DEPARTMENT OF THE NAVY
NAVAL BASE VENTURA COUNTY
311 MAIN ROAD, SUITE 1
POINT MUGU, CA 93042-5033

IN REPLY REFER TO:
NBVCINST 3710.1E
N32
1 JUN 2012

NAVBASE VENTURA COUNTY INSTRUCTION 3710.1E

From: Commanding Officer, Naval Base Ventura County

Subj: NAVAL BASE VENTURA COUNTY (NBVC) AIR OPERATIONS MANUAL

Ref: (a) NAVAIR 00-80T-114, NATOPS Air Traffic Control
(b) 14 CFR Part 139, Certification of Airports, 19 Jun 09
(c) NBVCINST 3710.2B
(d) COMNAVREGSWINST 11320.1E
(e) NBVCINST 3750.3B
(f) OPNAVINST 3750.6R
(g) OPNAVINST 4790.2J
(h) OPNAVINST 3710.7U
(i) SECNAVINST 3770.1C
(j) FAR Part 107, Airport Security, 14 Jan 10
(k) NBVC Point Mugu Air Traffic Control Facility Manual
(l) NBVCINST 1710.3E
(m) NBVCINST 8020.3C
(n) FAA Order 7110.65
(o) NBVCINST 3440.1
(p) NAVAIR 00-80T-109
(q) NBVCINST 8190.1
(r) DOD 4515.13-R
(s) NAVAIRINST 3710.8D
(t) OPNAVINST 4630.25C
(u) OPNAVINST 3710.31D
(v) NBVCINST 11320.2A
(w) FAA JO 7610.4 (Series)
(x) FAA Order 8130.34A
(y) UAS Interim Operational Approval Guidance 08-01
(z) MOA for ATC Procedures for DOD Non-Joint Airfields With Associate SUA, 23 Jan 09
(aa) MOA for Operations of UAS in NAS, 24 Sep 07
(ab) Joint Concept of Operations for Unmanned Aircraft Systems Airspace Integration, 16 May 11
(ac) NBVCINST 8000.16D

Encl: (1) Air Operations Manual

1. Purpose. To publish operating procedures for Naval Base Ventura County, Point Mugu.

2. Cancellation. NBVCINST 3710.1D.

3. Scope. Enclosure (1) has been prepared per reference (a), and includes information per references (b) through (ac) and other current instructions and directives issued by the Chief of Naval Operations (CNO) and the Federal Aviation Administration (FAA). Deviations from recommended standards for air traffic routing, patterns and procedures are necessary because of local geographical and operational considerations. Pilots should not construe the rules, regulations, and procedures delineated here in an attempt to supplant, modify, or preclude exercise of good judgment.

4. Action. All personnel concerned with operations within the scope of the airfield at NBVC Point Mugu will comply with the procedures and provisions in this manual, including but not limited to: Aircraft movement, ground vehicle operations, or the maintenance and servicing of aircraft or airfield related equipment, as applicable.

5. Administration. The NBVC Point Mugu Air Operations Officer is responsible for the administration and enforcement of the provisions of this instruction and is the direct representative of the Commanding Officer on all matters pertaining to airfield operations, safety, security, and the control and clearance of aircraft.

6. Forms. DD Form 175 (5-86), Military Flight Plan, and DD Form 175-1 (9-89), Flight Weather Briefing, are available from local supply sources. Airfield Operations Certification Card (2/99) will be issued by Operations Duty Officers. Other forms can be reproduced locally.

7. Directive Responsibility. The Air Operations Officer is responsible for keeping this instruction current.

L. R. VASQUEZ

Distribution:
Electronic only, via Naval Base Ventura County Web Site:
https://g2.cnic.navy.mil/TSCNRSW/NAVBASEVENTURACTYPTMUGUCA/default.aspx

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CHAPTER 1 - GENERAL

GENERAL INFORMATION

1. Introduction. These instructions are not intended to supplant good judgment, nor can they cover every contingency and every rule of safety and good airmanship. While compliance with Federal Aviation Regulations (FAR), OPNAV instructions and this instruction will contribute greatly to safety, due regard must be given to special circumstances necessitating deviation to avoid imminent danger. The format for this manual follows standards established by reference (b) and Federal Aviation Administration (FAA) Advisory Circulars.

2. Airfield Location. NBVC Point Mugu is located in Ventura County, and is situated in the Oxnard Plain approximately six miles south of the Camarillo Airport (a general aviation airport), and seven miles southeast of the Oxnard Airport (a small commercial service airport). In terms of location relative to large commercial airports, Point Mugu is 53 miles southeast of Santa Barbara Airport, 47 miles southwest of Burbank Airport, and 56 miles northwest of Los Angeles International Airport. Point Mugu covers 4,490 acres of land, over half of which is natural salt-water marsh wetland. NBVC Point Mugu is bordered by Laguna Peak (1,564 feet) to the east, ocean to the south, and agricultural farmland to the north and west.

3. Climate

a. Seasons (May through September). Point Mugu has a stratus season and a rainy season, which characterize all of coastal Southern California. During the stratus season (May through September), night and morning hours are frequently cloudy with low visibility while afternoons are usually sunny with improved visibility. The daily amount of low clouds and fog decreases as the season progresses. Winds are generally light and variable. During the afternoons, the stratus usually burns off so that flying conditions are typically Visual Metrological Conditions (VMC); however, all or part of Runway 3 may be covered as the offshore cloud bank moves inland. This condition can cause the approach end of Runway 3 to be under Instrument Metrological Conditions (IMC), and the approach end

of Runway 21 to be VMC. Pilots should be alert to sharply reduced weather conditions on an overwater approach.

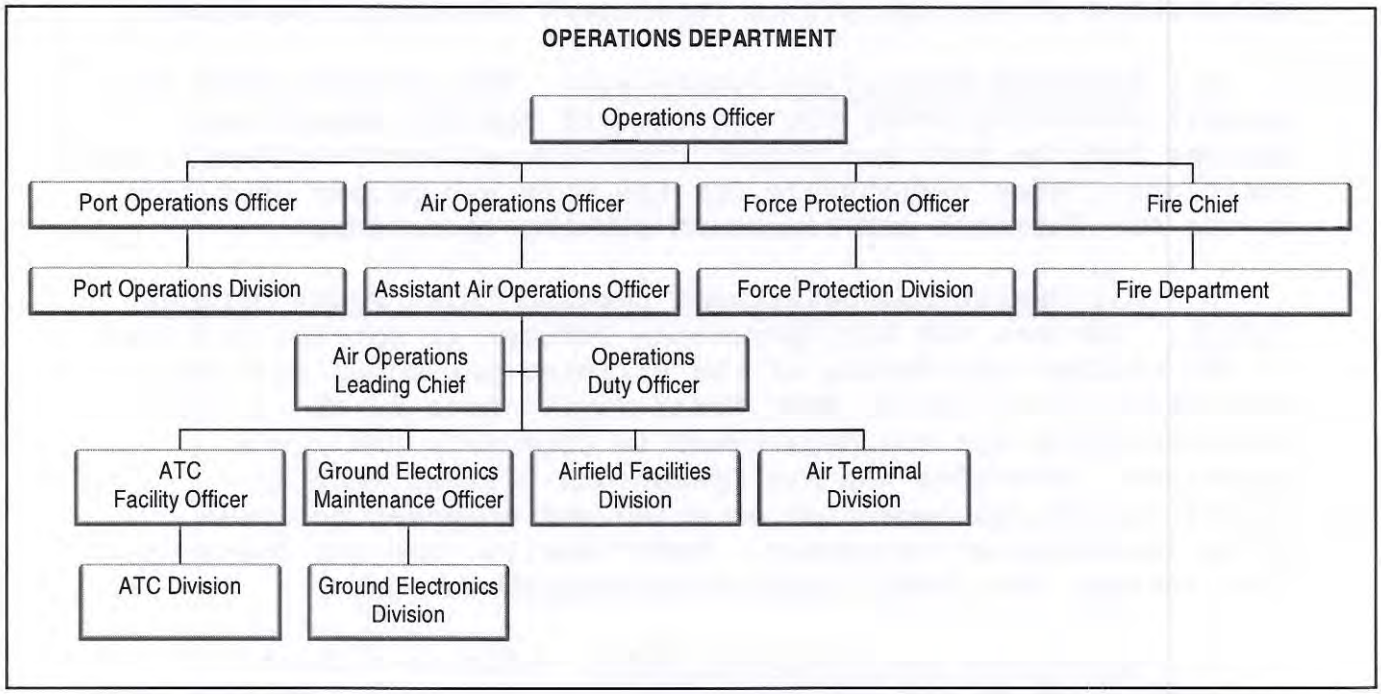
b. Seasons (October through April). During the remaining months of the year (October through April), the stratus pattern is replaced by much more variable, mainly cooler weather. Cloudy, frontal weather becomes more common and results in virtually all of Point Mugu's annual rainfall. During these stormy periods, gusty winds are common from the southeast veering to westerly as the front passes the local area. Multiple cloud decks and turbulent conditions accompany the frontal passage. Clearing and fine operational weather nearly always follows these storms although windy conditions may persist.

c. Rainy Season. During the rainy season, Point Mugu is also subject to periods of two or three days when strong gusty northeast winds blow at the surface and lower layers of the atmosphere. These "Santa Ana" conditions are characterized by air flowing from the interior highlands bringing with it extreme dryness and often unseasonable warmth. Skies are characteristically clear but when winds are excessively strong, visibility and sky may be severely obscured by blowing dust. Extreme turbulence and wind shear may be experienced during this period and may cause hazardous conditions during the landing approach. During weak to moderate Santa Ana conditions, the best flying weather of the year is usually the rule.

4. Administration and Organization

a. Chain-of-Command. The overall authority for the management and administration of NBVC Point Mugu is vested in the Commanding Officer (CO). The CO is directly responsible for the provision of Air Operations Department personnel, airfield facilities, equipment, systems and procedures. In addition, the CO is responsible for operation of the airfield to the safety standards required by instructions and regulations referenced throughout this manual, and contained herein. Responsibility and authority for Air Operations Department positions are delegated by the CO, as described below. A chart indicating the line of succession for operational responsibility can be found in Figure 1-1.

FIGURE 1-1: LINE OF SUCCESSION FOR OPERATIONAL RESPONSIBILITY



b. Operations Officer. The Assistant Chief Staff Officer (ACSO) for Operations ("Operations Officer") is responsible for NBVC Operations including Air Operations, Port Operations, and Weapons.

c. Air Operations Officer. The Air Operations Officer has overall authority (under the auspices of the Operations Officer and CO) for the safe and proper operation of the airfield, movement areas, airspace for arriving and departing aircraft, and those personnel required for conducting operations therein.

d. Assistant Air Operations Officer. Assists the Air Operations Officer in the operation of the NBVC Point Mugu airfield and flight support services.

e. Air Traffic Control Facility Officer (ATCFO). The Division Head and overall authority under the auspices of the Air Operations Officer for the safe, orderly expeditious flow of air traffic.

f. Ground Electronics Maintenance Officer (GEMO). The Division Head and overall authority, under the auspices of the

Air Operations Officer, for the safe and proper operation and maintenance of Air Operations Department electronic equipment.

g. Airfield Facilities Supervisor. The Division Head and overall authority under the auspices of the Air Operations Officer for the safe and proper operation of Airfield Facilities functions. Also responsible for the safe and proper operation of the Air Terminal and transient parking operations.

h. Air Operations Department Leading Chief Petty Officer (LCPO). Advises the Air Operations Officer in matters pertinent to the welfare and morale of the enlisted personnel and their dependents stationed at NBVC Point Mugu. Acts as the enlisted representative for the department in community and civic functions. Provides the Air Operations Officer with an evaluation of the impact of existing and proposed policies affecting enlisted personnel. Additionally, the Air Operations LCPO acts as the overall Operations Department LCPO.

i. Operations Duty Officer (ODO). Acts as a direct representative of the Air Operations Officer in all matters with regards to operations on or about the airfield. By virtue of this authority, access to all Air Operations Department manpower and facilities may be utilized in the execution of duties.

5. Administrative Communications. Administrative matters can be addressed with the appropriate division in Air Operations. A phone listing is located in Appendix A.

a. Normal office hours for the Air Operations Department. Office hours are 0700 - 1700 local daily, Monday through Friday; closed on weekends, federal holidays, and alternating Fridays.

b. Contact the ODO. Relay information on matters of vital operational or emergency nature. Direct communication with the Control Tower or Approach Control Facility by telephone or intercom is prohibited.

c. Pilots and ground crew personnel are requested to contact the ATC Facility Officer. Any ATC related matter at COMM: (805) 989-8854. After normal office hours, administrative communications with air traffic controllers may be requested through the Air Traffic Control Facility Watch Supervisor (FWS) and passed through the ODO.

d. Requests for special operations or hangar space. Addressed in Chapter Four.

6. Procedures for Maintaining the Air Operations Manual. The Air Operations Officer is responsible for keeping this manual current, and for conducting quarterly reviews of the provisions within to ascertain the need for future revisions. Any change in procedure or physical airfield facilities that would affect the safe movement of aircraft or vehicles upon the airfield, or those aircraft arriving or departing, shall be incorporated without delay. Additionally, copies of this manual will be provided to each tenant of the airfield, and other commands or users and as required by Standard Navy Distribution Listings (SNDL). Copies of this manual will be distributed by e-mail.

7. Air Operations Manual Revisions. Included in this manual is a Record of Changes log to be maintained in the Air Operations Officer's master copy of this manual. As revisions are made and accepted, the approval and distribution dates will be noted in the log. Approved revisions will then be circulated to distribution. Revisions will be distributed by e-mail to the greatest extent possible. Proposed revisions should be forwarded to:

Air Operations Officer
NBVC (N32)
311 Main Rd. Suite 1, Bldg 355
Point Mugu, CA 93042-5033

8. Airfield/Navigation Information

a. Airfield Facilities

(1) Location. 34°07'13.021"N/119°07'12"W, seven miles southeast of Oxnard, California.

(2) Elevation. 12 feet MSL.

(3) Runways

(a) Runway 3-21 (11,100 x 200 feet); 34°06'30"N/119°08'W; 029°/209° magnetic.

(b) Runway 9-27 (5,500 x 200 feet); 34°07'15"N/119°07'22"W; 091°/271° magnetic.

(4) Taxiways

(a) Taxiway B parallels Runway 3-21 and is 75 feet wide. Each exit is 75 feet wide or more. Taxiway B2 is used as the West Helipad.

(b) Taxiway C parallels Runway 9-27 and is approximately 100 feet wide. Each exit is 100 feet wide or more. Taxiway C1 is used as the East Helipad.

(c) All taxiways and exits have a minimum 25-foot shoulder clearance on both sides. See Chapter Two for safety area dimensions.

b. Emergency Arresting Gear. Arresting gear is available on all runways. The E-28 gear is bi-directional and is generally rigged at all times. The status of units available may be obtained from the Operations Duty Office or Mugu Tower. Location of gear is as follows:

	Approach End	Roll Out
Runway 3:	2,500 feet	8,600 feet.
Runway 21:	2,500 feet	8,600 feet.
Runway 9:	641 feet	4,250 feet.
Runway 27:	1,250 feet	4,859 feet.

c. Load-Carrying Capacity of Runway and Taxiway Restrictions. Subject to dimension limitations, the runways and taxiways at NBVC Point Mugu will safely handle most operational models of military aircraft. Table 1-1 lists the maximum allowable aircraft loads for an unlimited number of aircraft operations. Figures for this table are general in nature. The Air Operations Officer must be consulted for permission to exceed these loads. Table 1-2 provides examples of types of aircraft for gear types. Table 1-3 provides examples of aircraft maximum take-off weights and tire pressures.

Pavement Type	Single	Dual	Single Tandem	Dual Tandem	Dual Tandem Heavy	Twin Delta Tandem
Runway 3/21	29,895	101,053	175,000	316,600	336,842	769,000
Runway 9/27	14,700	45,474	175,000	316,600	42,105	769,000
Taxi on Rwy 3 End	25,263	135,000	175,000	316,600	555,000	769,000
Taxi on Rwy 21 End	72,570	135,000	175,000	316,600	555,000	769,000
Taxi on Rwy 9/27	37,474	135,000	175,000	316,000	555,000	769,000
Taxiway A	72,570	135,000	175,000	316,000	555,000	769,000
Taxiway A-1	12,632	27,789	81,087	61,017	21,186	331,210
Taxiway A-2	24,000	135,000	175,000	316,000	555,000	769,000
Taxiway B-2	72,570	135,000	175,000	316,000	555,000	769,000
Taxiway B-1	6,316	24,421	175,000	59,322	42,373	326,115
Taxiway C @ Rwy 9	37,895	135,000	175,000	316,000	555,000	769,000
Taxiway C-2	38,316	135,000	175,000	316,000	555,000	769,000
Taxiway C-1	6,316	24,421	175,000	59,322	42,373	326,115
Taxiway C @ Rwy 27	72,570	135,000	175,000	316,000	555,000	769,000
Taxiway B	31,579	135,000	175,000	316,000	555,000	769,000
Taxiway D	5,474	8,421	175,000	16,949	15,789	50,955
Taxiway E	8,421	28,632	175,000	50,847	42,373	769,000
Taxiway F	9,600	8,421	20,899	9,195	15,789	30,573
Limited Ops						
Runway 3/21	72,570	135,000			555,000	
Runway 9/27	64,400	135,000			555,000	

Reference: NAVFAC and NAVAIRSYSCOM Airfield Pavement Modernization Study, Report No. NF-2/2 dated June 1983

Table 1-1: Maximum Allowable Aircraft Loads for Unlimited Operations

Single	Dual	Single Tandem	Dual Tandem	Dual Tandem Heavy	Twin Delta Tandem
C-23, F-4, F-8, F-14, F-15, F/A-18, F-111, T-1, T-2, T-39, A-3, A-4, A-5, A-6, A-7, P-2, S-3, E-2, T-28, C-117, T-34, T-45, C-152, C-172, C-182, H-60, UH-1	P-3, C-119, C-124, C-131, UH-46, DC-9, CH-53, CH-54, B-727, B-737, T-43, C-7, C-118, C-121, C-140, C-22, CV-58, CV-440	C-130	KC-135, C-141, DC-8, B-707	KC-10 DC-10 L-1011, B-707, B-757, B-767, E-3, E-6	C-5

Reference: NAVFAC and NAVAIRSYSCOM Airfield Pavement Modernization Study, Report No. NF-2/2 dated June 1983

Table 1-2: Examples of Aircraft Gear Types by Group

Gear Type	Example Aircraft	Max. Take-off Weight Lbs.	Tire Pressure PSI
Single	F-18	51,900	200
Dual	P-3	135,000	180
Single Tandem	C-130	175,000	95
Dual Tandem	C-141	316,600	180
Dual Tandem (Heavy)	KC-10	555,000	175
Twin Delta Tandem	C-5	769,000	115

Reference: NAVFAC and NAVAIRSYSCOM Airfield Pavement Modernization Study, Report No. NF-2/2 dated June 1983

Table 1-3: Example Aircraft Take-off Weight and Tire Pressure

d. Weather Service. Aviation forecast and surface observation services are available 20 hours a day (0400-2400 local). Weather center facilities are located in Building 552. Service "C", local FAA, and Navy weather facilities are available. Flight Cross Sections are available on four hours notice. The weather detachment can be contacted at extension 8508. Limited weather information is available in Base Operations including access to local observations and the Geophysics web site via computer at: www.nawcwpns.navy.mil/~weather/.

e. Control Tower. The tower is located 1,000 feet southeast of the runway intersection, and provides daily services for the Class D airspace from 0700 to 2300 local. Call "MUGU TOWER" for flight control instructions and "MUGU GROUND" for taxi instructions. See Chapter Six for further information.

f. Radar Approach Control. NBVC Point Mugu provides Radar Approach Control services daily from 0700 to 2300 local for the NBVC Point Mugu airfield. It also provides this service for Oxnard Airport (located seven miles northwest of Point Mugu), Camarillo Airport (located six miles north of Point Mugu), and the Santa Paula Airport (located 14 miles north of Point Mugu). Voice call is "MUGU APPROACH". See Chapter Five for further information.

g. Navigational Aids

(1) Tactical Air Navigation (TACAN). Identification NTD; Channel 43 located 1,000 feet northwest of the runway intersection at position 34°07'24"N/119°07'16"W.

(2) Instrument Landing System (ILS). Identification IRRG; Frequency 109.3 MHz (Channel 30) with ILS DME.

(3) Ventura VHF Omnidirectional Range (VOR/DME). Identification VTU; Frequency 108.2 MHz; Channel 19 with continuous (no voice) heading to airfield of 256 degrees, 4.0 nautical miles at position 34°06'54"N/119°02'54"W.

(4) Camarillo VHF Omnidirectional Range (VOR/DME): Identification CMA; Frequency 115.8 MHz; Channel 105 with continuous (no voice) heading to airfield of 181 degrees, 6.5 miles at position 34°12'48"N/119°05'36"W.

(5) ASR-8. Located at position 34°07'07"N/119°07'31"W.

(6) FPN-63. Precision Approach Radar (PAR) is located at 34°07'17"N/119°00'W.

(7) Fillmore VHF Omnidirectional Range/Tactical Air Navigation Station (VORTAC). Identification FIM; Frequency 112.5 MHz; Channel 72 on a continuous heading to airfield of 208 degrees, 20.0 miles from NTD airfield at position 34°21'24"N/118°52'80"W (used for TACAN or VOR/DME Runway 3 approach).

h. Visual Navigation Aids

(1) Optical Landing System. A Fresnel Lens Optical Landing System (OLS) is located at the approach end, left side of runways 3, 21 and 27. Wave-off features are controlled from two locations: The LSO cart and the OLS (which is not continuously manned).

OLS Angle:	Runway 3 - 3.0 degrees.
	Runway 21 - 3.0 degrees.
	Runway 27 - 3.25 degrees.
OLS Locations:	Runway 3 - 750 feet from approach end.
	Runway 21 - 750 feet from approach end.
	Runway 27 - 500 feet from approach end.

(2) Runway Wave-off Lights. Runways 3, 21, and 27 have wave-off lights on both sides of the runway, each set in a cluster of three lights, 800 feet from the approach end. The runway wave-off lights and the optical landing system wave-off lights work independently. Runway wave-off lights are operated from the tower.

(3) Visual Approach Slope Indicator (VASI). A two bar VASI is located at the approach end, left side Runway 3, right side Runway 21. VASI glideslope Runway 3-21 is three degrees.

(4) Windsocks. There are windsocks located at the approach end, near the hold short areas for each of the runways and helipads except Runway 9. Runway 3 windsock is in the right-hand infield; Runway 21 and Runway 27 windsocks are in the left-hand infield; the East Helipad windsock is in the west infield adjacent the pad; and the West Helipad windsock is in the south infield adjacent the pad. Helipad windsocks are lit for nighttime operations.

9. Communications. Direct communications through radio circuits are available to most aviation units at NBVC Point Mugu. (See Appendix A) for a current list of radio frequencies used on the airfield. Additionally, communication with adjacent facilities is available through interphone to Los Angeles Air Route Traffic Control Center (ARTCC), Santa Barbara Approach Control, SOCAL Approach Control, Oxnard Tower, Camarillo Tower, Range Control, PLEAD Control, Beaver Control (FACSFAC San Diego), Miramar, China Lake, North Island, Camp Pendleton, Yuma, Imperial Beach, San Clemente Island, and San Nicolas Island.

10. Servicing Facilities

a. Servicing

(1) Storage, minor and engine repair, and intermediate maintenance.

(2) Fuel JP-8 (primary fuel), JP-5 (limited to E-2C & Carrier Aircraft), unleaded regular (MOGAS), low sulphur diesel, propane, and CNG.

(3) Jet aircraft starting units.

(4) Low-pressure and high-pressure oxygen, liquid oxygen servicing, and oxygen replacement bottles. Low-pressure and high-pressure nitrogen, liquid nitrogen servicing, and nitrogen replacement bottles.

(5) For latest information, refer to Aerodrome/Facility Directory, IFR Enroute Supplement, for the United States.

b. Flight Planning Facilities. Flight planning and limited weather services are available in Base Operations located in Hangar 355, center section second deck, room 2322, 0700 to 2300 local. Base Operations can be contacted on frequency 267.5 MHz or by telephone at (805) 989-8521.

c. Air Terminal. Air Terminal personnel provide aircraft, passenger and cargo services for the air station. They can be contacted by notifying the control tower via radio or by telephone at (805) 989-7305. Air Terminal facilities are available at Building 339 during the following hours:

Open: 0600 to 1800, Monday - Thursday, and alternating Fridays.

Closed: Saturday/Sunday/Holidays, and alternating Fridays.

d. High-power Turn-up Areas

(1) Maintenance Tests. Occasionally, aircraft require maintenance tests in order to evaluate aircraft capabilities while still on the ground. Normally this requires the engine(s) to be brought up to full power. Depending on the type of aircraft, the

RPM speed varies. Generally, a high-power turn-up is 75 percent revolutions per minute and above for jet aircraft, 75 percent and above maximum rated torque horse-power for turbo props, and 30 inches manifold pressure and above for reciprocating engines. The following information applies:

(a) Jet Aircraft - The High Power Turn-up Area is located northwest of the approach end of Runway 9. This area is available for jets that are undertow only. Aircraft must be chained down. Other areas are available for high power turn-ups or maintenance turns for taxiing jets under their own power. These aircraft will be positioned on one of the following concrete areas:

(1) Numbers on the approach end of Runway 27.

(2) Approach end of Runway 21 up to Taxiway B2.

(3) Taxiway B between Taxiway B2 and the approach end of Runway 21.

(4) Taxiway C abeam the approach end of Runway 9.

(b) Prop Aircraft - Prop aircraft may use any of the concrete areas listed above, but are not restricted to concrete areas and may also be positioned on the approach end of Runway 9 with tower approval.

***NOTE**: Propeller or jet aircraft are not allowed on the approach end of Runway 3 or at Taxiway A hold short of Runway 3 for high power turns due to noise abatement and environmental concerns. This does not include aircraft preparing for departure.

(2) Scheduling Procedures. The ODO is the approving authority and scheduler for the jet high-power turn-up areas after 2000 nightly, and between the hours of 0800 to 1230 on Sundays, except under mission critical circumstances. The ODO reserves the right to deny use of the facility at any time for reasons of airfield safety, noise abatement, or as determined by higher authority. After airfield close, high-power turn-ups required due to urgent operational necessity requires NBVC Operations Officer approval. Forward requests to the NBVC Command Duty Officer (CDO), at COMM: (805) 989-7209/7294 for these requests after normal airfield hours. Otherwise, high power turns are authorized at any time during airfield operating hours except the following:

(a) Prop aircraft requesting high power turns from 2200-2400 requires ODO approval.

(b) Prop aircraft requesting high power turns from 2400-0600 requires Air Operations Officer approval.

(c) Jet aircraft requesting high power turns from 2200-0600 requires Air Operations Officer approval.

(3) High-power turn-ups are not authorized in other areas except as specifically approved in writing. It is not necessary to coordinate low-power turns on tenant flight lines.

(4) Taxiing aircraft for high power turn-ups, or for any other reason, outside tower operating hours is prohibited unless authorized by the ODO.

e. Compass Rose. The Compass Rose is located on the north side of Runway 27 and east of Runway 21 at coordinates 34°07'19.4420" latitude, 119°06'51.1273" longitude, and can be scheduled by contacting the ODO at extension 8521.

f. Aircraft Washracks. An aircraft washrack (scheduled through VX-30, COMM: (805) 989-8104) is located at the north side of Hangar 365. Additionally, another washrack (scheduled by VAW-117, COMM: (805) 989-5632) is located east of Hangar 372. A drive-through washrack is located adjacent to the Compass Rose. Frequency to call for activation is 122.8 MHz. Five clicks of the microphone turns the water on, three clicks shuts the water off or it will automatically shut off after five minutes. Pilots are reminded to conserve water.

g. Helicopter Washracks. A washrack for helicopters is located at the southwest corner of Taxiway C1 and is manually operated. An additional helicopter washrack is located between hangars 330 and 325. Aircraft must be towed into this rack.

h. Hot Refueling. Air Operations Officer approval is required if mission necessitates hot refueling. Hot refueling may be authorized on a case-by-case basis. The ODO must be notified 24 hours in advance of desired hot refueling time. If approved, the primary hot refueling spot is the area adjacent to the North Ramp, east of the Compass Rose and just to the west of the P-3 washrack. If this area is not available, the western edge of the north ramp

can be used. A stand-by crash crew vehicle is required at the hot refueling location. Unless previously approved, hot refueling is not authorized for transient aircraft except for active SAR aircraft. Hot refueling in the revetment area is strictly forbidden per reference (d). All fueling operations will be conducted in accordance with reference (q).

11. Night Lighting Facilities

a. Rotating Beacon. A green and dual peaked white rotating beacon is operated from sunset to sunrise and when the field is IMC.

b. Taxiway Lighting. Five intensities are available.

c. Arresting Gear. Standard yellow arrows on either side of the runway mark locations.

(1) Runway and Approach Lighting.

(a) Runway 3-HIRL, SALS, W/SFL*, VASI, OLS.

(b) Runway 21-HIRL, MALSR W/SFL*, VASI, OLS.

(c) Runway 9-HIRL, REIL.

(d) Runway 27-HIRL, OLS.

***NOTE**: The runway lights for Runway 3/21 are paired with approach lighting system and strobes; therefore, they cannot be adjusted independent of one another. Strobe light brightness cannot be adjusted.

d. Lighted "Carrier Box". Aircraft carrier deck lighting is located on the approach end of Runways 3 and 27. Their use is authorized for propeller aircraft only. The carrier deck lighting is controlled from the LSO cart and is normally turned on by the LSO. LSO radios are maintained by Ground Electronics Maintenance Department.

e. Pilot Controlled Lighting. Application of pilot controlled lighting procedures shall be limited to VHF radio equipped, tenant aircraft operations and does not apply to

tactical jet operations. For more information see reference (c).

CHAPTER 2 - AIRFIELD SAFETY

INTRODUCTION

1. General. The purpose of this chapter is to set forth the rules and procedures for overall safety on the airfield and to reduce the possibility of injury to personnel and damage to aircraft.

2. Definitions and Descriptions. The following definitions and descriptions apply to the operation of vehicles and aircraft, as well as pedestrian traffic, for the overall safety of the airfield.

a. Airfield Vehicle. Any self-propelled vehicle designed to transport persons, property, or equipment about the airfield. All airfield vehicles will be registered with Base Operations and require two-way radio communications capability with the tower when operating on the airfield and within movement areas.

b. Emergency Vehicle. Any fire, rescue, security or airfield vehicle whose operation on the airfield is authorized during emergency situations, and is in compliance with paragraph 2(a) if required by the Air Operations Officer.

c. Hold Short Lines. Lines painted on the taxiway surface that provide visual reference for a position from which to remain safely clear of the Runway. See Figure 2-1.

d. ILS Critical Area. That restricted space within the movement area, depicted by pavement markings, that requires personnel, vehicles or aircraft to remain clear whenever required by ATC. See Figure 2-1.

e. Navigational Aid (NAVAID). Any visual or electronic device designed to aid the safe navigation of an aircraft to or from the airfield during flight operations.

f. Movement Areas. Those areas defined as runways, taxiways, and other areas of the airfield, which are used for taxiing, take-off and landing of aircraft, exclusive of loading ramps and aircraft parking areas. See Figure 2-2.

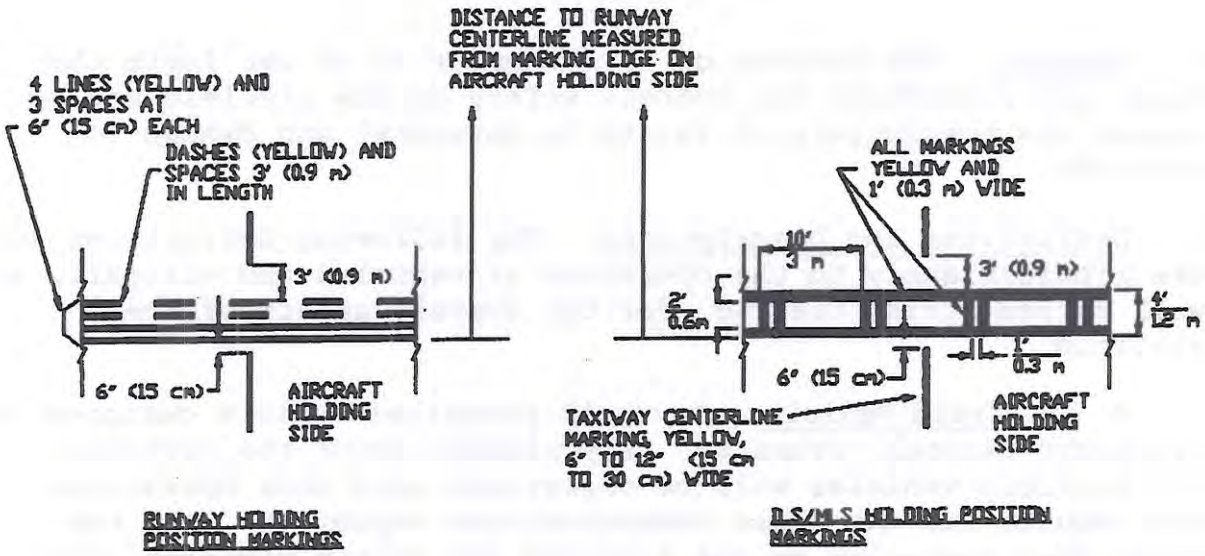


Figure 2-1: Hold Short and ILS Critical Area Markings

Reference: FAA AC 150/5340-1

g. Other Vehicles. Any maintenance, construction or administrative vehicle whose operation on the airfield is authorized and is in compliance with paragraph 2(a). Motorcycles, motor scooters, mopeds and bicycles are not permitted in the movement areas.

h. Safety Area. That portion of the airfield taxiways, runways, infield areas or overruns that requires protection from encroachment by personnel, vehicles or equipment. This area is a marked perimeter (excluding infield and grassy areas) of approximately 65 feet from the centerline of taxiways, 750 feet either side of Runway 3/21 centerline, or 500 feet either side of Runway 9/27 centerline, whichever is greater between runway and taxiway clearance distances. The area extends out from the thresholds of the Runway 3/21 to 3,000 feet. It extends from the thresholds of Runway 9/27 to 1,000 feet. Two painted yellow lines (one solid and one dashed) denote this boundary. The solid line is located on the non-movement area side while the dashed line is located on the movement area side. See Figure 2-2.

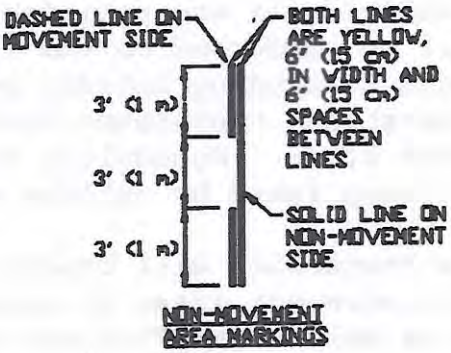


Figure 2-2: Safety Area Boundary Marking
Reference: FAA AC 150/5340-1

i. Unpaved Surfaces. Those perimeters that are a part of safety areas described above and are normally restricted from general access.

AIRFIELD VEHICLE OPERATORS COURSE (AVOC)

1. Purpose. This program establishes the indoctrination requirements for airfield vehicle operators and pedestrians on or near taxiways and runways hereafter called "movement areas". All personnel who are to operate vehicles or are required to work within movement areas are required to attend initial training as well as annual refresher training.

2. Certification Requirements. ODOs will administer the program and will brief those personnel who are required to operate within airfield movement areas. Squadrons, tenant commands, and contractor supervisors will be responsible for ensuring their personnel receive proper training for operations within movement areas. It is the responsibility of these units to ensure that their personnel are scheduled for these briefings, that attendance records are maintained, and that members receive appropriate "Airfield Operations Certification" cards. Personnel who never enter movement areas, but by the nature of their jobs are required to operate on aircraft ramps or parking aprons, are encouraged to attend classes. Per this manual, these personnel are not required to be certified unless required by individual instruction.

3. Certification Training. ODOs will conduct training and issue the Airfield Operations Certification cards upon

completion to those individuals who satisfactorily pass the course. Training will be conducted on the first and third Wednesday of each month (excluding holiday periods) at 0900 in Building 355, Base Operations Conference Room 2322, located in the center wing, second floor. Scheduling for other requirements may be accomplished by calling extension 8521.

4. Violators. Force Protection will conduct spot checks of personnel operating in movement areas to ensure they possess valid identification as well as an Airfield Operations Certification card.

a. Forms of identification include, but are not limited to:

(1) Driver's licenses for vehicle operators.

(2) Military or government issued identification card for pedestrians.

b. An Airfield Operations Certification card must be in their possession. If the member does not have proper identification in their possession, the member will be escorted from the airfield and their name will be forwarded immediately to the ODO.

c. A log of violations will be kept by the ODO. The Air Operations Officer will notify the member's command of the violation. A second violation will incur notification as above and may also result in the Force Protection Department issuing a citation and, if warranted, revocation of certificate.

5. Vehicle Operations. The operation of vehicles upon the airfield and within aircraft movement areas is strictly limited to that essential for airfield operations. The Air Operations Officer must specifically authorize all vehicles for airfield use on a permanent basis. Temporary use of vehicles on the airfield may be authorized by the ODO on a case by case basis. An exception to this rule is ground support equipment (aircraft tow tractors, starting units, etc.). Vehicles must be highly visible to Control Tower personnel either through a bright paint color scheme, a flashing light or lights on top of the vehicle (amber for non-emergency vehicles), or by the use of an airfield flag. Air Operations will determine the required compliance when providing authorization. The following regulations apply to the operation of vehicles on the airfield:

a. Priorities. Aircraft have priority over vehicles at all times except during emergency situations. When in doubt, hold a position well clear of any aircraft movement.

b. Private Vehicles. Operation of private vehicles in the airfield operating area is strictly prohibited. Contractor or company owned vehicles, except those vehicles essential to the operation of aircraft or aircraft associated projects, are considered to be private vehicles. The Air Operations Officer may grant exceptions in the case of airfield construction vehicles.

c. Communications. Vehicles will not enter any movement area as described above unless permission is obtained from the control tower via radio. Radio equipped vehicles already operating within movement areas are required to obtain permission to enter, cross or maneuver on any additional taxiway, runway, infield area other than that already granted permission to operate on. Permission may be received from the Control Tower on frequency 140.25 MHz/FM or 140.30 MHz/FM. When cleared, the vehicle will then proceed across or into the area without delay. Phraseology for this process is provided in the Airfield Operations Certification brief. Vehicle and pedestrian movements will be permitted only on paved surfaces unless previously coordinated with the ODO at COMM: (805) 989-8521.

d. Non-radio equipped vehicles. Non-radio equipped vehicles and aircraft tow tractors that require access in or through movement areas must obtain a radio. Base Operations temporary loans hand-held-radios for those who need one or a radio-equipped vehicle may escort those vehicles without radios. Personnel checking out radios will be required to present a valid Airfield Operations Certification card in order to check out each radio. If radios are not available from Base Operations, contact the Air Terminal at COMM: (805) 989-7305 for an escort.

e. Checkered Flags/Yellow Rotating Beacon. All authorized vehicles require to have a rotating beacon or a flag, three feet square (checkerboard pattern of six inch international orange and white squares), to be mounted sufficiently high to be visible through an arc of 360 degrees. This flag will have a. This flag will be displayed only while in the airfield operating area and will be removed from display when departing the area.

f. Permanent Flagging. Flags will not be used on the airfield unless specifically approved by the Air Operations Officer. Requests for use of airfield flags on a permanent basis upon the airfield will be made via memorandum to the Air Operations Officer. The requesting memo will provide the description of the vehicle on which the flag is to be carried, the name of the activity having custody of the vehicle, and the reason for which the flag is required. The requesting activity will cover costs associated with procurement. Airfield flags are available through various supply channels.

g. Speed Limits. Vehicle speed limits are rigidly enforced and are as follows:

(1) The maximum speed limit on the airfield is 15 MPH. When in close proximity of an aircraft (approximately 100 feet), the maximum speed is five MPH.

(2) Emergency vehicles responding to an emergency have the right-of-way over all other vehicles and personnel. However, emergency vehicles will not exceed 45 MPH.

(3) Tankers and defuelers operating on the airfield will not exceed a maximum speed of 15 MPH.

(4) Vehicles carrying explosives or hazardous materials operating on the airfield will not exceed a maximum speed of 15 MPH.

(5) The maximum speed for aircraft tow vehicles is 15 MPH when not towing an aircraft or five MPH while towing an aircraft.

h. Vehicle Lighting Requirements. All vehicles using taxiways and runways will have their flashing light, or lights on the top of the vehicle, turned on. Otherwise, vehicles will have headlights and four-way flashing blinkers on unless the vehicle is not equipped with such. At night, headlights will be secured in the vicinity of taxiing aircraft.

6. Towing of Aircraft

a. Extreme caution will be observed. When towing aircraft to ensure the towing does not interfere with or create a hazard to other operations. An aircraft moving under its own power has right-of-way over all vehicles, equipment and towed aircraft.

b. Procedures for Towing of Aircraft

(1) Approval from the Control Tower must be obtained prior to towing an aircraft or equipment on aircraft movement areas.

(2) The driver of the towing vehicle must be qualified for that type of vehicle and for towing of aircraft concerned; and possess a current Airfield Operations Certification Card.

(3) When an aircraft is being towed, there must be a qualified brake rider in the cockpit.

(4) Maximum towing speed is five MPH.

(5) Night towing or towing in close quarters requires extra personnel to check clearance (wing walkers).

(6) Aircraft must be equipped to display proper lighting at night.

(7) Vehicles towing aircraft on the movement areas must have communications with the control tower per section two, paragraph c and d above.

7. Pedestrian Operations. Time has proven that pedestrians and aircraft do not mix. Qualified personnel working on flight lines are authorized by the commands that maintain the ramps associated with their aircraft. As such, they are required to abide by their local directives and are governed by this instruction when accessing movement areas. Personnel who do not have a valid reason for entering a movement area, safety area, unpaved area or aircraft movement ramp are considered trespassers. Violators will be apprehended and subject to military or civil punishment. The Air Operations Officer is the approving authority for personnel requiring access to the airfield without a vehicle escort. All personnel requiring access to airfield movement areas are required to attend Airfield Operations Certification training in order to become familiar with airfield procedures.

a. Communications. Radio equipped personnel will not enter any movement area as described above unless permission is obtained from the Control Tower. Radio equipped personnel already operating within movement areas are required to obtain

permission to enter, cross or maneuver on any additional taxiway, runway or infield area outside of their assigned movement area. Permission may be received from the Control Tower on frequency 140.30 MHz/FM. When cleared, proceed without delay. Phraseology for this process is provided in the Airfield Operations Certification Training. Vehicle and pedestrian movements will be permitted only on paved surfaces unless previously coordinated with the ODO at COMM: (805) 989-8521.

b. Non-Radio Equipped Personnel. Non-radio equipped personnel that require access through movement areas must obtain a radio. Personnel may check out hand held radios from Base Operations or obtain a radio-equipped vehicle as an escort. Personnel checking out radios will be required to present a valid state driver's license in order to ensure the return of each radio. If radios are not available from Base Operations, contact the Air Terminal at extension 7305 for an escort.

c. Working Parties. Working parties operating in the vicinity of movement areas, safety areas and unpaved areas will be accompanied by a person who has completed Airfield Operations Certification training and is equipped with a radio.

FOREIGN OBJECT DAMAGE (FOD) PREVENTION

1. Purpose. The FOD prevention program is established by references (e) through (g) to reduce and, if possible, eliminate FOD hazards to aircraft, support equipment and personnel. The intent of this section is to supplement current base instructions on FOD. This program is under the cognizance of the NBVC Point Mugu Aviation Safety Officer at COMM: (805) 989-0931.

2. FOD Prevention Measures. Commanding Officers and OICs of units operating aircraft are responsible for ensuring aircraft parking ramps, adjacent areas and hangars are free from FOD. The following shall be accomplished:

a. Daily FOD Walkdowns. Each area mentioned above will receive an extensive FOD walkdown daily. Ramps that adjoin another unit's ramp will require an agreement between the units on coverage. Walkdowns will cover up to, but not including, designated taxiways.

b. Runway, Taxiway and Ramp Sweeping. Sweeper/vacuum trucks are operated by Public Works as contracted through an

Inter-Service Support Agreement. Airfield runways, taxiways, helipads and aircraft parking ramps are routinely swept/vacuumed by trucks operating under a set schedule as depicted in Table 2-1.

c. Aircraft crews or ground personnel who observe urgent sweeping requirements on runways or taxiways. Notify the control tower via radio or Base Operations via radio or phone at COMM: (805) 989-8521. In the event that urgent sweeping is required and sweeper/vacuum trucks are not available, the ODO may implement emergency sweeping action whenever it is determined that working party action is insufficient.

AREA	MON	TUES	WED	THURS	FRI	O/T
Runway 3/21	X		X		X	
Runway 9/27		X		X		
Taxiway A	X		X		X	
Taxiway B		X		X		
Taxiway C	X		X		X	
Taxiway A1, A2, B1, B2, C1, C2, D, E, F		X		X		
Revetment	X		X		X	
North Ramp	X		X			
Hangar 324	X		X			
Hangar 323	X		X			
Hangar 330	X		X			
Renown Ramp	X		X			
Hangar 333		X		X		
Hangar 372		X		X		
Air Terminal		X		X		
Hangar 34		X		X		
Hangar 351		X		X		
Hangar 355		X		X		
Hangar 365/553		X		X		
Shoulders					X	X
Reported FOD Areas	X	X	X	X	X	X

Ref: Memo btwn NAS Fire Department and PW

Table 2-1: Airfield Sweeper Schedule

d. General Responsibilities. All hands are responsible for maintaining good housekeeping practices in and around hangars, ramps, aprons, taxiways, helipads and runways. Due to safety considerations, limited aircraft parking, and ramp availability, tenants are advised that any area adjacent to designated movement areas and apron/ramp taxi lanes will not be encumbered with storage materials. Storage materials are those containers for equipment and supplies, or independent equipment and supplies that are subject to collision by aircraft components, aircraft blast or wind. Areas abeam buildings and hangars that are setback from movement areas and apron/ramp taxi lanes are exempt from this limitation with concurrence from the ODO. All tenants that require use of areas adjacent to ramps and aprons for temporary or permanent storage of materials other than aircraft will obtain approval from the Air Operations Officer. Requests will be submitted in memo format to the Air Operations Officer at:

Commanding Officer
NBVC (N31V1W)
311 Main Rd. Suite 1
Point Mugu, CA 93042-5033

Memorandums may also be faxed to COMM: (805) 989-0268.

e. FOD Reporting. References (e) and (g) require FOD incidents to be reported by naval message by either the aircraft reporting custodian or the IMA within five working days of occurrence or discovery. Report format and definitions of reportability are included. Reporting custodians are requested to include NAVBASE VENTURA CTY PT MUGU CA//N00VJC/N31V1W// as an info addressee for all FOD incident reports for FOD discovered on Point Mugu or suspected to have occurred while the aircraft or aeronautical equipment was based at Point Mugu per reference (f).

REPORTABLE CONDITIONS AND PERSONAL SAFETY

1. Airfield Advisories. When unsafe conditions affecting air operations are observed or reported by the ODO or any other responsible person, control tower personnel will provide advisories to pilots via the ATIS, on initial contact, or by NOTAM as appropriate. NOTAMS are available from the Internet at https://www.notams.jcs.mil.

2. Personal Hearing and Sight Protective Devices. All personnel will wear hearing and sight protective devices when working on or near runways, taxiways, helipads, and aircraft parking areas when flight operations are in progress. A combination of insert type (earplugs) and circumpolar type (ear mufflers) will be worn in all areas where noise levels exceed 104 dB(A). Personnel operating on flight lines in close proximity to aircraft must wear adequate sight protection. Supervisors of personnel regularly assigned to work on the airfield shall ensure hearing and sight protective devices are available and issued as necessary. NBVC Point Mugu Medical Branch Industrial Hygienists conduct classes and are available to assist in answering questions relating to hearing and sight conservation efforts.

CHAPTER 3 - FLIGHT OPERATIONS

INTRODUCTION

1. Airfield Hours of Operation. The NBVC Point Mugu airfield is open daily, 0700-2300 local. However, to support operational commitments and still maintain internal FAA mandated crew rest requirements, criteria and procedures have been established in reference (c) for scheduling and conducting limited after-hours operations. Requests shall be forwarded to the ODO at COMM: (805) 989-8521 or DSN: 351-8521.

2. Clearance Authority for Aircraft Flight. Basic authority and responsibility for clearance of aircraft flights at NBVC Point Mugu is vested in the Pilot in Command and/or Flight Leader. All flights departing Point Mugu shall have pre-filed a DD Form 175, FAA Form 7233/1, ICAO Form 1801 flight plan. Locally based pilots may request a stereo route in lieu of a Flight Plan by listing the planned route on the flight schedule.

3. Clearance Authority for Radio Controlled Model Aircraft Flight. Basic authority for clearance of radio controlled model aircraft flights at NBVC Point Mugu is vested in the NBVC Force Protection Department. Radio controlled model airplane flying is allowed on weekends and holidays in the area described as Ronald Reagan Boulevard (11th Street) on the North, 13th Street on the South, Pacific Road on the East, and Main Road on the West. This area can be found on a base locator map located in Appendix D. Either 13th Street or Pacific Road may be used for take-offs and landings. Altitudes may not exceed 250 feet. The user will call Force Protection Watch Commander at COMM: (805) 340-3135 before setting up and after securing operations. The user will also call the ODO for permission at COMM: (805) 989-8521 to operate in the prescheduled area. Since the Las Posas Gate is closed during these times, road traffic should not be a factor.

NOTE: If ATC cannot accommodate the radio control models due to traffic, they will call Force Protection and have them secure the radio controlled model airplane flying.

4. Model Rocketry. Model Rocketry is not allowed on board NBVC Point Mugu or the California Air National Guard facility. The canisters or propellant utilized to power the model rockets is

classified as a Class 1.4 (Type III) explosive and may not be used in the proximity of aircraft.

FLIGHT PLANNING REQUIREMENTS

1. Instructions for filing and completing Flight Plans. Except as noted in paragraph a. below, a flight plan will be filed for all IFR flights departing NBVC Point Mugu. Navy and Marine Corps aircraft filing will be per reference (h). Flight planning and filing facilities are located at Base Operations located in Hangar 355, center section, second deck, Room 2322. The weather office is located in building 552, phone number (805) 989-8508.

a. Pre-file Requirements. IFR traffic departing into FAA controlled airspace will be most efficiently accommodated when flight plans are filed in advance. This permits timely integration of the departure into prevailing traffic at the Estimated Time of Departure (ETD). Pilots will file their DD Form 175 flight plans a minimum of one hour in advance of their proposed ETD, and a minimum of two hours for DD Form 1801.

b. Flight Schedules. A daily flight schedule may be used for the following flights:

(1) Aircraft operating within the Sea Test Range consisting of W-289/289N, W-290, W-412, R-2519, R2535A/B, or Area Mike 5.

(2) Within Point Mugu Approach Control delegated airspace, provided an operation or event number is indicated.

(3) Stereo Routes.

(4) Pre-filed Military Flight Plan (DD Form 175).

c. Stereo Routes. Stereo Routes or "canned" routes are available for Aircraft departing Point Mugu to various areas or destinations and are considered to be round-robin flights. Single leg flights (e.g. Tango 62A) are considered stopover flights and require coordination between Flight Planning and the destination station. Appendix B contains a current list of stereo routes for Point Mugu.

d. Pre-filed DD Form 175. Units having a temporary or infrequent requirement for the same routing may pre-file a coded DD Form 175 at Base Operations. After the DD Form 175 is approved, units may file via the unit flight schedule by referencing the coded DD Form 175. The coded DD Form 175 is strictly a local service and is not to be used in communication with other Air Traffic Control Facilities.

e. Change of Pilot. A change of pilots requires filing a new flight plan. A change of aircraft may be forwarded to the Base Operations Flight Dispatcher without re-filing the flight plan.

f. Automatic Flight Plan Removal. Pilots, particularly of jet aircraft, should strive to depart within 30 minutes of the filed ETD. Normally, IFR Flight Plans are automatically dropped from the ATC Center computers 90 minutes from the proposed departure time. When unable to meet this criterion, contact either the Control Tower or Flight Dispatch and notify them that a revised ETD or an extended delay may be encountered while re-filing the flight plan.

g. Flight Weather Briefing. A DD Form 175-1 will be completed for all flights to be conducted IFR. It is the pilot's responsibility to complete the DD Form 175-1 for telephonic or weather-vision briefings. A copy of the DD Form 175-1 will be kept on file at the unit. The weather sequence number must be put on the DD Form 175 in the weather box.

h. Void Times. Clearance may be granted beyond "Void Time" provided the pilot receives all significant weather changes.

POINT MUGU SPECIFIC OPERATIONS

1. Offshore Operating Areas for Sea and Air. The offshore operating areas for sea and air are depicted in Appendix D.

2. Weather Minima. The following weather criteria should be considered when filing flight plans:

a. VFR Flight. 1,000 foot ceiling, visibility three miles.

b. Special VFR (SVFR). FAR 91.157 is applicable to arriving, departing, and transiting aircraft. When weather conditions are less than those prescribed for VFR operations and the pilot requests, air traffic control (ATC) may authorize SVFR flight within the Class D airspace provided the following conditions are met:

(1) IFR traffic must not be delayed or endangered.

(2) All aircraft within the Class D airspace must remain clear of clouds.

(3) Two-way radio contact will be maintained between the aircraft and the Control Tower.

(4) The Control Tower must have the aircraft in sight at all times, or the Tower Supervisor will require the aircraft to land until the pattern can be considered safe to operate.

(5) Pilots must be able to meet the following SVFR Weather minima:

(a) Fixed wing - One mile prevailing visibility.

(b) Helicopters - No specific ceiling or visibility requirements exist.

(c) Transitions - One mile prevailing visibility at the airfield, or pilot states that one mile visibility can be maintained at altitude being flown. Helicopters may transit at any time regardless of weather reported at the airfield as approved by Air Traffic Control (ATC).

(d) SVFR fixed wing pattern - 700 foot ceiling, prevailing visibility two miles.

NOTE: Local Fixed Wing SVFR flight within the Class D airspace is intended for required FCLP/NATOPS and maintenance flights. These flights may be delayed any time aircraft are landing or taking off from the airfield.

(e) SVFR helicopter pattern - 500 foot ceiling, prevailing visibility one mile.

c. IFR Departures. Clearance from the Control Tower for take-off does not grant the pilot authority to violate reference (h) weather minima. For ATC and related equipment the following information is provided:

(1) Special instrument rating - ceiling or visibility minima do not apply.

(2) Standard instrument rating - 300 foot ceiling and one mile visibility. When PAR is operating, 200 foot ceiling and one-half mile visibility.

d. IFR Arrivals. Published approach minima must be adhered to for the individual approach being executed, except Navy/Marine Corps single piloted aircraft whose absolute minima are 200 foot ceiling and one-half mile visibility.

NOTE: CNO letter dated 4 October 1974 authorizes the Point Mugu ATC Facility to clear Point Mugu military based aircraft for an approach based on the ceilometer reading located near the approach end of Runway 21 whenever it is higher than the officially reported ceiling.

CIVIL AIRCRAFT PROCEDURES

1. Civil-Registry Aircraft. References (i) and (j) provide guidance on use of the airfield by civil aircraft. Except as noted below, no civil or non-U.S. government aircraft may utilize Point Mugu or SNI without an approved DD Form 2401, Civil Aircraft Landing Permit. Nothing in this instruction, however, should be interpreted to prohibit any aircraft from landing at NBVC Point Mugu in the case of bona fide emergency. Point Mugu is guard for purposes of flight following civil-registry aircraft destined for San Nicolas Island. These aircraft will proceed via the vicinity of NBVC Point Mugu and confirm en route and destination landing clearances with the Point Mugu Air Traffic Control Facility before entering Restricted Area 2519 (R2519) or Warning Area 289 (W289). To assure this clearance, advance arrangement must be made with the NBVC Air Operations Officer or ODO in each instance, regardless of effective aviation facility licenses.

a. General rules. Civil-registry aircraft requesting use of NBVC Point Mugu must abide by the following:

(1) Contact NBVC Point Mugu Air Operations in advance for landing permit procedures.

(2) Operators of civil aircraft using NBVC Point Mugu are required to comply with air traffic and ground rules contained in this manual.

(3) Aircraft must be equipped with radios capable of two-way communication on the published Control Tower frequencies within the NBVC Point Mugu Class D airspace.

(4) Use of NBVC Point Mugu facilities by non-instrument rated civil aircraft will be limited to VFR conditions. All civil aircraft are required to file a flight plan with the ODO unless on a stopover flight plan.

(5) The CO reserves the right to conduct such inspection of transient aircraft, crew, passengers and cargo as may be required by military necessity.

(6) In the event of an emergency landing by civil aircraft without a valid facility license, the ODO will obtain from the pilot a written report of conditions pertaining to the emergency and complete a DD Form 2401.

b. Departures. Except for government-owned aircraft or aircraft employed in government contract logistic support, no civil-registry aircraft will be permitted to depart NBVC Point Mugu under instrument conditions unless the aircraft is fully instrumented and the pilot is instrument qualified.

CHAPTER 4 - TRANSIENT AIRCRAFT SERVICES, DEPLOYMENT AND DETACHMENT PROCEDURES

INTRODUCTION

1. General. This chapter is to provide information and instruction that prescribes orderly and efficient arrival and departure procedures for transient aircraft and units deploying to NBVC Point Mugu. As discussed in Chapter Three, the airfield's operating hours are 0700-2300 local, seven days a week. However, PPRs are required at all times due to limited services and ramp space as described below. Transient aircraft and deploying units shall comply with this manual. These procedures will not be misconstrued as modifying or superseding directives issued by higher authority.

2. Mandatory Course Rules Briefs. Pilots operating on missions from NBVC Point Mugu are required to attend an Air Traffic Control Course Rules Brief prior to commencing flight operations. All station pilots and squadrons/battalions are required to have an annual course rules brief. Course rules appointments are scheduled through the ODO by calling COMM: (805) 989-8521 or DSN: 351-8521.

TRANSIENT SERVICES, PPR AND SCHEDULING INFORMATION

1. Transient Services. The Air Operations Air Terminal Division provides services. Transient service and transient ramp parking is available 0600-2000 Monday through Thursday and alternating Fridays 0600-1900. Transient aircraft will not be allowed to use transient parking after normal working hours nor will passenger offloading be allowed during closed hours unless prior arrangements have been made through a staging request. After hours requests require a funding source for overtime prior to approval of a PPR and/or a staging request approval. All transient aircraft will be provided "Follow me" service to and from runways and aircraft parking when requested. Only Air Terminal personnel will service those aircraft parked at the transient line. Transient aircraft will not be allowed to park themselves unless prior coordination has been accomplished with the Air Operations Airfield Event Coordinator. Maintenance required for transient aircraft will be coordinated by Air Terminal personnel. Complete passenger-processing services and

cargo handling facilities are available at the Air Terminal, COMM: (805) 989-7305/7731 or DSN: 351-7305.

2. Ramp Parking Availability. Due to limited ramp space available for transient aircraft, activities requiring aircraft parking and servicing for extended operations at NBVC Point Mugu shall submit a Staging Request in writing or by message to the Air Operations Airfield Event Coordinator at least 10 working days in advance of requirements. The Air Operations Airfield Event Coordinator ((805) 989-1781 or DSN: 351-1781) will assign detachment spaces and ramp space.

3. Prior Permission Required (PPR). NBVC Point Mugu is the permanent Prior Permission Required (PPR) in accordance with DoD Flight Information Publication AP/1. A PPR number is required for all non-tenant military and civilian aircraft prior to departure for Point Mugu. Civilian or non-U.S. government aircraft may utilize NBVC Point Mugu only if a Civil Aircraft Landing Permit has been granted according to reference (i) and the "Civil Aircraft Registry" section of this instruction. If tenant commands require transient line services, the tenant command must obtain a PPR number. Emergency situations, weather diverts, and safety of flight problems are exempt from this procedure. PPRs are available from NBVC Point Mugu Base Operations at COMM: (805) 989-8521 or DSN: 351-8521.

4. Airfield Users Group Meetings. NBVC Air Operations Department will host a quarterly, roundtable Airfield Users Group Meeting on the third Wednesday of the new quarter at 1000 in the center wing of Hangar 355, center deck. Because of the diversity of operations of all tenant commands, attendance is imperative in order to minimize any potential impacts in accomplishing your mission.

5. Support Equipment. Support Equipment (SE) includes all equipment that is operated in support of organizational handling, servicing or maintenance of aircraft. Transient squadrons deployed to NBVC Point Mugu for any operations will be assigned a host activity. The host activity will coordinate arrangements for transient squadron SE support through the Support Equipment Division at COMM: (805) 989-8060 or DSN: 351-8060. Host activities will ensure transient squadrons are briefed on local procedures, operating hazards and peculiarities.

6. Fuel Requirements. The Fuel Division is open 24 hours a day, seven days a week. Prior notification by 24 hours is required for all large quantity transactions. Fuel requirements will be coordinated by the host activity for transient or deploying aircraft by contacting the Fuel Division at COMM: (805) 989-7036 or DSN: 351-7036. For after hours call COMM: (805) 989-8453 or DSN: 351-8453.

7. Individual Radio Frequency Users. Within the Department of the Navy, the Chief of Naval Operations (CNO) is responsible for assigning, protecting and managing radio frequencies. CNO has delegated the responsibility for spectrum management and its use at NBVC Point Mugu to the CO, NBVC. It is NBVC policy that communication-electronic equipment, of any type, cannot be activated for test of operational use until a frequency assignment is authorized and issued to the user. Any individual requesting radio frequencies must contact Radio Frequency Management at COMM: (805) 989-0829 or DSN: 351-0829 to ensure that all proper procedures are adhered to.

8. Air Station Accommodations. Numerous services are available on base that will make your limited stay a better one. The following are available:

a. Messing and berthing. A consolidated General Mess for officer and enlisted personnel is available. Meal hours are posted in Base Operations. The Combined Bachelor Quarters (CBQ) provides accommodations for Officers, Chief Petty Officers, and Enlisted personnel. Transient accommodations are limited and reservations are recommended. The CBQ Billeting Office is authorized to endorse per diem orders, COMM: (805) 986-3368.

b. Fast Food. Fast food is available through Subway and Flight Line Cafe. Subway is in the NEX complex. Hours of operation are posted at the franchise stores. Flight Line Cafe is on 6th street. Hours of operation are posted at the building.

c. Transportation. Off base transportation is not available and on base transportation is extremely limited. The host activity shall contact the Transportation Division at COMM: (805) 989-8200 or DSN 351-8200 for transportation availability and coordinate arrangements for transportation. There are cab companies that will pick up on base. However,

these companies have few vehicles and the cab fare to Camarillo or Oxnard is somewhat expensive. Rental cars are available off base in surrounding cities.

d. Physical Fitness Facilities. A gym and locker rooms/showers are available in the NEX complex. Towels are furnished and there are numerous cardio machines and free weights as well as basketball or volleyball. Supplies for softball, horseshoes, beach volleyball, and other sport equipment are also available. Baseball diamonds are nearby. Call COMM: (805) 989-7728 for operating hours or questions.

PASSENGER/LOGISTICS INFORMATION

1. Passenger Processing. When embarking on a flight from NBVC Point Mugu, the following restrictions apply:

a. Hazardous or Prohibited Items. These items are posted in the air terminal lobby and may not be carried aboard aircraft departing Point Mugu per Federal regulations. Questionable items should be referred to the air terminal supervisor (see paragraph 5 below). Violators will be prosecuted to the full extent of the law, which may include fines of up to $10,000 and/or barring use of the facilities. The pilot will ensure that passengers are properly cleared for flight with the exception of flag officers or Department of Defense flag level civilian officials.

b. San Nicolas Island Chartered Passengers. Passengers using Air Mobility Command (AMC) chartered airlines to and from SNI are governed by, and will be processed per current NBVC instructions.

c. Other Departure Chartered Passengers. Passengers embarking on AMC chartered flights departing NBVC Point Mugu will be processed through the air terminal. Passengers should report to the air terminal two hours before departure time to allow for manifesting and processing of baggage. Passengers proceeding overseas will be processed according to U.S. Air Force Foreign Clearance Guide for the applicable area of travel and should have necessary documents available at check-in. All passengers embarking on AMC chartered flights will be subject to electronic screening per reference (j).

d. Space Available. Pilots departing with space available are requested to advise the air terminal, extension 7305, as far in advance of departure time as possible. Space available passengers will be processed through the air terminal.

e. Manifesting. All aircraft using the transient alert line will have passenger and crew properly manifested. Aircraft commanders will ensure that an accurate manifest is given to either the ODO and the Air Terminal Manifesting Clerk.

2. Customs Procedures. Although NBVC Point Mugu is not an international clearance base, customs, immigration and agricultural clearance is available for all flights of operational necessity on a 24-hour advance notice. Customs can be arranged by calling (805) 488-8574.

a. International Arrivals. Crews and passengers on aircraft arriving from foreign areas who have not been processed by U.S. Customs, agriculture or medical representatives will be required to remain aboard the aircraft until cleared to deplane.

b. Out-of-State Arrivals. California agricultural regulations require that aircraft commanders of all arriving aircraft whose point of take-off was outside the state of California ensure that all fruit and vegetable matter and food scraps, except certified shipments, are in a closed container before landing. The container will be sealed and kept on the aircraft for proper disposal at an airport with the proper facility.

c. Other Arrival Restrictions. During certain seasons, pilots of aircraft arriving from specified areas (including CONUS) may be required to hold personnel aboard the aircraft until the aircraft crews clear the interior from insect pests.

3. Foreign National Visitors. Foreign nationals are individuals who are non-U.S. citizens. U.S. citizens representing foreign governments, foreign private interests, foreign citizens and immigrant aliens without Limited Access Authorizations are considered to be equivalent to foreign nationals. Any individual requesting Foreign National visitors shall contact Security Management at COMM: (805) 989-8876 or DSN: 351-8876.

4. VIP Processing. VIPs will be accommodated in accordance with existing instructions. Arrangements for accommodations, transportation and formalities require prior notice and should be handled by the point of contact for the VIP, who should coordinate through the NBVC Public Affairs Office at COMM: (805) 989-8095 or DSN 351-8095. Honors, if requested, will be per Navy Regulations.

a. Pilot Requirements. Pilots carrying VIPs are requested to contact Mugu Tower as soon as possible or relay through Mugu Approach Control to inform the ODO of aircraft ETA and ETD.

b. Honors. VIPs requesting honors will deplane at the Quarterdeck located at the air terminal. Tenant activities hosting VIPs will ensure appropriate personnel meet them. Tenant activities will forward estimated VIP arrival times, departure flight times and parking intentions to the ODO.

5. Registered Materials and Weapons. If the requirement exists to protect classified registered materials, these materials may be left in the custody of the Force Protection Department (Point Hueneme, Building 1443, COMM: (805) 340-3135 or (808) 982-3125) on a 24-hour basis. Private weapons brought onboard NBVC Point Mugu must be registered with the Force Protection Department. FAR Part 108, Airplane Operator Security, requires personnel embarking aboard a government contract or civilian aircraft to properly declare possession of a weapon or ammunition for transportation. Personnel intending on transporting such are required to comply with FAR Part 108 and must advise air terminal personnel so that appropriate measures may be taken to ensure passenger safety. Storage of military and private weapons is available at the Station Armory. Contact the Air Terminal at
COMM: (805) 989-7305 for prior coordination and information.

6. Ordnance or Hazardous Materials Transportation. NBVC Point Mugu Weapons Department requires a minimum of 24 hours prior notice for aircraft transporting weapons. Additionally, 24 hours notice is also required for aircraft transporting hazardous materials. Notification will be made to the ODO. Logistics aircraft will unload as soon as possible after arrival unless prior coordination has been accomplished with the ODO. The following items of air cargo will be loaded or unloaded at the revetment areas, Building 56:

a. Explosives Class 1.1 or 1.2.

b. Explosives Class 1.3.

c. "Red Label" cargo.

d. Cargo classified as Explosives Class 1.4 may be handled on parking aprons provided the loading aircraft is clearly labeled and remains attended.

e. Materials that are determined to be hazardous per OPNAV transportation instructions (e.g. acids, oxygen containers, batteries, etc.).

CHAPTER 5 - RADAR COURSE RULES

INTRODUCTION

1. Radar Approach Control Authority. The primary responsibility for the control of instrument traffic in the "Oxnard Plain" area rests with the NBVC Air Traffic Control Facility (ATCF) - Mugu Approach. The course rules for this chapter were developed in accordance with references (a) and (l). Radar Approach and Departure Control services are provided to five airports: NBVC Point Mugu, Oxnard (located seven miles northwest of NBVC), Camarillo (located six miles north), Santa Paula (located 10 miles north), and San Nicolas Island (located 53 miles south). Letters of Agreement between the FAA and the CO, NBVC delineate airspace and altitudes under the jurisdiction of Mugu Approach. Appendix C provides a depiction of this airspace. Letters of Agreement between the Commander, NAWCWPNS, FAA and CO, NBVC provide for the control of air traffic within restricted and warning area airspace by Mugu Approach. When hazardous missile and aircraft operations are not scheduled, the Commander, NAWCWPNS may release portions of the restricted and warning area airspace, 9,000 feet and above, to the FAA/Los Angeles ARTCC. VFR practice instrument approaches will be provided IFR separation on final or as cleared by Mugu Approach.

2. General Information. Navy and Marine Corps aircraft will file IFR flight plans per this instruction. All other activities are highly encouraged to file IFR flight plans. Aircraft intending to operate in restricted and warning area airspace are provided positive radar control by Mugu Approach and/or Range Control (PLEAD) per Commander, NAWCWPNS and CO, NBVC Letters of Agreement. Aircraft operating within the Class D airspace are under positive control by the Mugu Control Tower. Appendix C provides a depiction of this airspace.

TERMINAL AIRSPACE/DEPARTURE AND ARRIVAL PROCEDURES

1. Departures. Mugu Approach controls airspace over the "Oxnard Plain" at and below 8,000 feet MSL. Departing IFR aircraft that file requested altitudes above 8,000 feet can anticipate the following phraseology when receiving ATC clearance: "Maintain 8,000 feet, expect (requested altitude) five minutes after departure". This procedure is required in the event of lost communications before establishing

communication with Los Angeles Center. Pilots can anticipate clearance to requested altitude stratum, traffic permitting, when a radar hand-off is affected between Los Angeles Center and Mugu Approach.

a. Noise Abatement. In cooperation with the U.S. Fish and Wildlife Service, NBVC Point Mugu has agreed to limit aircraft departures for Runway 21 and 9/27. After complying with the following restrictions, pilots may resume normal navigation procedures, or assigned headings/altitudes as appropriate:

(1) Runway 21: Climb as quickly as possible to 500 feet AGL, fly runway heading, maintain at or above 500 feet AGL until at least one-half mile offshore.

(2) Runways 9 or 27: Climb as quickly as possible to 500 feet AGL, maintain at or above 500 feet AGL prior to turning on course.

b. Standard Instrument Departures (SID). Due to Los Angeles Center traffic flow restrictions, SIDs are not normally assigned when approach control radar is operational. During periods when Point Mugu radar is out of service, SIDs may be assigned.

c. Radar Vectors. Pilots will receive radar vectors to the first point of entry into FAA controlled airspace; e.g., "Radar vectors to San Marcus (RZS), Santa Catalina (SXC)". Mugu Approach, consistent with the air traffic control workload, will provide radar vectors. In the event of radar outage, the pilot may receive SIDs.

d. W-289 High Performance Climb (HPC). Aircraft may request high performance climb for operations conducted in W-289 under the following conditions:

(1) The HPC is mission essential.

(2) Prior coordination with PLEAD/RCO is effected.

Aircraft anticipating a high performance climb into W-289 will advise Clearance Delivery of their intentions when requesting a PLEAD range clearance. If requested, Clearance Delivery will

normally issue a clearance via the NTD 210 radial at or below FL 230.

e. DD Form 175 High Performance Climb. Per letter of agreement with Los Angeles Center, military tactical jet aircraft departing Point Mugu and entering the National Airspace System will be provided a high performance climb profile upon request. Requirements to do so are as follows:

(1) Put "HPC" in the remarks section of a filed DD Form 175; or notify Clearance Delivery real time of intent for HPC if filed via flight schedules.

(2) Upon release, expect a 210 heading, climbing to FL 230 or filed altitude, whichever is lower, cross the NTD TACAN 5 DME at or below 8,000 MSL.

(3) Expect departure frequency to be with Los Angeles Center on 327.1/135.5 MHz immediately off the deck with vectors to the next filed fix after climbing through 8,000 MSL.

2. Instrument Arrivals. Unless otherwise requested or assigned, pilots should anticipate an instrument approach to the runway in use. Aircraft will normally be routed via the following transition routings:

a. Runway 3 Arrivals

(1) KWANG intersection (San Marcus VORTAC 119 radial/Fillmore VORTAC 250 radial) - For those aircraft arriving from the southwest through northwest. Aircraft are normally radar vectored from the vicinity of KWANG intersection or directly from the southwest to intercept the precision radar final approach course.

(2) Fillmore VORTAC (112.5 MHz/CH 72) - For those aircraft arriving from the north through northeast. Aircraft are normally radar vectored from the vicinity of Fillmore to intercept the precision radar downwind pattern (may be either east or west of airport depending on traffic).

(3) Ventura VOR/DME (108.2 MHz/CH 19) - For those aircraft arriving from the east. Aircraft are normally radar vectored to intercept the precision radar downwind pattern.

(4) EXERT intersection (Ventura VOR/DME 129 radial/Los Angeles VORTAC 246 radial) - For those aircraft arriving from the southeast. Aircraft are normally radar vectored from the vicinity of EXERT intersection to intercept the modified base to precision radar final.

b. Runway 21 Arrivals

(1) KWANG intersection (San Marcus VORTAC 119 radial/Fillmore VORTAC 250 radial) - For those aircraft arriving from the southwest through northwest. Aircraft are normally radar vectored west of the airport to intercept the precision radar right base pattern.

(2) Fillmore VORTAC (112.5 MHz/CH 72) - For those aircraft arriving from the north through northeast. Aircraft are normally radar vectored to intercept the precision radar final or ILS approach course at 10 nautical miles.

(3) Ventura VOR/DME (108.2 MHz/CH 19) - For those aircraft arriving from the east. Aircraft are normally radar vectored west of the airport to intercept the precision radar downwind pattern.

(4) EXERT intersection (Ventura VOR/DME 129 radial/Los Angeles VORTAC 246 radial) - For those aircraft normally arriving from the southeast. Aircraft are normally radar vectored west of the airport to intercept the precision radar downwind pattern. Occasionally, aircraft will be vectored for a left downwind, traffic permitting.

c. Runway 9/27 Arrivals. There are no approved instrument approaches to Runway 9 or Runway 27. Aircraft can expect a either a visual approach to the airport or an instrument approach to Runway 3/21 with circling to Runway 9. Circling is not authorized east of Point Mugu and therefore aircraft executing an instrument approach and intending to land Runway 27 must cancel IFR before maneuvering to land. Aircraft intending to circle should provide that information on initial check-in in order for Mugu Approach to provide sufficient separation with other inbound or pattern aircraft. Circling is only authorized west of the airfield due to high terrain to the east and only if weather minima allows for the procedure. Circling minima may be found in appropriate FLIPs.

NOTE: Pilots are reminded that all lost communications procedures originate from the Point Mugu TACAN (Channel 43). Therefore, as soon as aircraft are transferred to Mugu Approach, pilots should select Channel 43 on their TACAN equipment. Non-TACAN equipped aircraft should request alternate instructions from Approach Control if needed.

3. Overhead Entry. This type of entry is contingent on VMC and the ability of control tower personnel to safely sequence and maintain aircraft visually throughout the pattern. Overhead entry procedures are depicted in Appendix D. Pilot requests for Alpha, Bravo, Charlie, and/or Round Mountain entries indicate a full understanding that these entries include an automatic cancellation of IFR flight at the respective initial. At Alpha (NTD 145/7), Bravo (NTD 210/7), Charlie (NTD 250/7), or Round Mountain (NTD 035/4) entry point, pilots will: "Maintain VFR, squawk standby, contact Point Mugu Tower (290.375/124.85)". On initial contact with Mugu Tower, state position and request (e.g., "Call sign, at Alpha, for the overhead"). Aircraft will maintain 1,700 feet until established downwind or as directed by the Tower. Requests for VFR entry other than the overhead may be made. The pilot will state request with Approach Control specifying desired form of entry into the area and restate initial request with tower. The following standard routes are established to provide entry via an overhead approach to Runways 3, 27 and 21:

a. Carrier Break. See Chapter Six, Tower Course Rules, Landing Procedures.

b. Round Mountain. Aircraft will normally be vectored to the appropriate entry point at 2,600 feet. For a Runway 21 initial, the pilot will request through Approach Control and/or Tower "Request Round Mountain Initial".

c. SCAMP Alpha. This procedure incorporates a profile allowing aircraft arriving from the north to remain high until over Point Mugu and then descending to arrive at Point Alpha at the appropriate altitude. It means "Cleared to Point Alpha via direct to the Point Mugu TACAN, then direct the 180 radial 7 DME, then direct. Maintain last assigned altitude until 30 seconds south of the TACAN (or until reaching the NTD 180007 if prop); then descend to cross Point Alpha at 2,600. At Point Alpha, radar service is terminated, maintain VFR, squawk

standby, and contact Point Mugu Tower on 290.375/124.85". Switch to Tower is automatic at Alpha. Most aircraft execute the Alpha Lagoon procedure from this point (see below). To use a Lagoon entry from a Scamp Alpha Recovery, the pilot will request through Approach Control and/or Tower "Request Scamp Alpha Lagoon".

d. Alpha Lagoon. Traffic permitting, a break over Runway 27 from Point Alpha and then a transition to a Runway 21 downwind for landing Runway 21 is the preferred VFR initial procedure. Aircraft will maintain 2,600 feet at Point Alpha and then descend to 1,700 feet for the break, maintaining 1,700 feet until established downwind Runway 21. Break will be completed before crossing Runway 21 unless otherwise directed. Downwind altitude is 1,200 feet. Reporting points are Point Alpha and crossing the shoreline. At Point Alpha, pilots may be directed to proceed with a Round Mountain entry for Runway 21 due to conflicting traffic. To use a Lagoon entry from Point Alpha, the pilot will request through approach control and/or tower "Request Alpha Lagoon".

e. SCAMP Bravo. This procedure incorporates a profile allowing aircraft arriving from the north to remain high until over Point Mugu and then descend to arrive at Point Bravo at the appropriate altitude. It means "Cleared to Point Bravo via direct to the Point Mugu TACAN, then direct the 180 radial 7 DME, then direct. Maintain last assigned altitude until 30 seconds south of TACAN; then descend to cross Point Bravo at the appropriate pattern entry altitude. At Point Bravo, radar service is terminated, maintain VFR squawk standby, and contact Point Mugu Tower on 290.375/124.85". Switch to Tower is automatic at Bravo.

f. Runway 9 Arrival. Due to high terrain east of the field, no standard overhead approach procedure exists. See other VFR entry procedures below.

g. Runway 27 Arrival. Initial entry for overhead is made from Point Alpha. Aircraft will be vectored to the appropriate entry point at 2,600 feet. Break altitude is 1,700 feet.

h. Runway 3 Arrival. Various entry procedures are made from Point Alpha or Charlie and "Initial" entry from Point

Bravo. For a "Bravo Initial" aircraft will be vectored to Point Bravo at 2,600 feet.

SEA TEST RANGE OPERATIONS

1. Operating Procedures. Aircraft operations in the Sea Test Range (STR) (W-289/289N, 290 or 412) are authorized for local or temporarily based aircraft at NBVC Point Mugu via the daily flight schedule. Mugu Approach provides aircraft proceeding to or arriving from their assigned operating areas with positive control.

a. Departures. All departing aircraft will be advised to contact "PLEAD" on 306.6/132.425 before leaving Mugu Approach airspace. Clearance delivery will relay the following information to departing aircraft before taxi:

(1) Clearance limit.

(2) Altitude, including any altitude restrictions.

(3) IFF Mode/Code assignment.

(4) Departure Control Frequency.

b. Arrivals. Aircraft returning from the Sea Range will be directed by their respective operation conductor to contact "PLEAD" for radar vectors until entering Point Mugu airspace. Pilots returning from their operating areas can expect a precision approach to the landing runway. Request for a "VFR Entry" should be made through "PLEAD". "PLEAD" will provide the following information to all returning aircraft:

(1) Warning Area Exit Routing.

(2) Altitude.

(3) IFF Mode/Code assignment.

(4) Weather.

(5) Aircraft exiting PLEAD airspace will be provided "positive control" but are reminded that they are operating under VFR until issued an IFR clearance or instructed otherwise

by Mugu Approach. Aircraft are expected to advise ATC if unable to comply with instructions that do not allow them to "Maintain VFR".

SEA TEST RANGE EMERGENCY AND LOST COMMUNICATIONS PROCEDURES

1. Lost Communications Procedures. The following procedures are applicable to all pilots arriving or departing NBVC Point Mugu that have been or will be operating in the Sea Range:

a. Transponder Reply. Pilots experiencing two-way radio failure are expected to adjust their transponder to reply on Mode 3/Code 7600.

b. VFR. Proceed VFR and land as soon as practical.

c. IFR.

(1) Runway 3/21 Non-TACAN (ILS). "Fly heading 245, climb and maintain 6,000, upon reaching 6,000, proceed direct the Fillmore VORTAC. Execute the ILS RWY 21 approach".

(2) Runway 21 TACAN. "Climb immediately to 5,000, proceed direct to the Point Mugu 245 radial 12 mile fix, arc north. Execute the TACAN RWY 21 approach".

(3) Runway 3 TACAN or VOR/DME. "Proceed direct RENET fix, maintain 3,000 or last assigned altitude if higher. Execute the TACAN or VOR/DME RWY 3 Approach.

(4) Runway 3 GPS. "Proceed direct to RENET, maintain 3,000 or last assigned altitude if higher. Execute the GPS RWY 3 Approach".

2. Emergency Procedures. When in the STR, contact Range Control ("PLEAD"), squawk Mode 3/Code 7700 for radar assistance and ultimate hand-off to Mugu Approach for radar vectors to an instrument approach or VFR entry. When under Radar Approach Control (Mugu Approach) instructions, squawk appropriately and give your intentions. For additional information see Chapter Seven.

APPROACH CONTROL RADAR FACILITIES AND PROCEDURES

1. Precision Approach Radar (PAR) Information. Mugu Approach conducts precision radar approaches to Runway 3 and 21 only.

a. Runway 3 PAR. The PAR glide slope is 3.0 degrees. Pilots can anticipate intercepting the glide slope at 1,500 feet, 4.7 nautical miles from runway touchdown. This allows for a descent rate of 319 feet per mile. Runway touchdown point is 916 feet from the approach end.

b. Runway 21 PAR. The PAR glide slope is 3.0 degrees and, at 2,400 feet (required for obstruction clearance), interception can be anticipated at seven and a half nautical miles from runway touchdown. This allows for a descent rate of 320 feet per mile. Runway touchdown point is 769 feet from the approach end.

2. PAR Lost Communications Instructions. When weather reports indicate an aircraft may encounter IFR weather conditions during the approach, the controller is required to issue lost communications instructions. To reduce control frequency congestion, locally based pilots are expected to memorize TACAN Runway 21 lost communications instructions. Instructions will be given as follows: "If no transmissions are received for 30 seconds in the pattern or five seconds (15 seconds for an ASR) on final approach, attempt to contact Mugu Tower on 382.8/124.85 and precede VFR; if unable".

a. Duty Runway 3. "Proceed direct to RENET fix at 3,000 feet or last assigned altitude if higher. Execute TACAN, VOR/DME, or GPS Runway 3 approach".

b. Duty Runway 21 TACAN Equipped. "Climb immediately to 5,000 feet and proceed to the Point Mugu TACAN 245 radial, 12 NM fix, arc north, execute TACAN Runway 21 approach".

c. Duty Runway 21 Non-TACAN Equipped. "Fly heading 245 degrees, climb and maintain 6,000 feet. Reaching 6,000 feet, proceed direct to FIM VORTAC, execute ILS Runway 21 approach".

GENERAL PROCEDURES

1. Communications. Pilots of departing aircraft will be directed by the Control Tower when to change to Departure Control frequency. Pilots on an instrument approach normally will not be required to change frequencies below 2,500 feet. Mugu Approach will make every effort to minimize instructions to aircraft at very low altitudes, particularly during the take-off, initial climb, commencement of a missed approach, circling and final landing phases. Every effort will be made to provide Single Frequency Approaches (SFA) to arriving aircraft; however, on occasion, pilots will be required to change frequency when established in the terminal areas depending upon local traffic conditions.

2. Special VFR Procedures. Special VFR clearances may be issued to permit operations within the Class D airspace for a specified period of time for the purpose of departing, landing, touch and go, and FCLP.

3. Wheels Down Procedures. A wheels watch is not normally provided. Aircraft should normally use landing lights to indicate to the tower that wheels are down, in addition to the usual "down and locked" call. This does not preclude aircraft from making practice landing light-out approaches. When flashing red wave-off lights or red flares (wheels watch) are observed, the pilot will wave off immediately. The six flashing wave-off lights are located in clusters of three on both sides of the runway at 800 foot intervals. Wave-off lights are located on all runways except Runway 9.

CHAPTER 6 - TOWER COURSE RULES

GENERAL INFORMATION

1. Introduction. The control of air traffic is exercised per applicable procedures and regulations contained in FAA handbooks and Navy directives. The course rules for this chapter were developed in accordance with references (a) and (l). All instructions issued by the Control Tower are by the authority of the CO, NBVC and will be obeyed promptly, consistent with safety. Clearances, instructions and advisory information issued by NBVC Point Mugu Control Tower will be predicated on observed or known traffic conditions within the Class D airspace. This will include positions of aircraft in flight, aircraft operating in movement areas, observed or known vehicular traffic, and temporary obstructions at or immediately adjacent to the airport. Additional deviations from normal procedures may be required due to terrain restrictions, the close proximity of missile operations, and adjacent airports. The pilot retains the final authority in determining whether he can comply with clearances and instructions received.

2. Deviation for Local Procedures. NBVC Point Mugu lies partially within a Restricted Area (that part of the airfield south of Runway 9-27 is within R-2519). See Appendix C for an example. Therefore, clearance procedures and attendant phraseology varies from that normally used. Because of terrain restrictions, proximity to other airfields and missile operations, additional deviations from normal procedures are necessary.

GENERAL

1. NBVC Point Mugu Local Flying Area/Class D Airspace. The local flying area is defined as an area within a 350 NM radius of Point Mugu TACAN excluding airspace beyond the Air Defense Identification Zones and Mexico. The Point Mugu Class D airspace extends upward from the surface to 3,000 feet MSL. It is a 4.3 nautical mile circle centered on the airport reference point. An exception to the complete circle is the dividing line between Oxnard and Camarillo Class D Surface Areas separated by a line from the intersection of Channel Islands Boulevard and California Highway 1, direct to the northeast corner of Laguna Road, then direct to a point southeast of Round Mountain.

Aircraft will establish two-way radio communication with Mugu Tower prior to entering the Class D airspace at or below 3,000 feet. This airspace is depicted in Appendix D.

2. Traffic Priority Listing. The following priorities are established for aircraft departing and arriving at NBVC Point Mugu:

a. Emergency aircraft.

b. Aircraft with minimum fuel. Consideration will be given to the amount of flying time remaining and the position of the aircraft.

c. Operational departures.

d. FAA flight check aircraft.

e. IFR arrivals/departures. Included will be operational arrivals, on a "first come - first served" basis.

f. Field Carrier Landing Practice (FCLP).

g. VFR arrivals and departures.

h. Practice Instrument Approaches. Precision Approach Radar (PAR), Airport Surveillance Radar (ASR), TACAN, and ILS resulting in a full-stop landing.

i. Practice Instrument Approaches. (PAR, ASR, TACAN, and ILS) to a low approach, touch and go, or stop and go landing. Touch and go landing practices (under Tower Control). Practice precautionary approaches.

3. Taxi Procedures. The Control Tower exercises positive control of all movement areas at the airport, excluding parking aprons. The movement of aircraft within loading, maintenance and parking areas will be the responsibility of the pilot, ground handling crews and/or the reporting custodian of the aircraft. All clearances will be obtained prior to commencing taxi. Specific taxi instructions are as follows:

a. When operating from the Daily Flight Schedule, pilots will specify MODEX number, event/operation number and estimated time en route.

b. All taxiing aircraft will maintain two-way radio communication with the Control Tower, unless otherwise authorized. A clearance to "taxi" to the assigned take-off runway is a clearance to cross all intersecting runways but not a clearance to taxi onto or cross the active runway.

c. Aircraft will remain inside the yellow taxiway lines to avoid Foreign Object Damage (FOD) or creating a FOD hazard. Also, the taxi shoulders are not stressed for aircraft. Remain within marked taxi area at the hold short line. Blast shoulders are not stressed for taxi use and could contribute to significant FOD hazard.

d. Taxiing aircraft will not overtake or pass another aircraft except with the Control Tower's approval. Aircraft established on taxi lanes will have the right-of-way over aircraft entering taxi lanes. A safe taxiing speed will be maintained at all times.

e. Landing aircraft will change to ground control frequency as directed, or when clearing the runway. The change to ground control frequency will be made before entering the parallel taxiways.

f. Unless directed by the Control Tower, all aircraft will remain at the hold short line of the runway (or ILS critical area if required) when awaiting departure clearance.

g. When the Control Tower is controlling an aircraft experiencing an emergency, aircraft on the runway will taxi clear and those on the taxiways will hold their positions until authorized to continue taxiing. Pilots of taxiing aircraft, when sighting emergency vehicles on the field displaying flashing red lights, will stop and hold their position until authorized to continue.

h. Departing aircraft shall obtain Airport Terminal Information Service (ATIS) on 277.2 MHz or 125.55 MHz and advise ground control of ATIS information receipt on initial contact.

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4. Non-visible Movement Areas. There are certain areas on the airfield that are not visible from the Control Tower. As such pilots are urged to use caution within the following areas:

a. Revetment area (Building 56).

b. Transient parking area (East of Hangar 34).

c. P-3 parking area (East of Hangar 34).

d. VX-30 parking area (Building 372).

e. Threat Simulation Department parking area (Building 333).

f. EW parking area (Building 3009).

g. Ramp area south of buildings 355 and 35.

h. Taxi lanes between buildings 355, 351, 35, and 34.

5. Duty Runway/Noise Abatement Criteria. Due to prevailing winds, weather, and airspace restrictions, Runway 21 is the preferred runway for all normal operations. Pilots may request use of other than duty runway for take-off and/or landing; however, aircraft operating on the designated duty runway, under normal conditions, will receive priority over such request. The following is the set noise abatement hours and procedures for NBVC Point Mugu:

a. Monday through Friday 1800-0800 and 24 hours Saturdays, Sundays, and holidays.

b. Noise abatement configuration is Runway 3 (arrivals) and Runway 21 (departures).

c. If the duty runway is Runway 21 due to wind or weather during noise abatement hours, practice approaches will not be authorized.

6. Take-off Procedures. All aircraft shall obtain take-off clearances before commencing take-off roll. Once take-off clearance is obtained, pilots will expedite their take-off or, if a delay is anticipated, advise the Control Tower of the delay

before taxiing onto the active runway. Excessive delay on the runway after take-off clearance has been issued may significantly affect the separation being implemented by either the Control Tower or Approach Control. Special take-off procedures are as follows:

a. Runway 9 IFR Departures. Instrument departures for Runway 9 are prohibited due to high terrain to the east.

b. Section Take-offs. Section take-offs for aircraft of similar performance are authorized per reference (h) when the weather is at or above circling minima. When a "section" will roll together (defined as within 10 seconds of each other), the flight will be treated as a single aircraft and control instructions will be issued only to a flight leader unless he/she specifically requests that ATC provide individual control. If a ten second interval is not feasible, a one minute interval with a separate IFR clearance for each aircraft will be provided. The following information is provided:

(1) Section take-offs are not authorized on Runway 9 due to high terrain east of the field.

(2) Section take-offs are authorized on Runway 27 only when the weather is at or above basic VFR minima (1,000 foot ceiling, three mile visibility). This stipulation exists because maneuvering east of Runway 3-21 for circling approach is not authorized. When weather is below basic VFR, only single plane departures are authorized.

(3) VFR helicopters can expect departures from either the east or west helicopter pads unless a runway is specifically requested and traffic allows.

7. Light Civil Aircraft. Practice instrument approaches, touch-and-go landings, and practice instrument approaches by properly certified pilots are authorized. However, they will be on a strict non-interference basis with military operations. The following procedures apply:

a. Departures VFR. Departing aircraft will maintain an altitude of 700 feet MSL until clear of the Class D airspace unless Mugu Tower approves or issues a different altitude. Radio contact will be established with Oxnard Tower (134.95 MHz)

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or Camarillo Tower (128.2 MHz) before penetration of their respective Class D airspace.

b. Arrivals VFR. On occasion, Mugu Tower may instruct arriving aircraft to enter the traffic pattern at 700 feet MSL due to conflicting traffic. In that case, aircraft will enter the Class D airspace and maintain 700 feet MSL until established on final approach. VFR holding, when necessary, will be established well clear of the Oxnard and Mugu Class D airspace and clear of the instrument approach and departure courses until clearance to enter the Class D airspace is obtained.

LANDING PROCEDURES

1. VFR Overhead Entry. This type of entry is contingent on VMC and the ability of control tower personnel to safely sequence and maintain aircraft visually throughout the pattern. Overhead entry procedures are depicted in Appendix D. Pilot requests for Alpha, Bravo, Charlie, or Round Mountain entries indicate a full understanding that these entries include an automatic cancellation of IFR flight at the respective initial. At Alpha (NTD 145/7), Bravo (NTD 210/7), Charlie (NTD 250/7), or Round Mountain (NTD 035/4) entry point, pilots will: "Maintain VFR, squawk standby, contact Point Mugu Tower (290.375/124.85)". On initial contact with tower, state position and request (e.g., "Call sign, at Alpha, for the overhead") or other request for entry. Aircraft will maintain 1,700 feet until established downwind or as directed by the Tower. Requests for VFR entry other than the overhead may be made. The pilot will state request with approach control specifying desired form of entry into the surface area and restate initial request with tower. The following standard routes are established to provide entry via an overhead approach to Runways 3, 27, and 21:

a. Carrier Break Procedures. Traffic permitting, Mugu Tower will approve carrier breaks for all aircraft requesting such within the following guidelines:

(1) Aircrew requesting a "Carrier Break" shall advise Mugu Tower on initial contact. The Tower will approve carrier breaks consistent with existing traffic flow and field conditions during daylight hours only.

(2) Carrier Breaks are authorized to Runways 3 and 27 for carrier based turboprop aircraft. When approved, aircraft shall maintain the last assigned altitude until over the initial, then descend to an altitude no lower than 800 feet MSL.

NOTE: Carrier Breaks are not authorized when a preceding aircraft is conducting a straight-in approach, on base leg at an altitude above 800 feet MSL, on missed approach, or climb-out to an altitude above 800 feet MSL.

(3) Aircraft shall maintain a maximum airspeed of 350 KTS or the higher minimum maneuverability airspeed required by applicable NATOPS.

(4) Due to reduced aircraft position relative to AGL altitude, afterburners are prohibited when executing a carrier break or any other "break" described below, unless required during formation break up.

b. Round Mountain. Aircraft will normally be vectored to the appropriate entry point at 2,600 feet. For a Runway 21 initial, the pilot will request through Approach Control and/or Tower "Request Round Mountain Initial".

c. SCAMP Alpha. This procedure incorporates a profile allowing aircraft arriving from the north to remain high until over Point Mugu and then descending to arrive at Point Alpha at the appropriate altitude. It means "Cleared to Point Alpha via direct to the Point Mugu TACAN; then direct the 180 radial 7 DME then direct. Maintain last assigned altitude until 30 seconds south of the TACAN (or until reaching the NTD 180/7 if prop); then descend to cross Point Alpha at 2,600. At Point Alpha, radar service is terminated, maintain VFR, squawk standby, and contact Point Mugu Tower on 290.375/124.85". Switch to tower is automatic at Alpha. Most aircraft execute the Alpha Lagoon procedure from this point (see below). To use a Lagoon entry from a Scamp Alpha Recovery, the pilot will request through Approach Control and/or Tower "Request Scamp Alpha Lagoon."

d. Alpha Lagoon. Traffic permitting, a break over Runway 27 from Point Alpha and then a transition to a Runway 21 downwind for landing Runway 21 is the preferred VFR initial procedure. Aircraft will maintain 2,600 feet at Point Alpha and then descend to 1,700 feet for the break, maintaining 1,700 feet

until established downwind Runway 21. Break will be completed before crossing Runway 21 unless otherwise directed. Downwind altitude is 1,200 feet. Reporting points are Point Alpha and crossing the shoreline. At Point Alpha, pilots may be directed to proceed with a Round Mountain entry for Runway 21 due to conflicting traffic. To use a Lagoon entry from Point Alpha, the pilot will request through Approach Control and/or Tower "Request Alpha Lagoon".

e. SCAMP Bravo. This procedure incorporates a profile allowing aircraft arriving from the north to remain high until over Point Mugu and then descend to arrive at Point Bravo at the appropriate altitude. The procedure is "Cleared to Point Bravo via direct to the Point Mugu TACAN; then direct the 180 radial 7 DME then direct. Maintain last assigned altitude until 30 seconds south of TACAN; then descend to cross Point Bravo at the appropriate pattern entry altitude. At Point Bravo, radar service is terminated, maintain VFR, squawk standby, and contact Point Mugu Tower on 290.375/124.85". Switch to tower is automatic at Bravo.

f. Runway 9 Arrival. Due to high terrain east of the field, no standard overhead approach procedure exists. See other VFR entry procedures below.

g. Runway 27 Arrival. Initial entry for overhead is made from Point Alpha. Aircraft will be vectored to the appropriate entry point at 2,600 feet. Break altitude is 1,700 feet.

h. Runway 3 Arrival. Various entry procedures are made from Point Alpha or Charlie and "Initial" entry from Point Bravo. For a "Bravo Initial" aircraft will be vectored to Point Bravo at 2,600 feet.

2. Reduced Runway Separation. Deviation from the standard landing interval, but not less than 3,000 feet, is authorized on Runway 3/21. This deviation applies only to Navy and Marine Corps tactical aircraft when weather is at or above basic VFR and only between sunrise and sunset. It is to be applied only between aircraft of similar performance characteristics or when the preceding aircraft has higher performance than the succeeding aircraft. Deviation from standard landing interval will not be approved behind aircraft executing a section landing. Air Force aircraft temporarily based aboard NBVC Point Mugu and operating

from a daily flight schedule may be allowed reduced same runway separation as specified on written request of the Air Operations Officer. Send advance requests by FAX to the Air Operations Officer, COMM: (805) 989-7041 or DSN: 351-7041. For a copy of the "Reduced Runway Separation Waiver", contact Air Traffic Control at (805) 989-8854.

3. Section Landings. Section landings are not prohibited if the immediate senior in the chain of command for the flight leader requesting such approves them. The following procedures apply to aircraft requesting such a landing procedure:

a. Permitted on Runway 3/21 only.

b. Flight leader will request "Section Landing" on initial contact with Approach Control.

c. Full stops only.

d. Flight leader is responsible for runway separation and landing interval between elements of the flight.

e. Clearance for a section landing will not be granted until all other aircraft have cleared Runway 3/21.

4. Other Arrival Information. Arriving aircraft should obtain ATIS information on 363.05 MHz/125.55 MHz and advise Tower or Approach Control of the receipt of the information on initial contact. Other pattern entry requests will be approved on a traffic-permitting basis. Otherwise, standard entry procedures per the Aeronautical Information Manual (AIM) apply. To avoid unnecessary damage to the arresting gear, all P-3 and larger aircraft are requested to touch down either past the cable or prior to it and roll across.

TOWER TRAFFIC

1. General. Except for Runway 9, the traffic patterns at Point Mugu will normally be left-hand. After Control Tower approval, all aircraft entering the downwind will enter at a 45-degree angle. The traffic pattern will be flown to remain east of base housing and administrative areas and clear of industrial buildings (lateral distance of the left downwind leg to Runway 21 is 8,000 feet). On occasion, hazardous missile operations

may require the use of right-hand traffic to expedite the recovery of aircraft. Be alert for light/low/slow aircraft in the vicinity of the airfield, especially unreported civil traffic. Unidentified, slow aircraft are an ever-present danger as they transit up and down the coastline and around the Oxnard Plain. Noise abatement procedures are listed earlier in this chapter. The following information pertaining to traffic patterns is provided:

a. Pattern Altitude. 1,200 feet.

b. Break Altitude. The "Break" altitude for all aircraft is 1,700 feet. Heading to the "Break" is level, over and parallel to the landing runway. All breaking aircraft will maintain 1,700 feet until established on downwind. This is primarily for break procedures over Runway 27 in order to avoid conflicts with Runway 27 right base traffic and aircraft departing/over flying Runway 21.

c. Airspeed Information. In the interest of reducing the midair collision hazard associated with high aircraft speed and promoting flight safety, the following standards will be rigidly followed per reference (h). 250 KIAS is the maximum speed for normal operations within/around the Class D airspace. If a higher airspeed is required or recommended in the NATOPS Manual to maintain safe maneuverability, or other operational safety factors dictate, that higher speed is authorized. In all cases, 350 KIAS is the absolute maximum speed authorized for entry into the break using the Alpha Lagoon VFR entry procedure to Runway 21 or the Point Bravo entry to Runway 3. If the Round Mountain entry to Runway 21 is used, do not exceed 250 KIAS. Pilots are reminded that 250 KIAS applies below 10,000 feet Mean Sea Level (MSL) in all other areas where FAR 91 applies unless an exception is granted by CNO from reference (h).

NOTE: R-2519 is exclusive of the Class D airspace and has no bearing on flight operations in the Class D airspace. When R-2519 is not in use for launches from the beach, it becomes Class D airspace.

d. Helicopter Patterns. Helicopters will remain clear of all buildings when established in the traffic pattern. Continuous low-level operations or touch-and-go landings may be approved for single aircraft. When multiple approaches by

helicopters are in progress to Runway 27, helicopters may be required to remain east of Taxiways C2 and B for other traffic to Runway 3/21. Unless otherwise required due to FCLP traffic, the maximum traffic pattern altitude will be 800 feet. To avoid disturbing endangered species, pilots shall, whenever possible and in keeping with safety of flight, climb and maintain at or above 500 feet AGL as soon as possible after departing and prior to turning on course. Arriving aircraft shall make every attempt to maintain at or above 500 feet AGL whenever crossing the shoreline or areas south of Runway 27. When required to launch or recover fixed-wing aircraft on Runway 27, the Control Tower will sequence helicopters as necessary. The Control Tower may assign other patterns if traffic and noise factors dictate. A diagram of the pattern can be found in Appendix D.

2. Practice Precautionary Landing Approach (PPLA). PPLA may be authorized on a not-to-interfere basis to Runway 3/21 only. Aircraft receiving clearance for a PPLA from the "VFR Entry Downwind" for Runway 21 will be vectored to enter the PPLA pattern at 3,000 feet then descend to enter downwind at 2,500 feet. The 180 degree position is one and one-half miles abeam at 2,000 feet. Aircraft receiving clearance for a PPLA from the "VFR Entry Initial" for Runway 3 will maintain 2,500 feet until downwind.

3. Lost Communication Procedures. Provisions for radio failure in W-289 are discussed in Chapter Five of this manual. If the pilot is located within the Class D airspace or under radar vectors for a "VFR Entry" in VMC, the following lost communications procedures are applicable:

a. Fixed Wing. Fixed wing aircraft will approach the landing runway at 1,700 feet, keeping alert for and avoiding other traffic at that altitude. During daylight hours, the pilot will rock wings; during the hours of darkness, flash landing lights or position lights. The Control Tower will normally acknowledge the aircraft by both an appropriate light signal and a radio clearance (on tower and guard frequencies). At this point, the pilot is expected to turn downwind, remaining over land at all times, and to receive the appropriate light signal when turning base leg. Unless a light signal is given to the contrary, continue for a final landing.

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b. Helicopters

(1) Helicopters that have lost communications will approach the airport from the southeast over the Lagoon area (if no instructions are received from the Control Tower upon reaching the Lagoon, light a flare or use a strobe light to alert the tower). The Control Tower will attempt to establish radio communication both on tower and guard frequencies. If the aircraft does not acknowledge by radio, light signals will be used. Acknowledge in daytime by making a definite movement of the aircraft. At night, blink landing, running, or navigation lights on and off.

(2) Daytime - with clearance from the Control Tower (radio receiver or light signals), land on Runway 27 and ground/taxi (hover taxi for skid aircraft) to your line.

(3) Night - with clearance from Control Tower (radio receiver or light signals) land on lighted Runway 27 and wait for Follow-Me vehicle for escort to your line.

(4) In the event landing, running, or navigation lights are not available, approach the duty runway and fly between the runway and parallel taxiway to alert the Control Tower. Circle to land on the duty runway after receiving tower clearance (radio receiver or light signals). Exit on first available taxiway and wait for assistance from a Follow-Me vehicle.

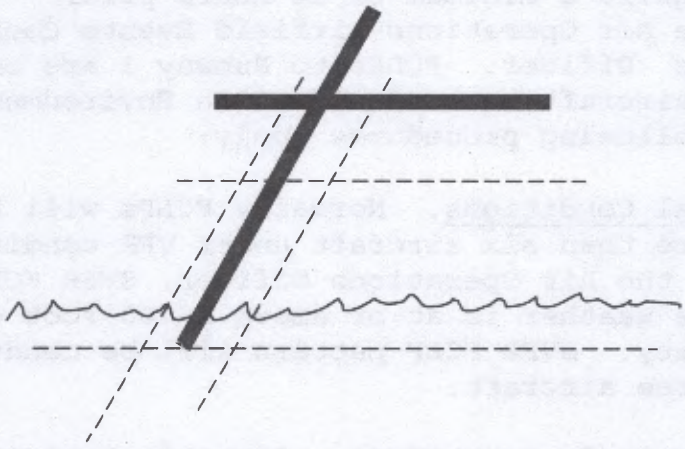
4. Field closures with and without prior notice. NBVC Point Mugu is subject to airfield closures south of Runway 27 with and without prior notice for extended periods of time for missile/aircraft operations in R2519. This section applies to preparation for missile launches before R2519 is closed. When advised by Tower from a broadcast on all applicable frequencies including guard, pilots will remain well clear of the airfield and overlying airspace. When pre-launch preparations on major missile shoots are in progress at the beach area launch pads, aircraft will be advised by the Control Tower to "Remain clear of the launch pads". Such instructions will require that aircraft below 3,000 feet remain clear of the areas with boundaries as described as follows:

a. A line parallel to and 1,000 feet off the beachline.

b. A line parallel to and 800 feet south of Runway 9/27.

c. A line parallel to and 500 feet west of Runway 3/21.

d. A line parallel to and 800 feet east of Runway 3/21.



5. Noise Sensitivity Issues. Pilots should avoid densely populated areas when at low altitudes, unless precluded by safe departure, landing approach, or by an IFR routing. Avoid over flights of cities or towns in the local area whenever possible. Remain clear of the following areas except when following designated entry procedures:

a. California State University Channel Islands. 045 degrees magnetic, four and a half nautical miles from the runway intersection.

b. Leisure Village. Bearing approximately 045 degrees magnetic at seven nautical miles.

c. Channel Islands Harbor. Pilots are requested to fly offshore approximately one nautical mile and at or above 500 AGL.

d. Lagoon Areas. Environmentally protected species in the Lagoon areas and along the shoreline require pilots to maintain at or above 500 AGL and at least one-half mile off shore unless transitioning for landing.

6. Field Carrier Landing Practice (FCLP). FCLPs are conducted to Runway 3 and Runway 27. The traffic pattern for FCLPs at Point Mugu will be left turns at 600 feet unless otherwise directed. Aircraft engaged in FCLPs at Point Mugu will conform to the standard carrier pattern except the "Break" will be performed at 1,700 feet unless a "Carrier Break" (800 feet) has been approved. Aircraft will be instructed to remain on Tower frequency until instructed to change to "Paddles" frequency 340.2 MHz. FCLPs require a minimum of 24 hours prior coordination with the Air Operations Airfield Events Coordinator or the Air Operations Officer. FCLPs to Runway 3 are only authorized for prop aircraft as a result of an Environmental Impact Study. The following procedures apply:

a. Meteorological Conditions. Normally FCLPs will be conducted with no more than six aircraft under VFR conditions. With the approval of the Air Operations Officer, SVFR FCLPs may be conducted when the weather is at or above a 700-foot ceiling and two mile visibility. SVFR FCLP pattern will be conducted with no more than three aircraft.

b. Transitioning to/from patterns. Aircraft transitioning into the FCLP pattern will be sequenced by the Control Tower. The LSO will be given control of the FCLP pattern to the extent possible while FCLP pattern traffic exists, traffic permitting. The LSO may issue interval adjustments to aircraft established in the FCLP pattern. However, final authority/responsibility for control/separation of all aircraft remains with Tower. The LSO will relinquish control of the pattern whenever Tower advises of inbound conflicting traffic, in the event of an emergency, or whenever Tower advises, "Break for Control" over radio frequencies. In any event, wave-off from runway cluster wave-off lights takes precedence over any other procedure or radio transmission. The LSO is responsible for checking wheels down. Aircraft departing the FCLP pattern on Runway 27 and requesting to land on other than Runway 27, shall contact the Tower for transition to the downwind for Runways 3/21.

c. Delta Pattern. Delta pattern procedures will be used when circumstances require aircraft to depart the traffic pattern (e.g. emergency, departure, operational traffic, etc.). Upon receipt of "Signal Delta", aircraft will climb to an altitude specified by the Control Tower and hold in a left hand racetrack pattern over the duty runway. The upwind leg should

be flown to the left of the duty runway. Aircraft entering the initial will be advised "Signal Delta" is in effect and then will be sequenced by the Tower. While FCLPs are in progress to Runway 27, departures from Runway 3/21 will be sequenced to the extent possible so as not to interfere with FCLPs. If unable to sequence appropriately, Tower will delta FCLP aircraft until conflicting aircraft have departed. (Helicopter Operations refer to Appendix D-12 through D-15).

Helicopter Operations

1. West Helicopter Pad Departures

a. Twin Stacks. Depart the west helicopter pad (into the wind, if required). Proceed across Runway 21 to the west until past the approach end of Runway 9, direct to the Twin Stacks. Use caution to avoid overflying the windsock or Precision Radar sites to the south and southwest of the pad, respectively. A Twin Stacks departure is an automatic clearance to cross Runway 21. If requesting a Runway 27 Twin Stacks Departure, taxi to the hold short lines and ensure a "Twin Stacks departure from Runway 27" is specifically requested. Proceed west over the runway, then direct the stacks when above 500 feet AGL.

b. Mugu Rock. Depart west helicopter pad (into the wind, if required). Remain east of Runway 21 at all times and proceed northeast until north of Hangar 324, then proceed east to Pacific Coast Highway, direct Mugu Rock. If requesting a Runway 9 Mugu Rock departure, taxi to the hold short lines then request the departure from the runway. Proceed east over the runway then direct Mugu Rock when above 500 feet AGL.

c. Round Mountain. Depart west helicopter pad (into the wind, if required). Remain east of Runway 21 at all times and proceed northeast direct Round Mountain. If requesting a runway departure, tower will provide specific departure instructions dependent on traffic and runway requested.

2. West Helicopter Pad Arrivals

a. Twin Stacks. Report Twin Stacks for the west helicopter pad. Proceed on a northeasterly heading until north of Runway 9, direct west helicopter pad. Report one mile west of Runway 21 for landing clearance. Clearance to cross Runway 21 is

automatic when issued landing clearance for west helicopter pad. If requesting a Runway 9 twin stacks arrival and approved for such, report one mile west and expect to land on the runway straight-in with a turn onto Taxiway B or prior to Runway 3/21 intersection.

b. Mugu Rock. Report Mugu Rock for west helicopter pad. Follow Pacific Coast Highway, then south adjacent the parallel taxiway remaining east of Runway 21 at all times and clear of base housing then direct the west helicopter pad. Report one mile east of Runway 21 for landing clearance. If requesting a Runway 27 Mugu Rock arrival and approved for such, report one mile east and expect to land on the runway straight-in with a turn onto Taxiway B or prior to Runway 3/21 intersection.

c. Round Mountain. Report Round Mountain for west helicopter pad. Remain east of Runway 21 at all times proceed direct west helicopter pad. Report one mile northeast of approach end Runway 21 for landing clearance. Land on the helipad unless specifically requesting otherwise and the tower grants approval.

3. East Helicopter Pad Departures

a. Twin Stacks. Depart east helicopter pad, (into the wind if required) proceed westbound remaining south and parallel to Runway 27 at all times until above 500 feet AGL, then direct Twin Stacks. If requesting to take the runway for departure, ensure a "Twin Stacks departure from Runway 27" is specifically requested.

b. Mugu Rock. Depart east helicopter pad (into the wind, if required). Proceed eastbound remaining south and parallel to Runway Nine at all times until above 500 feet AGL, then direct Mugu Rock. If requesting to take the runway for departure, ensure a "Mugu Rock departure from Runway 9" is specifically requested.

c. Round Mountain. Depart east helicopter pad (into the wind, if required). Proceed eastbound remaining south and parallel to Runway 9 at all times until one-half mile east of the departure end and above 500 feet AGL, then direct Round Mountain. If requesting to take the runway for departure,

ensure a "Mugu Rock departure from Runway 9" is specifically requested.

4. East Helicopter Pad Arrivals

a. Twin Stacks. Report Twin Stacks for east helicopter pad. Proceed eastbound remaining south and parallel to Runway 9 at all times. Remain above 500 feet AGL, until reporting one mile west for landing clearance. Clearance to land at east helicopter pad is automatic clearance to cross Runway 21. If requesting a Runway 9 twin stacks arrival and approved, report one mile west and expect to land on the runway straight-in with a turn onto the nearest taxiway exiting the runway.

b. Mugu Rock. Report Mugu Rock for east helicopter pad. Proceed westbound remaining south and parallel to Runway 27 at all times. Remain above 500 feet AGL, until reporting one mile east for landing clearance. If requesting a Runway 27 Mugu Rock arrival and approved, report one mile east above 500 feet AGL and expect to land on the runway straight-in with a turn onto the nearest taxiway exiting the runway.

c. Round Mountain. Report Round Mountain for east helicopter pad. Proceed directly to Runway 27. Report one-mile right base for landing clearance. Landing clearance will be for Runway 27 unless an approach westbound to the east pad is requested and the tower grants approval.

5. Night Vision Device (NVD) Operations. NVD operations within the Class D airspace will be conducted on a not-to-interfere basis with other air traffic. Advance notification of NVD operations is required. The Control Tower has the authority to suspend NVD operations. NVD pattern operations are restricted to Runway 27, east of Taxiway Alpha. All participants must be assigned to the same unit. During multiple aircraft operations, separation of NVD aircraft is the responsibility of the pilots. In all cases, participating aircraft shall monitor the Tower frequency and conform to ATC instructions. The following additional procedures also apply:

a. Aircraft exterior lighting. will comply with reference (h) of Appendix A and applicable 14 CFR's.

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b. Airfield Lighting. Will be turned on/off on a not-to-interfere basis per reference (o) of Appendix A.

c. NVD Failure. Pilots will advise the Control Tower if NVD failure occurs and activation of airfield lighting is necessary.

EMERGENCY PROCEDURES

1. Hot Brake Procedures. A pilot will immediately notify ATC if hot brakes are suspected or known. Aircraft commanders shall not stop their aircraft on an active runway unless absolutely required for safety of passengers or crew. ATC will require the aircraft to clear any movement area that may impact overall flight operations. In most cases, pilots may continue to taxi to the entrance of their flight line where experienced flight line personnel can check brakes. Crash Crew personnel will escort aircraft but will not check condition of brakes. If hot brakes are confirmed, the pilot will inform the Tower and request clearance to a cooling area if he/she so desires. Hot brake fans are available from the Crash Crew. However, they should only be called for if the aircraft must make a quick turnaround and does not have the required 45 minutes to cool by ambient air temperature. For transient aircraft, the Crash Crew will be directed to the aircraft for visual inspection and any assistance as may be necessary.

2. Emergency Bailout Procedures. The NBVC Point Mugu Class D airspace is designated as the Controlled Bailout Area. With the airplane tracking inbound to the NTD TACAN on the 030 radial heading 190 - 210 degrees, altitude 10,000 feet (or altitude as suggested by the appropriate current aircraft NATOPS Manual), the pilot should eject at, or just before, station passage. The aircraft should be trimmed for a slight nose-down attitude and, where applicable, the autopilot engaged to ensure impact of the aircraft within W-289. The position of ejection must take wind conditions into consideration to ensure the pilot's landing within the field boundaries.

3. Emergency Jettison Area. W-289 from 10 nautical miles seaward is designated the emergency jettison area. In all situations, close coordination between the aircraft and "PLEAD" control is required prior to dropping. Care should be exercised

at all times and, where possible, visual reference should be made with the surface to ensure a clear drop area.

4. Arrested Landings. Runway 27 is the preferred runway for precautionary or emergency arrested landings. Pilots should plan to utilize Runway 27, if at all possible, to minimize interference with other airfield traffic on primary Runway 3/21. If the wind, weather, or emergency conditions dictate, Runway 3/21 maybe used for arrestment.

CAUTIONS, HAZARDS, AND UNUSUAL OPERATIONS

1. Traffic. Extreme midair collision potential exists due to high-density VFR general aviation traffic in the vicinity. There is high terrain rising to 1,567 feet east of NBVC Point Mugu. In addition, hang glider/ultra-light activity occurs in the vicinity of Round Mountain (4 nautical miles NE). See Appendix C-3 for an illustration.

2. Banner Tow Procedures. Operations are normally conducted with aircraft that tow a target behind. These operations are authorized in Visual Meteorological Conditions (VMC) (1,000 feet ceiling and three miles visibility) only. The following rules apply to this type operation:

a. Scheduled banner operations require 24-hour prior notice with the Range Coordination Officer at extension 8280.

b. Departures will normally be launched on Runway 21 from either the approach end or past the arresting gear. The arresting gear will be de-rigged.

c. Recoveries will commence from the shoreline at 600 feet to Runway 3, remaining west of the runway until the banner is released. Release point is northwest of runway intersection. Tower will call the release by announcing a standby call, followed by three cut calls at which point the pilot will cut on the third call.

d. The hazard area for launches and recoveries is 500 feet both sides of the centerline. This includes the north-south parallel taxiway. All aircraft and personnel will remain clear of the hazard area during launch and recovery.

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3. Radio/Radar Transmission Control. Electro-explosive devices are susceptible to pre-detonation and other adverse effects when exposed to unsafe levels of Radio Frequency (RF) energy. RF susceptible/unsafe ordnance is routinely handled at the Air Launch Facility (Building 56), the Ordnance Area Buildings (Buildings 43 through 48) and at various arming/de-arming stations. The following procedures shall be adhered to:

a. Ground Procedures

(1) Secure radios and radars when approaching aircraft are being armed or de-armed. If impractical, hold at least 800 feet from the aircraft in question.

(2) Obey signs that have been posted near the Air Launch Facility to restrict RF transmitter usage for that area.

(3) Maintain High Frequency (HF) radio silence along Runway 3/21, and its adjacent taxiway, south of Runway 9/27.

(4) Ensure aircraft radars are not radiated along Runway 3/21, and its adjacent taxiway, south of Hangar 553.

b. Flight Procedures

(1) In the areas south of the extended Runway 9/27 runway centerline, below 3,000 feet, transmissions from HF radios and aircraft radars, when within 2.3 nautical miles of Point Mugu TACAN (Channel 43), are not authorized.

(2) The megawatt radar antenna and transmitter site, located at Laguna Peak, is a portion of the Sea Range Instrumentation System. It is at the top of Laguna Peak, one nautical mile south of the Ventura VOR, on the NTD 217 radial 2.1 DME; bearing of 093 from the approach end of Runway 27. Pilots of aircraft carrying electrically initiated ordnance are cautioned to remain at least 2,000 feet horizontally and vertically from the radar antenna/transmitter site.

4. Rifle Range Hazards. The Seabee Rifle Range is located four miles southeast of Mugu Tower on the shoreline and the Point Mugu Small Bore Range is located one mile southeast of the approach end of Runway 3 at the shoreline. The approximate positions are depicted in Appendix C-2 on the diagram listed as

W289/R2519. These areas present potential hazards to aircraft during daylight hours and specific transit procedures are in effect. Additionally, Point Mugu maintains a skeet range located adjacent to the Small Bore Range. However, it has been determined that this range is used only by small shot weapons with extremely low velocity which would be of no impact to aircraft. The following procedures and restrictions apply regarding the Seabee Rifle Range and the Small Bore Range:

a. Transiting Altitudes. Transit the shoreline above the range at or above 500 feet. Within two NM offshore, transit at or above 1,000 feet. Outside two NM, transit at any altitude.

b. Notification. Notification will be by Mugu Tower or Approach Control. Indication that the range is active will be through the use of a large red flag suspended on a flag pole that is readily seen from the air in most directions.

5. Hazardous Bird Activity. Point Mugu is a major stopover point for migratory birds moving either north or south along the Pacific Flyway. The abundant habitat (over 2,500 acres of wetland) for refueling and resting make Point Mugu an attractive stopover point. The southward migration of birds in the fall is less dramatic than the northward migration event in the spring. During the spring, there is a punctuated period of time, usually mid-April through the end of May, when the majority of migrating birds move through the Point Mugu airspace. During the fall, bird migration extends over the course of several months, beginning in September and ending in January. Throughout the year, the number and species of birds utilizing the various habitats of Point Mugu fluctuate. NBVC Point Mugu has an active Bird Aircraft Strike Hazard (BASH) Program operated jointly by a biologist in the Environmental Office and the Aviation Safety Officer (ASO) for the base. The NBVC BASH program's primary goal is to keep aircrew safe. This is achieved through a proactive approach to managing potential wildlife hazards and educating NBVC personnel. The objectives of the program include:

a. Increase awareness. Increase awareness among military and civilian personnel of the issues central to the success of the NBVC BASH Program.

b. Improve communication. Improve communication of wildlife hazards and wildlife activity at NBVC Point Mugu, particularly near the airfield. Empower anyone who witnesses increased bird activity or identifies a problem area to report it to the BASH Program Manager. Tower will issue advisory bird information on tower reported or pilot reported, bird activity, as per FAAO 7110.65(series) chapter 2-1-22.

c. Improve strike reporting. The more data that is collected, the more likely informed decisions will be made for predicting future bird activity and minimizing strikes.

d. Deter and manage. Deter and manage problem wildlife species based on the information gathered through communication of wildlife hazards and activity, and improved strike reporting.

e. Coordinate efforts. Coordinate the efforts of all military and civilian personnel working on or near the airfield.

f. Increased Bird Activity. The time of year and time of day are important variables in assessing the amount of bird activity present in the airfield environment at Point Mugu. Most bird activity is attributed to either diurnal or seasonal movements. Long-range seasonal migration is less likely to result in a bird strike by an aircraft. Birds migrating long-range are typically present between 2,000 and 3,000 feet AGL, if not higher, depending on the species, and they are usually traveling at night. In addition, when migrating birds stop over, they typically do not linger in any particular area for a lengthy period of time. However, resident bird populations present a greater bird strike hazard. Most birds typically are most active around sunrise and sunset. Locally, birds tend to move from their nighttime resting areas to daytime feeding/loafing areas on a daily basis. Once at their daytime feeding/loafing area, shorebirds (pelicans), waders (herons), and waterfowl (ducks), for example, tend to stay fairly sedentary, unless disturbed, until the approach of sunset, at which time they move back to their nighttime resting areas. Raptors, such as turkey vultures and hawks, take advantage of thermal air currents during mid-day that allow them to soar and search for food, without expending much of their own energy. Finally, land birds (songbirds) are active throughout the entire day in search of food. The NBVC Point Mugu Environmental Office has acquired a modified, marine radar unit, referred to as

BIRDRAD, designed to detect bird activity within a seven nautical mile radius around the airfield. Several seasons of data have been collected and analyzed in order to determine local patterns of movement of birds relative to the Point Mugu airfield. BIRDRAD is a predictive tool that can assist aviators with flight planning, however it is not a substitute for good judgment. Further, BIRDRAD data supports avoiding flying in the tower pattern one hour either side of sunrise and sunset.

g. Waterfowl Hunting. Waterfowl hunting season occurs from October through January in Southern California. Immediately adjacent to NBVC Point Mugu, just west of the airfield, are two privately owned duck hunting clubs. These clubs actively bait waterfowl beginning in late August in preparation for the approaching hunting season. As a result, there is an increase in the number of waterfowl present in the areas surrounding the airfield. Consequently, there is an increase in the number of waterfowl moving back and forth between the hunting clubs and wetland areas at NBVC Point Mugu causing an increased risk to aviation. In addition, there is an active waterfowl hunting program on base at Point Mugu. Hunting is allowed on Wednesdays and Saturdays only and is governed by reference (m). Appendix D-1 provides a diagram of the areas used on base. Members of the NBVC Waterfowl Committee work closely with the NBVC BASH Program Manager in order to minimize aviation safety hazards. Data acquired with BIRDRAD will eventually be incorporated into ATIS. Active bird deterrence is a central element of the NBVC BASH Program. Consequently, trained personnel use pyrotechnics at the approach end of Runway 27 during periods of E-2C FCLPs to disperse any birds posing a threat to aircraft. There is a signed Memorandum of Agreement between the BASH Program Manager, Air Operations Officer, Aviation Safety Officer, and Air Traffic Control Officer outlining the procedures for using pyrotechnics in the dispersal of birds at NBVC Point Mugu.

h. Bird Hazard Working Group (BHWG). The BHWG implements and monitors the BASH Plan for NBVC Point Mugu. The BASH Plan is a working document that outlines the procedures and initiatives in place to minimize the potential for bird-aircraft strikes at NBVC Point Mugu. The working group allows base departments affected by bird problems, such as tenant squadrons, the opportunity to meet and discuss possible solutions for mitigating avian hazards to aviation. The BHWG is chaired by the NBVC Aviation Safety Officer and meets on a monthly basis

with representatives from tenant squadrons, Air Operations, Air Traffic Control, Environmental, Public Works, and Field Facilities.

6. Endangered Species Protection. NBVC Point Mugu harbors many sensitive species. Currently, the species protected at Point Mugu under the Endangered Species Act include the Light-footed Clapper Rail, California Least Tern, Western Snowy Plover, Brown Pelican, Belding's Savannah Sparrow, and the Salt Marsh Bird's Beak. All but Salt Marsh Bird's Beak, which is a species of plant, are bird species. Each protected species has a different critical period in its life cycle that must be carefully observed so that the individuals of the species present at NBVC Point Mugu are not unintentionally impacted, resulting in the species' inability to survive. It is recommended that aircraft departing on Runway 21 ascend to at least 500 feet or more as quickly as possible. In addition, helicopter traffic maneuvering over the shoreline or just offshore causes significant concern. Therefore, helicopter pilots are requested to avoid these areas by maintaining an altitude of at least 500 feet or more if possible whenever crossing the lagoon or the shoreline. Pilots transitioning from east to west or west to east will maintain an altitude of at least 500 feet within one-half mile either side of the shoreline while in the Class D airspace. This will not only minimize noise harassment of nesting birds on the beaches, but will also be beneficial in terms of minimizing the potential of a bird strike. Traffic at pattern altitude does not seem to affect these nests. The nesting sites for the Snowy Plover and Light-footed Clapper Rail are of specific concern. They are located along the shoreline to the east and west of Runway 3/21. The NBVC Environmental Office Natural Resources Program should be contacted for additional information regarding this issue. Harbor seals are protected under the Marine Mammal Protection Act. Seals are normally located in the east lagoon areas and may be impacted by low flying aircraft. Coordination between the NBVC Environmental Office, Natural Resources Program and the NBVC Air Operations Department is critical in order to minimize negative impacts to marine mammals due to low flying aircraft.

AIRCRAFT ORDNANCE PROCEDURES

1. Government Lot Acceptance Test (GLAT). This program for guided missiles requires completion of a maximum of six mirror landings during GLAT Captive Flight Profiles ("GLAT flights"). NAVAIR 00-80T-103, paragraph 5.4, prohibits externally carried unexpended explosive ordnance from being flown during touch-and-goes when the flight path in the landing pattern is over public roadways. When the flight path is over uninhabited areas, touch-and-goes are permitted at the discretion of the facility's Commanding Officer. As such, the following rules apply:

a. Touch-and-goes. Touch-and-goes are not permitted during GLAT flights to Runways 3 or 27, nor at San Nicolas Island. Over flight of California Highway 1 should be avoided, except for full stop landing.

b. Flight Planning. GLAT flights should be annotated on the flight plan.

c. Duty Runway. Aircraft shall state requirement for touch-and-goes to Runway 27 on initial contact if pattern traffic is established for Runway 21. Tower will give priority to GLAT touch-and-goes to Runway 27. Right traffic to Runway 21 for non-GLAT aircraft will be permitted so long as traffic pattern does not cross Runway 27 or its extended centerline. GLAT aircraft are permitted to full stop on Runway 21 but not Runway 3 due ordnance hazard to populated areas.

d. Restrictions. GLAT aircraft will avoid overflight of the industrial complex. Tower may be required to wave-off or delta GLAT aircraft to de-conflict with IFR arrivals/departures.

2. Loading and Unloading of Aircraft. In a national emergency, tactical aircraft may have weapons loaded and unloaded at the emergency ordnance loading areas shown in Appendix D-2. Aircraft heading shall be such that the hazard to personnel and facilities are minimized. For routine operations, all aircraft ordnance and ordnance cargo will be loaded or unloaded at the revetment area, Building 56 per ref (ac).

a. Ramp Off-loading. The following ordnance items may be loaded or unloaded on aircraft on parking aprons, provided safety regulations for the materials involved are enforced:

(1) Class 1.4 ordnance cargo.

(2) Bomb ejection cartridges or launcher ejection cartridges.

(3) Practice bomb cartridges.

(4) Class 1.4 aircraft gun ammunition, providing the potential field of fire is clear from inhabited areas, belts are not fed in, and safety blocks are in place when the aircraft is outside the arming area.

(5) Certain safety and survival ordnance as listed in reference (m), paragraph 3.3.19.

3. Aircraft Arming and De-arming. Arming will be accomplished only in areas depicted in Appendix D-3 per ref (ac). The arming and de-arming area selected will be that nearest the take-off position. Pilots will not arm the device until clearance from the Control Tower is received. For de-arming, the following applies:

a. Unexpended Ordnance. Pilots of aircraft with externally carried unexpended ordnance will advise the controlling agency of the type of ordnance load before entering the Class D airspace. Aircraft will not enter the break, nor create an undue hazard to populated areas, and FCLP and touch-and-go landings are prohibited, except as provided under the GLAT program above.

b. Headings. The Control Tower will direct aircraft to proceed on the runway on assigned headings. See Appendix D-3 for guidance.

c. Authorization. All aircraft ordnance will be de-armed immediately after clearing the landing runway on headings prescribed in Appendix D-3 and after clearance to de-arm is received from the Control Tower.

d. Arrival. Aircraft with external ordnance will take vectors to Ground Control Approach (GCA) final or visual to a full stop.

4. Hung Ordnance or Misfire Procedures. Aircraft arriving with suspected or confirmed hung ordnance will adhere to the following:

a. Initial Contact. The pilot will notify the controlling agency of hung/misfired ordnance, the type and the condition of weapons/stores, whether live or inert, and whether drop or forward firing.

b. Determination of Landing Runway. All aircraft with live forward firing ordnance can expect a wide left downwind for Runway 21 to avoid a mishap into populated base areas. All aircraft with drop or inert ordnance can expect a straight-in for Runway 3. In either case, traffic, weather conditions and general operational considerations will determine the runway used to recover the aircraft.

c. Restrictions. During the approach and landing, pilots will avoid over flying populated areas per reference (h).

d. Post-arrival. After landing, the aircraft will proceed to the prescribed arming/de-arming area. After inspection and de-arming are completed, the aircraft may proceed to the revetment area for normal downloading.

e. Applicable Terms. When an attempt to launch or jettison ordnance, live or inert, is made and no release is evident, the following terms, conditions and procedures apply.

(1) Hung Ordnance. Those weapons or stores on an aircraft that the pilot has attempted to drop or fire in flight but could not be released or fired because of a malfunction with an aircraft system.

(2) Unexpended Ordnance. Weapons or stores where no attempt has been made to release or fire. These are presumed to be in normal operating condition.

(3) Misfired Ordnance. Those weapons or stores on an aircraft that the pilot has attempted to fire in flight, but did not release or fire from the aircraft although all indications to the pilot appear to be normal. These types of ordnance usually involve a live weapon that has internal fuses or timing devices that require a stand-down period for deactivation.

(4) Inert. Weapons lacking active, explosive, or firing capability (e.g., MK76 practice bombs).

(5) Live. Weapons with active, explosive or firing capability (e.g., AIM-7 missile).

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CHAPTER 7 - AIRFIELD EMERGENCY PLAN

ADMINISTRATIVE PROCEDURES

1. Purpose. The purpose of this section is to provide a basis for the conduct and coordination of airfield functions during emergencies. It is to establish mutual understanding of authority, responsibilities, functions, and the operation of the airfield during emergencies. In addition, it provides a basis for incorporating into the Airfield Emergency Plan all government and non-government agencies or organizations having resources needed to meet emergency requirements. The enclosed guidelines were established to be broad in scope, designed primarily to coordinate activities between all entities expected to be involved in emergency and security functions at the airfield. Its intent is to supplement any other current instructions provided by higher Navy command channels including reference (p).

2. Cognizance of Actions. Due to the wide variety of circumstances and situations that may arise during an emergency, professional judgment should be used in determining the applicability or priority of each action. Therefore, as part of the Incident Command System (ICS), authority is vested in the person in overall charge or Incident Commander (IC) to deviate as required from this plan as required by circumstances. However, it is vital to consider the effect upon all elements of the plan as a consequence for deviation and to notify all other responsible entities involved. This plan has been written with law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the airfield tenants, and all other persons having responsibilities under this to benefit during an emergency.

3. Air Operations Officer's Responsibilities. The Air Operations Officer is responsible for the overall coordination of this plan between the participating groups and agencies. This includes:

a. Adequate planning. Ensuring a coordinated effort is planned for each incident/accident as required by reference (b) to minimize loss of life, disabling injuries, human suffering, and damage or loss of property.

b. Adequate resources. Ensure the necessary resources are available as well as the system for alerting all of the required participants of the problem and their involvement.

c. Adequate representation. Ensure each participant is afforded representation by requiring involvement in planning, organization and implementation of drills from (at a minimum) Air Operations, Force Protection, Medical, Federal Fire Department, Environmental, Aviation Safety, and Public Works.

d. Adequate briefing space. NBVC Public Affairs Office will provide a location for anticipated news media to meet with airfield and squadron/charter representatives, or others as appropriate, to make statements concerning the problem at hand.

EMERGENCY PLAN REVIEW AND EXERCISE

1. The Air Operations Officer. Will conduct annual emergency plan reviews and at least once every three years a full-scale emergency plan exercises per reference (b), with all parties and agencies that have responsibilities in the plan and/or have assisted in the plan's development. The plan review is to ensure that the plan is current and that all parties know their responsibilities. If required after the review, a tabletop exercise will be conducted to validate new procedures. The full-scale exercise will encompass at least one of the primary areas discussed later in this chapter.

2. Definitions. The following definitions are important in the familiarization of airfield emergency planning and response:

a. Emergency Operations Center (EOC). For events that require multi agency response, recommend the CO activate the Emergency Operations Center (EOC).

b. Airfield Emergency Coordination Officer (ECCO). The senior officer present for the Air Operations Department who by proximity and title is responsible for providing support and technical assistance for participants at an emergency not requiring the activation of the EOC.

c. Airfield Perimeter. The area within the boundaries of NBVC Point Mugu is the overall responsibility of the Commanding

Officer, whose authority for operation is administered by the Air Operations Officer.

d. Aircraft Rescue and Fire Fighting (ARFF) Equipment and Agents. On airfield emergency equipment and agents required through this manual and afore mentioned references.

e. Catastrophic Accident. An aircraft accident involving air carrier aircraft, large aircraft or any aircraft accident involving 15 or more casualties.

f. Command Post (CP). The apex in establishing command, control and communications during an airport emergency is normally established by the Incident Commander (IC). When activated by the proper authority, the CP would be physically located as directed by the IC. Base security personnel will restrict access to the CP.

g. Incident Commander (IC). The NBVC Federal Fire Department or security official in overall charge of the emergency once it has been established that the emergency is on the ground and that it is within the scope of their jurisdiction (e.g. fires versus hijack). All emergency personnel will report to and directly support the IC or their CP. If activated, the IC is the focal point for command, control and communications at the emergency site. The IC is directly responsible for its activation, personnel composition, location and activities.

AIRCRAFT RESCUE AND FIRE FIGHTING SERVICES

1. Reference for Category Used. The U.S. Navy ARFF Manual designates a category for ARFF based upon the number of aircraft operations and truck capacity as follows:

a. Category One. Up to 10,000 pounds aircraft take-off weight requires a Twin Agent Unit (TAU) with the amount of water flow being not applicable.

b. Category Two. 10,000 to 200,000 pounds aircraft take-off weight requires a minimum of two vehicles with total capacity of 2,000 gallons of water and 1,000 gallons per minute (GPM) flow.

c. Category Three. 200,000 to 500,000 pounds aircraft take-off weight requires a minimum of two vehicles with total capacity of 4,000 gallons of water and 1,500 GPM flow.

d. Category Four. 500,000 and above pounds aircraft take-off weight requires a minimum of three vehicles with total capacity of 4,000 gallons or more and 2,500 GPM flow.

2. Category for NBVC Point Mugu. The NBVC Federal Fire Department, hereinafter called "Crash/Rescue Branch", provides the ARFF first response service. This service provides for a minimum of two "AMTECK" 1000 Gallon capacity, 500 GPM water/132 Gallon ARFF vehicles. The category of service provided for NBVC Point Mugu is Category Two based upon an average from numerous mixes of aircraft determined to be within the 10,000 to 200,000 pound take-off weight group.

3. Firefighting Response. The Crash/Rescue Branch will ensure that fire flow requirements are met on the initial response to an announced aircraft emergency. Response to aircraft emergencies will also include structural fire suppression forces to provide additional rescue and fire suppression personnel to establish agent re-supply. ARFF vehicles will be capable of responding to any incident on the runways or overruns within one minute after pre-positioning for an announced emergency and to any incident on the runways or overruns within three minutes for an unannounced emergency. Response for additional equipment on scene will be as soon as practical.

4. Notification of Reduced Services. If the Crash/Rescue Branch is unable to meet the category or response requirements mentioned above, the Crash Chief or his designated representative will immediately notify the ODO. Information provided will include the category that the airfield has been degraded to and the expected time and/or date in which the service is expected to return to normal.

MEDICAL SERVICES

1. General. The Branch Medical Clinic at NBVC Point Mugu has limited services available. However, initial response provides an EMS team with an ambulance. On determination by the IC and in coordination with the EMS supervisor, additional follow-up response to emergency situations are provided by local hospital

and ambulance services upon request by the Crash/Rescue Branch through Ventura County Dispatch. This section describes what medical services are available to provide for a minimum of 15 casualties that could result from a small passenger aircraft accident or incident under NBVC jurisdiction. Initial response shall be as discussed below.

2. Facilities and Services. Initial emergency medical services, triage, and immediate care will be administered in the immediate vicinity of an aircraft accident site. The IC based on the location and scope of the incident will determine positioning of this initial care station. EMS supervisors will provide advice as necessary until the CP is staffed. The Force Protection Department will direct hospital forces and ambulances arriving at the scene. If the incident requires a larger staff of medical personnel, initial triage will be under the direction of the assigned medical representative to the Crash/Rescue Branch. This will occur until arrival of the emergency medical team from Ventura County Medical Alert Center (MAC). The team leader will then assume responsibility for medical treatment and transportation priorities as outlined in the section titled "Command Post" below. Local disaster casualty capabilities are as follows:

a. St. John's Regional Medical Center. The hospital has a disaster plan that encompasses a 15 person emergency capacity. However, this plan also covers disasters well in excess of this number. The hospital has 282 beds and can be reached by calling (805) 988-2500.

b. Ventura County Medical Center. The hospital has a disaster plan that encompasses a 16 person emergency capacity. However, this plan also covers disasters well in excess of this number. The hospital has 208 beds and can be reached by calling (805) 652-6000.

c. Gold Coast Ambulance. The service has 13 patient transport units with a total carrying capacity of up to 45 patients. The service can be reached by calling (805) 486-6333.

COMMUNICATIONS AND FUNCTIONS

1. Emergency Alarm Systems. The airfield has the following alarm systems:

a. Primary Crash Phone. The following stations are on this notification system:

(1) Air Operations Officer.

(2) Air Traffic Control Tower.

(3) Crash Crew.

(4) Field Facilities.

(5) Medical.

(6) Officer Of the Deck.

(7) Operations Duty Officer.

(8) Security.

b. Secondary Crash Phone. The following are provided secondary notification in the event of an aircraft emergency:

(1) Aviation Safety Officer.

(2) Channel Islands Air National Guard.

(3) Range Control/Plead.

(4) PAO Office.

(5) VAW-112.

(6) VAW-113.

(7) VAW-116.

(8) VAW-117.

(9) VR-55.

(10) VX-30.

(11) Weather.

c. Crash Network Radio. This radio set to FM frequency 140.25 is accessible by those personnel listed under the primary crash phone above. Notification is generally by a "blind" broadcast using the term "MUGU ZERO" twice in order to alert personnel of a pending emergency.

2. Alert Responsibility. During initial notification, the unit providing information on the emergency will attempt to provide as much information as possible about the emergency. Scenarios involving aircraft emergencies generally begin within the ATCT with controllers receiving the initial information directly from an aircraft pilot over the radio. Subsequently, the Primary Crash Phone is activated and "MUGU ZERO" is broadcast. However, personnel working on movement areas, including ARFF personnel, contractors or employees can also initiate emergency procedures by alerting the ATCT via the Utility Network radio or by calling "911". Provide as much information as possible in order for initial responders to be adequately directed/prepared.

3. Command Post. The CP is organized using the ICS provides a common organizational structure to accomplish set incident objectives and provides a means to interface with all agencies at any type of major emergency. The incident commander only needs to designate persons to fill positions needed for the size of incident. The CP can be activated at any time when, in the judgment of the Air Operations Officer, or the senior Channel Islands Fire Department Officer, activation is required in resolving an airfield emergency.

a. Major Emergencies. These include but are not limited to aircraft accidents or incidents, natural disasters, structural fires, radiological accidents, bomb threats or hijacking incidents.

b. CP Duty Assignment. ICS allows the Incident Commander (IC) to select the organization elements he/she requires for resolving the emergency. The following duty statements provide a listing of on-scene and CP staff positions that are available for activation.

(1) Incident Command Positions

(a) Incident Commander. Responsible for the incident scene. Initially this position will be assigned to the Federal Fire Chief. The ultimate IC may eventually be any senior department officer that the incident relates to (e.g. fire and rescue = Fire Department; natural disasters = Public Works or the Emergency Manager; bomb threats or hijacking = Force Protection Department), based upon the rules, policies or regulations established by the CO, NBVC.

(2) Command Staff Positions

(a) Public Information Officer (PIO). Responsible to the CO as a point of contact for the media and other governmental agencies that desire information directly from the incident. In the case of a major incident, the PIO will become a focal point in relaying information from the CO/Air Operations Officer and Squadron/Unit representatives to media.

(b) Liaison Officer ("Liaison"). Responsible to the Operations Section Chief (OPS) as a point of contact for representation to and from other agencies.

(c) Safety Officer ("Safety"). Responsible to IC for assessing hazardous and unsafe situations and developing measures for assuring personnel safety.

(3) General Staff Positions

(a) OPS. During large or complex emergencies, "Operations" will be assigned to manage all tactical "hands on" activities at the emergency, e.g. "fire attack", "medical", "rescue", etc.

(b) Plans Section Chief ("Plans"). Plans is responsible for understanding the current situation and predicting the probable course of the incident. Prepares primary and alternate strategies for the IC. Collects, evaluates and disseminates information about the incident.

(c) Logistics Section Chief ("Logistics"). Responsible for providing personnel, apparatus, equipment, facilities and personal needs in support of incident activities.

(d) Finance Section Chief ("Finance"). Responsible for providing an emergency budget for those expenditures incurred during an emergency. Coordinates with Plans and Logistics for material assets. This position is usually filled when the incident is expected to last over a period of days.

(4) Sub-staff Positions

(a) Medical Group Supervisor ("Medical"). Usually an EMT/Paramedic Supervisor who is responsible to Logistics for triage, treatment areas, transportation/ambulance staging, and morgue functions.

(b) Law Enforcement Division Supervisor ("Law"). Law is responsible to Operations for traffic control and security of the incident scene.

(c) Resource Status ("Resource"). Responsible to Logistics for updating Plans with the status of supplies, equipment and manpower.

(d) Technical Specialist ("Tech"). Responsible to Plans or the IC for expert information on a subject or condition, or can evaluate a problem of a specialized nature.

(e) Food Service Supervisor ("Galley"). Galley is responsible to Logistics for support of continuing operations in supply of provisions for on-scene personnel.

(5) On-scene Positions

(a) Staging Manager ("Staging"). Responsible to Logistics for check-in of all assigned section incoming resources; to dispatch resources per Ops #; and to request logistics support for resources located in the immediate staging area.

(b) Triage Team Leader ("Treatment"). Responsible to Medical for coordination of first aid medical care to injured. Initially assigned to fire personnel but ultimately assigned to the highest trained emergency medical person at the scene.

(c) Transportation Team Leader ("Transport"). Responsible to Medical for the coordination of ambulance loading and dispatch.

(d) Morgue Team Leader ("Morgue"). Responsible to Medical for establishing and maintaining a temporary morgue and facilitating the movement of deceased to a temporary site or sites.

(e) Rescue Team Leader ("Rescue"). Responsible to Operations in the coordination and removal of endangered persons to a safe location.

(f) Extraction Team Leader ("Extract"). Responsible to Operations and in coordination with Rescue, assists in the removal of victims, which require the use of specialized equipment.

(g) Fire Attack Leader ("Attack"). Responsible to Operations for fire suppression activities.

(h) Access Control ("Access"). Responsible to Law for perimeter traffic and gate control.

(i) Internal Enforcement Team Leader ("Enforce"). Responsible to Law for internal traffic flow and equipment security.

4. Emergency Coordination Center (ECC). The ECC will be activated primarily for an incident or accident that does not interfere with the normal activation of the Emergency Operations Center (EOC) as defined within current NBVC instructions. The ECC may be activated for aircraft bomb incidents, airfield related sabotage or crowd control, removal of disabled aircraft, and certain non-aircraft accidents or incidents which occur on or near the airfield which impact safe operation and movement of aircraft or related personnel. The Air Operations Officer will act as the Airfield Emergency Coordination Center Officer (ECCO). The ECC will be located in the Base Operations Conference Room or wherever designated by the ECCO. Available communications include telephones, radios and couriers. Composition of the ECC staff at a minimum will include:

a. Assistant Air Operations Officer.

b. Operations Duty Officer (ODO).

c. NBVC Aviation Safety Officer (ASO).

d. Airfield Facilities Head.

e. Command Duty Officer (CDO).

f. Force Protection Senior Watch Officer.

g. Appropriate Force Protection, squadron/unit and ATC representatives.

AIRCRAFT ACCIDENTS AND INCIDENTS

1. General information. This section of the NBVC Point Mugu Airfield Emergency Plan sets forth responsibilities and procedures applicable to aircraft emergencies that occur on or in the vicinity of the airfield. In addition to emergency roads, Appendix E-1 contains the grid maps taken from the Ventura County Thomas Brothers Guide. They cover those areas in the immediate vicinity of NBVC Point Mugu and its airspace perimeters. NBVC and Ventura County emergency response personnel also use these maps.

2. General Responsibility. Aircraft incidents, particularly when a crash is imminent or has occurred, represents a significant and immediate potential for loss of life and equipment. A quick, effective response and coordinated actions by all responsible agencies are imperative in preventing or minimizing losses. This requires a clear understanding by all agencies of their respective jurisdictional responsibilities and relationships with other agencies during aircraft emergencies. The following are areas of responsibility for the agencies most and immediately involved at the emergency site:

a. Point Mugu Air Traffic Control Division. The Air Traffic Control Division is responsible for immediate notification of the ODO and the Crash/Rescue Branch via the Primary Crash Phone System. This will be accomplished whenever an actual emergency exists in the opinion of one or more of the following: The pilot, the air traffic specialist supervisor, the aircraft owner or representative or airfield management.

Immediate resolution will be accomplished in order to avert other air and ground traffic within the emergency area. An emergency within a five nautical mile radius of the airfield will ultimately become the jurisdiction of the Tower Supervisor until the aircraft is on the ground and stopped. Location of the incident on the airfield (if applicable) will be via the map provided in Appendix E-2.

b. ODO. Call into action all key airfield personnel via the Secondary Crash Phone System. In the event of a crash, assume the role of the Operations Section Chief within the Incident Command System at the CP until properly relieved by higher authority. Under the supervision of the IC, assign personnel from Air Operations, coordinate with the Plans Section Chief, or in that person's absence, the Law Enforcement Division Supervisor, to secure the perimeters of the incident and establish temporary helipads for transportation of wounded. Post and make runway closures, assign NOTAMS and make assignments as required by emergency circumstances. Insure that the Crash Radio Network frequency is monitored throughout the emergency. Take the required action to expedite the resumption of airfield operations after the emergency is secured taking care to fully coordinate with Plans, Logistics or other agencies and supervisors so personnel and equipment do not enter a reopened runway or taxiway. Make a thorough inspection of affected movement areas prior to reopening.

c. Crash/Rescue Branch. Will be notified by the Crash Phone System and shall respond to any incident on the airport in which an aircraft is in danger. The Crash/Rescue Chief in charge of such units shall make a determination as to whether their services or additional units are required. In case of a mishap, the ranking Crash/Rescue Branch Officer is designated as the IC and will be in complete command of the immediate accident scene. The IC will:

(1) Direct all rescue, firefighting and salvage activities while actual emergency condition exists.

(2) After verification, advise Ventura County Dispatch via radio to alert additional units of the emergency site and which access gate to be utilized.

(3) Direct the emergency site activities of all mutual aid of outside agencies through coordination with their respective supervisors on the scene or at the CP.

d. NBVC Point Mugu Force Protection Department. The Senior Force Protection Watch Officer, under the direction of the Air Operations Officer, will be in command of all security requirements within the immediate airfield boundaries and will coordinate with the Liaison Officer to aid in operations problems. He will:

(1) Assist the Liaison Officer in coordination with all outside police agency supervisors with respect to the disposition and activities of their assigned officers at the emergency site and airfield access gates.

(2) Immediately verify surface road conditions and advise the outside police agency supervisors for the purpose of designating alternate access gates, if required.

(3) Be responsible for the coordination with the Public Works Department for placement of barricades, ropes, and lights at the emergency site in order to ensure a secure perimeter.

e. Ventura County Dispatch. In accordance with existing mutual aid agreements, shall be responsible for the direction of all traffic and crowd control activities outside the airfield boundaries and assist in providing direction for all emergency equipment to the designated airfield perimeter access gates. Coordinate with CP staff to aid in operational and security problems within the airfield perimeter, including security at the emergency site. Ventura County Dispatch notifies the County Coroner in all matters concerning fatalities (including the removal and recording of bodies) within the coroner's jurisdiction. Fatalities shall not be moved by any other agency without NBVC Point Mugu command approval.

f. Squadron or Aircraft Owner shall provide a representative to the CP. This individual shall be responsible for providing a proper manifest of passengers and cargo, or pilot and aircrew information, as well as aircraft specifications and mechanical information in order to facilitate rescue and prevent further damage to personnel or property. Upon completion of investigation proceedings, will assist in

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coordination required for prompt removal of wreckage and/or debris. The squadron or aircraft owner shall be responsible for the transportation of non-injured passengers and removal of cargo from the incident area under escort from appropriate security personnel.

3. Responsibilities During Off-Airfield Emergencies. In the event an emergency arises for an aircraft under Point Mugu control, appropriate notification will be made to the Control Tower at the airfield the aircraft intends to land, in which case, the appropriate tower will activate its emergency plan as appropriate. However, if an aircraft declares an emergency and intends to land at an airfield that is unmanned, notification will be made to the Crash/Rescue Branch at the discretion of the appropriate air traffic specialist supervisor in the branch having control if applicable. They, in turn, will notify Ventura County Dispatch for proper response. If it is determined that the aircraft is a NBVC Point Mugu based aircraft, and it appears to involve off-airfield properties, there are certain actions which must be taken that will immediately require extensive coordination efforts. Primarily, logistics will become an immediate and essential requirement in order to provide sufficient perimeters around the site. The following are areas of responsibility for the agencies most and immediately involved at the emergency site:

a. NBVC Air Traffic Control. When an aircraft is observed to crash off base, the supervisor involved shall cause the control tower supervisor to contact the Crash/Rescue Branch via the Primary Crash Phone System. The location will be given by using the map located in Appendix E-1. Notification of the crash site will be through the use of grid coordinates as can best be ascertained by the tower supervisor. Provide as much information that is available.

b. ODO. Call into action all key airfield personnel via the Secondary Crash Phone System. In the event of a crash, Operations and Force Protection personnel will not respond to aircraft emergencies outside the boundaries of the base property unless directed to do so by the CO. Uninterrupted services for the airfield continue to be a priority.

c. Crash/Rescue Branch. Notification shall be by the Crash Phone System. Per reference (d), response will be with only one

crash truck, one supervisor vehicle, and only within a 15 mile radius. Additional vehicles will be provided only with the approval of the CO.

d. NBVC Point Mugu Force Protection Department. The Senior Security Watch Officer under the direction of the CO will muster Auxiliary Security Force (ASF) personnel for purposes of providing a secure environment for any downed military aircraft within a 15 mile radius. Musters for military aircraft crashes within a 50 mile radius of NBVC Point Mugu can occur when requested through higher authority. These personnel shall be trained in arrest and protection techniques involving perimeter security.

e. Command Duty Officer. This officer shall immediately notify the CO of the emergency and, upon the CO's direction, dispatch the Crash/Rescue personnel requested by local authorities. Also, by direction, the CDO will contact emergency recall personnel for Public Works Transportation, and arrange for required transportation as requested by the Senior Security Watch Officer and as per reference (d).

4. Off-Airfield Jurisdiction. Any action taken upon any aircraft incident that occurs outside of NBVC Point Mugu property is subject to the jurisdiction of the local political subdivision in which the incident occurs as well as the applicable FAA and National Transportation Safety Board (NTSB) regulations.

5. Local Aircraft Emergency Procedures. These can be found in the Radar and Tower Course Rules, Chapters Five and Six of this manual.

SEARCH AND RESCUE

1. Introduction. This section of the Emergency Plan is designed to amplify the procedures, duties and measures required for a successful search and rescue mission for a downed NBVC jurisdiction aircraft. Most of these procedures are located in reference (d). Coordination and cooperation are essential during an off-station mishap. For the purposes of this manual, a crash that occurs within a five mile radius of the airfield will follow the normal on station procedures. The Ventura County Thomas Brothers Grid Map will be used to identify crash

locations. Notification of the crash site will be through the use of grid coordinates as can best be ascertained by the tower supervisor.

2. Procedures. Initially the tower or radar supervisor will have cognizance of an actual crash occurring under NBVC jurisdiction. Emergency jettison procedures (bailout) are listed in the Tower Course Rules chapter of this manual. As mentioned previously, this information will be passed to appropriate channels through standard notification procedures. After appropriate notification, the IC will assess the situation and gather required equipment and personnel. As situations vary, it is impossible to completely cover every circumstance. However, certain problems can be readily identified and procedures for these are as follows:

a. Dry Land Rescue. The IC will follow procedures as established in reference (d) and as described within this chapter. If he or she is unable to sufficiently solve the problem with available equipment, Ventura County Dispatch will be contacted per mutual aid agreements to request additional assistance (e.g. water trucks, ambulances, Red Cross Disaster Services, firefighters etc.). Outside assistance used during this type rescue will be under the supervision of the IC.

b. Lagoon Area Rescue. The IC will follow procedures as established in reference (d) and as described within this chapter. If he/she is unable to sufficiently solve the problem with available equipment, Ventura County Dispatch will be contacted per mutual aid agreements to request additional assistance. Consideration must be given prior to assigning mobile units into an area that lacks solid ground. Outside assistance used during this type rescue will be under the supervision of the IC.

c. Mountain Area Rescue. The IC will assess the situation as above. If he/she is unable to sufficiently solve the problem with available equipment, Ventura County Dispatch will be contacted per mutual aid agreements to obtain a mountain rescue team. Responding helicopters will land at NBVC Point Mugu to retrieve a qualified ARFF member for the type aircraft that has crashed, and transport to the incident site.

d. Sea Rescue. In this event the immediate response will be by the ODO. Upon notification, the ODO will initially contact U.S. Coast Guard Office Channel Islands at COMM: (805) 985-9822 and relay as much information as possible. A secondary call will then be placed to U.S. Coast Guard (USCG) Station Los Angeles at COMM: (310) 521-3815. Initial communications with USCG watercraft will be through Channel 16 156.8mhz maritime hail frequency. Working frequency during the SAR will be on Channel 16, 21 157.050mhz, or 22 157.1mhz. Aircraft will use appropriate tower or radar radio frequencies. Available USCG vehicles will retrieve a qualified ARFF member for the type aircraft that has crashed, and transport him to the incident site.

BOMB INCIDENTS

1. General. A report of a bomb being placed aboard an aircraft or in an airfield related building must be thoroughly investigated. No report or rumor, however vague, can be ignored. Bomb incidents include bomb warnings, threats or detonation. Initial notification of such an incident can come through various means and can be handled in a variety of ways. It is not the intent of this section to detract from common sense, or the good judgment of those individuals charged with the responsibilities listed in reference (q) or as dictated below. This section supplements reference (q) in order to address situations regarding navigational aid buildings, airborne aircraft or non-NBVC based aircraft hereinafter referred to as NBVC jurisdiction. Any bomb threat or incident must be reported immediately to the Force Protection Dispatcher at extension 7907 or 911.

2. Responsibilities. Personnel required by reference (q) report to the EOC unless otherwise directed by the On Scene Commander (OSC). It is incumbent upon each individual to attempt to retrieve as much information about the incident as possible in order to facilitate its resolution. As such the following individual responsibilities have been developed:

a. Air Traffic Control Specialist. Upon receipt of information of a bomb incident, the recipient of such information shall immediately complete a "Bomb Threat Call Sample Checklist" found in reference (q) and record as much information as possible. Initial response must occur rapidly

and in a serious manner. Immediately notify the supervisor and provide them with available information. If detonation has occurred, immediately call 911 and provide as much information as possible.

b. Air Traffic Control Specialist Supervisor. If applicable, evacuate the area of the incident to a perimeter of approximately 300 yards from the incident site using any means necessary except the fire alarm system. Ensure all spaces are unoccupied. Do not have personnel remove any personal items such as brief cases or purses as they may contain bomb materials. Ensure complete evacuation by taking a muster. In the case of an airborne or NBVC jurisdiction aircraft, direct the aircraft to Taxiway C west of Runway 3/21.

c. On-Scene Commander. In the event that incident notification is received within an airfield unit or squadron, the OSC shall be as dictated by that unit's local instructions. Prior to a unit or squadron OSC arriving at the CP, or if the incident involves an airborne or NBVC jurisdiction aircraft, the OSC will be the NBVC Air Operations Officer until relieved by higher authority. Ultimate authority as OSC shall in any case be the NBVC Security Officer or the Security Department Police Supervisor.

d. Aircraft Commander. Upon arrival, ensure timely and orderly evacuation of the aircraft in accordance with command procedures or as directed by the OSC. If command instruction requires all carry-on baggage to be removed from the aircraft, each passenger with such shall remove their own baggage and remain with such until directed otherwise by the OSC.

e. Air Operations Officer/Emergency Coordination Center Officer. Upon notification, coordinate the set-up of the ECC. Provide assistance as requested. Arrange a radio vehicle escort for all involved agencies that have a need to be on the scene, and ensure non-essential personnel remain clear of the area. Release the aircraft from the restricted area when the search is complete, make a post-inspection of the area and open it to normal operations upon securing from the emergency. All facts and information concerning the incident will be provided to NBVC Public Affairs for dissemination as required.

3. General Procedures. Whenever possible, threat calls should be handled by a supervisor or manager. When this is not possible or practical, the person receiving the call will follow the guidelines outlined under responsibilities above, or refer to reference (q).

4. Bomb Threats Involving Aircraft. As mentioned above whenever possible, aircraft will be positioned in the Bomb Threat Area, but if the aircraft is parked do not move it and call EOD. If the threat is for an aircraft presently positioned on an apron or ramp awaiting servicing, boarding, or is in the process of boarding, it will remain at its present location. Specific procedures for aircraft threats under NBVC jurisdiction are as follows:

a. Loaded Aircraft. When the aircraft is loaded or in the process of loading, the passengers and crew will be off-loaded. With the assistance of explosives personnel assigned by the OSC, remove all luggage, freight and mail (if applicable) already aboard the aircraft to an isolated search area. In the absence of other instructions from the aircraft commander, the passengers shall evacuate as expeditiously as possible and call EOD and wait for their all clear signal.

b. Inspection. Inspect all personnel intent on boarding the aircraft and their carry-on items. Inspect all luggage, freight and mail destined for the aircraft. Inspect the aircraft. Upon completion of the inspection, keep all previously inspected areas free from contamination by other personnel or items so that a sterile environment may be maintained until the aircraft is re-boarded and isolated from further incident. Reference (j) discusses these requirements.

c. General Threat. In the event of a general bomb threat that does not pinpoint any particular aircraft or flight, and therefore may involve many aircraft, the isolation procedures outlined above are impractical. In this event, each squadron or unit will be contacted by the OSC to initiate their own procedures with aircraft remaining in place. For NBVC jurisdiction aircraft, each aircraft may remain in place until determination has been made by the OSC to cancel the emergency or execute removal and/or disposal of a device.

d. Suspected Explosive Devices. During the search of a suspected aircraft, any package, piece of luggage, or other object determined to be suspicious shall not be moved, but will be immediately called to the attention of the OSC.

e. Transportation. In the event the aircraft will be delayed further after search, the ECCO will arrange for transportation for the passengers and luggage from the movement areas as required. Escort of vehicles (taxies, limousines, buses, etc.) will be by radio vehicles authorized to operate in accordance with this manual.

5. Bomb Threats Involving Navigational Aid Buildings. Some facilities under control of NBVC include air traffic control components that require continuous operation during operating hours to prevent failure of the air traffic control system for the local area. In this case, every possible effort will be made to evacuate buildings in a timely manner. If such evacuation becomes a safety issue, only those individuals required to satisfactorily operate and perform required tasks would remain. In these cases, reference (q) procedures would apply, with those remaining personnel evacuating as soon as safety issues are resolved.

6. Air Terminal Procedures. To evacuate the building without unduly alarming the general public and, at the same time providing a logical reason for personnel to leave the building, the following announcement will be made and repeated by the air terminal supervisor: "May I have your attention please. This is the Air Terminal Supervisor. We have had a report of a possible gas leak in the terminal building. The fire department requests that all persons move out of the building and proceed across the street and wait there for further instructions".

AIRPORT STRUCTURAL FIRES

1. General. Reference (d) is the NBVC Fire Bill that provides instructions on how to respond to a fire. For airfield purposes, initial response may be by the Crash/Rescue Branch. Tactics and strategies vary by situation and are best determined at the moment by a qualified IC. NBVC Force Protection Department may respond to assist in crowd control as the emergency warrants.

NATURAL DISASTERS

1. General. Reference (p) is the NBVC Disaster Preparedness Plan for natural disasters. The purpose of this section is not to supersede that instruction, but to supplement it by providing guidance for airfield personnel in the event a natural disaster occurs. Response to natural disasters for purposes of this section include, but are not limited to, the following procedures:

a. Tornadoes. If sighted and an imminent situation may affect the airfield or its users, the tower supervisor will activate the Primary Crash Phone to notify appropriate airfield personnel in order for them to take cover. If time permits, a closure broadcast will be sent via ATIS listing an unknown reopening time and notice that an attempt to monitor tower primary frequencies will occur. As soon as practical, the ODO or senior military member will ensure the airfield is inspected in order to resume services to the airfield if able.

b. Earthquakes. If an earthquake strikes during operating hours, the tower supervisor will evacuate the tower of all non-essential personnel and, if time permits, activate the Primary Crash Phone to notify appropriate airfield personnel of the airfield closure. In addition, if time permits, a closure broadcast may be sent via the ATIS listing an unknown re-opening time while structural checks take place and a notice that an attempt to monitor tower primary frequencies will occur. As soon as practical, the ODO or senior military member will ensure the airfield is inspected in order to resume services to the airfield if able.

c. Tsunamis. Notification would normally be received via reference (p) procedures. Therefore, sufficient notice should be given to all airfield users. If an imminent situation occurs, airfield personnel will evacuate as per instruction. The tower supervisor, if time permits, will issue a closure broadcast via the ATIS listing an unknown re-opening time while structural checks take place and a notice that an attempt to monitor Tower primary frequencies will occur. As soon as practical, the ODO or senior military member will ensure the airfield is inspected in order to resume services to the airfield if able.

d. Flood. Notification would normally be received via reference (p) procedures. Therefore, sufficient notice should be given to all airfield users. If a situation occurs that results in any of the movement surfaces becoming impacted to the extent they impede the safe movement of aircraft, the ODO will close those areas to movement. The tower supervisor, if time permits, will issue a broadcast via the ATIS listing the impacted areas. If closure of runways occurs, an ATIS broadcast stating that an unknown reopening time will occur while structural checks take place. As soon as practical, the ODO or senior military member will dispatch a qualified airfield inspector in order to resume services to the airfield if able.

2. Damage Assessment. To accurately assess damage to airfield-related equipment and properties, primary operators and users of such will be made available to perform surveys. This includes but is not limited to ATC supervisors, ODO, Field Facilities Branch supervisors, Air Terminal and Transient Line supervisors. A qualified inspector such as an available ODO will use a checklist and shall inspect airfield movement areas.

RADIOLOGICAL/BIOLOGICAL INCIDENTS

1. General. Reference (o) is the NBVC Disaster Preparedness Plan for radiological disasters. The purpose of this section is not to supersede that instruction, but to supplement it by providing guidance for airfield personnel in the event a radiological/biological disaster occurs. Responses to radiological or biological disasters for purposes of this section include but are not limited to:

a. Vehicle accidents resulting in package damage.

b. Improper handling when staging cargo.

c. Improper handling during aircraft loading/unloading.

d. Aircraft mishaps.

2. Responsibilities. If a container breaks and spillage occurs, the possible spread of contamination by vehicles moving through the spill area or by people tracking substances from one area to another becomes the primary problem. If these type materials are disturbed or if winds or a thermal column from an

aircraft fire are present, contaminated materials could become airborne and carried to other areas. As such, the following responsibilities are assigned:

a. Air Traffic Control Specialist. In the case of an aircraft having an emergency while carrying radiological/ biological materials, inform the supervisor so that appropriate action can be taken. Ensure all available information is obtained and passed on.

b. Air Traffic Control Specialist Supervisor. Initiate emergency procedures by activating the Primary Crash Phone and the Crash Radio Network. Ensure all available information is obtained and passed on. If the aircraft is landing and does so safely, direct the aircraft to Taxiway C west of Runway 3/21 for staging. If the aircraft is on the ground and not moving, do not allow other aircraft to land, taxi or take-off through or near the area of the incident. Establish a perimeter of approximately 300 yards from the incident site.

c. ODO. Initiate emergency procedures by activating the Secondary Crash Phone. Prepare for activation of the ECC. Close the movement areas surrounding the incident as noted above.

d. Transient Line/Air Terminal Personnel. Follow the procedures outlined in reference (o) by calling 911. In no case should you attempt to detect the severity of the problem or try to contain it. Leave the incident area as quickly as possible.

HAZARDOUS MATERIALS SPILLS

1. General. Reference (d) is the guide for hazardous materials spills response. The purpose of this section is not to supersede that instruction, but to supplement it by providing guidance for airfield personnel in the event a hazardous material spill occurs. For purposes of this section, spills and their procedures are provided as follows:

a. Small Spills. Small priming spills involve an area less than 18 inches in any dimension are normally of minor consequence. Other small spills of not over 10 feet in any dimension or not over 50 square feet in area and not of a continuing nature should have the Crash/Rescue Branch notified.

In the case of flammables or if the substance is unknown, it is recommended that two portable extinguishers of not less than 20 BC rating be posted. Absorbent cleaning agents such as diatomaceous earth, or emulsion compounds may be used to absorb the spill. Contaminated absorbents should be placed in metal containers with self-closing lids.

b. Large Spills. Any spill over 10 feet in any dimension and over 50 square feet in area or of a continuing nature, require immediate handling by the Crash/Rescue Branch which can be summoned via the Crash Radio Network or 911.

2. Procedures. Personnel encountering a hazardous material spill such as fuel, paint, hydraulic fluid, etc., should alert the Crash/Rescue Branch and utilize the following procedures while awaiting their arrival:

a. Enforce a "No Smoking" Policy.

b. Impose Equipment/Vehicle Controls.

c. Additional Preventative Measures. All mobile fueling and other vehicles outside of the spill should be withdrawn from the area or left "as is" until the spill is removed or made safe. Shutting down equipment or moving vehicles may provide a source of ignition even though no fire immediately results from the spillage.

d. Aircraft Control. If involved, idle the aircraft and await instructions well clear of the spill area until the spill is removed or made safe.

3. Fuel Spills. Fuel servicing vehicles in operation at the time of the spill should not be moved until a check is made that any fuel hose which may have been in use or connected between the vehicle and the aircraft is safely stowed. Specific procedures normally include:

a. Foam Application. Spills of Kerosene grades of aviation fuels (e.g. Jet A, JP-8) may be blanketed with foam if there is a danger of ignition.

b. Absorbents. After ARFF personnel have arranged for the HAZMAT clean-up, they will ensure that any absorbent materials used are contained and disposed of completely and properly.

c. Tactics. Tactics and strategies vary by situation and are best determined at the moment by a qualified IC and are not to be limited by this plan.

SABOTAGE/HIJACK INCIDENTS

1. Sabotage Procedures. Sabotage includes any attempt at willful or malicious destruction or impediment of an aircraft, its associated equipment or equipment required in the safe operation of an aircraft including navigational aids and air traffic control equipment. Anyone who discovers such is required to report it immediately to their supervisor and directly to the NBVC Force Protection Department for further investigation.

2. Hijack Procedures. An aircraft taxiing with its flaps down during daylight or with its navigation lights off during nighttime is considered to be an aircraft under duress. This will be verified with the pilot by asking to verify that the aircraft components mentioned above are in fact in those positions purposely. These aircraft will squawk appropriately and will be required also to verify this fact.

a. Airborne Aircraft. Upon arrival, tower personnel will direct the pilot to the staging area located on Taxiway C west of Runway 3/21 if able. If demands are made for other positioning, repositioning will be verified if possible with the IC prior to allowing this to occur. As with other incidents, the ECC will be activated and staffing/procedures will be as mentioned previously except the IC shall be from the Security Department.

b. Ground-based Aircraft. Standard procedure will be to activate the ECC as above. Initial response prior to arrival of the IC requires Tower personnel to attempt to stop the aircraft verbally, or if possible, notify Crash/Rescue Branch personnel to position trucks so that the aircraft cannot depart or move. Personnel will evacuate their vehicles after positioning so as to take cover. Upon arrival of the IC, personnel will follow his or her direction.

POWER FAILURES

1. General. When airfield lighting has failed, the ODO will be notified to affect priority repairs. Emergency power is provided through emergency generators at buildings 812 and 359, and is controlled through automatic bus-transfer switching which automatically turns the generators on whenever there is a loss of power to the system. Public Works electricians, at extension 7369, are responsible for its maintenance and repair. The ASR-8 radar site also has its own generator that is controlled through a similar transfer switching system. The generator is also controlled by Public Works but Ground Electronics Maintenance Department (GEMD) is required to know how it is operated and maintained in the event the generator does not transfer and start. The TACAN is not essential to the National Airspace System and therefore does not have auxiliary power.

AIRCRAFT SALVAGE

1. General. It is the responsibility of the Air Operations Officer to keep the airfield aeronautical facilities available for use and free from obstructions. The presence of an immobilized aircraft could constitute such an obstruction if located near a runway, taxiway or in a safety area or clear zone. It is the responsibility of the Air Operations Officer to exercise his authority and responsibilities with respect to an immobilized aircraft as well as the rights of the squadron or unit commander. Runways and taxiways will be closed if an aircraft is disabled in the safety area or clear zone unless aircraft remnants do not present obstruction hazards (catastrophic accident/total devastation).

2. Removal. Reference (d) provides guidance for salvage of aircraft. Upon completion of Crash/Rescue efforts, the IC will release the site to the aircraft mishap board authority. The aircraft mishap board authority shall be the only authority to release the aircraft to salvage crews. In the event that equipment is not immediately available for removal of an aircraft that may have closed a runway, call the public works trouble call desk. If assistance is needed after normal working hours, call the public works officer.

MISCELLANEOUS PROCEDURES

1. Crowd Control. The response to any civil disturbance at the airfield will vary in degree due to the intensity of the situation and the element of time. Certain controls are necessary to handle civil disturbances, crowd control, aircraft accidents or incidents as they may occur. Normal procedure will be to notify NBVC Force Protection Department of any gathering that may impede the safety of personnel on or around the airfield. This includes on-lookers adjacent to the Missile Park or on Pacific Coast Highway that may stop traffic or cause a vehicle crash. Additional police may be requested at the discretion of the senior security watch officer. The Public Works Department will be prepared to temporarily repair fencing and gates where required.

2. News Media. NBVC Public Affairs Office will coordinate all public affairs and news media contact. If required, news media representatives will assemble in an area as coordinated by the Air Operations Officer or his representative. Transportation, if required, will be by radio vehicle escort to the agreed site as necessary. Responsibility for news release covering aircraft emergencies is only through the approval of the CO. No member of the airfield staff will give information to news media, including newspapers, radio or TV station, either directly or indirectly. This pertains to bomb incidents, hijacking, aircraft mishaps or similar incidents discussed within this manual. All questions concerning passengers or crews, or technical matters concerning any aircraft emergency shall be referred to the Public Affairs Officer at extension 8095.

CHAPTER 8 - UNMANNED AERIAL SYSTEMS (UAS)

GENERAL INFORMATION

1. Introduction. This chapter provides local procedures for operations of Unmanned Aerial Systems (UAS's) at NBVC. A UAS is typically comprised of a ground element and an airborne element. The ground element typically includes a Ground Control Station (GCS) and associated data links for command and control of the airborne element. The airborne element is referred to as an Unmanned Aerial Vehicle (UAV). A UAS can cover a wide diversity of systems from man-in-the-loop direct control to completely autonomous preprogrammed GPS navigation. This chapter addresses both developmental and operational UAS's, and the definition of Operation Categories (OPCATs) assigned prior to operations NBVC.

Note: UAS operations are currently limited to Special Use Airspace (SUA) unless a Certification of Authorizations (COA) has been approved by the FAA. In cases where an approved COA exists, nothing in this instruction shall be interpreted as a waiver or deviation from that COA.

2. Site Approval. UAS operations that do not have a permanent approved operational site will be required to submit a site approval package to NBVC Public Works Planning Branch at least 30 days in advance for processing.

3. Airfield Safety Waiver. Many UAS operations require airfield safety waivers. If a temporary or permanent waiver does not exist for your particular operations including the staging of equipment, antennas, etc, a waiver package must be submitted to NAVAIR at least 90 days in advance. Also, allow for an additional 30 days for Air Operations and Public Works Planning Branch to process the airfield safety waiver package.

OPERATIONAL RISK MANAGEMENT (ORM)

1. Limits/Restrictions. Operational Category (OPCAT) defines operations limits/restrictions on each UAS while operating on and around NBVC. OPCATs are a Risk Control ORM tool for NBVC to safely integrate UAS operations at NBVC. Operation Categories will be assigned by the NBVC Air Operations Officer with inputs from the UAV Categorization Board (UCB). Five areas are addressed when assessing risk:

a. The UASs overall reliability, redundancy, predictability, and maturity as an integrated system (equipment and crew) based on historic flight data.

b. Integration of manned and unmanned operations within Class D and SUA.

c. Hazards to local personnel and assets on the ground around the field.

d. Lost link procedures, UAS Flight Termination System (FTS) type and certification.

e. What is the expected operational area needed and UAS Group.

2. Assessing Risk. The basis for assessing risk and assigning the proper initial OPCAT will be review of a UAV Questionnaire submitted by the UAS organization prior to operating at the field. The questionnaire provides a detailed history to address the areas listed above. Due consideration will be given for the prior flight time and demonstrated safety record of the UAS being flown at other operational and test locations. The questionnaire will also provide a detailed description of UAS capabilities and restrictions resulting in OPCAT assignment by the NBVC Air Operations Officer with inputs from the UCB. The list below is the criteria for determining an initial OPCAT and the focus when observing operations for maintaining or adjusting the OPCAT over time.

a. Mission/test/demonstration/exercise/flight planning, preflight preparation.

b. Normal and contingency procedures (to include Lost Link and FTS).

c. ORM principles and application/adherence.

d. Controlled airspace/course rules procedures adherence.

e. Real time utilization of ORM principles adherence.

f. Handling of emergencies and one-off situations.

g. Overall crew proficiency during system operation.

h. UAS capabilities and limitations

i. Group category and operational area needs

OPERATIONAL CATEGORIES (OPCAT)

1. Purpose and Categories. Operational UAV's not conducting tests and without modifications will usually operate in OPCAT 3, 6 or 7 unless there are reasons to believe greater restrictions should be imposed (such as an operational test or training new operators which imposes greater risk). The Air Operations Officer may reduce the OPCAT (increase restrictions) for operational UAV's based on demonstrated performance and risk analysis.

a. UAS non-runway/taxiway (OPCATS 1-3). OPCATS 1-3 are generally intended for UAS's which do not operate from the airfield.

(1) Category 1. The UAS is unproven. Class D airspace sanitized. **Entrance Criteria**: The UAS has not been tested adequately to have achieved probationary status.

(2) Category 2. The UAS has demonstrated sufficient reliability to qualify as probationary. With the exception of participating aircraft, other flight operations will be restricted while the UAV is in the Class "D" airspace. **Entrance Criteria:** Five (5) consecutive mission cycles over five (5) separate test periods without a safety of flight occurrence, anomalous behavior or deviation from planned parameters, and crew resource management. The system must demonstrate that it is fully controllable within its basic flight envelope and exhibits no hazardous flight characteristics to maintain this qualification.

(3) Category 3. The UAS has demonstrated sufficient reliability to be considered proven. Other aircraft may operate within Class D with appropriate separation. **Entrance Criteria:** 30 consecutive mission cycles over a minimum of 15 separate test periods without a safety of flight occurrence, anomalous behavior or deviation from planned parameters. The UAV has demonstrated that it is fully controllable within its basic flight envelope and exhibits no hazardous flight characteristics. Operational UAV systems which have completed developmental testing would normally qualify unless the current safety record or planned operations warrant downgrading to a lower OPCAT.

b. Airfield Operations (OPCATS 4-7). OPCATS 4-7 are intended for UAS's which require the use of the taxiway, or a runway.

(1) Category 4. The UAS is unproven. Class D airspace sanitized. **Entrance Criteria:** The UAS has not been tested adequately to have achieved probationary status.

(2) Category 5. The UAS has demonstrated sufficient reliability to qualify as probationary. With the exception of participating aircraft, other flight operations will be restricted while the UAV is in the Class "D" airspace. **Entrance Criteria:** Five (5) consecutive mission cycles over five (5) separate test periods without a safety of flight occurrence, anomalous behavior or deviation from planned parameters, and crew resource management. The system must demonstrate that it is fully controllable within its basic flight envelope and exhibits no hazardous flight characteristics to maintain this qualification.

(3) Category 6. The UAS has demonstrated sufficient reliability to be considered proven. Other aircraft may operate within Class D with appropriate separation; however UAS' in this category will not operate in a mixed pattern with manned aircraft. This permits IFR recoveries, straight in arrivals or opposite pattern without disrupting operations. **Entrance Criteria**: 30 consecutive mission cycles over a minimum of 15 separate test periods without a safety of flight occurrence, anomalous behavior or deviation from planned parameters. The UAV has demonstrated that it is fully controllable within its basic flight envelope and exhibits no hazardous flight characteristics. Operational UAV systems which have completed developmental testing would normally qualify unless the current safety record or planned operations warrant downgrading to a lower OPCAT.

(4) Category 7. Simultaneous Mixed UAS and manned aircraft Operations. This category is generally reserved for an operational UAS with an experienced crew not involved in a test. The UCB has determined the UAS is mature and very reliable. This is the least restrictive category. The UAV may operate in a mixed pattern with manned aircraft. **Entrance Criteria:** Operational UAS capable of safely operating in a mixed pattern with manned aircraft. UAS is large enough to be seen from the tower and other aircraft while in the pattern.

	Operating Location		
UAV Status		Off Airfield (Beach Launch)	On Airfield (taxiway, runway)
	Other Flight Operations Restricted while UAS in the vicinity of the airfield	1	4
	Probationary Airspace sanitized	2	5
	Proven Airspace un-sanitized	3	6
	Operational, Mature, Experienced Crew - mixed pattern ops	N/A	7

FLIGHT APPROVAL

1. Approval for Operations. UAS operations on NBVC are prohibited without assignment of an OPCAT. All UAS conducting test flights shall gain approval through the 3960 test process to fly UASs at NBVC. All UAS missions from NBVC not covered by the NAVAIRINST 3960.4B process shall seek approval from the UAV Categorization Board (UCB). The UAS organization will submit the UAV Questionnaire (obtained from NAWCWD Range Safety or NBVC Air Operations) to the NBVC Air Operations Officer. The Air Operations Officer will chair the UCB made up of the following members; Test Wing Pacific Aviation Safety Officer (ASO), NBVC ASO, Range Department Chief Test Engineer (or Range Chief Test Pilot), Unmanned System Activity (USA) Senior Test and Evaluation Engineer, Range Safety Officer, a representative from the UAS, and an Airspace Management Officer. The Air Operations Officer will consider all expert advice and then recommend an OPCAT to the NBVC Commanding Officer or as directed for final approval.

TEST PLAN APPROVAL PROCESS

1. Requirements. When a flight or series of flights for a UAS requires a test plan governed by the NAVAIR Test Plan Review and approval instruction, NAVAIRINST 3960.4B, this process will

apply. NAVAIRINST 3960.4B promulgates policy and guidance for testing air vehicles, air vehicle weapons, and air vehicle installed systems to include unmanned aerial systems whenever NAVAIR assets (aircraft, targets, ranges, facilities, equipment, personnel) are involved. NAVAIR approval of project test plans for work on NAVAIR ranges is outlined in paragraph 10 of NAVAIRINST 3960.4B.

2. Approval Authority. The approval authority for test plans is the Test and Experimentation Coordination Team (TECT) led by a VX/HX squadron Chief Test Engineer (CTE) and VX/HX squadron or Range Chief Test Pilot. "Empowered Reviewers" are subject matter experts who review test plans for their area of expertise prior to TECT final approval. For UAS operations at NBVC, the NBVC Air Operations Officer will be integrated into the process as an Empowered Reviewer for the purpose of assigning an OPCAT. The UAS organization shall submit a completed UAV Questionnaire (obtained from NAWCWD Range Safety or NBVC Air Operations) to the Air Operations Officer as a part of test plan development. The Air Operations Officer will expeditiously review the questionnaire and send it to the TECT for review. After TECT review, TECT will send an OPCAT recommendation to the Air Operations Officer for final assignment/approval of the OPCAT for the UAS.

3. Validation of OPCATs. The Air Operations Officer will communicate the OPCAT via a memorandum defining platform, configuration and type of work for which the OPCAT is valid. The OPCAT granted will apply to flights performed by that vehicle during test and outside test so long as the conditions remain the same (for example, the UAS conducts a proficiency flight not part of the test plan will retain the OPCAT).

4. Planned Changes to OPCATs. Test plans that have planned configuration changes or type of work changes affecting OPCAT may have OPCAT changes matching configuration changes built into the original approval. For example, a basic platform may be an OPCAT 3 and a configuration with ordnance may be an OPCAT 1. In that way, certain planned gates built into the test plan can have pre-assigned OPCAT adjustments which will aid planning and avoid reapplication for OPCAT decision for a planned change. The TECT will review the OPCAT when the test plan is reviewed for final approval.

5. Final assignment/approval. The TECT is also required by NAVAIRINST 3960.4B to monitor test projects to ensure adherence to the approved plan, and require amendments when warranted such

as changes in scope, method of test, team member assignments, flight clearance changes, etc. The original UAV questionnaire will be an addendum to the test plan, and any amendment changes affecting OPCAT will be communicated by updating the relevant parts of the questionnaire. The OPCAT will be re-evaluated by the Air Operations Officer as an Empowered Reviewer prior to the TECT amendment approval and may change the OPCAT based on the information provided in the amendment. It is difficult to anticipate every scenario. The inclusion of the Air Operations Officer into the 3960 process provides a degree of flexibility to adapt to changing circumstances within an established framework that provides oversight by competent authority. The Air Operations Officer will keep the NBVC Commanding Officer advised regarding all OPCAT assignments for UAS planned operations at the field.

SCHEDULING PROCESS

1. Mission Requests. All UAS mission requests will be made to the NAWCWD Sea Range Schedules Office or Test Management office at 805-989-7545. Thirty (30) days advanced coordination is recommended and in all cases NLT Tuesday at 1400 the week prior to the mission. The schedules meeting is held Wednesday afternoon and the schedule is official on Thursday morning. UAS mission requests will then be made to NBVC Base Operations at least one week prior to the event. Large scale events may require more lead time.

UAS WEATHER MINIMUMS

1. Requirements. UAS weather minimums will be as determined by their governing air worthiness certificates and flight publications. UAVs lacking minimums defined in their air worthiness or flight publications will use a ceiling/visibility of 1000/3 (basic VFR) and are required to maintain VMC within the class "D" airspace. Less restrictive weather minimums can be assigned by the UCB.

2. Simultaneous Operations. A ceiling of 3000 feet and visibility of 4 SM is required for simultaneous UAS and manned aircraft operations within the class "D" airspace.

GENERAL OPERATING PROCEDURES

1. Launch Briefing. One hour prior to scheduled operations, the UAS pilot/mission commander will brief the mission to the ATC Facility Watch Supervisor (FWS) to include time of

departure, route of intended flight or pattern work, preprogrammed return home point (RHP), loss link and communication procedures, and estimate time of arrival. UAS operating flight profiles will be specified in the daily flight schedule and at the pre-launch briefing.

2. Required Equipment. The following equipment is considered the minimum essential for UAS operation on NBVC. The Air Operations Officer may approve a waiver of any of these criteria on a case-by-case basis.

a. Fully operational primary and secondary control links if equipped.

b. Operating IFF transponder or beacon tracking system if available.

c. Operational collision avoidance lighting if equipped.

d. Fully charged and tested electrical backup system for the Ground Control Station or backup generators.

e. Operational "auto-pilot" return home feature if available.

f. Primary and secondary Two-way contact between the UAS control station and ATC/Plead(two-way radio is preferred).

3. Airfield Course Rules Brief. All UAS crews shall attend initial airfield course rules briefings and annual refresher training. Additionally, all UAVs requiring vehicular assistance while operating from NBVC are required to obtain an initial Airfield Vehicle Operator Course (AVOC) license and attend annual refresher training to maintain vehicle access while operating at the airfield.

4. Required Qualifications. All UAS pilots/operators/mission commands shall hold qualifications and meet currency requirements per ref (a) or comparable qualification from parent organization/FAA.

5. Radio Checks. Both primary and secondary radio checks shall be performed with the tower 30 minutes prior to mission.

6. Ground Movement. UAS operator/ground crews shall contact tower for approval prior to any movement on the airport movement areas. Ground chase vehicles, if required by UAS, shall be in

direct communications with the tower and GCS personnel, for all ground movement. UAV shall have anti-collision lights on if taxiing under its own power.

CONCURRENT OPERATIONS

1. Tower Manning Requirements. Mugu/SNI Towers shall be manned by ATC during periods of concurrent manned/UAS operations.

2. Communications. UAS operators shall maintain two-way communications with Point Mugu tower on 124.85 MHz or 290.375 MHz and SNI tower on 126.85 or 379.3 MHz. Back up communications will be the Field Crash Net (142.2375 MHZ).

3. Separation Standards. Standard ATC separation shall be provided by Tower and in accordance with FAR 91 flight rules and FAAO 7110.65 (Series). A maximum of two manned aircraft may operate concurrently with UAS with operations to the runway.

4. Visual Tracking of UAS. Anytime visual tracking of the UAV in the pattern is lost by Tower or UAS operator (if an external pilot is in use), manned aircraft will Delta at 2,500feet, land, or depart the Class "D" (whichever is safest based on the last known position of the UAV and lost link protocols) until UAV is reacquired.

5. Manned Aircraft/UAS Operations. When traffic conditions preclude the concurrent UAS/manned aircraft operations, the UAV will hold at assigned UAV Zone assignment for SNI or Mugu. UAV shall remain in SUA at all times unless a COA has been approved by the FAA allowing flight in Class D or NAS air space. No carrier breaks authorized during concurrent UAS/manned aircraft operations. Tower controllers will issue cautionary wake turbulence advisories, and the position, altitude and direction of flight to the pilot/operator of UAVs landing behind a manned aircraft regardless of weight class. Concurrent UAS and manned operations are NOT authorized at night and when FCLPs are in progress.

6. Emergencies. During an emergency, declared by manned aircraft, UAVs will be directed to proceed to their assigned zone and hold until further instructions are given by ATC unless their location is far enough away from the field to preclude interfering with the emergency. During an emergency or loss link, declared by UAS operator/mission commander, manned aircraft will be directed to Delta at 2,500 feet until UAS is

recovered unless the UAV is far enough outside Class D airspace to permit safe recovery of manned aircraft.

Note: UAS lost link is an emergency but may not require activation of the Crash Phone.

NON-CONCURRENT OPERATIONS

1. Departure/Arrival Procedures. For airspace sanitized operations, UAS operators will give tower a 5 minute warning prior to planned takeoff. Tower will begin to assess availability of an upcoming launch opportunity but will not begin to hold manned aircraft out of the SUA or Class D as appropriate. When the UAS is ready for immediate takeoff, the UAS operator will call tower for takeoff. At that time, tower will check for any current traffic and immediate inbound traffic (aircraft that have reported 15 miles inbound) and advise the RCO of immanent UAV launch. If traffic is inbound, the UAV will be held while the manned aircraft lands. When no aircraft are inbound the UAV will be given permission to launch. If a manned aircraft reports inbound shortly after the UAV has been given permission to launch, the aircraft will be directed to hold overhead while the UAV clears Class D or assigned zone. Similarly, for recovery a UAV will be held at its holding point inside of SUA until such time as there is break in manned traffic, then directed to proceed inbound. If a manned aircraft then reports inbound, it will be held overhead if required.

2. Air Traffic Control Procedures. ATC may direct a UAV operating in SUA (if authorized to operate only under sanitized conditions) to land and remain on deck to accommodate receiving inbound manned aircraft or proceed to assigned zone. When the manned aircraft are safe on deck, the UAV may be given clearance to takeoff. Tower controllers will inform pilots when their traffic is a UAV and receive an acknowledgement to ensure that the pilot is aware and that they are solely responsible for see-and-avoid maneuvering. If at any time there is doubt whether traffic is in sight and it is a factor, the tower may opt to direct the manned aircraft to hold overhead the field at 2,500AGL for deconfliction to prevent an unsafe situation from developing.

TAXIWAY "A" DEPARTURES/RECOVERIES

1. Procedures. Taxiway "A" south of "A"1 may be use for take-offs and landings. Departures will normally takeoff heading 210 and arrivals will come in from the south heading 030. Opposite

direction takeoffs and arrivals will likely require an approved COA for a UAV to operate in Class D. UAS can either ground taxi to or be towed to/from taxiway "A". It is the responsibility of the UAS crew to do a FOD check of the taxiway prior to use.

UAV ZONES

1. UAV Zones. UAV Zones hall be used as entry/exit points to/from the airfield, holding, lost link and emergency orbit points for all UAVs. The Zones are not UAV work areas. The UAV Operations Area may be used as a work area. The tower will control all UAVs that are holding in these zones. If operationally required other zones may be developed to facilitate better operations (ie a Global Hawk may need to be assigned a specific W-289S subarea). Other UAV Zones will be assigned by ranges as required.

a. UAV Zone 1. N 34° 04/W 119° 06 (2NM Diameter) NTD 150/03 (SFC - 2,000) located in R2519 (Group 1-3 UAS only). This zone is safe for holding, lost link or impact. Requests for higher altitudes can be coordinated real time with Mugu Tower or RCO as applicable.

b. UAV Zone 2. N 34° 08.6/W 119° 08.1 (2NM Diameter) NTD 316/1.3 (SFC - 2,000) located in NTD Class D (Group 1-3 UAS only). This zone is safe for holding or lost link. Requests for higher altitudes can be coordinated real time with Mugu Tower or RCO as applicable. UAV Zone 2 requires a COA due to its location outside of R-2519.

c. UAV Zone 3. N 34° 02.9/W 119° 09.5 (2NM Diameter) NTD 186/4.8 (SFC - 2,000) located in W-289E. This zone is safe for holding, lost link or impact. Requests for higher altitudes can be coordinated real time with Mugu Tower or RCO as applicable. UAV Zone 2 requires prior coordination with Ranges due to its location outside of NTD airspace.

2. UAV Zone Assignments. Each UAV Zone will have only one UAV assigned at a time, with the exception of a flight of two or more. Missions may have one or more assigned zones.

GENERAL UAS DEPARTURE/ARRIVAL PROCEDURES/ROUTES

1. NTD/NSI Departure Procedures. Upon takeoff from runway 3 or 12-30, left/right turn to proceed directly to the assigned operating area. Upon takeoff from runway 21 maintain runway heading until crossing the beach.

2. NTD Arrival Procedures. When ready to RTB, hold at pre-briefed holding point until cleared by ATC to proceed inbound to Point Mugu via pre-briefed route or as instructed.

3. NSI Arrival Procedures. When ready to RTB, proceed to Initial Point (TAMAY 119@12), then proceed inbound to San Nicolas Island.

4. Routes. Arrive and depart via enclosures 1-4.

NO FLY ZONES

1. No-Fly Zones. Minimize flight over buildings and structures. Housing areas shall not be overflown.

2. Authorizations. Authorization for UAV flights from NBVC is for the express purpose of remaining within SUA (R-2519 or W-289 airspace) unless flight is on an approved COA. UAS operators shall not construe flight clearance to include authority to depart SUA airspace.

NIKE ZEUS OPERATIONAL PROCEDURES

1. Procedures. Only one UAV will be authorized to depart/arrive at any given time without prior coordination. During an emergency, declared by manned aircraft, UAV's within the R-2519 will be directed by the tower to land or proceed to their assigned Zone and hold until further instructions are given by ATC unless their location is far enough away from the field to preclude interfering with the emergency. Lost link location for those UAVs operating from Nike Zeus which are incapable of reaching UAV Zone 1, may have a lost link/emergency holding point assigned within the R-2519 upon approval of the UCB. The orbit of the UAV must be fully contained within the boundaries of the Restricted Area.

UAS EMERGENCIES

1. Emergency Information. Pass all information to the tower as soon as possible. If required arresting gear could take up to 20 minutes per gear to be de-rigged.

2. Lost Link. UAS lost link is an emergency but may not require activation of the crash phone.

3. Lost Communications. Lost communications procedures shall be in accordance with guidelines set forth by the UCB and the following declaration shall be passed from the UAS operator to the control tower immediately when lost link is determined:

a. Call sign (if applicable) and position.

b. Nature of emergency.

c. Flight pattern and intended UAV Zone with estimated time enroute.

d. Estimated recovery time and intentions.

4. Emergency Landing Procedures. The majority of UAS do not have the ability to divert to a different airfield without significant prior coordination and the establishment of a manned GCS at the divert field. Tower personnel must be aware of this restriction when dealing with UAV emergencies that require it to land as soon as possible/practicable to avoid low fuel states.

DEFINITIONS

Sanitized Airspace: Class D is clear of all manned aircraft.

Restricted Operations: To be determined by the UCB.

Test Period: The time-frame allotted in which UAVs are flown to complete mission cycles. Multiple mission cycles may be completed within one test period.

Mission Cycle: A UAV mission cycle is defined from taxi, take-off, and transition to mid-course or mission phase, execute an approach and land, and taxi clear.

Unproven: The UAS has not met a required minimum demonstrated reliability over five (5) consecutive mission cycles over five (5) separate test periods without a safety of flight occurrence,

anomalous behavior or deviation from planned parameters, and crew resource management.

Probationary: The UAS has demonstrated reliability over a minimum of five (5) consecutive mission cycles over five (5) separate test periods without a safety of flight occurrence, anomalous behavior or deviation from planned parameters, and crew resource management.

Proven: 30 consecutive mission cycles over a minimum of 15 separate test periods without a safety of flight occurrence, anomalous behavior or deviation from planned parameters. The UAV has demonstrated that it is fully controllable within its basic flight envelope and exhibits no hazardous flight characteristics.

Mixed Traffic: UAVs operating in Class D or R-2519 and manned aircraft operating in either the Class D or R-2519 at the same time. This also includes tower simultaneously sequencing UAVs and manned aircraft arriving and departing NBVC.

See-and-Avoid: Some UAS's may have a detect-and-avoid capability. However, all procedures established are planned that see-and-avoid capability rest only with the manned aircraft. Tower controllers must operate with this in mind to ensure an adequate margin of safety is maintained.

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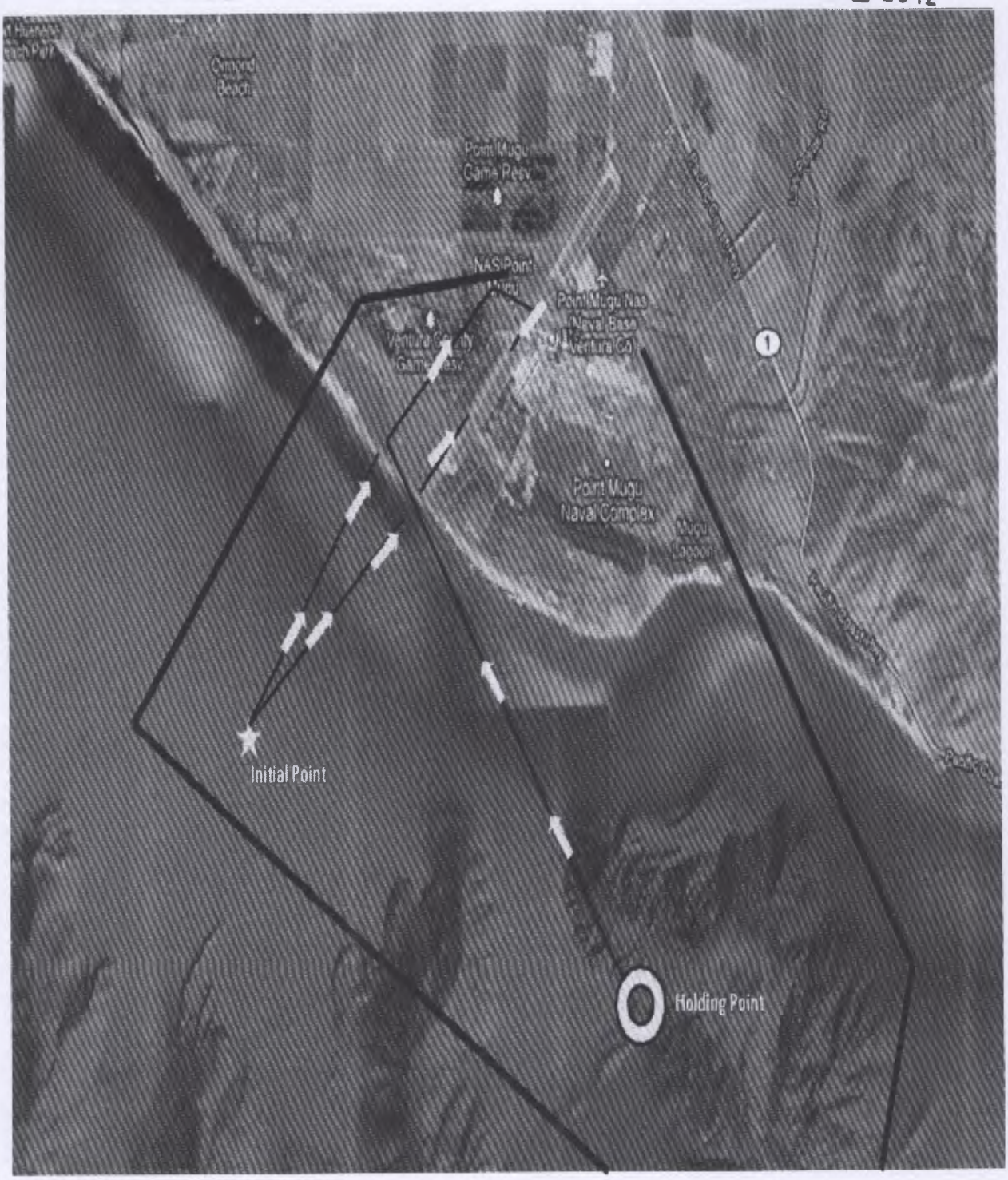
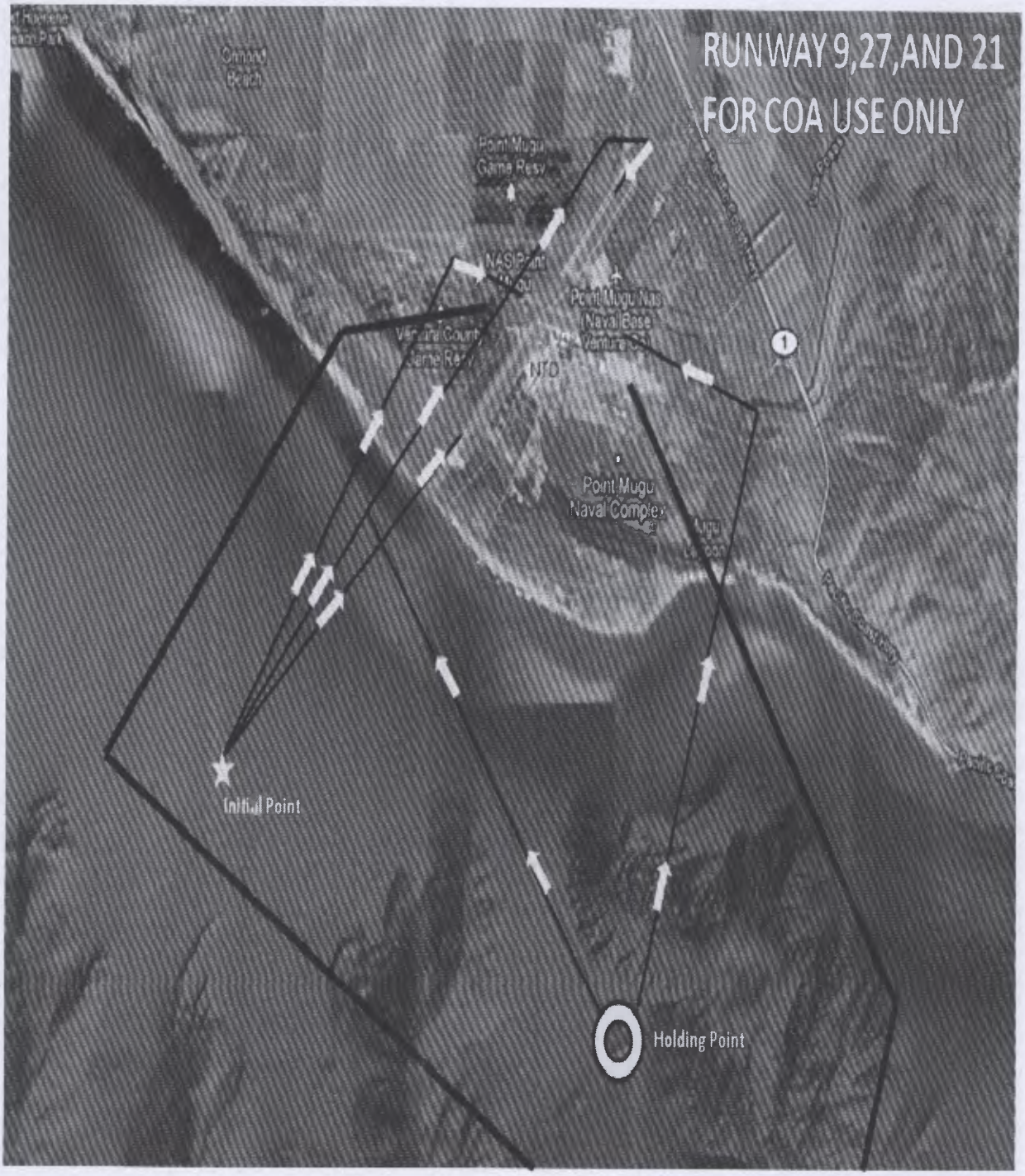


Enclosure 1


RUNWAY 9,27,AND 21
FOR COA USE ONLY
Point Mugu Game Resv
Point Mugu Naval Complex
Initial Point
Holding Point

Enclosure 2

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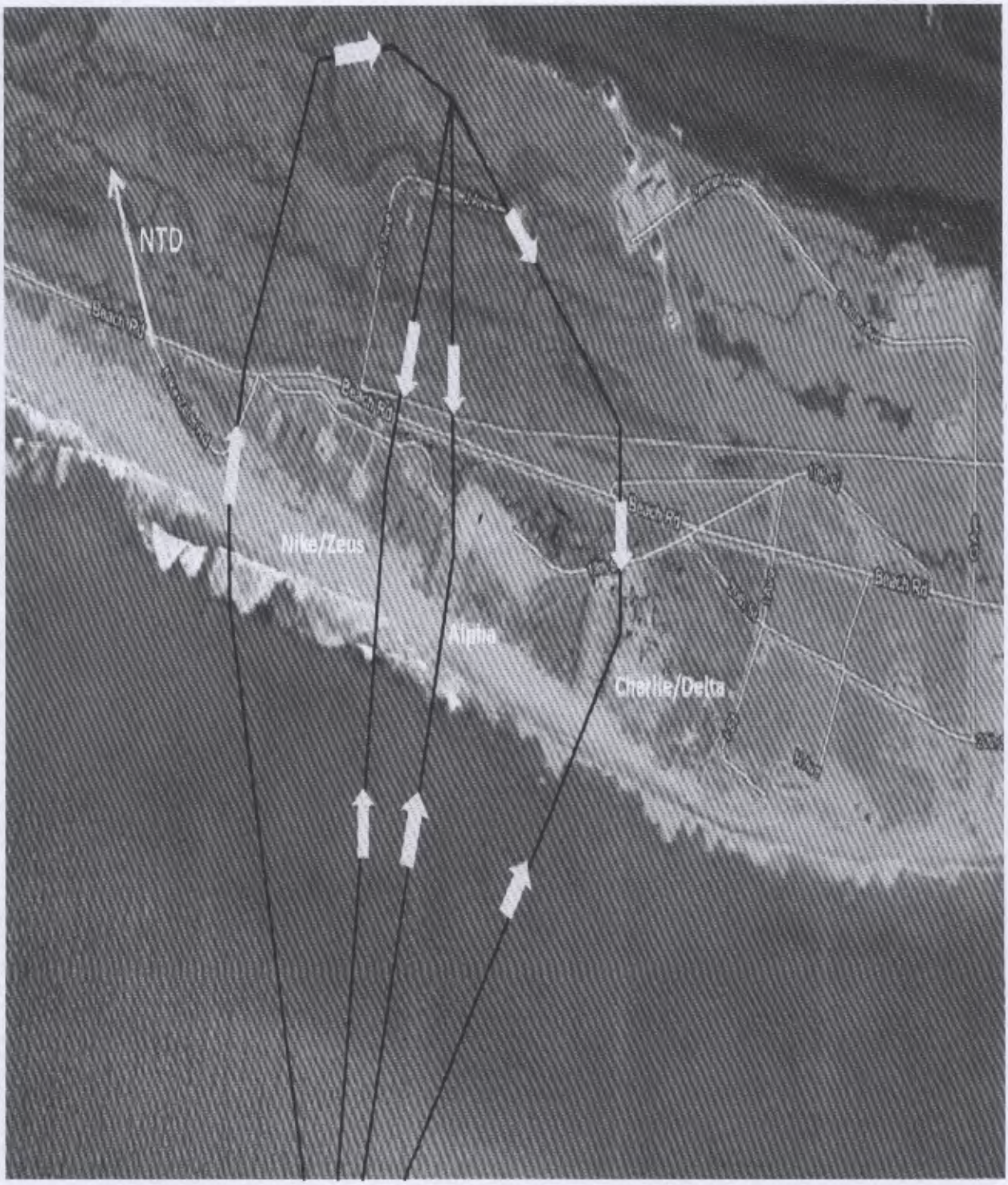

Enclosure 3

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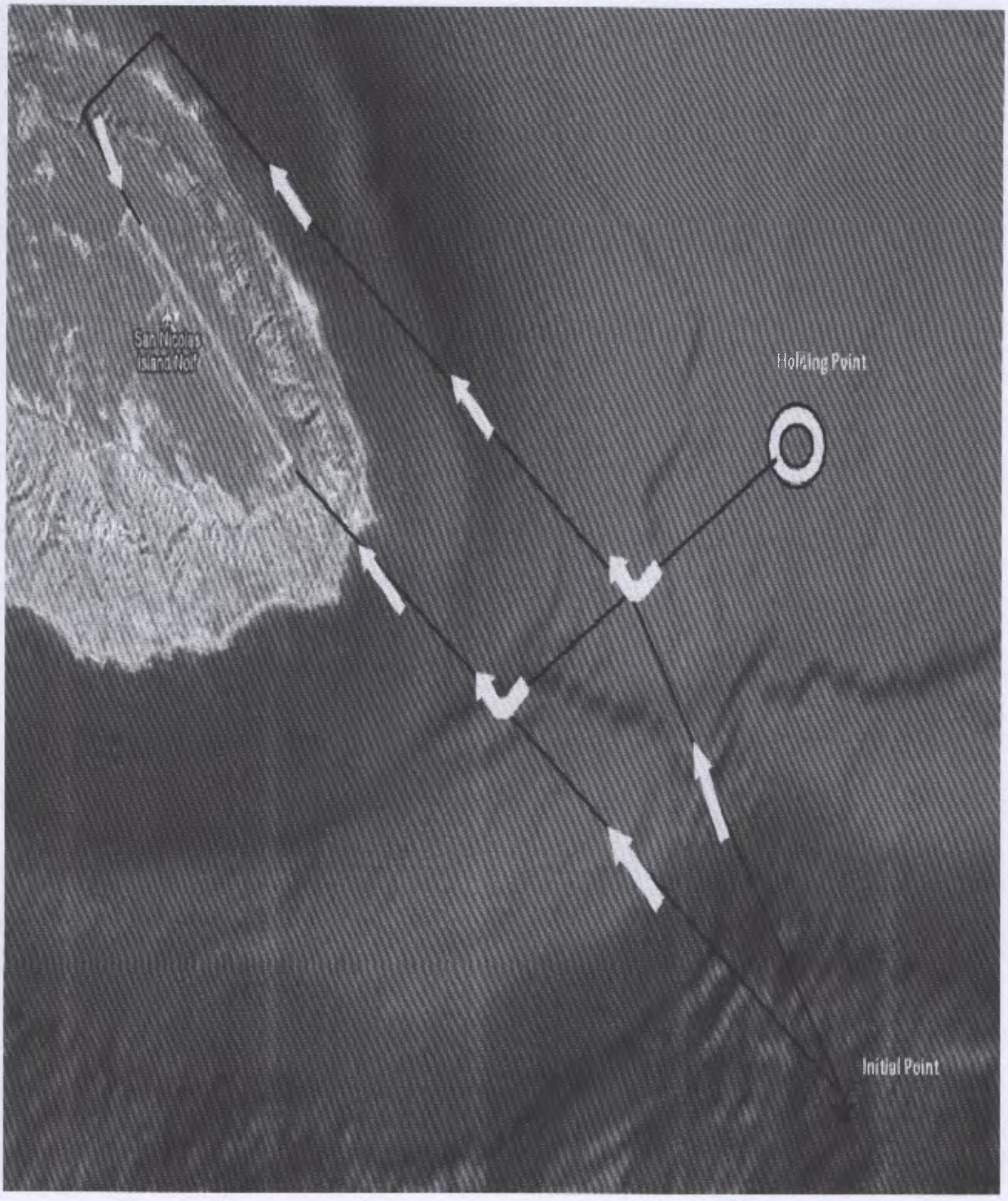


Enclosure 4

APPENDIX A

OFFICE DIRECTORY NBVC POINT MUGU
COMM 805-989-x / DSN 351-x

CODE	OFFICE	TELEPHONE/FAX
N00	Commanding Officer	7903
N00	Chief Staff Officer/	7905
	Executive Officer	7906
N00	Command Master Chief	8484
N3	Operations Officer	1399
N00R	Chaplain	7967
N32A1	Aviation Safety	0931
N00J	Judge Advocate General	7309
N00P	Public Affairs	8095/1785
AIR OPERATIONS DEPARTMENT		
N322	Air Traffic Control	
	Facility Officer	7041/8854
N322	Air Traffic Control	8854/8855
N322	ODO	8521/8522
N326	Ground Electronics	8388/1831
N323	Airfield Management	1781/7041
N327	Air Terminal	7731/7305
WEAPONS DEPARTMENT		
N42VS	Weapons Officer	9802
N42V2	Assistant Weapons Officer	9804
N42V3	Ordnance Support	9812
N42V2	Ordnance Handling	8659
FLEET READINESS CENTER		
	Maintenance Officer	7031/0591
	Assistant Maintenance	
	Officer	7031/0356
	Production Control	7474
	QA/Library	8421
	Equipment Control	8060
	Power Plants	8213
	Airframes	1540
	Avionics	3900

Armament	8369
ALSS	7128
Ground Support	3960

FREQUENCIES

NBVC POINT MUGU

LOCAL	PRIMARY	290.375/124.85
	SECONDARY	340.2/135.175
GROUND		360.2/121.6
ATIS		363.05/125.55
CRASH NET		TX-140.3/RX-138.575
UTILITY NET		142.2375
METRO		N/A
BASE OPS		267.5
APPROACH CONTROL	VENTURA	307.275/128.65
	LAGUNA	335.5/124.7
SFA'S		233.7/308.4/123.75/133.25/118.1/ 269.225/353.925/379.175/350.25
GUARD		243.0/121.5
PLEAD		306.6/132.425
	HF	218Hz/5080Hz
OXR TOWER		134.95/257.8
CMA TOWER		128.2/269.4
NSI TOWER		126.85/374.8
SZP UNICOM		122.9

SOCAL TRACON

MOORPARK	128.75/346.25
WOOLAND	134.2/338.2
CATALINA	127.4/263.025
MALIBU	125.2/323.275
NEWPORT	134.35/290.475

SANTA BARBARA TRACON

SBA WEST	120.55/321.4
SBA EAST	125.4/291.1

LOS ANGELES CENTER (ZLA)

SECTOR 13	132.6/351.8
SECTOR 14	135.5/327.1
SECTOR 15	119.05/269.05

SQUADRON	FREQUENCY
VX-30	304.25
AIR NATIONAL GUARD	319.3
VR-55	344.5
VAW-112	346.1
VAW-113	299.4
VAW-116	299.7
VAW-117	277.9

JUN 01 2012

APPENDIX B

POINT MUGU INDIA AND TANGO STEREO ROUTES

I18A - NTD-NLC	160	RZS departure, Avenal transition AVE direct HAWKK direct NLC.
I18B - NLC-NTD	230	NLC direct AVE156033 direct NTD. (Expect enroute descent).
I20A - NTD-NYL	250	RZS departure, RZS direct PMD J6 CLIPP direct PKE direct BLH direct RADOS direct NYL.
I20B - NYL-NKX	200	Direct BZA J2 IPL direct IPL258027 direct LOOTS direct NKX.
I20C - NKX-NTD	200	TINNY departure, TINNY direct NTD130030 direct NTD. (Expect enroute descent).
I22A - NTD-NID	210	RZS departure, RZS direct EHF direct RANDS direct NID.
I22B - NID-NTD	200	NID direct NID226086 direct NTD. (Expect enroute descent).
I25A - NTD-NKX	210	Doyle departure, SXC transition, SXC direct OCN direct NKX.
I25B - NKX-NTD	200	TINNY departure, TINNY direct RENET direct NTD. (Expect enroute descent).
I26A - NTD-NID	070	NTD FIM V386 PMD RANDS NID.
I26B - NID-NTD	080	NID PMD V386 FIM TROYE NTD.
I27A - NTD-PMD	070	NTD245016 FIM250022 FIM PMD PMD009025 PMD082047 PMD068049 PMD056030 PMD012011 PMD299019 PMD270015 GAIL PMD.
I27B - PMD-NTD	080	PMD063019 PMD079040 PMD066045 PMD056030 PMD012011 FISCH SAUGS FIM TROYE NTD.
I28A - NTD-NID	130	NTD FIM PMD233010 ROSIE NID.
I28B - NID-NTD	120	NID ROSIE PMD233010 FIM NTD.

I30A - NTD-PMD	070	NTD NTD245012 FIM V386 PMD.
I30B - PMD-NTD	080	PMD V386 FIM NTD.
I31A - NTD-VBG	100	NTD RZS V12 GVO WATKN VBG.
I31B - VBG-NTD	090	VBG GVO V12 RZS KRAFF NTD.
I32A - NTD-VBG	060	NTD NTD245016 GVO HOYTS VBG.
I32B - VBG-NTD	070	VBG GVO V12 RZS V186 FIM NTD.
I33A - NTD-R2501	210	NTD NTD245016 FIM PMD POMTE TNP TNP285015 DIRECT R2501.
I33B - R2501-NTD	200	Contact LA Center in R2501 for clearance direct TNP285015 TNP POMTE PMD PMD251055 NTD.
T52A - NTD-NUC	210	DOYLE departure, DOYLE direct SXC direct NUC. Cancel IFR. (Delay 1+00).
T52B - NUC-NTD	200	NUC direct SXC direct NTD130030 direct NTD. (Expect enroute descent).
T57A - NTD-FRA105065	160	San Marcus departure RZS direct MQO V27 PYE direct ILA direct SAC V23 LIN V459 FRA105065.
T57B - EHF055035-NTD	210	EHF055035 direct EHF direct NTD. (Expect enroute descent).
T58A - NTD-MITEL	200	San Marcus departure EHF transition EHF direct MITEL. Cancel IFR.
T58B - MITEL-NTD	220	Pick up IFR over MITEL direct EHF direct NTD. (Expect enroute descent).
T59A - NTD-NFL	260	San Marcus departure AVE transition AVE direct CZQ direct RAWHIDE (NFL119030) direct NFL.
T59B - NFL-NTD	270	NFL direct NFL189045 direct TIOGA J5 EHF direct NTD. (Expect enroute descent).
T60A - NTD-W291	150	DOYLE departure, DOYLE direct SXC direct SXC161010 W291.
T60B - W291-NTD	160	W291 SXC161010 direct SXC direct NTD130030 NTD.

T61A - NTD-JLI075017	230	DOYLE departure SXC transition SXC direct OCN direct JLI direct JLI075017. Cancel IFR. Delay in restricted areas. External weapons.
T61B - JLI075017-NTD	280	JLI075017 direct OCN direct NTD130030 NTD.
T62A - NTD-NID	210	San Marcus departure RZX direct EHF direct RANDS direct NID. (Request direct EHF prior to RZS if external weapons on board).
T62B - NID-NTD	200	NID direct NID228086 direct NTD. (Expect enroute descent).
T63A - NTD-EDW	210	San Marcus departure RZS direct RZS030040 direct EDW direct OPALL direct EDW.
T63B - EDW-NTD	200	EDW direct EDW255073 direct NTD. (Expect enroute descent).
T64A - NTD-JLI075017	230	DOYLE departure SXC transition SXC direct JLI direct JLI075017. VFR delay in Restricted areas. External weapons.
T64B - JLI075017-W291	220	JLI075017 direct OCN direct OCN220015 W291. VFR delay in W291.
T64C - W291-NTD	200	NUC direct SXC direct NTD130030 NTD. (Request enroute descent).
T65A - NTD-R2301	230	DOYLE departure SXC transition SXC direct OCN direct JLI direct IPL258027 direct IPL J2 BZA direct BZA110020 R2301. Cancel IFR. Delay 2+00.
T65B - W291-NTD	220	R2301 BZA110020 direct BZA J2 IPL direct IPL258027 direct OCN direct NTD130030 NTD.
T66A - NTD-NJK	150	DOYLE departure SXC transition direct OCN V458 IPL direct NJK.
T66B - NJK-NTD	140	NJK direct IPL V458 OCN direct SXC direct NTD.
T67A - NTD-W283	240	San Marcus departure RZS J501 BSR direct BSR228047 W283. Delay 3+00.
T67B - W283-NTD	230	W283 BSR228047 J501 RZS direct NTD.

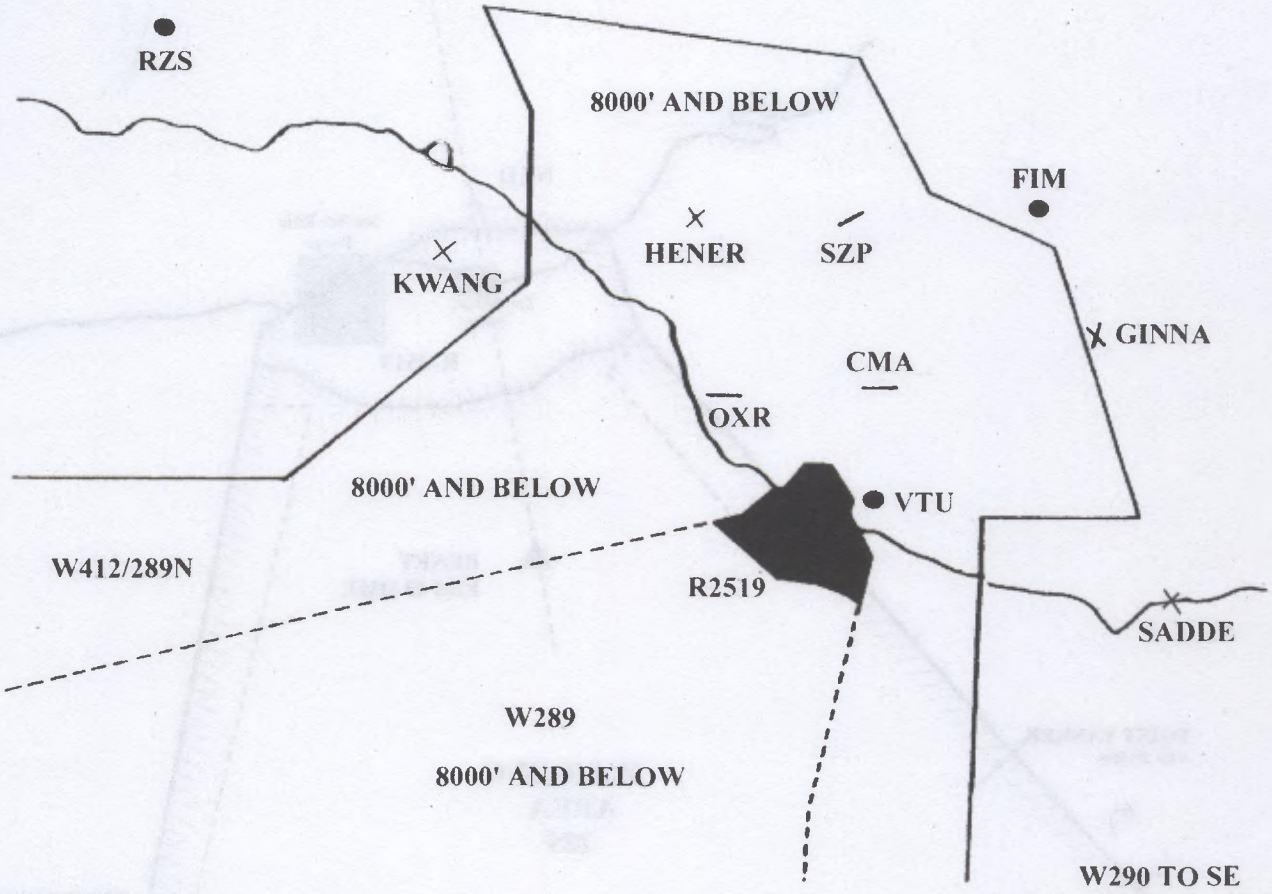
T68A - NTD-NZY	090	DOYLE departure SXC transition SXC V27 MZB direct NZY.
T68B - NZY-NTD	080	NZY direct MZB MZB293 V27 SXC SXC295 VTU160 VTU direct NTD.
T69 - NTD-W289 (HPC)	230	NTD NTD210030 W289. (Request High Performance Climb).

APPENDIX C

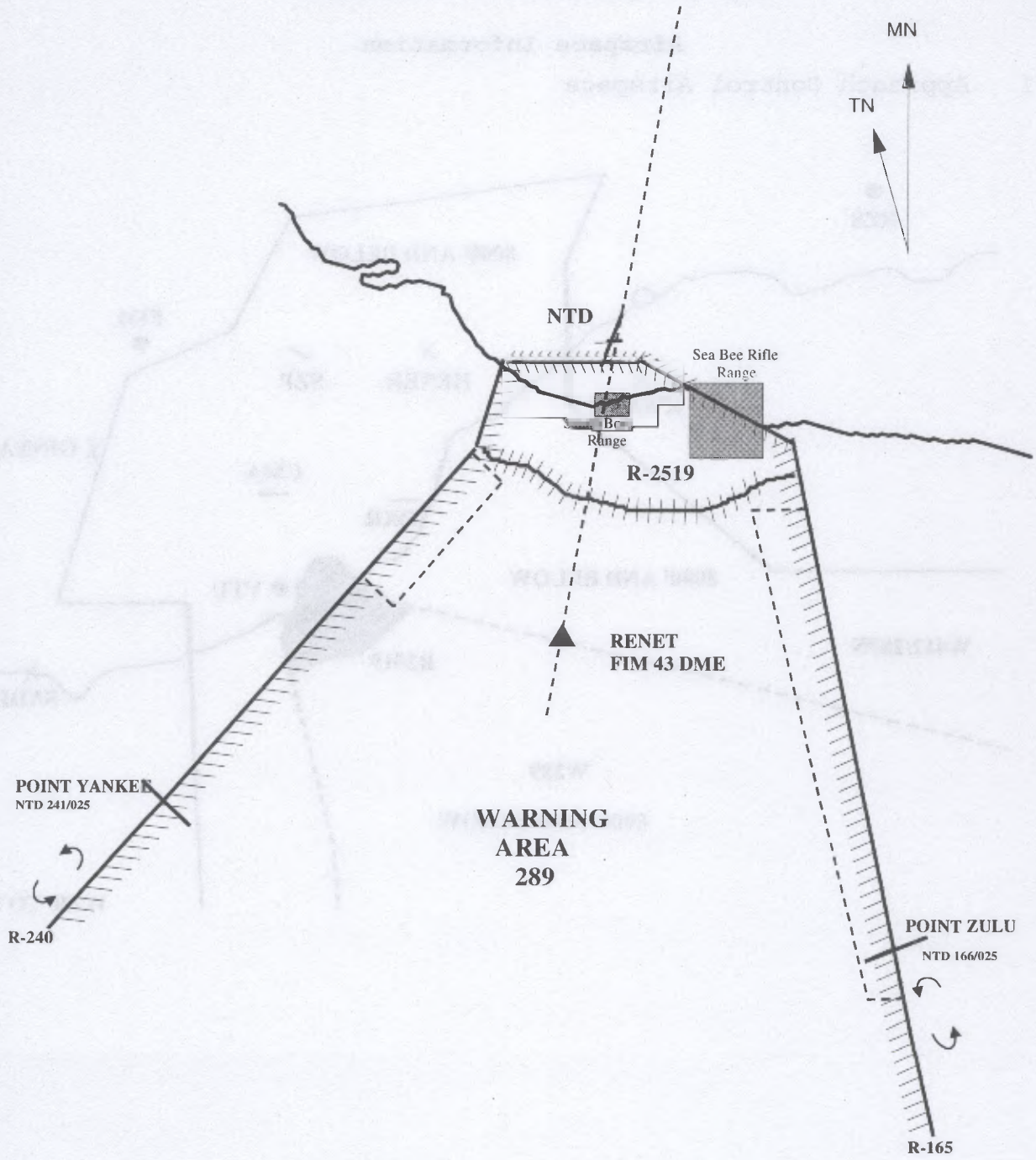
RADAR DIAGRAMS AND PROCEDURES

Airspace Information

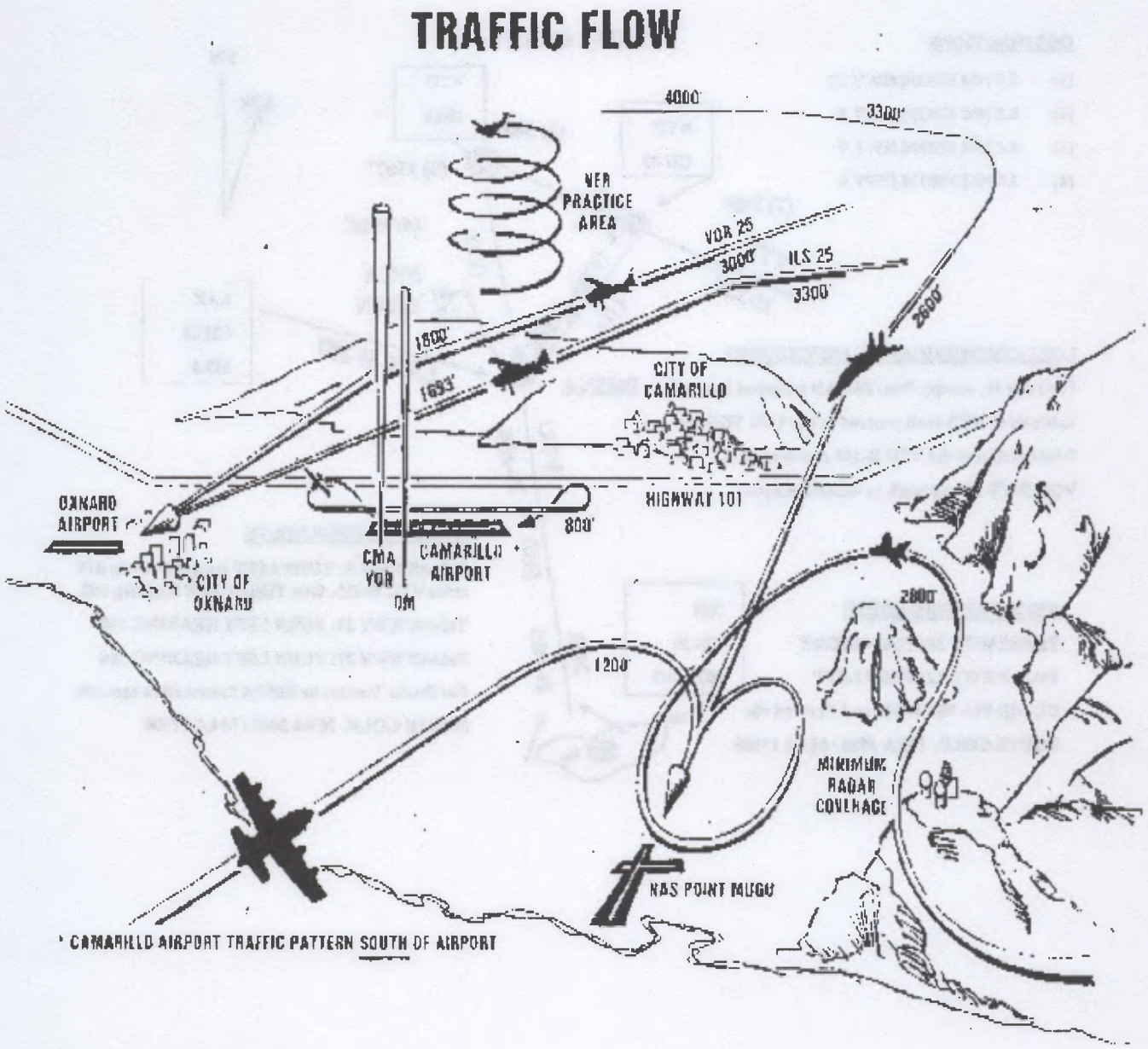
1. Approach Control Airspace



2. W289/R2519

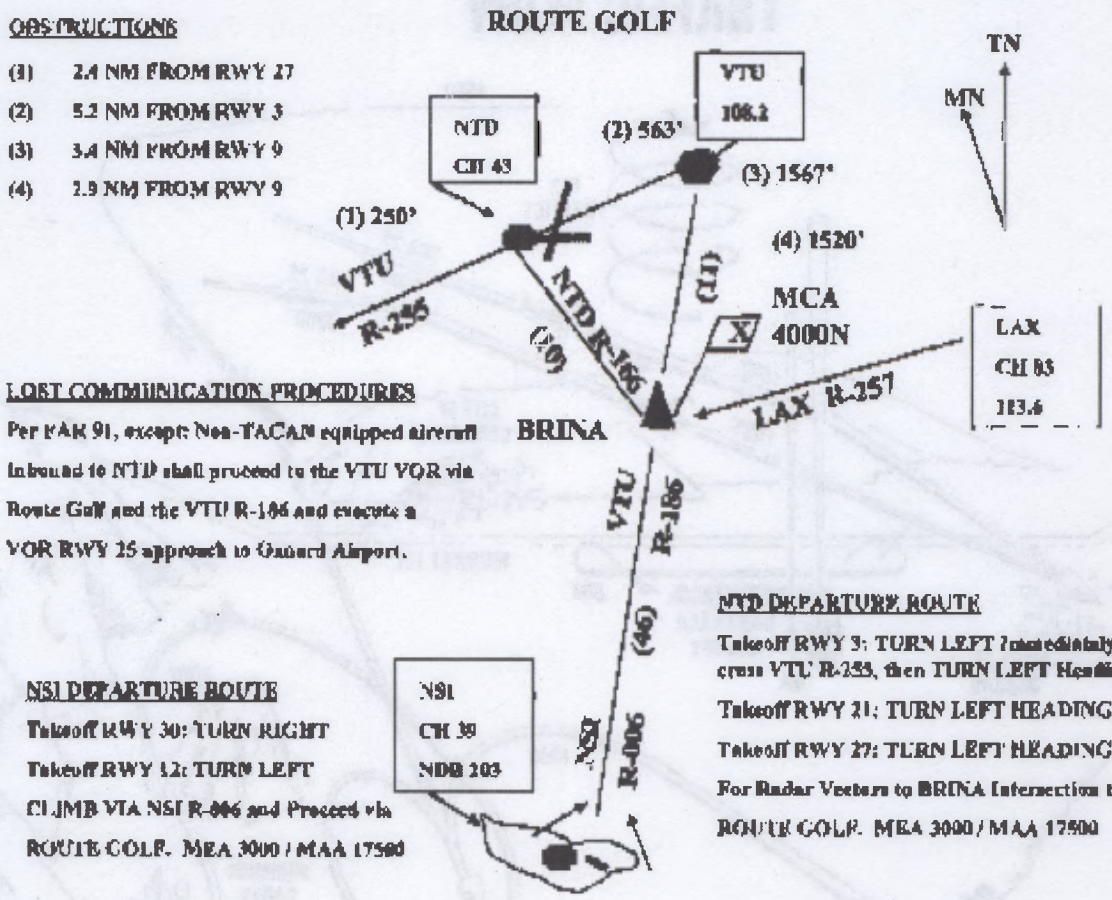

MN
TN
NTD
Sea Bee Rifle Range
Range
R-2519
RENET
FIM 43 DME
POINT YANKEE
NTD 241/025
WARNING AREA 289
R-240
POINT ZULU
NTD 166/025
R-165

3. Traffic Flow

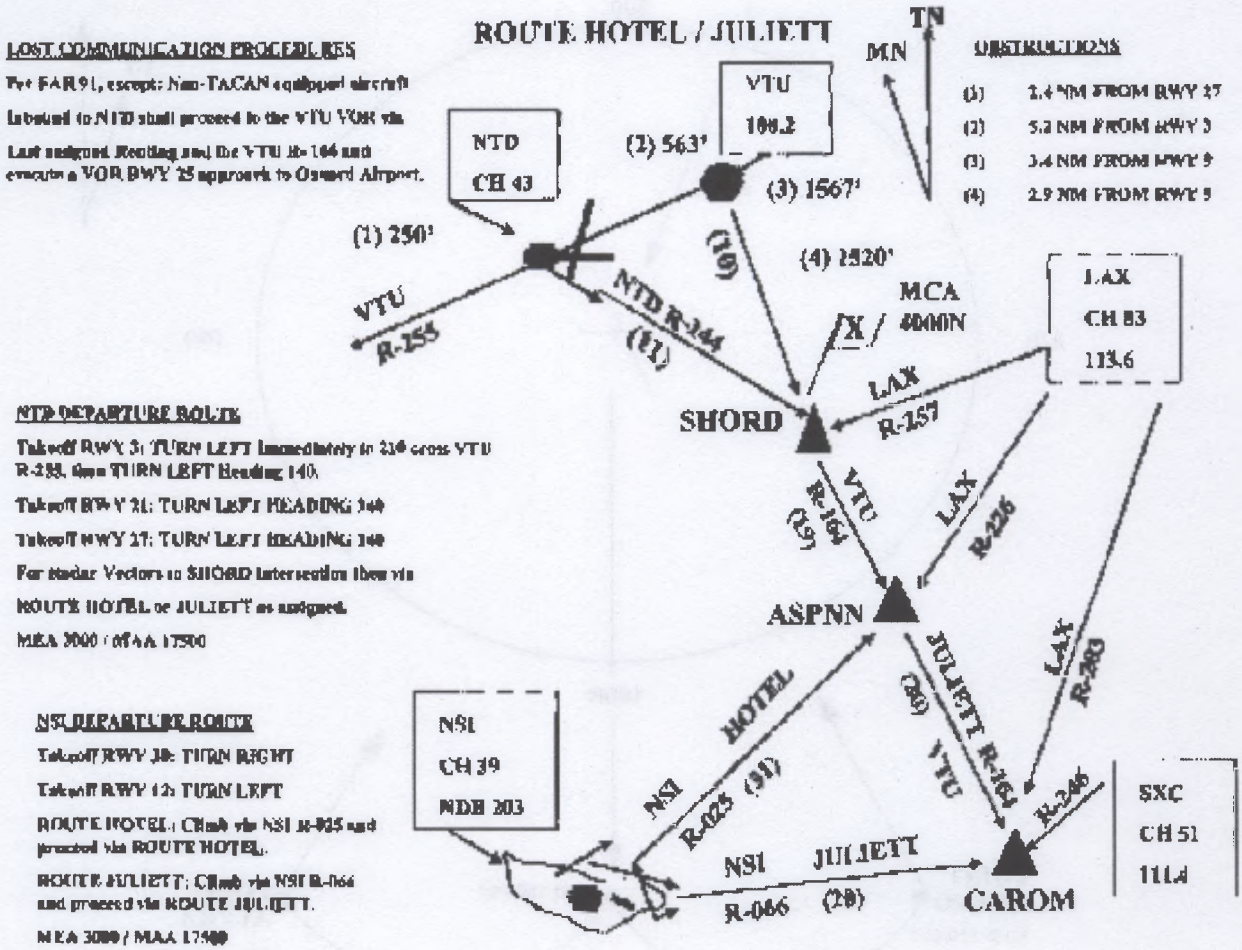


Local Departure and Arrival Routes

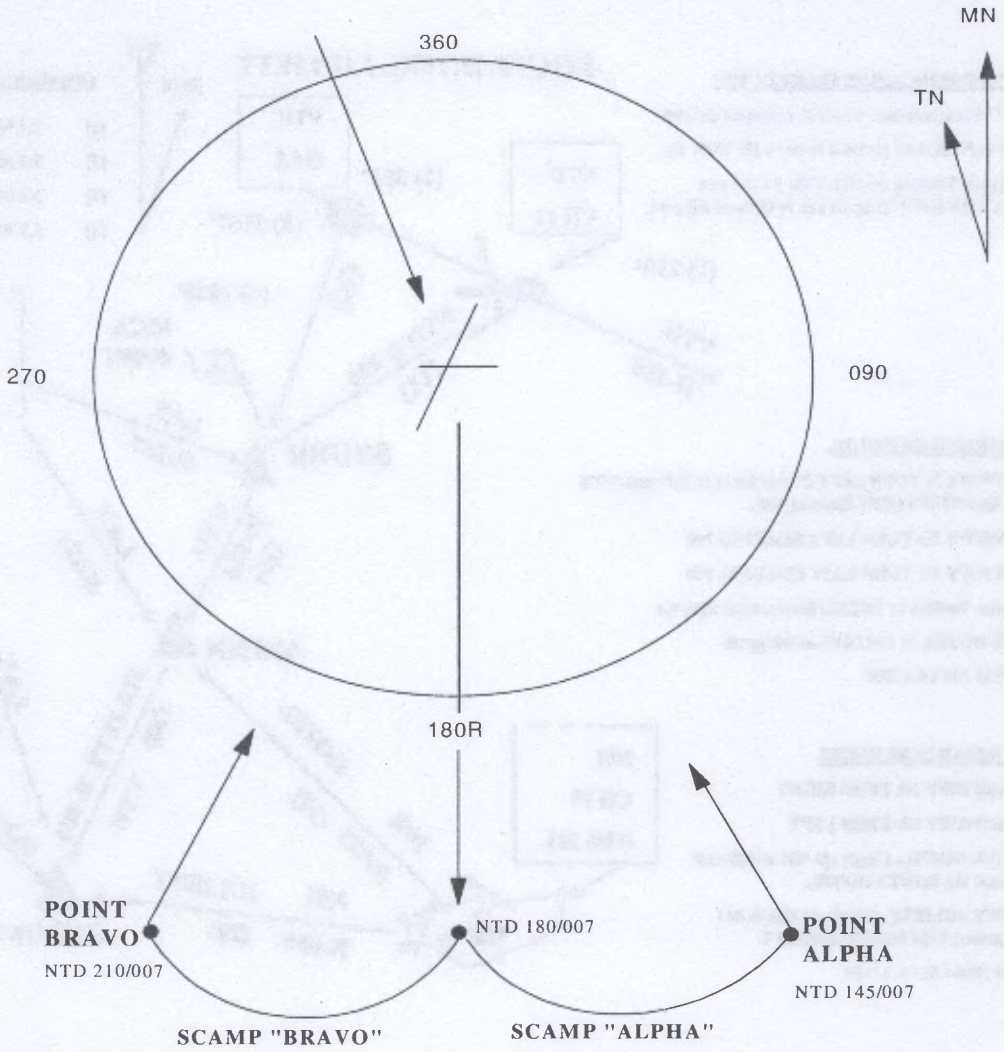
4. Route Golf



5. Route Hotel/Juliet



6. Scamp Entry Procedures



NOTE: AIRCRAFT WILL NOT BEGIN DESCENT FROM LAST ATC ASSIGNED ALTITUDE UNTIL 30 SECONDS SOUTH OF NTD TACAN (Jets) OR THE NTD 180007 (Props). AIRCRAFT ARE VFR AFTER PASSING ENTRY POINTS.

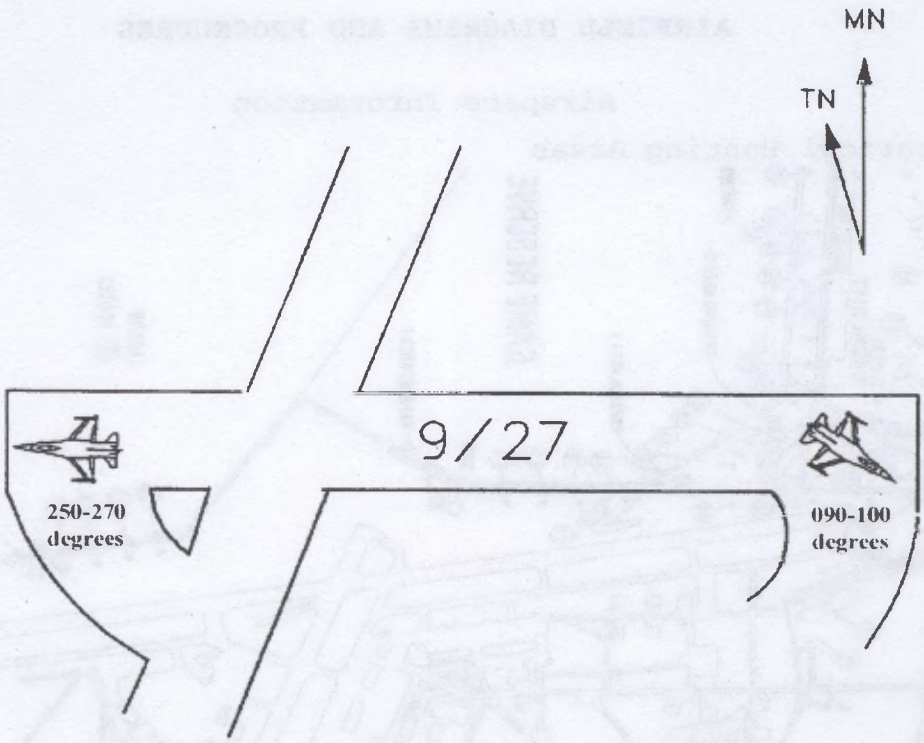
APPENDIX D

AIRFIELD DIAGRAMS AND PROCEDURES

Airspace Information

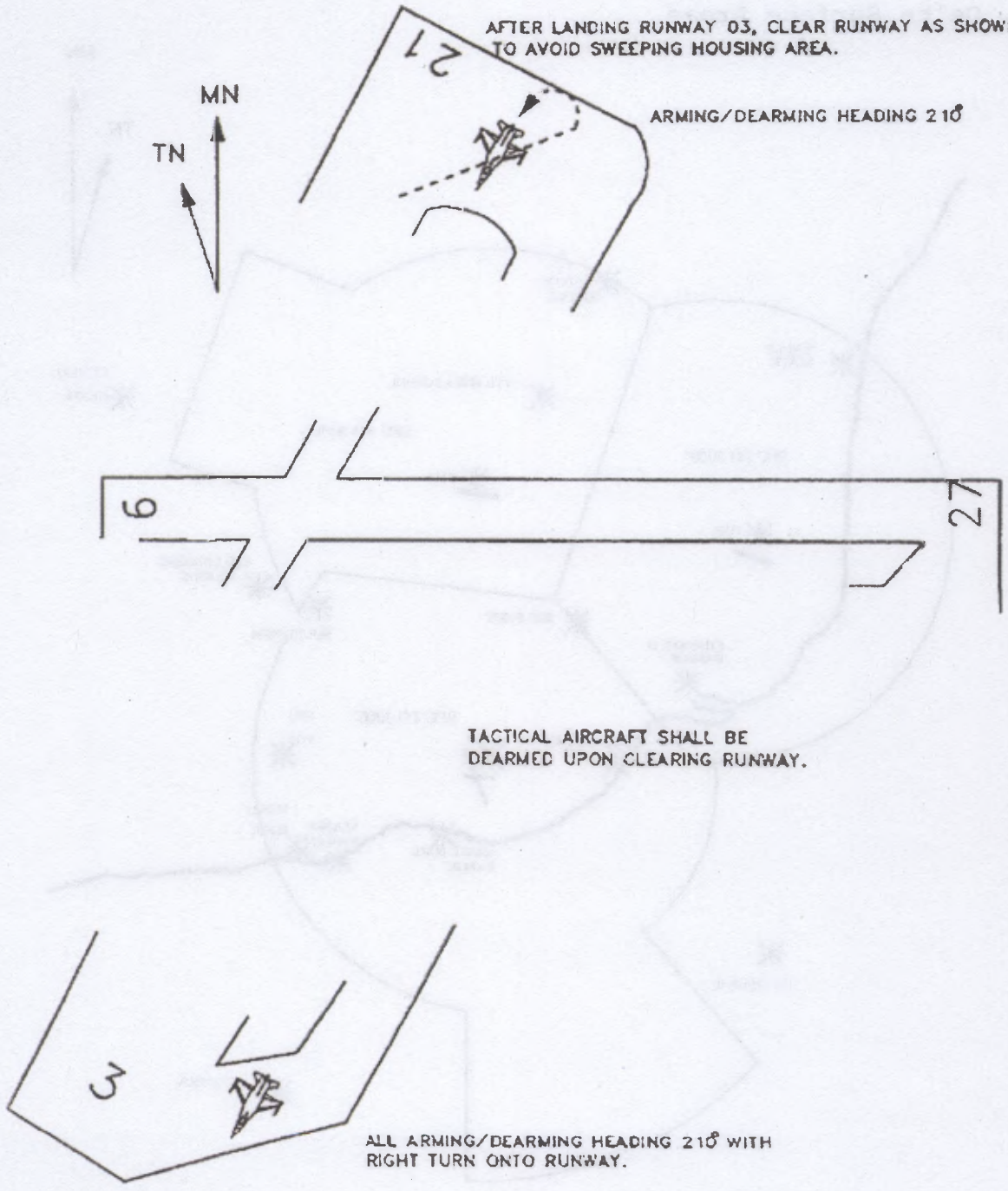
1. Waterfowl Hunting Areas

2. Emergency Ordnance Loading/Unloading



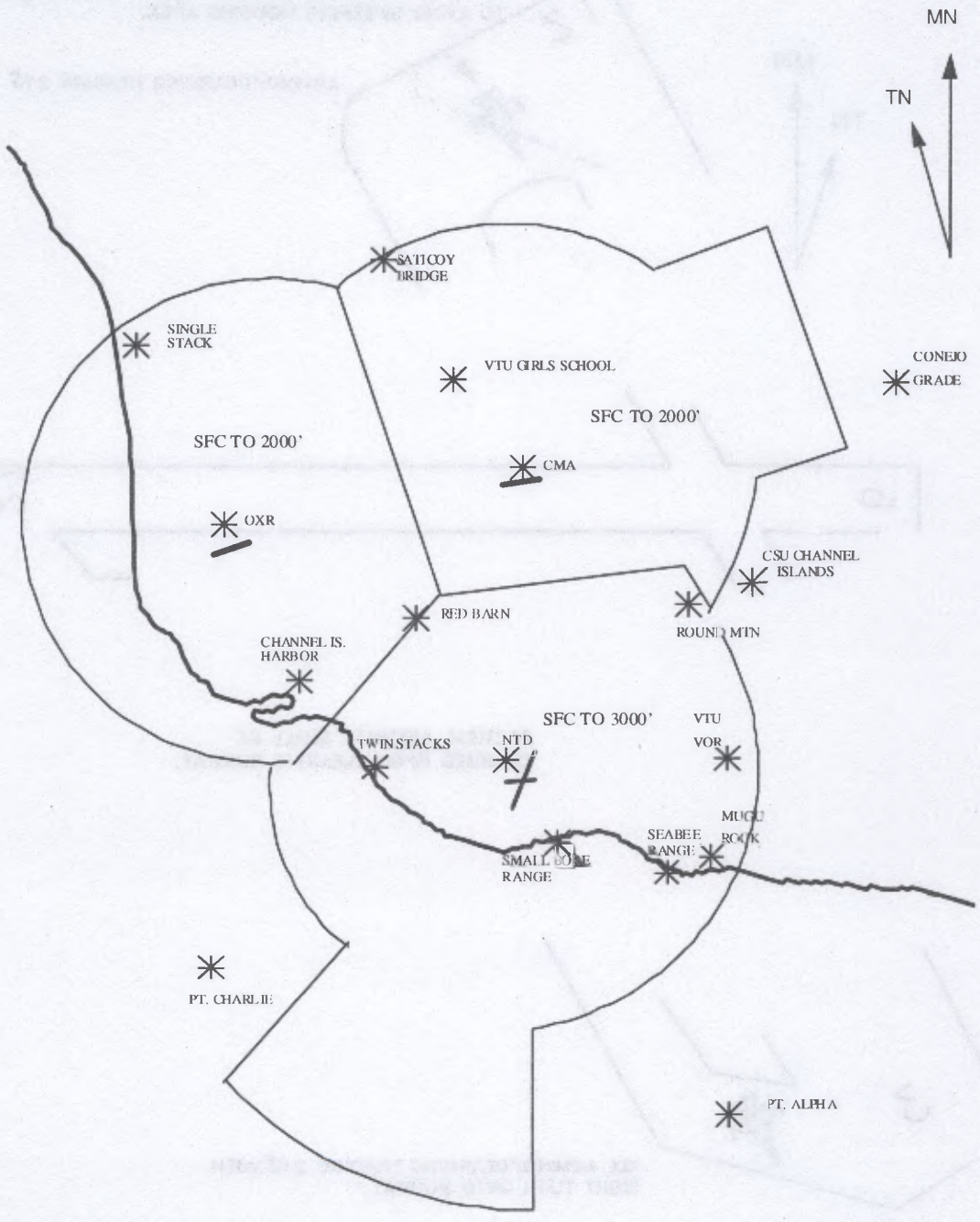
EMERGENCY ORDNANCE
LOADING AREA
NOTE: 1. Runway 9/27 will be closed during use.
2. Loadings will be permitted first 500 FT of RWY 27.
3. Aircraft heading into clear area for missles and guns.

3. Arming/Dearming Areas

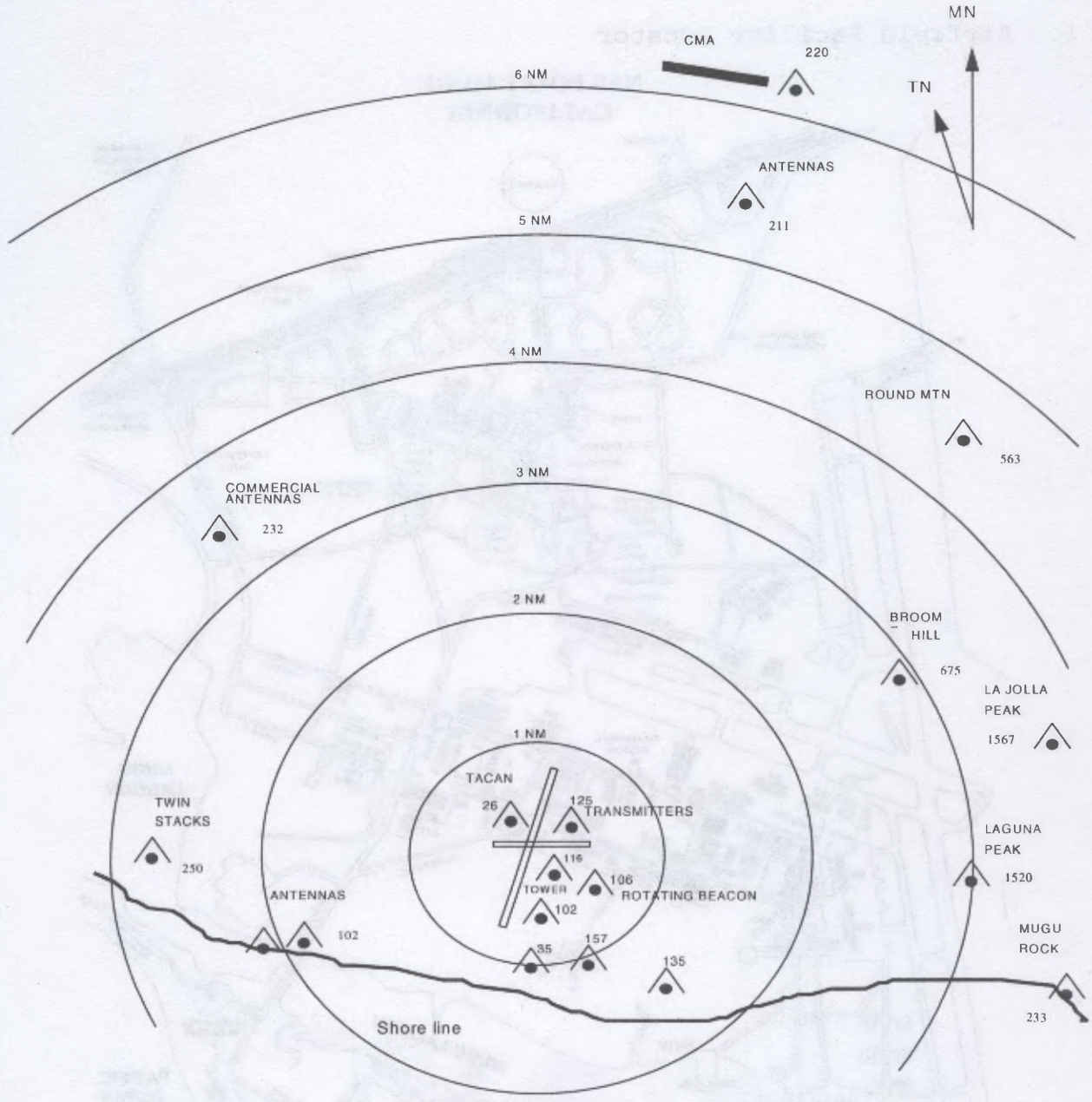


Surrounding Area Information

1. Delta Surface Areas



2. Local Obstruction



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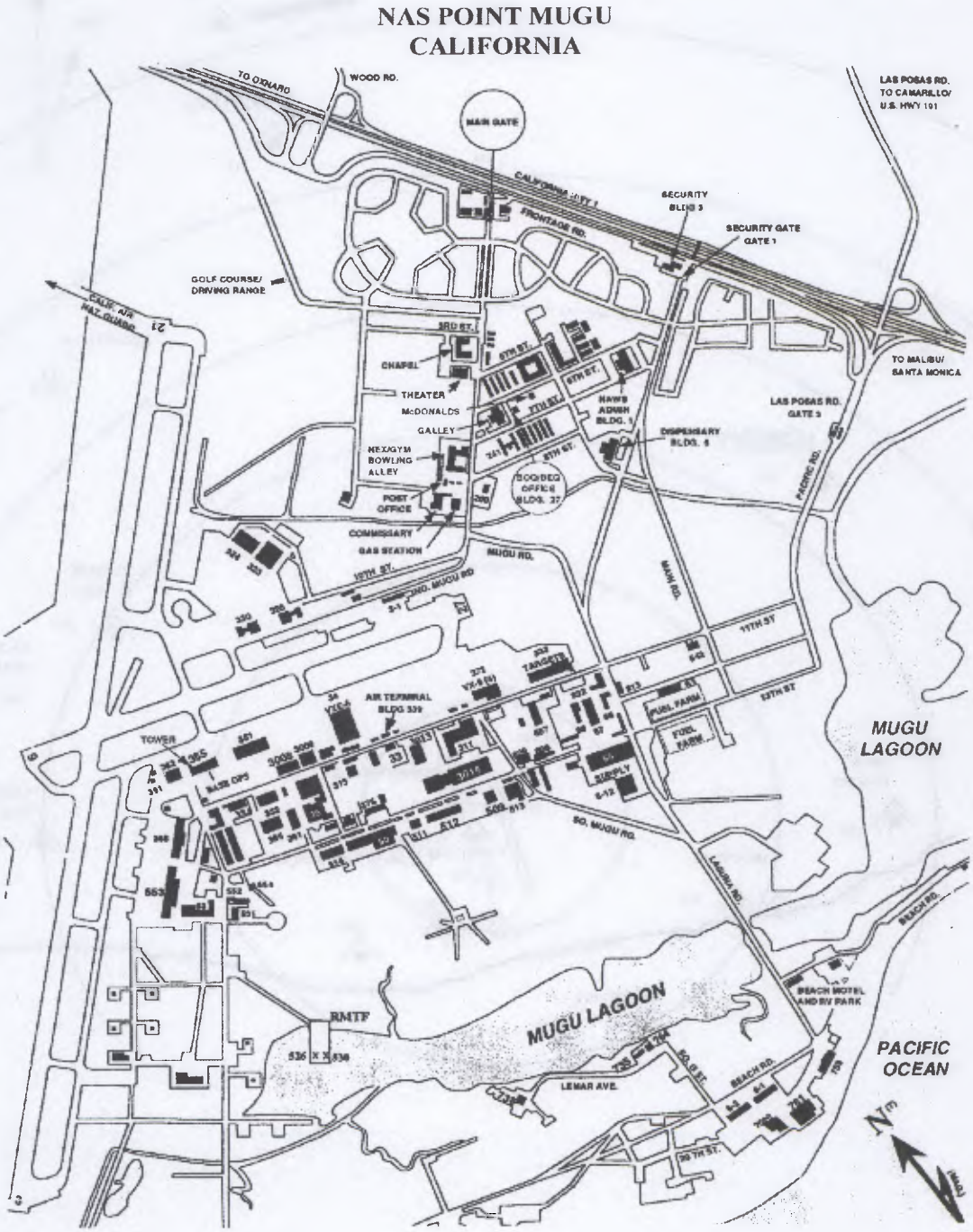
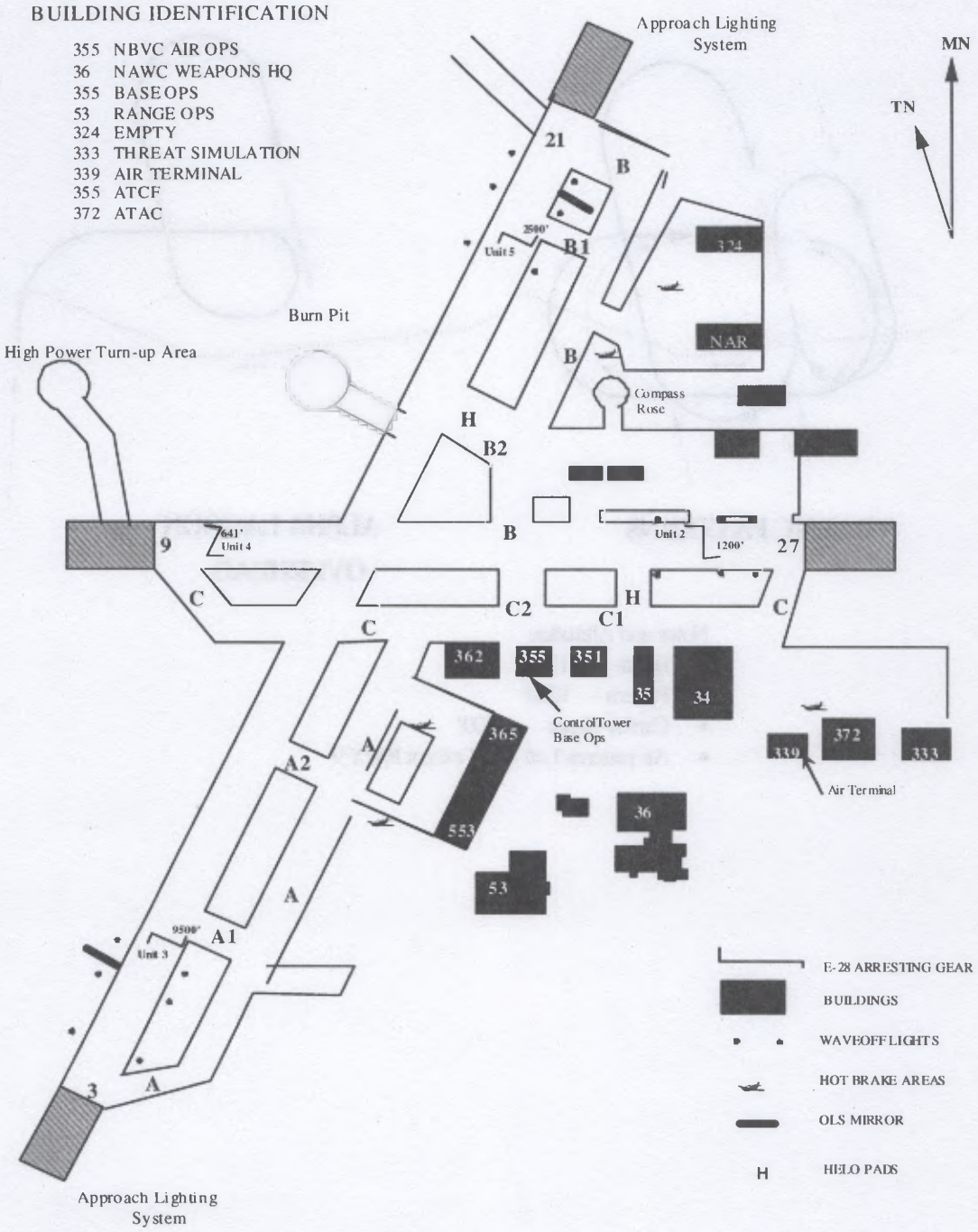
Airfield Information

1. Airfield Facility Locator



2. Runway/Taxiway Designations



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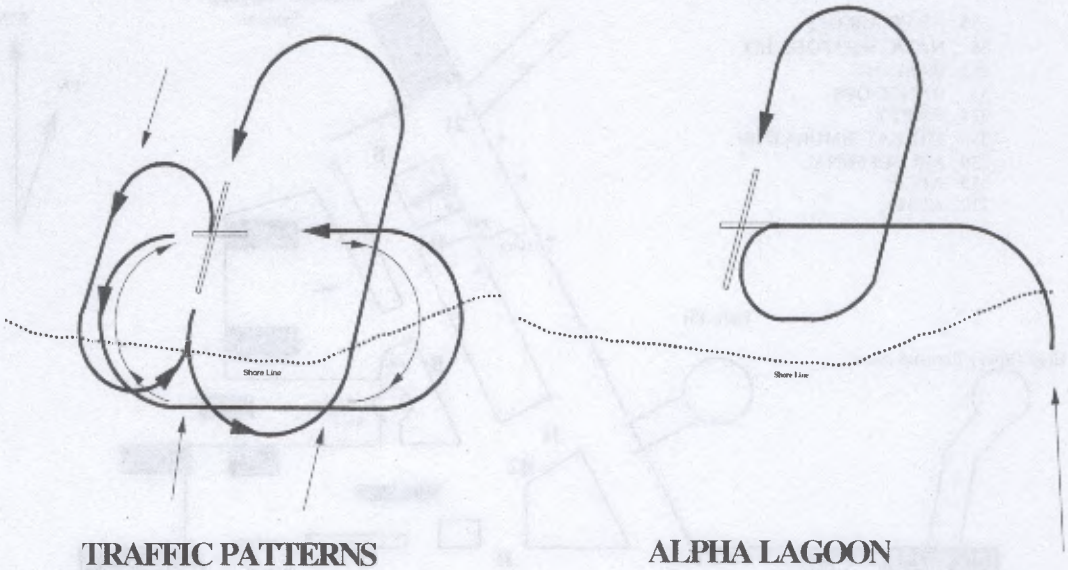
3. Traffic Pattern/Alpha Lagoon Overhead



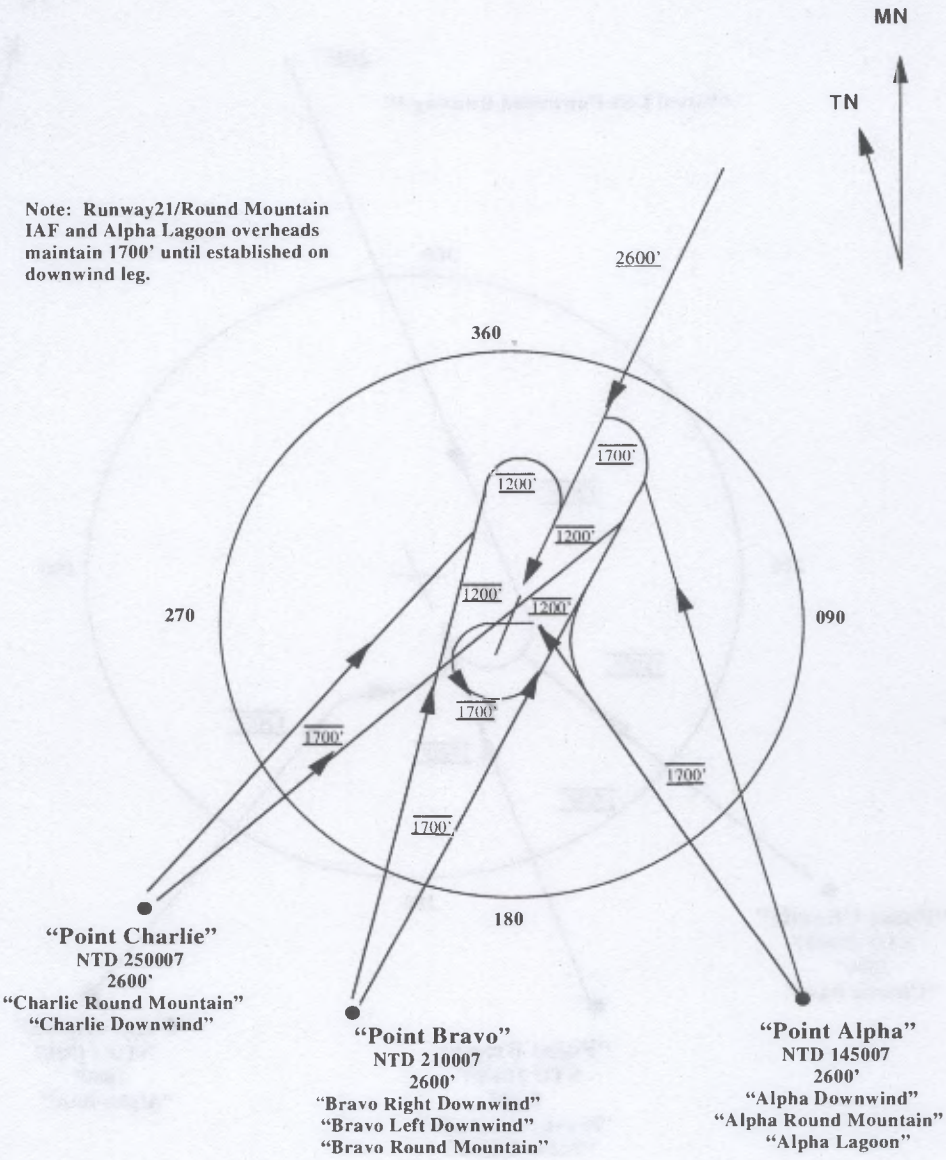
TRAFFIC PATTERNS **ALPHA LAGOON OVERHEAD**

Notes and Altitudes:

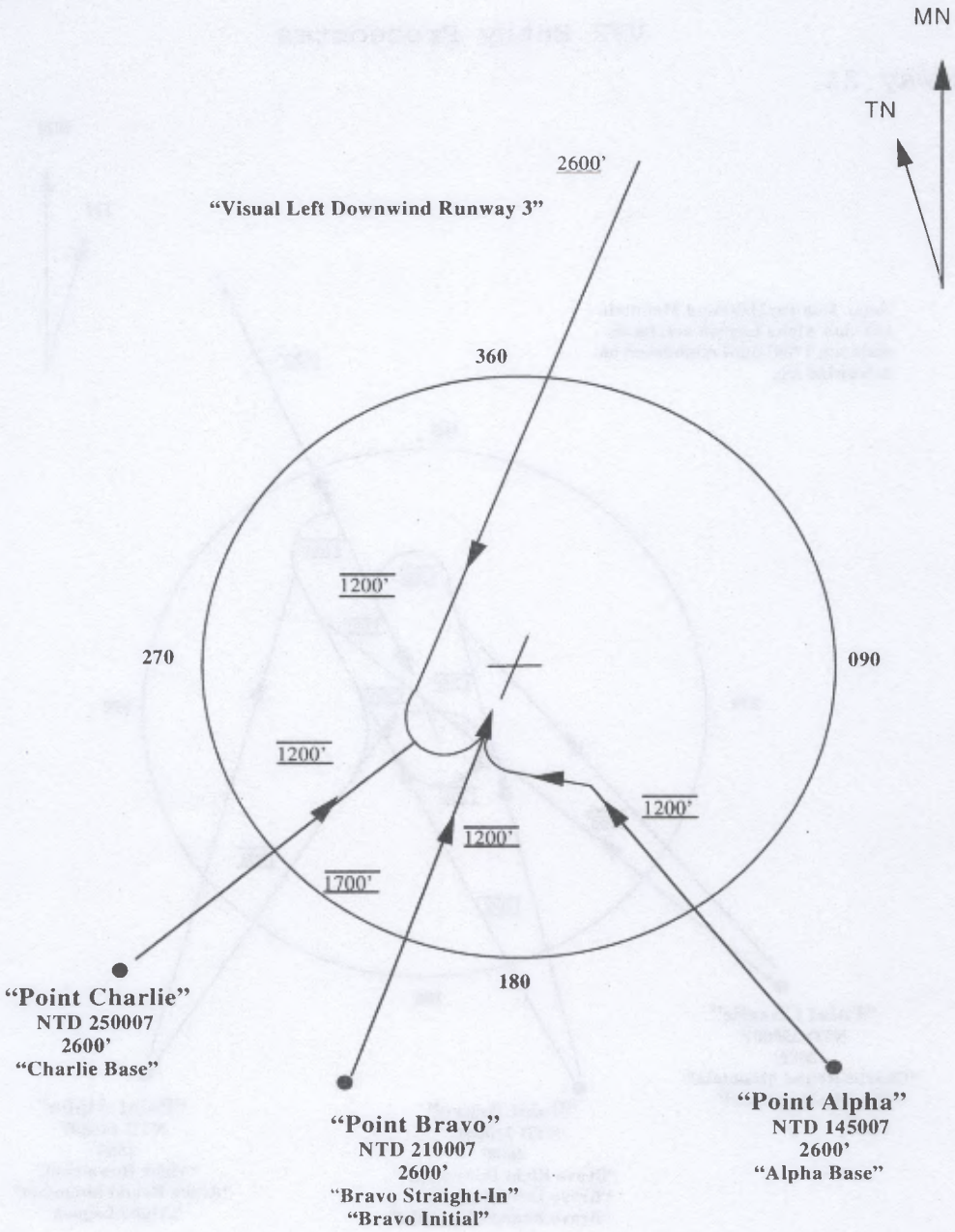
- Break - 1700'
- Pattern - 1200'
- Carrier Break - 800'
- All patterns Left Hand except RWY 9

VFR Entry Procedures

1. Runway 21

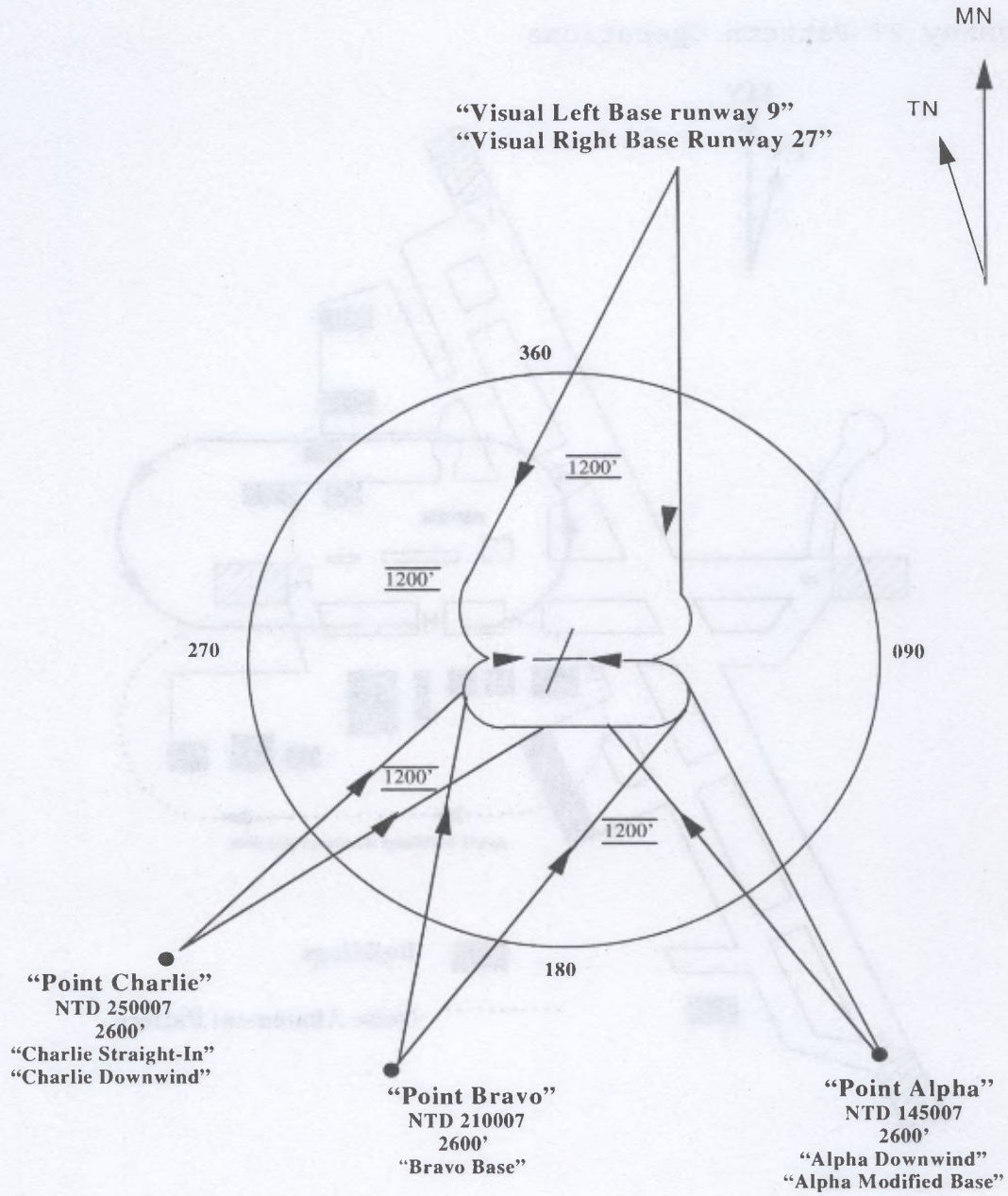


2. Runway 3



Note: "Bravo Initial" is at 1700"

3. Runway 9/27


MN
TN
"Visual Left Base runway 9"
"Visual Right Base Runway 27"
360
1200'
1200'
270
090
1200'
1200'
180
"Point Charlie"
NTD 250007
2600'
"Charlie Straight-In"
"Charlie Downwind"
"Point Bravo"
NTD 210007
2600'
"Bravo Base"
"Point Alpha"
NTD 145007
2600'
"Alpha Downwind"
"Alpha Modified Base"

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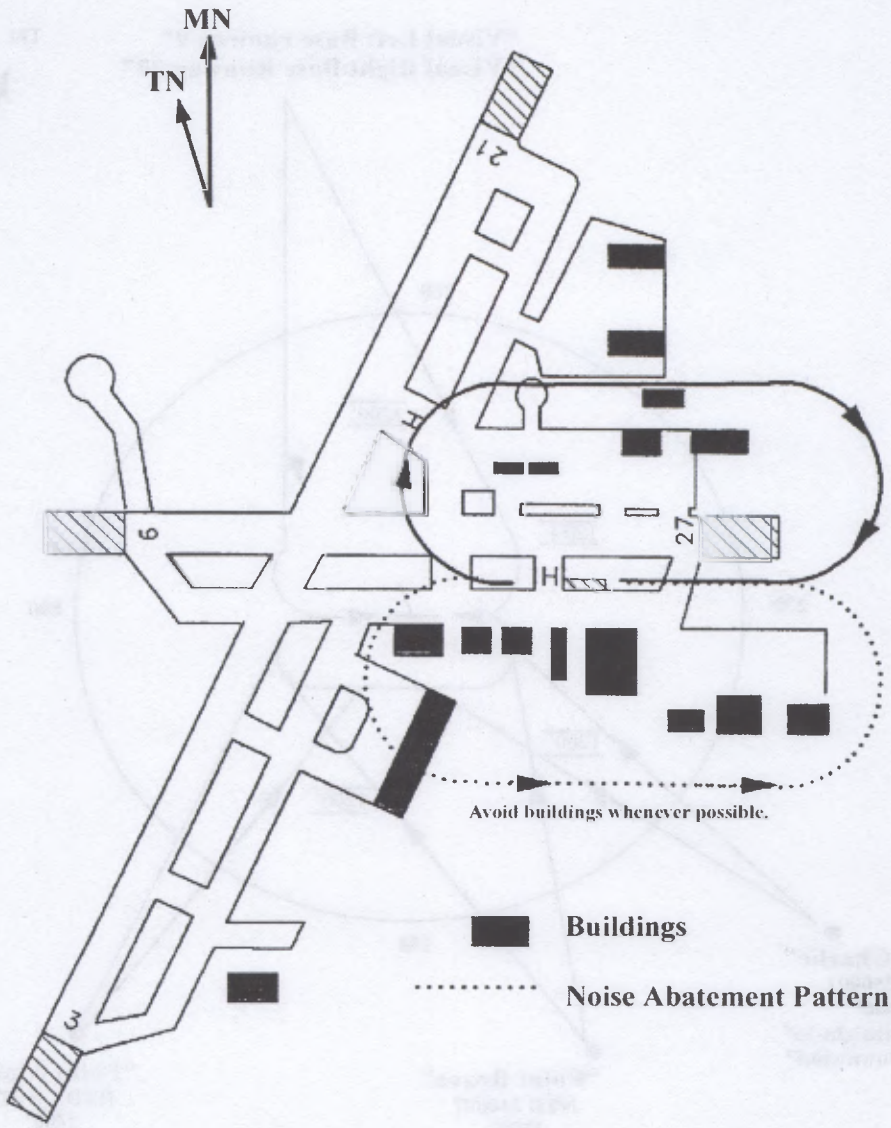
Helicopter Operations

1. Runway 27 Pattern Operations



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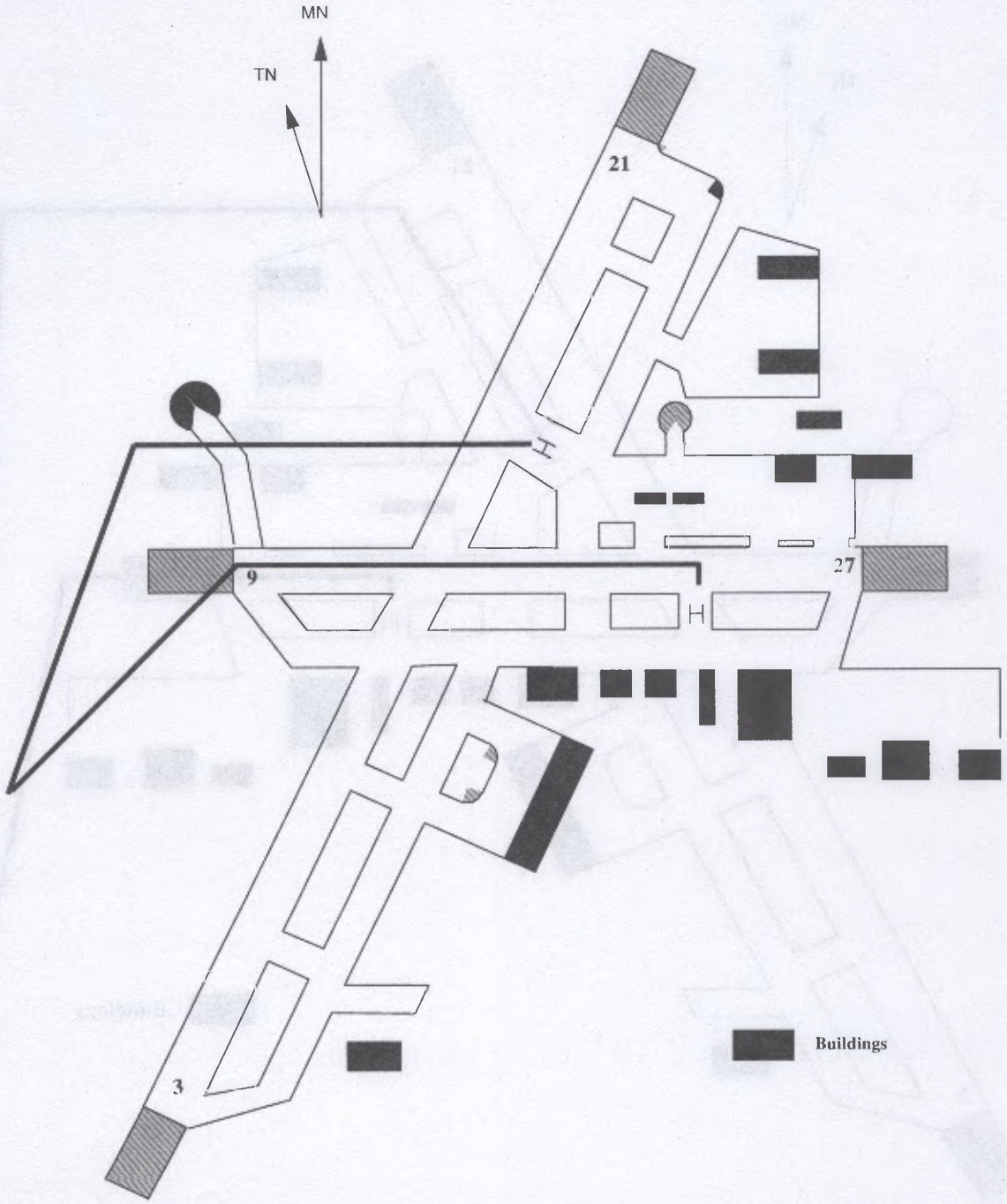
2. Helicopter Twin Stacks Route



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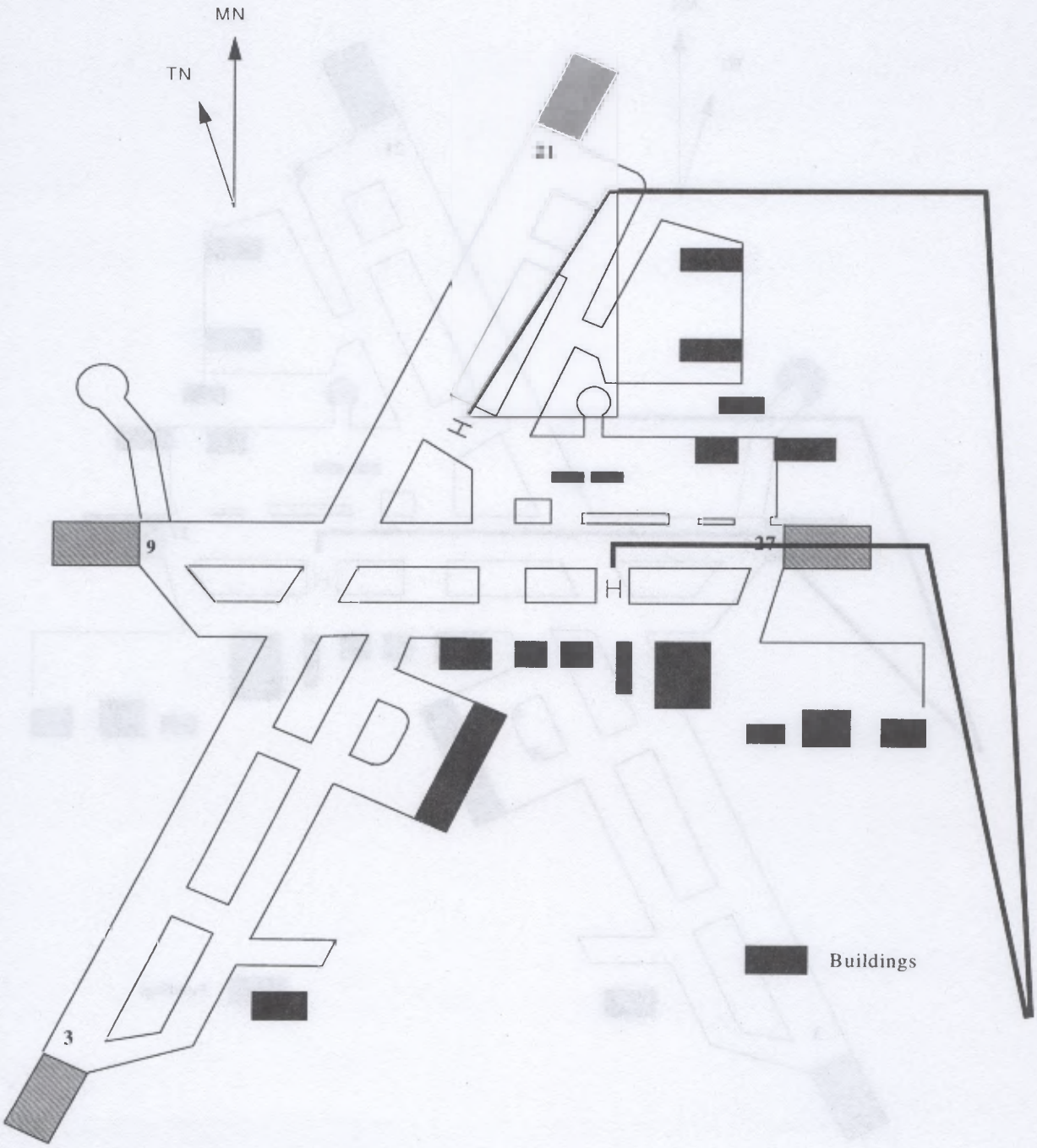
3. Helicopter Mugu Rock Route



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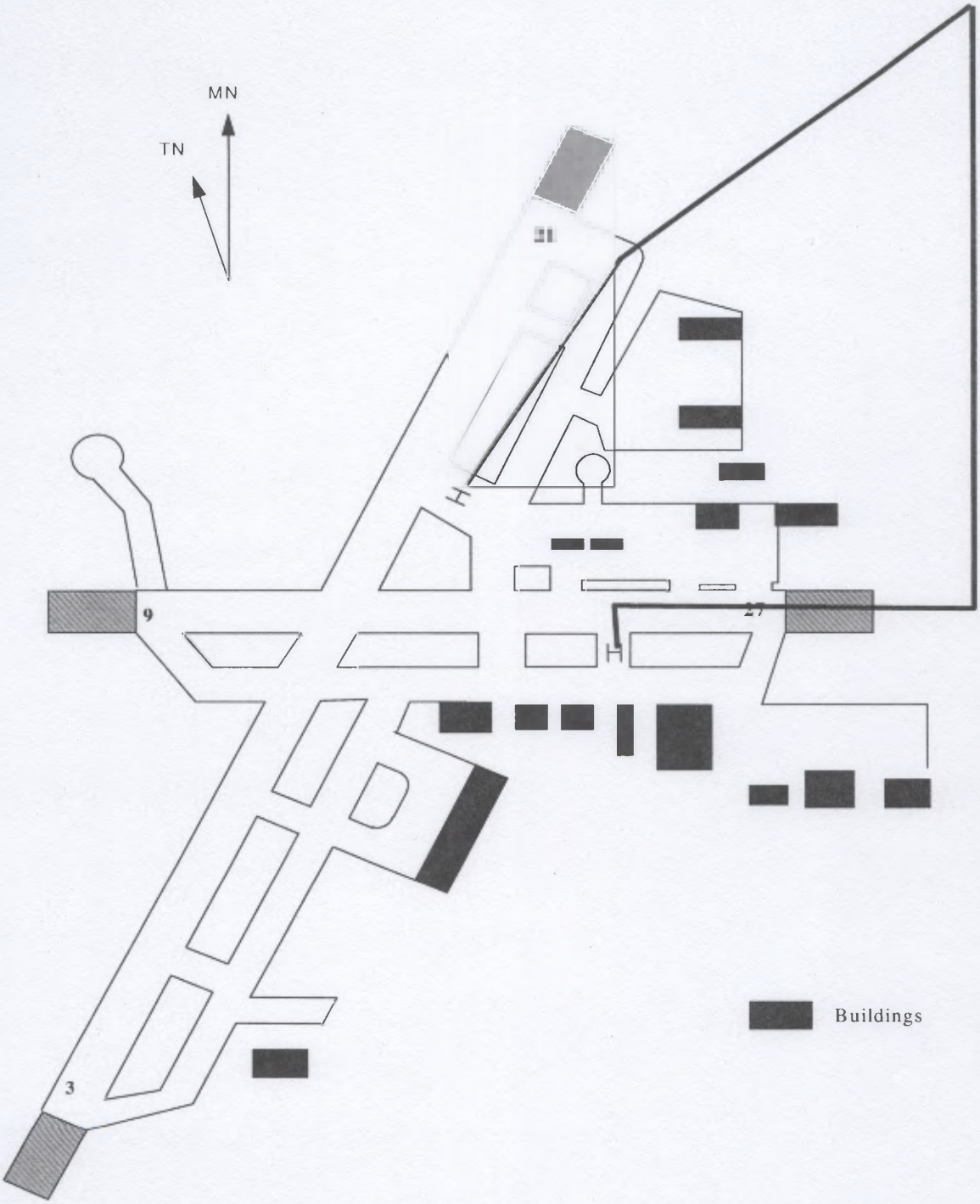
4. Helicopter Round Mountain Route

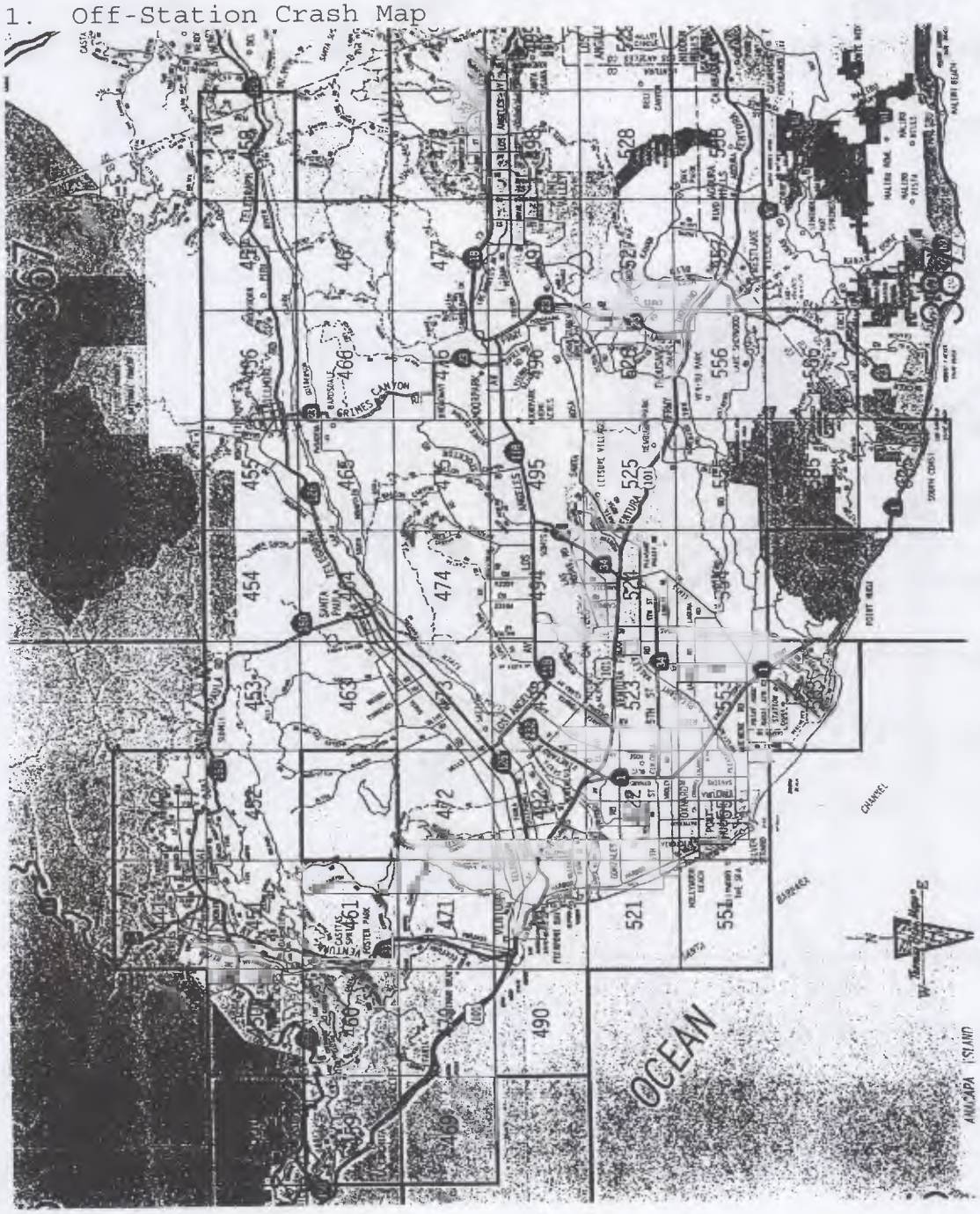


APPENDIX E

EMERGENCY RESPONSE

Vicinity Maps

1. Off-Station Crash Map



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2. Local Crash Map

APPENDIX F

SAN NICOLAS ISLAND OPERATING PROCEDURES

GENERAL

101. GENERAL PRUDENTIAL RULE

The regulations in this manual govern the operations at Naval Base Ventura County (NBVC), Outlying Landing Field San Nicolas Island (SNI). Since these regulations cannot cover every contingency that could arise involving flight operations, all pilots shall exercise good judgment in the safe operations of aircraft. The regulations in this manual in no way supersede or modify existing instructions issued by higher authority.

102. AIRFIELD

a. Location. SNI is located at latitude N33°14.39" and longitude W119°27.49" within warning area W-289 and restricted area R-2535B, approximately 56 miles south of NBVC (Naval Air Station) Point Mugu. Magnetic variation is 14 degrees east. Field elevation is 506 feet above mean sea level (MSL).

b. Flight Hazard. When W-289 is activated, surface-to-air gunnery could be in progress due west of the airport.

c. Runways. SNI has one concrete/asphalt Runway 12/30, magnetic heading 119/299, with the following dimensions:

Runway	Width (feet)	Length (feet)
12	200	9,003
30	200	10,003

Runway 12 has a 1,000 foot displaced threshold. In addition to the dimensions listed above, Runway 12 has a 65 foot concrete overrun at the departure end.

d. Taxiways. Taxiways Alpha through Delta. Taxiway ECHO parallels the runway and is 10,002 feet long. All taxiways are asphalt and are 75 feet wide.

e. Wheel Loading: Wheel loading Pavement Classification Numbers are located in FLIP products.

f. Emergency Arresting Gear. No longer available.

g. Helicopter Landing Pad. SNI has one helicopter landing pad located on taxiway ECHO abeam the control tower. The pad is identified with standard helicopter pad markings.

h. Hot Brake Area. Hot brake areas are any available taxiway not in use, or as directed by the control tower.

i. High Power Turn Up Areas

(1) High power turn area for jet/turbo-prop aircraft is on the concrete portion of the parking apron. High power turn ups will also be allowed on the approach end of Runway 30 (concrete portion) with coordination of tower personnel.

(2) High power turn up for props is conducted at the approach end of any runway, as approved by the control tower.

(3) Turn ups are authorized during airport operating hours, except during ordnance evolutions in the hazardous cargo loading area at the approach end of Runway 30 on taxiway ECHO.

103. SERVICE FACILITIES

a. Maintenance and Servicing

(1) Hanger space, maintenance, lubricants and oxygen are not available.

(2) Aircraft fuel and servicing units are available as listed in the current FLIP Enroute Supplement.

b. Naval Weather Service. SNI weather reporting station is a "Special" class facility. Surface observations are available during normal working hours and all other times opened by NOTAM. Special observations are available on request.

104. NIGHT LIGHTING FACILITIES

a. Runways. Runway 12/30 is equipped with white, variable, high intensity, three position runway lights. The last 1,000

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feet of Runway 30 is equipped with amber, high intensity, three position runway lights. Green threshold lights extend across the approach end of Runway 30. Green displaced threshold lights are located at the 1,000 feet mark of Runway 12.

b. Taxiways. Taxiways are outlined with variable intensity blue lights. Two pairs of symmetrical blue lights mark taxiway entrances.

c. Rotating Beacon. A standard military airport rotating beacon with one green and one dual peaked white light is located one mile southwest of the airport. Operated from sunset to sunrise (during airport operating hours) and during periods of instrument flight conditions.

d. Obstructions. Hangars and other local obstructions are marked by red obstruction lights.

e. Runway Distance Markers. Lighted runway distance markers are installed on both sides of each runway at 1,000-foot intervals to indicate the length of usable runway remaining.

105. HOURS OF OPERATION. SNI airport operating hours are from 0700-1600 local Monday through Thursday/alternate Fridays.

NOTE: The field is closed on alternate Fridays, Saturday, Sunday, and holidays. Any operations outside of published hours require 24 hours advance notice (48 hours for C-5 and aircraft exceeding publish landing weight). All transient aircraft are required to obtain Prior Permission (PPR) from the SNI ATC office, COMM: *805) 989-2253 or DSN: 351-2253.

106. AVERAGE ANNUAL WEATHER DATA. The climate of SNI may be described as nearly typical of coastal Mediterranean climates - generally mild temperatures, low annual rainfall, cloudy summers and sunny winters. Prevailing winds are out of the northwest with a mean speed of 14 knots. The average annual temperature is 58 degrees Fahrenheit. Annual rainfall averages six and a half inches. Morning fog can be expected from June to October.

107. NOISE ABATEMENT PROCEDURES. The following shall be complied with to the maximum extent possible to protect wildlife that inhabits this island: Remain at least one mile offshore or 1,000 feet AGL.

108. PEDESTRIAN AND VEHICULAR TRAFFIC

a. The movement of personnel or vehicles onto the taxiways, ramp area or runways is prohibited except with the permission of the Air Traffic Control Facility Officer (ATCFO). All personnel permitted to proceed onto the airfield shall be governed by voice radio control or, in case of radio failure, light signals from the Control Tower. Non-radio equipped vehicles shall not be operated on the airfield without a radio equipped escort vehicle.

b. The operator of any motor vehicle (including ground support equipment, contract maintenance vehicles, mowers, etc.) shall have completed the Airfield Vehicle Operators Course as required by NAVAIR 00-80T-114. This training shall be attended initially, then annually thereafter by personnel to maintain currency. Requests for Airfield Vehicle Operators Course training shall be coordinated through the Air Traffic Control (ATC) office. Authorized airfield vehicle operator licenses will be issued upon course completion.

c. While operating on the airfield, vehicle operators shall have their airfield vehicle operator's license in their possession.

d. The read back of hold short instructions is mandatory.

e. Taxiing aircraft have the right of way over all vehicles except those displaying a red, rotating emergency light or when instructed to give way by the Control Tower.

f. All vehicles operating on the airfield shall carry a flag three feet square attached to a staff and flying above the vehicle or be equipped with an amber rotating beacon whenever operations on aircraft operating areas are necessary. The flag shall have a checkered pattern of one-foot international orange and white squares. Flags may be obtained from the Air Terminal Division for periods of short duration.

g. Vehicular traffic shall not move from a position on the airfield until Tower instructions have been thoroughly understood and acknowledged. Radio equipped vehicles shall acknowledge Control Tower instructions verbatim.

h. The following light signals from the Control Tower apply to all vehicles operating on the airfield and will be used in the event of radio failure.

(1) Steady green light - Cleared to proceed.

(2) Steady red light - Stop.

(3) Flashing red light - Clear runway as quickly as possible.

(4) Flashing white light - Return to point of origin.

(5) Alternating red and green light - Stop, then proceed with caution.

i. Vehicles operating adjacent to the duty runway are expected to remain on the shoulder well clear of the duty runway at all times.

j. Vehicles shall exit the taxiway and stop when meeting or being overtaken by aircraft.

k. The following maximum speeds on the airfield shall be observed at all times.

(1) Congested areas or within 20 feet of parked aircraft 5 MPH.

(2) Ground support equipment five MPH.

(3) Ramps and parking areas five MPH.

(4) Taxiways and runways 25 MPH.

l. The following are call signs for vehicles that routinely operate around and on the airfield.

(1) Crash and Fire Vehicles: Nick 2, 13, 14, 15, 16

(2) Ground Electronics: Nick 53

(3) Air Terminal: Nick 3, 32

(4) Sweeper Truck: PW6A

(5) Field Electrician: PW15

m. Airfield contractors shall receive training, a temporary airfield vehicle operator's pass and permission from the ATCFO prior to commencing operations on the airfield. A radio may be temporarily issued by SNI Ground Electronics Maintenance Division for periods of short duration (1-2 days) until proper equipment can be obtained by the contractor. Entrance onto the airfield can be obtained after coordinating with ATC Division. Two way radio communications shall be maintained with the Control Tower at all times while on the airfield.

FLIGHT PLANNING

201. FLIGHT AUTHORIZATION. Naval aircraft shall not be flown by any person unless authorized by the reporting custodian or other commander exercising operational control over the aircraft concerned.

202. INSTRUCTIONS FOR FILING AND COMPLETING FLIGHT PLANS

a. There is no flight planning facility available. Flight plans may be filed with the control tower, for relay to NBVC Point Mugu approach for processing. An IFR flight plan shall be filed for all military flights departing SNI and are recommended for all civil flights.

b. Civil aircraft shall have a valid aviation facility license and official military business to land at SNI. Civil aircraft operations must be approved by the OIC. Passenger manifests shall be filed with the Air Terminal for all arriving and departing aircraft. Pilots of civil aircraft departing VFR shall file a flight plan providing the following minimum information:

(1) Destination airport.

(2) Alternate airport, when required.

(3) Hours of fuel onboard.

c. Civil aircraft landing due to disorientation or emergency must complete a facility license package upon landing.

204. WEATHER MINIMUMS

a. VFR operations are authorized within the SNI Class Delta airspace when the reported weather meets basic VFR weather minimums (1,000 foot ceiling/three miles visibility). (The Facility Watch Supervisor has the authority to suspend VFR operations).

b. Weather minimums for instrument approaches are as published in current Flight Information Publication (FLIP) documents.

c. Departure minimums during IMC conditions are as published in OPNAVINST 3710.7U. Minimums for other than Navy/Marine Corps aircraft shall be per applicable service, FAA, or company regulations.

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COURSE RULES

301. GENERAL INSTRUCTIONS

a. The control of air traffic is exercised per applicable procedures and regulations contained in the FAA handbooks and Navy directives. All instructions issued by the Control Tower are by the authority of the Officer in Charge (OIC), SNI and shall be obeyed promptly, consistently with safety.

b. Clearances, instructions, and advisory information issued by SNI Control Tower will be predicated on observed or known traffic conditions within Class D Surface Area. This will include positions of aircraft in flight, aircraft operating in movement areas, observed or known vehicular traffic, and temporary obstructions at or immediately adjacent to, the airport. Additional deviations from normal procedure may be required. The pilot retains the final authority in determining whether he can comply with clearances and/or instructions received.

c. The movement of aircraft within loading, maintenance and parking areas will be the responsibility of the pilot, ground handling crew and/or the reporting custodian of the aircraft.

d. SNI airspace is considered Class D Surface Area, defined as a 4.3 nautical mile radius around SNI and with two miles either side of the 130 bearing for the NDB extending to 8.8 nautical miles SE of the airport. Extending from the surface to 3,000 feet MSL.

e. All aircraft operating at SNI shall have a functioning two-way radio.

302. TAXI INSTRUCTIONS

a. SNI is under positive control at all times.

b. Pilots shall request taxi instructions before taxiing from any parking area. Clearance requests are made to Nick Tower.

c. Aircraft taxiing on taxiways have the right-of-way over aircraft entering taxiways.

d. During aircraft emergencies, aircraft on the active runway will taxi clear and aircraft on the taxiways will hold

their position until authorized to proceed and as directed by the Control Tower.

e. All aircraft will taxi at a safe speed. Speed within parking areas must be such that an immediate stop can be made.

f. Taxiing aircraft will not overtake or pass other taxiing aircraft or moving vehicles unless directed to do so by the Control Tower.

303. TAKE-OFF INSTRUCTIONS

a. Pilots shall contact Nick Tower and receive approval before taxiing onto the runway.

b. All aircraft shall receive take-off clearance before commencing take-off roll. Once take-off clearance is received pilots will commence their take-off or, if a delay is anticipated, advise Nick Tower of the delay.

c. IFR Departure Procedures:

(1) All IFR departures shall comply with ATC clearance instructions.

d. VFR Departure Procedures:

(1) All VFR departures from SNI shall be coordinated through SNI Tower with approval form PLEAD Control.

e. Helo Departure Procedures:

(1) Advise tower of direction of departure. Helo departures are permitted (traffic permitting) from any taxiway.

304. LANDING INSTRUCTIONS

a. All aircraft landing at SNI shall contact the Nick Tower prior to entering the SNI Class "D" Airspace. After proper traffic pattern entry; e.g., overhead approach, standard downwind, or straight in, appropriate landing clearance will be issued by the tower.

b. Traffic pattern for Runway 12 is left turns; Runway 30 is right turns. Pattern altitude is 1,500 MSL. The break altitude for all aircraft is 2,500 feet MSL.

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305. ORDNANCE/WEAPONS HANDLING

a. There are no ordnance personnel assigned to SNI.

b. All aircraft arriving with ordnance onboard will taxi to the end of runway 30 taxiway E, as directed by the tower for offload. Aircraft taking on ordnance will park off approach end of the runway as directed by the tower.

c. Aircraft arming will be conducted on the taxiway nearest the approach end of the departure runway. Heading for arming for Runway 30 departures will be 100 degrees and for Runway 12 departure, heading 320.

d. When an attempt to launch or jettison ordnance whether live or inert is made and no release is evident, the following terms, conditions and procedures apply:

(1) Hung Ordnance - Those weapons or stores on an aircraft that the pilot has attempted to drop or fire in flight but could not be release or fired because of a malfunction, is considered an emergency and will be handled as one.

(2) Unexpended Ordnance - Weapons or stores where no attempt has been made to release or fire. These weapons are presumed to be in normal operating condition.

(3) Inert - Weapons lacking active, explosive or firing capability.

(4) Live - Weapons with active, explosive or firing capability.

d. Pilots of aircraft carrying hung or unexpended ordnance will advise Nick Tower of the type ordnance onboard load before entering the class D Surface area. After landing the aircraft will proceed to the turnout at the end of the runway. Heading for de-arming for Runway 30 arrivals is 320 degrees and for Runway 12 arrivals is 100 degrees.

306. NOISE ABATEMENT PROCEDURES

a. All aircraft will remain at least one mile off the shore or 1,000 feet AGL to provide for protection of wildlife and endangered species.

307. RESTRICTED AREAS

a. SNI Class "D" Surface Area is overlapped by Warning Area 289 (W-289), Mike-5 and Mike-3. When operations are conducted with in these areas it may cause delays with arrivals and departures. Coordination with the proper controlling agency is required prior to operating in these areas.

308. LOCAL OBSTRUCTIONS

a. In addition to the terrain features, the major obstructions in the vicinity of the airfield are three antennae towers one mile east of the airfield (highest elevation 1,076 'MSL), hangars, and control tower west of runway.

309. PRACTICE PRECAUTIONARY APPROACHES (PPAs)

a. Conduct PPAs according to procedures contained in the appropriate model NATOPS manual.

b. PPAs may be approved, traffic permitting and with the following restrictions:

(1) The approach will commence via left downwind Runway 12, right downwind Runway 30, or straight-in at or below 3,000 feet. Higher altitudes may be approved with coordination between SNI Tower and PLEAD control.

(2) A wave-off is not planned below 500' AGL.

(3) Traffic conflicts are resolved.

c. If the above conditions are met, the procedure is as follows:

(1) The Control Tower will instruct the pilot to report "Initial" for "High Key" (recommended altitude 5,500 feet to 15,000 feet MSL).

(2) After reporting "Initial", the aircraft is cleared directly to and report "High Key".

(3) On reporting "High Key" and receiving clearance from the Control Tower, the pilot will report "Low Key" (recommended altitude 3,500 feet to 10,000 feet MSL) with wheels down.

(5) After receiving a "Low Key" report, the Control Tower will issue landing instructions.

310. CARRIER BREAK PROCEDURES

a. The Control Tower may approve carrier breaks to Runway 12 only and when no aircraft are in the Tower pattern or entering Class "D" Surface Area.

b. Pilots must initiate the request for a carrier break. The following procedures apply:

(1) The break altitude is 1,300 feet (800 feet AGL)

(2) The pattern altitude is 1,100 feet (600 feet AGL)

(3) Indicated air speed will not exceed 250 knots, unless a higher speed is requested and approved by the Tower Supervisor. In no case will breaks be approved in excess of 300 knots.

311. CLOSED FIELD OPERATIONS. Closed field operations are not authorized at SNI.

401. PROCEDURE FOR AIR TRAFFIC CONTROL WITHIN 15 NAUTICAL MILES OF SNI.

a. All traffic inbound or requesting to operate within SNI Class "D" Surface Area, Shall contact Nick Tower for traffic information and landing instructions prior to entry.

b. Control Tower Frequencies:

(1) 126.85 VHF Tower Primary

(2) 121.5 VHF Guard

(3) 379.3 UHF Tower Primary/Ground Control

(4) 243.0 UHF Guard

(5) 407.425 Tx/412.85 Rx Crash Vehicle Net

402. RADAR PROCEDURES

a. No radar services are available to SNI.

b. IFR radar services are provided by Mugu approach.

c. VFR flight advisories are provided by PLEAD Control, when open.

d. On occasions when PLEAD Control is not manned, VFR flight advisories may be provided by Mugu approach on a workload permitting basis.

403. INSTRUMENT APPROACH PROCEDURES

a. Instrument approaches to SNI are according to the procedures depicted in current Flight Information Publications.

b. Air Navigation Aids:

(1) TACAN - Hi-TACAN (NSI) Channel 39.

(2) ILS - (NSI) LOC 109.7.

(3) RNAV/GPS - Hi-RNAV/GPS.

404. PROCEDURES FOR CHECKING WHEELS DOWN AND LOCKED

a. SNI does not post and will not provide a runway wheels watch.

b. Each aircraft in the landing pattern shall report "WHEELS DOWN" as the aircraft turns base, or after lowering the landing gear on a straight-in approach, or as requested by Nick Tower.

405. EMERGENCY PROCEDURES

a. An aircraft encountering an emergency situation should pass pertinent information concerning the emergency to the control tower, or appropriate controlling agency for appropriate assistance.

406. ORDNANCE HANDLING PROCEDURES

a. Pilots of aircraft carrying live ordnance shall inform the Control Tower when requesting taxi or landing instructions.

b. All live ordnance arming and de-arming is done in the hold short area, at the approach end of each runway, see below:

APP END RUNWAY	ARM/DEARM HEADING
12	320
30	100

c. Aircraft returning with "HUNG" (inert or live) ordnance will make a straight-in or modified straight-in approach to a full stop, avoiding heading toward or over flying inhabited areas. De-arm aircraft before taxiing inbound to the parking areas.

TRANSIENT AIRCRAFT

501. SECURITY REQUIREMENTS

a. SNI has limited ramp space. PPR's are required for all transient aircraft. SNI does not have a designated security area. It is the responsibility of transient aircraft to provide their own security should it be needed. SNI Force Protection can provide guidance if necessary. Call COMM: (805) 989-2292 or DSN: 351-2292.

502. ACCOMMODATIONS AVAILABLE

a. SNI has limited transient quarters. Make necessary arrangements through the Central Billeting Office, phone number COMM: (805) 989-2143 or DSN: 351-2143. Normal hours of operation are Monday-Thursday 0600-1800 and Friday-Sunday 0730-1600. The airfield is located approximately two miles from the Combined Bachelor Quarters facilities.

b. A galley with meals at current rates is available. Meal services (non-government) are available at the Islander Club. A Ship's Store is located in Nick Town.

503. TRANSPORTATION AVAILABLE

a. Official transportation to points on SNI is limited. Contact COMM: (805) 989-2222 or DSN: 351-2222 when requiring transportation. Bus transportation between the airfield and the main administrative areas, Nick Town, is provided Monday through Friday (excluding Flex Fridays) at the time of published Phoenix Airline Flights.

b. Workload permitting, Air Terminal and Tower Personnel will provide official transportation to aircrews.

504. INSTRUCTIONS FOR CLEARANCE OF PASSENGERS FOR FLIGHTS. Clearances of passengers for flights in military aircraft, other than those operated by the Military Airlift Command are in accordance with references (r) through (t).

505. PROCEDURES FOR HANDLING VISITING VIPs

a. Appropriate courtesy and service is extended to all VIPs. A VIP is defined as a military officer of or above the rank of Captain (O6), or a distinguished civilian (GM/GS-15 or above, elected officials, etc.).

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b. All VIP flights will include the code and appropriate code letters (as defined in the Flight Planning Document) in the rank/honor code section of the flight plan. For flights within the continental United States, include the name of the highest ranking person onboard immediately following the VIP code, at the discretion of the person named.

c. All inbound VIP flights will forward their code to Mugu approach on initial contact for relay to SNI Tower.

506. AIRCRAFT TRANSPORTING RED LABEL OR HAZARDOUS CARGO

a. Communications with aircraft transporting red label/hazardous cargo is according to current SWOP 20-11 (CONF). Fire fighting and rescue services, if necessary, are according to current directives. Pilots will coordinate per reference (u), a minimum of:

(1) Aircraft identification and DoD mission number.

(2) Estimated date/time (UST) of arrival and departure.

(3) Department of Transportation (DOT) class of dangerous material (include quantity of class A or B poisons by weight).

(4) DoD quantity-distance class (when applicable).

(5) Net explosive weight, withdrawal distance, number of persons onboard, location of explosives within the aircraft, and fire fighting time. If no fire fighting time assigned, so state.

(6) Any request for special handling (isolated parking, security, etc.) and the presence of a technical escort team, if required.

(7) Inert devices.

AIRCRAFT CRASH AND RESCUE

601. CATEGORY. According to NAVAIRINST 00-80R-14, SNI maintains a category II aircraft fire fighting capacity.

602. ORGANIZATION. During all periods the airfield is open, personnel and equipment are maintained in a ready status at the firehouse.

603. GENERAL PROCEDURES. In case of a crash/notification of an emergency on or off the station (where SNI Tower receives initial notice), Control Tower personnel shall immediately notify appropriate agencies/personnel via the crash phone circuit. The crash crew will be furnished all available information regarding the location, nature of the emergency, landing runway, and all pertinent information that might aid rescue efforts.

604. CRASH REPORTS. Pilots reporting/observing a crash/incident shall notify SNI Tower as soon as possible. Reports of a crash should include:

a. Location.

b. Type of aircraft, if possible.

c. Aircraft identification number, if possible.

d. Observed survivors and their condition.

e. Presence of fire.

f. Name, activity, and location or telephone number of the person making the report, or the call sign and home station of the aircraft making the report.

605. SEARCH AND RESCUE (SAR). Search and rescue procedures are outlined per reference (v). The Coast Guard is notified via land line/radio with pertinent information. Land bases SNI/NBVC Fire will respond accordingly.

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Appendix G

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