



**DEPARTMENT OF THE AIR FORCE
28TH OPERATIONS SUPPORT SQUADRON (AFGSC)
ELLSWORTH AIR FORCE BASE SOUTH DAKOTA**

8 Jul 16

MEMORANDUM FOR RECORD

FROM: 28 OSS/OSAR

SUBJECT: Statement for Unauthorized Landing

The following statement is my account of the events of 7 July 2016 regarding the unauthorized landing:

On 7 July 2016, between 2000L-2130L, I was in the Ellsworth Approach position. I accepted the automated handoff on DAL 2845 from ZDV. My instructions to DAL 2845 included to expect a visual approach to runway 14. I adjusted his heading later, due to his high speed and slow rate of descent. With the aircraft North of RAP and considerably lower and at a slower airspeed, I attempted a heading of 230 for a base turn to runway 14. The pilot declined the heading citing his altitude, wishing to remain present heading for descent. I allowed this and asked him to advise when ready to proceed inbound. At a later time and some distance later I asked him if he would accept a turn back to the airport. At this point he called the airport in sight and I cleared him for the visual approach to runway 14. I also informed him of Ellsworth AFB's location with reference to Rapid City Regional, and told him to use caution. He requested a frequency change shortly after being cleared, and I instructed him to contact RAP tower on 125.85.

ELLSWORTH APPROACH CONTROLLER, RAPCON



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SUBJECT: Statement for Unauthorized Landing

On the night on 7 July 2016, around 8:30pm MST, the Ellsworth Approach/Departure Controller (EA/ED) accepted a handoff on DAL2845 about 50 miles east of Rapid City Regional Airport (RAP). The aircraft was well above FL200 when he made radio contact with EA/ED, and was traveling at a high rate of speed. DAL2845 was instructed to descend to 5,300 feet and told to expect a visual approach to RAP.

When DAL2845 was within 20 miles of RAP, the aircraft was still at an altitude too high for the visual approach and was given a vector to the northwest for his descent. When DAL2845 was close to 10 miles northeast of RAP, the aircraft was around 12,000 feet, traveling close to 350 KTs. EA/ED issued another northbound vector for descent that took DAL2845 around 3 miles east of Ellsworth AFB (RCA).

When DAL2845 was 4 miles northeast of RCA, and 10 miles northeast of RAP, the aircraft dropped its speed to 160 KTs, and started to descend at a faster pace. The EA/ED controller issued a vector to the southwest to bring the aircraft in for the visual approach to RAP. When given the vector, the pilot asked if he could proceed further northbound to continue his descent. EA/ED informed the pilot that he could remain on his present heading as long as he needed.

While DAL2845 was still descending, another aircraft departed from RAP runway 14 on a southbound heading. After radar identifying and clearing the departure on course, EA/ED reissued a southbound heading to DAL2845. At this point, DAL2845 was close to 5 or 6 miles north of RCA, around 8,000 feet, which is more than enough room for the approach. After taking the southbound turn, DAL 2845 informed EA/ED that he had the airport in sight.

Upon hearing DAL2845 say he had the field in sight, EA/ED cleared the aircraft for a visual approach to runway 14. After clearing the aircraft for the visual approach, EA/ED issued the statement "Use caution, Ellsworth AFB located 6 miles north of Rapid City Regional." The pilot acknowledged the statement, and was instructed to contact RAP tower.

When DAL2845 left frequency, the controller in EA/ED switched his attention to the departure aircraft that was still heading southbound. There was another aircraft proposed

to arrive at RAP from the south and he wanted to make sure there wouldn't be any conflicts between the two aircraft.

While determining whether or not there needed to be any action taken with the departure, EA/ED received a call over the shout line from the RAP tower controller. The first words heard over the shout line were "he landed at Ellsworth." The RAP controller notified us that she was going to contact RCA tower, so we informed airfield operations and the DATCF Chief Controller of the incident. After informing all parties concerned, we continued to provide control to all other aircraft on our frequency.

ELLSWORTH WATCH SUPERVISOR, RAPCON



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13 Jul 16

MEMORANDUM FOR RECORD

FROM: 28 OSS/OSAR

SUBJECT: Statement for Unauthorized Landing

The following statement is my account of the events of 7 July 2016 regarding the unauthorized landing:

I was the Watch Supervisor on the evening of 7 Jul, 2016 when Delta 2845 mistakenly landed at Ellsworth AFB. I first became aware of the unauthorized landing when Rapid City tower (KB) called and notified me via the direct line that the Delta airliner had landed at Ellsworth. As I was taking the call, I scanned the runway and verified that the aircraft had landed and was taxiing on runway 13.

I transmitted on VHF guard for the aircraft to hold its position when it exited the rwy. I notified Ellsworth approach of the unauthorized landing and advised that runway operations are suspended until further notice. I then rang out the crash phone per the checklist to make concerned base agencies aware. Upon terminating the crash phone activation, I contacted the security forces directly to ensure they were responding. By this time Delta 2845 was on my VHF tower frequency. I reiterated to the pilot to hold position and I would provide further guidance once I had more. Once security forces and airfield management were on scene, and prior to him being released to depart, my interaction with Delta 2845 was as a facilitator between them and other base agencies.

At the time of the incident, the tower was fully operational. All equipment was working as required. All wing flying was complete for the day and I was operating as a single 7 level (watch supervisor). Since we had no scheduled flying I had all approach, runway and taxiway lighting off.

ELLSWORTH WATCH SUPERVISOR, TOWER