BY ORDER OF THE COMMANDER

325TH FIGHTER WING (ACC)

TYNDALL AFB INSTRUCTION 11-250

27 April 2015

Space, Missile, Command and Control Flying Operations

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 13-2, *Air Traffic Control (ATC), Airspace, Airfield, and Range Management,* AFI 13-204 V1, *Airfield Operations Career Field Development,* AFI 13-204 V2, *Airfield Operations Standardization and Evaluations,* AFI 13-204 V3, *Airfield Operations Procedures and Programs.* This publication is to be used in conjunction with AFI 11-202 V3, *F-22A Operations Procedures*, AFI 11-2T-38 V3, *T-38 Operations Procedures*. It describes procedures to be used for airfield operations at Tyndall AFB FL. It is a directive for all assigned, attached or transient units, and flight crews but not intended to replace sound judgment in the interest of safety. Refer recommended changes and questions to the Office of Primary Responsibility, 325 OSS/OSA, using the AF IMT 847, *Recommendation of Change of Publications*. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 38-123 (will convert to AFMAN 33-363), Management of Records, and disposed of in accordance with the Air Force Records Disposition Schedule located at https://www.my.af.mil/afrims/afrims/afrim.cfm**.**

Table of Contents

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Runways and Taxiways:

1.1.1. 14L/32R is 10,008 feet in length, 200' wide and 14R/32L 9,135 feet in length and 150' wide. 32L has a 1,015 foot displaced threshold that can only be used for taxi and takeoff and may also be used for rollout on 14R. 14L/32R is designated the primary instrument runway. Runway 14L/32R is concrete. 14R first 1500' and 32L first 2760' is concrete, middle 4875' is asphalt. (Figure 1.1)

1.1.2. The drone runway ("droneway") is located three (3) NM southeast of the main runway. It is 7,000 feet long and 150 feet wide with a 1000-foot long overrun on each end. The droneway is uncontrolled and restricted. Use the droneway only as a last resort or when specifically authorized by the 325 OG/CC and coordinated through the SOF (Figure 1.2).

1.1.3. Tyndall AFB does not have a designated helipad. Helicopter operations will normally be conducted to the primary runways.

1.1.4. Taxiways. Taxiways Bravo, Golf, and Foxtrot are 150 ft wide. Taxiways Alpha South, Charlie, and Echo are 100 ft wide. Taxiways Alpha Center, Delta, Hotel, Juliet, Kilo and Papa are 75 ft wide. Hazardous cargo parking is north of taxiways Bravo/Golf/Delta. Taxiway Foxtrot North is closed to all aircraft. (Figure 1.1). Hold lines are depicted in the Airfield Diagram/Controlled Movement Area diagram (Figure 1.15).

1.2. Runway Selection Procedures:

1.2.1. Active Runway Selection. The Tower Watch Supervisor, in coordination with the SOF (when on duty), will determine the active runway. The following procedures apply to the selection of the active runway:

1.2.1.1. RWY 32R/L are the preferred runways and should be used unless the tailwind component is 5 knots or greater. The runway selection will be based upon local traffic, present and forecast weather, RCR, RSC, ECP configuration and any other known operational considerations. The maximum acceptable tailwind component for continuous operations at TAFB is 5 knots. Runway changes shall not be made for convenience sake only. Due to the IFR traffic patterns at ECP, any change to Runway 14 must be coordinated with the RAPCON WS prior to final decision on the runway in use. Having Tyndall on Runway 14 and ECP on Runway 34 causes significant increase in the RAPCON workload and thus the risk involved with operating in this configuration.

1.2.1.2. When conflicting wind information from the dual wind sensors precludes an obvious choice of runways, the Tower Watch Supervisor, in coordination with the SOF (when on duty) will determine the active runway.

1.2.1.3. Wind allowing, controllers will request pilots to accept a south takeoff (RWY 14) and a north landing (RWY 32) between the hours of 2200-0600 local. **NOTE**: FOR NOISE ABATEMENT, NOT PRECLUDING SAFETY OF FLIGHT.

1.2.2. Runway Changes. The Tower Watch Supervisor, in coordination with the SOF (when on duty) will determine when a runway change is required (tailwind greater than 5 knots) and the exact timing of the change (based on current and forecast traffic conditions) after coordinating with the RAPCON Watch Supervisor and AMOPS (325 OSS/OSAA).

1.2.3. Tower will notify the following agencies when a runway change begins and is completed: RAPCON; AMOPS (325 OSS/OSAA will notify Command Post); Weather Flight.

1.3. Runway Control:

1.3.1. When Tower personnel detect or are advised of an unsafe condition with respect to the runway,

operations to/from that runway will be suspended. When local flying is in progress, the SOF will be advised.

1.3.2. While local flying is in progress, all runway closures will be coordinated with the SOF. Runway closures will be at the discretion of AMOPS personnel based on their evaluation of prevailing circumstances.

1.3.2.1. AMOPS will complete a runway check for WIDE BODY/HEAVY. These procedures pertain to the following aircraft: C-17, KC-135, E-3, KC-10 an upon ATC or SOF request.

1.3.2.1.2. Arrivals: AMOPS vehicle will be in place as soon as possible prior to aircraft landing. While on the runway, check for FOD, loose barrier cables, broken tie-downs, etc. When complete, inform Tower of runway status.

1.3.2.1.3. Departures: AMOPS will position the vehicle near the departing aircrafts parking location and wait for aircraft to taxi to the runway. While on the runway, check for FOD, loose barrier cables, broken tie-downs, etc. When complete, inform Tower of runway status.

1.3.2.1.4. Following C-5 and B-747 operations, runway operations are automatically suspended until a FOD check is complete.

1.3.2.2. During IFEs runway operations on the affected runway are automatically suspended for a FOD check following landing unless waived by the SOF. AMOPS vehicle will position at the approach end of the affected runway to check the runway for FOD, pavement problems, tension on the BAK-12s and tie downs. AMOPS will advise Tower and Command Post of runway status changes.

1.3.3. Following a runway suspension, runway checks will be conducted as expeditiously as possible and suspension time held to an absolute minimum. AMOPS will perform an airfield check prior to resuming operations. AMOPS is the only agency authorized to resume operations following a runway closure or suspended operations.

1.4. Controlled Movement Area (CMA):

1.4.1. The Tower will control all vehicles, pedestrians and aircraft within the Controlled Movement Area (CMA). (Fig 1.1)

1.4.2. The CMA encompasses the active runways, overruns and the areas within 100 feet laterally from the edge of the runway.

1.4.3. Only vehicles and personnel in radio contact with the Tower will be in the CMA.

1.4.4. A radio equipped control vehicle must accompany pedestrians and non-radio equipped vehicles in the CMA. The control vehicle will remain in contact with Tower to relay instructions and will notify Tower when clear of the CMA. If two-way radio communications between Tower and vehicles/personnel on the runway fail, Tower will use light gun signals and/or flash the runway edge lights on and off to alert vehicles/personnel to evacuate the runway. All vehicles/personnel responding to these signals will move at least 100 feet from the runway and attempt to re-establish two-way radio communication with the Tower.

1.4.5. Airfield driving procedures are IAW TAFBI 13-213.

1.4.6. Fire and Emergency Services, Ambulances and Security Forces vehicles will comply with airfield driving rules, unless responding to an emergency. However, when responding to an emergency, approval by Tower is still required prior to entering the CMA.

1.5. Airfield Lighting Systems:

1.5.1. See FLIP for instrument approach lighting systems.

1.5.2. All taxiways have standard blue lighting.

1.5.3. The Tower is responsible for the operation of the airport lighting systems in accordance with procedures in FAAO JO 7110.65 and AFI 13-204 V3. **NOTE**: The droneway has no lights.

1.5.3.1. PAPI Operations. PAPI lights will be on for the landing runways in use.

1.5.3.2. The RAPCON will notify the Tower of pilot requests for changes in lighting.

1.5.3.3. The Tower will notify AMOPS and RAPCON of all outages/unsatisfactory reports on the airfield lighting systems.

1.5.3.4. During hours that the Control Tower is closed all airfield lighting to include the rotating beacon will be turned off.

1.5.3.5. Between sunset and sunrise while the Control Tower is open and no aircraft are inbound, all airfield lighting except the rotating beacon will be turned off. Airfield lighting is available upon request and will be turned on when aircraft are inbound.

1.6. Permanently Closed/Unusable Portions of the Airfield: (Figure 1.1)

1.6.1. Taxiway F North from Rwy 14L/32R to Ammo Road is permanently closed.

1.7. Aircraft Arresting Systems (AAS)

1.7.1. The BAK-15 / MB-60 arresting systems are located in the overrun of runway 14L/32R. **Note**: The MB-60 cable is located approximately 50’ into the overrun and the BAK-15 net is located approximately 110’ into the overrun. These systems will be configured as follows.

1.7.1.1. The approach end BAK-15 net will remain across the runway in the down position but must be disconnected from the energy absorber. The MB-60 will be disconnected and removed.

1.7.1.2. The departure end BAK-15 and the MB-60 will be connected and operational. **Note**: The F-22 can engage the cable that is interconnected to the net via the J-hook deck assembly. It can engage the cable and roll over the net. Likewise, the T-38 can engage the net and leave the unengaged cable behind.

1.7.1.3. In the event an aircraft must depart or land over a raised barrier, the Tower will advise the aircraft, “*YOUR DEPARTURE/LANDING WILL BE TOWARD/OVER A RAISED BARRIER/CABLE ON RUNWAY (number), (location, distance, as appropriate).*”

1.7.1.4. The BAK-15s will be assigned a local frequency and will be remotely controlled by the Control Tower. Barriers will not be raised unless requested by an aircraft or as directed by the SOF, except to complete operational checks.

Note: The standard emergency phraseology for a pilot requesting the BAK-15 net barrier to be raised for immediate engagement is: *“BARRIER − BARRIER − BARRIER” or “CABLE − CABLE − CABLE.”*

1.7.2. Approach/departure end BAK-12 cables will be in place on both the inside and outside runways except as noted in 1.7.3.1. and 1.7.3.2. RWY 14R BAK-12 is 1,440ft from threshold; RWY 14L BAK-12 is 2,300ft from threshold; RWY 32L BAK-12 is 2,500ft from threshold; RWY 32R is 2,308ft from threshold. Reference appropriate tech order for maximum barrier engagement speeds.

1.7.3.1. During normal day operations, the approach end BAK-12 on the outside active runway (32R/14L) will be unstrung. Under the following exceptions, all barriers will be strung: no T-38 flying is scheduled, night flying is in progress, or actual or forecast weather is less than a ceiling of 1000 ft or visibility less than 2 SMs. The barriers will remain in the last directed configuration when local flying is not occurring to minimize configuration changes.

1.7.3.2. In the event there is a need for configuration change (runway change, changing weather, etc.), expect up to a 45 minute delay to reconfigure the cables. This decision will be coordinated between the SOF, air traffic control watch supervisor, and base ops. Due to the time and manpower required to reconfigure the barriers, all agencies will attempt to minimize runway changes while adhering to other governing procedures.

1.7.3.3. The approach end BAK-12 barrier will be de-rigged during COMBAT BANNER operations. See paragraph 1.26.2. of this publication for clarification.

1.7.4. The droneway has 4 BAK-12 barriers spaced evenly along the runway.

1.7.5. Arresting Gear/Barrier Engagements:

1.7.5.1. An arrested landing will be accomplished when required by technical order or whenever a pilot determines that directional control and/or the ability to stop on the runway may be in doubt. The arresting gear and barriers are installed to keep aircraft on the runway.

1.7.5.2. Definitions:

1.7.5.2.1. *Operational arrestments* are planned arrestments by tail hook aircraft and are made with the approach end arresting gear. Operational arrestments may be made for actual recovery due to runway surface condition or aircraft mechanical condition.

1.7.5.2.1.1. *Arresting Gear re-certifications*: The coordination of these engagements shall not be accomplished without coordination through 325 OG/CC, 325 OSS/CC, 325 OG/OGV, Airfield Manager, and 325 OSS/OSOS. Certifications shall be accomplished IAW AFI 32-1043. No "sling shot" procedures are authorized for 325 FW aircraft. QF-4 aircraft are authorized self-disengagement or "slingshot" procedures. The recommended minimum speed for certification engagement is 75 knots regardless of aircraft weight. For BAK-12, aircraft speeds reported at less than 75 knots are also acceptable as long as the hydraulic system is exercised.

1.7.5.2.2. *Emergency arrestments/Barrier engagements* are unplanned arrestments that take place while aborting a takeoff or on landing if the pilot is unable to stop on the runway. This type of arrestment will normally be made with the departure end arresting gear or barrier. It will take approximately 3-4 days to reset the BAK-15. If either cable is engaged at high speed, expect damage to the cable and it may take up to **2 days** to reset. During this time the runway may be closed.

1.7.5.3. Tower and RAPCON procedures:

1.7.5.3.1. Daily, prior to beginning wing flying, tower controllers will ensure proper operation of the departure end BAK-15 by raising and lowering the barrier. During this test, and any other time the departure end BAK-15 is raised, takeoffs will be discontinued on the outside runway, and all approaches to the outside runway will be restricted to a low approach no lower than 500' AGL.

1.7.5.3.2. Tower will state "barrier indicates up" once the BAK-15 barrier has been activated and indicating proper operation.

1.7.5.3.3. When notified of a planned arrestment, RAPCON will advise the Tower if the pilot intends to taxi clear or shut down on the runway. The Tower will then pass the information via the Primary Crash Alarm System.

1.7.5.3.4. For multiple engagements of the BAK-12, Air Traffic Control should check with Barrier Maintenance for the time expected to return the barriers to operational status; will typically take 1 hour.

1.7.5.4. Command Post Procedures. Command Post will tell all control agencies when arrestments are expected to close the runway for an indefinite period of time and ask that they pass the information to aircraft under their control.

1.7.5.5. Fire and Emergency Services Procedures. When told of an arrestment, the Senior Fire Officer will

send personnel and equipment to the appropriate arresting gear. Once the safety of the pilot and aircraft are assured, the appropriate signals will be given to the pilot to get the aircraft shutdown, pinned and towed off of the runway. In the event of BAK-12 malfunction, the Incident Commander, after consultation with Barrier Maintenance personnel, will direct clearance of the malfunction or cable removal from the runway, whichever will result in minimum runway closure.

1.7.5.6. TA Procedures. When told of an impending arrestment, TA will send a tow vehicle next to the runway on Taxiway Delta for a 14L arrestment or on Taxiway Foxtrot for a RWY 32R arrestment. Tower will clear the tow onto the runway when ready.

1.7.5.7. AMOPS Procedures. AMOPS will check the runway while the arresting gear is being reset. AMOPS is the only agency authorized to reopen the runway.

1.8. Parking Plan/Restrictions: (Figure 1.1)

1.8.1. Aircraft will be parked IAW the base aircraft parking plan as coordinated through the AMOPS.

1.8.2. Explosives Parking Areas:

1.8.2.1. Aircraft carrying hazardous cargo will land and depart on the outside runway to the maximum extent possible.

1.8.2.2. Transport aircraft with 1.1 or 1.2 cargo will be parked in the Hazardous Cargo Loading Area on Taxiway Bravo north to load and unload hazardous materials (figure 1.1). Loading/unloading of 1.3 hazardous cargo may be performed on the WSEP ramp.

1.8.3. Wingtip Restrictions:

1.8.3.1. Wingtip restrictions are addressed in section 1.15 of this OI.

1.8.4. Jet Blast:

1.8.4.1. To mitigate jet blast, all engine run-ups will be accomplished in accordance with section 1.22 of this OI.

1.8.5. Parking restrictions:

1.8.5.1. Transient Ramp: Large frame aircraft (C-130 and larger) may not park on this ramp without prior coordination with Airfield Management. Large frame aircraft authorized to park on the transient ramp must be marshaled in by Transient Alert.

1.8.5.2. Charlie Row: Aircraft are not authorized to be placed on maintenance stands/jacks.

1.9. Air Traffic Control Facilities:

1.9.1. Hours: TAFB Tower and AMOPS normal hours of operation are: Monday through Friday, 0600-2200L; Saturday through Sunday 0900-1700L; closed on federal holidays and associated weekends. The RAPCON hours are Monday through Friday 0600-2200L; Saturday through Sunday and Federal Holidays 1000-1800L. Opening and closing procedures will be IAW Tower, RAPCON and AMOPS checklists.

1.9.2. Frequencies: Essential UHF frequency assignments are listed in the TAFB In-flight Guide.

1.9.3. Designated Airspace.

1.9.3.1. Tyndall Airspace**.** The local airspace for military operations around TAFB consists of the Tyndall Terminal Area (TTA) and the Tyndall Class D surface area.

1.9.3.2. Tyndall Class D Surface Area. That airspace extending from the surface up to and including 2500' MSL and within a 5.4 nautical mile radius of Tyndall AFB. During RAPCON operating hours, RAPCON delegates an additional 100' MSL (2600' MSL) to tower for use as a VFR pattern breakout altitude.

1.10. Local Frequencies: (see Attachment 2, Common Tyndall Frequencies)

1.11. Navigational Aids:

1.11.1. TACAN.

1.11.1.1. Identification: PAM

1.11.1.2. Frequency: CH 64X

1.11.1.3. Location: On Field, N300426.41 W853420.68

1.11.1.4. Restrictions: None

1.11.2. ILS RWY __14L

1.11.2.1. Identification: TYF

1.11.2.2. Frequency: LOC 111.5 GS 332.9

1.11.3. ILS RWY__32R

1.11.3.1. Identification: PAM

1.11.3.2. Frequency: LOC 110.1 GS 334.4

1.11.4. Maintenance Issues:

1.11.4.1. Scheduled Preventative Maintenance Inspection (PMI) times (local) are as follows:

TACAN:	ILS (GS/LOC):	PAR:	DASR/STARS
Thursday	Wednesday	M – F	M – F
0400L – 0600L	0400L – 0600L	0600L – 0800L	0330L – 0530L

1.11.5. Auxiliary Power Generators for ATCALS:

1.11.5.1. Tyndall ATC facilities will remain on Commercial power throughout severe weather.

1.11.5.2. Commercial power is the primary source for the following: ATCALS which have autostart and power transfer equipment, Control Tower, Transmitter Site, Receiver Site, DASR, RAPCON and PAR. In the event the auto-start and power transfer equipment associated with any of these facilities becomes inoperative, that facility will be manually transferred to auxiliary power at least 30 minutes before the estimated arrival of a severe storm.

1.11.5.3. The ILS systems (localizer and glide slope) will remain on commercial power during all weather conditions.

1.12. Transient Alert:

1.12.1. Services/Facilities to Support Transient Aircraft. Transient alert services are provided consistent with the airfield hours (Monday through Friday, 0600-2200L; Saturday through Sunday 0900-1700L; closed on federal holidays and associated weekends). No fleet services are available. The following services are provided: Fuel – JP8 and JP8+100; Fluids – Gaseous oxygen (both high and low pressure) and liquid oxygen; Oil – hydraulic fluid (5606); standard aircraft oil (7808 and 23699) and Jet Oil Analysis Program.

1.13. Digital Automated Terminal Information Service (D-ATIS) Procedures:

1.13.1. D-ATIS frequency is UHF: 254.4.

1.13.2. The D-ATIS frequency will be used for current weather and pertinent airfield information. If D-ATIS is not in operation the following procedures will apply:

1.13.2.1. Ground Control will include ATIS information in the taxi clearance. D-ATIS procedures for Tower controllers are IAW Tower OI.

1.13.2.2. Approach Control will include ATIS information on first contact or as soon as possible thereafter. D-ATIS procedures are IAW JO 7110.65.

1.14. Aircraft Special Operations Areas/Ramps:

1.14.1. Arm/De-Arm Areas. (Figure 1.1)

1.14.1.1. Arriving and departing aircraft shall arm/de-arm their weapons only in designated arming/de-arming areas.

1.14.1.2. No passing capabilities are available when any aircraft are using the arm/de-arm areas.

1.14.2. Engine Run-up Areas (Figure 1.1)

1.14.2.1. Run-up areas for piston aircraft are on the taxiways adjacent to the runways and are used to check aircraft engines and associated equipment before departure. For other information, see section 1.22

1.14.3. Aircraft Drag Chute Procedures

1.14.3.1. Drag chutes are jettisoned into the grass area as depicted in Figure 1.1 .

1.14.3.2. The pilot notifies the Control Tower if a chute falls on a runway or taxiway and runway ops will be suspended until the chute is recovered.

1.14.3.3. Transient Alert shall retrieve all aircraft chutes.

1.14.4. Hot Pit Refueling

1.14.4.1. Tyndall AFB accomplishes hot pit refueling with the use of fuel trucks that are positioned at one of three approved hot pit refueling sites. (Figures 1.8 thru 1.14).

1.14.4.2. Hot Pit Refueling areas: Primary Site: LFA Ramp, Secondary Site: WEG Ramp, Tertiary Site: Taxiway B, D, G intersection. Each site has a primary flow direction and an alternate flow direction if the winds exceed acceptable limits per T.O. requirements. Priorities for aircraft movement during hot pit operations are:

#1 Aircraft taxiing to the runway for take-off or from the runway after landing

#2 Aircraft taxiing from the hot pits

#3 Aircraft taxiing to the hot pits

1.14.4.3. Cursory areas: F-22 cursory areas are depicted in Figures 1.8 thru 1.14.

1.14.4.3.1. After clearing the runway, pilots will use the aircraft movement priorities described above and proceed directly to the hot pit area, cursory, or holding area as required. Consider runway in use, SA from ground frequency, SA from a briefed common frequency and if required the SOF to decide the best flow and holding areas to mitigate traffic conflict and congestion.

1.14.4.4. Primary Site, LFA Ramp, can accommodate two aircraft hot pitting and one aircraft in cursory. Additional aircraft awaiting hot pits will hold in the EOR or the WEG ramp. (Figures 1.9 and 1.10)

1.14.4.5. Secondary Site, the WEG Ramp, can accommodate up to four aircraft hot pitting and two aircraft in cursory if both taxi rows are used. This is usually accomplished on either parking row Alpha or parking row Bravo, depending on requirements and availability. Additional aircraft awaiting hot pits will hold on the WEG ramp or in the EOR. (Figures 1.11 and 1.12)

1.14.4.6. Tertiary Site, the Taxiway B, D, G intersection, can accommodate two aircraft hot pitting and two aircraft in cursory. Additional aircraft awaiting hot pits will hold on taxiway Bravo between the runways, the EOR, or the WEG ramp. (Figures 1.13 and 1.14).

1.14.5. Remote control aircraft operations. All remote control aircraft operations must be approved by the airfield operations flight commander.

1.15. Aircraft Towing Procedures:

1.15.1. All towing operations will be conducted in accordance with all applicable regulatory guidance.

1.15.2. Do not tow an aircraft within 25 feet of obstructions without wing walkers monitoring the clearance between aircraft and obstructions.

1.15.3. All obstructions, to include but not limited to buildings, stands, aircraft parts, dumpsters, lifts and vehicles, will remain outside the wingtip clearance lines. Under no circumstances will any part of the aircraft be towed over any mobile obstruction without an approved waiver.

1.15.4. Before towing aircraft, tow crews will notify the Tower and AMOPS of the start and end point of any tow that will enter or transit the CMA. This coordination/notification does not constitute approval to enter the CMA. The following procedures apply:

1.15.5.1. Tow crew contacts the Control Tower by aircraft or land mobile radio (LMR) before moving the aircraft.

1.15.5.2. Aircraft being towed gives way to all taxiing aircraft unless otherwise authorized by the Control Tower.

1.16. Aircraft Taxiing And Takeoff Requirements/Routes: (Figures 1.4 – 1.7.)

1.16.1. Taxiway dimensions are delineated in paragraph 1.1.4.

1.16.2. Aircraft operating from TAFB will have an operational two-way radio. In the event radio contact cannot be maintained with the Tower, aircraft will respond to light gun signals IAW those published in the FIH.

1.16.3. Staggered taxi procedures are authorized on all taxiways except Taxiway Papa.

1.16.4. Taxiway Papa restricted to aircraft with wingspan smaller than 58 feet. Transient aircraft with larger wingspans should enter/exit the inside runway (14R/32L) at taxiway Juliet if using the heavy ramp or taxiway Delta if using the transient ramp. Heavy aircraft taxiing off Delta to park on the TA or 95 FS ramp must be wing walked by TA.

1.16.5. Pilots will contact Ground Control for clearance to taxi.

Note: For Tyndall base-assigned F-22 and T-38 aircraft, the standard is for F-22's to taxi to takeoff on the inside runway and for T-38's to taxi to the outside runway. Additionally, F-22's will be taxied to Taxiway Hotel intersection when on RWY 32. Aircraft desiring to deviate from this standard should make this request with Ground Control when calling for taxi clearance.

1.16.6. Pilots requesting nonstandard departures (radar trail departures, unrestricted/quick climb, opposite direction, etc) on initial taxi call will attempt to include the request as remarks to their stereo flight plan to be filed. Failure to annotate the request as remarks may result in a delay for additional coordination. Pilots desiring takeoff on RWY 14L/32R (outside) or requesting Carrabelle ATCAA to FL 370 will make the request on initial contact with Ground Control.

1.16.7. When both runways are in service, departures will normally be made from RWY 14R/32L to expedite departure flow. Several factors (ground traffic, etc.) may prohibit departure on the inside runway and the flight lead will coordinate with Tower as required. The normal T-38 departure runway is RWY 14L/32R, for favorable barrier configuration.

1.16.8. Tyndall base-assigned F-22 aircraft, when configured without external tanks, are authorized intersection takeoffs from Taxiway Hotel for RWY 32L and 32R (approximately 8,000 feet of runway available)

1.16.9. Aircraft with "Aces, Beeman, Sparow, Winder, Slamer and Vulcan" call signs carry forward firing ordnance. Pilots will not taxi or marshal in front of aircraft being armed or dearmed with forward firing ordnance.

1.16.10. Aircraft will stay on Ground Control frequency until passing EOR inspection, then change to Tower.

1.16.11. Rolling takeoffs may be performed IAW MDS instructions. F-22 B/TX/SOC students will not accomplish rolling takeoffs except where allowed/directed by training syllabi and operations standards.

1.16.12. Radio Failure During Taxi:

1.16.12.1. If the failure occurs during taxi, aircraft will turn on the taxi light and taxi back to parking.

1.16.12.2. If taxi on the runway is required:

1.16.12.3. Aircraft will get the attention of Tower by raising and lowering the canopy. At night, aircraft will turn toward Tower and turn landing lights off and on.

1.16.12.4. After receiving a flashing green light from the Tower, aircraft will taxi on the runway and turn off at the first taxiway. If on the outside runway, aircraft will hold short of the inside runway until receiving another flashing green light, then proceed to parking.

1.16.13. Control Tower Blind Spots:

1.16.13.1. Visual Blind Spots: The tower has visual blind spots at the following locations: nose docks (located at the west end of the flightline road), widget parking, directly beneath the tower, and at the droneway.

1.16.13.2. Radio Blind Spots: There are no radio blind spots on the airfield.

1.16.14. Taxiway Juliet Procedures:

1.16.14.1. In order to prevent potential TERPS criteria violations, the following procedures are now in effect for aircraft larger than a fighter utilizing the Large Frame Aircraft (LFA) / Hot Pits parking ramp and taxiway Juliet.

1.16.14.1.1. No aircraft larger than a fighter will be permitted on Taxiway Juliet between the 32R VFR hold line and the east edge of the LFA Ramp when another aircraft is departing 14R/32L or within 10 miles on approach to 14R/32L.

1.16.14.1.2. No approaches will be allowed to proceed within 10 miles of 14R/32L, and no departures will be allowed from 14R/32L if there is an aircraft larger than a fighter on Taxiway Juliet between the 32R VFR hold line and the east edge of the LFA Ramp.

1.16.14.1.3. Close coordination between Tower and RAPCON personnel will be necessary to ensure that these procedures are met

1.17. Airfield Maintenance:

1.17.1. AMOPS will monitor the condition of the airfield and coordinate maintenance with the Civil Engineering (CES). If maintenance requires access to or closure of a runway, the 325 OG/CC and 53 WEG/CC will be notified. Operational requirements will be evaluated and when possible, the maintenance will be scheduled for a weekend period. On the last day of the workweek, known operational requirements will be reviewed by 325 OSS/OSAA to ensure that no conflicts exist and that the maintenance can be done as scheduled. Before closing any runway, 325 OSS/OSAA will inform the Command Post. The Command Post will advise the 325 OG/CC and 53 WEG/CC. Both 325 OSS/OSA and the 325 OG/CC or their representatives have the authority to stop or delay the closure of the runway. Failure to coordinate with 325 OSS/OSAA may result in project removal from the airfield environment due to airfield criterion/waiver requirements.

1.17.2. Base agencies will contact 325 OSS/OSAA before constructing any object above ground level or digging anywhere on the airfield side of Tyndall AFB .

1.17.3. Specific procedures and requirements for support activities such as sweeper ops, mowing ops, etc. are addressed in Letters of Agreement between OSS and CES.

1.18. Runway Surface Condition/Runway Condition Reading Values:

1.18.1. The SOF, Control Tower, or AMOPS may declare the runway wet during inclement weather conditions. AMOPS personnel have the sole authority to declare the runway "dry." The SOF or Tower controller will request an RSC check be performed by AMOPS personnel when pilots report a change in the condition.

1.19. Conducting Runway Inspections/Checks:

1.19.1. An airfield inspection or check will be conducted IAW AFI 13-204 V3 at least once per day. Airfield inspections will be conducted by the Airfield Manager, Deputy Airfield Manager, NCOIC, AMOPS or AMOPS Supervisor to identify violations of established airfield criteria. An airfield check is not a substitute for the required daily airfield inspection. Airfield checks will be conducted IAW AFI 13-204v3, Chap 17. AMOPS will report discrepancies/hazards to the appropriate agencies for correction.

1.19.2. A FOD/BASH/Construction check of all runways, taxiways, aprons, and construction areas will be completed within one hour prior to the opening of the airfield and/or the start of wing flying activities. During airfield operational hours an airfield check will be conducted at the discretion of the AFM.

1.19.3. Additionally, AMOPS is required to perform runway checks in support of the following:

1.19.3.1. Aircraft in-flight or ground emergencies (unless the FOD check is waived by the SOF).

1.19.3.2. Runway surface condition/condition reading determination.

1.19.3.3. FOD/BASH/bird/wildlife habitat control, ponding, etc.

1.19.3.4. Any report of bird activity, or wildlife on, near, or around the airfield. Also, when there is a change of active runway, a bird activity check shall be conducted on the arrival/departure end for airborne, standing, roosting, or grazing birds.

1.19.3.5. Nighttime/evening airfield lighting activation (serviceability check).

1.19.3.6. Uncommon airfield events, such as an unauthorized landing, severe weather, cessation of construction activities for the day, etc. The primary objective is to check for unsafe conditions that might affect aircraft operations.

1.20. Procedures for Opening and Closing the Runway/Taxiway

1.20.1. AM personnel on duty will complete the opening airfield check and report all findings to Tower when opening the airfield. Minimum reported information: present location, AAS configuration, BWC, RSC/RCR, and any vehicles currently on the runway. If barrier maintenance is not complete with the barrier check for the day, AM personnel will resume operations after runway/barrier check is complete.

1.20.2 BAK-15 Inspections. Barrier Maintenance personnel will inspect and configure the barriers daily, prior to the first takeoff of the day. They will report the results of the inspection and the equipment status to AMOPS. AMOPS will document the inspection and equipment status in the daily log.

1.20.3. AM has the authority to impose airfield restrictions (close/suspend airfield, runway or taxiway operations). Runway closure requires AMOPs to transmit a NOTAM. Once a runway has been closed, only AM may open the runway after a Foreign Object Damage (FOD) check has been conducted to ensure the runway is safe for aircraft operations. The following personnel have the authority to close the runway:

1.20.3.1. 325th FW/CC, 325th FW/CV, 325th OG/CC or designated representatives.

1.20.4. Tower shall notify SF of the call sign of all known vehicles on the airfield prior to closing time. At the official closing airfield time, Tower shall announce "TYNDALL TOWER IS CLOSED" on all assigned ATC frequencies and FM nets excluding guard.

1.21. Procedures for Suspending Runway Operations

1.21.1. Tower, SOF, or AM Ops may, in the interest of safety, suspend runway operations. **Note: Only AM Ops or the Airfield Manager has the authority to close/resume runway operations.**

1.21.2. Runway operations are automatically suspended when:

1.21.2.1. An aircraft is disabled on the runway.

1.21.2.2. An aircraft engages a barrier/cable.

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

1.22. Engine Test/Run-up: (Figure 1.1)

1.22.1. AMXS notifies MOC of all engine runs along with specific locations, tail numbers and specific reason for the run prior to the engine run. Upon approval MOC will inform AMOPS during scheduled Airfield operation hours; AMOPS will notify Tower. Prior to starting engines and following termination, run-up crew members will contact Tower via ground control frequency and provide tail number and parking location.

1.22.2. Ensure that established quiet hours are observed between 2200 and 0600 local time unless otherwise coordinated.

1.22.3. To the maximum extent possible, AMXS should avoid engine runs on parking spots B 31-35 and C 1-3 during wing flying in order to lessen noise interference in the Control Tower.

1.23. Jet Blast Restrictions

1.23.1. All engine runs above 80% will be conducted at the Trim Pad. Planned engine runs above idle and up to 80% may not be conducted on the following parking spots: B14-B18, B26-B27, and C5-C7.

1.24. Noise Abatement Procedures:

1.24.1. Quiet Periods. 325 OSS/OSOS annotates all planned quiet, restricted noise and Distinguished Visitor (DV) restricted noise periods on the weekly scheduling meeting slides as well as on the daily schedule. Every effort should be made to submit requests two weeks in advance for desired quiet periods with 325 OSS/OSOS. 325 OSS/OSOS publishes a letter for each restricted noise period and quiet period outlining procedures applicable to that ceremony and acts as the central POC for quiet period and restricted noise period execution. AMOPS acts as the central POC for short notice DV requests and specific times may or may not be annotated on the weekly scheduling meeting slides. AMOPS will enter quiet period information in the NOTAM system as a local NOTAM or advisory. Procedures for each type of quiet period are as follows:

1.24.1.1. DV Restricted Noise Period: For informal greetings and farewells of DVs by base officials at the transient ramp. Engine starts/runs and AGE runs on the MU-2 and transient ramps suspended. See Table 1.24.1.1.

Table 1.24.1.1.

	Take-off	Low Approach	Overhead Pattern	Straight-In
Inside Runway	*No	*No	Yes	Yes
Outside Runway	Yes	Yes	Yes	Yes

*Only while DV boards/exits non-fighter aircraft.

1.24.1.2. Restricted Noise Period: (Military ceremonies at Flag Park, etc.) Normal taxi, engine runs, and vehicle operations on ramp authorized. Afterburner takeoffs are authorized for T-38s. The intent of a restricted noise period is to minimize noise levels on the non-flight line side of the base. See Table 1.21.1.2.

Table 1.24.1.2.

	Take-off	Low Approach	Overhead Pattern	Straight-In
Inside Runway	No	No	No	No
Outside Runway	Yes	Yes	No	Yes

1.24.1.3. Quiet Period: (Flight line ceremonies, etc.) No take-offs, engine starts, engine runs, patterns, low approaches permitted. Flight line use of AGE equipment is prohibited. Landings, due to fuel state or emergency, will be via straight-in to the outside runway (unless safety dictates otherwise) with restriction to hold clear of runway (if able) until directed to taxi. The intent of a quiet period is to have no aircraft or AGE noise of any kind near the flight line side of the base. Quiet periods planned during normal 325 FW flying window require 325 OG/CC approval. Quiet periods planned during normal 53 WEG flying window require coordination with 53 WEG.

1.24.1.4. Noise Sensitive Areas. Noise sensitive areas are depicted in Figure 2.2**.** All aircraft will avoid over flight of these areas by 3NM and 3,000' AGL.

1.25. Protecting Precision Approach Critical Areas: (Figure 1.3)

1.25.1. Aircraft/vehicle operations in the Precision Obstacle Free Zone (POFZ), Localizer and Glideslope critical areas may affect the integrity of the ILS signal. Tower shall restrict vehicles/aircraft from proceeding past the instrument hold lines IAW AFI 13-204 vol 3. Vehicle operators are trained IAW TAFBI 13-201, *Airfield Driving Program,* to hold short of instrument hold lines when the taxiway lights are on and to contact Tower for clearance prior to proceeding beyond that point. Tower shall turn on all taxiway lights whenever the ceiling is less than 800 feet or the visibility is less than 2 miles.

1.25.2. There are two Glide Slope critical areas located near the approach ends of RWY 32R/14L and are marked with instrument hold lines on Taxiway Kilo and signs on the perimeter access road.

1.25.3. There are two Localizer critical areas located at the approach ends of RWY 32R/14L.

1.25.4. Dimensions of Glide Slope critical areas and Localizer critical areas are depicted in Figure 1.3.

1.25.5. Unless specific approval is obtained from the Control Tower, aircraft and vehicles shall hold short of the instrument hold lines/signs whenever any of the following conditions exist:

1.25.5.1. Advised to "HOLD SHORT OF ILS CRITICAL AREA" by the Control Tower.

1.25.5.2. The reported ceiling is below 800 feet and/or the reported visibility is less than 2 miles.

1.25.5.3. ATC shall visually verify sterilization of any vehicles operating in the active glideslope critical

area. All vehicles operating on the taxiway must monitor the tower talk group land mobile radio (LMR) IA TAFBI 13-201. When ATC is unable to visually check or contact vehicles via two-way radio, AMOPS will be contacted to physically check the area.

1.26. Restricted/Classified Areas on the Airfield: (**Figure 1.1**)

1.26.1. Restricted Areas on the Tyndall Airfield are delineated by a red painted line on the surface of the pavement. Ropes and stanchions will be used for transient aircraft that require establishment of a temporary restricted boundary. Access is through an established entry control point marked with a sign or a break in the rope. Operators entering restricted areas must be authorized and have the appropriate area designated on their AF Form 1199, *Air Force Entry Control Card (Accountable) (Used with Advanced Automated Entry Control System)*, or listed on an approved Entry Authorization List (EAL).

1.27. Definition of Wing Flying: For the purposes of air traffic control operations and facility manning, wing flying is defined as any 325 FW aircraft scheduled for local flying. Specific manning considerations will be given to special operations as directed by 325 OG/CC, to include 53 WEG flying, deployments, and 44 FG weekend flying, as required.

Figure 1.1 Tyndall AFB Airfield Diagram (Not to Scale)

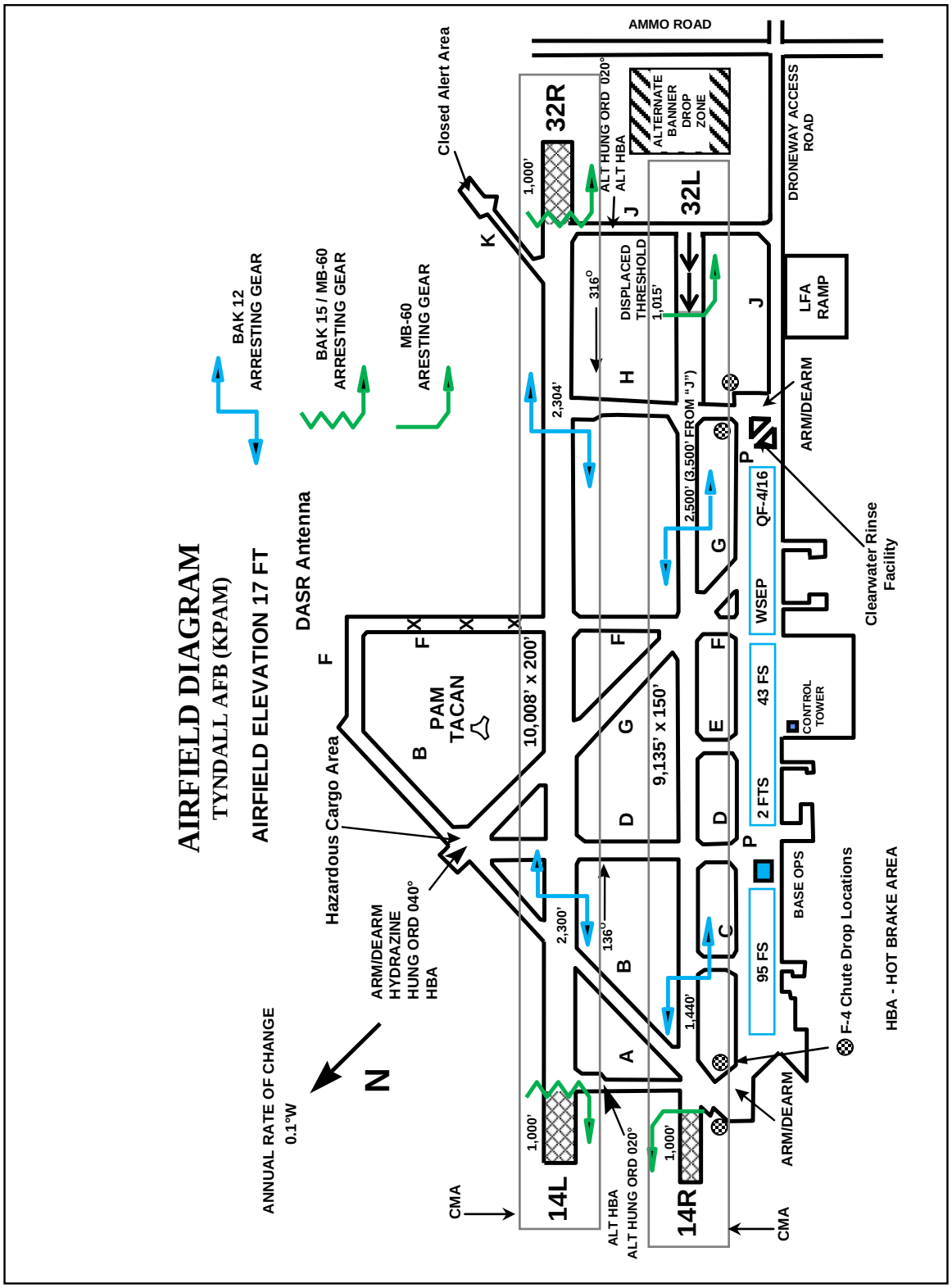


Figure 1.2 Drone Runway Diagram (Not to Scale)

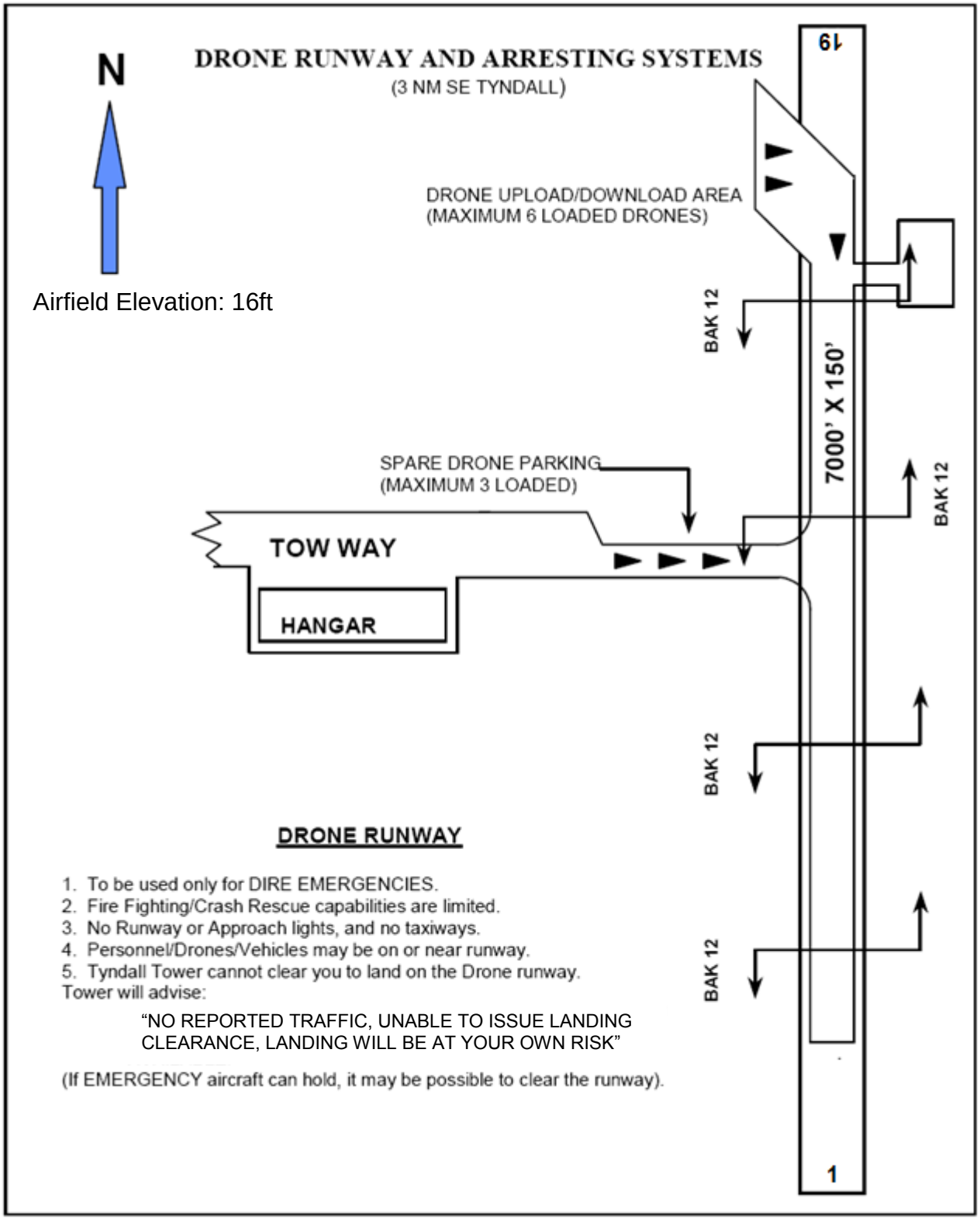


Figure 1.3 Precision Approach Critical Areas (Not to Scale)

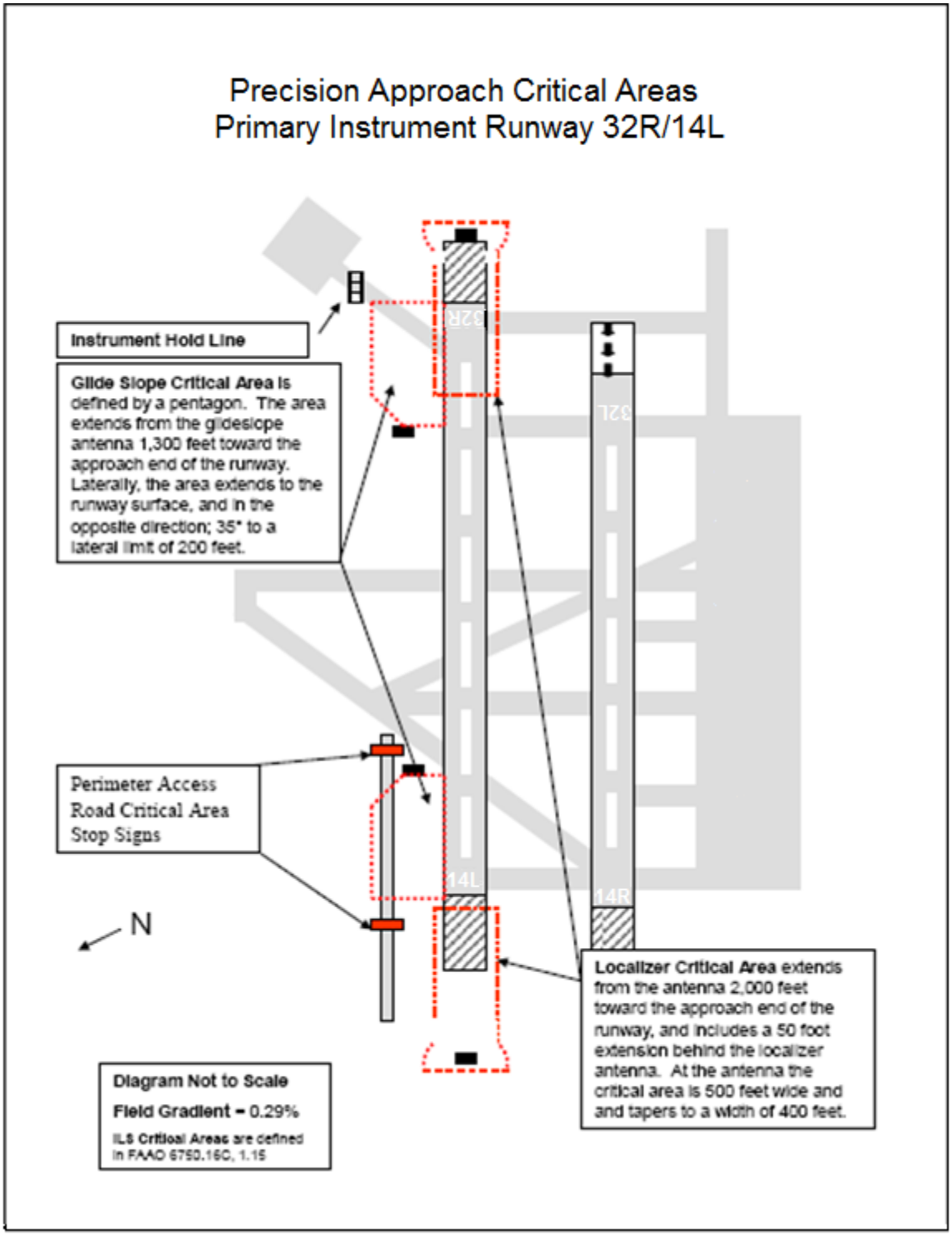


Figure 1.4. Taxi Diagram Takeoff 14L/R (Not to scale)

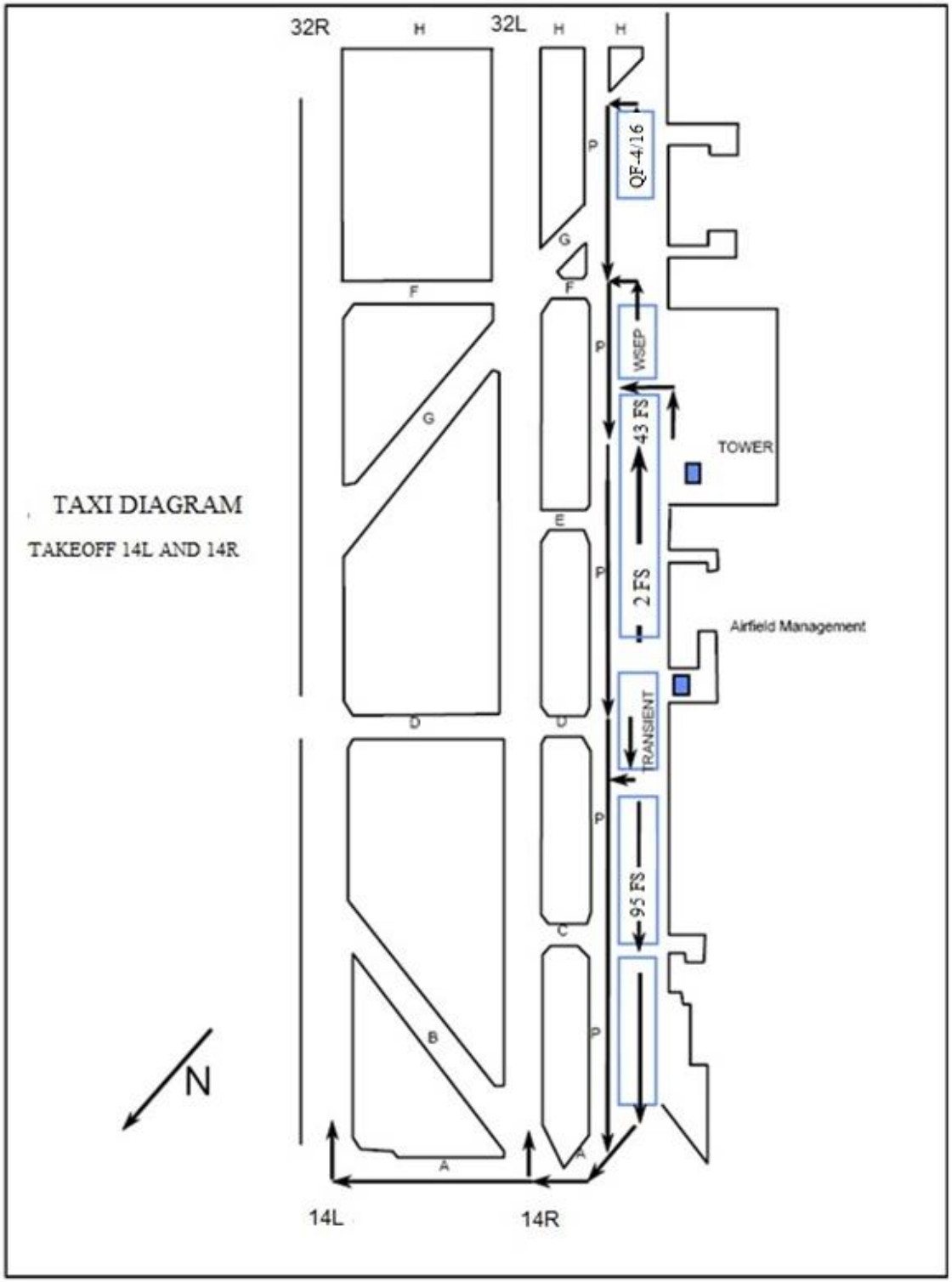


Figure 1.5. Taxi Diagram landing 14L/R (Not to scale)

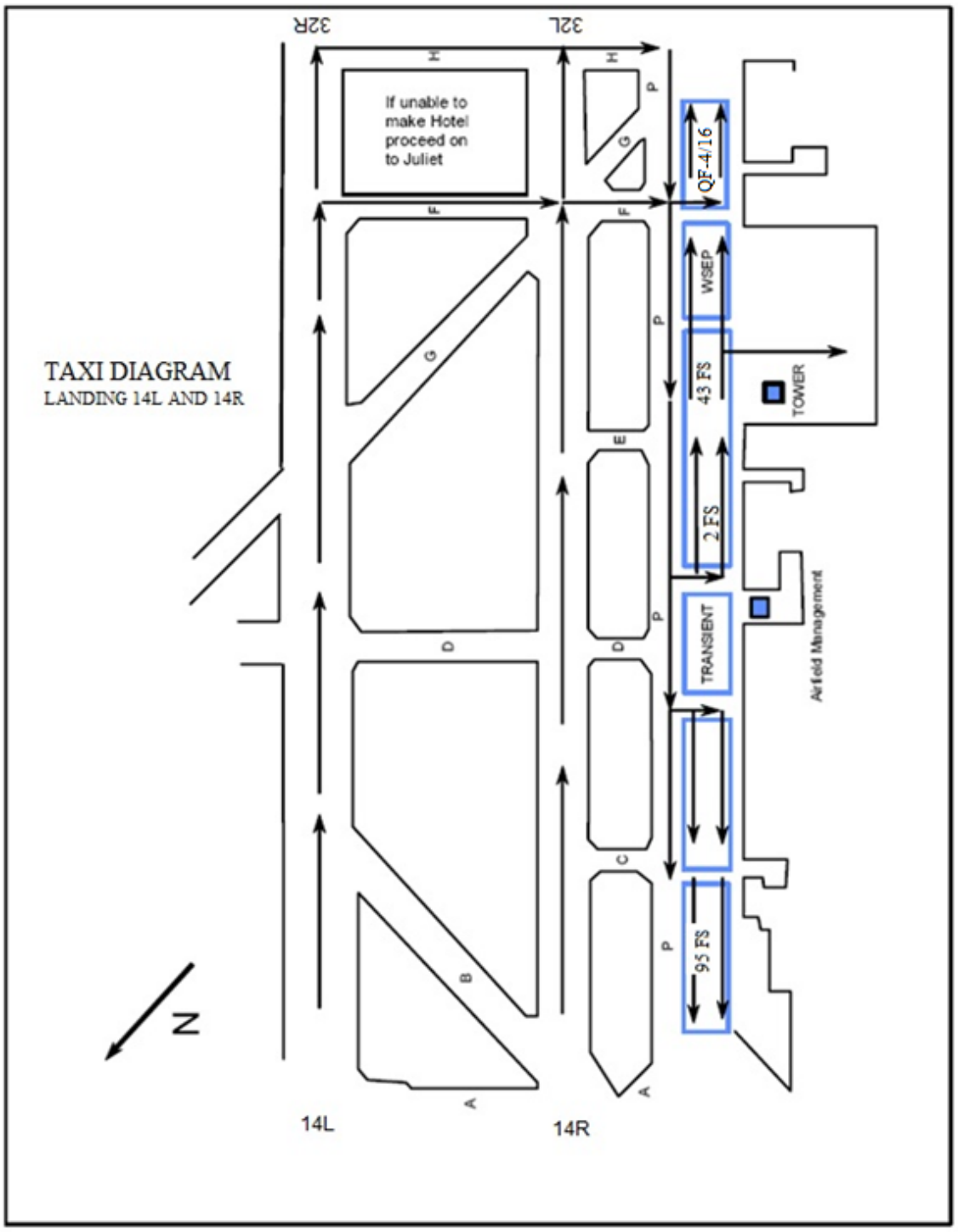


Figure 1.6. Taxi Diagram Takeoff 32L/R (Not to scale)

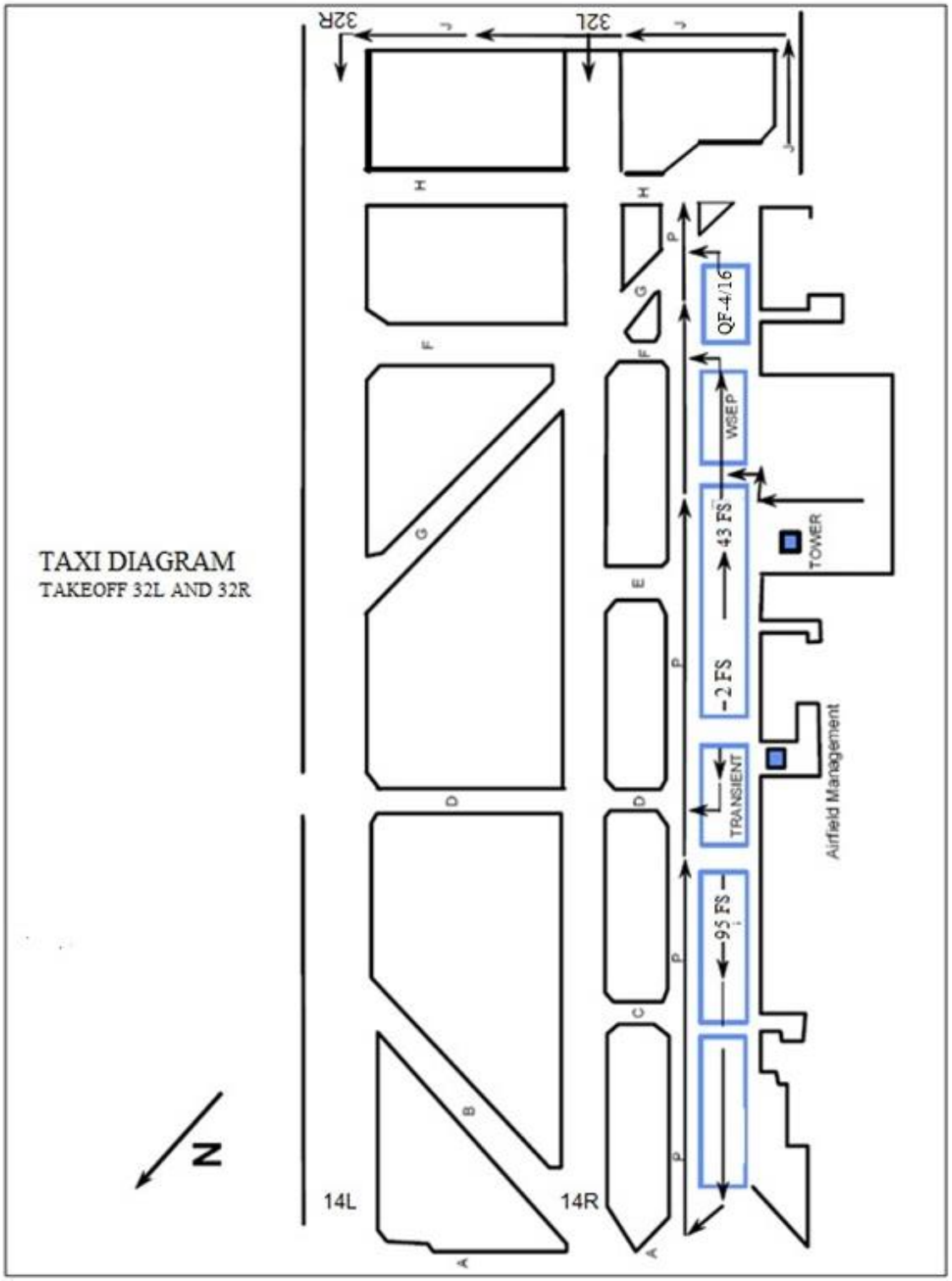


Figure 1.7. Taxi Diagram Landing 32L/R (Not to scale)

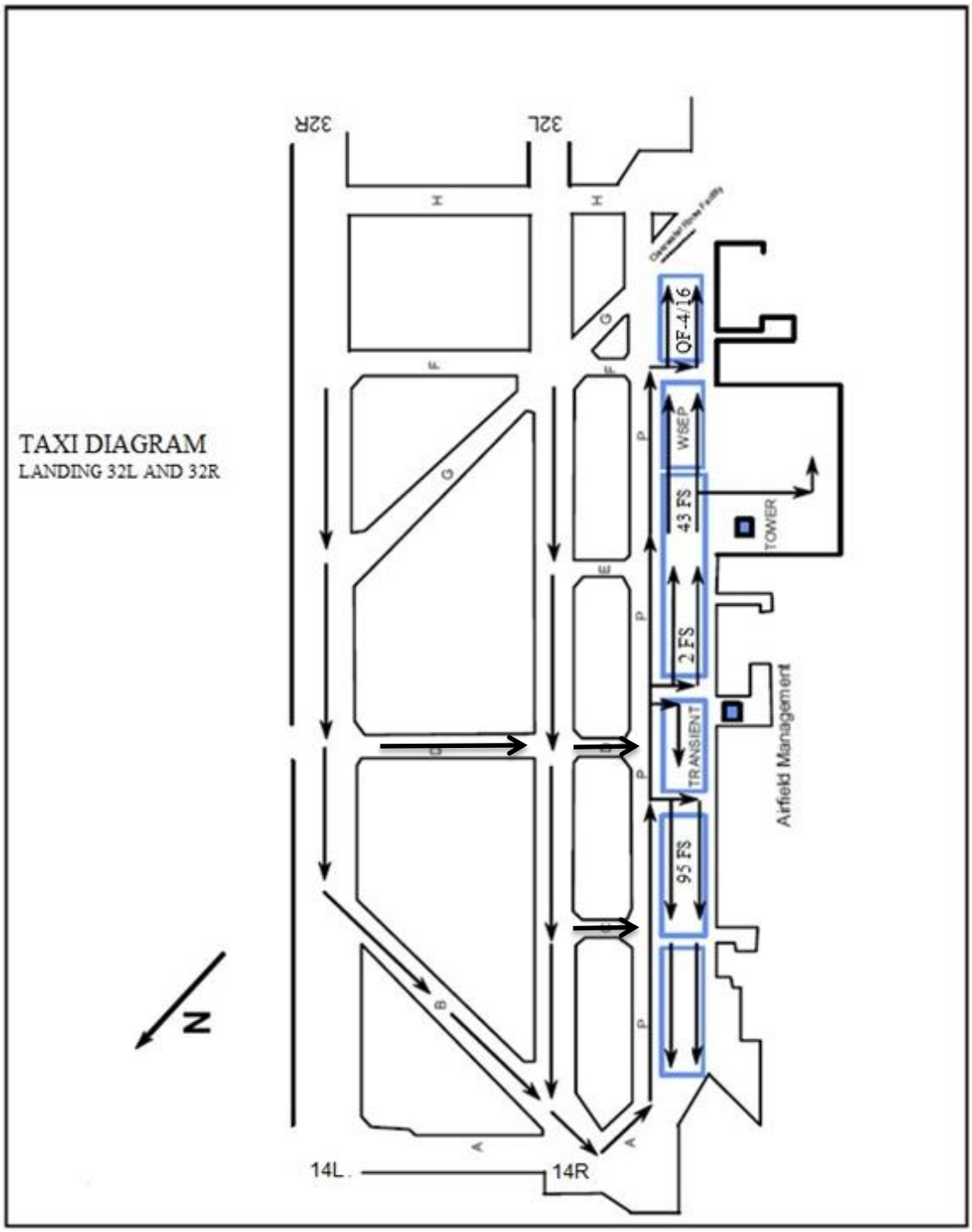


Figure 1.8. Hot Pit Site Locations

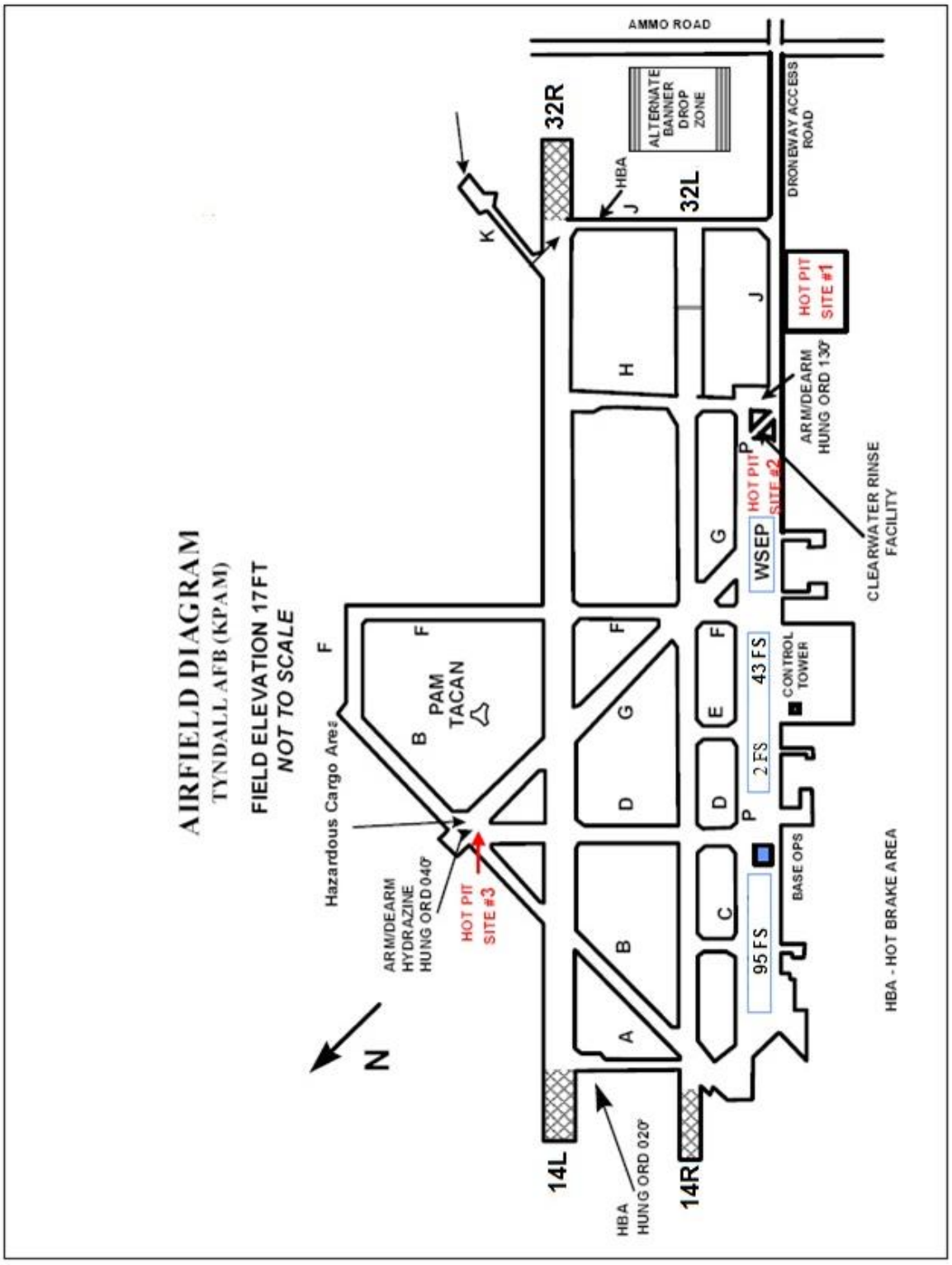


Figure 1.9. Site #1 LFA Ramp Hot Pit Flow

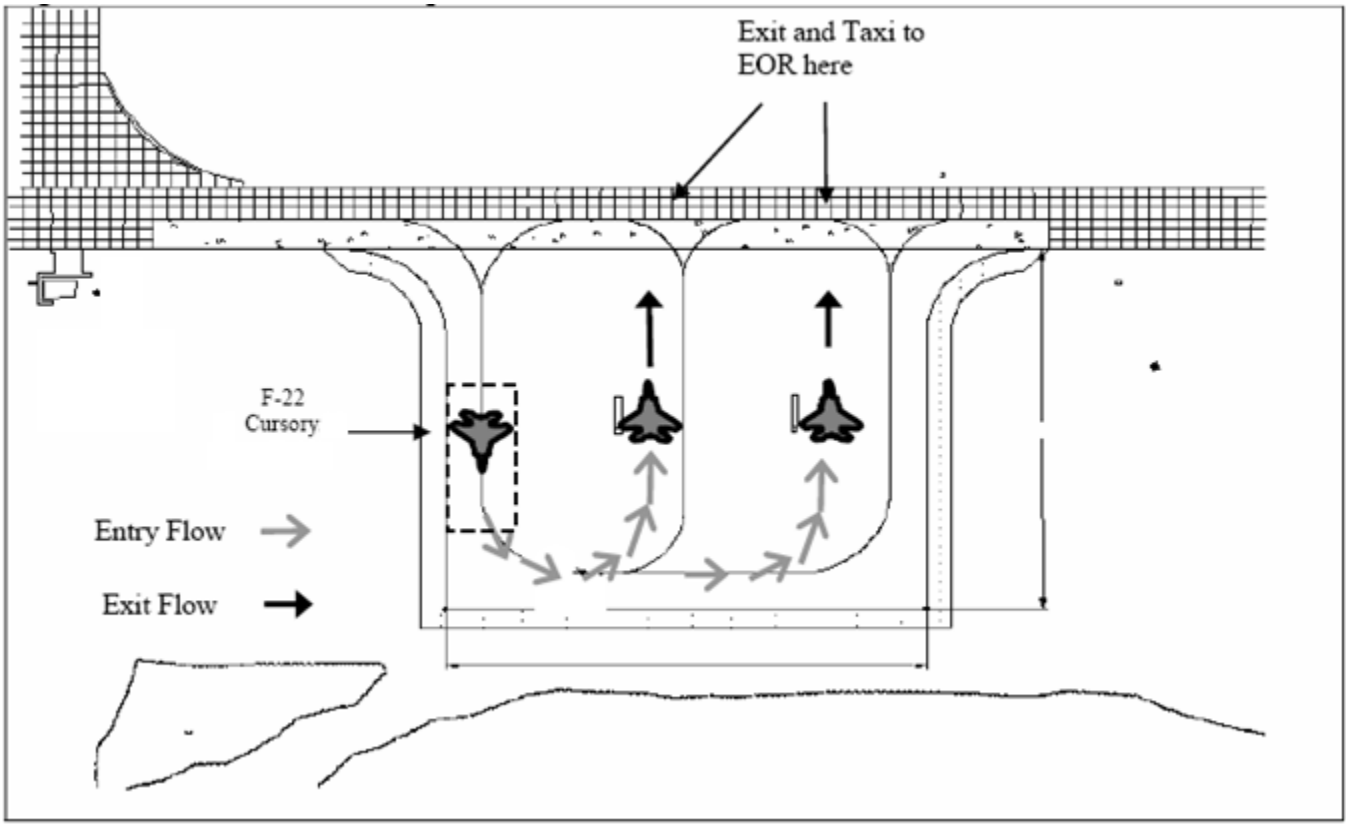


Figure 1.10. Site #1 LFA Ramp Hot Pit Alternate Flow

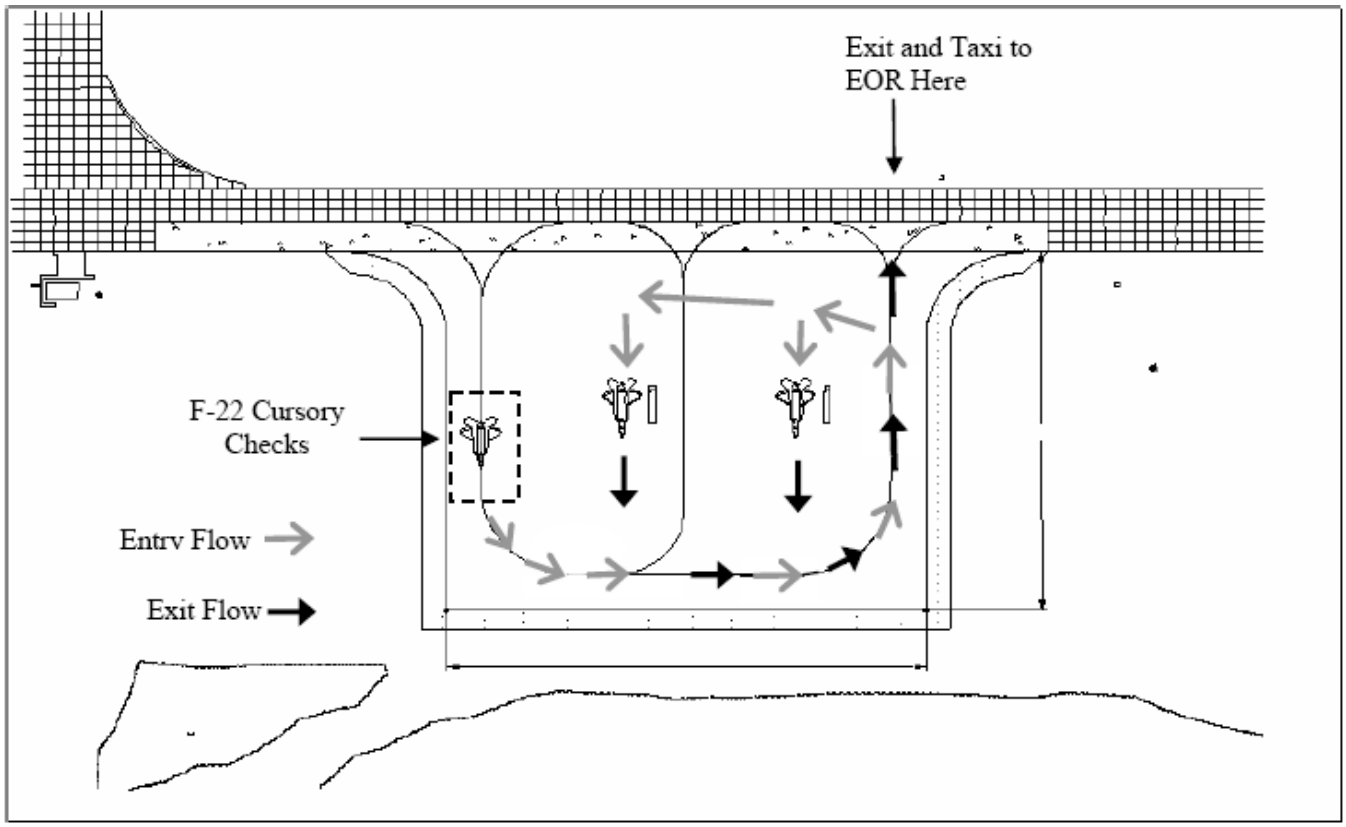


Figure 1.11 Site #2 WEG Ramp Hot Pit Flow

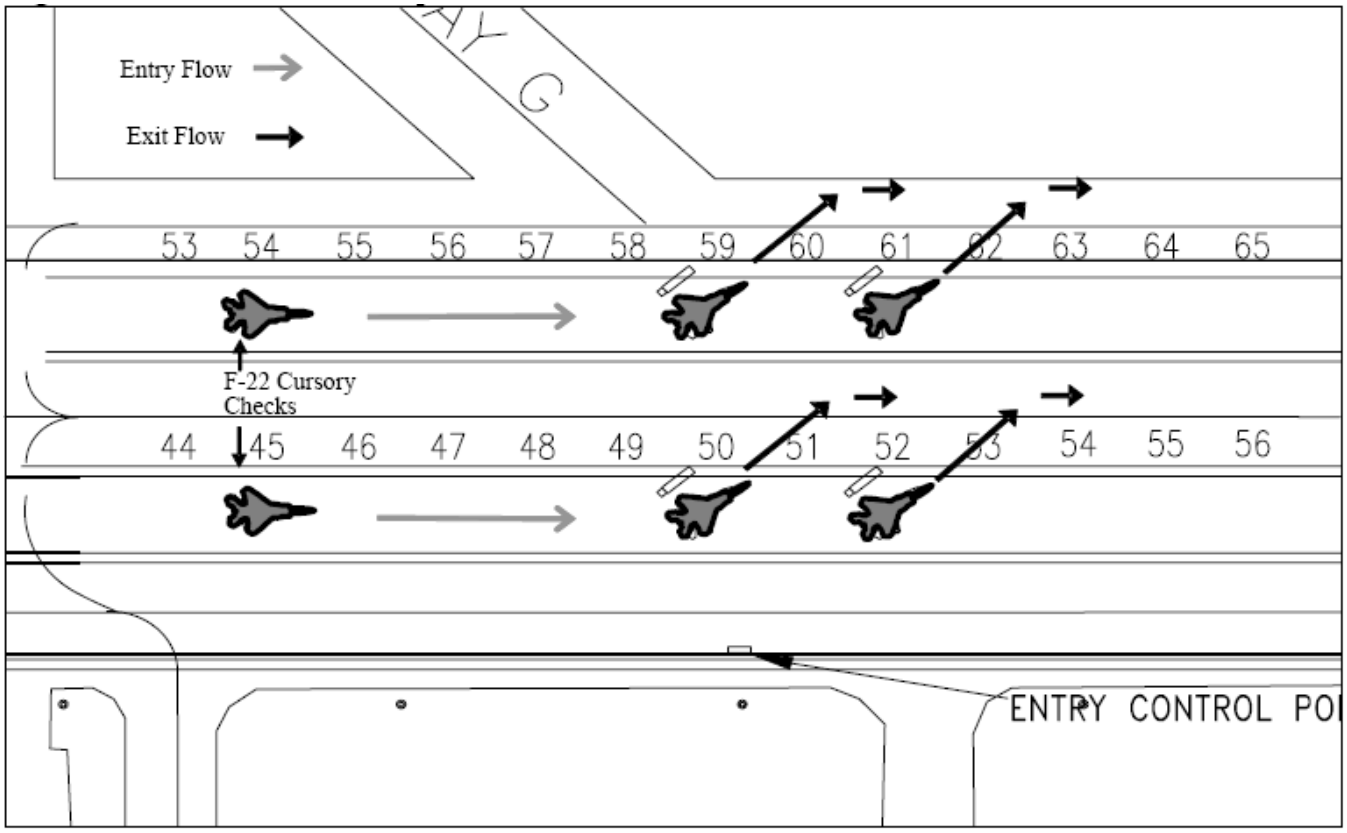


Figure 1.12. Site #2 WEG Ramp Hot Pit Alternate Flow

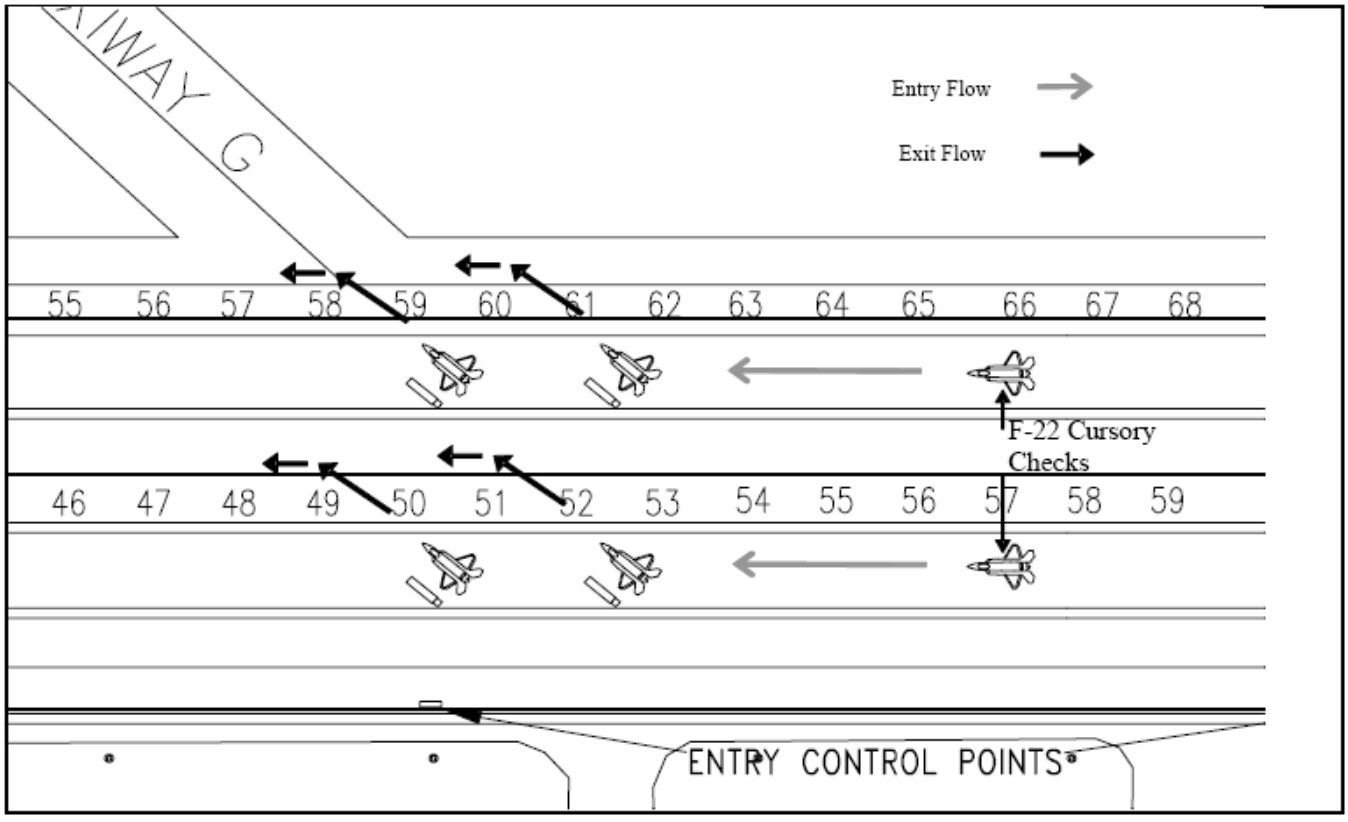


Figure 1.13. Site #3 Taxiway B, D, G Hot Pit Flow

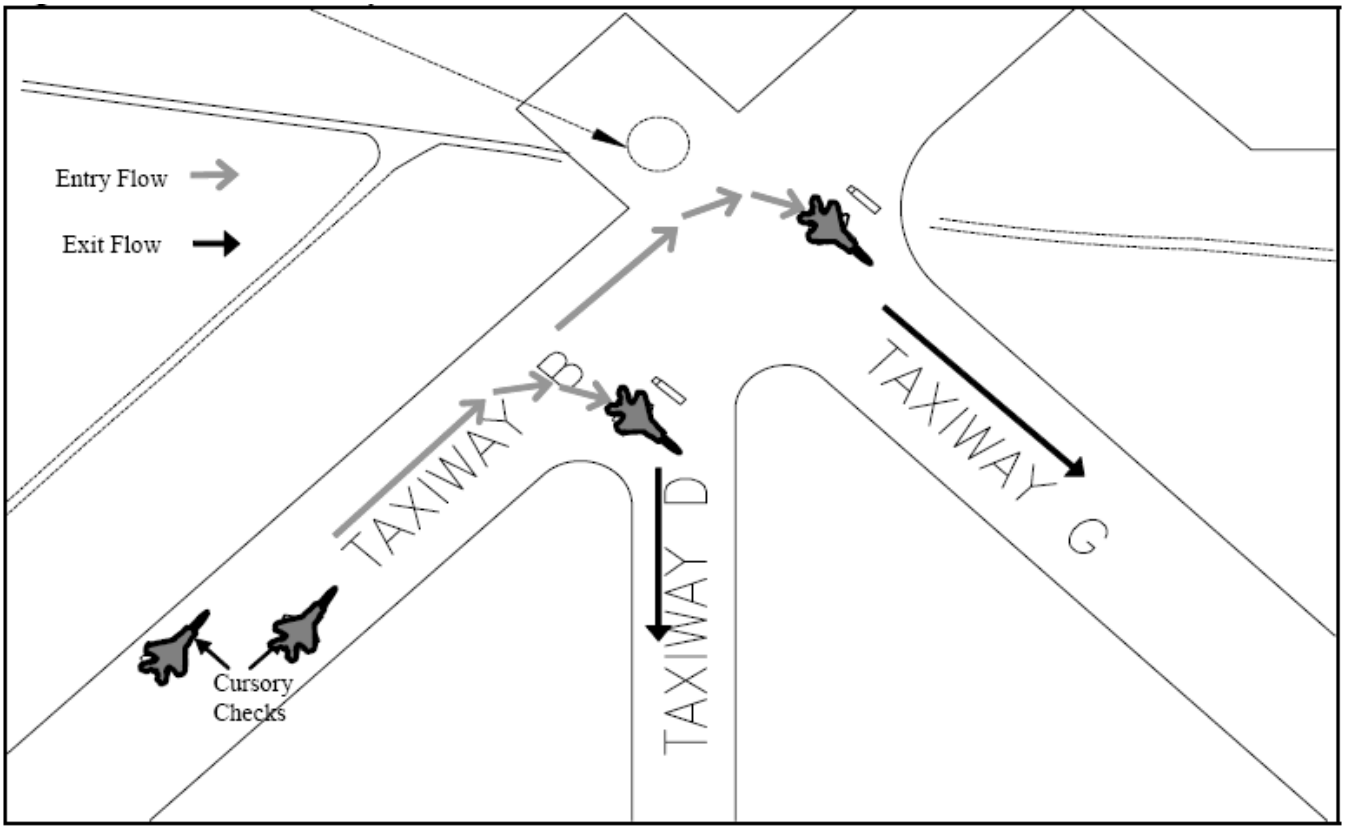
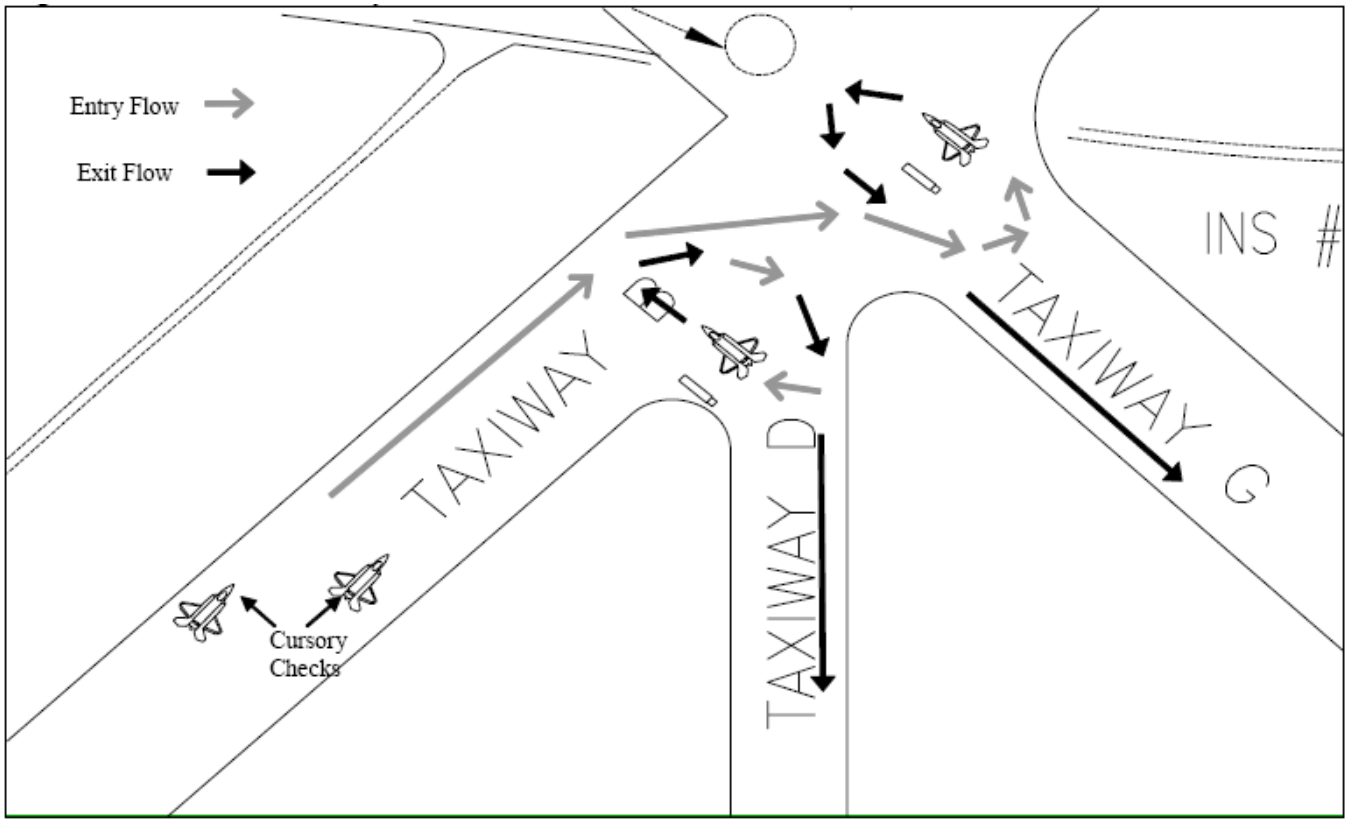


Figure 1.14. Site #3 Taxiway B, D, G Hot Pit Alternate Flow



Chapter 2

FLYING AREAS

2.1. Local Flying Area/Designation of Airspace: (Figures 2.1-2.17)

2.1.1. Tyndall Airspace. The local airspace for military operations around TAFB consists of special use airspace (SUA) (Figure 2.1) and air traffic control assigned airspace (ATCAA). In addition to the airspace above, ATC uses the Tyndall Terminal Area (TTA) for arriving and departing aircraft.

2.1.2. Special Use Airspace (SUA). Special Use Airspace around TAFB consists of military operations areas (MOAs), restricted areas (RAs) and warning areas (WAs). These areas are depicted on aeronautical charts and divided into overland and over water SUA.

2.1.2.1. Overland SUA MOAs and RAs below FL 180 are labeled Tyndall B, C, D, E, F, G, H MOAs, R-2905A and R-2905B. Combinations of MOAs and ATCAAs form Compass Lake (LAKE) and Carrabelle (CARA) and a combination of MOAs form the Low Level Area (LLA). 325 FW Scheduling (325 OSS/OSOS) schedules these areas. **NOTE**: G MOA airspace (at or above 5,000' MSL) is used in conjunction with W470A operations. The area above the G MOA is defined as ACMI WEST ATCAA and serves as an extension of the W470A. RAPCON may release the over water portion of G MOA when W470A is not scheduled or in use (Figure 2.2). Chaff and flares (MJU-7 and MJU-10) are authorized in Compass Lake and Carrabelle MOAs at or above 9,000' MSL.

2.1.2.2. Over water SUA includes W470 and W151 beyond the 3-mile limit from surface to FL600. The OPR for W470/151 airspace is the 96 TW at Eglin AFB, Florida. The 96 TW delegates operational control of scheduling W470 to 325 OSS/OSO. Tyndall Military Radar Units (MRUs) provide radar weapons control in the airspace when scheduled. 325 OSS/OSO may coordinate for W151 airspace with 96 TW. The 96 TW is the final approval authority for W151 scheduling.

2.1.2.3. Day/night chaff and flare employment is authorized in local over water SUA. Chaff will normally be approved for W470 and W151C/D/E/F. Wing Scheduling will annotate chaff or flare restrictions in the remarks section of the GTMS daily schedule. Changes to the schedule for chaff drops must occur before 1500L on the day preceding the mission (see TAFBI 11-201, paragraph 7.7.2. for ECM scheduling).

2.1.2.4. Aircraft will use MOA Monitor/Common Frequency for traffic and safety calls; make all tactical communications on the Tactical/GCI Frequency. If a controlling agency/MRU is used, the listed Tactical/GCI Frequency will be used for all tactical communications and the MOA Monitor/Common Frequency will be used for advisory coordination and safety calls. See airspace depictions in this document and the Tyndall In-Flight Guide (IFG) for current area operating frequencies. Single radio aircraft will monitor and conduct tactical communication on MOA monitor frequency.

2.1.3. Florida "A" ATCAA. Florida A (FLAA) ATCAA is directly overhead TAFB from FL240-FL280 (Figure 2.3) and is controlled and released to Tyndall MRUs by Jacksonville Center. It is not depicted on aeronautical charts, but is described in Letters of Agreement (LOAs).

2.1.4. R-2905A and R-2905B. These restricted areas are southeast of Tyndall and under control of Tyndall RAPCON. Both extend from surface up to and including 10,000 feet and are usually activated for short periods of time for drone launch and recovery (Figure 2.4).

2.1.5. Explosive Ordnance Disposal (EOD) Range. The EOD Range is centered on the Tyndall (PAM) 160 radial/2.1 miles or coordinates 30 02' 27.72''N/ 85 33' 31.03W. Area to be protected is identified as a 2,500 foot radius extending from the surface up to and including 1,000 feet MSL from the coordinates listed above. Upon request from EOD and Tower approval, the protected area may be extended up to and including 2,500 feet MSL.

2.1.6. W470/W151. These areas are used for weapons firing and training flights. The procedures for temporary release of weather deviation corridors, Lightning Corridor (located in W151C, D, E, F and

W470C, E, F) and Thunder Corridor (located in W470A, B, D and ACMI East) to Jacksonville Center are set forth by LOA (Figures 2.5 and 2.6**).** ACMI East is an ATCAA airspace that is part of Thunder Corridor (Figure 2.5).

2.1.6.1. Reduced Aircraft Lighting is authorized in W470, W151 and W155 IAW AFIs 11-202V3, 11-214 and relevant formal course syllabi.

2.1.7. ACMI Capable Ranges. These areas include over land and over water SUA and ATCAA (W470, E MOA with Carrabelle ATCAA as coordinated, G MOA with ATCAA to FL 600, Compass Lake MOA and ATCAA and special ATCAA outside SUA from 5,000' to FL 600). ACMI EAST/WEST ATCAAs are activated under MRU control only (Figure 2.7).

2.1.8. Tyndall LLA. The low-level area (LLA) is located in C, D and E MOAs. C and D MOAs extend from 300 feet AGL up to and including 4,000 feet MSL (up to and including 6,000 feet MSL is authorized for special exercises) and E MOA extends from 300 feet AGL to 8,000 feet MSL. All aircraft will maintain a minimum altitude of 1,000 feet AGL over the Lake Wimico Recreational Area. The controlling agency is Tyndall RAPCON. When the LLA is released for MRU control, the Military Training Route (MTR) Area Boundary (3032N 8530W to 3029N 8458W) as depicted in Figures 2.2 and 2.16, will be the northern border of the LLA. The following restrictions apply to all operations in the LLA (Figure 2.2 and 2.16).

2.1.8.1. Operations below 1,000 feet AGL in E MOA will remain at least 5 NM north of the town of Apalachicola, FL. (See paragraph 5.5.1.1.)

2.1.8.2. During the months of November through May, remain at or above 1,000 AGL in the vicinity of the confluence of the Brothers and Apalachicola rivers.

2.1.8.3. Avoid public-use airports by a radius of 3 NM or 3,000 feet AGL (Figure 2.2).

2.1.8.4. Avoid Compass Lake, FL (3036N 8523W) by 3 NM or 1,500 feet. Avoid extensive maneuvering over Compass Lake at all altitudes within the LLA.

2.1.8.5. When IFR traffic is landing at Apalachicola airport, the Apalachicola Protected Area (APA) may be activated to allow Low Level Training and IFR arrivals to continue simultaneously. When the APA is activated all aircraft involved in Low Level Training will remain North and East of this area from the surface up to and including 4,000 feet MSL. Aircraft may over fly this area above 4,000 feet MSL. The north and eastern borders of the APA are defined by a line going through the three points: 30-00N 85-16W, 30-00N 85-00W and 29-47N 84-44W. The south and west borders are defined by the normal E MOA boundaries (Figure 2.17).

2.1.8.5.1. Pilots and RAPCON controllers will adhere to the following procedures to activate the APA.

2.1.8.5.1.1. When an IFR arrival is 20 flying miles from AAF, begin the process to restrict aircraft operating in E MOA to the "TAC Intercept Area" north and east of the Apalachicola Protected Airspace (APA).

2.1.8.5.1.2. Once the pilot reports established in the TAC Intercept Area, he will remain outside the lateral confines of the APA, or remain above 4000' MSL.

2.1.8.5.1.3. If conditions require (weather, near mission completion, etc.), the pilot may request a short delay to finalize any training. In this case, RAPCON will accommodate fighter training to the maximum extent possible to include holding civilian traffic and/or advising the civilian pilot that an immediate VFR approach is available if VFR conditions exist.

2.1.9. Military Training Route (MTR) Area. The part of the Tyndall LLA north of a line extending from 3032N on the west boundary of "C" MOA to 3029N on the east boundary of C MOA from 300 AGL to 4,000 feet MSL. Numerous low-level military training routes go through the MTR Area. Tyndall RAPCON will provide traffic advisories to aircraft operating in the MTR area via the LLA common frequency as soon as possible after receiving the MTR traffic flight progress strip.

2.1.10. LLA Extension F MOA. RAPCON uses this area for aircraft transiting to and from W470 airspace. F MOA is normally activated for military use during exercises. All aircraft will maintain a minimum altitude of 1,000 feet AGL over the Lake Wimico Recreational Area and 2,000 feet over St. Vincent National Wildlife Refuge when within 1 NM of these areas. The controlling agency is Tyndall RAPCON (Figure 2.2).

2.1.11. Carrabelle Area. This area is above and uses the lateral boundaries of E MOA, 9,000 feet MSL up to but not including FL180 and Carrabelle ATCAA, FL180 up to and including FL230 (Figure 2.8). Carrabelle may be extended up to and including FL 370 with a 15 minute prior notification. Upon initial contact with ground control, pilots should request Carrabelle up to FL370. NOTE: Simultaneous use of Carrabelle Area (FL 240 and Above) and Florida A is prohibited per LOA with Jacksonville Center, Miami Center, Air Armament Center and the 325 Operations Group.

2.1.11.1. Carrabelle Area/LLA Combined Airspace. This airspace combines the Carrabelle Area and LLA (PAM HILOW) or the Carrabelle Area with the E MOA only (PAM12) from 300 feet AGL up to but not including FL230 in the Carabelle Area for Low Altitude Step Down Training (LASDT) or other missions. Confirm altitude block with RAPCON upon entering. Aircraft on PAM HILOW should release Carrabelle Area when mission requirements permit. Pilots can request Carrabelle Area up to FL 370 as described above.

2.1.12. Compass Lake (CMP). This area is comprised of the Tyndall B and H MOAs east of the 8540W line, from 9,000 feet MSL up to but not including FL180 and the ATCAA within the lateral confines of the Tyndall B and H MOAs east of the 8540W line that defines the western boundary from FL180 to FL230. Airspace west of the 8540W line is used by RAPCON for the movement of air traffic in/out of the Panama City area. RAPCON may provide area monitor for FL230 and below (Figure 2.9).

2.1.12.1. MRU support is limited to 12,000' MSL to FL230 due to communications limitations with Cairns Approach.

2.1.13. Moody 3 MOA/ATCAA. This area is located northeast of Tyndall and is controlled by Jacksonville Center (Figure 2.10). Flares are authorized. R-196 chaff not authorized.

2.1.13.1. Moody 1 MOA/ATCAA. This area is located above Moody AFB, northeast of Tyndall and is controlled by Valdosta Approach Control (Figure 2.11). Coordinate through 325 OSS/OSO to schedule this airspace. Flares are authorized. R-196 chaff not authorized.

2.1.14. W470 D/E. This area is adjacent to the southeastern boundary of W470 B/C. Both Jacksonville and Miami Centers jointly control W470D/E when not in use by Tyndall. 325 OSS/OSOS is the appointed scheduling agency (Figure. 2.12).

2.1.15. Raptor ATCAA. Raptor ATCAA is located south of the W470 complex and shares its northern border with W470CEF and its southern border with W-168. It is described by the following coordinates: $28^{o}02$ 23N $85^{o}00$ 00W, $28^{o}05$ 00N $84^{o}15$ 00W, $28^{o}05$ 00N $83^{o}31$ 00W, $27^{o}23$ 47N $83^{o}31$ 00 W, $27^{o}06$ 31N $83^{o}31$ 00W, $27^{o}20$ 43N $85^{o}00$ 00W and $27^{o}39$ 56N 85^{o}0000W between the altitudes of FL400 - FL600. Raptor ATCAA will always be used in conjunction with at least the southern portion of the W470 complex (W470CEF). Raptor ATCAA is owned jointly by Jacksonville Center and Miami ARTCC but 325 OSS/OSOS is the primary scheduling agency. Raptor ATCAA must be scheduled and confirmation sent to ZMA by 1600 CST the day prior. Raptor ATCAA cannot be scheduled real-time.

2.1.16. Rose Hill MOA/ATCAA. This area is controlled by Jacksonville Center (Figure 2.13). Chaff and flares are not authorized.

2.1.17. Live Oak MOA/ATCAA. This area is controlled by Jacksonville Center (Figure 2.14). Chaff and flares are not authorized.

2.1.18. W-155 and WHODAT ATCAA. W-155 and WHODAT are over water areas located west of W-151 and along the coast. They are available to Tyndall aircraft with advanced scheduling. W-155 is

scheduled by Pensacola NAS and is controlled by Jacksonville Center. WHODAT is adjacent to W-155 and scheduled by Gulfport AGR and controlled by Houston ARTCC. Supersonic flight, chaff (R196), and flares (MJU-7 and MJU-10) are authorized.

2.1.19. Spill Out/In and Airspace Denial Reporting.

2.1.19.1. Spill Out/In. RAPCON/MRUs will report all spill out/ins to the Airspace Management office (325 OSS/DOAS 283-4148) within 24 hours (or next duty day) or 325 OG Stan Eval (325 OG/OGV 283-3257) if unable to reach 325 OSS/DOAS. Use TAFB Form 28 to record spill out/in and airspace denial details. 325 OSS/DOAS will brief 325 OG/OGV within 24 hours. If preliminary analysis indicates an investigation is warranted, 325 OG/OGV will notify the commanders of the flying squadron and RAPCON or MRU involved. Reconstruction of the incident should begin immediately upon completion of the mission while events are still fresh in the minds of all participants. Transcripts of air-to-ground recordings and written statements of the individuals involved will be furnished to 325 OG/OGV or 325 OSS/DOAS upon request. 325 OG/OGV will investigate and report findings to 325 OG/CC within 72 hours.

2.1.19.2. Denials/Restrictions. Pilots/RAPCON/MRUs will report all occurrences of altitude caps, restrictions, ATCAA use denials, etc., by Jacksonville/Miami Centers to the Real-time Airspace Scheduler (325 OSS/OSOS). 325 OSS/DOAS will investigate and track each denial report. The following information is required for airspace denial reports: SUA identification/using agency; agency denying SUA use; period of desired use; resulting mission impact; reason for denial; remarks. Pilots will contact 325 OSS/DOAS (ext. 3-4148) to report mission impact.

2.1.20. Sonic Boom Procedures. Supersonic flight is authorized in those portions of over water airspace above 10,000 feet and no closer than 15 NM from the closest shoreline, including St. George Island. Unauthorized supersonic flight will be reported by flying units to 325 OSS/DOAS (3-4148) who will then investigate all noise/sonic boom complaints. Pilots will provide the following in the report to 325 OSS/DOAS: Time (Local) of incident; Location of incident; Altitude; and Speed.

2.1.21. Special Use Airspace Utilization Reporting. 325 OSS/DOAS is responsible for collecting utilization data for all TAFB managed/used SUA. 325 OSS/DOAS will complete airspace use data via GTMS and submit reports to HQ ACC/A3AA as required.

2.1.21.1. ATC will provide 325 OSS/DOAS with a copy of the Joint Use Restricted Area Log by the third workday of each month.

2.1.22. Waivers/Airspace Proposals/Aeronautical Objections. 325 OSS/DOAS will prepare and process airspace management documents as required for the following purposes:

2.1.22.1. Waivers pertaining to SUA or Airspace for Special Use.

2.1.22.2. Airspace proposals directed by environmental requirements as a result of changes in the number or types of aircraft, or hours of utilization for existing airspace.

2.1.22.3. Aeronautical objections to construction activities within Tyndall's airspace area.

2.1.23. Controlled Firing Areas. Tyndall has three controlled firing areas (CFAs) under real-time control of Tyndall RAPCON and activated by NOTAM. Aircraft must avoid lateral and vertical limits of CFA boundaries.

2.1.23.1. Sky X (10) CFA – PAM – 130/07 NM. This area is used for ground bomb detonations. Ground zero detonation test site is located within R-2905B at coordinates N2959.7, W8528.6. The safety limits are defined laterally as a 1 statute mile radius of ground zero, surface to 6,000 feet (Figure 2.4).

2.1.23.2. Rapid Runway Repair CFA (SILVER FLAG AREA) – PAM125/06 NM. This area is used to support detonations of sub-surface explosive charges used to blast craters in a mock runway in order to conduct training to repair the damage. A line joining the following coordinates, beginning at N3001.7, W8530.1 to N3001.7, W8529.6 to N3000.6, W8529.7 to N3000.6, W8530.1, then to point of beginning,

bound the safety area. This area provides a 1,500-foot lateral clearance zone of the runway detonation points. Protected altitude is surface to 2,000 feet.

2.2. VFR Local Training Areas:

2.2.1. Local training is conducted in the Special Use Airspace as defined above.

2.3. Altimeter Settings.

2.3.1. For operations in overland airspace (MOAs) use standard altimeter setting (29.92) when operating at or above 5,000' AGL and local altimeter when operating below 5,000' AGL.

Note: **When local altimeter is less than 29.92**. The lowest published MOA (Carrabelle, Compass Lake, Rose Hill etc.) altitude will not be assigned to mission aircraft unless the LLA (Carrabelle) is simultaneously scheduled. If using a 5000' AGL/AWL floor and altimeter drops below 29.92, use local altimeter to ensure adherence to AFI 11-214 restrictions for unlimited maneuvering.

2.3.2. For operations in overwater (SUA) airspace (W470 and W151), use local altimeter setting. In the event the airspace altitudes are not unlimited (corridors active, stranger traffic, etc) pilots shall be responsible for assuring operations do not exceed the limits of the assigned block, which will be assigned by ATC or the controlling agency based on the standard (29.92) altimeter.

2.4 Letters of Agreement and Certificates of Authorization.

2.4.1. All Letters of Procedures (LOPs), to include Letters of Agreement and Certificates of Authorization, are located on the OSA flight drive and are loaded to the OSA flight SharePoint.

2.4.2. All LOPs are reviewed IAW AFI 13-204v3_ACCSUP1; the schedule for review is detailed in the TAFB LOP Index, which is located on the OSA flight drive and is uploaded annually to the ACC SharePoint.

Figure 2.1 Special Use Airspace (Not to Scale)

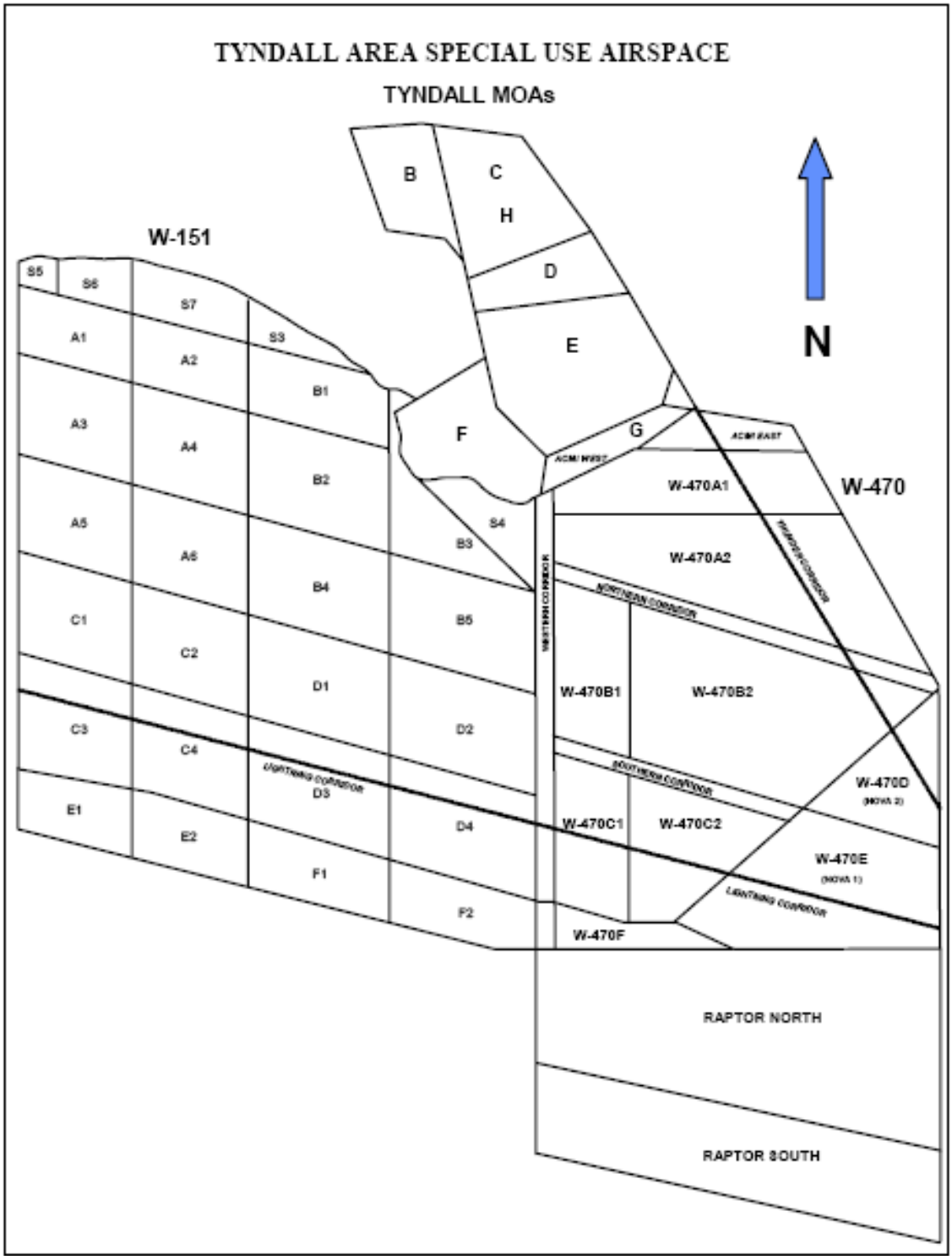


Figure 2.2 Tyndall MOAs (Not to Scale)

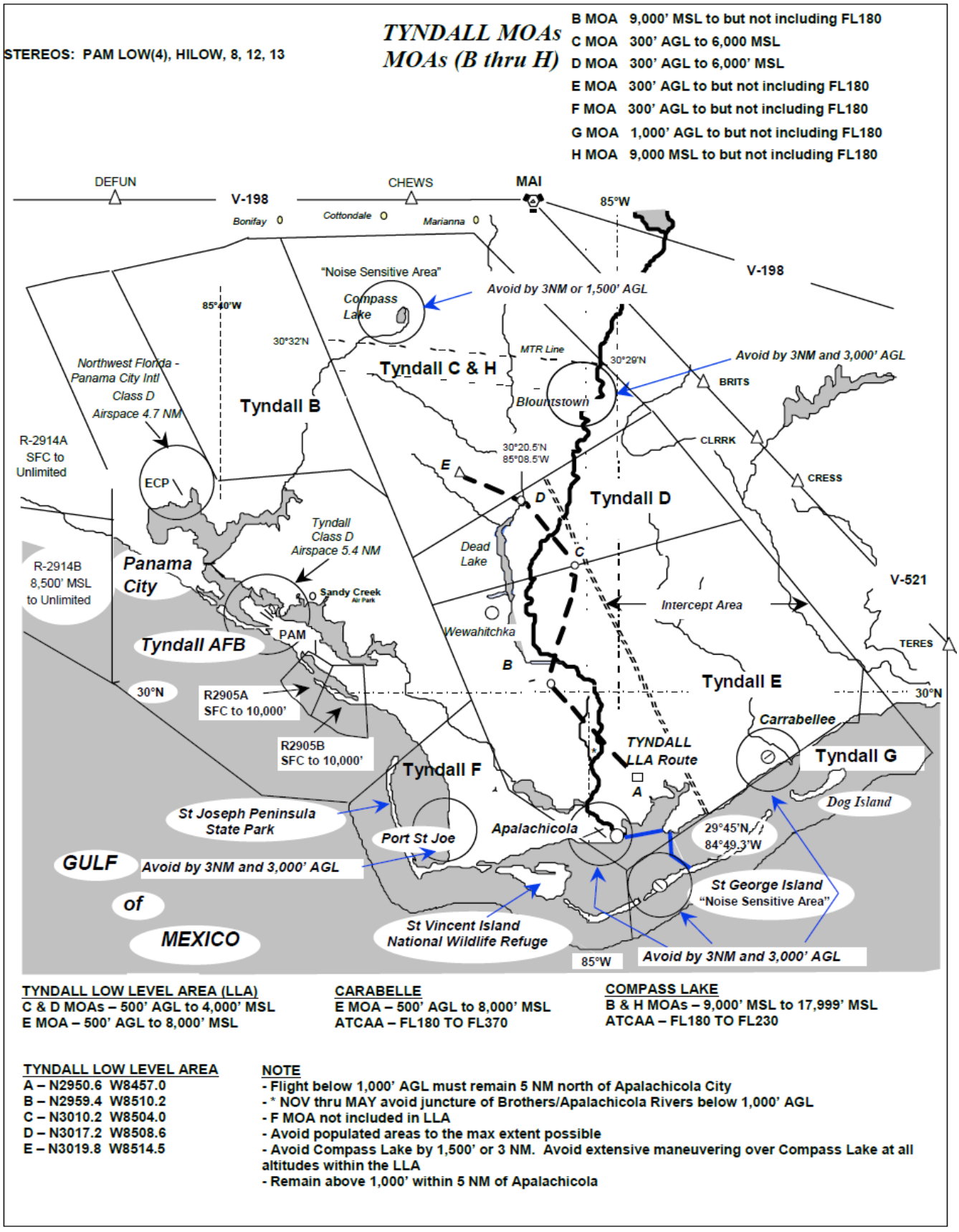


Figure 2.3 ATC Assigned Airspace (ATCAA) (Not to Scale)

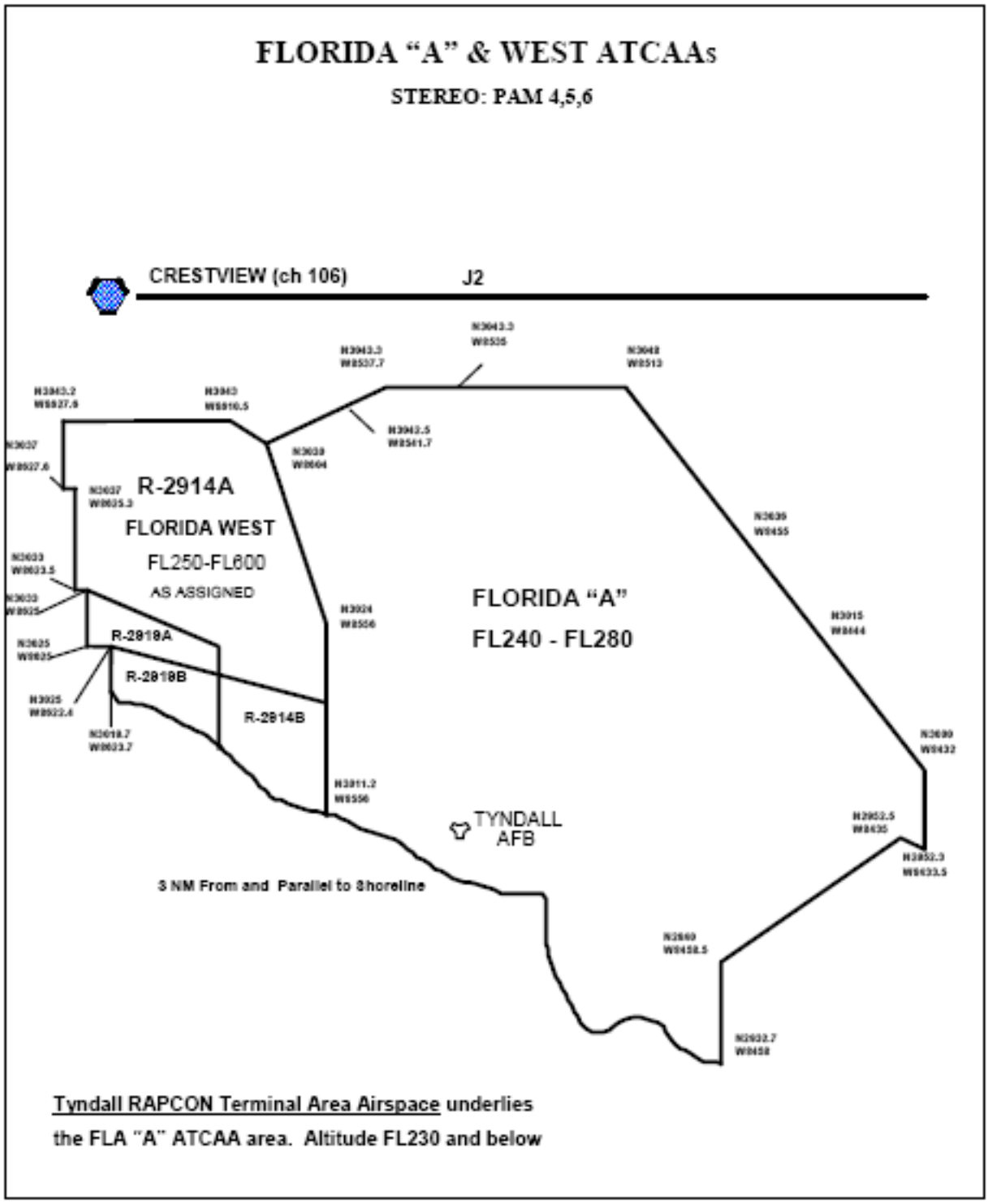


Figure 2.4 R2905A/B and SKY-X (Ten) CFA (Not to Scale)

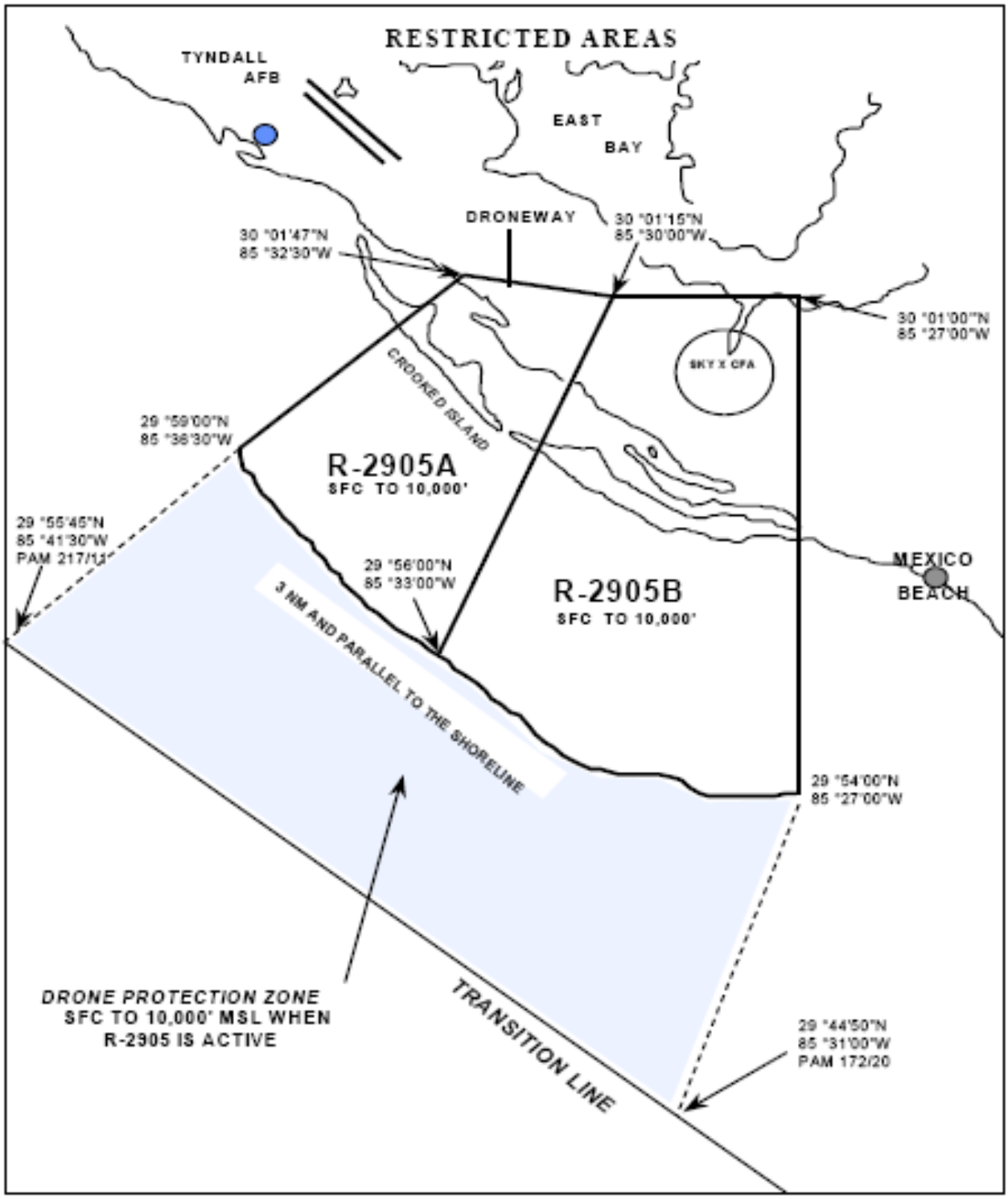
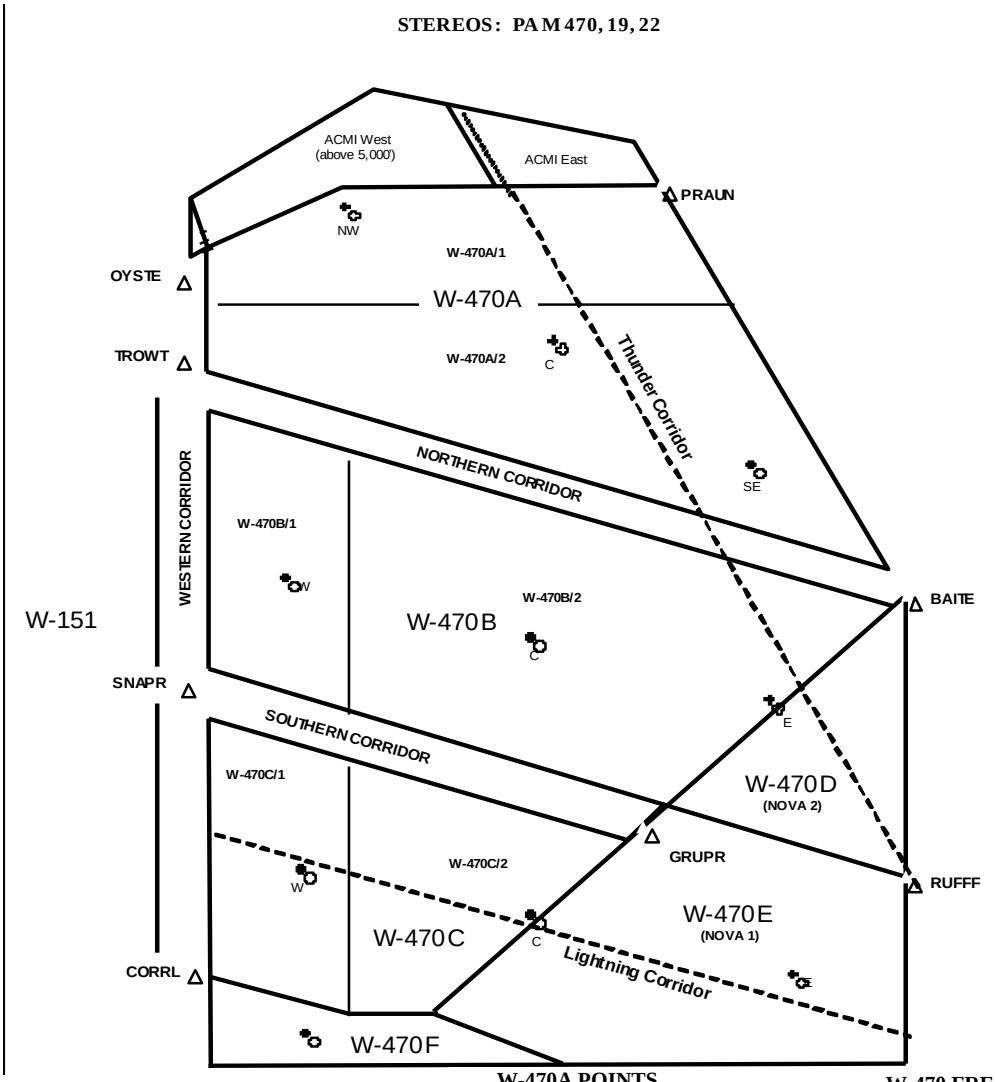


Figure 2.5 Warning Area 470 (Not to Scale)



OYSTE	2932N	8500W	(137/44)
TROWT	2922N	8458W	(143/52)
SNAPR	2846N	8458W	(158/84)
CORRL	2815N	8458W	(164/114)
PRAUN	2942N	8400W	(105/85)
BAITE	2856N	8331W	(122/127)
GRUPR	2831N	8403W	(139/123)
RUFFF	2824N	8331W	(132/147)

W-470A POINTS

C	2925N	8414W	(119/80)
NW	2940N	8438W	(116/55)
SE	2911N	8350W	(120/105)

W-470B/D POINTS

C	2852N	8417W	(137/97)
W	2859N	8445W	(146/78)
E	2845N	8348W	(130/122)

W-470C/E/F POINTS

C	2821N	8417W	(146/123)
W	2827N	8445W	(156/106)
E	2814N	8348W	(139/144)
F	2806N	8440W	(160/127)

W-470 FREQUENCIES

W-470A
CMN: 227.075
ACMI 7(B): 361.4/139.0
ACMI 8(R): 314.05/149.750

W-470B/D
CMN: 376.45
ACMI 5(B): 257.5/140.325
ACMI 6(R): 358.85/141.95

W-470C/E/F
CMN: 291.15
ACMI 3(B): 234.925/142.975
ACMI 4(R): 360.55/141.075

W470 SFC – UNLIMITED, ACMI EAST & WEST 5,000'-FL600

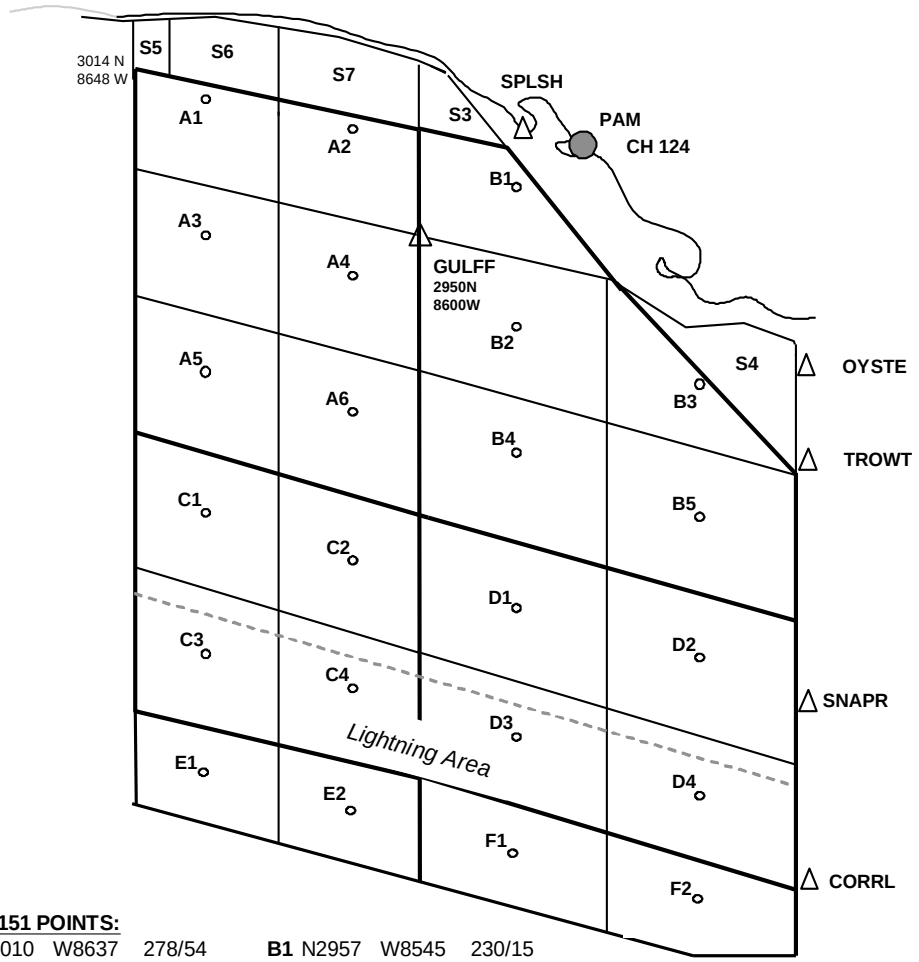
Use local altimeter in the airspace.

Chaff/Flare authorized >1,000' AGL, Supersonic authorized >10,000 feet MSL and >15nm from the closest shoreline.

Normal RTB should be from Oyste or Trowt, at or below FL230. Higher recoveries require prior coordination with Jacksonville Center.

Figure 2.6 Warning Area 151 (Not to Scale)

STEREO: PAM 151, 2, 86



W-151 POINTS:

A1	N3010	W8637	278/54	**B1**	N2957	W8545	230/15
A2	N3005	W8612	273/31	**B2**	N2937	W8545	197/30
A3	N2949	W8637	254/58	**B3**	N2928	W8515	155/38
A4	N2943	W8612	237/38	**B4**	N2918	W8545	190/48
A5	N2930	W8637	237/65	**B5**	N2909	W8515	163/58
A6	N2924	W8612	218/53				
C1	N2910	W8637	224/75	**D1**	N2857	W8545	188/70
C2	N2903	W8612	208/70	**D2**	N2849	W8515	168/75
C3	N2850	W8637	216/93	**D3**	N2838	W8545	185/88
C4	N2845	W8612	202/85	**D4**	N2830	W8515	169/93
E1	N2831	W8636	212/107	**F1**	N2818	W8545	187/106
E2	N2825	W8612	200/104	**F2**	N2811	W8515	173/114

W-151 FREQUENCIES:

W-151A
CMN: 309.2
ACMI 22(B): 323.8
ACMI 23(R): 245.45

W-151B
CMN: 253.6
ACMI 11(B): 326.625/138.250
ACMI 12(R): 339.675/140.375

W-151 C/E
CMN: 239.8
ACMI 24(B): 229.05
ACMI 25(R): 259.75

W-151 D/F
CMN: 338.175
ACMI 19(B): 235.2/141.15
ACMI 20(R): 289.175/150.575

W151 SFC – UNLIMITED

Use local altimeter in the airspace

Chaff/Flare authorized >1,000’ AGL, Supersonic authorized >10,000 feet MSL and >15nm from the closest shoreline

Figure 2.7 ACMI Extensions (ATCAAs) (Not to Scale)

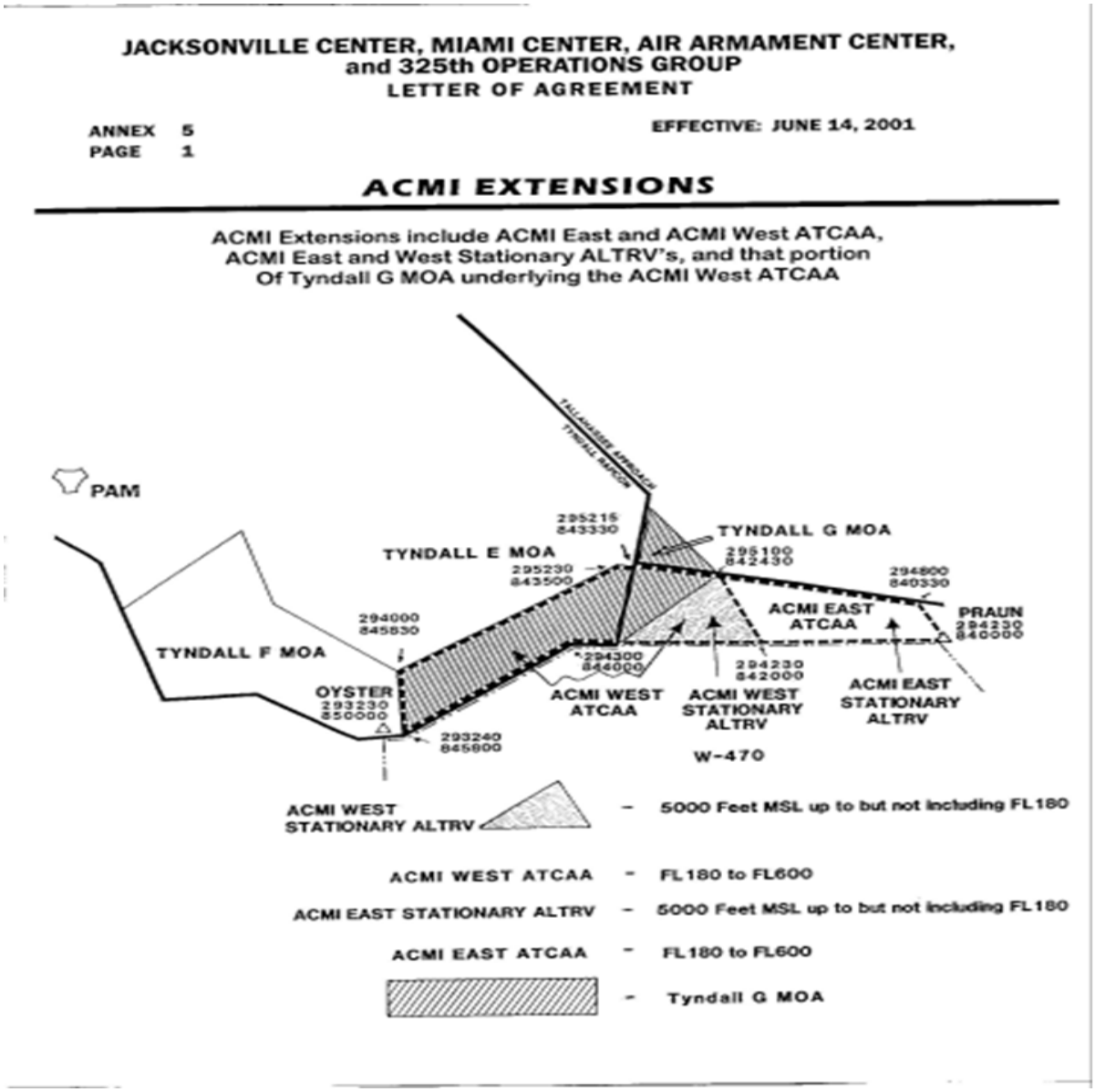
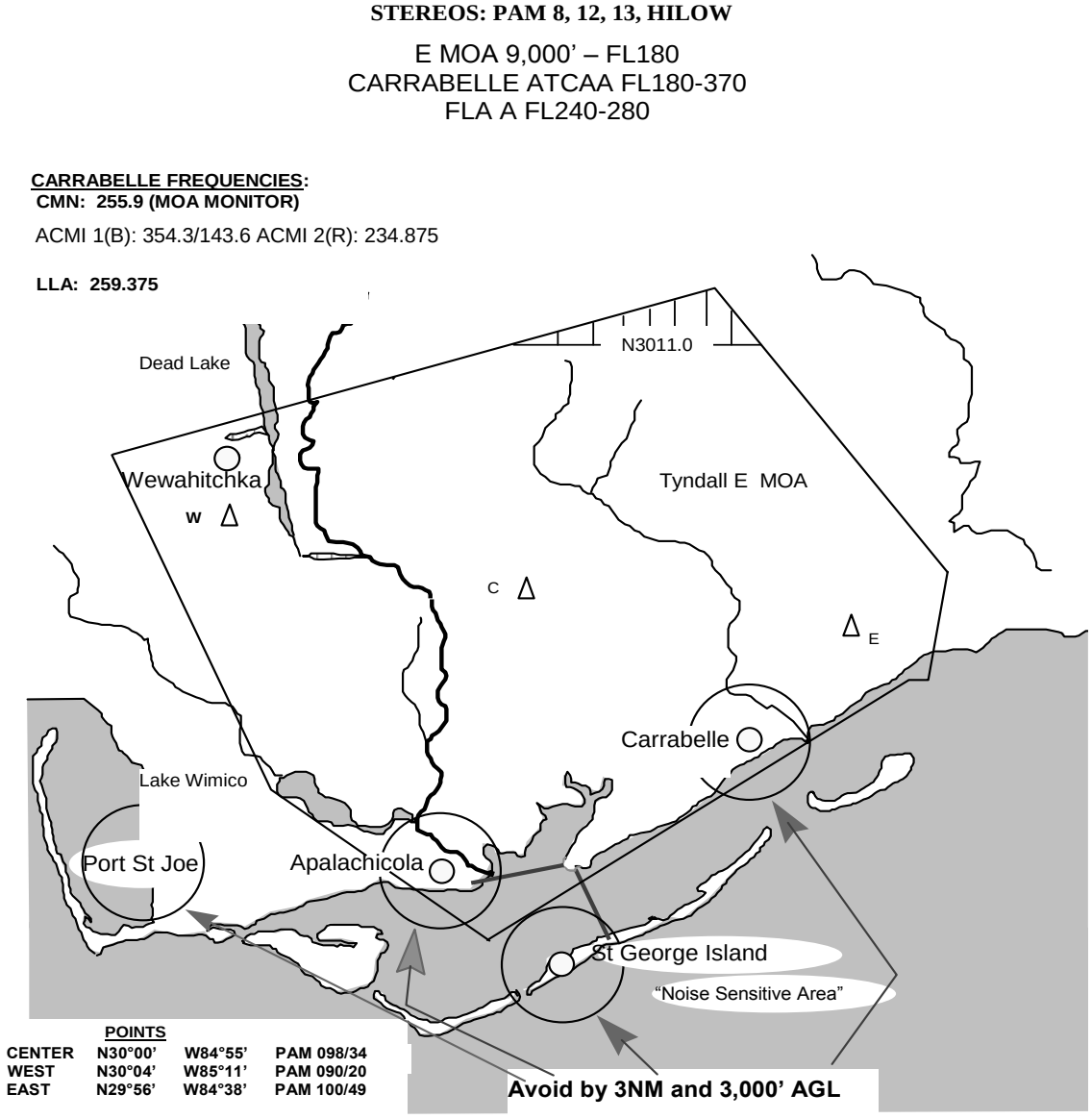
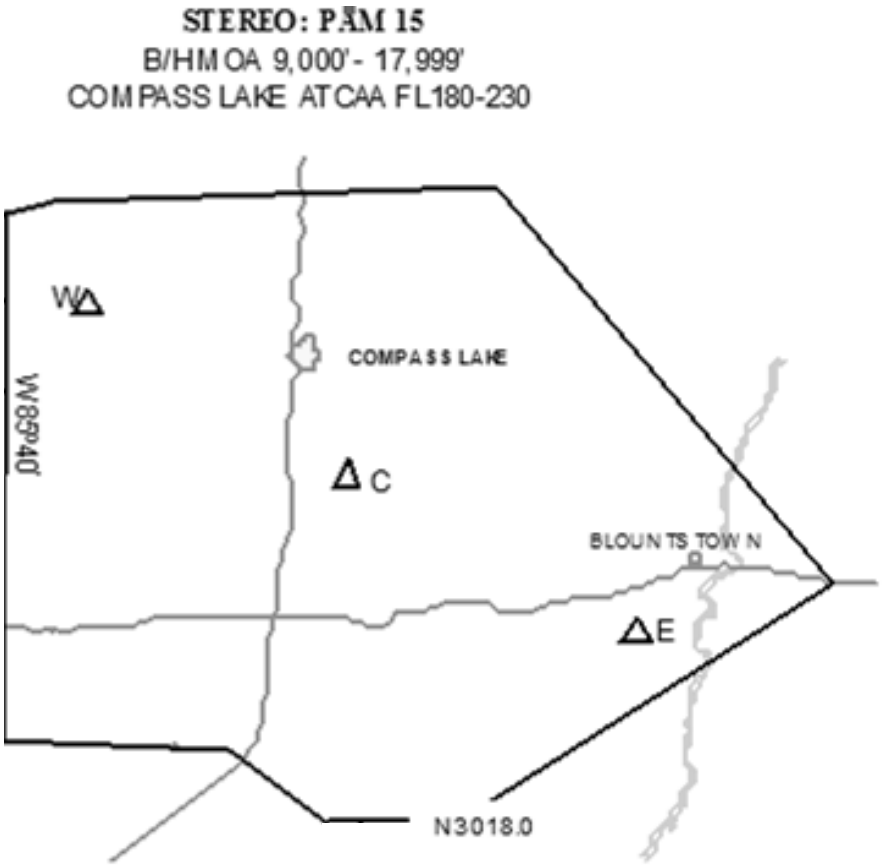


Figure 2.8 CARABELLE Area (Not to Scale)



1. Fly an OYSTE Departure (RWY 14) or a TROWT Departure (RWY 32).
2. Expect 9,000-FL230 (PAM 8), 5,000-FL230 (PAM 12), 500'-FL180 (PAM HILO) or as assigned for PAM-8 or 12.
3. Use 29.92 in the airspace. If station altimeter is below 29.92, the lowest altitude shall not be assigned.
4. SUBSONIC.
5. Chaff and flares authorized above 9,000' MSL.
6. Flights should remain south of latitude N3011.0

Figure 2.9 COMPASS LAKE Area (Not to Scale)



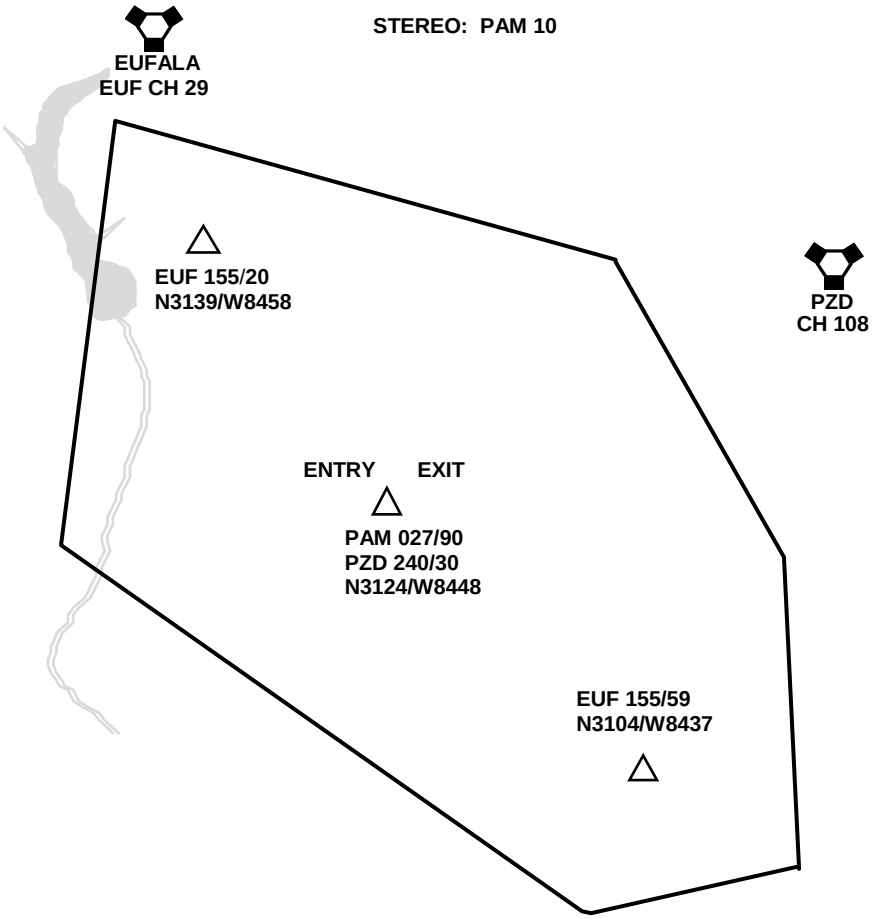
Frequencies	
Common (MOA Monitor)	360.825
Blue (ACMI 9)	379.55
Red (ACMI 10)	236.0
Backup	379.4
	341.75

Points:

C	N3032 W8521	PAM 022/30
W	N3038 W8535	PAM 359/34
E	N3026 W8505	PAM 049/34

1. Fly a River Departure (RWY 14) or a TROWT Departure (RWY 32)
2. 9,000-23,000'. Use 29.92 in the airspace. If station altimeter is below 29.92, the lowest altitude shall not be assigned.
3. SUBSONIC.
4. Chaff and flares authorized above 9,000' MSL.
5. Flights should remain east of W8540.0 and north of N3018.0

Figure 2.10 MOODY MOA 3/ATCAA (Not to Scale)



JAX CTR FREQ: 381.55

TAC FREQ: 359.0

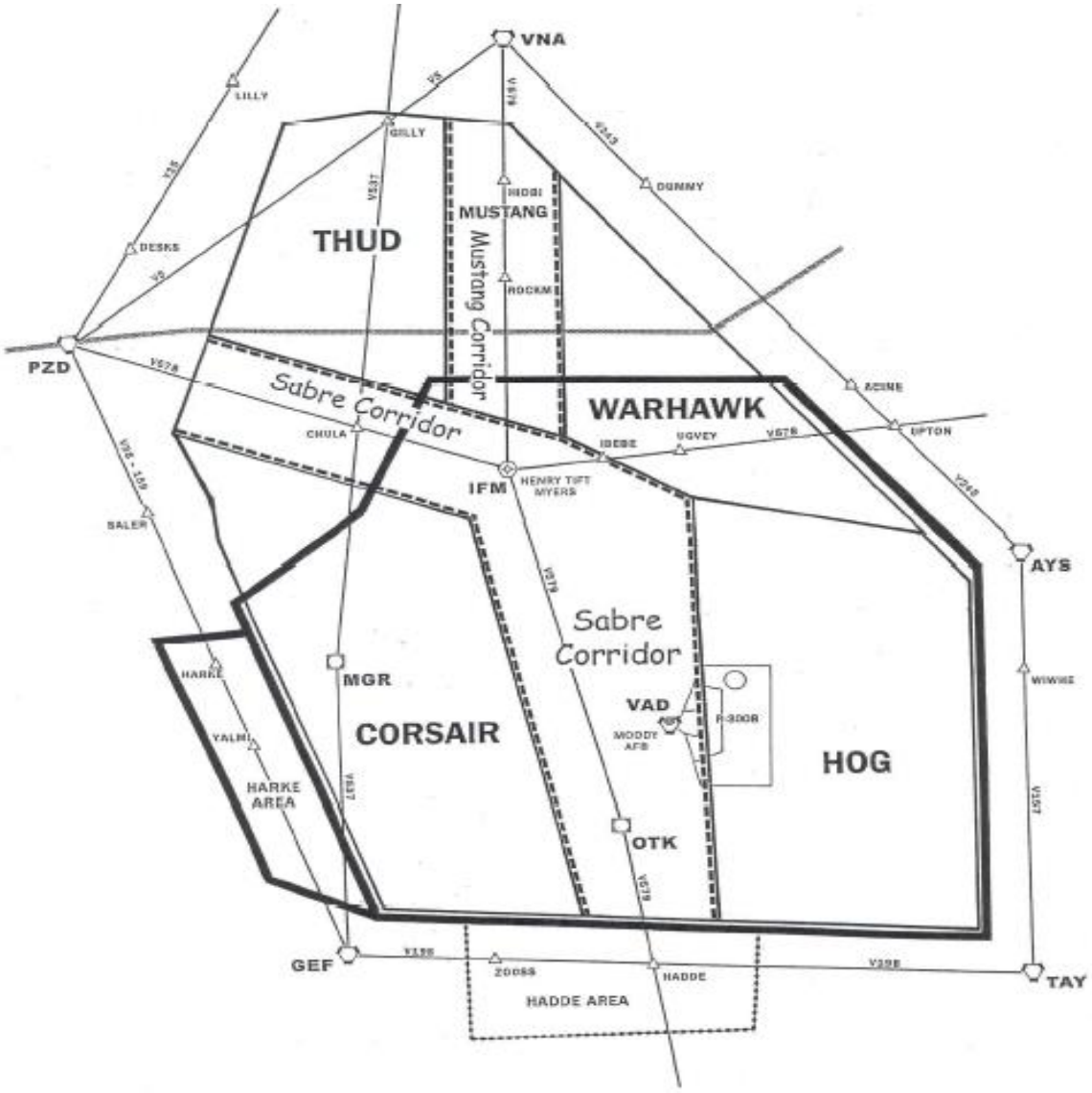
ENTRY/EXIT: N3124 W8448

1. Fly a RIVER Departure.
2. Altitude 8,000'-FL230 or as assigned. If block encompasses airspace above and below FL180, set 29.92 altimeter setting.
3. When the station altimeter is below 29.92, the lowest published altitude shall not be assigned to mission aircraft.
4. Chaff (with the exception of R-196) and flares authorized.
5. SUBSONIC.
6. Radio failure - while in the area, proceed from the filed exit point with appropriate squawk at EAC time at highest altitude in last assigned block to the designated IAF.

Figure 2.11 MOODY 1 MOA/ATCAA (Not to Scale)

8,000 to FL230

STEREO: PAM 9



Thud Entry Point:				
CHULA (VAD 325/50)	3137.0N	8348.2W	VAD APP: 269.4	TAC Freq: 327.4
Warhawk Entry Point:				
IBEBE (VAD 360/27)	3125.2N	8314.1W	VAD APP: 269.4	TAC Freq: 350.1
Hog Entry Point:				
NORTH (VAD 020/9)	3106.3N	8308.6W	VAD APP: 269.4	TAC Freq: 310.825
SOUTH (VAD 169/12)	3045.8N	8307.7W		
Corsair (SLUF) Entry Point:				
YALMI (VAD 275/14)	3057.8N	8327.1W	VAD APP: 269.4	TAC Freq: 310.825

1. Expect 8,000'-FL230. If local altimeter is below 29.92, expect 9,000'-FL230.
2. SUBSONIC.
3. Radio failure in the area: Depart the exit point at EAC time at highest altitude in the assigned block to the filed IAF.
4. All aircraft participating in lights out operations shall monitor assigned frequency.
5. Chaff (with the exception of R-196) and Flares authorized.

Figure 2.12 W-470 D/E (NOVA 2/1) ATCAA (Not to Scale)

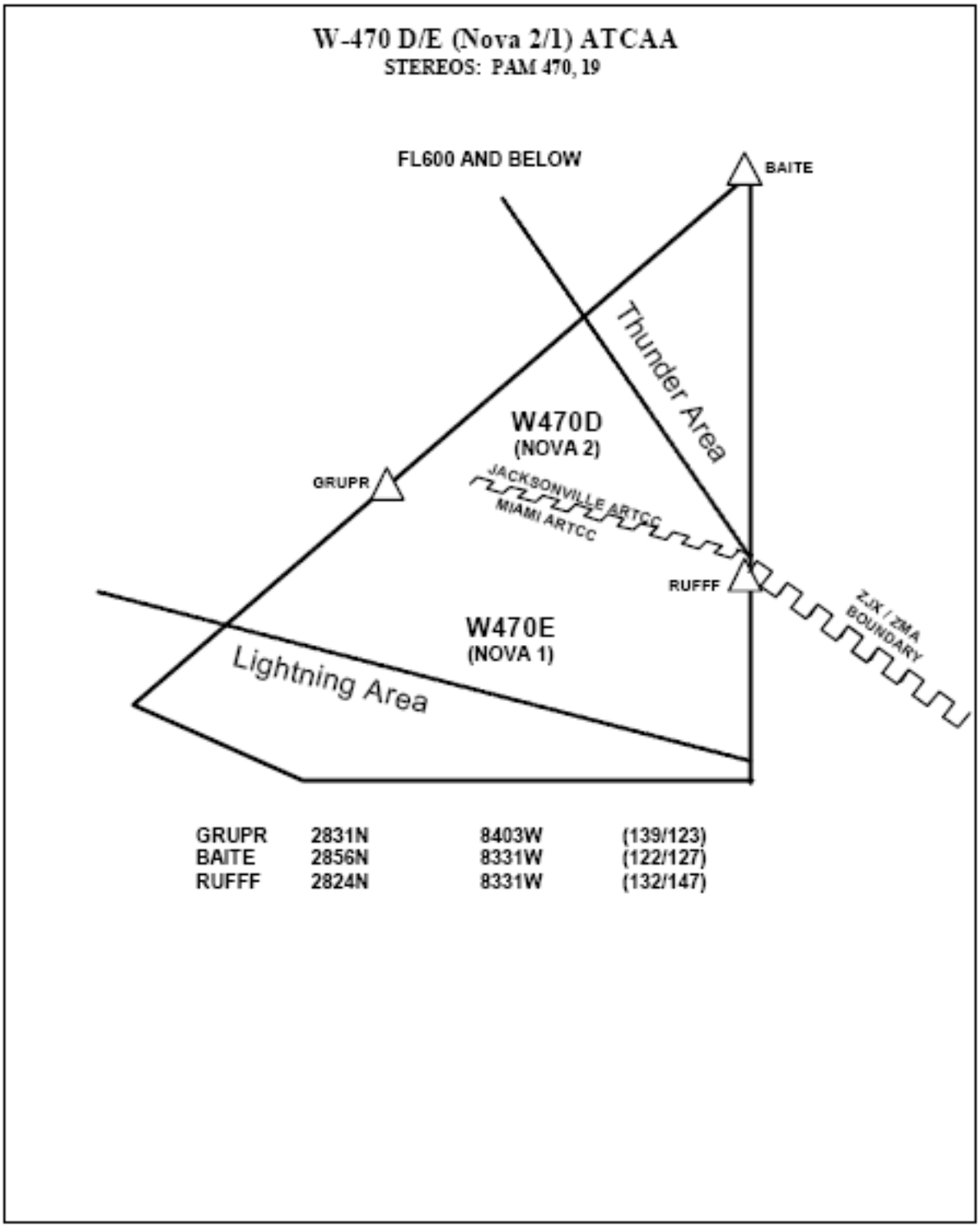
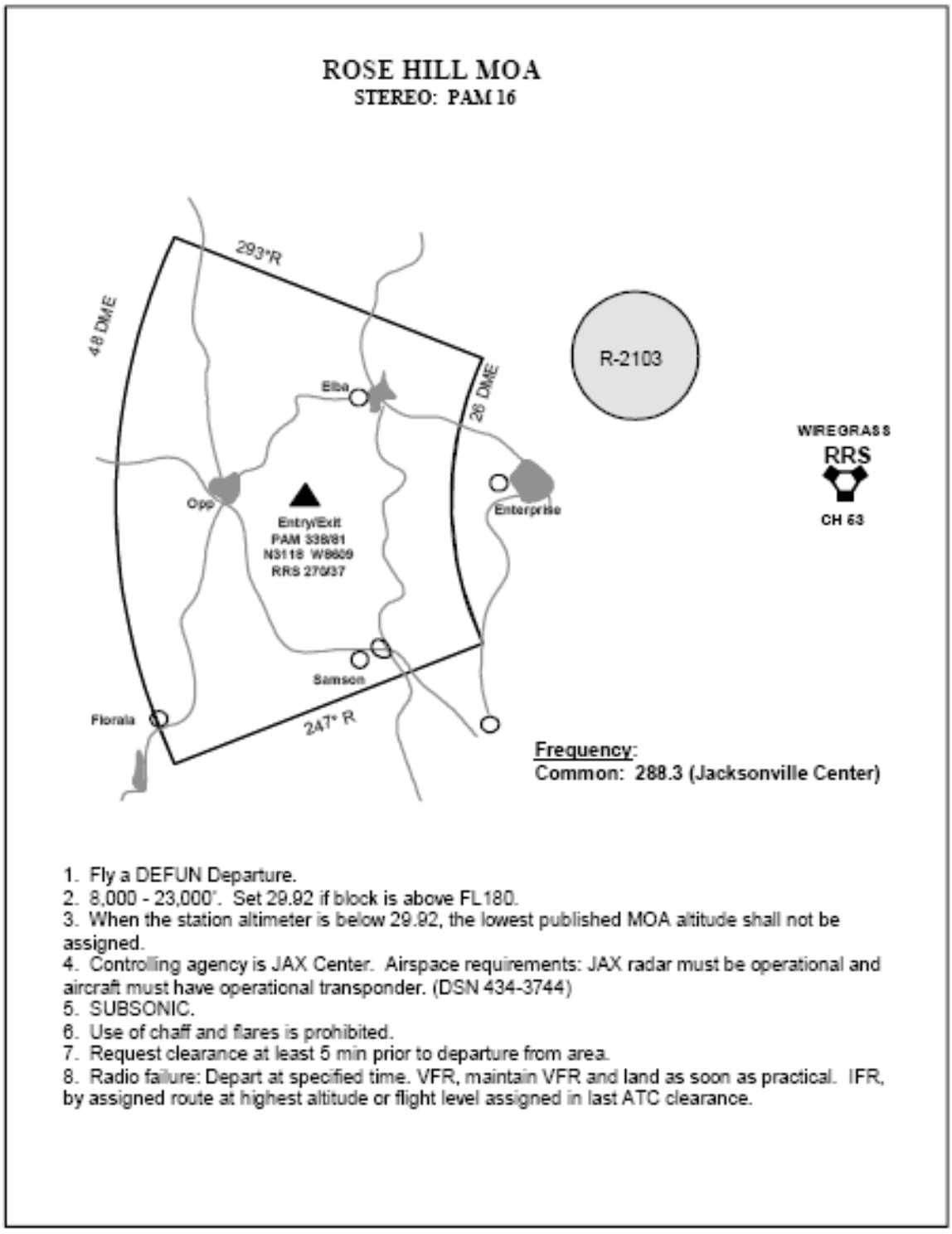


Figure 2.13 ROSE HILL MOA/ATCAA (Not to Scale)



1. Fly a DEFUN Departure.
2. 8,000 - 23,000'. Set 29.92 if block is above FL180.
3. When the station altimeter is below 29.92, the lowest published MOA altitude shall not be assigned.
4. Controlling agency is JAX Center. Airspace requirements: JAX radar must be operational and aircraft must have operational transponder. (DSN 434-3744)
5. SUBSONIC.
6. Use of chaff and flares is prohibited.
7. Request clearance at least 5 min prior to departure from area.
8. Radio failure: Depart at specified time. VFR, maintain VFR and land as soon as practical. IFR, by assigned route at highest altitude or flight level assigned in last ATC clearance.

Figure 2.14 LIVE OAK MOA/ATCAA (Not to Scale)

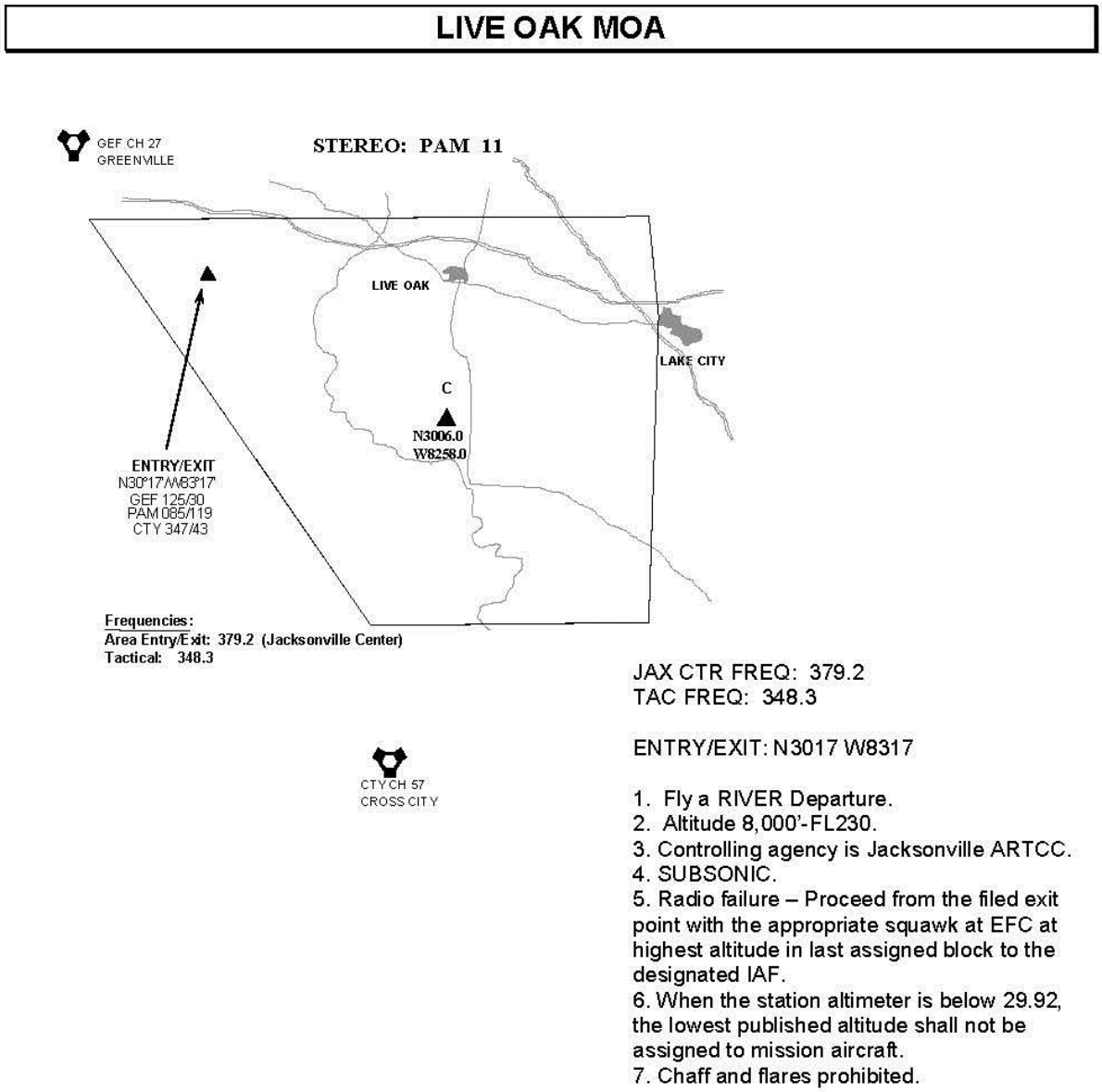
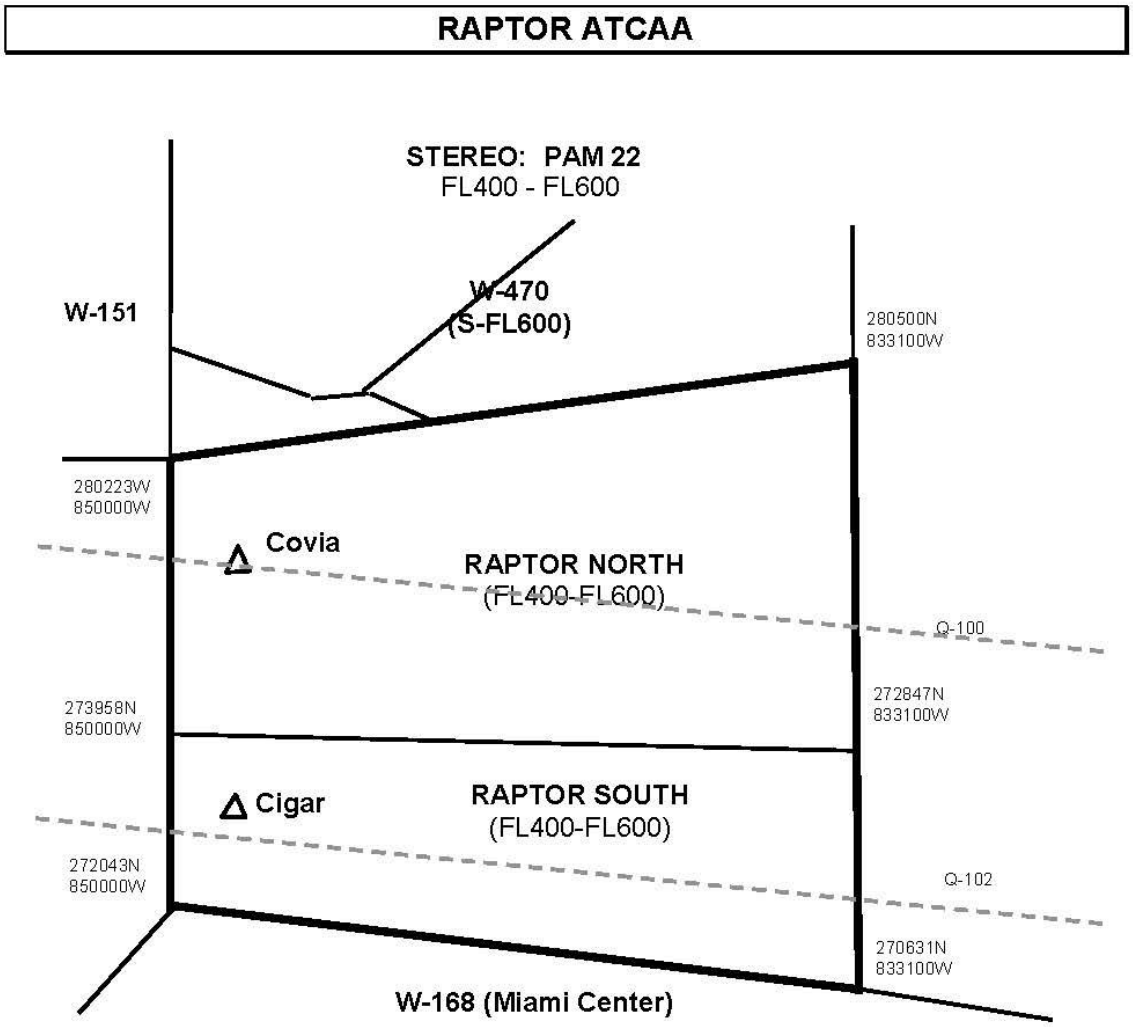


Figure 2.15 RAPTOR ATCAA (Not to Scale)



Common Reference Points:

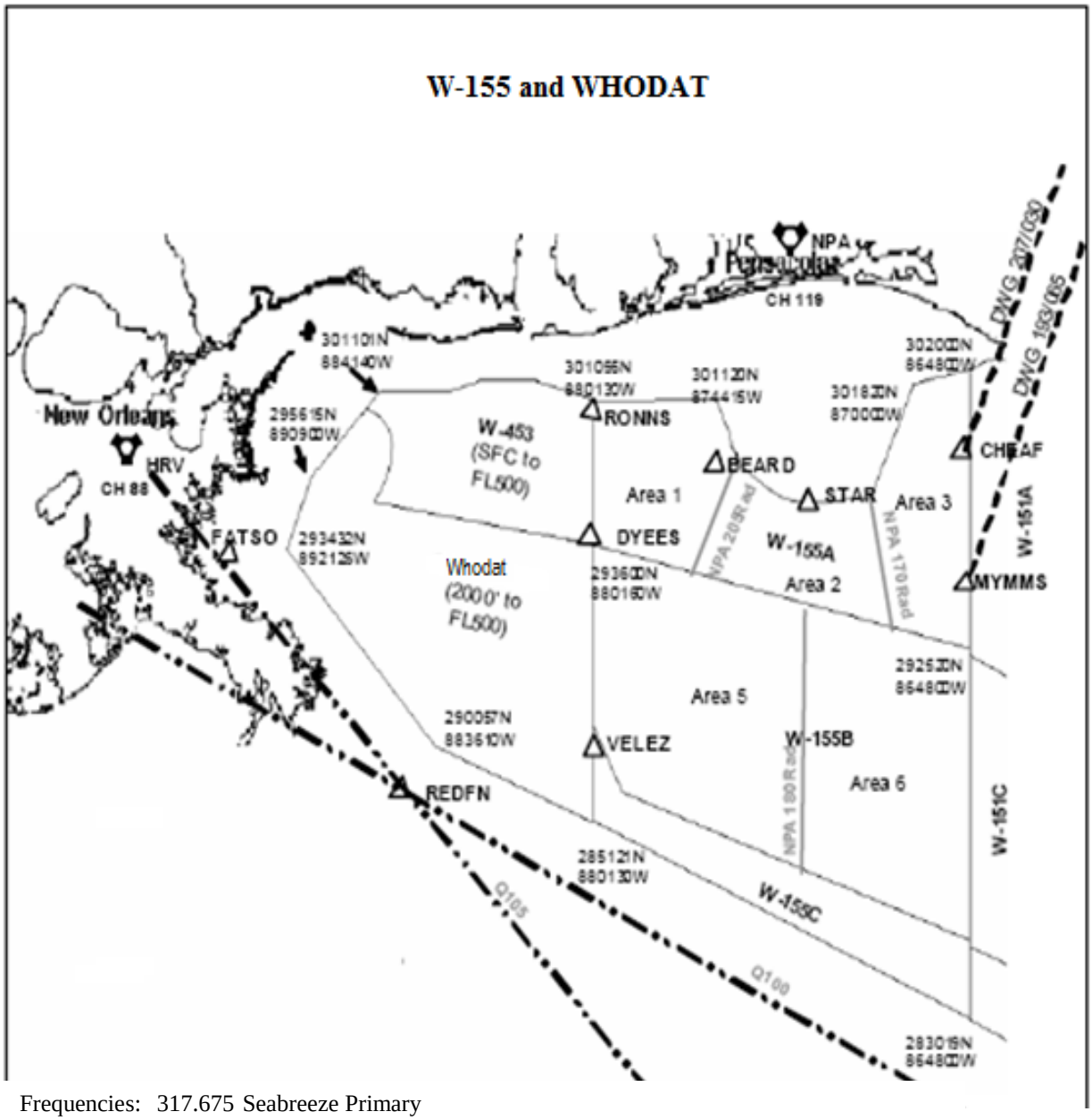
COVIA: 2756N08444W
CIGAR: 2730N08447W

1. Procedures: Raptor ATCAA will always be used in conjunction with, at a minimum, the southern portion of the W470 complex. Release will include Raptor ATCAA and any restrictions.

2. Stereo: PAM22 with OYSTE/TROWT departure (runway dependant). Clearance will be OYSTE and/or TROWT then into W470 and include release of Raptor ATCAA.

3. Supersonic approved. Chaff and flares are not authorized.

Figure 2.16 W-155 and WHODAT (Not to Scale)

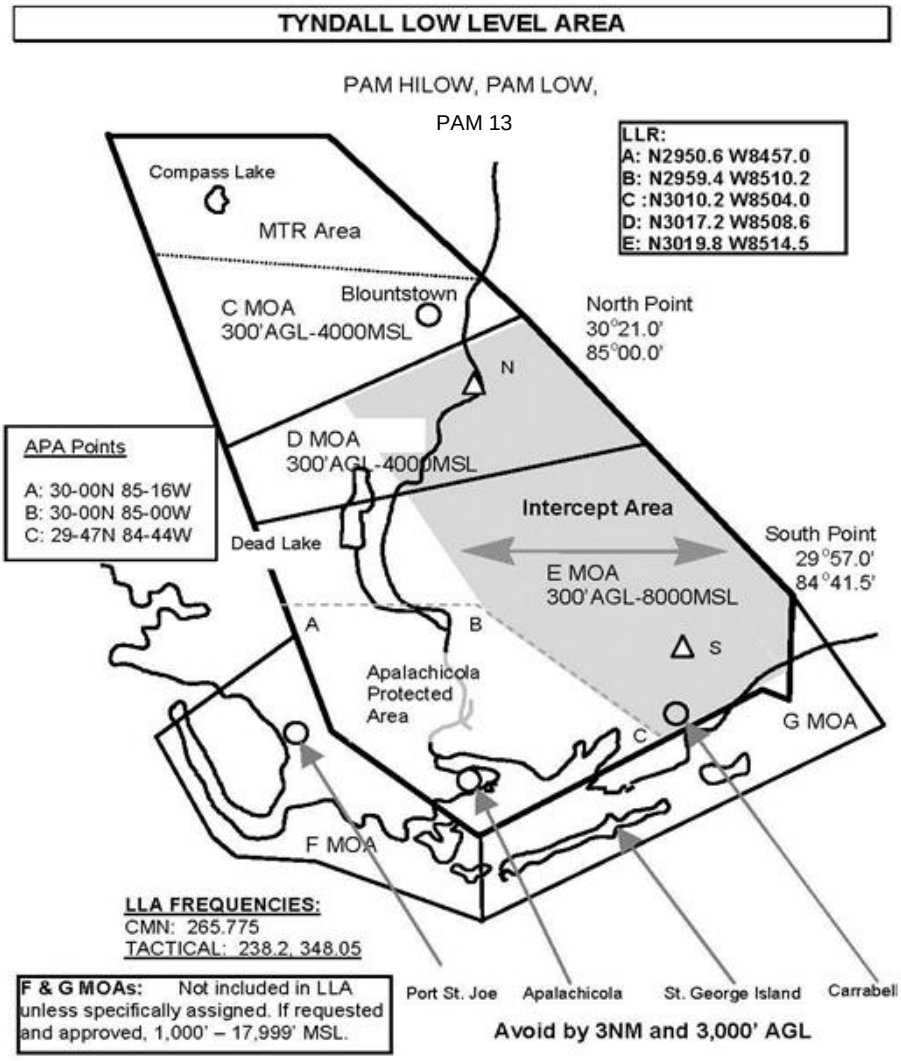


Frequencies: 317.675 Seabreeze Primary
382.0 Seabreeze Secondary
127.45 SeabreezeVHF
372.0 Seabreeze Departure

Reference Points:
BEARD: 2957.5N 8735.3W NPA 210/028
STAAR: 2951.5N 8719.5W NPA 180/030
ROZIE: 2855.0N 8708.5W NPA 160/028
MYMMS: 2925.5N 8648.0W NPA 153/063 DWG 193/065
CHEAF: 3002.0N 8647.0W NPA 124/034 DWG 207/030
RONNS: 3009.0N 8801.0W
VELEZ: 2900.0N 8801.0W
DYEES: 2936.0N 8801.0W

1. PAM155 using a Defun Departure.
2. W-155- SFC-FL500 or as assigned.
3. Whodat- 2000’ to FL500 (includes W-453)

Figure 2.17 Tyndall LLA (Not to Scale)



1. Fly an OYSTE Departure (RWY 14), or a TROWT Departure (RWY 32).
2. Controlling agency is Tyndall RAPCON.
3. Subsonic
4. Chaff and flares are prohibited at all times.
5. Check the latest information on towers and noise sensitive areas.
6. Avoid populated areas to the max extent possible.
7. Avoid Compass Lake by 1500' or 3 NM. Avoid extensive maneuvering over Compass Lake at all altitudes within the LLA.
8. Remain above 1000' within 5 NM of Apalachicola.
9. Remain clear of Apalachicola Protected Area SFC – 4000' MSL when active.

Chapter 3

VFR PROCEDURES

3.1. VFR Weather Minimums:

3.1.1. The Tower, in coordination with the SOF, may restrict the VFR traffic pattern as needed to maintain positive control of aircraft ***due to ceiling and visibility criteria***. When the VFR pattern is closed, Tower will notify RAPCON and place an advisory on ATIS. General guidelines on weather minimums (ceiling and visibility) for VFR traffic pattern operations in Class D airspace are:

3.1.1.1. 3100/3 - VFR outside downwind open with breakout capability.

3.1.1.2. 2600/3 - VFR overhead pattern open without breakout capability.

3.1.1.3. 2100/3 - VFR closed traffic patterns and straight-in approaches only, unless otherwise approved by Tower. No breakout capability.

3.1.1.4. If a breakout of the pattern is required but proper cloud clearance cannot be maintained, pilots will maintain VFR and contact RAPCON for an IFR approach.

Note: The Watch Supervisor or Controller in Charge has the final authority to determine the VFR traffic pattern status.

3.2. VFR Traffic Patterns: (Figures 3.1-3.3)

3.2.1. Day VFR Traffic Pattern Procedures/Standard Radio Calls.

3.2.1.1. VFR "entry" points refer to X-Ray West, X-Ray East, and Sky-Ten. Aircraft arriving at entry points will normally fly *initial* to 14R/32L (inside) and *straight-ins* to 14L/32R (outside). **Note**: ATC may direct, or flight leads may request, the parallel runways.

3.2.1.2. VFR "reporting/re-entry" points are Ranch, Crook, Parker, and Shell. Reporting points are normally associated with specific runways: Ranch-32R, Crook -32L, Parker-14L and Shell-14R. Ranch and Parker are located in the North VFR pattern; Shell and Crook are located in the South Pattern. **Once established in a VFR pattern (N or S), aircraft will remain in that pattern unless directed/approved otherwise by tower.**

3.2.1.3. Overhead patterns will not be flown after official sunset. The SOF will make an advisory call 5 minutes prior to closing the VFR traffic pattern.

3.2.1.4. Sample VFR pattern communication calls can be found at Attachment 4.

3.2.2. VFR arrivals to *initial*:

3.2.2.1. Aircraft will enter Tyndall's VFR pattern for initial via VFR entry points (X-Ray West, X-Ray East or Sky-Ten). Cross entry points at 2,100' MSL and 300 KIAS and state intentions if other than initial.

Note: The standard is for tower to direct Tyndall base-assigned F-22's to fly initial to the inside runway and T-38's to fly initial to the outside runway, with a break point at the approach end of the runway. Aircraft desiring to deviate from this standard should make this request at the VFR entry point (X-Ray East/West or Sky Ten).

3.2.2.2. Report initial with intentions ("full-stop", "low approach," or "option") at 3 DME, 2,100' MSL and begin a descent to 1,600' MSL.

3.2.2.3. Inside downwind pattern altitude is 1,600 MSL for fighter aircraft, 1100 for turbo-prop/turbo-jet, and 600 MSL for light a/c, helicopters.

3.2.2.4. With tower approval, pattern entry to initial is authorized from Shell, Parker, Crook or Ranch at 2,100' MSL.

Note: Straight-in from these points is not authorized for fighter aircraft.

3.2.2.5. If planning/directed straight through initial, remain at/climb to 2,100' MSL, fly to departure end and proceed via crosswind and outside downwind to the VFR reporting point for the current runway. See paragraph 3.2.5.3 below.

3.2.3. VFR arrivals for *straight-in*:

3.2.3.1. Aircraft will enter Tyndall's VFR pattern for straight-ins via VFR entry points (X-Ray West, X-Ray East or Sky-Ten). Cross entry points at 1,600' and 250 KIAS and state intentions.

3.2.4. Closed Traffic:

3.2.4.1. Fly closed patterns to the runway assigned. Request closed with intentions. If approved, pilot will initiate the crosswind turn at the departure end and climb to inside downwind at 1,600' MSL. ***Note:*** Mid-field closed patterns are only authorized to the outside RWY if requested by the pilot and approved by tower. Mid-field closed patterns are not permitted to the inside runway.

3.2.4.2. Pilots wishing to transition to the parallel runway after touch-and-go/low-approach may do so with Tower approval.

3.2.5. Outside downwind:

3.2.5.1. When outside downwind is desired or if unable closed, fly to the departure end of runway currently assigned at or below 1000 feet, turn crosswind, climb and proceed to outside downwind (2,100').

3.2.5.2. Pilots wishing to transition from the right pattern to the left pattern, or vice versa, must request and receive permission from Tower to do so prior to commencing turn.

3.2.5.3. Fly outside downwind to the appropriate VFR reporting point. Aircraft reporting Parker or Ranch will normally proceed to initial for the outside runway (14L/32R respectively). Aircraft at Shell or Crook will normally proceed to initial for the inside runway (14R/32L respectively). Tower may direct a different runway for sequencing.

3.2.5.4. Aircraft requesting a different runway should make the request at a VFR reporting point.

3.2.5.5. Report initial with intentions at 3 nm (2,100') and descend to 1,600'.

3.2.6. Re-Entering VFR pattern at X-Ray West, East, Sky-Ten for *initial*:

3.2.6.1. Aircraft re-entering the VFR traffic pattern (Class D airspace) from VFR entry points should state their intentions on the go. Pilots will turn crosswind at departure end and follow controller instructions.

3.2.6.2. Pilots wishing to re-enter while crossing the extended centerline of the parallel runway must request and receive permission to do so from tower.

3.2.6.3. Proceed to VFR entry point at 2,100'.

3.2.7. Re-Entering VFR pattern at X-Ray West, X-Ray East, Sky-Ten for *straight-in*:

3.2.7.1. Aircraft should request to re-enter for straight-in while on the go. Pilots requesting to re-enter while crossing the extended centerline of the parallel runway must request and receive permission from tower.

3.2.7.2. If approved, pilots will fly the outside downwind ground-track to the VFR entry point at 1,600' and 250 KIAS. If disapproved, pilots will proceed to initial via assigned VFR entry/re-entry point.

3.2.8. Breakouts:

3.2.8.1. When breakout is desired/directed/necessary, start a climb to 2,600' MSL. After ensuring deconfliction from other aircraft in the pattern, turn toward the appropriate VFR reporting point for the runway in use. State "(Call sign), (location), breaking out (reason, if able)".

3.2.8.2. After crossing outside downwind, check for traffic, descend to 2,100' and report Ranch/Shell/Crook and Parker, or as assigned.

3.2.8.3. Aircraft requesting to return to the IFR pattern will advise Tower of their intentions. Tower will coordinate with RAPCON and issue the aircraft climbout instructions and frequency to contact Approach.

3.2.9. Go-Around:

3.2.9.1. If a go-around is directed/necessary after initiating the base turn, continue the turn in the same direction so as to fly over runway assigned. Climb/descend to 1,000' MSL (or as tower directs). If direct over-flight of the runway is unacceptable, offset slightly to the northeast of the runways.

3.2.10. Simulated Flame Out Patterns (SFO):

3.2.10.1. SFOs will be flown in VMC conditions and according to MDS specific guidance. Pilots must request and receive approval from tower to fly SFO patterns.

3.2.10.2. High Key altitude is 7,000 -10,000 feet MSL. Low Key is 3,000 – 5,000 feet MSL. Requested deviations from these altitudes may be approved by Tower on a case by case basis.

3.2.10.3. Simulated Flameout (SFO) Approaches: The following procedures apply:

3.2.10.3.1. SFO approaches will not be flown unless the ceiling is at least 1,000 feet above the High Key altitude and the reported visibility is at least 5 NM, based on the official weather report.

Note 1: Practice flame out may be disapproved because of traffic or other reasons either before or after the start of the maneuver.

Note 2: Provisions of this service by the tower does not in any way absolve the pilot from his/her responsibility to comply with 14 CFR parts 91.111 and 91.113, other appropriate subparts of 14 CFR part 91, and/or applicable military regulations.

3.2.10.3.2. SFO approaches will be flown only between sunrise and sunset.

3.2.10.3.3. Tower will base its approval for an SFO on traffic conditions. An SFO will not be initiated or continued if a potential traffic pattern conflict exists which would divide pilot attention between executing the approach and sequencing with traffic. This does not prohibit initiation or continuation of a SFO approach with other aircraft in the pattern that will clearly sequence ahead of or behind the SFO. Once cleared for the SFO by Tower, pilots will continue to comply with requirements for operating near other aircraft and right-of-way rules in accordance with AFI 11-202V3.

3.2.10.3.4. SFO approaches normally will not be approved to the same runway while other aircraft are in the pattern operating to that runway. When SFOs are required, no aircraft shall penetrate within 5 NM of that runway when an SFO aircraft has been cleared from the High Key.

3.2.10.3.5. Aircraft already in the VFR pattern shall not be allowed to progress beyond midfield downwind until the SFO is in sight and the SFO has completed Low Key final turn. On each approach the pilot will advise the Tower 30 seconds prior to High Key, at High Key, at Low Key and at Base Key. At the 30-second call, the Tower will assign a runway.

3.2.10.3.6. At High Key, the Tower will tell the pilot to hold or continue, based on traffic.

3.2.10.3.7. The following spacing will be used by Tower when same type aircraft are involved or the first aircraft is faster:

3.2.10.3.7.1. SFO following downwind traffic - Before the SFO can leave High Key, the downwind traffic must be past base and making a normal pattern.

3.2.10.3.7.2. SFO following radar traffic - Before the SFO can leave High Key, any radar traffic on final approach must be within 2 NM of the runway.

3.2.11. Night VFR Traffic Pattern Procedures (Figure 3.2)

3.2.11.1. Pattern will be flown south of the airfield. IFR inbound traffic has priority over aircraft in the

night VFR pattern. Expect night VFR patterns to be flown to the inside runway.

3.2.11.2. Pilots will request the night VFR pattern from Tower. When approved, turn to crosswind at departure end of runway. Maintain 1,600' MSL.

3.2.11.3. Start turn to downwind at 3.0 DME and fly 320°/140° heading.

3.2.11.4. Lower gear and flaps on downwind. Start a descending base turn over Shell/Crook at 5.0 DME and make a normal base call. Avoid overflight of base housing.

3.2.11.5. Fly base/dogleg to arrive on a 4.0 DME final at 1,200' MSL.

3.2.11.6. If told to break out from the downwind or base turn, climb/maintain 1600' and fly the night VFR pattern ground-track over the inside runway (unless otherwise instructed by ATC). Coordinate further intentions with tower.

3.3. After Landing Rollout:

3.3.1. Aircraft will land in the center of the runway, then clear to the cold side of the runway to clear a passing lane for following aircraft that may encounter stopping difficulties.

3.3.2. Unless stopping distance is critical or the ability to stop is in question, pilots will roll over departure end arresting gear with brakes released to prevent damage to the cable and doughnuts.

3.3.3. Pilots may exit the runway at any taxiway available after they have achieved a safe taxi speed.

3.3.3.1. F-22 FTU students will not exit the runway prior to Taxiway Hotel (RWY 14) or Taxiway Bravo/Charlie (RWY 32).

3.4. Hot Taxiway Procedures:

3.4.1. "Hot" runway crossings only apply to aircraft crossing RWY 14R/32L. Standard taxi phraseology will apply to RWY 14L/32R.

3.4.2. Aircraft landing on the outside runway will taxi clear and hold short of the inside runway until cleared by tower to cross. Aircraft may make this request from tower by calling "Hot alpha/bravo/hotel" etc. (using the taxiway the aircraft is holding on).

3.4.3. When able, Tower will instruct aircraft to cross the inside runway by referring to the "hot" taxiway (for example, "Hot (taxiway), taxi across (runway)."

3.4.4. Aircraft will acknowledge clearance to cross with their call sign. If multiple aircraft are cleared to cross, each aircraft will acknowledge with call sign. If in a formation, the first aircraft may acknowledge the clearance for to cross for the entire formation (for example, "Raptor 01 crossing 14R with three").

3.5. Taxi Back Procedures:

3.5.1. After clearing the inside runway, all aircraft will monitor Ground frequency. If taxiing directly back to park, no taxi request is required. Aircraft should request taxi if bound for any other location (i.e. hot pits).

3.6. Special Procedures:

3.6.1. Helicopter Operations. See paragraph 1.1.3 for information on helicopter operations.

3.6.2. Functional Check Flights. Wing Scheduling will include Functional Check Flights in the daily flying schedule.

3.6.3. Parachute drops in the Tyndall Class D airspace will be coordinated and authorized through the 325 OSS/OSA. Process drop requests 30 days in advance to allow coordination, planning and support.

3.6.4. Carrier Breaks. Carrier breaks may be approved on a traffic permitting basis to runway 14L/32R. They will be executed at 800'AGL, maximum speed 350kts, with break to the north. Carrier

breaks will not be approved with aircraft on inside downwind.

Note: Carrier breaks are not authorized when R-2905 and/or the Droneway are active.

3.6.5. 360-Overhead Pattern Protection is located in section 4.3.1. of this OI.

3.7. Reduced Same Runway Separation (RSRS) Procedures:

3.7.1. RSRS is authorized at Tyndall AFB and may be applied to all ACC aircraft, as specified in ACC supplement to AFI 13-204V3 and/or ACC supplement to AFI 11-202V3.

3.7.2. All aircraft assigned to the 53 WEG, to include deployed WSEP aircraft, are authorized RSRS. The hosting unit is responsible for briefing TDY pilots on RRS procedures. TDY units that do not want to participate in RSRS will notify 325 OSS/OSA (DSN 523-3236).

3.7.3. If RSRS is not desired, Tower should be notified when pilots report initial.

3.7.4. The RSRS rules for "SIMILAR" aircraft ("SIMILAR" aircraft mean same airframe, e.g., F-22/F-22, QF-16/F-16, F-5/T-38, etc.) affecting Tyndall are as follows:

3.7.4.1. Full stop behind full stop is: Day, 3,000 feet; night, 6,000 feet.

3.7.4.2. Full stop behind a touch and go is: 3,000 feet.

3.7.4.3. Full stop behind a low approach is: 3,000 feet.

3.7.4.4. Touch and go behind a full stop is: 6,000 feet if day, dry, VFR.

3.7.4.5. Touch and go behind a touch and go is: 3,000 feet.

3.7.4.6. Touch and go behind a low approach is: 3,000 feet.

3.7.4.7. Low approach behind a full stop: 3,000 feet day and 6,000 feet night. Aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rest with the pilot.

3.7.4.8. Low approach behind a touch and go: 6,000 feet.

3.7.4.9. Low approach behind a low approach: 3,000 feet.

3.7.4.10. A close formation for SIMILAR aircraft (all aircraft involved must be of the same MDS, i.e.; all T-38s, all F-16s, all F-22s, or all F-4s), full stop behind a full stop, must have a minimum of 6,000 feet separation from the trailing aircraft of the lead flight to the first aircraft in the trailing flight. This criterion is good for day or night operations provided the runway is dry.

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

3.7.5. The reduced runway separation rules for "DISSIMILAR" aircraft (e.g., T-38/F-22, F-16/QF-4, F-15/F-22, etc.) affecting Tyndall are:

3.7.5.1. Full stop behind a full stop, touch and go, or low approach is: 6,000 feet.

3.7.5.2. Full stop behind a formation landing or formation landing behind a full stop is: 8,000 feet.

3.7.5.3. Touch and go behind a full stop is: 6,000 feet, if day, dry, VFR.

3.7.5.4. Touch and go behind a touch and go or low approach is: 6,000 feet.

3.7.5.5. Low approach behind a full stop is: 6,000 feet, if day, dry, VFR.

3.7.5.6. Low approach behind a touch and go or low approach is: 6,000 feet.

3.7.5.7. Reporting initial with DISSIMILAR aircraft is authorized.

3.7.5.8. Night: 8,000 feet is the minimum spacing for all dissimilar night operations if the ATC can safely determine distances; otherwise standard FAAO 7110.65 separation standards will apply.

Note: RSRS is NOT authorized if: Emergency Aircraft is involved; Aircraft is cleared for Option or Stop & Go; Runway Condition Reading (RCR) is less than 12 or Braking Action is reported less than FAIR; Any aircrew or controller determines that safety of flight may be jeopardized.

3.7.6. Wet runways: Preceding full stop must be a minimum of 6,000 ft down runway before a succeeding full stop aircraft crosses the landing threshold.

3.7.7. Tower controllers must be able to see the aircraft involved and determine distances by references to suitable nighttime landmarks when using RSRS during nighttime operations.

3.8. Intersection Departures:

3.8.1. Procedures outlined in FAAO 7110.65, Chapter 4, will be followed.

3.8.2. Pilots are responsible for determining if sufficient runway length is available to permit a safe departure, and may use the entire runway or a different intersection if they advise the Control Tower of their intentions and receive an appropriate ATC clearance.

3.8.3. Table 3.1 shows the runway remaining (in feet) for takeoff from the various intersections.

Table 3.1. Runway Remaining for Intersection Takeoff.

Taxiway	**B**	**C**	**D**	**E**	**F/G**	**H**
Runway 14R		7450	6150	4950	3450	NO
Runway 14L	8300	N/A	7200	N/A	4600/6100	NO
Runway 32R	NO	N/A	2750	N/A	5350/3800	7900
Runway 32L	NO	NO	2900	4150	5600	8000

3.9. Opposite Direction Take-Offs and Landings:

3.9.1. When opposite direction traffic is requested, Tower will be the final approval authority and the following separation criteria will apply:

3.9.2. Arrival vs. Arrival. When an opposite direction arrival reaches a point 10 NM on final, normal IFR arrivals may not proceed closer than 10 NM on final until the first arrival crosses the landing threshold. VFR aircraft shall be restricted from initial, base, low key or final to the same runway. Simultaneous opposite direction VFR operations are not authorized from sunset to sunrise.

3.9.3. Arrival vs. Departure. When an opposite direction arrival reaches a point 10 NM on final approach, normal departures shall not be released.

3.9.4. Departure vs. Arrival. An opposite direction aircraft shall not depart when an arriving aircraft has reached a point 10 NM on final, on initial or downwind or is out of high key. Airborne departures and released aircraft will be turned to avoid arrivals prior to an arrival reaching 10 NM final.

3.10. Tactical Arrival Procedures:

3.10.1.2. Procedures for execution of tactical initials are:

3.10.1.2.1. Flight leads will request tactical initial with approach control and also when reporting the VFR entry point (X-Ray West, X-Ray East, or Sky Ten). Tower (with RAPCON concurrence) is the approval authority based on existing traffic. Flights will enter at the VFR entry point at 300 KCAS and 3100' until approved for Tactical Initial. **Exception:** T-38's must request "tac initial at 2100 feet" due to AFI guidance to use normal overhead altitude and airspeed.

3.10.1.2.2. If tactical initial is approved, flights will call "tac initial" at the normal initial point and remain

at 3100' until the break. In the break, aircraft will descend to 1600' in accordance with normal pattern procedures. **Exception:** T-38's approved for tac initial at 2100' will descend to 1600' at the normal initial point.

3.10.1.2.3. Wingmen will offset opposite the direction of break. Flight leads will direct wingmen to 6000 feet (maximum) line abreast formation prior to initial.

3.10.1.2.4. If tactical initial is not approved, flights will descend to 2100,' comply with procedures for normal initial, and rejoin to an appropriate formation.

3.10.1.3. Restrictions:

3.10.1.3.1. Flights will not reenter for a tactical initial. If flights are sent straight through, they will rejoin.

3.10.1.3.2. Breaks will not be initiated beyond one mile past departure end. Turn crosswind, rejoin and report standard initial.

3.10.1.3.3. Tower will not change the runway tactical initial is flown to after tactical initial is approved; however, base turn may be flown to the opposite runway if directed.

3.11. Supervisor of Flying (SOF) Operating from the Tower:

3.11.1. Responsibilities:

3.11.1.1. The SOF will operate IAW AFI 11-418 and the TAFB Supplement 1.

3.11.1.2. The WS/SC/CIC will:

3.11.1.2.1. Provide the opening SOF with a pre-duty familiarization briefing.

3.11.1.2.2. Inform the SOF of facility outages, equipment problems and restrictions that could adversely affect the safe conduct of flying operations.

3.11.1.2.3. Report all SOF position outages to the 325th OSS/OSM Flight (ATCALS) and/or 325th Communications Squadron's Communications Focal Point.

3.11.1.2.4. Inform the SOF of any NOTAMs, Airfield Advisories or airfield changes posted during their shift.

3.11.1.3. Above all, common sense, good judgment and teamwork will ensure effective and safe mission accomplishment.

3.12. Drone Runway (Droneway) Operations.

3.12.1. QF-4/QF-16s may file IFR and VFR flight plans for departure from the Drone Runway (Figure 3.4). All departures must be made VFR and remain VFR until radar identification by RAPCON and issued IFR clearance. UH-1 and HH-53 VFR flights are authorized from the Drone Runway. QF-4/QF-16 flights will use RHINO or VIPER/ZOMBE as appropriate, UH-1 and HH-53 flights will use TOW as call signs.

3.12.2. VFR Droneway Pattern: Manned QF-4/QF-16s fly remote control practice operations at or below 1,000 feet from the droneway. VFR Droneway Pattern operations are flown IAW Figure 3.4. 325 FW traffic should remain aware of the VFR Droneway Pattern at or below 1000' and potential conflict points on approach to runway 32L/R, as well as departures from 14L/R.

3.12.3. Drone Control Procedures. A drone protection zone is designated to protect aircraft from hazardous activity (drone departures) exiting R-2905 en route to W151. Full scale and sub-scale drone departures shall maintain at or below 10,000' MSL until crossing the southern boundary of transition area airspace referred to as the "transition line" (see figure 2.4).

3.12.4. Tower Will:

3.12.4.1. Advise local traffic and update the ATIS with the broadcast, "VFR DRONEWAY PATTERN OPERATIONS IN PROGRESS AT OR BELOW 1000 FEET."

3.12.4.2. To the extent possible, based on frequency congestion generated by non-ATC instructions, monitor the appropriate UHF 308.9 for the VFR Droneway Pattern.

3.12.4.3. Provide traffic advisories, workload permitting, to QF-4/QF-16s performing VFR Droneway Pattern on UHF 308.9. **NOTE:** When the Tower radar display is inoperative, the ability to provide traffic advisories is extremely limited.

3.12.5. When VFR Droneway Pattern operations are in progress from the Drone Runway, the following main runway traffic procedures apply:

3.12.5.1. RWY 14 Active.

3.12.5.1.1. Departures - Pilots will use caution and climb as expeditiously as possible to avoid QF-4/QF-16 aircraft performing VFR Droneway Pattern between 500' and 1000' MSL.

3.12.5.1.2. Arrivals - VFR traffic to RWY 14 may continue with an immediate closed pattern, right or left turn out at the end of the runway. Pilots will use caution as described above.

3.12.5.2. RWY 32 Active.

3.12.5.2.1. Departures - Normal.

3.12.5.2.2. Arrivals - RWY 32R/L traffic will be normal. Tower will approve no-flap/extended patterns on a traffic-permitting basis.

Caution: IFR and VFR straight-in traffic on 3NM final approach (698' MSL) to 32L/R are in close proximity to the VFR Droneway Pattern traffic at 500' AGL above the droneway. Both VFR Droneway Pattern traffic and the IFR/VFR final traffic must apply ―see-and-avoid‖ concepts and climb/descend/ maneuver as required to ensure deconfliction. When tower patterns are closed, QF-4 pilots must use caution for aircraft on instrument approach, as time may be limited for IMC aircraft to gain SA on VFR traffic after breaking out of the weather.

3.12.6. AMOPS Will:

3.12.6.1. Perform daily inspection of the droneway IAW AFI 13-204 Vol 3.

3.12.6.2. Respond to all IFEs and barrier engagements occurring on the droneway.

3.12.6.3. Following IFE or barrier engagement, check droneway for FOD, pavement problems, and tension on the BAK-12s and tie downs.

3.12.6.4. Suspend droneway operations when notified of IFE or barrier engagement (or after the last drone in a formation has been recovered) until droneway check has been completed.

3.12.6.5. Advise Tower, Command Post, and 82 ATRS Operations Desk of droneway status changes.

3.12.6.6. Post NOTAMS regarding droneway operations as appropriate under the KPAM designator.

3.12.6.7. Recommend BWC IAW section 7.21 of this instruction based upon notifications from droneway personnel.

3.12.7. Perform Runway Surface Condition (RSC) checks on droneway.

3.12.8. Droneway personnel will notify AMOPS of any IFEs, barrier engagements, or changes to BWC on the droneway.

3.13. Full-Scale Aerial Targets (FSAT) Operations.

3.13.1. Boat Report. Approximately 10 minutes before a Full Scale Drone is launched, a chase aircraft will takeoff VFR from the main base and fly at 1000 ft to a point over the droneway. R2905A/B will not yet be activated. The chase then flies feet wet at 1000 feet along the extended centerline south of the droneway for 7-10 miles. After conducting the boat report, the chase aircraft will turn back over land at 1000 feet and hold in the vicinity of XRay East until R2905A/B is activated and the drone is launched.

3.13.2. FSAT (unmanned QF-4/QF-16) flights will launch from Drone Runway 19 and recover on Drone Runway 01. Chase aircraft will orbit over X-Ray East at 1,000’ AGL until making its run-in to pick up the unmanned, full-scale Drone. QF-4/QF-16 chase pilots fly the FSAT pick-up pattern IAW Figure 3.5. 325 FW traffic should remain aware of QF-4/QF-16s flying the FSAT pick-up pattern, and potential conflict points on approach to Runway 32L/R, as well as departures from 14L/R.

3.13.3. R-2905A/B will be hot for all FSAT launches and recoveries. R-2905A/B provides airspace for FSAT loss of carrier routine from short final approach to Droneway 01. If loss of carrier occurs, the drone is programmed to accelerate straight ahead until 230 knots, turn right to 180 degrees and climb to 20,000 feet, orbit right and destruct over the water.

3.13.4. When R-2905A/B are hot for FSAT launch, Tower will:

3.13.4.1. Provide traffic advisories, workload permitting, to QF-4/QF-16s in the FSAT pick-up pattern on UHF 308.9.

3.13.4.2. Acknowledge the Chase's "One Minute" call, then cease all transmission on 308.9.

3.13.4.3. Advise local VFR traffic entering X-Ray East/Ranch of QF-4/QF-16 traffic with a broadcast, "QF-4 INBOUND FROM X-RAY EAST FOR FULL-SCALE PICK-UP."

3.14. Sub-Scale Aerial Targets (SSAT) Operations.

3.14.1. R-2905A will be activated whenever the sub-scale drones are launched. R2905B will be activated whenever the sub-scale drones are recovered.

3.14.2. Test SSAT and special mission profiles occasionally require a QF-4/QF-16 chase. In these cases, chase aircraft will orbit and fly the SSAT pick-up pattern IAW Figure 3.6. This places the QF-4/QF-16 approximately 1/2 to 1NM west of the droneway. 325 FW traffic should remain aware of QF-4/QF-16's flying the SSAT pick-up pattern and potential conflict points on approach to Runway 32L/R, as well as departures from 14L/R. The SSAT pick-up pattern is time coordinated intensive between the controller and the chase. This requires "Three minutes, Two minutes, One minute and 10 seconds" countdowns. Traffic pattern conflicts will significantly delay SSAT launch sequencing.

3.14.3. When R-2905A is hot for SSAT launch which requires a QF-4/QF-16 chase, Tower will:

3.14.3.1. Provide traffic advisories, workload permitting, to QF-4/QF-16s in the SSAT pick-up pattern on UHF 308.9.

3.14.3.2. Acknowledge the Controller's "One minute" call and cease all transmission on 349.7.

3.14.3.3. Advise local VFR traffic entering X-Ray East/Ranch of QF-4/QF-16 traffic with a broadcast, "QF-4/QF-16 INBOUND FROM X-RAY EAST FOR SUBSCALE PICK-UP."

3.15. 2905A/B Active Procedures.

3.15.1. R2905A/B active procedures are designed to prevent collision between 325 FW aircraft, manned QF-4 and QF-16 aircraft, and drone aircraft. Remaining outside the restricted area does not ensure deconfliction from manned QF-4/QF-16 aircraft in the drone pick-up pattern (Figure 3.5 and 3.6). Use the following procedures to ensure deconfliction.

3.15.2. Tower shall broadcast an advisory for activation of R2905A/B, five minutes prior to drone launches and recoveries on all frequencies, excluding Guard (243.0).

3.15.3. To avoid R2905, if at 10,000 feet or below, remain clear of the area bounded by PAM TACAN 120-195 radials, 3-12 DME (Figure 2.4).

Table 3.15. R2905A/B Operations

OPERATION	2905A Active	2905B Active	Chase/Pick Up Required
Full-Scale Launch	YES	YES	YES
Full-Scale Recovery	YES	YES	DESIRED
Sub-Scale Launch	YES	NO	Sometimes*
Sub-Scale Recovery	NO	YES	NO

*Note: QF-4/QF-16 chase is required on some subscale launches designed as subscale development/test sorties.

3.15.4. RWY 14 Active.

3.15.4.1. Departures – IFR departures suspended. VFR (Fighter and MU-2 aircraft only) departures may be continued. Tower will issue an advisory to remain clear of R2905A/B and provide a traffic advisory on the last known position of the QF-4/QF-16 Drone Chase aircraft. **Note:** Pilots will use caution and climb as expeditiously as possible to avoid the QF-4/QF-16 chase aircraft operating north and outside of the restricted area in the pick-up pattern between 500' and 1000' MSL (Figures 3.5 and 3.6).

3.15.4.2. Arrivals during full-scale drone operations. VFR traffic to RWY 14 may continue with an immediate closed pattern, right or left out at the end of the runway as approved by Tyndall Tower.

3.15.4.3. Arrivals during subscale drone operations. Low approaches and touch-and-go landings may be made with closed patterns and crosswind turns to prior to 2 DME. **EXCEPTION:** During subscale launches that require a QF-4/QF-16 chase aircraft, traffic will follow restrictions in paragraph 3.15.4.2.

3.15.4.4. IFR arrivals to RWY 14 are authorized to a full stop or to VFR tower pattern only during both full-scale and sub-scale operations. In the event of a missed approach, controllers shall issue climb-out instructions. Climb-out instructions will be: "At departure end, turn left heading 040, climb and maintain 3000'" or as instructed by ATC. **Note:** Facility management has determined that a significant operational advantage can be obtained by exempting the required SUA separation in the event of a missed approach to RWY 14. It has also been determined that an equivalent level of safety can be achieved by utilizing the missed approach instructions above.

3.15.5. RWY 32 Active.

3.15.5.1. Departures – Normal except discontinue TROWT departures. Southeast bound departures expect radar vectors to en route fix.

3.15.5.2. Arrivals during full-scale drone operations (R2905A/B Hot). IFR arrivals and VFR straight-ins suspended. VFR arrivals to initial are permitted at X-Ray East/Ranch with strict adherence to published ground tracks. 32R will be used to the maximum extent possible. The inside downwind to 32L is closed. Pilots on initial to 32L will carry straight through or break right with tower approval. Pilots already in the break should continue their pattern to 32L. Pilots on a low approach/go around from 32L should request a right closed or right crosswind. If unable to request or if request is denied, proceed to 32L outside downwind. The outside downwind to 32L must be adjusted to intercept a short initial prior to R2905A. Carrier breaks are prohibited during full-scale launch or recovery.

Note: Pilots will use caution not to extend their right base turns to 32L/R in order to avoid becoming a conflict with the pick-up pattern (Figures 3.5. and 3.6). Aircraft that normally fly a wide base turn can expect to carry straight through initial.

3.15.5.2.1. The SOF will coordinate with the Drone Mission Commander, Tower and RAPCON for short delays to 2905A/B activation in order to complete required 325 FW training. The WEG will accommodate

delays to the max extent possible. When R2905A/B activation delays become unacceptable, drone operations will have priority over completing training. Once 2905A/B is activated, if drone launches/recoveries are delayed, the WEG will return 2905A/B to RAPCON to accommodate awaiting 325 FW training until drone delays are resolved. Note: 2905A/B must be activated NLT a 15 NM drone final to Drone RWY 01 to avoid hindering drone operations.

3.15.5.3. Arrivals during sub-scale drone launch and recovery and full-scale recovery. IFR arrivals are suspended. VFR arrivals permitted at X-Ray East/Ranch to initial for 32R with strict adherence to published ground tracks. The outside runway (RWY 32R) VFR pattern is unaffected. The inside runway (RWY 32L) VFR pattern must be flown to avoid R2905A on initial, outside downwind and in the base turn of landing. Aircraft that normally fly a wide base turn can expect to carry straight through initial or transition to the outside runway (RWY 32R). **Exception:** During subscale launches that require a QF-4/QF-16 chase aircraft, the pattern will be as described in 3.9.5.2.

3.16. Combat Banner Operations:

3.16.1. The United States Air Force has implemented a QF-4 towed banner program labeled COMBAT BANNER at TAFB. The banner is white and red/orange mesh netting (8'x40') towed approximately 2,000 feet behind the aircraft. During tow operations, the aircraft and banner will fly approximately 230 KIAS.

3.16.2. Banner Launch Operations. Runway 14L/32R will be the primary banner launch runway, although the SOF can coordinate with Tower, AMOPS, and barrier maintenance if runway 14R/32L is preferred. Runway 14L/32R will be closed approximately 30 minutes to accommodate banner launch operations. Prior to this closure, a blanket call will be made on Guard informing all aircraft that Tyndall will be single runway operations. During this time, barrier maintenance crews will de-rig the approach end barriers. The banner tow pilot may also require barrier maintenance to de-rig the departure end BAK-12 if mission circumstances necessitate. The tow aircraft will taxi into position and the maintenance team will roll out and connect the banner. Due to the potential for damage to the banner tow cable bridle and the runway lighting, the maintenance team will ensure that the banner is not laid over or near the approach end barrier netting, BAK-15, or runway lighting.

3.16.3. In cases where the inside runway (14R/32L) is used: For runway 32L departures tower has authority to taxi aircraft across the inside runway during launch preparation at taxiway Hotel. The banner should be positioned so as to allow for safe taxi to runway 32R. If taxi clearance is a concern, aircraft should hold their position and contact the SOF to resolve the conflict. For runway 14R departures the banner blocks taxiways Alpha and Bravo. Tower has authority to taxi aircraft across the inside runway during launch preparation using other taxiways as required.

3.16.4. After the tow aircraft launches, barrier maintenance crews will re-rig the 14L/32R departure end BAK-12 as required. The approach end BAK-12 will remain de-rigged in support of COMBAT BANNER operations and T-38 operations unless NOTAM'd otherwise. Following a FOD check by AMOPS, Tower will broadcast on Guard that dual runway operations are resumed.

3.16.5. Banner Recovery Operations. The tow aircraft will drop the banner in the primary Banner Drop Zone, a cleared area East of the Silver Flag Runway in R2905B, regardless of active runway. After banner release, the tow aircraft will transition to normal pattern procedures for the active runway. Tower should anticipate the banner tow aircraft to be minimum fuel state if any delay is experienced during banner recovery.

3.16.5.1. The alternate Banner Drop Zone is located on the extended centerline of 14R between Juliet taxiway and ammo dump road (See Figure 1.1). Once the tow aircraft has called "initial", all aircraft in the Tower pattern can expect instructions to carry straight through initial until the banner release has occurred. After banner release, the tow aircraft will land normally.

3.16.5.2. Responsibilities for banner drop are outlined in the WEG 11-250.

3.16.6. The SOF and Tower Supervisor will ensure ATIS accurately reflects when COMBAT BANNER

operations are in effect and the current runway configuration. Additionally, the SOF will inform Squadron Operations Supervisors/Top-3s when COMBAT BANNER operations are anticipated and when they go into effect. Squadron Operations Supervisors/Top-3s will include COMBAT BANNER considerations during the pilot step briefing.

Figure 3.1 **Day VFR Traffic Pattern (Not to Scale)**

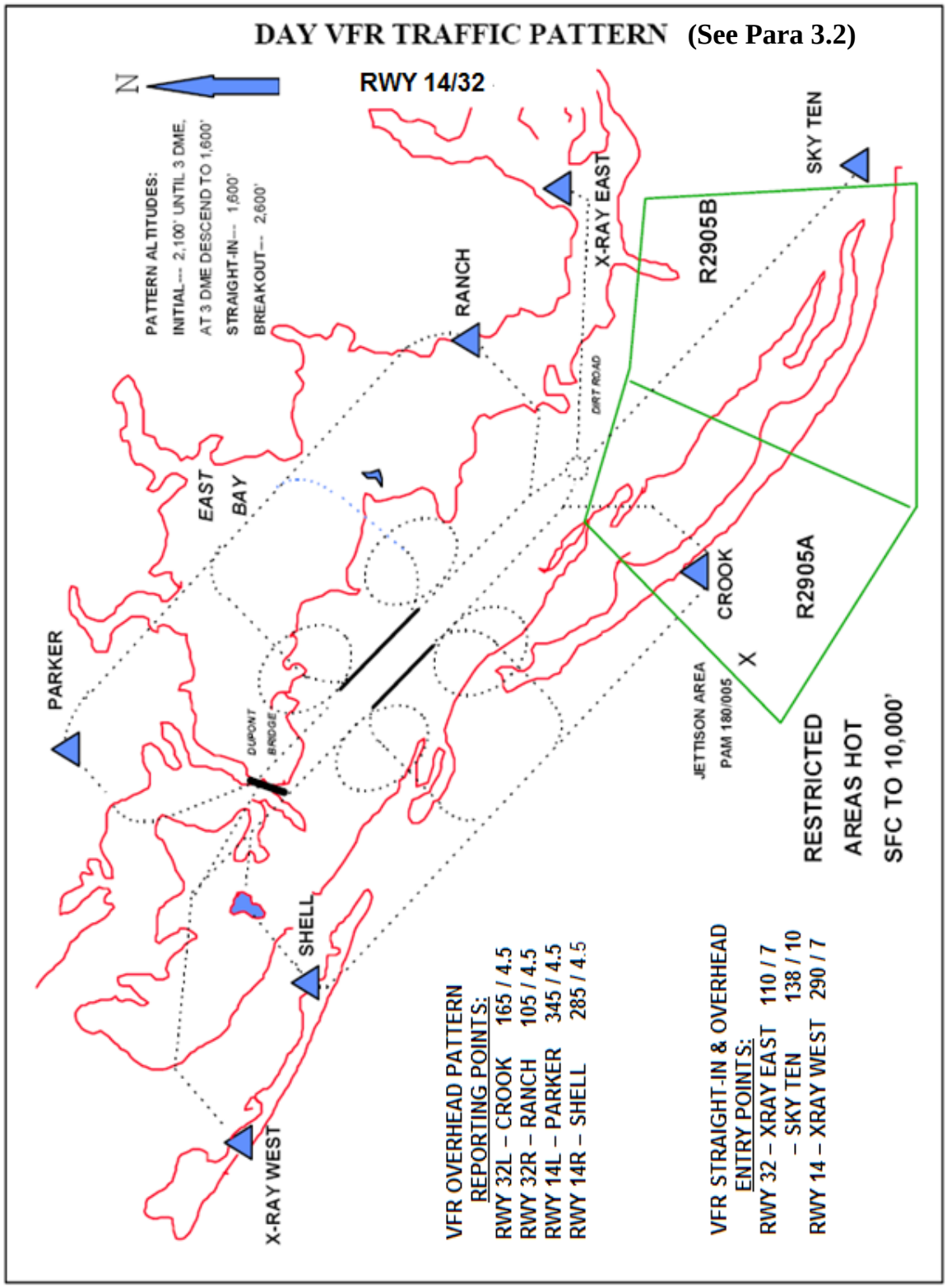


Figure 3.2 Night VFR Traffic Patterns (Not to Scale)

NIGHT VFR RECTANGULAR TRAFFIC PATTERN

1. IFR inbound traffic has priority over aircraft in the night VFR pattern.

2. Request night VFR pattern with Tower. When approved, turn crosswind at departure end, climb to 1600' and 200-250 kts. Start turn to downwind at 3.0 DME and fly 320/140 heading.

3. Lower gear on downwind. Start base turn at 5.0 DME to overfly Shell or Crook and make normal base call. Fly base to arrive on a 4 NM final at 1200.' Fly pattern to RWY 14R/32L unless otherwise directed.

4. If told to break out from the downwind or base turn, climb to/maintain 1600' and fly the night VFR pattern ground track
over the inside runway (or as directed by ATC). Coordinate further intentions with Tower.

NOTE: NOT AUTHORIZED FOR FTU STUDENTS. NO NIGHT VFR PATTERNS OVER EAST BAY.

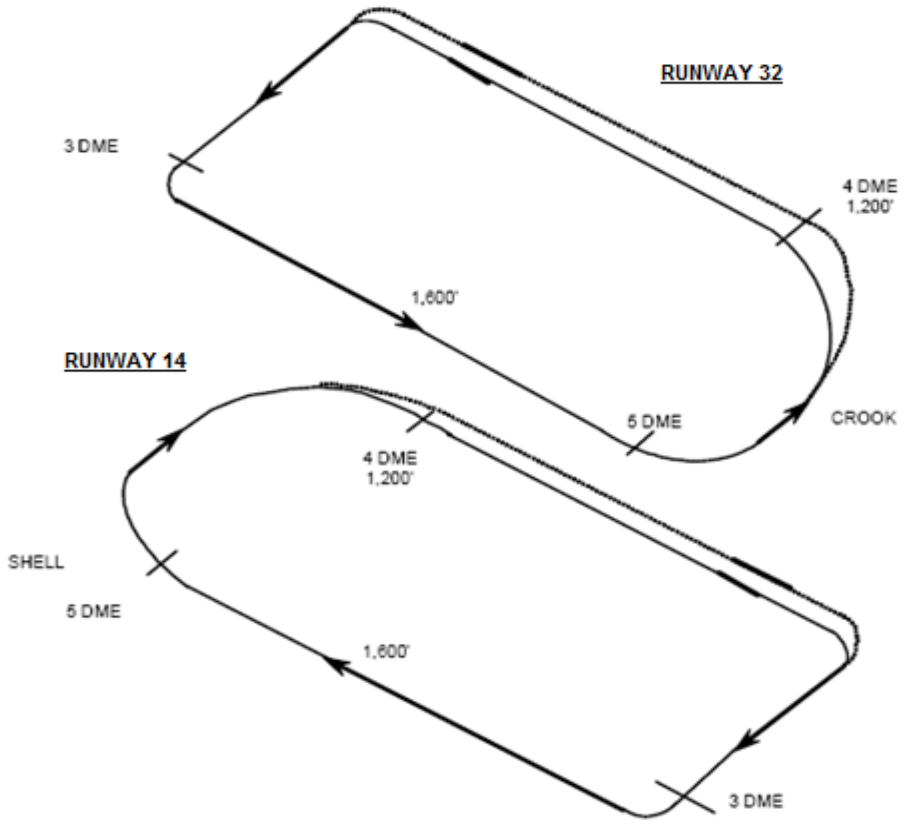


Figure 3.3 SFO Traffic Patterns (Not to Scale)

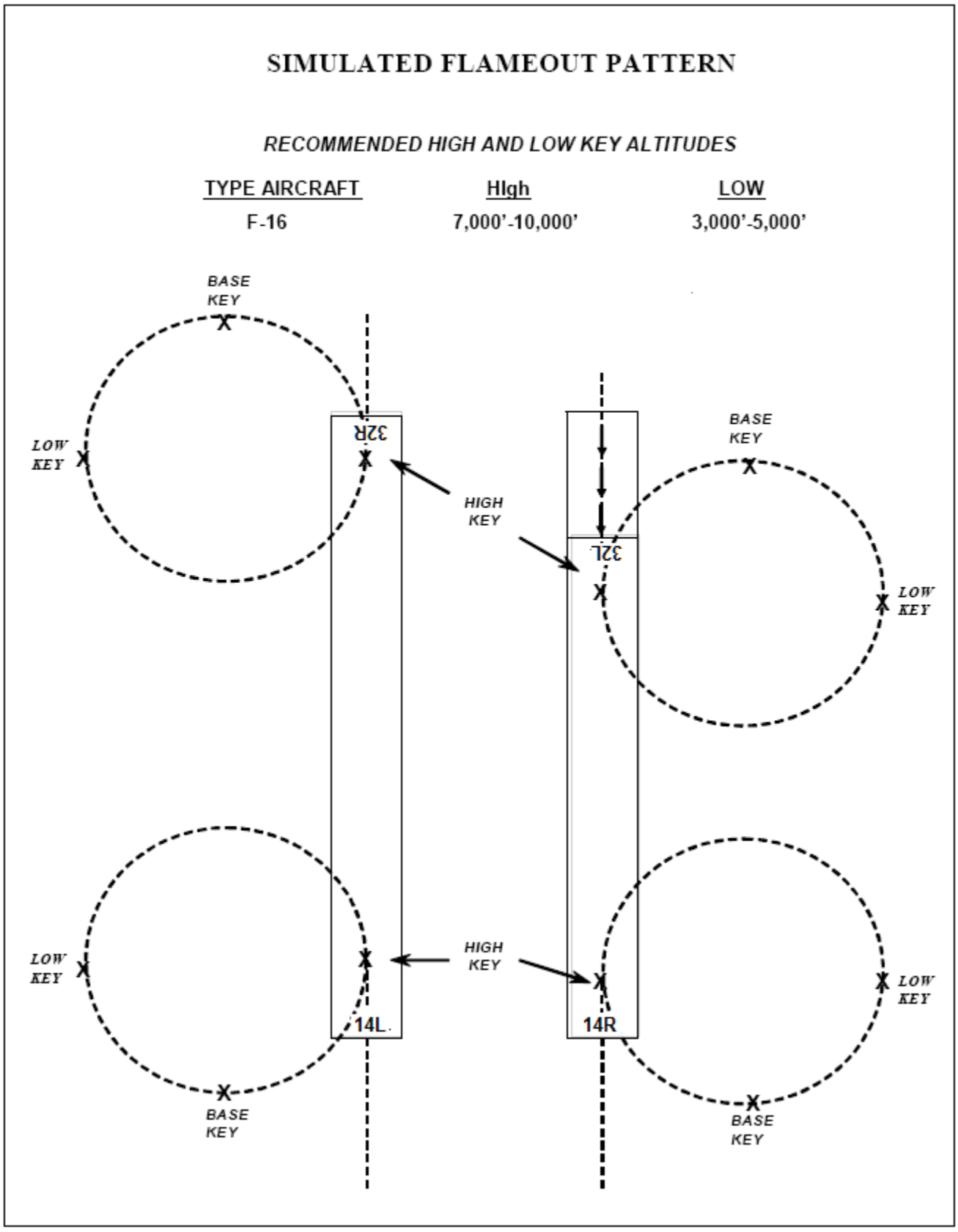


Figure 3.4 VFR Droneway Pattern (Not to Scale)

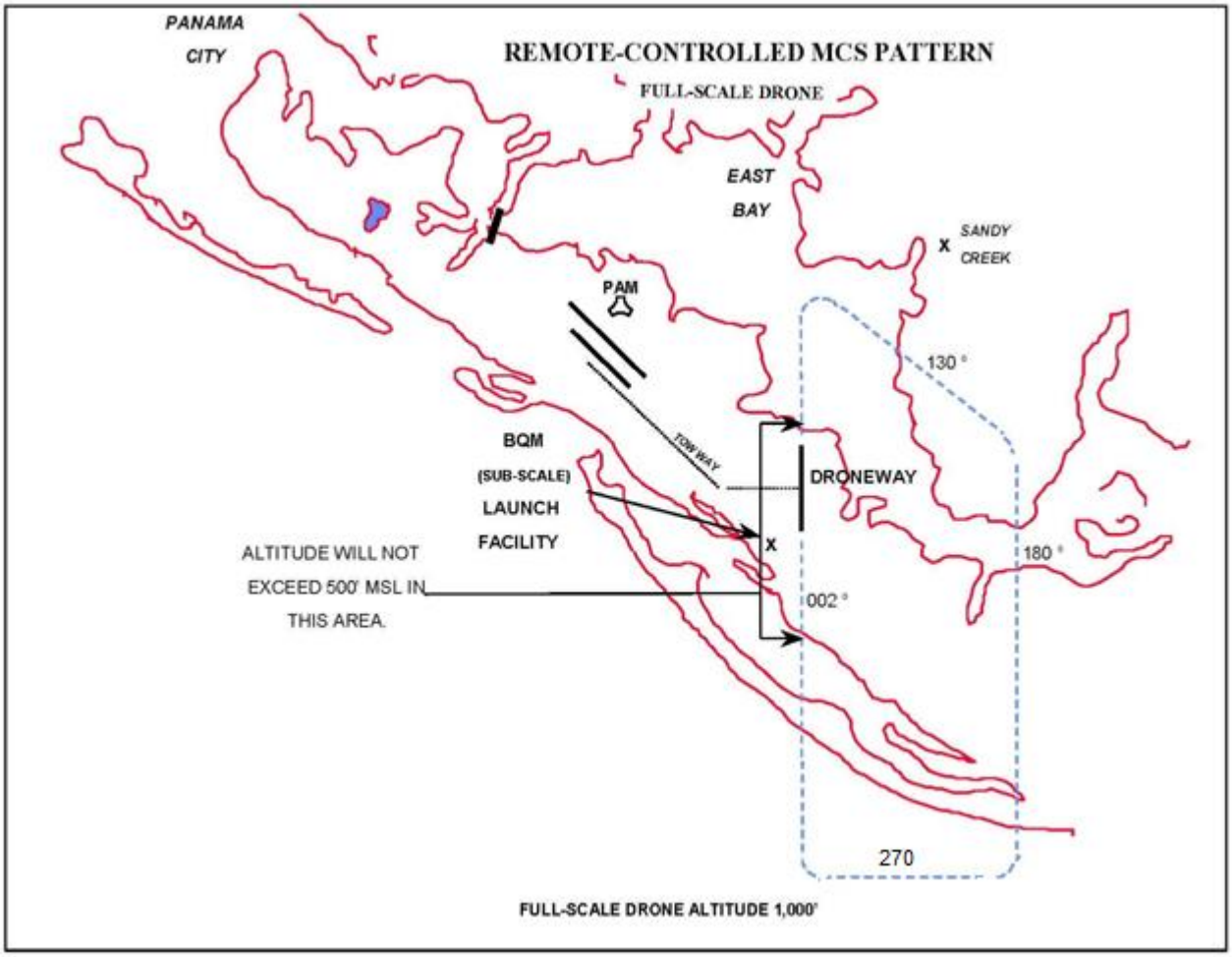


Figure 3.5 Full-Scale Aerial Target Pick-up Pattern (flown by QF-4/QF-16 Chase aircraft)

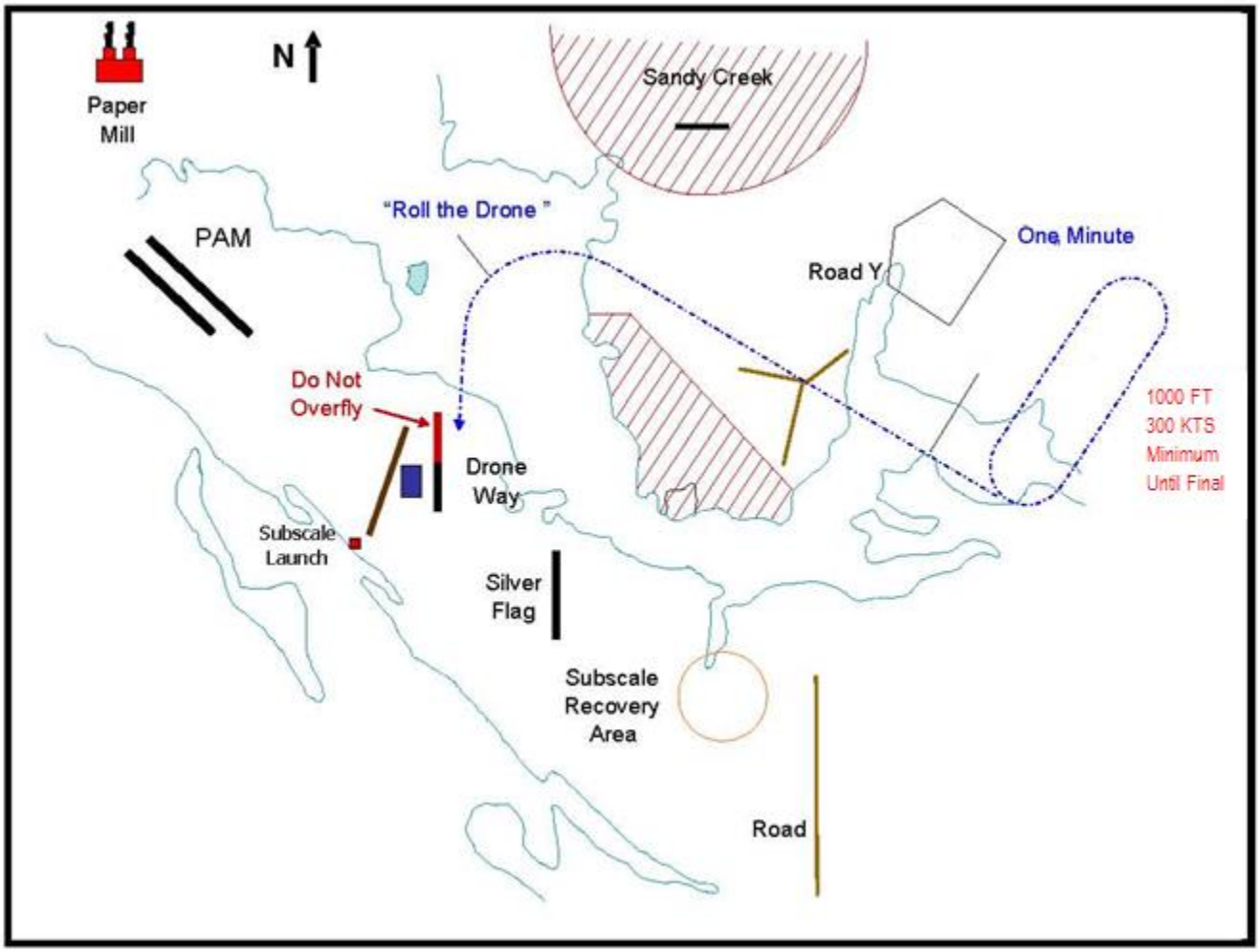


Figure 3.6. Subscale Aerial Target Pick-up Pattern (flown by QF-4/QF-16 chase aircraft)

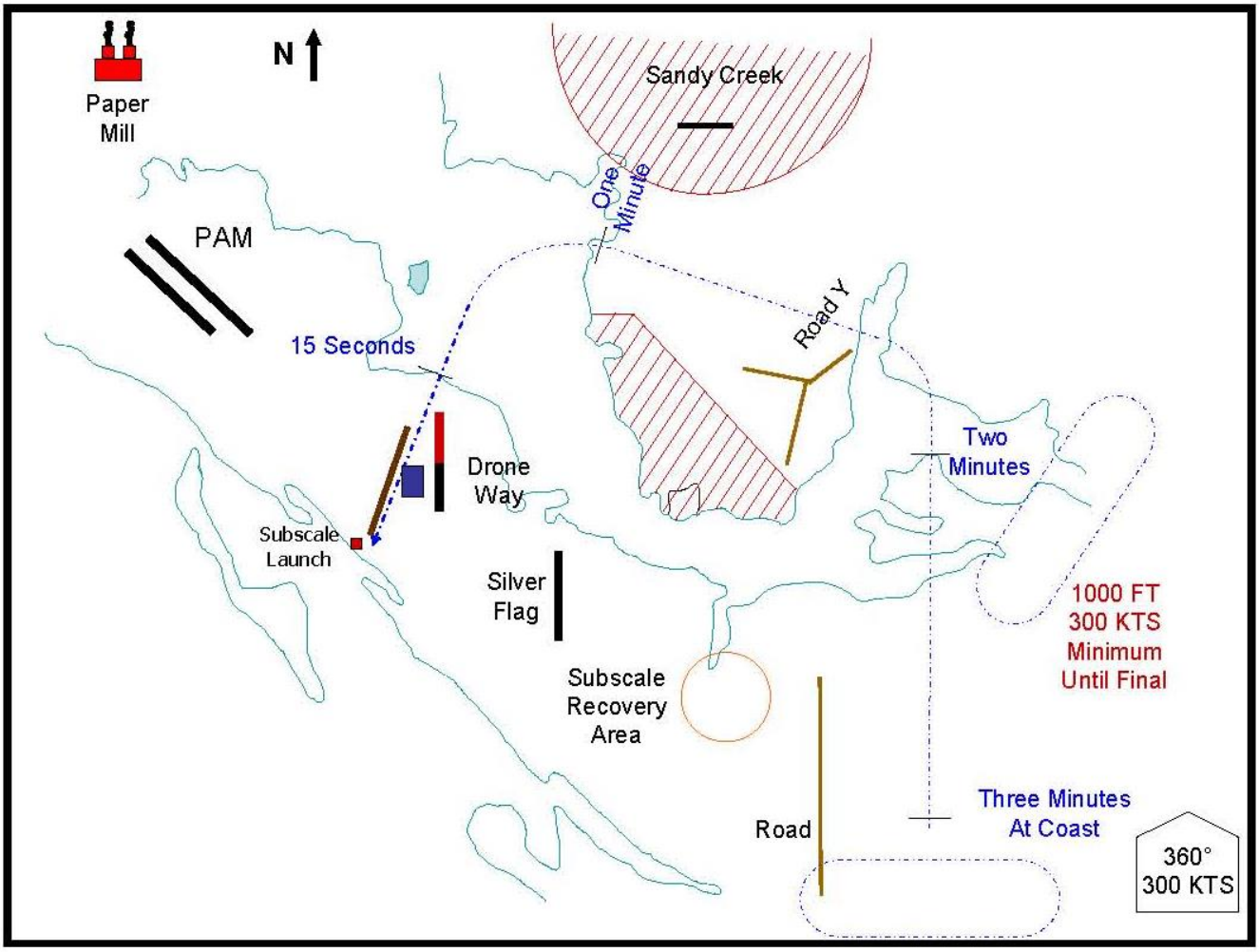
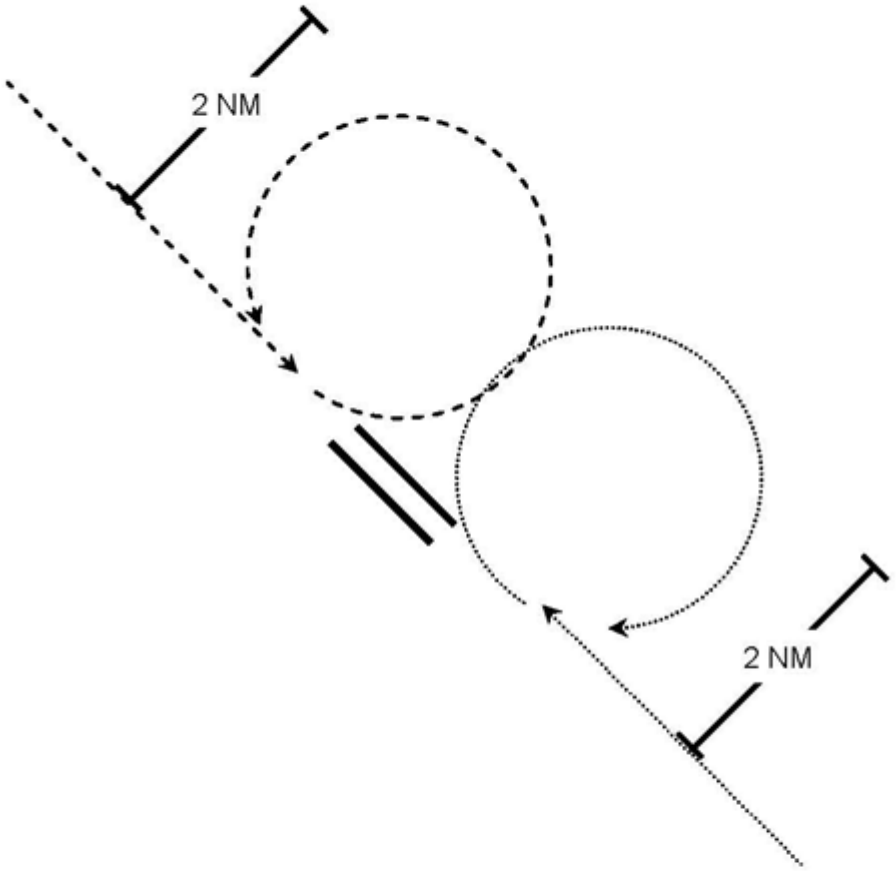


Figure 3.7. Practice Circling Maneuver

PRACTICE CIRCLING MANEUVER
(For Local Use Only)



Either Runway: From IAP or straight-in, circle northeast (away from the base). Remain at or below 1,000' MSL. Report comencing circling maneuver to Tyndall Tower.

Notes:
1. Weather required: 1500' / 3 NM
2. Remain within 2 NM of Tyndall and VMC
3. Request to circle as soon as possible to facilitate coordination between RAPCON and Tower
4. All practice circling maneuvers will terminate with a final approach to RWY 14L/32R (outside runway)

Chapter 4

IFR PROCEDURES

4.1. Radar Traffic Patterns: (Figure 4.1)

4.1.1 Normal Radar Pattern Altitude: 1600ft.

4.2. Surveillance (ASR) and Precision Approach Radar (PAR) Approaches:

4.2.1. PAR approaches are available to all runways, though normal operations will be to runway 14L/32R. Dual PAR approach capability is available during 325 FW operations or upon request by 325 OG/CC. ASR approaches are available to all runways, though normal operations will be to runway 14L/32R. .

4.2.2. Non-standard formations will not request nor be authorized to conduct a PAR or ASR approach.

4.2.3. See FLIP for other navigational aids and instrument approaches provided at Tyndall.

4.3. Local Departure Procedures:

4.3.1. VFR Overhead Pattern Protection**.** Departure aircraft shall maintain at or below 1,000 feet MSL until the departure end of the runway to protect the VFR overhead pattern, unless cleared otherwise.

4.3.2. Unrestricted/Quick Climb. Clearance for unrestricted *or* quick climb allows the pilot to climb immediately to his assigned altitude upon departure. Authorizing an unrestricted *or* quick climb relieves the pilot of the requirement to maintain at or below 1000' until departure end of the runway unless tower mandates otherwise.

4.4. Standard Climbout Instructions:

4.4.1. To reduce radio calls and frequency congestion in the radar arrival pattern and final approach, the following climb out procedures will be used for successive approaches and missed approach instructions. Climb out instructions will not be issued unless requested. Pilots will be advised "Execute local climb out" (Figure 4.2). Transient aircraft will be instructed to cross departure end of runway at or below 1000' while VFR traffic pattern is open.

4.4.1.1. Unless advised otherwise, contact Tyndall Arrival on Local Channel 7.

4.4.2. For successive radar practice approaches, when the VFR traffic pattern is open, the following instructions apply unless otherwise directed.

4.4.2.1. RWY 14L: Fly runway heading until 3 DME, turn right heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.2.2. RWY 14R: At departure end of runway, turn right heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.2.3. RWY 32R: Fly runway heading until 3 DME, turn left heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.2.4. RWY 32L: At departure end of runway, turn left heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.2.5. Aircraft that cannot continue straight ahead while conducting IFR approaches to any runway will be instructed to maintain at or below 1,000 feet until departure end of runway, then turn right/left heading 230 degrees, and climb and maintain 1,600 feet.

4.4.3. When the VFR overhead traffic pattern is closed, procedures listed above apply except the 1,000' restriction until departure end of runway is deleted.

4.4.4. When DASR is out, missed approach instructions for all runways are as directed by ATC or as published on the approach plates.

4.4.5. Aircraft that will go VFR to the Tower pattern after completing an IFR practice approach will advise RAPCON of this intention and contact Tower. Controllers will direct the frequency change. Aircraft should maintain their original IFF Mode 3A Code.

4.4.6. Flight join up for departure. When two or more aircraft with different call signs will depart as a single flight, the aircraft in the lead will inform ATC as soon as possible, i.e. “Striker 1 flight join up with Axle 1, now a flight of four, request to taxi to runway 32 with (ATIS Code)”. This is not to be confused with the term MARSA. Instead, this will be handled as a flight join up. If the flight who is not in the lead wishes to keep their flight plan open, they will notify ATC prior to taxi. ATC instructions will only be issued to the lead aircraft.

4.4.7. Nonstandard Trail Departures

4.4.7.1. When approved for and flying nonstandard formations, the trail aircraft will squawk its individual “in sequence” Mode 3/C code (i.e. if Raptor 1 is squawking 5311, Raptor 2 will squawk 5312 as the trail aircraft. If Raptor 4 is the trail aircraft in a 4-ship, it would squawk 5314).

4.4.7.2. Outside the local area, the trail aircraft in a nonstandard trail formation should squawk the first two digits of lead’s code followed by 00.

4.5. Radar Vector to Initial Procedures:

4.5.1. Pilots will notify the appropriate controlling agency when canceling IFR by stating: "(Call sign), cancel IFR". Controllers will provide traffic advisories (workload permitting) to VFR aircraft, and will issue vectors for sequencing if required for traffic. Controllers will notify pilots when to contact the next controlling agency. **Note**: To facilitate sequencing, pilots will follow ATC issued vectors to the maximum extent possible. If unable to comply, pilots should state intentions: "(Call sign), unable, proceeding direct (location)". Workload permitting, ATC will continue providing traffic advisories until the pilot is "tally" traffic and can maintain VFR deconfliction.

4.5.2. If cancellation of IFR has not occurred by 15 NM from the runway in use, aircraft will be issued vectors for an instrument or radar approach, or vectors for a visual approach or to initial.

4.6. IFR Recovery Procedures:

4.6.1. MOA/W470 Recoveries. Aircraft recovering from W470 or the Tyndall MOAs shall coordinate with the MRU/ARU/controlling agency NLT 5 minutes prior to RTB. If the controlling agency is Eglin Mission Control, an ATC handoff will be accomplished to Tyndall RAPCON for RTB. MRU’s and ARU’s are not authorized to conduct an ATC handoff. The MRU/ARU will instruct the pilot to contact Tyndall RAPCON on the pre-coordinated frequency NLT 10 miles from the SUA boundary. This will allow time for Tyndall RAPCON to radar identify the aircraft and provide initial control instructions for RTB. All recoveries from W470 shall be routed via TROWT or OYSTE and shall be at or below FL230 prior to reaching the SUA boundary. The MRU shall provide a minimum of 5 miles radar separation between single aircraft and 10 miles between flights of aircraft during recovery. If several aircraft are in the SUA, the MRU only needs to report the 5 minute notification to the Tyndall RAPCON for the first aircraft recovering from the SUA. All subsequent recoveries do not require a 5 minute call.

4.6.2. LLA recoveries: Aircraft operating autonomously in the LLA shall be established in E MOA prior to contacting RAPCON on channel 6 for assigned altitude and heading. When aircraft are under MRU control, MRUs will position Tyndall LLA recoveries south of the PAM R-090 radial prior to transferring radio contact to the RAPCON on Ch 6.

4.6.3. W151 Recoveries. MRUs/ARUs controlling mission in W151 shall coordinate the recovery fix/altitude with the RAPCON prior to the first aircraft recovering from that mission. Recovery fixes/altitudes may differ depending on the type of mission being conducted.

4.6.4. Divert Procedures. If forced to weather divert pilots will contact RAPCON or MRU with intentions. Expect 5-10 minute delay for ATC to input and receive clearance to divert base as published in the In-

Flight Guide. If delay will jeopardize the ability to safely divert, declare an emergency, squawk 7700 or contact Jacksonville Center on 243.0 with position and intentions.

4.6.5. Precision Approaches. Pilots will fly PAR approaches to meet controller proficiency/training requirements to the maximum extent practical upon controller request.

4.6.5.1. Standard Formation Flight or Single Ship Aircraft: The Radar Final Controller shall not monitor/accept more than two separate flights (of 2)/single aircraft simultaneously.

4.6.5.2. Radar In-Trail Recoveries/Non-Standard Formation: Radar-in-trail recovery is limited to a maximum of four aircraft. Radar-in-trail recoveries must not terminate in PAR or ASR approaches. Spacing between aircraft for flights will be a minimum of one mile and a maximum of three miles in trail. Refer to paragraph 4.3.5. of this instruction for IFF Mode 3 procedures in a nonstandard trail formation. Aircrews conducting radar-in-trail recoveries are responsible for their own separation between elements of their flight while on final for full stop landings. To ensure appropriate departure separation, multiple practice radar in-trail approaches that do not terminate with a full-stop landing must be conducted only in VMC. During practice approaches in VMC conditions, after an executed low approach/landing, the flight is responsible for their own separation until ATC initiates flight split-ups for individual control. Missed approach/break-out/go-around procedures will IAW section 7.15 of this instruction. Lost communication procedures are IAW section 7.12 of this instruction.

4.6.6. Flight join up for recovery. When two or more aircraft with different call signs will RTB from the airspace as a single flight, the aircraft in the lead will inform ATC as soon as possible, i.e. "Striker 1 flight join up with Axle 1, now a flight of four, with (ATIS Code), (Request)". This is not to be confused with the term MARSA. Instead, this will be handled as a flight join up. ATC shall provide standard separation between all IFR aircraft/flights. If two flights wish to join up, after leaving the SUA, the joining aircraft shall make this request with ATC. ATC will coordinate with the leading aircraft for join up approval. If approved by both ATC and the lead aircraft, ATC will advise the joining aircraft that the join up is approved and instruct them to squawk stand-by when the join up is complete. From this point on, separation between all elements of the newly formed flight is the responsibility of the pilots within the flight and ATC instructions will only be issued to the lead aircraft.

4.6.7. Call-sign discipline. All pilots shall retain their originally filed call sign throughout the entire flight. Assuming another aircraft's filed call sign is not authorized. If the trailing aircraft is required to move to the lead position, the flight lead shall notify ATC of this requirement, i.e.: "Tyndall Approach, Grump 2 will now be in the lead and Grump 1 will be the wingman." ATC will then instruct Grump 2 to squawk normal (in sequence) and Grump 1 to squawk standby. Once this is complete, all instructions will be given to Grump 2 who is now the lead aircraft in the flight.

4.7. Breakout/Go Around/Missed Approach Procedures:

4.7.1. Breakout/Go-Around. See paragraphs 3.2.8 through 3.2.9.

4.7.2. Missed Approach. Each aircraft in non-standard formation will make an individual assessment of whether or not the runway environment is sufficiently visible at the missed approach point to allow a safe landing. If a pilot has not received standard climb out authorization, then the pilot will execute a missed approach IAW the IAP flown.

4.8. MARSA Procedures

4.8.1. Military Assumes Responsibility for Separation of Aircraft (MARSA) is authorized for:

4.8.1.1. All Tyndall base assigned aircraft for simultaneous departures from Tyndall's parallel runways.

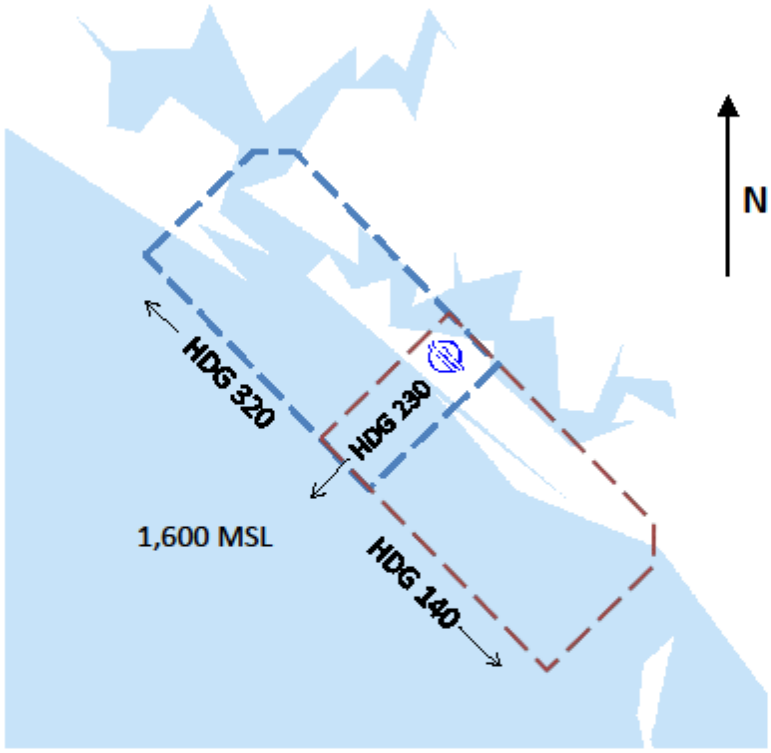
4.8.1.2. All Tyndall base assigned aircraft in Tyndall's military operations areas, W151/W470, Compass Lake ATCAA, Carrabelle ATCAA, ACMI ATCAAs, Florida Alpha ATCAA.

4.8.2. Tyndall base assigned aircraft designation includes TDY units who have been certified on local area procedures, 3.1.

4.8.3. Aircraft desiring to apply MARSA should advise ATC as soon as practical.

4.8.4. MARSA other than described in paragraph 1 above may not be invoked unless there is a signed letter of agreement between affected aircraft and the 325 OG/CC.

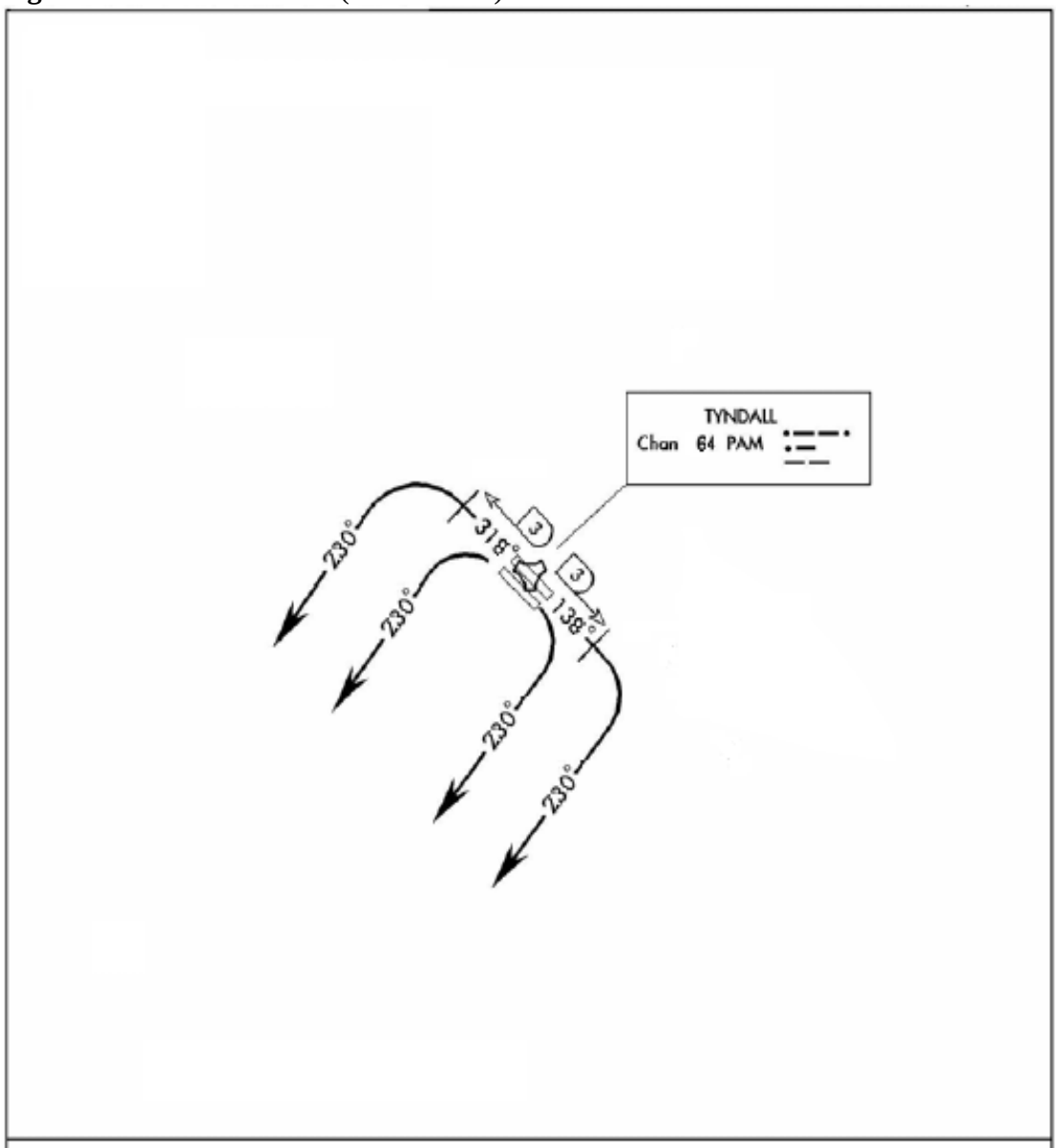
Figure 4.1 Radar Traffic Pattern (Not to Scale)



Tyndall Radar Pattern

Execute local climbout. Expect radar vectors to downwind.

Figure 4.2 Local Climbout (Not to Scale)



DEPARTURE ROUTE DESCRIPTION

RWY 14L: Fly runway heading until 3 DME, turn right heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

RWY 14R: At departure end of runway, turn right heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

RWY 32R: Fly runway heading until 3 DME, turn left heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

RWY 32L: At departure end of runway, turn left heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

LOCAL CLIMBOUT

PANAMA CITY, FLORIDA
TYNDALL AFB

Chapter 5

EMERGENCY PROCEDURES

5.1. Operation of the Primary Crash Alarm System (PCAS) and the Secondary Crash Net (SCN):

5.1.1. Primary Crash Alarm System: Response to any emergency condition will be initiated/relayed through the PCAS. The Tower will update emergency information via PCAS.

5.1.2. The PCAS subscribers are the Fire & Emergency Services (F&ES), AMOPS, and the Clinic. Tyndall Tower will activate it for any of the following conditions:

5.1.2.1. All in-flight/ground emergencies.

5.1.2.2. Accidents (on or off base).

5.1.2.3. Overheated brake condition (hot brakes).

5.1.2.4. Unescorted NORDO arrivals when the aircraft is either not squawking or is squawking emergency.

5.1.2.5. Jettisoning of any external stores over land.

5.1.2.6. Prior to planned aircraft arresting system engagement.

5.1.2.7. Unplanned aircraft arresting system engagements.

5.1.2.8. Hijack alerts.

5.1.2.9. Aircraft bomb threats.

5.1.2.10. Major Fuel spills (Class III).

5.1.2.11. Daily PCAS phone check; M-F 0830L, Sat, Sun, Holidays 0930L.

5.1.2.12. RAPCON or Tower evacuation.

Note: All subscribers will remain on the line until released by Tower.

5.1.3. When all stations on the net have responded, the Tower will issue the following information:

5.1.3.1. Type of emergency (i.e., In flight or ground).

5.1.3.2. Type of aircraft and call sign.

5.1.3.3. Nature of emergency.

5.1.3.4. ETA in minutes or miles.

5.1.3.5. Landing runway.

5.1.3.6. Personnel on board.

5.1.3.7. Fuel remaining (in minutes).

5.1.3.8. Armament status or hazardous cargo, if applicable.

5.1.3.9. Type response.

5.1.3.10. Wind direction and knots.

5.1.3.11. The UHF frequency the aircraft is on.

5.1.3.12. Barrier Engagement.

5.1.3.13. FOD Check.

Note: Tower will update information over the primary crash net.

5.1.4. Secondary Crash Net. The secondary crash net will be activated by AMOPS and will give

notification of an emergency condition to the following agencies:

5.1.4.1. PCM and Ambulatory Services.

5.1.4.2. Weather Flight (325 OSS/OSW).

5.1.4.3. Support Group Commander (325 MSG/CC).

5.1.4.4. Fire & Emergency Services (F&ES).

5.1.4.5. Emergency Management.

5.1.4.6. Base Defense Operations Center (BDOC).

5.1.4.7. MOCC.

5.1.4.8. Transient Alert (TA).

5.1.4.9. EOD.

5.1.4.10. Civil Engineering.

5.1.4.11. Wing Safety (325 FW/SEF).

5.1.4.12. Command Post.

5.2. Emergency Response Procedures:

5.2.1. General.

5.2.1.1. TAFB policy is to recover each aircraft experiencing a malfunction as expeditiously and safely as possible without exposing the pilot, the aircraft, other flying operations or support personnel to unnecessary hazards. In order to accomplish this, each individual involved must thoroughly understand all responsibilities. The type of malfunction, location, recovery conditions, fuel load, armament status and other ground/flying activities must be considered. The following are some specific considerations upon which action should based.

5.2.1.2. The preferred runway for emergency landings is RWY 14L/32R. The runway length, width, aircraft arresting systems, approach lighting, and the instrument approach capability provide a greater margin of safety.

5.2.1.3. Conditions permitting, landing should be made at normal gross weight rather than accepting the increased risk of a heavy weight landing. If the malfunction is not progressive or does not dictate immediate recovery, gross weight should be reduced prior to landing by burning excess fuel.

5.2.1.4. The pilot will clearly declare to ATC (not just the SOF) which aircraft is the emergency aircraft.

5.2.2. Definitions.

5.2.2.1. EMERGENCY - A malfunction or condition having potential for personal injury or aircraft damage.

5.2.2.2. EARLY RETURN - An early return is a situation or aircraft malfunction that does not have the potential for injury or aircraft damage

5.2.2.3. READY RESPONSE - This is the normal type of response that will be provided. It provides fire and/or rescue vehicles in positions specified by local directives.

5.2.2.4. CHASE RESPONSE - This response requires fire and rescue vehicles to follow the aircraft down the runway, thus suspending runway operations until AMOPS can check the runway. The SOF may waive runway FOD check requirements.

5.2.3. RAPCON will:

5.2.3.1. Provide assistance and relay information as required.

5.2.3.2. Immediately relay to the Tower the nature of the emergency, fuel remaining, armament status, souls on board and frequency for timely activation of the primary crash net.

5.2.3.3. Relay updated information to the Tower.

5.2.3.4. Assist in join-up of escort aircraft if either the pilot or the SOF requests escort.

5.2.4. Tower will:

5.2.4.1. Provide assistance as necessary and for relaying information, as it becomes available.

5.2.4.2. Get as much information as circumstances permit and activate the primary crash net.

5.2.4.3. Pass updated data over the primary crash alarm system (PCAS).

5.2.4.4. Make broadcast calls on all Tower frequencies, including 243.0 and 121.5 as required.

5.2.4.5. Advise responding emergency vehicles when the emergency aircraft will be the next to land.

5.2.4.6. In coordination with the SOF, resume normal operations.

5.2.5. AMOPS will:

5.2.5.1. When notified of an aircraft emergency via the PCAS, AMOPS will immediately activate the secondary crash net (SCN) and disseminate information that is received verbatim.

5.2.5.2. Respond to all emergencies for a FOD check or give assistance as required. The SOF is the waiver authority to waive the requirement for a FOD check.

5.2.5.3. When notified by Tower of a situation requiring a suspension of normal operations or a runway closure requiring a check, AMOPS will respond to the appropriate runway to perform the check. Only AMOPS can conduct runway checks.

5.2.6. Fire & Emergency Services (F&ES). The Senior Fire Officer will act as Incident Commander (IC) for any emergency or accident until relieved by higher authority.

5.2.6.1. Incident Commander. Responsibilities include:

5.2.6.1.1. Direct medical personnel

5.2.6.1.2. Clearing EOD to take action, to include safing munitions on the runway

5.2.6.1.3. Ensure non-emergency responders remain 300 ft away from hung ordinance until they are cleared for area access

5.2.6.1.4. Declare area safe and terminate emergency

5.2.6.2. When notified of an aircraft ground or in-flight emergency, all appropriate crash rescue equipment will respond and deploy as dictated by the situation. The requirement for a ready or chase response will be passed with all other information on the PCAS or via the ground control ramp net.

5.2.6.3. The IC will ask for Security Forces support when circumstances dictate.

5.2.7. Transient Alert. Transient Alert will be notified of all emergencies via the secondary crash net. Any other incidents that require Transient Alert assistance will be passed through the Tower to Transient Alert personnel. Response in all cases will be with the appropriate equipment required to safe (pin) and tow the aircraft from the runway. The safing and towing operation will be expedited to minimize runway closure time.

5.2.8. Command Post. The Tyndall flying operation is monitored through the Command Post. This is a central communications facility. Any unusual conditions, such as an emergency, that may have a bearing on local operations must be relayed without delay. Command Post personnel will:

5.2.8.1. Immediately advise the SOF of all non-flying emergencies and of any other events or

circumstances that could affect the flying operation.

5.2.8.2. Determine which UHF frequency the emergency aircraft is working and monitor that frequency (Normally CH 12).

5.2.8.3. Forward emergency information received from the pilot or control agencies to Tower or to the appropriate base's AMOPS on those aircraft that will be recovering elsewhere.

5.2.8.4. Assist the SOF as necessary during an emergency response.

5.2.8.5. Ensure the appropriate checklist is completed expeditiously.

5.2.8.6. Advise the 325 OG/CC of all aircraft experiencing an in-flight emergency. Notify 53 WEG/CC for jets under 53 WEG operational control.

5.2.8.7. Coordinate search and rescue (SAR) activities IAW TAFB Search and Rescue Plan 506.

5.2.9. When notified of an aircraft emergency through the primary/secondary crash net, the following agencies will respond as required by positioning their vehicles in their designated positions next to the runway:

5.2.9.1. Fire and Emergency Services.

5.2.9.2. Flight Medicine (if required).

5.2.9.3. TA.

5.2.9.4. AMOPS (or designated representative, as required).

5.2.9.5. Unit maintenance crew (aircraft crew chief and weapons load/maintenance) will respond to the armed aircraft once the emergency situation is verified through the IC.

5.2.9.6. Flight Safety (when required).

5.2.9.7. Airfield Sweeper.

5.2.9.8. Other response agencies will stand by at their respective control centers.

5.2.10. Termination of an Emergency Condition:

5.2.10.1. The IC, upon consultation with the SOF, aircraft commander or the EOD supervisor, when appropriate, will terminate the emergency. Upon termination of all emergencies, Fire and Emergency Services will notify the Tower. The Tower will notify AMOPS who will activate the SCN and pass termination time.

5.3. External Stores Jettison Area Procedures: (Figure 5.1)

5.3.1. Intentional (Emergency) Jettison of External Stores or Ordnance.

5.3.1.1. The jettison/drop area is located at the PAM TACAN 180° radial 5 NM DME fix (29 59'18"N, 85 34' 24"W) (Figure 5.1) in the northwest corner of 2905A. Radar vectors to the drop area will be provided by RAPCON upon request.

5.3.1.2. The intentional jettison of external stores will be treated as an in-flight emergency. Aircraft proceeding to the jettison area should remain clear of the IFR pattern altitude (1,600' MSL) and the VFR pattern altitude (2,100' MSL) unless under ATC control.

5.3.1.3. Conditions permitting, the pilot will contact RAPCON who will alert the Drone Mission Commander via hotline of the impending jettison in R-2905A. The pilot will fly out the PAM 180-degree radial until 5 NM DME heading 180 degrees at the recommended airspeed and an altitude of 1,000 feet MSL, unless directed otherwise. If VMC exists, the pilot will ensure the drop area is clear of watercraft prior to release and then make a right hand turn (or as directed) to exit R-2905A for recovery. At night or in IMC, the pilot will request traffic advisories from RAPCON.

5.3.2. Accidental Jettison of Ordnance or Stores.

5.3.2.1. When under radar control, the pilot will ask for a radar position and inform the control agency of the type of object dropped. If the control agency is other than RAPCON, the pilot will ask the agency to pass the information to RAPCON.

5.3.2.2. If not under radar control, the pilot will notify RAPCON of the approximate location of the jettison, stores lost and request a radar position.

5.3.2.3. RAPCON will pass dropped object information to Command Post.

5.3.2.4. Aircraft with hung ordnance or stores will not be flown over populated areas.

5.3.2.5. The Command Post will submit a report on all objects that drop from an aircraft in flight.

5.3.2.6. The aircraft will be impounded.

5.4. Fuel Dumping:

5.4.1. Proceed to a minimum of 5 NM off shore at or above 10,000 feet (unless an emergency situation requires immediate fuel dumping). RAPCON will provide vectors if required.

5.5. Hot Brake Area and Procedures: (See Figure 1.1)

5.5.1. Pilots will notify the Tower anytime hot brakes exist or are suspected. Tower controllers will direct pilots with hot brakes to proceed to one of the hot brake areas shown in Figure 1.1. Hot Brake areas include the intersection of Bravo and Golf taxiways (primary), Alpha just short of 14 L, and Juliet short of 32R (secondary). SOFs still have the ability to use EOR if situation requires. If conditions permit, pilots will taxi to the hot brake area and coordinate with the SOF and squadron operations on whether to keep engines running or shut down in accordance with aircraft procedures**.**

5.5.2. Responding personnel will determine if aircraft brakes are hot enough to present a hazard.

5.5.3. Aircraft with hot brakes may either be shut down, or after sufficient cooling may be taxied back to parking.

5.5.4. TA will conduct aircraft towing or tire changes when appropriate based on aircraft type.

5.6. Abandonment of Aircraft: (Controlled Bail-Out, Ejection, Plotting Aircraft Coordinates)

5.6.1. If time is available for a controlled bailout, the pilot will use the following procedures:

5.6.1.1. Notify SOF and Tyndall RAPCON of intentions.

5.6.1.2. VMC: Proceed to PAM 128/6.9, heading 050 degrees (Figure 5.1).

5.6.1.3. IMC: Request RAPCON vectors to controlled bailout point, PAM 128/6.9, heading 050 degrees (Figure 5.1). RAPCON will provide position reports with a final report when aircraft is over the bailout point, phraseology “ENTERING BAILOUT AREA”.

5.6.1.4. IMC: RADAR Out - Arc north on 7 DME arc to bailout area.

5.6.1.5. Overhead bailout area, eject, following appropriate flight manual procedures.

5.6.1.6. If circumstances lead a pilot to believe his chances of survival or reduced injury are increased by ejecting over water, an alternate over water controlled bailout area is available at the PAM 180/05 (Figure 5.1).

5.6.1.6.1. Time permitting, the pilot will implement the following procedures to reduce recovery time from the alternate over water controlled bail out area:

5.6.1.6.1.1. Notify SOF and Tyndall RAPCON/Tower of intentions.

5.6.1.6.1.2. Proceed to PAM 180/05, heading 180 degrees (Figure 5.1).

5.6.1.6.1.3. Clear bailout area for surface vessels.

5.6.1.6.1.4. Overhead bailout area, eject 2,000 to 5,000 feet MSL following appropriate flight manual procedures.

5.6.1.7. Upon notification of an impending controlled bailout the safety officer will proceed to the drop area for a safety check, time permitting and advise the SOF/Tower when the area is clear.

5.7. Lost Communications Instructions:

5.7.1. See Attachment 5.

5.8. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures:

5.8.1. Tower or RAPCON will normally be the agency(s) that detects a signal from an ELT. When an ELT signal has been detected, the receiving facility (RAPCON if both) will advise alternate facility, Jacksonville Center (Dial code 66) and Tyndall Command Post.

5.8.2. Concerned agencies will be told when the ELT signal stops or is found to be a test.

Note: The Command Post will call Tower and RAPCON prior to all known ELT tests. ELT testing is accomplished only during the first five minutes of each hour and the test is limited to three audio sweeps.

5.8.3. The Command Post will determine if the Personal Equipment Section is testing an ELT or if one has been activated by accident. If the signal is not a test, Command Post will initiate/coordinate efforts to locate the ELT.

5.8.4. If the signal is from a bona fide emergency, the Base Crash Plan will be implemented. An ELT signal from a bona fide emergency will be determined after coordination with Jacksonville Center, Tower, RAPCON, Command Post and AMOPS.

5.8.5. If an ELT signal is detected when an emergency is in progress, the Tower/RAPCON will determine if the signal is from the emergency aircraft.

5.8.6. If contact with the emergency aircraft is lost, the PCAS will be activated.

5.9. Hung Ordnance Procedures:

5.9.1. Hung/misfired missiles, runaway gun, or hung dart/cable will be treated as an IFE.

5.9.1.1. Armament that does not leave the aircraft after a fire signal is delivered will be treated as either a misfire or hangfire, depending on the type of weapon and cockpit indications. In the case of a weapon system malfunction, the appropriate emergency procedures in the pilot's checklist will be followed.

5.9.1.2. After completing the checklist procedures, the pilot will declare an emergency and fly the Armament Misfire/Hangfire Recovery Pattern shown in Figure 5.2. Pilots will notify the SOF and/or squadron operations as early as practical so that the unit can ready a stand-by crew to assist in safing the weapons system.

5.9.1.3. After landing, the pilot will proceed to the Hung Ordnance areas shown in the airfield diagram (Figure 1.1). If instructed, the pilot will shut down engines. Once the weapon can be confirmed safe, the aircraft may taxi back to the ramp. If the weapon is considered unsafe, EOD will evacuate all non-essential personnel to required distances and begin render safe procedures. Aircraft will not be taxied or towed back to the ramp with an unknown condition or unsafe weapon.

5.9.2. Response. During normal duty hours, EOD will respond upon notification. After duty hours, EOD personnel have 1-hour to report and then 30 minutes to respond. EOD will be present in the shop and prepared to respond during all missile or rocket live fires. The 325 FW/WEG will provide EOD with a copy of the flying schedule for all live fire missions. After duty hours, the SOF will coordinate with the emergency response team and appropriate AMU to pin, chock and shutdown aircraft with hung flares.

Upon arrival after shutdown, EOD will safe the hung flare and the aircraft may then be towed back to parking.

5.9.3. The IC will terminate the emergency based upon the recommendation from the unit representative.

5.10. Hydrazine Response Procedures:

5.10.1. A hydrazine discharge or EPU activation must be considered to be an emergency situation which is potentially life threatening until it is confirmed by bioenvironmental engineering personnel that the aircraft and surrounding area are safe. Only personnel equipped with self-contained breathing apparatus should approach the aircraft until the safe declaration is made. The F-16 will be parked in the hydrazine/hazardous cargo (Figure 1.1) area with the left wing into the wind if not armed, or on the normal dearm heading if armed.

5.10.2. The Senior Fire Officer will assume command of the incident and take appropriate actions to resolve the emergency.

5.11. Dangerous/Hazardous Cargo:

5.11.1. References.

AFJI 11-204, Operational Procedures for Aircraft Carrying Hazardous Cargo. AFMAN 24-204, Preparation of Hazardous Materials for Military Air Shipment.

AFMAN 91-201, Explosive Safety Standards.

T.O. 11A-1-33, Handling and Maintenance of Explosives Loaded Aircraft.

T.O. 11N-20-11 General Fire Fighting Guidance.

Annex, E 325 FW OPLAN 10-2 Comprehensive Emergency Management Plan (CEMP).

5.11.2. Responsibility. The 325 OG/CC, 325 MSG/CC, 325 MXG/CC;325 CS/CC; the AFM; the Senior Fire Officer; and assigned pilots will comply with AFJI 11-204 and AFMAN 24-204.

5.11.3. Alerting and Notification.

5.11.3.1. AMOPS will:

5.11.3.1.1. Upon receipt of a flight plan on an aircraft carrying hazardous cargo, notify the following agencies of the load and ETA:

5.11.3.1.1.1. RAPCON.

5.11.3.1.1.2. Control Tower.

5.11.3.1.1.3. Transient Alert.

5.11.3.1.1.4. Security Forces.

5.11.3.1.1.5. Fire & Emergency Services.

5.11.3.1.1.6. Air Freight.

Note: AMOPS will not use the Secondary Crash Net for hazardous cargo notification.

5.11.3.1.2. When supplementary information is received, pass it to all that received the initial notification.

5.11.3.1.3. Ensure that departing pilots carrying hazardous cargo fill out the "Remarks" section of DD Form 175, Military Flight Plan, IAW AFJI 11-204 and pass these remarks verbatim to the Tower, RAPCON, Fire and Emergency Services, and Transient Alert.

5.11.3.1.4. Determine parking spot and notify Tower and Transient Alert.

5.11.3.1.5. Alert Fire & Emergency Services and Munitions Control of armament status. This information

will include:

5.11.3.1.5.1. Aircraft type and tail number.

5.11.3.1.5.2. Parking Spot.

5.11.3.1.5.3. Type and amount of hazardous cargo/armament on board.

5.11.3.2. Tower will:

5.11.3.2.1. Direct aircraft with hazardous cargo to alter their approach to avoid populated areas to the maximum extent possible.

5.11.3.2.2. Direct transient tactical aircraft to parking assigned by AMOPS or TA.

5.11.3.2.3. Direct aircraft that need de-arming to one of the areas shown in Figure 1.1.

5.11.3.3. RAPCON will vector aircraft with hazardous cargo clear of populated areas using the hung ordnance/misfire ground track and relay information from the pilot, verbatim, to the Control Tower. Tower will pass the information to AMOPS.

5.11.3.4. The Fire and Emergency Services will:

5.11.3.4.1. Ensure that fire protection for all aircraft with hazardous cargo is available.

5.11.3.4.2. Monitor all ground movements of tactical aircraft carrying conventional armament. **NOTE:** Maintenance or EOD will pin gear on aircraft with hung ordnance.

5.11.3.5. Air Freight Section will determine if the cargo requires immediate attention by Munitions Control and, if so, will notify them.

5.11.3.6. Munitions Control will:

5.11.3.6.1. Notify Munitions Flight, Munitions Storage and Handling and Munitions Supply, for any assistance that may be required.

5.11.3.6.2. Pass updated information to Fire & Emergency Services giving all munitions movement operations.

5.11.3.7. EOD personnel will:

5.11.3.7.1. Standby when aircraft with nuclear material land, taxi, load and takeoff.

5.11.3.7.2. Respond immediately when notified of an emergency aboard an aircraft carrying hazardous cargo or armament.

5.11.3.7.3. Be present in the shop and prepared to respond when aircraft armed for missile or rocket firing missions fly, land or takeoff in the TAFB area.

5.11.3.7.4. Make safe and remove all explosive ordnance from aircraft when required.

5.11.3.8. Armament personnel will meet and dearm all aircraft with ordnance aboard, including flares, and notify EOD if assistance is needed.

5.11.3.9. Maximum net explosive weight (NEW) authorized at the designated hot cargo spot is 15,000 pounds.

5.12. Wind Limitations on Control Tower:

5.12.1. When winds are observed in excess of 65 knots, the Control Tower will be evacuated.

5.13. Evacuation of ATC and AMOPS Facilities:

5.13.1. There will be no alternate air traffic control services in the event of an evacuation of the tower or

RAPCON. Personnel evacuated will report to AMOPS. If only tower evacuates, all personnel will report to RAPCON. In the event of a flight line evacuation, tower, RAPCON and AMOPS will evacuate to the prescribed location at that time.

5.13.2. AMOPS will evacuate to the RAPCON as necessary.

5.14. Other Emergency Procedures as Locally Determined: (SFO, Precautionary Approaches)

5.14.1. See section 3.2.10 for SFO patterns and approaches.

5.15. Alternate Facility Procedures

5.15.1. The 325 OG/CC has determined there is no operational need for alternate ATC facilities.

5.16. Arriving Air Evac Notification:

5.16.1. After normal business hours, AMOPS stand-by person will respond to all emergency landings, AIREVAC, MEDEVAC, SAAM, SAM, Life Guard and unauthorized civil aircraft missions, as required. Time permitting, AMOPS personnel should be in place before aircraft arrival.

Figure 5.1 Controlled Bailout Area and Jettison Drop Area (Not to Scale)

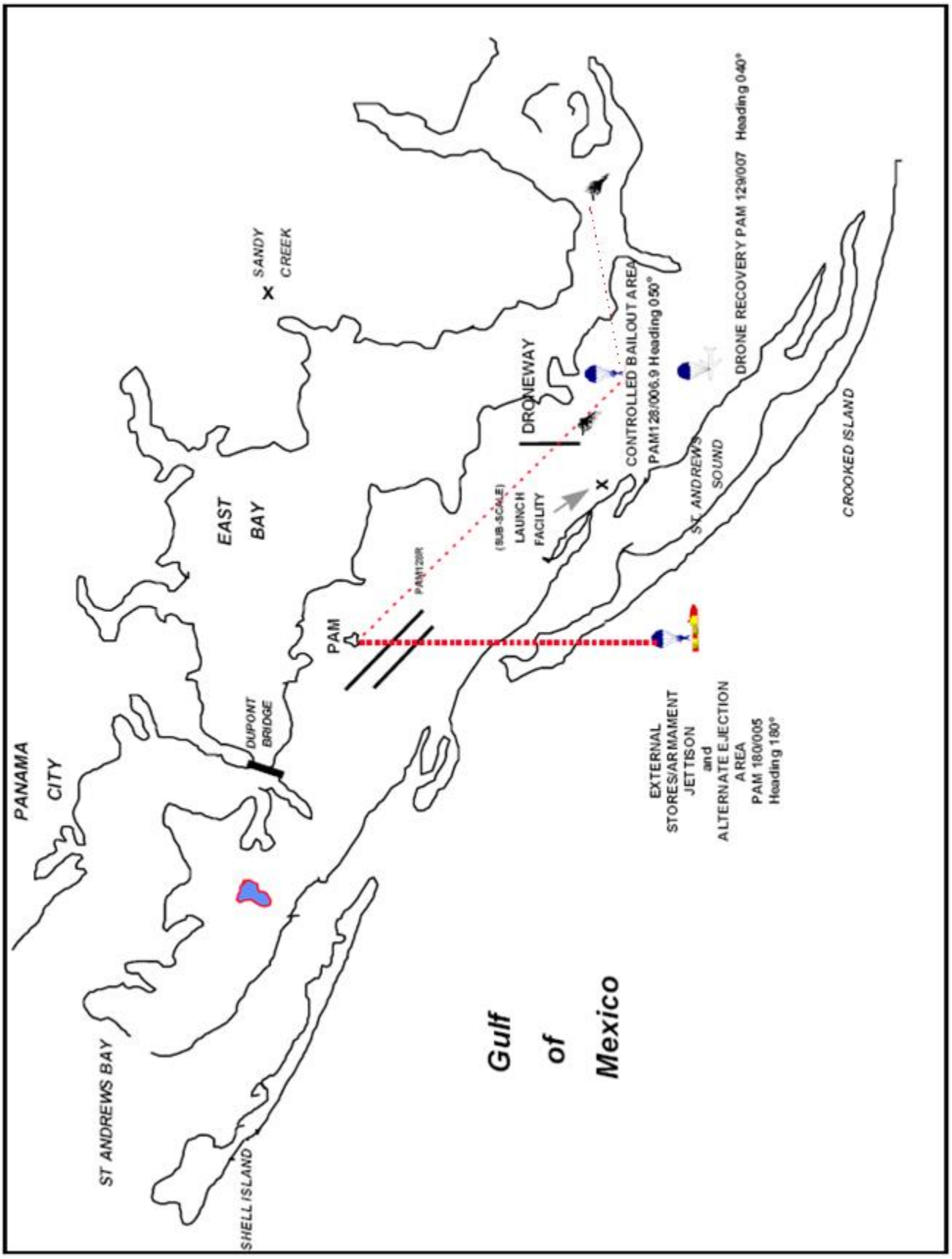
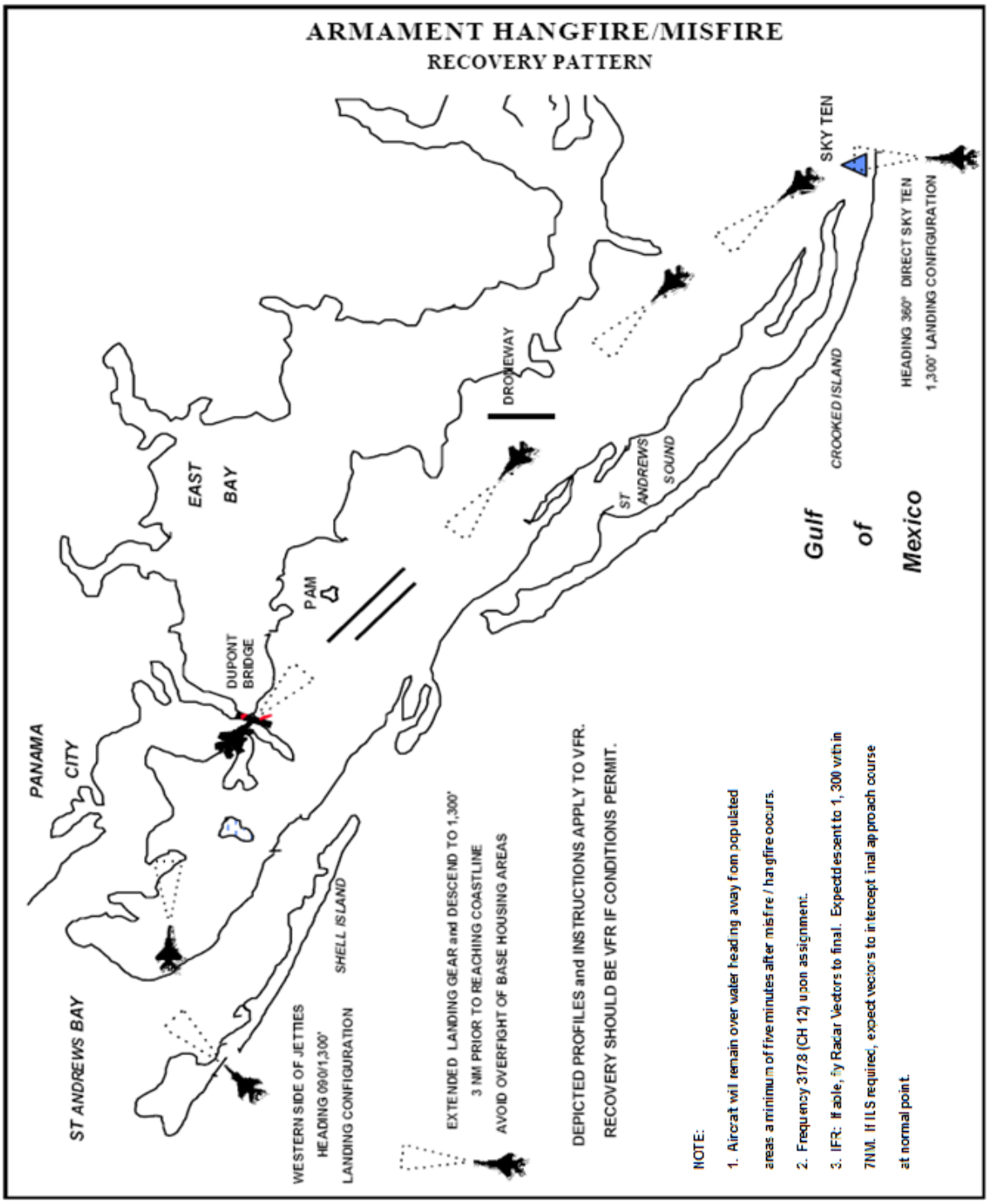


Figure 5.2 Armament Hangfire/Misfire Recovery Pattern (Not to Scale)



Chapter 6

FLIGHT PLANNING PROCEDURES

6.1. Flight Plan Filing Procedures:

6.1.1. All aircraft that depart Tyndall must have a flight plan on file with AMOPS prior to takeoff. Flight plans must be called, or filed with AMOPS no later than 1 hour prior to proposed takeoff time to ensure acceptance by the Aeronautical Information System (AIS). If a flight plan is faxed, the pilot must call to confirm receipt and accuracy. All flight plans must be completed/filed IAW FLIP General Planning, Chapter 4.

6.1.2. Outbound flight plans must be filed on a DD Form 175 or DD Form 1801 (or FAA equivalent). Original flight plans may not be accepted via radio; however, flight plans filed with AMOPS can be amended via any means. Transient aircraft on a stopover flight may re-file with AMOPS via radio provided AMOPS can verify the original flight plan was filed. AMOPS will contact original departure location for confirmation and then enter requested flight plan into AIS. **Note:** The following aircraft are authorized to file flight plans through AMOPS via Pilot-to-Dispatch: Civilian/Military Airborne Ambulance (Life Guard/Air Evac), Air Force Rescue, E-3 (AWACS) on alert status, U.S. Coast Guard aircraft on search and rescue missions, and US Customs aircraft using the call signs "OMAHA" or "SIERRA." The Control Tower will continue to forward all arrival/departure times on the above listed aircraft.

6.1.3. Changes to local flight plans (cancellations, amendments, etc.) may be made by calling the respective unit's squadron operations. Squadron operations will notify the real time scheduler (RTS hotline). The *real time* airspace manager position, 325 OSS/OSOS, is manned from 0730L or 30 minutes prior to the first scheduled base takeoff, to 30 minutes after the last scheduled takeoff time for day missions. All airspace changes to the daily flight schedule will be coordinated through the *real time* airspace manager (x3-2532). The *real time* airspace manager will coordinate with AMOPS to file a revised flight plan and coordinate with the affected MRUs, RAPCON, Tower, and Command Post. Squadrons will be responsible for coordinating all changes, in GTMS. For night flying, the *real time* airspace manager will contact controlling MRUs, AMOPS and flying units to inform them of the coordination requirements for the evening flight schedule. After the *real time* airspace manager position closes, flying squadrons will coordinate directly with the controlling MRUs or RAPCON for airspace change requests and AMOPS, the SOF and Command Post for all other schedule revisions, to include clearances. Flight plans time-out of the system two hours after the proposed departure time unless amended. ATC will not file/amend flight plans without prior coordination with AMOPS.

Note: Real time airspace manager, also referred to as the scheduler or Riptide, is the function of 325 OSS/OSOS. The Operations Group Commander has designated the 325FW Airspace Manager to serve as the OG/CC point of contact for airspace issues.

6.1.3.1 Riptide can be contacted by UHF radio on 369.0. Reasons to contact Riptide include:

6.1.3.1.1. Flight plan and call sign changes

6.1.3.1.2. Airspace extensions/changes, airspace restrictions, and queries for available airspace

6.1.3.1.3. Tanker updates

6.1.4.1.4. Thunder/Lightning corridor status

6.1.4.1.5. Airspace shared w/other units

6.1.4.1.6. Weather hold/slips and sea condition changes

6.1.3.2. Riptide will relay information as required through DCO chat. Time critical information will be passed to squadrons via landline.

6.1.3.3. Riptide only provides scheduling and coordination, not clearance to change airspace. Only ATC or the entity controlling the airspace can grant clearance changes.

6.1.4. If a local flight plan stated does not match the daily schedule, the pilot will be cleared to taxi and be directed to contact squadron operations to file the correct flight plan. Expect a departure delay if changes are not coordinated prior to taxiing.

6.1.5. Any squadron that files a flight plan by means other than in person will maintain all original flight planning forms with their other flight clearance information in accordance with AFMAN 37-123, *Management of Records*, and disposed of IAW the Air Force *Records Disposition Schedule (RDS)* located at https://webrims.amc.af.mil.

6.2. Flight Plan Coordination:

6.2.1. AMOPS will manage flight plans IAW AFJMAN 11-213, *Military Flight Data Telecommunications System*, and the AIS Handbook.

6.2.2. Tower will issue taxi instructions for aircraft with a filed flight plan. Tower will call AMOPS to inquire about flight plans for other aircraft. Transient aircraft will not be allowed to taxi until the flight plan is received.

6.2.3. During LAN outages the RAPCON will enter stereo flight plans via the Flight Data System (FDS). All DD175/1801 flight plans will be coordinated with Gainesville FSS. AMOPS personnel will relay the following information to the FDS controller: Call sign; Number/Type of Aircraft; Airspeed; Altitude; ETD; Stereo Flight Plan requested.

6.3. Stereo Flight Plans (Attachment 3):

6.3.1. Stereo flight plans are stored in the Jacksonville Center computer. These flight plans are activated by Tyndall AMOPS not more than two hours or less than one hour prior to the flight departure. All stereo flight plans are in an LOA and most are in the Tyndall IFG. Stereo flight plans cannot be used for cross-country flight plans.

6.3.2. Pilots can expect stereo flight plan on ground frequency with taxi clearance. All requests for DD175 and other flight plans should be requested prior to taxi on the Clearance Delivery frequency. .

6.4. FLIP Accounts, Procedures for Requesting Changes:

6.4.1. Non-procedural changes, and changes to other DoD FLIP shall be made by the AMOPS office.

6.4.2. Procedural changes to Instrument Approach Procedures (IAPs) shall be made by the designated AOF or MAJCOM TERPS specialist and coordinated through the AOF/CC.

6.4.3. Further information for FLIPs can be found in AMOI 13-204.

Chapter 7

MISCELLANEOUS PROCEDURES

7.1. Local Aircraft Priorities:

7.1.1. The use of air traffic priorities will be in accordance with FAAO 7110.65. For a smoother flow of traffic, the following order or preferential handling will be used when feasible:

7.1.1.1. Emergencies.

7.1.1.2. Full-scale drone recoveries. (*see note)

7.1.1.3. Manned aircraft at divert fuel. (Divert fuel is the fuel state that, if a pilot flies beyond, will no longer allow flight to the alternate with the required normal recovery fuel (as opposed to minimum fuel).

7.1.1.4. Sub-scale drone recoveries.

7.1.1.5. Full stop landing.

7.1.1.6. Live fire/Live fire support departures. (call sign: "Aces /Sparow /Winder /Slamer/Beeman /Vulcan /Rhino for Drone Chase /Rhino for Test Priority")

7.1.1.7. VIP arrivals/departures.

7.1.1.8. Exercise departures.

7.1.1.9. Banner Tow Aircraft.

7.1.1.10. Other departures.

7.1.1.11. Transition training.

7.1.1.12. Transient transition training.

7.1.2. Aircraft on their first penetration and approach will be given priority over aircraft flying multiple practice approaches

***Note:** The intent of these priorities is to prevent destroying a full scale drone for a manned aircraft that could have diverted. If a full scale drone can be delayed without being destroyed to avoid a manned aircraft divert, this should be the course of action. If a manned aircraft will be put into an emergency fuel situation the pilot should declare emergency fuel and then will have priority over the full scale drone recovery.

7.2. Airfield Operations Board (AOB):

7.2.1. The Tyndall AOB shall convene at least once per quarter, chaired by the 325 OG/CC. Agenda items will be IAW AFI 13-204 V3.

7.2.2. General. The AOB provides a forum for identifying ATC and airfield issues while promoting positive relationships between ATC, AMOPS, flying units, and safety; recommending improvements to ATC services, airfield safety, and terminal airspace management procedures; and coordinating and proposing new or revised procedures, methods, techniques, equipment, or facilities for the airfield or air traffic operations.

7.2.3. Board membership. The following offices shall be represented at each board: 53 WEG/CC, 325 MSG/CC, 325 OG/CC, 325 MXG/CC, representatives from 325 FW/SE, 325 OG/OGV, Air 1st, 325 OSS/OSA (to include AMOPS, ATC operations, and ATC Automation), 325 CES/CEF, 325 OSS/OSW (Weather Flight), 325 OSS/DOAS (Airspace Manager), 325 CS/SCO (Comm Maintenance), USDA/WS, FAA ATREP, Command Post and Squadron Commanders or their designated representatives from 43 FS, 95 FS, 2FTS, 81 RCS, 82 ATRS, 83 FWS, 325 OSS, 325 SFS, 325 CS, 325 AMXS, and 325 CES.

7.2.4. Agenda Items Requiring Annual review. The following items will be reviewed annually IAW AFI

13-204 V3:

Item	Review Due	Item	Review Due
Airspace /Stereo Plans	October	ATC/Flying Procedures	April
TERPS	September	AICUZ	November
Aircraft Parking Plan	October	Airfield Waiver Package	March
Letters of Agreement	July	Semi-Annual Self Inspection	May / November
Airfield Certification/Inspection	October	Operations Letters	October
Operating Instructions	April	Operations Plans Briefs	January
Tyndall AFB AFI's	October		

7.2.5. Distribution of Minutes. 325 OSS/OSA is responsible for publishing and distributing AOB minutes IAW AFI 13-204 V3, paragraph 4.2.3.

7.3. Notice to Airmen (NOTAM) Procedures:

7.3.1. AMOPS is the issuing facility for NOTAMs and tower is the primary NOTAM monitor. However, internet access is the primary source for NOTAMs. Pilots may access NOTAMs at https://www.notams.jcs.mil/ or by calling Airfield Management Operations in the event the internet is unavailable.

7.3.2. ACC Instrument Flight Procedures (IFP) is the primary NOTAM issuing facility for Class "V" (Procedural) NOTAMs (DSN 574-0710).

7.3.3. In case of website failure, NOTAMs may be obtained from Gainesville FSS (1-800-992-7433).

7.4. Waivers to Airfield/Airspace Criteria:

7.4.1. 325 OSS/DOAS will prepare and process airspace management documents as required for the following purposes:

7.4.1.1. Waivers pertaining to SUA or Airspace for Special Use.

7.4.1.2. Airspace proposals directed by environmental requirements as a result of changes in the number or types of aircraft, or hours of utilization for existing airspace.

7.4.1.3. Aeronautical objections to construction activities within Tyndall's airspace area.

7.4.2. The current list of airfield/airspace waivers are kept on file with 325 OSS/OSAA, Airfield Management (AM Ops), and also 325 CES/CEAO.

7.5. Prior Permission Required (PPR) Procedures:

7.5.1. For PPR procedures, see AMOI 13-204.

7.6. Unscheduled/Unauthorized Aircraft Arrivals:

7.6.1. For unscheduled aircraft arrival procedures, see Operations Letter between Tyndall Airfield Management, Tower, RAPCON, Command Center, and Weather.

7.6.2. For unauthorized aircraft arrival procedures, see Tyndall AFB CEMP 10-2.

7.7. Distinguished Visitor Notification Procedures:

7.7.1. Upon notification AMOPS will activate the D/V checklist found in the Operational Checklist Binder.

7.8. Night Vision Device (NVD) Operations:

7.8.1. NVD Operations are not conducted by Tyndall AFB aircraft or personnel in the vicinity of the airfield. Visiting unit requests for aircrew night vision goggle operations will be considered on a case by case basis and requirements will be addressed in a Letter of Agreement.

7.9. Single Runway Operations

7.9.1. Occasionally, Tyndall AFB will operate with one of the two runways closed due to either planned maintenance or to unforeseen circumstances (i.e. aircraft IFE). If an unplanned runway closure is anticipated to last for more than 5 minutes, Tyndall Tower will call on GUARD: "Attention all Tyndall-assigned aircraft. Tyndall AFB is single runway ops until further notice." When the runway re-opens, Tyndall Tower will also announce that fact on GUARD. Whether planned or unplanned, when Tyndall is operating with only a single open runway, all pilots will observe the following procedures:

7.9.1.1. If there is an IFR alternate declared, no additional fuel reserve beyond normal divert fuel is required.

7.9.1.2. If the field is VFR with no declared alternate and Northwest Florida Beaches International (ECP) is available, pilots will adjust recovery fuel to land at Tyndall with no less than normal recovery fuel.

7.9.1.3. If ECP is not available, the SOF will consider either declaring an alternate or directing airborne aircraft to recover with extra fuel as appropriate.

7.10. Touch and Go Authorization

7.10.1. 325 FW F-22 aircraft may perform touch-and-go landings only at Tyndall AFB if accomplishing formal training and an instructor pilot is in chase. Other than within these guidelines, F-22 aircraft will not perform touch-and-go's. T-38 aircraft are authorized to perform touch-and-go landings as needed to accomplish required training.

7.11. Civil Aircraft Operations:

7.11.1. Civil Aircraft Operations at Tyndall AFB will be in accordance with AFI 10-1001, Civil Aircraft Landing Permits.

7.12. Civil Use of Military ATCALS:

7.12.1. Tyndall RAPCON, in coordination with Tower, may approve civil aircraft practice instrument approaches to TAFB using base ATCALS provided the approaches terminate in low approaches and they do not delay arriving or departing military aircraft. Tower has final approval authority for these operations. Time permitting, Tower will notify AMOPS of the civil aircraft approach request.

7.13. Weather Dissemination and Coordination Procedures:

7.13.1. Lightning Procedures.

7.13.1.1. Lightning Watch. Informative only and will be issued by the Weather Flight when lightning is forecast to be within 10nm radius of the flight line in the next 30 minutes.

7.13.1.2. Lightning Warning. Issued when lightning is observed within a 5 nm radius of one of three defined points: the Base Housing, Flight line Area or Silver Flag Area. When a Lightning Warning is issued within 5 nm of the Flight line Area, the following will be accomplished.

7.13.1.2.1. Cease refueling and all flight line activity. Evacuate personnel from the flight line to indoor cover or within a flight line vehicle as a minimum.

7.13.1.2.2. Aircraft will not be armed or de-armed during lightning within 5 nm of the flight line area**.**

7.13.1.2.2.1. In the chocks-Clear the crew chief off and remain running or shutdown and clear the flight line. The intent is to expeditiously get the crew chief off the flight line and to safety.

7.13.1.2.2.2. Taxiing-Contact SOF and expect guidance to either continue taxiing or to return to EOR (primary), ramp (secondary).

7.13.1.2.2.3. In EOR – Hold. Expect to hold until lightning warning is removed and contact SOF for further guidance. The OG/CC and MXG/CC (for all 325 FW assigned/visiting aircraft) or WEG/CC (for WEG assigned, Combat Archer and William Tell aircraft) will make the ORM decision for aircraft to be pinned, pinned and shutdown or shutdown without pinning. Twin engine fighters may shutdown one engine to extend ground time, except for T-38s.

7.13.1.2.3. Aircraft will not takeoff, land or fly approaches at Tyndall AFB during periods of lightning within 5 nm of the flightline area. If airborne, aircraft will hold until approaching divert fuel, then divert. If dire circumstances require an aircraft to land during lightning periods, the OG/CC or WEG/CC are the approval authority. This guidance does not preclude the SOF from making time-sensitive safety-of-flight decisions based on his SA and ORM assessment. When time allows, the SOF will contact the respective group CC.

7.13.1.2.3.1. When the SOF is absent from the ATCT, Tower Watch Supervisor shall contact the appropriate Group CC for approval to land with lightning within 5 nm of TAFB.

7.13.2. Sea State Procedures.

7.13.2.1. Tyndall assigned aircraft (and deployed aircraft in coordination with 53 WEG/CC) will adhere to Wind and Sea State Restrictions IAW AFI 11-202V3 ACCSUP 1. Sea state notification will come from the duty forecaster through the Command Post to the 325 OG/CC, SOF, and 53 WEG/CC when the following conditions exist:

7.13.2.2. Condition Yellow: Seas between 8-10 feet and/or surface winds between 20-25 knots are observed. This observed condition serves as preparatory notification and does not require waivers or action.

7.13.2.3. Condition Red: Seas greater than 10 feet and/or surface winds greater than 25 knots in training or operating areas. An OG/CC (or equivalent) waiver is required to conduct over water training flights during Sea Condition Red IAW AFI 11-202V3-ACCSUP1.

7.13.2.4. 325 FW flying operations will be suspended if observed winds are sustained in excess of 35 knots over land between departure and intended route of flight.

7.13.3. Other ATC weather dissemination and coordination procedures for hazardous/severe weather notifications are IAW TAFBI 15-101.

7.14. Bird/Wildlife Control - Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines:

7.14.1. During wing flying, the bird watch condition (BWC) will be determined by the SOF. The SOF will base his decision on observations, PIREPS, Bird Avoidance Model (BAM), Aviation Hazard Advisory System (http://www.usahas.com) and USDA/WS or AMOPS recommendations. The SOF will pass the BWC to Tower, AMOPS and Command Post. When the BWC changes, tower will accommodate AMOPS or USDA/WS in their access to the airfield to disperse the birds. The Command Post will notify Wing Flight Safety, and flying squadron Ops Sups. Information will be passed to pilots via ATIS, Tower or RAPCON. During periods of non-wing flying operations, AMOPS will declare the BWC. Upon declaration of a BWC other than low, AMOPS will notify the Command Post and Tower personnel. Tower will relay bird observations IAW FAAO JO 7110.65 when there is no wing flying and the SOF or AMOPS are not available. AMOPS will complete all necessary actions for bird watch conditions IAW Tyndall's BASH OPLAN 910.

7.15. Bird Watch Conditions

7.15.1. Condition LOW. All locations - continue with normal operation procedures.

7.15.2. Condition MODERATE.

7.15.2.1. Traffic Pattern. Touch-and-goes will be limited to the minimum number required for training. Low approaches will be limited to those required for training.

7.15.2.2. Low-Level Areas/Routes. Missions within Low-Level areas will be restricted to those required for formal syllabus or recurrency training. Limit formation flying to a minimum when below 3,000ft AGL. Specific routes or segments and altitudes will be specified and avoided. Pilots and Ops Sups will check both AHAS and BAM for the latest bird hazards to determine mission suitability. The SOF will consult AHAS and BAM and restrict MOAs or areas within MOAs based on bird strike potential.

7.15.3. Condition SEVERE:

7.15.3.1. Traffic Pattern. Only full-stop landings are permitted. Formation takeoffs and landings are prohibited. The SOF will consider changing runways, delaying takeoffs and landings, diverting aircraft, changing pattern altitude, etc.

7.15.3.2. Low-Level Areas/Routes. Consideration should be given to avoid flying in Low-Level areas. Restrict all missions to those essential for formal syllabus training. When flying within Low-Level areas limit all flying to above 1,000ft AGL and less than 450 knots when below 3,000ft AGL. Limit formation flying to a minimum when below 3,000ft AGL. Specific routes or segments will be specified and avoided.

7.15.4. When it becomes known that a bird strike occurred, notify the wing flight safety and preserve available non-fleshy (feathers, beak, or feet) bird remains.

7.16. Airfield Photography:

7.16.1. Photo passes for the flight line will be issued IAW Tyndall Integrated Defense Plan 31-101.

7.17. UAS Operations Procedures:

7.17.1. Tyndall AFB is designated as an Emergency Divert location for RQ-4 aircraft (Group 5 UAS) in distress from Beale AFB. Refer to LOA #30 Between Tyndall AFB and Beale AFB to Use Tyndall AFB, FL as an emergency divert location for RQ-4 aircraft in distress. This agreement provides information for ATC and airfield management about the RQ-4 and what to expect during such an emergency.

7.18. Hazard Reporting Procedures.

7.18.1. AF Form 457, USAF Hazard Report.

7.18.1.1. The USAF Hazard Reporting System (AFI 91-202) includes hazards that involve flight, ground explosives, health, missile or nuclear safety. Any condition, act, or circumstances that jeopardize the safety or health of personnel, weapons systems, facilities or equipment, must be reported if the condition, act, or circumstance, is not part of a reportable mishap.

7.18.1.2. Personnel that know of a hazard should fill out an AF Form 457 and give it to the unit safety officer or to 325 FW/SE, Stop 24. All facts should be checked for accuracy prior to submission of the report. Hazard reports will be processed in accordance with AFI 91-202.

7.18.2. AF Form 651, Hazardous Air Traffic Report (HATR).

7.18.2.1. Personnel who observe a hazardous or potentially hazardous air traffic condition should file a HATR. A flight report of each near mid-air collision (NMAC) should be passed to the nearest air traffic control agency. The following information should be in the flight report:

7.18.2.1.1. Call Sign

7.18.2.1.2. Time and place of occurrence

7.18.2.1.3. Altitude

7.18.2.1.4. Type of other aircraft

7.18.2.2. A written NMAC report should be filed after the flight

7.18.2.3. The HATR should be filed as soon as possible (within 24 hours) through any available means of communication. Normally, it will be filed at the 325 FW Safety Office or AMOPS at the recovery base. However, if this is impractical, notify the safety office of the USAF base where the condition occurred. In all cases, give the safety office all of the information needed to prepare AF Form 651.

7.18.3. High Accident Potential (HAP) Mishap Reporting.

7.18.3.1. Any 325 FW pilot that has a HAP mishap as defined in AFI 91-204 will do the following as soon as possible after landing:

7.18.3.1.1. Notify the 325 FW Flying Safety Officer directly or through the Command Post.

7.18.3.1.2. If the pilot is not sure that the mishap is a HAP mishap, the 325 FW Flying Safety Officer should be called for clarification. Maintenance personnel that find an aircraft discrepancy that should have been reported as a HAP mishap, but was not, should call the 325 FW Flying Safety Officer immediately.

7.18.4. The SOF will be informed of all incidents as soon as practical. All information will be passed, but notification should not be delayed in order to gather more. The following should be passed:

7.18.4.1. Time

7.18.4.2. Type of aircraft and call sign(s)

7.18.4.3. Pilot

7.18.4.4. Control Agency

7.18.4.5. Description of incident

7.18.5. Pilots making an emergency landing, or experiencing any unusual event, will fill out one copy of Form 122 provided at the maintenance debriefing section. Forms will be turned in to maintenance debriefing personnel or the squadron flight safety officer who will forward the worksheet to the wing flying safety officer.

7.19. Forms Prescribed (TAFB)/Forms Adopted. DD Form 175, DD Form 1801, AF Form 457, AF Form 651, AF Form 847, AF Form 3616, TAFB Form 23, TAFB Form 28.

DEREK C. FRANCE, Colonel, USAF
Commander, 325th Fighter Wing

Attachment 1: GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits*, 1 September 1995
AFI 10-1801, *Foreign Government Aircraft Landings at USAF Installations*, 1 September 1997
AFI 11-202V3, *General Flight Rules*, 22 Oct 2010
AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*, 1 August 2004
AFI 11-218, *Aircraft Operations and Movement on the Ground*, 11 May 2005
AFI 13-204 Vol 1, *Airfield Operations Career Field Development*, 1 September 2010
AFI 13-204 Vol 2, *Airfield Operations Standardization and Evaluations*, 1 September 2010
AFI 13-204 Vol 3, *Airfield Operations Procedures and Programs*, 1 September 2010
AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 June 2010
AFI 13-213, *Airfield Driver's Program*, 1 June 2011
AFMAN 33-363, *Management of Records*, 1 March 2008
AFMAN 91-223, *Aviation Safety Investigations and Reports*, 6 July 2004
DoD 5400.7-R , *DoD Freedom of Information Act Program*, 4 September 1998

Abbreviations and Acronyms

ACMI – aerial combat maneuvering instrumentation
ADX – air defense exercise
AFM – airfield manager
AGE – aerospace ground equipment
AGL – above ground level
AGTS – aerial gunnery target set
AIS – aeronautical information system
AMU – aircraft maintenance unit
AMIS – advanced meteorological information system
AMOPS – airfield management operations
AOB – airfield operations board
AOE – airfield operability explosive ordnance disposal
AOF – airfield operations flight
Arrestment – act of stopping an aircraft with an arresting cable or barrier
ARTCC – air route traffic control center
ARU – airborne radar unit (i.e. AWACS)
ASR – airport surveillance radar
ATC – air traffic control
ATCAA – air traffic control assigned airspace
ATCALS – traffic control and landing systems
ATIS – automatic terminal information service
AWACS – airborne warning and control systems
BAK-12 – bidirectional pick up cable and a mechanical energy absorber
BAK-15 – remotely raised unidirectional full size net barrier system
BAM – bird avoidance model
BASH – bird/aircraft strike hazard
BWC – bird watch condition
CIC – controller in charge
CFA – controlled firing area
CMA – controlled movement area
DAFS – daily aircraft flight schedule
DASR – digital air surveillance radar
DECEL – deceleration

DME – distance measuring equipment
Droneway – runway for launching and recovering drones
DV – distinguished visitor
ECM – electronic countermeasures
ELT – emergency locator transmitter
EMC – Eglin mission control
ERCF – Eglin radar control facility
EP – emergency procedure
EPU – emergency power unit
EOD – explosive ordnance disposal
EOR – end of runway
ETA – estimated time of arrival
ETD – estimated time of departure
F&ES – fire and emergency services
FAA – federal aviation administration
FAS – final approach speed
FCF – functional check flight
FCS – fixed control system
FCIF – flight crew information file
FIH – flight information handbook
FLIP – flight information publication
FTU – flying training unit
FOD – foreign object damage
GCI – ground controlled intercept (MRU)
GTMS – global training management system
IAP – instrument approach procedure
IC – incident commander
IFE – in-flight emergency
IFF/SIF – identification, friend or foe (selective identification feature)
IFG - in-flight guide
IMC – instrument meteorological conditions
IFR – instrument flight rules
ILS – instrument landing system
INS – inertial navigation system
HRT – hydrazine response team
KIAS – knots indicated airspeed
KCAS – knots calibrated airspeed
LASDT – low altitude step-down training
LFA – large frame aircraft
LLA – low-level area
LMR – land mobile radio
LOA – letter of agreement
LOC – localizer only approach
MARSA – military assumes responsibility for separation of aircraft
MB-60 – pick up cable and a unidirectional textile brake system
MCR – multi command regulation
MCS – mobile control system
MDS – major design series (aircraft type)
MRU – military radar unit (GCI)
MOA – military operations area
MSL – mean sea level

MTR – military training route
NAS – national airspace system
NFTS – new tactical forecast system
NM – nautical mile
NORDO – aircraft with an inoperative radio
NOTAM – notice to airmen
OCF – operational check flight
OI – operating instruction
Ops Sup – operations supervisor
OPR – office of primary responsibility
Overrun – extension of a runway that is not normally used
PAM – Tyndall/TACAN identifier
PAPI – precision approach path indicator
PAR – precision approach radar
PCAS – primary crash alarm system
PEID – program element identifier
PFN – airspace fix identifier
PLP – precautionary landing pattern
QF-4/QF-16 – manned/unmanned drone aircraft-may be remotely controlled
RA – restricted area
RAPCON – radar approach control facility
RCR – runway condition reading
RSRS – reduced same runway separation
RSC – runway surface condition
RVR – runway visual range
RWY – runway
SAAM – special assignment airlift mission
SAM – special air mission
SAR – search and rescue
SC – senior controller
SCN – secondary crash net
SEPT – situational emergency procedure training
SFO – simulated flameout
SIF – selective identification feature
SOF – supervisor of flying
SUA – special use airspace
TA – transient alert
TACAN – tactical air navigation
TDY – temporary duty
TERPS – terminal instrument procedures
TOLD – takeoff and landing data
TTA – tyndall terminal area
USDA – United States Department of Agriculture
VCSL – voice call sign listing
VFR – visual flight rules
VMC – visual meteorological conditions
WA – warning area
WD – weapons director
WS – watch supervisor
WSEP – weapon system evaluation program

Attachment 2: TYNDALL ATC FREQUENCY CHART

			VHF	UHF	LOCAL
TOWERS		ECP	118.95	269.0	
		PAM	133.95	263.15	3
	PAM	GROUND	121.9	259.3	2
OTHER		PAM ATIS		254.4	10
		ECP ATIS	119.975		
	DRONE	MONITOR		308.9	
		PAM CD	118.05	348.7	
		PILOT DISP (BOPS)	139.9	372.2	
		PILOT TO METRO (WX)		290.625	
		SOF	139.6	373.65	11
PAM		NAC	125.2	392.1	5
		ECP	120.825	379.3	
		SAC	124.15	338.35	6
		ARR	119.975	317.45	7
		DEPARTURE		363.125	4
		LAKE		360.825	
		CARA		255.9	
		LLA		265.775	
		IATF		290.8	
		UHF DISCRETE		397.85	8
				354.15	9
				318.2	K
				352.05	M

Attachment 3: TYNDALL STEREO ROUTES

TYNDALL STEREO ROUTES									
NAME	**DEPT**	**REQ ALT**	**ROUTE**	**AIRSPACE**	**REQUESTER**	**ACFT TYPE**	**SPEED**	**A/S MGR NOTES**	**GTMS**
PAM2	OYSTE/ TROWT	210B 230	PAM W-151D (D0+25) PAM	W-151D	325FW/OGV	F-22/W	450		W-151D
PAM2L	OYSTE/ TROWT	50	PAM W-151D (D2+25) PAM	W-151D	53 WEG	DH8A/I	210		W-151D
PAM5	OYSTE/ TROWT	230	PAM PAM089/033 (D0+30) W470 (D0+25) PAM	FLA A /W470/151	325FW/OGV	F-22/W	450		FLA A /W470 /W151
PAM8	OYSTE/ TROWT	170	PAM PAM098/034 (D0+15) PAM REMARKS: CARRABELLE 90B370	CARRABELLE	325FW/53WEG	F-22/W	450	CARRABELLE (9K-FL230/370)	E MOA
PAM8M	OYSTE/ TROWT	170	PAM PAM098/034 (D0+15) VAD PAM REMARKS: CARRABELLE 90B370 VAD (PLA) PAM	CARRABELLE THEN PLA VAD	325FW/53WEG	F-22/W	450	CARRABELLE (9K-FL230/370) VAD	E MOA
PAM8T	OYSTE/ TROWT	90	PAM PAM098/034 (D0+10) PAM096/037 SANDA TLH (D0+20) SZW PAM069/045 PAM REMARKS REQ 170 TO CARRABELLE	CARRABELLE THEN PLA TLH	325FW/OGV	F-22/W	450	CARRABELLE (9K-FL230/370) TLH	E MOA
PAM8V	OYSTE/ TROWT	170	PAM PAM098/034 (D0+25) PAM PHIPS VPS (D0+20) PHIPS PAM REMARKS FL220 TO VPS PLA	CARRABELLE THEN PLA VPS	325FW/OGV	F-22/W	450	CARRABELLE (9K-FL230/370) VPS	E MOA
PAM9	RIVER	230	PAM PAM066/040 SZW VAD240/022 MDY1/(D0+20) SZW PAM	MOODY MOA1	325FW/OGV	F-22/W	450		MOODY MOA1
PAM10	RIVER	230	PAM PAM066/040 PZD240/030 MDY3/(D0+20) PAM	MOODY MOA3	325FW/OGV	F-22/W	450		MOODY MOA3
PAM11	RIVER	230	PAM PAM066/040 GEF125/030 LVOAK(D0+20) PAM066/040 PAM	LIVE OAK MOA	325FW/OGV	F-22/W	450		LIVE OAK MOA
PAM12	OYSTE/ TROWT	170	PAM PAM098/034 (D0+20) PAM	CARRABELLE AREA/E MOA	325FW/OGV	F-22/W	450	E MOA/ CARRABELLE (300'- FL230/370)	E MOA
PAM13	OYSTE/ TROWT	70	PAM PAM098/034 (D0+45) PAM REMARKS LOW LEVEL/CARRABELLE/ACMI	C/D/E MOA/ACMI/ CARRABELLE (WILLIAM TELL EXERCISE AIRSPACE)	325FW/OGV	F-22/W	450	C/D MOA (300'-4K'/6K') E MOA/ CARRABELLE (300'- FL230/370)	C/D/E/G MOA/ W470A
PAM15	RIVER (14) MYERS (32)	170	PAM PAM022/030 (D0+20) PAM REMARKS COMPASS LAKE	COMPASS LAKE	53 WEG	F-22/W	450		B/H MOA

PAM15T	RIVER (14) MYERS (32)	170	PAM PAM022/030 (D0+20) PAM097/065 SANDA TLH (D0+20) SZW PAM069/045 PAM	COMPASS LAKE THEN PLA TLH	325FW/OGV	F-22/W	450		B/H MOA
PAM15V	RIVER (14) MYERS (32)	170	PAM PAM022/030 (D0+20) PAM PHIPS VPS (D0+20) PHIPS PAM REMARKS D0+20 COMPASS LAKE REQ FL220 TO VPS PLA	COMPASS LAKE THEN PLA VPS	325FW/OGV	F-22/W	450		B/H MOA
PAM16	DEFUN	220	PAM DEFUN PAM338/081 (D0+20) PAM REMARKS ROSEHILL MOA	ROSE HILL	325FW/OGV	F-22/W	450		ROSE HILL
PAM22	OYSTE/ TROWT	210B 230	PAM OYSTE COVIA W470 (D0+30) OYSTE PAM REMARKS DELAY RAPTOR ATCAA/W470	W-470 RAPTOR ATCAA	325FW/OGV	F-22/W	450		W470/ RAPTOR ATCAA
PAM38A	DEFUN	200	PAM DEFUN MGM KMGM DO+15 MGM DEFUN PAM	PLA MGM	325FW/OGV	T-38/P	450		PLA MGM
PAM38B	DEFUN	50	PAM PHIPS VPS DO+15 DWG PHIPS PAM	PLA VPS	325FW/OGV	T-38/P	450		PLA VPS
PAM38C	RIVER	80	PAM SZW TLH DO+20 SZW PAM	PLA TLH	325FW/OGV	T-38/P	450		PLA TLH
PAM86	DEFUN	180	PAM PAM292/022 W-151 (D0+35) PAM REMARKS W151W	W-151A/C	53WEG	F-22/W	450		W-151A/C
PAM86L	DEFUN	70	PAM PAM292/022 W-151 (D0+40) PAM REMARKS W151W	W-151A/C	53 WEG	DH8A/I	210		W-151A/C
PAM151	OYSTE/ TROWT	180	PAM W-151B (D0+25) PAM	W-151B	325FW/OGV	F-22/W	450		W-151B
PAM151F	OYSTE/ TROWT	300	PAM W-151B (D0+25) PAM REMARKS FCF REQ QUICK CLIMB	W-151B	325 FW/OGV	F-22/W	450		W-151B
PAM151L	OYSTE/ TROWT	55	PAM W-151B (D0+30) PAM	W-151B	53 WEG	DH8A/I	210		W-151B
PAM155	DEFUN	200B 220	PAM PHIPS DWG180/008 DWG236/017 CHEAF (D0+20) DWG236/017 DWG180/008 PHIPS PAM	W-155A	325FW/OGV	F-22/W	450		W-155A
PAM155G	DEFUN	200B 220	PAM DWG 180/008 DWG 236/017 CHEAF (D0+45) DWG 236/017 DWG 180/008 PHIPS PAM	W-155 and WHODAT	325FW/OGV	F-22/W	450	W-155 and EAGLE GULF REMARKS DELAY W155 AND EAGLE GULF	W-155 and WHODAT
PAM470	OYSTE/ TROWT	210B 230	PAM W-470 (D0+20) PAM REMARKS W470	W-470	325 FW/53WEG	F-22/W	450		W470
PAM470F	OYSTE/ TROWT	300	PAM W-470 (D0+30) PAM REMARKS FCF REQ QUICK	W-470	325 FW/OGV	F-22/W	450		W470

			CLIMB						
PAM470L	OYSTE/ TROWT	55	PAM W-470 (D0+30) PAM	W-470	53 WEG	DH8A/I	210		W470
PAM470M	OYSTE/ TROWT	210B 230	PAM W-470 (D0+20) VAD PAM REMARKS W470 Then VAD RTB PAM	W-470 THEN PLA VAD	325FW/OGV	F-22/W	450		W470
PAM470T	OYSTE/ TROWT	210B 230	PAM W-470 (D0+10) PAM104/050 PAM097/065 SANDA TLH (D0+20) SZW PAM 069/045 PAM	W470 THEN PLA TLH	325FW/OGV	F-22/W	450		W470
PAM470V	OYSTE/ TROWT	210B 230	PAM W-470 (D0+10) PAM PHIPS VPS (D0+20) PHIPS PAM REMARKS FL220 TO VPS PLA	W470 THEN PLA VPS	325 FW/OGV	F-22/W	450		W470
PAMLOW	OYSTE/ TROWT	70	PAM PAM098/034 (D0+35) PAM REMARKS LOW LEVEL	C/D/E MOA	325FW/OGV	F-22/W	450	C/D MOA(300'-4K'/6K')/E MOA (300'-8K')	C/D/E MOA
PAMLOW4	OYSTE/ TROWT	40	PAM PAM098/034 (D0+35) PAM REMARKS C/D/E MOA	C/D/E MOA	325OSS/DO	F-22/W	450	C MOA (300'-6K') D/E MOA(300'-4K')	C/D/E MOA
PAMHILOW	OYSTE/ TROWT	170	PAM PAM098/034 (D0+40) PAM REMARKS D0+15 CARRABELLE D0+25 LOW LEVEL	CARRABELL C/D/E MOA	325FW/OGV	F-22/W	450	C/D MOA (300'-4K'/6K') E MOA/ CARRABELLE (300'-FL230/370)	C/D/E MOA
PAMIFR1	RIVER	70	PAM NENCY PAM	LCL INST	325FW/OGV	F-22/W	450		
PAMIFR32	TROWT	70	PAM SUSIE PAM	LCL INST	325FW/OGV	F-22/W	450		
PAMTAL4	RIVER	90	PAM PAM069/045 SANDA TLH (D0+20) SZW PAM069/045 PAM	PLA TLH	53 WEG	DH8A/I	300		
PAMTAL5	RIVER	70	PAM WEWAH PAM 069/045 TLH (D0+30) PAM 069/045 WEWAH ECP (D0+30) PAM REMARKS PLA TLH	PLA TLH	53 WEG	DH8A/I	300		
PAMTAL6	RIVER	70	PAM WEWAH PAM 069/045 SZW TLH (D0+30) PAM 069/045 WEWAH ECP (D0+20) PAM REMARKS PLA TLH THEN ECP	PLA TLH ECP	53 WEG	DH8A/I	300		
HURRICANE EVACUATION STEREO ROUTES									
NAME	**DEPT**	**REQ ALT**	**ROUTE**	**AIRSPACE**	**REQUESTER**	**ACFT TYPE**	**SPEED**	**A/S MGR NOTES**	**GTMS**
PAMAIK	HUREVAC	190	PAM PZD MCN IRQ AIK	AIK	Air First	MU-2/A	260		
PAMBAD	HUREVAC	200	PAM DEFUN CEW MCB AEX BAD	BAD	325FW/OGV	T-38/P	450		
PAMCWF	HUREVAC	260	PAM DEFUN CEW SJI BTR LCH CWF	CWF	325 FW/OGV	T-38/P	450		

PAMFFO	HUREVAC	410	PAM PAM062040 SZW J43 VXV CVG BRYNN KEKEE FFO	FFO	325OSS/OSO	F-22/W	450		
PAMHOP	HUREVAC	180	PAM DEFUN CEW J39 BNA AIRBE HOP	HOP	Air First	MU-2/A	260		
PAMLFI	HUREVAC	410	PAM MCN IRQ SDZ RDU TYI CVI DRONE LFI	LFI	325OSS/OSO	F-22/W	450		
PAMMGE1	HUREVAC	210	PAM LGC MGE	MGE	53 WEG	F-4/P	500		
PAMMGE2	HUREVAC	210	PAM LGC MGE	MGE	53 WEG	DH8A/I	220		
PAMRND	HUREVAC	400	PAM DEFUN CEW J2 IAH IDU.MARCS RND	RND	325OSS/OSO	F-22/W	450		
PAMSKF	HUREVAC	400	PAM DEFUN CEW J2 IAH IDU.MARCS SKF	SKF	325OSS/OSO	F-22/W	450		
PAMSPS	HUREVAC	400	PAM DEFUN CEW J50 AEX J58 SPS	SPS	325OSS/OSO	F-22/W	450		
PAMSSC	HUREVAC	230	PAM PAM062040 SZW AMG CAE SSC	KSSC	325 FW/OGV	T-38/P	450		
PAMTIK	HUREVAC	400	PAM DEFUN CEW JAN J20 IRW TIK	TIK	325OSS/OSO	F-22/W	450		
PAMTYS	HUREVAC	210	PAM LGC RMG GQO TYS	TYS	325FW/OGV	T-38/P	450		

W470 WEATHER DIVERT STEREO ROUTES

NAME	DEPT	REQ ALT	ROUTE	AIRSPACE	REQUESTER	ACFT TYPE	SPEED	A/S MGR NOTES	GTMS
PAM47A	DIVERT MACDILL	400	W-470 BAITE PIE MCF	470A to MCF	325FW/OGV	F-22/W	450		
PAM47B	DIVERT MACDILL	400	W-470 BAITE PIE MCF	470B to MCF	325FW/OGV	F-22/W	450		
PAM47C	DIVERT MACDILL	400	W-470 RUFFF PIE MCF	470C to MCF	325FW/OGV	F-22/W	450		
PAM80A	DIVERT MOODY	400	W-470 PRAUN OTK VAD	470A to VAD	325FW/OGV	F-22/W	450		
PAM80B	DIVERT MOODY	400	W-470 BAITE OTK VAD	470B to VAD	325FW/OGV	F-22/W	450		
PAM80C	DIVERT MOODY	400	W-470 GRUPR OTK VAD	470C to VAD	325FW/OGV	F-22/W	450		

Attachment 4: ATC Pattern Communication Examples (for Tyndall Base-Assigned Aircraft)

A4.1. VFR Entry Point for Initial:

A4.1.1. Pilot: "Checker 1, X-Ray West" ("Initial" is assumed)

A4.1.2. Tower will direct aircraft to report initial to appropriate runway.

A4.1.3. Pilot: "Checker 1, 14R" (acknowledge the runway assigned)

A4.2. Report Initial with Intentions:

A4.2.1. Pilot: "Raptor 1, initial 14R, option"

A4.2.2. Tower will acknowledge and issue any instructions if required (e.g. break departure end)

A4.2.3. (If nonstandard break directed) "Raptor 1, departure end break"

A4.3. Report Base and Gear with Intentions:

A4.3.1. Pilot: "Bones 1, base, gear, stop, right"

A4.3.2. Tower will issue clearance (example: "Bones 1, runway 14R, (wind) cleared to land")

A4.3.3. Pilot: "Bones 1" (acknowledge the clearance assigned if different then requested, ie "Bones 1, cleared low approach 14R")

A4.4. VFR Arrivals for Straight-In:

A4.4.1. Pilot: "Hornet 1, Sky-Ten, straight-in"

A4.4.2. Tower will direct aircraft to report 5NM final for either runway (14L/32R is the default)

A4.4.3. Pilot: "Hornet 1, 32R" (acknowledge the runway assigned)

A4.5. Straight-in 5NM Call:

A4.5.1. Pilot: "Beagle 1, 5 miles, gear down, touch-and-go, right"

A4.5.2. Tower will issue clearance (example: "Beagle 1, runway 32R, (wind) cleared touch-and-go)

A4.5.3. Pilot: "Beagle 1" (acknowledge the clearance if different then requested, ie (Beagle 1, cleared to land 32L")

A4.6. Closed Traffic:

A4.6.1. Requesting departure end closed:

A4.6.1.1. Pilot: "Knight 1, request closed, touch-and-go"

A4.6.1.2. Tower will approve the request if traffic allows or direct a right/left out

A4.6.2. Requesting mid-field closed (32R/14L only):

A4.6.2.1. Pilot: "Bear 1, request mid-field closed, option"

A4.6.2.2. Tower will respond accordingly. Example: "Bear 1, present position closed traffic approved"

A4.6.3. Requesting transition to opposite runway (32R example):

A4.6.3.1. Pilot: "Opie 2, request left-closed, full stop"

A4.6.3.2. Tower will respond accordingly. Example of approved request: "Opie 2, left-closed traffic approved, runway 32L"

A4.6.3.3. Pilot: "Opie 2"

A4.7. Turning Crosswind for Outside Downwind:

A4.7.1. No radio call is required; time and conditions permitting, a “left-out” or “right-out” call can be made to communicate intentions to proceed to initial via outside downwind if not crossing the opposite runway. 14R example:

A4.7.1.1. Pilot: (time and conditions permitting) “Elder 1, right-out, Shell”

A4.7.1.2. Tower will acknowledge

A4.7.2. At the VFR reporting points, pilots may request/Tower may direct a different runway for sequencing; Example 1:

A4.7.2.1. Pilot: “Tomb 1, Ranch”

A4.7.2.2. Tower will direct aircraft to report initial to either runway (established side is the default)

A4.7.2.3. Pilot: “Tomb 1, 32R” (acknowledge the runway directed)

A4.7.3. Pilots may request/Tower may direct a different runway for sequencing; Example 2:

A4.7.3.1. Pilot: “Bear 1, Ranch, request 32L”

A4.7.3.2. Tower will direct the aircraft to the requested runway if traffic sequencing allows

A4.7.3.3. Pilot: “Bear 1, 32L” (acknowledge the runway directed)

A4.8. Re-Entering VFR Pattern at X-Ray West, East, Sky-Ten for Initial:

A4.8.1. RWY 32L example:

A4.8.1.1. Pilot: “Elder 1, left out, re-enter Sky-Ten” (“Initial” is assumed)

A4.8.1.2. Tower will acknowledge

A4.8.2. Crossing extended centerline of opposite runway RWY 32L example:

A4.8.2.1. Pilot: “Maxim 1, request right-out, re-enter X-Ray East” (“Initial” is assumed)

A4.8.2.2. Tower will approve request if traffic allows or direct an out if required (left out in this example)

A4.8.2.3. Pilot: “Maxim 1”

A4.9. Re-Entering VFR Pattern at X-Ray West, East, Sky-Ten for Straight-In (14L example)**:**

A4.9.1. Pilot: “Sweep 2, request right-out, re-enter X-Ray West, straight-in”

A4.9.2. Tower will approve the request if traffic allows or direct out to the opposite direction (left out in this example)

A4.9.3. Pilot: “Sweep 2”

A4.10. Breakout:

A4.10.1. Format: “(Call sign), (location), breaking out (reason, if necessary) for (destination)”

A4.10.2. Pilot: “Cujo 2, perch point, breaking out for Ranch”

A4.10.3. Tower will acknowledge and issue traffic advisories and flow direction as required

A4.11. Departing VFR Traffic Pattern for Instrument Approach:

A4.11.1. Pilot: “Jedi 1, following this pattern request to climbout back to radar”

A4.11.2. Tower will direct aircraft to standby and maintain VFR while coordinating

A4.11.3. Pilot: “Jedi 1”

A4.11.4. Tower will issue climb out instructions and a departure frequency when coordination is complete.

A4.11.5. Pilots will acknowledge (example: “Jedi 1, standard climb out, channel 7”)

Attachment 5: Lost Communications (Single ship)

IFF Procedures

- Squawk Mode 3/7600. Strangle mode 2.
- If unable to squawk, consider optimizing signature for detection (as fuel state allows).
- If able to recover in VMC, follow VFR procedures below.
- If unable to recover in VMC, follow IFR procedures below.

VFR Procedures

- Return to the traffic pattern avoiding departure corridors, training areas and drone launch/recovery areas.
- Enter the normal traffic pattern, fly alongside the outside RWY at 1000', rocking wings and clearing. At departure end, turn and climb to 1600'.
- For cable engagement, have hook down during fly past or flash landing light on final.

IFR Procedures

- Departure - If outside 35 DME or above FL230, follow lost comm procedures in the FIH. If within 35 DME of PAM TACAN and below FL230.
  - Continue on the published departure and squawk 7600.
  - One minute after squawking 7600, climb/descend and maintain 8000' direct the appropriate holding fix for the active runway.
  - Commence approach 30 minutes after departure time.

- Working Area - Proceed to the appropriate holding fix for the active runway at one of the following altitudes and hold until the ETA, then descend in the holding pattern to the IAF altitude and penetrate. If already below the IAF altitude, penetrate from your present altitude.
  - Positive Control Airspace: Last assigned or lowest in the assigned block.
  - LLA: 4000'.
  - COMPASS LAKE/ CARRABELLE / W470 / W151: IFR - FL180.

NOTE: W470/151D - Recover via Splsh / Felex arrival procedures and proceed direct IAF at TROWT or OYSTE.
NOTE: W151B – Recover direct IAF.

- Recovery – Follow the lost communications instructions received from approach. If instructions have not been given:
  - Enroute Descent – Proceed to the IAF at the last assigned altitude or EMERGENCY safe (3300'), whichever is higher, and execute the published approach.
  - Established in the Radar Pattern – Climb to 3000 and approximate a normal radar pattern. Intercept the 14 DME arc, arc left/right to intercept published IAP for RWY 14L/32R and execute the published approach.

- Ground-
  - Turn on Taxi light and taxi to park.
  - If you need to cross a runway
    - Get the attention of tower by raising and lowering the canopy (T-38) or raising the canopy and leaving it open (F-22). At night, point at the tower and flash the landing light.
    - Look for a flashing green light from tower. Then, proceed onto the runway and taxi off at the nearest taxiway.