aircraft # 10	N	3755.097	E	3240.293	3296	Y	
22	N Dirt Bunker	N	3755.109	E	3240.299	3307	Y	
23	W Dirt Bunker	N	3755.095	E	3240.277	3307	Y	
	Tractor	N	3755.265	E	3240.440	3294	N	

REF #	TARGET		LAT		LONG	ELEV	SCORE	HWYWT
24	EW Site	N	3755.443	E	3240.378	3291	Y	
25	CP Truck	N	3755.237	E	3240.223	3291	Y	
26	Tank #1	N	3755.218	E	3240.243	3304	Y	
	Tank #2	N	3755.168	E	3240.212	3307	N	
	Tank # 3	N	3755.123	E	3240.186	3306	N	
27	Tank #4	N	3755.077	E	3240.161	3302	Y	
28	Bridge	N	3755.033	E	3240.110	3309	Y	
29	Bus	N	3754.922	E	3240.242	3292	Y	
30	#1 Truck Camo'd	N	3754.859	E	3240.176	3299	Y	
	#2 Truck	N	3754.823	E	3240.196	3299	Y	
	#3 Truck	N	3754.807	E	3240.216	3299	Y	
	#4 Truck	N	3754.786	E	3240.233	3299	Y	
	#5 Truck	N	3754.772	E	3240.244	3299	Y	
	#6 Truck	N	3754.764	E	3240.252	3299	Y	
31	#7 Truck Camo'd	N	3754.756	E	3240.257	3299	Y	
32	10 0’clock Tank	N	3754.605	E	3240.176	3312	Y	
33	A/C in Revet	N	3754.518	E	3240.109	3304	Y	
34	1/2 Circle Revet	N	3754.513	E	3240.147	3301	Y	
	Cement Ramp	N	3754.529	E	3240.078	3294		
35	8 0’clock Tank	N	3754.487	E	3240.159	3299	Y	
36	POL Site	N	3755.280	E	3239.720	3335	Y	
37	SAM in Silo	N	3754.854	E	3239.880	3296	Y	

Table A7.2. NON-TARGET/OFFSET DATA

NON-TARGETS	LAT		LONG		ELEV	
Reflector #7	N	3756.48	E	3240.08	3300	DO NOT DROP
Reflector #6	N	3756.32	E	3240.07	3300	“
Reflector #5	N	3755.20	E	3240.65	3275	“
Reflector #4	N	3754.694	E	3240.141	3304	“
Reflector #3	N	3754.125	E	3239.744	3311	“
Reflector #2	N	3754.00	E	3239.43	3310	“
Reflector #1	N	3753.415	E	3239.647	3304	“
Main Tower	N	3754.27	E	3239.03		DO NOT DROP
Flank Tower	N	3754.13	E	3240.50		“
Turk Garrison	N	3754.24	E	3239.99	3300	“
Hangar	N	3754.23	E	3239.01	3300	“
VTRP (Pyramid)	N	3753.15	E	3239.62	3310	“
Cement Plant	N	3751.49	E	3239.26	3330	“
Gas Station	N	3751.03	E	3242.59	3330	“
7 Mile Town	N	3748.00	E	3239.95	3200	“
Bridge E of Efes	N	3740.017	E	3239.85	3310	“
Efes Silo	N	3740.00	E	3238.10	3290	“

Table A7.3. OFFSET DATA

TARGET	REFLECTOR/VTRP	MAG BRG	RNG (FT)	ELEV(FT)
Main Pylon	#1	186.29	8051	3215
	#2	202.79	5181	3310
	#3	188.30	3668	3310
	#4	097.60	1531	3300
	#5	056.55	4591	3275
	#6	006.40	9375	3300
	#7	006.17	10390	3300
	DBS	064.60	28600	3300
#1Truck	#6	004.30	8531	3300
	#4	170.80	1022	3300
#7 Truck	#6	006.00	9164	3300
	#4	129.90	625	3300
10 O’clock Tank	#6	003.20	10041	3300
	#4	009.10	517	3300
8 O’clock Tank	#6	003.00	10745	3300
	#4	003.80	1218	3300

Figure A7.1. Range Layout Diagram

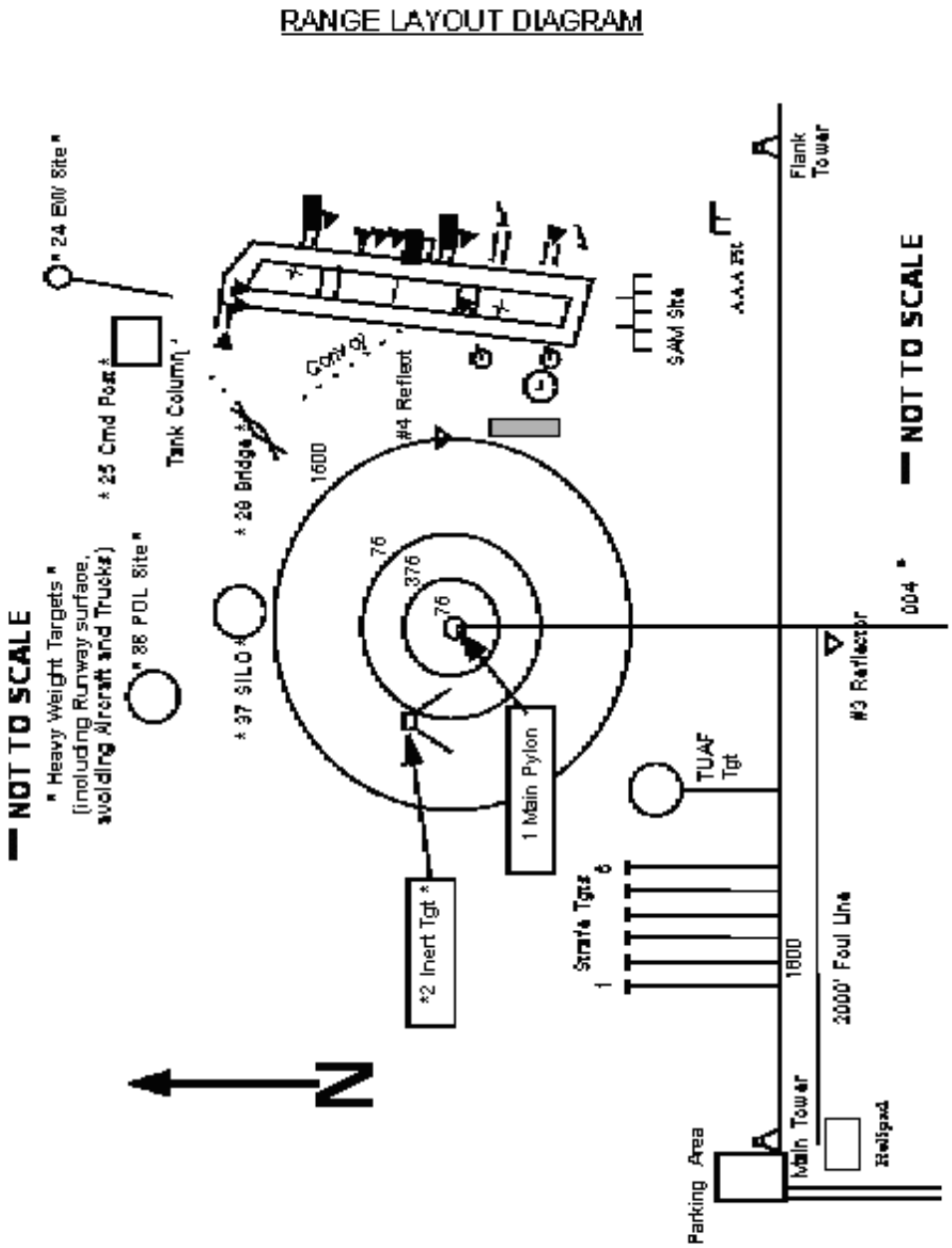


Figure A7.2. Tactical Airfield Diagram

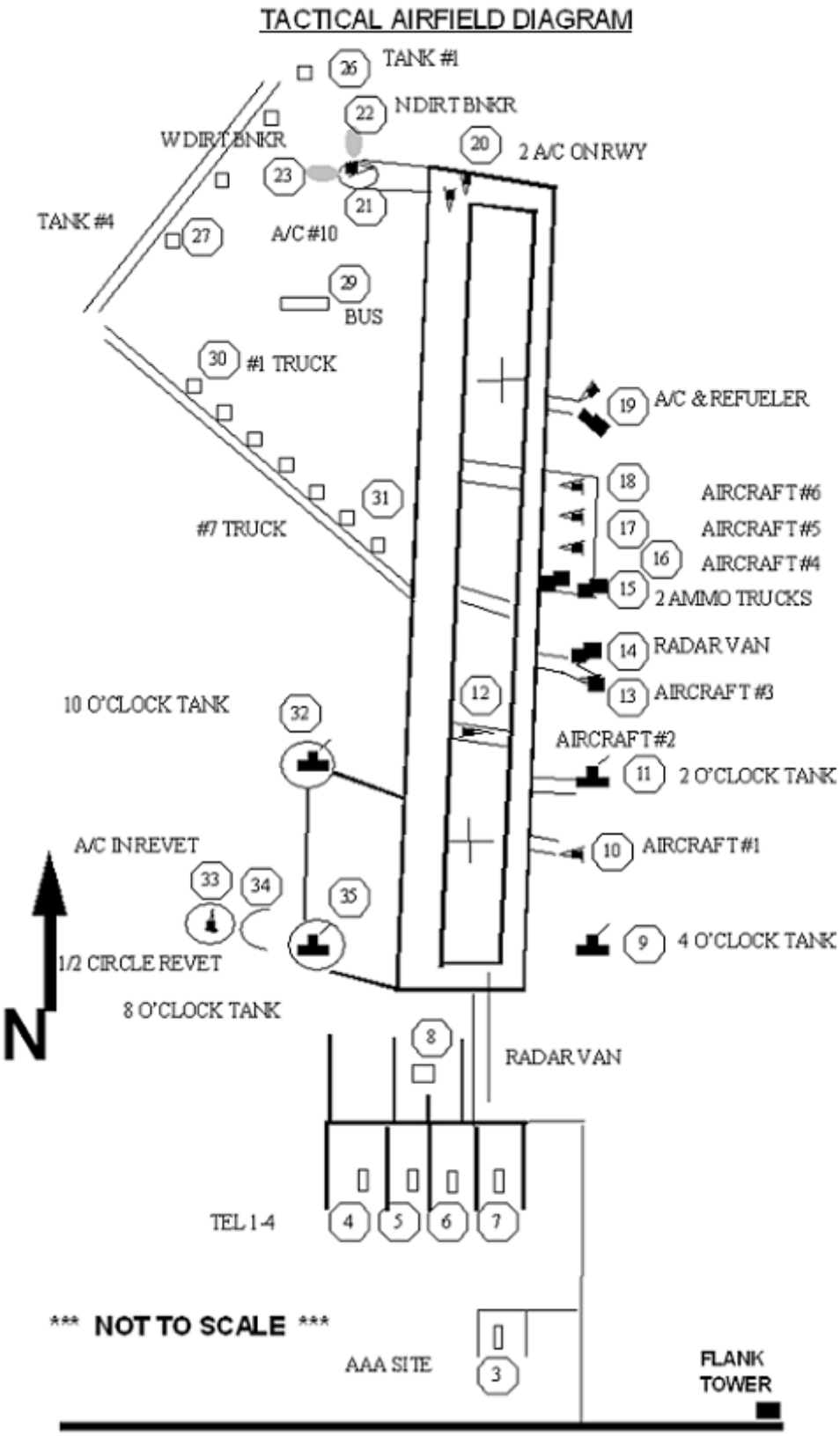


Figure A7.3. Range Pattern Diagram

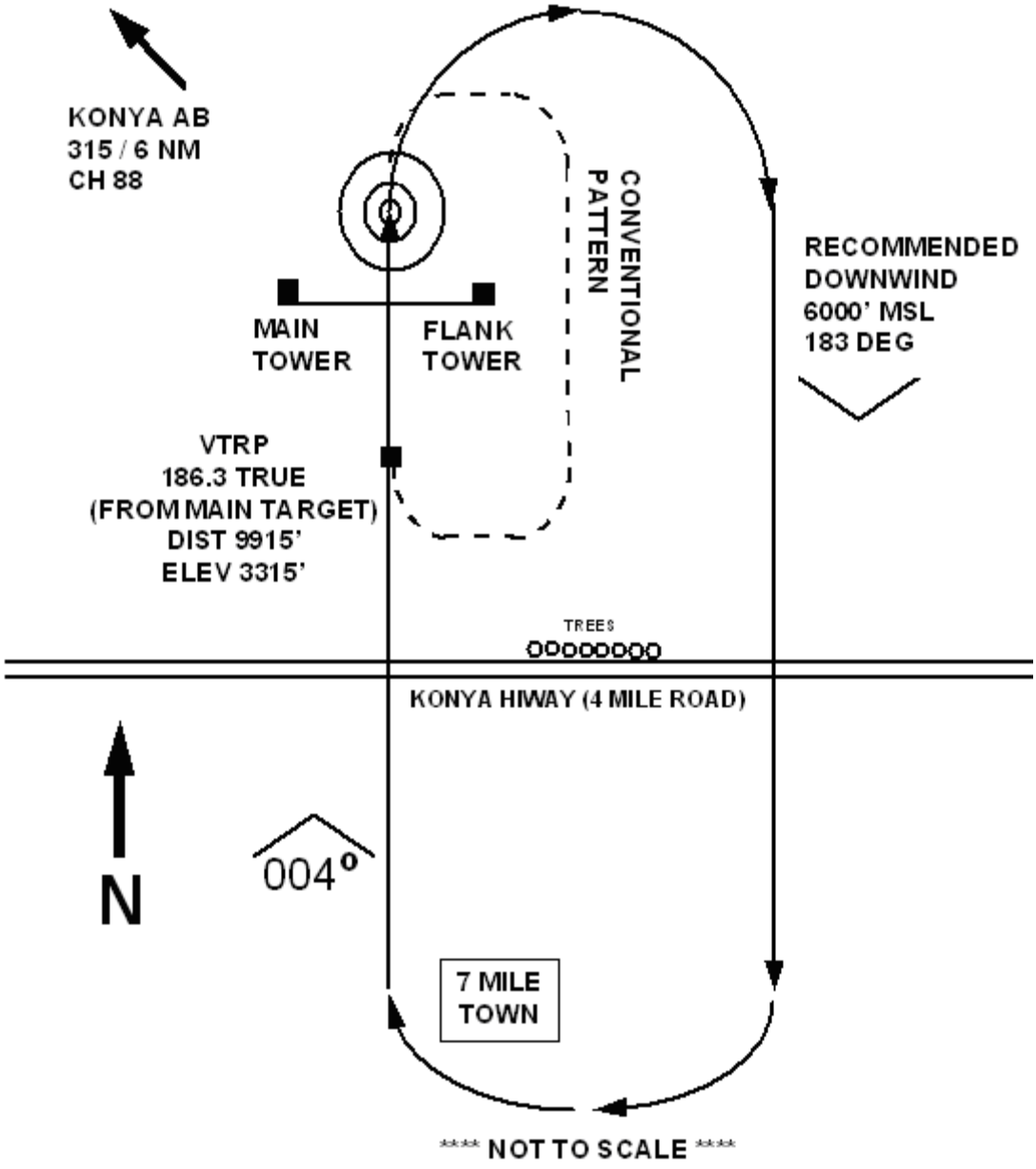


Figure A7.4. POP Pattern Diagram

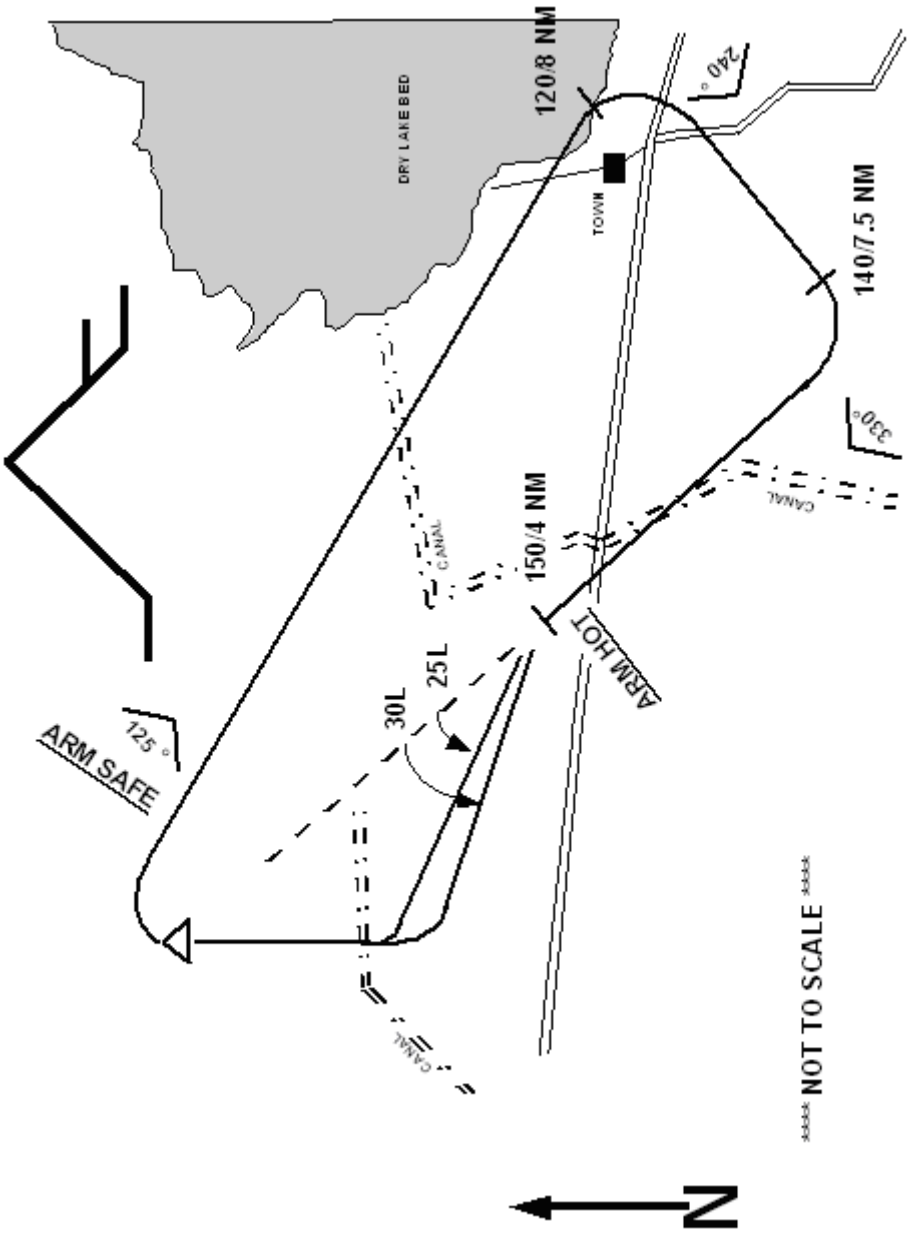


Figure A7.5. Limitations on Altitude and Slant Range Based upon a Forward Footprint of 1,312 ft (LANTIRN/LITENING II/IRADS). ***NOTE:*** Unrestricted Laser Headings

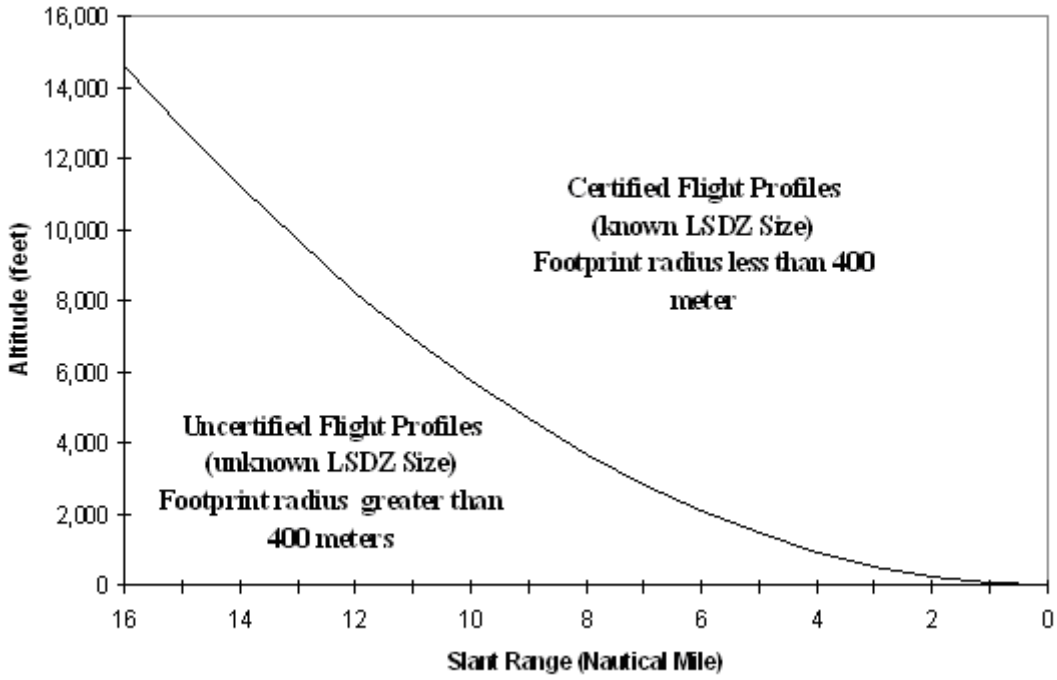


Figure A7.5a. Limitations on Altitude and Slant Range (LANTIRN/LITENING II/IRADS). ***NOTE:*** Unrestricted Laser Headings

SLANT RANGE TO TARGET (NM)	**MINIMUM** SAFE LASING ALTITUDE (ft) (AGL)	SLANT RANGE TO TARGET (NM)	**MINIMUM** SAFE LASING ALTITUDE (ft) (AGL)
12	8,260	6	2,100
11	6,950	5	1,470
10	5,760	4	950
9	4,680	3	544
8	3,700	2	250
7	2,850	1	70

Figure A7.6. a: Limitations on Altitude and Slant Range Based Upon a Forward Footprint of 1,312 ft. (OTHER 5 mrad systems)
NOTE: Unrestricted Laser Headings.

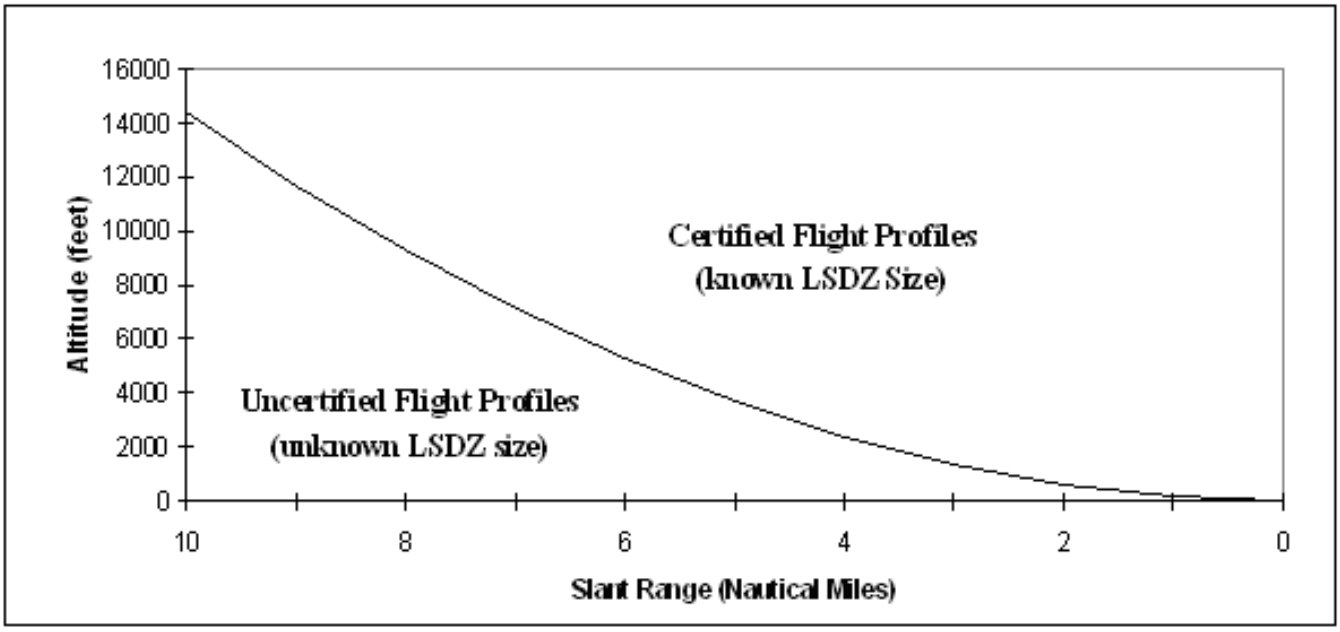


Figure A7.6b. Limitations on Altitude and Slant Range (OTHER 5 mrad systems).
NOTE: Unrestricted Laser Headings

SLANT DISTANCE TO TARGET (NM)	**MINIMUM** SAFE LASING ALTITUDE (ft) (AGL)	SLANT DISTANCE TO TARGET (NM)	**MINIMUM** SAFE LASING ALTITUDE (ft) (AGL)
12	20,655	6	5,254
11	17,380	5	3,675
10	14,400	4	2,380
9	11,700	3	1,360
8	9,261	2	624
7	7,120	1	172

Attachment 8

INCIRLIK DIVERT FUELS

A-10

INCIRLIK TO:	HDG/DIST	FUEL	ALT	A/S	DESCENT
ADANA	260/007	2500	N/A	N/A	N/A
ERKILET	358/106	3400	FL180	170	28
KONYA	291/148	3800	FL240	166	38
ERHAC	052/152	3800	FL230	166	38
AKROTIRI	217/187	4300	FL260	167	44
AKINCI	321/229	4500	FL260	165	51
DIYARBAKIR	072/234	4600	FL260	165	51

A-10 Note: Based on approach to Incirlik AB followed by missed approach and climb-out to divert with 1,500 lbs remaining on initial. Flight is direct from Incirlik AB to the divert field. Max power climb at the following climb schedule: SL = 200 KIAS, FL050 = 195 KIAS, FL100 = 190 KIAS, FL150 = 185 KIAS, FL200 = 180 KIAS, FL250 = 175 KIAS. Cruise at max range AOA (15.6 units) and the listed airspeed. Descend at 148 KIAS, Idle power, Speedbrakes closed. Drag index = 8.

EA-6B

INCIRLIK TO:	HDG/DIST	FUEL	ALT	MACH	DESCENT
ADANA	260/007	2400	3000	245Kt	N/A
ERKILET	358/106	3500	FL310	0.63	50
KONYA	291/148	4000	FL340	0.67	59
ERHAC	052/152	4000	FL340	0.67	59
AKROTIRI	217/187	4400	FL350	0.68	61
AKINCI	321/229	4700	FL350	0.68	62
DIYARBAKIR	072/234	4900	FL350	0.68	62

EA-6B Note: Figures are for cruise configuration, fives stores, two engines operating, no wind, initial climb is from sea level. Climb at .7M to cruise altitude at max power. Descend at 205 KIAS to 10,000 feet overhead at idle power. Fuel required includes 2000 pound reserve.

E-3B/C

INCIRLIK TO:	HDG/DIST	TIME	ALT	MACH	BINGO
KONYA	288/150	0+22	FL200	0.68	29600
DIYARBAKIR	073/233	0+34	FL210	0.68	32800
ERHAC	061/180	0+26	FL210	0.68	30800
AKINCI	321/229	0+35	FL200	0.68	33200
ADANA	260/007	0+03	FL040	-	26000

AWACs Note: No wind, direct routing, overhead with 24K lbs of fuel. Add 11K from ROZ 1 to Incirlik AB. Adana may be considered as an alternate in low fuel situations (e.g. runway closure for barrier engagement or emergency aircraft).

F-15A/C

INCIRLIK TO:	HDG/DIST	FUEL	ALT	MACH	DESCENT
ADANA	260/007	2200	N/A	N/A	N/A
ERKILET	358/106	5600	FL350	0.77	70
KONYA	291/148	6100	FL400	0.81	80
ERHAC	052/152	6100	FL400	0.81	80
AKROTIRI	217/187	6400	FL400	0.81	80
AKINCI	321/229	6800	FL430	0.86	86
DIYARBAKIR	072/234	6800	FL430	0.86	86

F-15C Note: Fuels include fuel for penetration and missed approach at Incirlik AB, climb to cruise altitude, cruise at indicated Mach, enroute idle descent at 200KIAS and penetration, approach and landing with 1200 lbs of fuel remaining. Figures are based on ONW standard configuration drag index of 56. Add 1500 lbs for 15 minutes of holding fuel.

F-15E

INCIRLIK TO:	HDG/DIST	FUEL	ALT	MACH	DESCENT
ADANA	260/007	3000	N/A	N/A	N/A
ERKILET	358/106	5800	FL350	0.80	49
KONYA	291/148	6300	FL380	0.83	54
ERHAC	052/152	6300	FL380	0.83	54
AKROTIRI	217/187	6800	FL380	0.83	54
AKINCI	321/229	7300	FL380	0.83	54
DIYARBAKIR	072/234	7600	FL380	0.83	54

F-15E Note: Based on approach to Incirlik AB followed by missed approach and climbout to divert. Mil power climb at 300 KCAS to 0.75 Mach until cruise altitude. Descent at idle thrust, 220 KCAS and speedbrake retracted. Add 1800 lbs fuel for 15 minutes of holding at Max Endurance at 15,000'. All fuels no wind. Landing with 2000 lbs. Drag index standard ONW configuration.

F-16C

INCIRLIK TO:	HDG/DIST	FUEL	ALT	MACH	DESCENT
ADANA	260/007	1500	N/A	N/A	N/A
ERKILET	358/106	2400	FL250	0.65	37
KONYA	291/148	2700	FL300	0.71	45
ERHAC	052/152	2700	FL300	0.71	45
AKROTIRI	217/187	3000	FL300	0.71	45
AKINCI	321/229	3200	FL350	0.75	53
DIYARBAKIR	072/234	3300	FL350	0.75	53

F-16 Note: Fuels include fuel for penetration and missed approach at Incirlik AB, MIL power climb to 390 KIAS / 0.80 M to optimum altitude. Drag index of 200. 26000 # GW. Cruise at Max range airspeed. Penetration 300 KIAS, idle direct to GCA final or Initial. Fuels are based on direct to alternate and land with 800 lbs. Add 800 lbs for 15 minutes of holding fuel. Applicable to all Block F-16s.

KC-135R

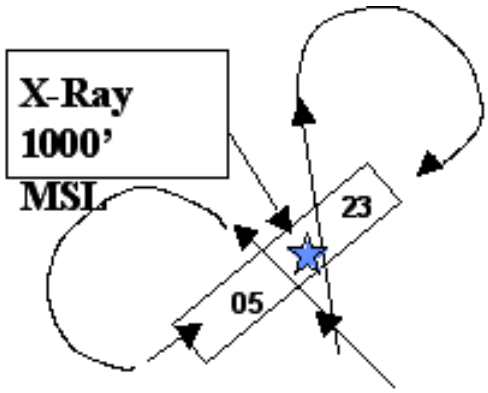
INCIRLIK TO:	HDG/DIST	TIME	ALT	MACH	BINGO
ANTALYA	265/232	0+39	FL310	0.72	33800
KONYA	291/148	0+21	FL280	0.70	30500
BATMAN	073/277	0+40	FL330	0.72	33200
AKINCI	321/229	0+36	FL310	0.72	33500
AKROTIRI	217/187	0+32	FL310	0.72	33100

KC-135R Note: Winds 270/50, direct routing. Includes M/A and climb and overhead field with 25K lbs of fuel.

Attachment 9

SHADOW X-RAY ARRIVAL(H/K/MC-130S)

(NOT TO SCALE)



Note: *Aircrews must exercise sound judgment and not place themselves at more risk by exceeding aircraft or pilot limits in order to effect a tactical recovery.*

Approach the field from the southeast quadrant

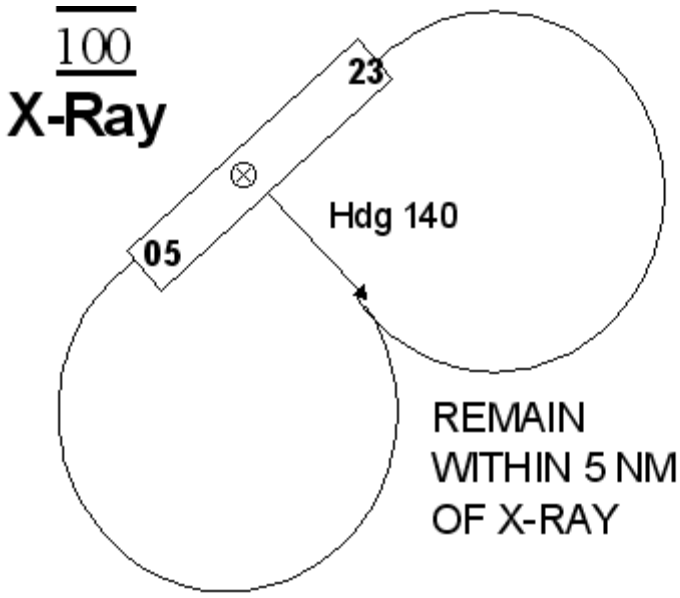
Cross the base and RWY at 1,000 ft MSL and pick up a base to the appropriate RWY

Remain within 2 NM of the runway when northwest

NOTES: Min altitude during tactical arrival and departure is 300 ft AGL inside 8NM (if qualified). Procedures valid for ALL ONW & Training days. Breakout/Re-entry as directed by RAPCON/Tower. Expect to be resequenced at VFR entry point. Report X-Ray and base with gear. This ground track may also be used by other heavies with the following exceptions. Request the Heavy X-Ray Recovery. Maintain at least 2500 ft MSL until crossing the runway, then remain within 2 NM of the runway.

Attachment 10

FIGHTER X-RAY ARRIVAL



Min WX -- 6,000 ceiling and 5 km visibility

After entering 50-mile circle, head direct to the field crossing overhead (X-Ray) at FL100

Fly outbound heading 140 and descend for a teardrop straight-in to the active runway

Remain within 5 miles of the runway center

Do not overfly the cement plant or through its smoke/dust

Transition to a normal glideslope/airspeed with power on NLT 1.5 NM final

NOTES: Two-ship max per formation. Breakout/re-entry as directed by tower/RAPCON. Expect VFR entry point to be resequenced. Report X-Ray and base with gear. Flights will maintain spacing (≥15NM) from previous flight

Attachment 11

SAMPLE PARA-DROP ZONE SCHEDULING AND COORDINATION LETTER

MEMORANDUM FOR: 39 ABG/CC 1 Sep 2001

FROM: 939 ERQS/CC

SUBJECT: Paradrop Operations Request

1. The 939 ERQS requests permission to conduct military freefall operations at Incirlik Air Base. These operations are necessary to maintain paradrop certification for our Pararescue Jumpers (PJ) All Rules of Engagement (ROE) concerning paradrop operations are applicable and all restrictions outlined in the Drop Zone (DZ) survey will be followed. All paradrops will take place at DAN DZ (virtually co-located with the Incirlik TACAN, 0.5 DME Northeast of the approach end of RWY 23) as described below.

Date and Time of Paradrops:	**29 Mar 2001 0730Z-0830Z**
Drop Altitude:	**10,000 Feet MSL (FL100) and below**
Number of Jumpers:	**6 total**
Number and Type of Aircraft:	**(1) HH-60**

2. A sortie is defined as an initial takeoff from Victor row to final landing at Victor row. Multiple landings at Dan DZ will be required to support the jump operations.

3. Upon approval, a copy of the memorandum will be taken to airfield operations, RAPCON, and Tower for NOTAM approval.

4. The point of contact for PJ paradrop operations is the 939th ERQS Operations Officer at DSN 676-9888.

DAVID T. REYNOLDS, Maj, USAF

Commander, 939 ERQS

1st Endorsement, 39 ABG/CC

Concur / Nonconcur

Attachment 12

CSAR LANDING ZONE AND CSAREX/SPIDER POINT LIST

Incirlik AB

Point	Name	Latitude	Longitude	Elev	Power Rqd	Approach (Best)	Remarks
L01	Dan	N 3700.90	E 3527.00	237	Hover + 5%	All	Land, Multiship
L02	Dart	N 3700.00	E 3524.60	240	Hover + 5%	All	

ALPHA Training Area

Point	Name	Latitude	Longitude	Elev	Power Rqd	Approach (Best)	Remarks
L03	Table Top	N 3720.83	E 3530.38	660	Hover + 5%	All	Multiship, Bee Boxes West
L04	Tree	N 3722.53	E 3532.47	1,100	20’ + 5%	350/170	Multiship, Slopes Ridgeline
L05	Cross	N 3724.75	E 3528.05	750	OGE + 5%	200/020	Pinnacle, Singleship
L06	Terrace	N 3726.35	E 3530.22	1,100	20’ + 5%	240/060	Multiship, Ridgeline
L07	Wall	N 3729.73	E 3534.00	1,600	Hover + 5%	210/030	Multiship, Wall Ruins Middle
L08	Peanut	N 3729.40	E 3535.70	2,300	20’ + 5%	All (210)	Multiship, Slopes
L09	Fozzy	N 3729.65	E 3535.49	2,100	Hover + 5%	All (220)	2 Ship Trail
L10	Bowl	N 3728.19	E 3519.49	4,000	OGE + 5%	240/060	2 Ship, Upslope, Trails
L11	Heart	N 3727.76	E 3519.22	3,670	OGE + 5%	300	2 Ship, Slopes, Tire
L12	Finger	N 3720.25	E 3528.29	600	Hover + 5%	All	Multiship, Wires 4nm North
L13	Plant	N 3727.83	E 3529.65	850	Hover + 5%	All (300/120)	Multiship

DELTA Training Area

Point	Name	Latitude	Longitude	Elev	Power Rqd	Approach (Best)	Remarks
L14	Rosanne	N 3749.25	E 03533.43	4,500	Hover + 5%	All	Big, Multiship, Wires North
L15	Ridge	N 3745.37	E 03531.76	5,800	20’ + 5%	All (240/060)	2 Ship, Slopes
L16	Picnic	N 3743.50	E 03530.80	5,800	OGE + 5%	240/060	Singleship, Pinnacle
L17	Bowl II	N 3746.03	E 03532.00	5,800	OGE + 5%	All	Singleship, Pinnacle

CSAREX and Local Spider Point List

Point	**Description**	**Latitude**	**Longitude**	**Elevation**
X01	Spider point 01	N 37 46.841	E 035 10.561	10988
X02	Spider point 02	N 37 46.233	E 035 15.111	9341
X03	Spider point 03	N 37 46.274	E 035 19.394	5131
X04	Spider point 04	N 37 45.909'	E 035 26.622	4265
X05	Spider point 05	N 37 45.950'	E 035 36.045	4521
X06	Spider point 06	N 37 45.909'	E 035 40.702	3337
X07	Spider point 07	N 37 45.950'	E 035 45.628	3766
X08	Spider point 08	N 37 45.950'	E 035 52.373	1686
X09	Spider point 09	N 37 44.614'	E 035 10.828	9879
X10	Spider point 10	N 37 44.614'	E 035 17.360	6752
X11	Spider point 11	N 37 44.371'	E 035 23.677	3533
X12	Spider point 12	N 37 43.885'	E 035 35.830	3458
X13	Spider point 13	N 37 43.764'	E 035 43.433	3481
X14	Spider point 14	N 37 43.804'	E 035 49.108	3209
X15	Spider point 15	N 37 41.375'	E 035 12.595	5436
X16	Spider point 16	N 37 41.200'	E 035 18.000	4226
X17	Spider point 17	N 37 42.217'	E 035 24.250	2986
X18	Spider point 18	N 37 40.606'	E 035 28.228	4032
X19	Spider point 19	N 37 39.900'	E 035 34.750	1260
X20	Spider point 20	N 37 41.820'	E 035 35.991	3701
X21	Spider point 21	N 37 42.167'	E 035 41.417	1693
X22	Spider point 22	N 37 42.067'	E 035 50.117	1752

Point	Description	Latitude	Longitude	Elevation
X23	Spider point 23	N 37 38.905'	E 035 11.257	5505
X24	Spider point 24	N 37 39.108'	E 035 15.968	4373
X25	Spider point 25	N 37 37.488'	E 035 22.392	2497
X26	Spider point 26	N 37 37.326'	E 035 27.960	6457
X27	Spider point 27	N 37 38.298'	E 035 32.404	4386
X28	Spider point 28	N 37 38.419'	E 035 37.918	2402
X29	Spider point 29	N 37 39.796'	E 035 41.719	3120
X30	Spider point 30	N 37 41.011'	E 035 46.752	2221
X31	Spider point 31	N 37 35.464'	E 035 12.434	5138
X32	Spider point 32	N 37 36.152'	E 035 18.591	2887
X33	Spider point 33	N 37 34.683	E 035 24.467	2030
X34	Spider point 34	N 37 35.383'	E 035 31.494	1824
X35	Spider point 35	N 37 36.117'	E 035 35.000	1575
X36	Spider point 36	N 37 35.990'	E 035 39.524	2195
X37	Spider point 37	N 37 37.691'	E 035 43.807	4521
X38	Spider point 38	N 37 35.707'	E 035 45.306	3028
X39	Spider point 39	N 37 33.682'	E 035 14.308	2972
X40	Spider point 40	N 37 33.358'	E 035 19.287	2365
X41	Spider point 41	N 37 32.468'	E 035 29.727	4806
X42	Spider point 42	N 37 32.630'	E 035 37.062	2398
X43	Spider point 43	N 37 32.792'	E 035 43.272	1296
X44	Spider point 44	N 37 31.051'	E 035 16.985	2805
X45	Spider point 45	N 37 30.500'	E 035 22.100	4800
X46	Spider point 46	N 37 30.017'	E 035 30.467	760
X47	Spider point 47	N 37 28.600'	E 035 40.250	945
X48	Spider point 48	N 37 28.500'	E 035 16.503	4104
X49	Spider point 49	N 37 28.581'	E 035 25.819	2726
X50	Spider point 50	N 37 26.476'	E 035 37.758	1050
X51	Spider point 51	N 37 25.524'	E 035 18.377	2546
X52	Spider point 52	N 37 25.767'	E 035 23.302	2274
X53	spider point 53	N 37 25.403'	E 035 34.652	945
X54	Spider point 54	N 37 22.450'	E 035 18.187	1788
X55	Spider point 55	N 37 22.447'	E 035 21.804	1965
X56	Spider point 56	N 37 23.014'	E 035 27.960	453
X57	Spider point 57	N 37 20.000'	E 035 15.000	1227

Point	Description	Latitude	Longitude	Elevation
X58	Spider point 58	N 37 18.850'	E 035 19.740	1063
X59	Spider point 59	N 37 18.890'	E 035 24.505	509
X60	Spider point 60	N 37 18.642'	E 035 36.098	459
X61	Spider point 61	N 37 16.117'	E 035 25.000	250
X62	Spider point 62	N 37 16.099'	E 035 32.696	617
X63	Spider point 63	N 37 12.417'	E 035 22.450	732
X64	Spider point 64	N 37 12.413'	E 035 29.805	892
X65	Spider point 65	N 37 09.435'	E 035 25.736	384
X66	Spider point 66	N 37 06.330'	E 035 23.051	197
X67	RWY 5/LTAG	N 36 59.641'	E 035 24.751	144
X68	RWY 23/LTAG	N 37 00.593'	E 035 26.336	167
X69	Spider point 69	N 36 43.057'	E 035 14.635	30
X70	Spider point 70	N 36 35.367'	E 035 12.400	0
X71	Lighthouse	N 36 32.367'	E 035 20.383	0
X72	LTD13-guns	N 36 23.000'	E 035 20.000	0
X73	East ARIP/EP	N 36 18.000'	E 035 19.000	0
X74	East ARCP	N 36 20.300'	E 035 12.100	0
X75	West ARCP	N 36 26.600'	E 034 53.900	0
X76	West ARIP/EP	N 36 28.700'	E 034 48.000	0