



Instrument Refresher Course



412 OSS



**Airfield
Operations Flight
Tower
412 OSS/OSAT**



Overview



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- **Mission Priorities**
- **Class D Airspace**
- **Tower Services**
- **Traffic Patterns**
- **IFR Departures**
- **Lakebed Ops**
- **Miscellaneous Special Procedures**



ATC Mission Priorities



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MISSION: To provide safe, expeditious, and orderly flow of Air Traffic

ATC Duty Priority: Separating aircraft and issuing safety alerts

ATC Operational Priority: First Come, First Serve, circumstances



Tower Services



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1. Landing Sequence
2. Spacing
3. Traffic Advisories
4. Runway Separation





Air Traffic Control Services



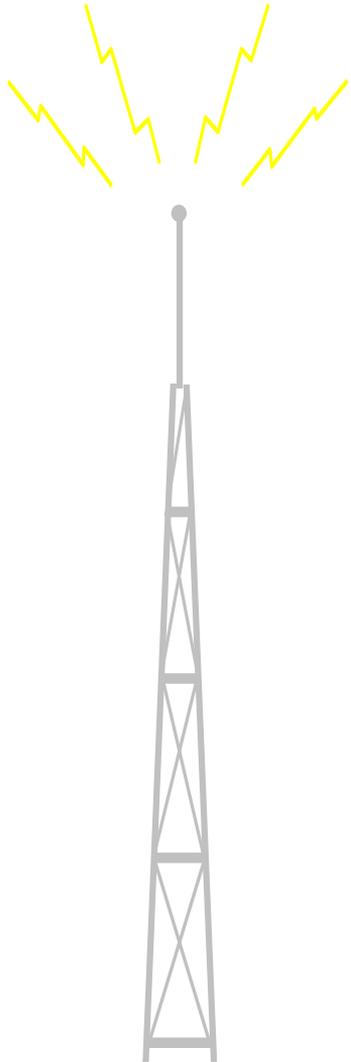
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Automatic Terminal Information Service (ATIS)

- 0600-1800L Monday – Friday

Control Tower Hours of operation:

- 0600-2200L Monday – Friday
- Saturdays open 8 hours from 8 to 4 or as adjusted by 412 OG/CC closed Sundays and holidays





Communication with Tower



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Initial Contact: ATIS info, Type approach, Type landing, and Intentions on the go

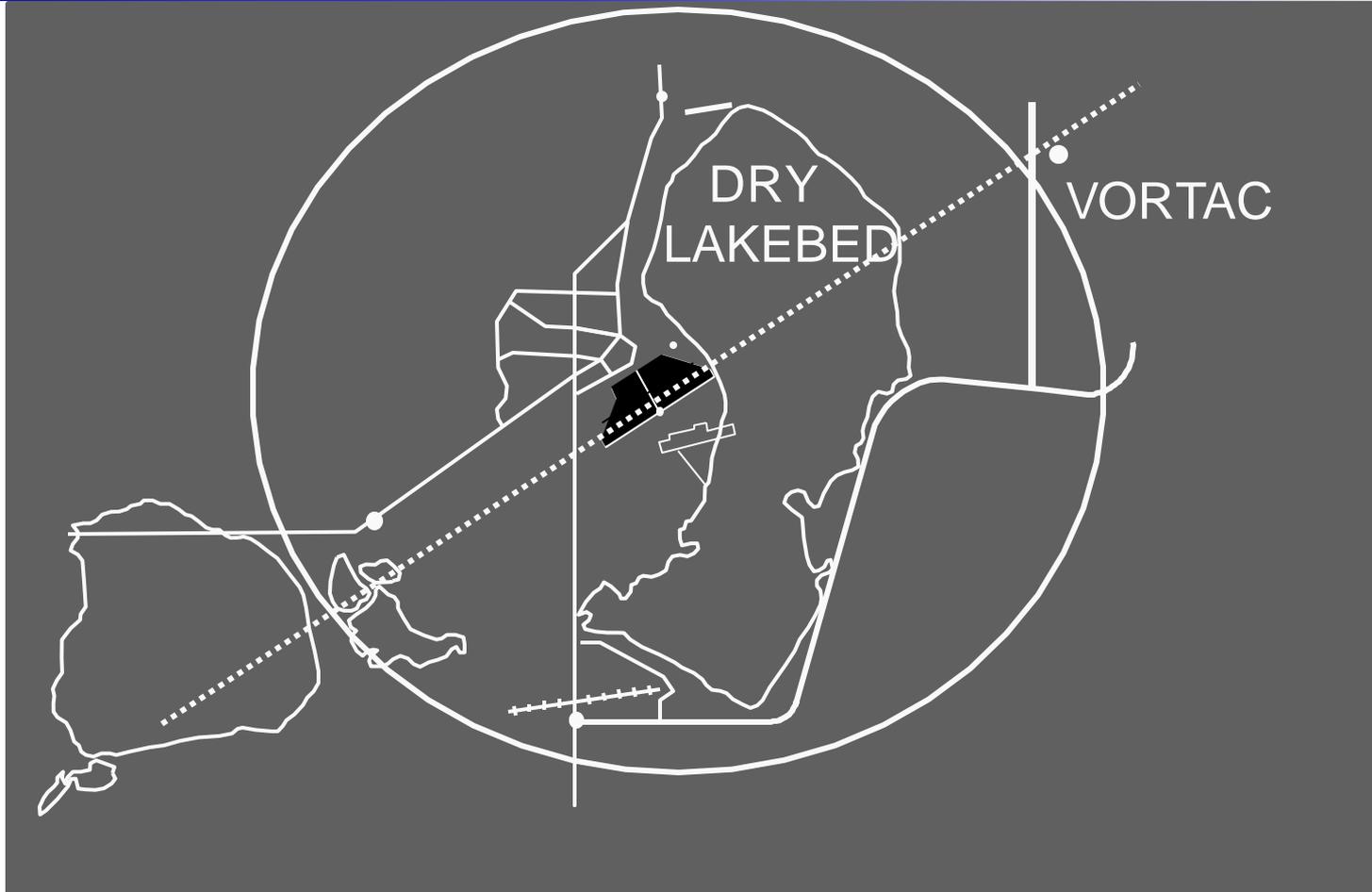




Class "D" Airspace



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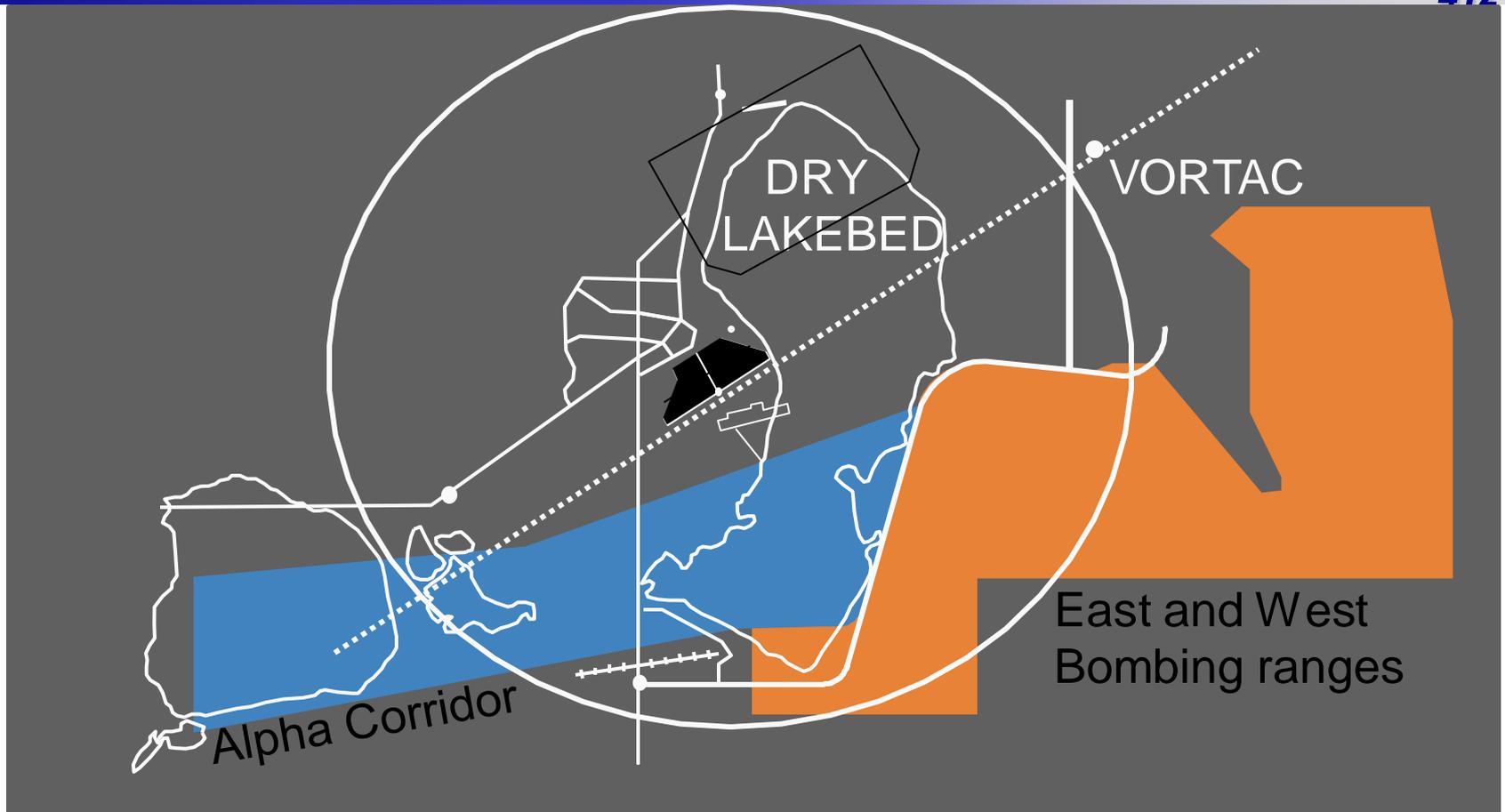
Two-way radio communications required



Class "D" Airspace



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Class D is reduced to approximately 3 miles to the south/southeast



Tower Patterns



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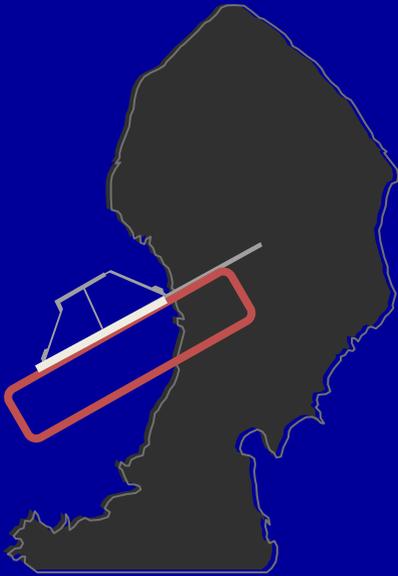


Tower Patterns



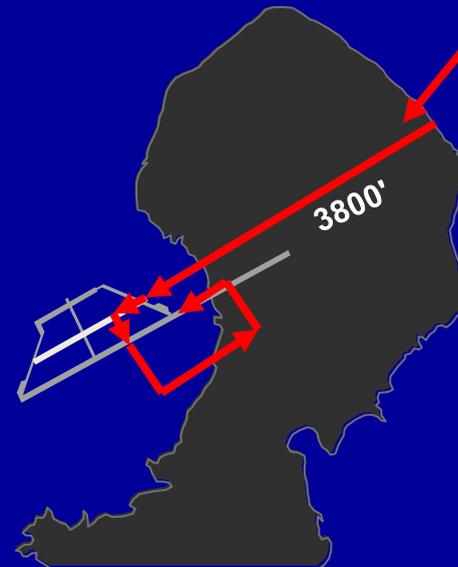
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Rectangular Traffic (Closed Traffic)



- Fighter / Trainer
3800' MSL
- Heavy / Light
3300' MSL

Overhead Pattern (Initial)



- Off-set 1215'
N. of centerline
- 3800' MSL
- South turns



Tower Patterns



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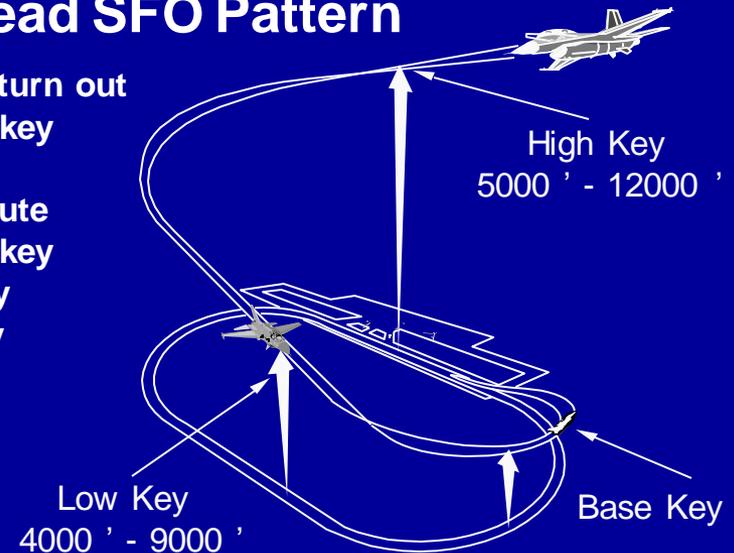
South / North Re-entry



- South Re-entry
 - Downwind at 4300' MSL
 - Descend to overhead or straight-in altitude abeam Lakebed 30
- North Re-entry
 - Downwind at 4300' MSL

Overhead SFO Pattern

- North turn out to high key
- One minute to high key
- High Key
- Low Key





Tower Patterns



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Straight-in SFO Pattern

- One minute to high final
- High Final



Lift Over Drag Profiles

- Shuttle
- Lifting Body





SFO Airspace



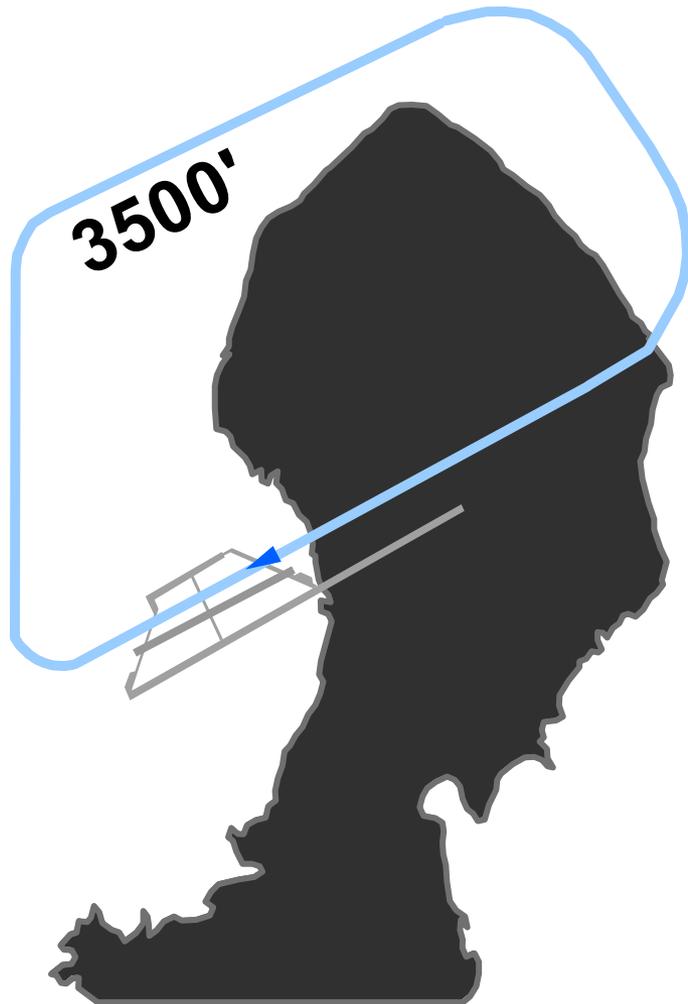
- **Defined as: 5NM radius from center of RWY 22L surface to 12,000.**
- **SPORT will now treat it as protected airspace.**
- **When active, may cause restrictions in R-2515.**
- **Aircraft conducting SFO must avoid West Range when active.**



Tower Fly-By



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- **Eight miles long; four miles wide**
- **Downwind 3500' MSL**
- **Indicate speed downwind**
- **Say intentions to follow on final**
- **2,800 Until West Lake shore then at or below 3,300' until dep end**



SPORT Open: IFR/DD 175 Departures



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PANCHO 3 Work Area Clearance:

P3B/P3 work area clearance for all aircraft except those on a DD-175.

“CLEARED (PANCHO 3 BARSTOW). SQUAWK (00XX)”.

“CLEARED (PANCHO 3). SQUAWK (00XX)”.

IFR Departure Clearance Procedures (DD175):

DD-175 departures exiting R-2515 via DAGGS (any altitude) or PMD (at or above 14,000):

“GHOST25, MAINTAIN VFR IN THE COMPLEX AT OR BELOW (filed altitude), THEN CLEARED TO (Destination) FROM (PMD or DAGGS) AS FILED”, EXPECT (filed altitude) WITH CENTER, DEPARTURE FREQ (SPORT), SQUAWK (squawk assigned by SPORT).”

R-2515 via PMD at or below 13,000 or any other approved R2508 Ingress/Egress fixes (except DAGGS) at any altitude will enter Joshua’s airspace.

“COBRA21, CLEARED PANCHO 3 BARSTOW, EXPECT IFR CLEARANCE FROM JOSHUA, DEPARTURE FREQ (SPORT), SQUAWK (squawk assigned by SPORT).”



SPORT OPEN IFR/DD 175 Departures



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Climb-Out Instructions

- Runway 22L/R: Participants cleared on a DD175 will be issued climb-out instruction to depart to the north prior to departure unless otherwise coordinated with SPORT (i.e. pilot requests direct PMD).
- Runway 04L/R: Participants cleared on a DD175 will be issued climb-out instructions to fly runway heading prior to departure unless otherwise coordinated with SPORT (i.e. pilot requests direct PMD).

***Being given a cardinal direction of departure does not negate need for noise abatement**

Avoid overflying Housing areas



Lakebed Runway Conditions



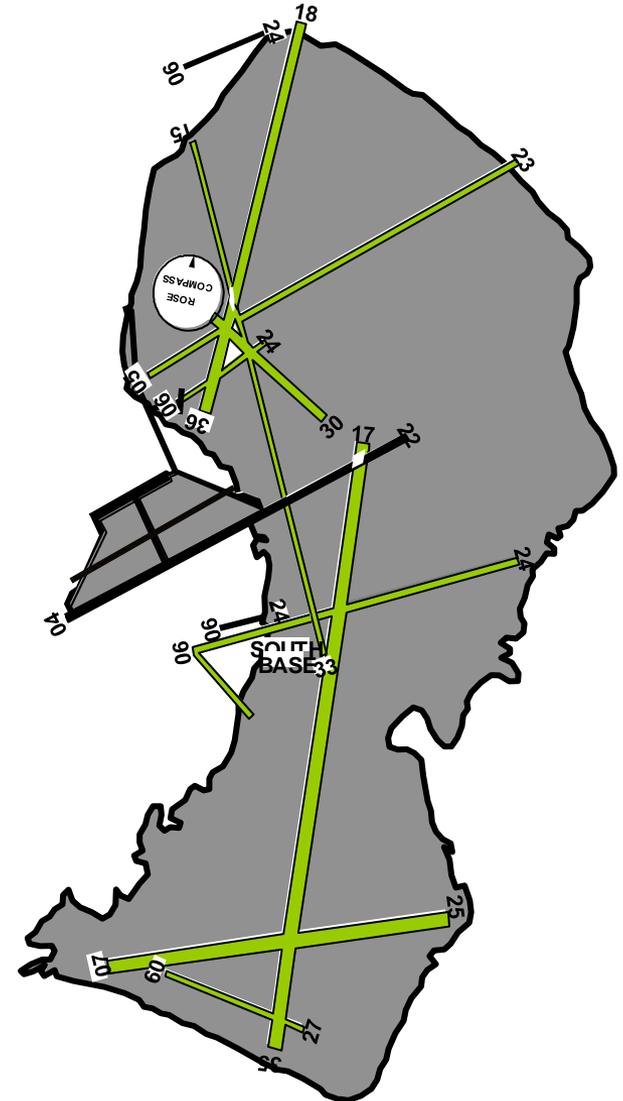
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GREEN

- Open for normal landings
- Runway is dry, free of potholes or other hazards
- Recently inspected

ORANGE

- Available for specific airframe/test program only





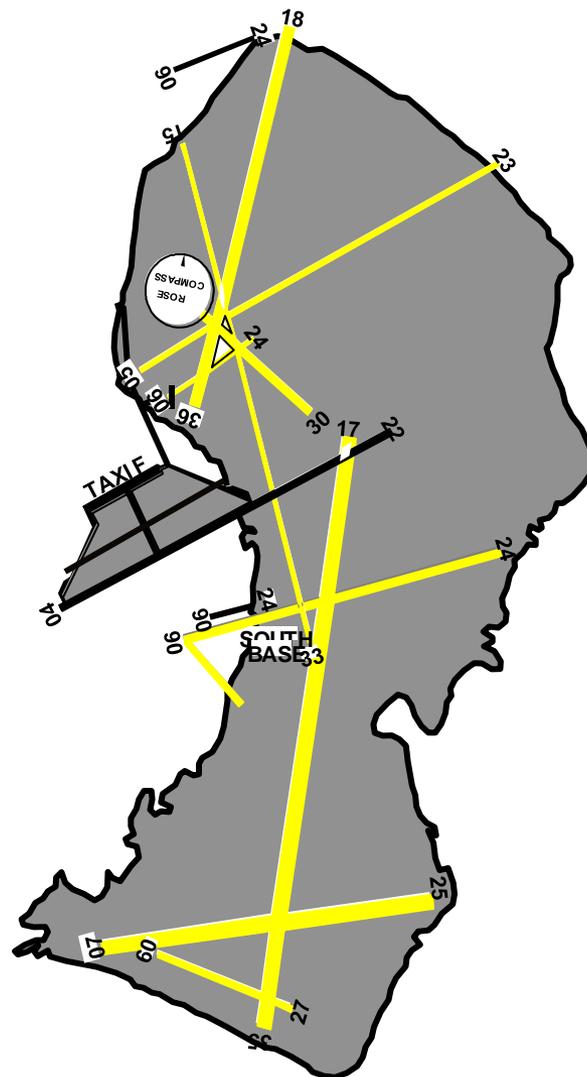
Lakebed Runway Conditions



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YELLOW

- Open for emergency landings or low approaches
- May be wet, but is free of potholes or other hazards
- Not recently inspected
- May have repair crews on runway
- May be opened on request with 412OG/CC approval





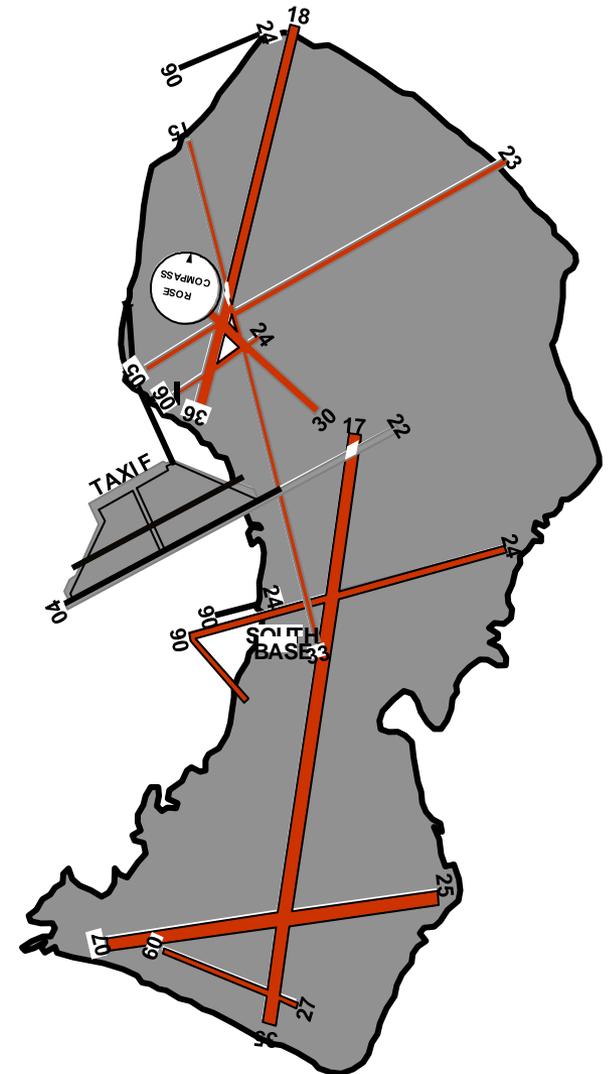
Lakebed Runway Conditions



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RED

- Landings not recommended
- Runway has standing water, potholes or other hazards
- Not recently inspected
- May have repair crews on runway
- May be opened on request





FCIF Updates



SMALL ARMS FIRING RANGE

- When active avoid overflight by 1000' AGL.

UNRESTRICTED CLIMBS

- Aircraft conducting a quick climb will be assigned a direction of flight to maintain during the climb. Aircraft shall maintain the assigned direction of flight until established at altitude and in contact with SPORT.

HOUSING DZ

- Housing DZ & Tower Flyby *pattern* will not be active simultaneously. TPS syllabus sorties have priority over Housing DZ ops.
- No Tower Flyby pattern, North re-entry, & North SFOs
- No simultaneous West Spin and Housing DZ



Control Tower Items of Note:



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- **Traffic Patterns:** Controllers expect pilots to fly traffic patterns as they are described in EAFBI 13-100. Example: South Re-entry base turn at East Lakeshore, not TACAN. For extensions beyond east lake shore request on downwind to allow for coordination w/ SPORT and/or sequencings with other aircraft.
- **Pilot Surveys:** Your squadron has received surveys via the Air Operations Pilot Liaison Program, please take the time to fill one out electronically or hard-copy at base operations. All surveys will be addressed, good or bad. Thank you in advance!



Comments / Concerns



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Contact Info for the Control Tower

SMSgt Planten
Tower Chief Controller
DSN: 527-2121