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Flying Operations

AIRFIELD OPERATIONS



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This instruction implements policy guidance in AFD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, and AFD 11-1, *Flying-Hour Program*. It consolidates into one publication those basic procedures concerning air traffic control, airfield management, and related operations essential for the safe and orderly conduct of aerodrome activities at MacDill Air Force Base (AFB).

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

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1. Introduction.

1.1. **General.** This instruction consolidates basic air traffic control and airfield operation procedures, ground operating procedures, and numerous operating and flying directives to ensure safe and coordinated flow of ground and air traffic at MacDill AFB.

1.2. **Scope.** This instruction applies to all attached, tenant, and transient flying units, air traffic control agencies, and other tasked units at MacDill AFB. Base unit commanders shall ensure transient aircrew under their jurisdiction are familiar and comply with provisions of this document.

1.3. **Responsibilities.** Commanders and supervisors at all echelons are responsible for implementation of this instruction as it pertains to operations within their jurisdiction. All aircrew, air traffic controllers, and other tasked units will comply with this instruction.

1.4. **Recommended Changes.** There must be a continuous effort to improve procedures in the interest of safe and more efficient operations. Suggestions, recommended improvements, and/or changes will be sent through channels to 6th Operations Support Squadron, Airfield Operations Flight (6 OSS/OA), on an AF Form 847, **Recommendation for Change of Publication** (Flight Publications). 6 OSS/OA shall review this instruction annually and brief recommended changes at the Base Airfield Operations Board.

2. Airport Facilities and Airspace Description.

2.1. **General.** MacDill AFB is located on the Tampa Peninsula. Air Mobility Command (AMC) is the resident command.

2.1.1. MacDill AFB flight line area, as defined in AFI 36-2903/MACD Sup 1, *Dress and Personal Appearance of Air Force Personnel*, is a no hat area.

2.1.2. MACDI 32-106, *Installation Fire Prevention Program*, paragraph 31.1., specifically prohibits smoking on the flight line.

2.1.3. Photography on the flight line is restricted. Comply with MACDI 31-103V1, *Installation Security Instruction/Physical Security*, to obtain authorization for photography.

2.2. Runways and Taxiways (See [Attachment 2](#)).

2.2.1. Runway 04 is oriented on a true heading of 045°. Runway 22 is oriented on a true heading of 225°. The runway consists of 11,420 feet of asphalt and concrete (first 1000 feet of Runway 04/22 is concrete, mid 9,420 feet is asphalt); usable width is marked 150 feet wide with paved 25 foot shoulders on both sides. **NOTE:** All 180° turns should be accomplished in the first 1000 feet (concrete portion) of the runway. (C-130 and larger WILL use concrete portions for all 180° turns).

2.2.2. Overruns are 1000 feet x 200 feet bituminous asphalt at Runway 04/22 approach ends.

2.2.3. Gradient is 0 degrees.

2.2.4. Elevation is 14 feet (measured at the Runway 22 approach end).

2.2.5. Taxiways are 75 feet wide with 25-foot shoulders.

2.3. Weather Observation Equipment.

2.3.1. Lighted wind socks are located between the runway and the parallel taxiway, 350 feet from the approach end of either runway and on the infield at the intersection of Taxiway Lima and the South Ramp.

2.3.2. Runway Visual Range (RVR) equipment for Runway 04 is located on the north side of the runway approximately 2000 feet from approach end; for Runway 22 it is located east of the parallel taxiway approximately 1300 feet from the approach end.

2.4. Aircraft Arresting Systems.

2.4.1. The BAK-12 (B) aircraft arresting systems stretch the width of the runway and are located as follows (See [Attachment 2](#)):

2.4.1.1. Runway 04 (South BAK-12):

2.4.1.1.1. 1,338 feet from approach end.

2.4.1.1.2. 10,082 feet from departure end.

2.4.1.2. Runway 22 (North BAK-12):

2.4.1.2.1. 1,397 feet from approach end.

2.4.1.2.2. 10,023 feet from departure end.

2.4.1.3. (B) - DENOTES BI-DIRECTIONAL capability.

2.4.2. The Fabric Braking System (MB-60) is a unidirectional arresting system found 35 feet into the overruns of each runway. The cable is similar to that of the BAK-12 and is stretched 150 feet across the overruns (see [Attachment 2](#)).

2.4.3. Arresting Systems and Procedures:

2.4.3.1. Maintenance of arresting systems will be accomplished in accordance with AFI 32-1043, *Managing, Operating, and Maintaining Aircraft Arresting Systems*.

2.4.3.2. Arresting System Configuration:

2.4.3.2.1. Active Runway 04 or 22:

2.4.3.2.1.1. Approach End: BAK-12 disconnected and off runway, MB-60 (unidirectional) connected and in place across the under run.

2.4.3.2.1.2. Departure End: BAK-12 connected and in place across the runway, MB-60 (unidirectional) connected and in place across the overrun.

2.4.3.3. The tower or Airfield Management must be notified prior to the approach, in accordance with the DoD IFR Supplement to ensure the cable is properly configured. **NOTE:** Barrier configuration will be as stated above during normal duty hours. After normal duty hours and on holidays and wing down days, the barriers will remain configured as they were at the end of the last normal duty day. Following any barrier engagement, Barrier Maintenance must recertify the arresting system before it can be put back in service. Recertification will take approximately 40 minutes. However, response time for repositioning and recertification can lengthen this process depending on duty/on-call status of personnel.

2.4.3.4. Power production will coordinate with Airfield Management Operations when planned maintenance will affect the operational status of the arresting systems. Airfield Man-

agement Operations will then ensure proper authority has been granted to conduct the proposed maintenance.

2.4.3.5. Power production will ensure Airfield Management Operations is notified immediately when changes to the arresting system capabilities occur. Airfield Management Operations will inform the control tower of all operational changes to arresting systems. Airfield Management Operations will verify barrier status during the morning runway inspection and report status to tower along with airfield conditions.

2.4.3.6. The arresting system at the northeast end of the field near the Dale Mabry Gate shall be referred to as "North BAK-12." The arresting system at the south end of the field near the water shall be referred to as "South BAK-12." **The textile brake system barriers shall be referred to as "North MB-60" and "South MB-60".**

2.4.4. Emergency Actions:

2.4.4.1. The pilot shall state their intent to make a barrier/cable engagement to the controlling agency as soon as possible.

2.4.4.2. **The control tower shall:**

2.4.4.2.1. Activate the Primary Crash Alarm System (Crash Phone).

2.4.4.2.2. Immediately after the engagement, make the following transmissions: Frequencies (275.8 & 121.65/294.7 & 123.7) and Guard (243.0/121.5): *"ATTENTION ALL AIRCRAFT, MACDILL TOWER, MACDILL RUNWAY OPERATIONS ARE SUSPENDED DUE TO CABLE/BARRIER ENGAGEMENT, EXPECT A 30-40 MINUTE DELAY FOR LANDING."* Make this transmission twice (updating the expected delay time). Authorize runway access to responding emergency vehicles and release runway control to the on-scene commander **once the aircraft has come to a complete stop.**

2.4.4.2.3. The control tower resumes control of the runway when notified by the on-scene commander (normally Fire Chief 2).

2.4.4.3. Procedures for the on-scene commander are outlined in the 6th Air Mobility Wing Operations Plan (6 AMW OPLAN) 91-1.

2.4.4.4. Airfield Manager or designated representative will ensure BAK-12/MB-60 is properly configured, and all foreign object debris and vehicles are off the runway prior to re-opening the runway.

2.5. **Airfield Lighting.**

2.5.1. Airfield lighting will be operated in accordance with FAAO 7110.65.

2.5.2. The following airfield lighting is available for both runways 04/22.

2.5.2.1. US Standard ALSF 1 Approach Lights with Sequenced Flashing Lights (SFL).

2.5.2.2. High Intensity Runway Lights (HIRL).

2.5.2.3. Precision Approach Path Indicator (PAPI). **NOTE:** The PAPI lights provide a 3.0 degree visual glide path with a touchdown approximately 1000' past the runway threshold (PAPIs operate continuously).

2.5.2.4. Lighting outages will be reported and repaired in accordance with letter of agreement

between the 6th Operations Support Squadron (6 OSS) and the 6th Civil Engineer Squadron (6 CES).

2.5.3. **Taxiway Lights** : The following taxiways are lighted:

2.5.3.1. Taxiways A, B, E, H, I, J, K, L, N.

2.5.3.2. Taxiway G between taxiway A and K.

2.5.3.3. Taxiway G between taxiways M and N.

2.5.3.4. Taxiing is permitted on unlit taxiways (C,D,G (between K & M), and O) during day-time when visibility is one mile or greater VFR conditions only.

2.5.4. Preventive maintenance will not be performed during the hours of darkness or current/forecasted IFR conditions.

2.6. **Air Traffic Control and Landing Systems (ATCALs) (See Attachment 2).**

2.6.1. The MacDill Air Traffic Control Tower is a 97-foot structure located at midfield, 1300 feet northwest of the Runway 04/22 centerline. For current local frequencies, see FLIPS U.S. Low Vol-15. Night Vision Device (NVD) operations are not conducted at MacDill.

2.6.2. MacDill Tactical Air Navigation Aid (TACAN - FRN/45) (Identifier: MCF, Channel: 47) is located on the west side of Runway 04/22, 860 feet from the Runway 22 approach end.

2.6.3. CAT I ILS. Both Runway 04 and 22 localizers are offset 3 degrees from centerline.

2.6.3.1. Runway 04:

2.6.3.1.1. Localizer (Identifier: I- MCF Frequency: 109.5 MHZ) is located on the west side of the runway, 690 feet from the Runway 22 approach end.

2.6.3.1.2. Glide slope (Frequency: 332.60 MHZ) is located on the west side of the runway, 1,111 feet from the landing threshold.

2.6.3.2. Runway 22:

2.6.3.3. Localizer (Identifier: I-GBZ, Frequency: 111.7 MHZ) is located on the west side of the runway, 940 feet from the Runway 04 approach end.

2.6.3.4. Glide slope (Frequency: 333.50 MHZ) is located on the west side of runway, 1,070 feet from the landing threshold.

2.7. **Servicing Radar Approach Control (FAA Tampa TRACON).** Tampa Approach Control is the FAA facility at Tampa International Airport servicing a 30NM radius up to 12,000 feet MSL. It provides basic radar service to MacDill AFB. An air traffic control (ATC) clearance is required for all aircraft entering the Tampa Class B Airspace. *ASR/PAR approaches or monitoring not available.* The MacDill Airfield Operations Flight staff is the base liaison to FAA Tampa.

2.8. **Airfield Areas (See Attachment 2).**

2.8.1. TACAN checkpoints are marked on the airfield as described below:

2.8.1.1. Taxiway A - MAG Bearing 037° Radial 217 DME 1.7NM.

2.8.1.2. Taxiway N - MAG Bearing 302° Radial 122° DME 0.6NM.

2.8.2. Designated Hot Brake Areas are:

2.8.2.1. Primary: The taxiway used to exit the runway or as instructed by ATC.

2.8.2.2. Secondary: Taxiway O north of Taxiway N for Runway 04 and the northeast corner of the Mole Hole (Taxiway I) for Runway 22.

2.8.3. Designated hydrazine inspection areas are:

2.8.3.1. Primary: Taxiway Alpha for Runway 22 and Taxiway Echo for Runway 04.

2.8.3.2. Secondary: Taxiway Golf between Taxiways Delta and Echo.

2.8.4. Dangerous (HOT) Cargo Areas: The primary parking/off-load area is located on Taxiway M midway between Taxiways L and G. Secondary parking/off-load is located on Taxiway O between Taxiways K and L.

2.8.5. Drag chutes are not to be jettisoned on the runway and should be retained until aircraft is in parking or as directed by ATC. Transient Alert will respond as requested to retrieve the chute.

2.8.6. Refueling pits are located along the outside edge of the south ramp and are numbered 16 through 25. Transient aircraft may use them as directed by Transient Alert. MacDill AFB does not have Hot Pit Refueling Areas.

2.8.7. Arm/De-Arm Quick Check Areas: The Arming/Quick Check area for Runway 04 is located on Taxiway A; the De-Arming area for Runway 04 is located on Taxiway E; the Arming/Quick Check area for Runway 22 is located on Taxiway E; and the De-Arming area for Runway 22 is Taxiway A.

2.8.8. Hot Gun/Hung Ordnance: Taxiway A is designated as the Hot Gun/Hung Ordnance clearing area with the following procedures:

2.8.8.1. Landing Runway 22 :

2.8.8.1.1. Upon landing, the aircraft will continue on the runway to Taxiway A.

2.8.8.1.2. When parking, the aircraft will establish a heading of 220° before engine shutdown.

2.8.8.1.3. Hung ordnance removal and gun clearing will be performed in accordance with established procedures.

2.8.8.2. Landing on Runway 04:

2.8.8.2.1. Upon landing, the aircraft will execute a 180° turn to the left and taxi down the runway to Taxiway A.

2.8.8.2.2. When parking, the aircraft will establish a heading of 220° before engine shutdown.

2.8.8.2.3. Hung ordnance removal and gun clearing will be performed in accordance with established procedures.

2.9. Airspace Description (See [Attachment 5](#)).

2.9.1. The MacDill Class D airspace is defined in FAAO 7400.9H and depicted on the sectional charts that airspace extending upward from the surface to and including 2,600 feet MSL with a 4.5-mile radius of MacDill AFB; excluding the portion within the Tampa International Airport FL,

Class B airspace area; excluding that portion southwest of a line connecting the 2 points of intersection with a 4-mile radius circle centered on the Albert Whitted Airport.

2.9.2. Operationally and by letter of agreement with FAA Tampa TRACON, MacDill air traffic control is responsible for that airspace (shaped like a capital letter D) 1.5 NM northwest of runway 04/22 arcing to the south out to 4.5 NM from the surface to 1,600 MSL.

2.9.2.1. The airspace between 1,600 feet MSL and 2,100 feet MSL cannot be utilized by either facility without advance coordination.

2.10. **Fire Department.** The primary Crash Station is located between Hangars 3 and 4 (see [Attachment 2](#)). Fire fighting personnel are on duty 24 hours a day. The fire station forward facility is located in Building 91 adjacent to the compass rose alignment pad (see [Attachment 2](#)).

2.11. **Airfield Management Operations and Weather.** Located in the north central portion of Hangar 3 on the first floor (see [Attachment 2](#)).

2.12. **Aero Club.** MacDill AFB aero club is located at Vandenberg Municipal airport off-base.

2.12.1. Civilian requests to land at MacDill AFB to conduct authorized business will be routed through 6 OSS/ OSAA for disposition in accordance with AFI 10-1001, *Civil Aircraft Landing Permits*.

3. General Operations.

3.1. **Hours of Operation.** MacDill AFB airfield operates 24 hours daily unless NOTAMed differently. Transient Alert hours are 0600-2200L as listed in the IFR Supplement. Fleet service available, prior notice required. Limited transient parking available for tactical aircraft; expect service delay for tactical aircraft. Unable to service aircraft with ordinance. Transient alert is contract maintenance, all transient aircraft must land by 2130L. Dry ice is available with 48 hours advance notice only.

3.2. Runway in Use.

3.2.1. The active runway shall be determined by the tower watch supervisor/senior controller only.

3.2.2. Runway 04 is designated the primary instrument, calm wind, and alert force runway. This is to comply with stringent noise abatement procedures and aircraft flow requirements in the Tampa area.

3.2.3. Runway 04 will normally be used for all flying operations at MacDill AFB when the tailwind component is 4 knots or less.

NOTE: Before switching to Runway 22, MacDill Tower watch supervisor shall coordinate with Tampa TRACON supervisor to determine their runway in use and any anticipated runway changes. When the MacDill Runway 22 and Tampa Runway 36 are in use, all aircraft operations may experience delays. This configuration is complex and severely limits air traffic operations at both airports. Safety, however, will not be compromised. If severe weather, thunderstorms, high winds, etc., warrant Runway 22 operations, this configuration will be utilized.

3.2.4. MacDill Tower will notify FAA Tampa Approach and MacDill Airfield Management Operations. Airfield Management Operations will notify Barrier Maintenance of the runway change to allow barrier configuration as needed.

3.2.5. Runway Surface Condition (RSC)/Runway Condition Reading (RCR) checks will be accomplished and reported in accordance with AFI 13-213, *Airfield Management*, paragraph 5.4. MacDill AFB will report RSC as either wet or dry.

3.3. Aircraft Taxiing.

3.3.1. Transient Alert Procedures. When the Transient Alert dispatcher is notified by Airfield Management Operations that a transient aircraft has landed, he/she will dispatch a "follow-me" vehicle to assist the aircraft. Transient aircraft not familiar with routes will be provided progressive taxi instructions and "follow-me" assistance.

3.3.2. Taxiing with Live Ordnance. All aircraft loaded with armed forward firing ordnance will taxi so as to avoid pointing their ordnance at any passenger-carrying aircraft. Advise MacDill tower when operating with armed forward firing ordnance prior to taxiing.

3.3.3. Lighted taxiways: During operations between official sunset and official sunrise and periods with weather conditions below VFR requirements, or when visibility is less than one mile, aircraft shall only use the lighted taxiways described in paragraph 2.5.3.

3.3.4. Space Shuttle and Space Shuttle Carrier landing and ground taxi procedures will be provided in accordance with the 6 AMW OPLAN 7, *Shuttle Carrier Aircraft (SCA)/Orbiter Vehicle (OV) Ferry Operations Support*. SCA/OV aircraft parking spots are located/painted on Taxiway Kilo and the South Ramp (Cal Docks).

3.3.5. Aircraft towing will be accomplished in accordance with 6 MXG OI 21-27.

3.4. **Aircraft Security/Stop Alert Procedures.** Stop Alert procedures are designed to prevent and stop unauthorized engine start, taxi, takeoff, and landing at MacDill AFB. The control tower will maintain surveillance of all taxiing aircraft and aircraft tows. Tower will attempt to establish radio/light gun contact with any suspect aircraft and issue appropriate instructions. If unable to contact the aircraft or the instructions are ignored, the tower will immediately declare a "Stop Alert" using the following procedures: **NOTE:** Not all ramp areas are visible from the tower.

3.4.1. MacDill Tower shall:

3.4.1.1. Immediately activate the primary crash alarm system (crash phone) indicating the words "Stop Alert," the aircraft type, position, direction of movement, and any other pertinent information.

3.4.1.2. Direct all taxiing aircraft to hold their present position until the stop alert is terminated or they are otherwise directed.

3.4.2. 6th Security Forces Control Center shall:

3.4.2.1. Dispatch a patrol to meet transient alert and the aircraft at the designated location.

3.4.2.2. Notify Air Force Office of Special Investigations (AFOSI) of the unauthorized aircraft movement/landing.

3.4.2.3. Direct appropriate security forces to position themselves between the aircraft and priority resources on the airfield.

3.4.2.4. Request the fire department respond to the designated location.

3.4.2.5. Up-channel HELPING HAND/COVERED WAGON reports as necessary.

3.4.2.6. Detain the pilot and take custody of the aircraft.

3.4.2.7. Maintain control of the pilot and aircraft until it has been determined they do not pose a threat to priority resources and are no longer required as part of the investigation.

NOTE: Should the situation require debarkation of crew and passengers, security forces will maintain surveillance and positive control at all times. Only the minimum force necessary will be used to ensure security while simultaneously rendering appropriate services to expedite resolution of the situation.

3.4.3. 6 CES/CC will:

3.4.3.1. Ensure the Fire Department responds with a fire truck capable of causing the engine(s) of the aircraft to either flame out or shut down and block taxiways as required.

3.4.3.2. Provide additional support as required.

3.4.4. Airfield Management will:

3.4.4.1. Activate the Secondary Crash Net (SCN) and relay the aircraft type, call sign, tail number, and position.

3.4.4.2. Respond to the scene (CAM or designated representative) as necessary.

3.4.5. Anti-Hijacking Procedures are explicitly outlined in 6 AMW OPLAN 31-101, Installation Security Plan (Page C-14-1).

3.5. Control of Aircraft and Ground Vehicular Traffic.

3.5.1. In accordance with FAA Order 7110.65, *Pilot/Controller Glossary*, the Movement Area is defined as “that part of an aerodrome to be used for the takeoff, landing, and taxiing of aircraft, consisting of the maneuvering area and the apron(s)”. This definition shall be used at MacDill AFB.

3.5.2. In accordance with AFI 13-203, *Air Traffic Control*, “the Airfield Operations Flight Commander identifies those parts of the movement area where aircraft, vehicles, or pedestrians may operate without tower control” and “to the maximum extent possible, provide positive control on all portions of the movement area” (as defined in FAAO 7110.65).

3.5.3. At MacDill AFB, the movement area shall be defined as all aerodrome surfaces with the exception of the North Ramp, South Ramp, and DUC Ramp (See [Attachment 2](#)).

3.5.3.1. In this area, **ALL** personnel, vehicles, and aircraft shall possess two-way radio capability on a channel/frequency allowing contact with the tower. Permission to enter these areas (with the exception of the area defined in [3.5.4](#) below) need not be gained from the tower. The sole purpose of the radio is to facilitate the taxi/ground movement of aircraft and aircraft related vehicles.

3.5.3.2. While operating on the movement area, personnel shall be continually aware of their surroundings and periodically observe the tower for light gun signals.

3.5.4. At MacDill AFB, the portion of the movement area where tower control is necessary (hereafter referred to as the Controlled Movement Area) is defined as: Runway 04/22, overruns, Taxiways A, B, C, D, and E, and infield areas out to 175' east and west of the painted runway edge. **NOTE:** The eastern, or ramp-side, limitation is identified by an imaginary line extended through the runway hold lines painted on the Taxiways A, B, C, D, and E. The western, or tower-side, lim-

itation is temporarily identified by the western edge of the old asphalt. Any remaining asphalt in the runway environment is part of the controlled movement area. Vehicles may operate on this portion of the movement area **only** after approval from the control tower and must remain in direct communication at all times while in this area.

3.5.4.1. RADIO CONTACT WITH THE TOWER AND PERMISSION TO ENTER ARE MANDATORY PRIOR TO CROSSING ANY BOUNDARY OF THE CONTROLLED MOVEMENT AREA.

3.5.4.2. Personnel shall use the FM (LMR) Ramp/Tower Net as the primary method to contact the tower. Cellular telephones are not an appropriate means of communication with air traffic control while operating in the Controlled Movement Area. Personnel operating in this environment shall avoid the use of air traffic control UHF/VHF frequencies.

3.5.4.3. Vehicles operating in the Controlled Movement Area shall be two-way radio equipped or under the direct supervision of a two-way radio equipped vehicle. The radio-equipped vehicle shall establish and maintain two-way radio communications with the control tower while in the CMA. All vehicles shall exit the Controlled Movement Area immediately if two-way radio communications with the control tower is lost.

3.5.4.4. When Tower personnel wish to direct a vehicle off the runway and cannot establish radio contact, flashing the runway edge lights several times will constitute a runway exit command. Vehicle operators on the runway observing the flashing runway lights will immediately depart the runway. When recalled from the runway, vehicle operators will exit the runway at the nearest taxiway and position themselves behind the runway hold lines or at least 175 feet from the runway edge. Vehicle operators will continuously watch the tower for light gun signals.

3.5.4.5. MacDill Tower is authorized to approve altitude restricted low approaches over vehicles, equipment, or personnel operating on the runway. A restriction of not less than 500 feet (1,000 for heavy jet aircraft) above ground level (AGL) may be authorized.

3.5.4.6. During evacuation of the control tower, vehicles on the runway will be instructed to exit the runway. Vehicle operations on the controlled movement areas will be limited to emergency response operations only.

3.5.4.7. Airfield Management is the office of primary responsibility (OPR) for the Flightline Driving Program. All personnel driving on the flightline must be qualified in accordance with AFMAN 24-306, *Manual for the Wheeled Vehicle Driver*, Chapter 25, AFI 13-213, and MACDI 10-103, *Vehicle Operations on the Airfield*, and possess a valid AF Form 483, **Certificate of Competency**. All contractors must receive an airfield briefing from Airfield Management Operations before operating on the flightline. (If AF Form 483 is lost or misplaced by the user, outside of one year from the original pass date, individuals will be re-tested. Inside of one year, individuals will produce their documentation of training and certification form to justify the issuance of a new AF Form 483.)

3.5.4.7.1. Vehicle traffic procedures are detailed in MACDI 10-103.

3.5.4.7.2. Listed agencies authorized POV passes are maintained current in MACDI 10-103.

3.5.4.7.3. Approved vehicular call signs are listed in MACDI 10-103, Attachment 20.

3.5.4.7.4. Violations will be handled in accordance with MACDI 10-103, paragraph 7.3.

3.5.5. All vehicles are restricted from operating within the lateral boundaries of any active drop zone (see [Attachment 10](#)). Drop Zone activities are published daily in the NOTAMs/Advisory Sheet.

3.6. Runway Incursions.

3.6.1. When an unauthorized vehicle enters the Controlled Movement Area (as defined in paragraph [3.5.4.](#)), tower shall attempt to make contact with the vehicle and notify Airfield Management Operations to investigate. Security Forces assistance will be directly requested as needed.

3.6.2. The incursion may be elevated to a “HELPING HAND” situation by the investigating agency if necessary.

3.6.3. Information identifying the vehicle, its operator, and duty section/employer will be obtained for inclusion into a **USAF Hazard Report** (AF Form 457) or **Hazardous Air Traffic Report (HATR)** (AF Form 651).

3.6.4. Procedures for disposition of personnel involved in a runway incursion are defined in MACDI 10-103.

3.7. **Select Call Feature (Private Line).** The select call feature to the base LMR system allows air traffic controllers to ‘mute’ the Ramp and Crash Nets in the tower to eliminate transmissions not directed to the tower. Agencies on those nets have an assigned channel (Tower) that, when selected, allows them to ‘un-mute’ the system and transmit to the tower.

3.7.1. The following agencies have select call capability:

3.7.1.1. Tower.

3.7.1.2. Airfield Management.

3.7.1.3. Transient Alert.

3.7.1.4. 6 Civil Engineer Squadron (i.e., sweeper, airfield lighting, barrier maintenance).

3.7.1.5. Fire Department.

3.7.2. Agencies with this capability must remember to deselect the tower channel when they no longer require communication with the tower.

3.8. Precision Approach Critical Areas (See [Attachment 4](#)).

3.8.1. Airfield Operations is responsible for the protection of the ILS critical areas. These areas are defined as follows:

3.8.1.1. Localizer – A rectangular area parallel and perpendicular to the antenna array (including the 3 degree offset) extending from the antenna array 2,000 feet towards the approach end of the runway and 150 feet on each side of the centerline of the approach course. It includes a 50-foot extension behind the antenna.

3.8.1.2. Glide Slope – A fan-shaped area that extends from the glideslope antenna 1,300 feet toward the approach end of the runway (or to the end of the runway, whichever is greater.) It covers an area 30 degrees each side of a line drawn through the glide slope antenna and parallel to the runway centerline.

3.8.2. ILS Critical Areas are protected by means of establishing a controlled area or physically separating the critical areas from vehicular travel routes in order to prevent vehicles of all types from interfering with the radiation pattern emitted by the antennae. Even the smallest interference can cause a significant deviation in the radiation pattern and affect the course of flight for landing aircraft.

3.8.3. Tower will request the 6th Security Forces Squadron (6 SFS) dispatch a patrol to restrict vehicle operations on the North Boundary Road (and South Boundary Road as needed) when an ILS approach to Runway 04 is in progress and the ceiling is below 800 feet or visibility is less than 2 miles ([Attachment 3](#)).

3.9. MacDill AFB Quiet Hours.

3.9.1. All requests for quiet hours will be forwarded to Airfield Operations (6 OSS/OSA) not later than two weeks prior to the event. Once approved, the Airfield Operations Flight Commander (6 OSS/OSA) will notify Airfield Management Operations, command post, current operations, and tower of the date and times. Airfield Management Operations will prepare and disseminate airfield advisories as appropriate.

3.9.2. Operating Procedures. Airfield Management Operations will pass quiet hour times to Command Post and Tower, who will post them on their operations boards. When required, the schedule will reflect a 15-minute "pad" for planned takeoffs and landings before and after the quiet period in order to accommodate unavoidable delays. However, ground operations may continue until 2 minutes prior to the actual quiet period. The tower will make two blanket broadcasts on tower and ground control frequencies at least 10 minutes prior to and at the beginning of quiet hours using the following phraseology: "(Ramp) Quiet hours commence in XX minutes/are in effect at this time."

3.9.2.1. Aerodrome Procedures. The term "quiet hours" indicates that no operations are permitted on the airfield to include engine starts, engine runs, or taxiing aircraft. Any deviations must be requested and approved in advance through Airfield Operations Flight.

3.9.2.2. The term "ramp quiet hours" applies for ceremonies in Hangar 3 and indicates that no engine starts, engine runs, taxiing aircraft, or vehicle operations will be permitted in the vicinity of Hangar 3. The effected area encompasses the south fuel pits 16-22, DV spots 1-3, north ramp A1-A3, and transient parking rows 52, 50, and 48. Any deviations must be requested and approved in advance through Airfield Operations Flight. **NOTE:** Aircraft can land/take-off from Runway 04/22, but must plan ahead to utilize the south ramp (Cal Docks area) and Taxiway Kilo in order to avoid the areas noted above during the ramp quiet hours. Helicopter operations can utilize the alternate DUC arrival/departure location, but in all cases must avoid the areas noted above.

3.9.3. Time period and restrictions may vary depending on the type and location of the event requiring quiet hours. Units should check the daily advisory sheet published by Airfield Management Operations.

3.10. Weather Information/Severe Weather Procedures.

3.10.1. Weather observations shall be transmitted via the New-Tactical Forecast System (N-TFS) to the 6 AMW Command Post, control tower, and Tampa TRACON at least hourly.

3.10.2. Pilot Weather Reports (PIREP). MacDill Air Traffic Control personnel will relay to the Base Weather observer all PIREPs received from aircrew. Pilots may report PIREPs directly to METRO/PMSV (344.6 MHz). Base Weather shall ensure tower is informed of PIREPs transmitted via METRO/PMSV.

3.10.3. Lightning Warnings. When the MacDill weather station broadcasts a lightning warning for lightning within five (5) miles of the airfield, the following procedures apply:

3.10.3.1. All personnel, including civilians, contractors, and transient/deployed personnel, must seek shelter in a vehicle, aircraft, or structure immediately after notification until the lightning warning has expired.

3.10.3.1.1. Aircraft armed/loaded with hot/hazardous cargo may elect to disembark the crew/passengers at the discretion of the aircraft commander if remaining on the aircraft creates a greater danger to personnel. Ground support will respond to transport the crew/passengers to shelter. Ground support will not vacate the transportation vehicle and no other ground/maintenance support will be provided.

3.10.3.2. MacDill ATC (Local Control) will inform all inbound aircraft, "A Lightning Warning is in effect, expect taxi and service delays." MacDill ATC (Ground Control) will inform transient aircraft when on the ground that, "The airfield is in a Lightning Warning for lightning within 5 miles. RAMP FREEZE is in effect. All aircraft will be held short of the parking ramp. Personnel will remain in their aircraft until the Lightning Warning is cancelled. No ground or maintenance support is available during the warning."

3.10.3.3. Arriving aircraft shall be allowed to land; aircraft must hold on the taxiway short of the parking ramp. Crew and passengers will remain on board the aircraft until the lightning warning has expired. Crews should not expect any ground support during the warning period.

3.10.3.4. Departing aircraft, given that the crew is already on board and no further ground support is required, shall be allowed to taxi and depart at their discretion.

3.10.3.5. All agencies in receipt of the warning shall accomplish applicable checklists and relay the warning to personnel operating on the aerodrome and base to the maximum extent possible.

3.10.3.6. Command Post will monitor the flight line (via closed circuit video) for personnel on the flight line during lightning warning conditions. In the event personnel are spotted on the flight line, the command post will attempt to contact said personnel via available communications or dispatch security forces.

3.10.3.7. Security forces will dispatch a vehicle to clear the flight line at the request of command post. Security forces will not vacate their vehicle at any time during this process and will use vehicle microphone to communicate with personnel.

3.10.3.8. Via Command Post, the 6th Operations Group Commander (6 OG/CC), in conjunction with the 6th Maintenance Group Commander (6 MXG/CC) or their designated representative(s), may elect to deviate from the above restrictions in the interest of safety or when other requirements dictate. In the event the above directs a deviation, the absolute minimum amount of ground support personnel will respond to assist in the disembarking and chocking of the aircraft. Offloading baggage, equipment, etc., will not be accomplished until the lightning warning is cancelled or has expired.

3.11. Airfield Inspections.

3.11.1. Daily Inspections:

3.11.1.1. The Chief, Airfield Management (CAM), or his/her designated representative, shall inspect the airfield at least once daily in accordance with AFI 13-213. To the maximum extent possible, daily inspections should be conducted during light traffic periods.

3.11.1.2. Inspection results will be documented on the airfield inspection checklist and Airfield Management's AF Form 3616, **Daily Record of Facility Operation**.

3.11.1.3. 6 CES airfield lighting personnel will (manning/workload permitting) inspect all airfield lighting to include the approach lighting systems on a daily basis. Airfield Management will conduct nightly airfield lighting inspections and during times when 6 CES airfield lighting personnel are on-call.

3.11.1.4. Discrepancies noted during the inspection that cannot be corrected on the spot will be reported to Airfield Management Operations.

3.11.1.5. Control tower personnel will request visual inspection from inbound aircraft on the condition of approach lighting as required by airfield management.

3.11.2. Annual Inspections. An annual inspection will be conducted to identify new short-range requirements and to validate old requirements. The Airfield Pavements Engineer, a representative from airfield management, the Terminal Instrument Procedures Specialist, and a representative from Wing Safety will conduct this inspection. All discrepancies will be corrected by the appropriate agency. Airfield management personnel will annotate all discrepancies on the daily airfield inspection checklist to ensure prompt corrective action is taken and will document follow-up inspections.

3.12. Interruptions to Air Traffic Control and Landing Systems (ATCALs).

3.12.1. Scheduling Interruptions to ATCALs. Preventive maintenance of ATCALs performed during other than published maintenance periods must be coordinated with the Airfield Operations Flight Commander (6 OSS/OSA), who will perform required coordination with USAF and FAA air traffic control and affected base agencies. The identification feature of ATCALs released to maintenance will be turned off when necessary in accordance with AFI 13-203. The following table is the official NO-NOTAM Preventive Maintenance Schedule including required weather conditions.

3.12.2. NO-NOTAM Preventive Maintenance Schedule:

Table 1. NO-NOTAM Preventive Maintenance Schedule.

NAVAID	SPECIFIED TIME PERIOD	
ILS	Tuesday	0700-1000L
ILS	Wednesday	0700-1000L
TACAN	Friday	0700-1000L

NOTE: REQUIRED WEATHER (existing, plus 1 hour forecast) ceiling at or above 3000 feet and visibility 5 miles or greater.

3.12.3. **Unscheduled Power Interruptions.** In the event of loss of commercial power, a self-starting generator supports each NAVAID. The generator takes 5-10 seconds to start and is capable of providing needed power for 72 hours continuously without refueling.

3.13. **Dual Operation of Instrument Landing System (ILS).** Maintenance personnel may bypass the ILS interlock to allow simultaneous Localizer and/or Glideslope operations to accommodate facility installation, maintenance restoration, preventive maintenance, or flight inspection. Maintenance personnel will contact tower and make the request. Maintenance personnel will ensure at least a 3000-foot ceiling and/or 5 miles visibility exists prior to operating the equipment in dual mode. Maintenance will notify tower when the system is returned to normal operational status.

3.14. **Exercise Events.**

3.14.1. Any agency planning or implementing an exercise that may affect airfield operations or air traffic control will coordinate with the airfield operations flight commander at least 48-hours in advance (in accordance with AFI 13-203).

3.14.2. Special care should be taken to avoid a conflict between actual air or ground traffic and the exercise scenario. Units participating in exercises shall not use air traffic control frequencies for the exercise.

3.14.3. Exercise planners or participants shall coordinate with MacDill tower and/or Airfield Management Operations regarding any exercise scenario that could affect real-world aircraft operations.

3.15. **Releasing Information .** Personnel shall not release information regarding aircraft incidents, accidents, or operations to unauthorized agencies (in accordance with AFI 13-203). Personnel requesting information shall be referred to 6 AMW Public Affairs (6 AMW/PA) during normal duty hours and to Command Post after duty hours.

3.16. **Civil Aircraft Use of USAF ATCALs.** MacDill tower may provide service to civil aircraft requesting practice approaches as long as it does not interfere with normal flying operations (as coordinated through 6 OSS). Civil aircraft may not land or perform touch-and-go's without prior coordination with airfield management. Civil Air Patrol aircraft shall be considered military aircraft when using the CAP call sign.

3.17. **Bird Aircraft Strike Hazard (BASH) .** A bird hazard exists at and around MacDill AFB due to resident and migrating bird species. Daily and seasonal bird movements create varying degrees of hazardous conditions. Flying units are to be familiar with 6 AMW OPLAN 91-2, *Bird Aircraft Strike*

Hazard (BASH) Plan, Wing Safety (6 AMW/SE) is the OPR for this OPLAN. Bird Watch Conditions (BWC) and flight restrictions applicable to each BWC are detailed in the annexes.

3.18. Midair Collision Avoidance (MACA). (See AFI 91-202, *The US Air Force Mishap Prevention Program*, paragraph 7.10.) .

3.18.1. Wing Safety is the primary OPR for MACA. Airfield Operations provides support for this program whenever possible.

3.18.2. Due to the complexity and volume of civil, general aviation, and military air traffic in the Tampa Bay area, it is imperative that all operators be aware of the flight patterns of aircraft operating at or around MacDill AFB.

3.19. Airfield Facilities/Equipment and Aerodrome Surface Maintenance.

3.19.1. Any maintenance performed on facilities or equipment that affects air traffic control shall be coordinated with the Air Traffic Control Tower Chief Controller (6 OSS/OSAT).

3.19.2. Any maintenance on other facilities or equipment, or aerodrome surfaces (i.e., repair, resurfacing, painting, etc.) shall be coordinated with the Chief, Airfield Management (6 OSS/OSAA).

3.19.3. Airfield sweeper operations are outlined in MACDI 32-100, *Airfield Sweeping Operations*.

3.19.4. Airfield mowing will be accomplished to maintain the vegetation height in accordance with AFI 13-213, paragraph 2.1.2.29.6.

3.19.5. Reserved for Airfield Snow Removal Plan.

3.20. Flight Plan Processing.

3.20.1. The following base and tenant units are authorized to fax domestic and international flight plans to Airfield Management Operations (DSN fax 968-3202, commercial fax 828-3202): 91st Air Refueling Squadron (91 ARS), 310th Airlift Squadron (310 AS), 347th Rescue Wing, Detachment 1 (347 RQW, Det 1) (Deployed Unit Complex), and National Oceanic & Atmospheric Administration (NOAA). **NOTE:** All classified missions will be filed in person at Airfield Management Operations.

3.20.2. The flying unit will:

3.20.2.1. Fax the flight plan to Airfield Management Operations (AMOps) at least one hour prior to departure to ensure clearance is available to the aircrew. **NOTE:** Any changes must be passed to Airfield Management Operations at least 30 minutes prior to departure.

3.20.2.1.1. Agencies in paragraph 3.20.1. may file a flight plan with local flight service station, or through other agencies (i.e., Jeppesen Civilian Dispatch Centers). If flight plans are filed with other agencies, units will assume flight following responsibilities. Jeppesen strips filed in lieu of the DD Form 175, **Military Flight Plan**, or DD Form 1801, **DOD International Flight Plan**, will include the following information:

3.20.2.1.1.1. Printed name and signature of aircraft commander.

3.20.2.1.1.2. Point of contact phone number.

3.20.2.1.1.3. Alternate airfield (if required).

- 3.20.2.1.1.4. Fuel endurance.
- 3.20.2.1.1.5. Locations of crew orders/passenger manifest.
- 3.20.2.1.1.6. Aircraft registration number.
- 3.20.2.2. Maintain the original flight plan in accordance with AFMAN 37-139, *Records Disposition Schedule*, Table 13-7.
- 3.20.2.3. Be responsible for checking Notices to Airmen (NOTAMs) on the Internet or in person.
- 3.20.2.4. Fax any attachments (weight and balance, passenger listings, etc.) along with the flight plan.
- 3.20.2.5. Pilots will be required to fill out flight plans clearly and legibly to ensure accuracy of data and provide a contact number in case of questions.
- 3.20.2.6. Contact Airfield Management Operations by phone (DSN 968-2321, commercial 828-2321) to verify receipt of the flight plan.
- 3.20.3. Airfield Management Operations will:
 - 3.20.3.1. Ensure faxed flight plans are checked for accuracy and use the provided contact number to verify any information as needed.
 - 3.20.3.2. Ensure the flight plan is signed.
 - 3.20.3.3. Enter the flight plan to Miami Center in the same manner and timeliness as if it were filed in person.
 - 3.20.3.4. Ensure all NOTAMS for MacDill AFB (KMCF) are current.
 - 3.20.3.5. Flight Information Publications account will be maintained current to ensure availability for mission planning.
 - 3.20.3.6. Airfield Management will be responsible for sending any departure messages to destination airports/bases via AIS, in accordance with AFJMAN 11-213, *Military Flight Data Telecommunications Systems*. Any required DV information will be obtained from either the Command Post or Protocol office. This applies to Jeppeson plans faxed to AMOps.

4. Air Operations.

4.1. **Automatic Terminal Information Service (ATIS).** MacDill AFB has ATIS broadcasts available 24 hours a day unless the airport is NOTAMed closed. This recording is broadcast on 133.825 or 270.1 MHZ and provides basic terminal information.

4.1.1. Prior to requesting taxi, all aircrews will check the ATIS broadcast for pertinent airport information.

4.1.2. During recovery, the pilot will indicate to the controller upon initial contact that the current ATIS information has been received.

4.2. Radar Service/IFR Operations.

4.2.1. Normal IFR Procedures. Maximum use of the IFR system will be utilized on all flights. Aircraft departing IFR from MacDill AFB will normally receive a radar departure with Tampa.

4.2.2. Runway 04 Operations:

4.2.2.1. Standard clearance for Runway 04. MacDill Tower controllers shall issue the following IFR clearance for Runway 04 departures: “(*Aircraft Callsign*) cleared to (*clearance limit*), on departure turn right heading 080, climb and maintain 1600, expect (*filed altitude*) 10 minutes after departure, departure frequency 119.9 or 290.3, squawk (*assigned code*).”

4.2.2.2. IFR releases for Runway 04 are valid for 10 minutes.

4.2.2.3. Standard Climbout for Runway 04. After completion of a planned or unplanned missed approach, aircrew can expect to fly and air traffic control shall issue: “(*Aircraft Callsign*) Upon completion of approach, turn right departure end heading 130, climb and maintain 1600, departure frequency”.

4.2.3. Runway 22 Operations:

4.2.3.1. Standard clearance for Runway 22. MacDill Tower controllers shall issue the following IFR clearance for Runway 22 departures: “(*Aircraft Callsign*) Cleared to (*Clearance Limit*), on departure turn left heading 190, climb and maintain 1600, expect (*filed altitude*) 10 minutes after departure, departure frequency 119.65 or 362.3, squawk (*assigned code*).”

4.2.3.2. IFR releases for Runway 22 are valid for 5 minutes.

4.2.3.3. Standard Climbout for Runway 22. After completion of a planned or unplanned missed approach, aircrew can expect to fly and air traffic control shall issue: “(*Aircraft Callsign*) Upon completion of approach, turn left departure end heading 130, climb and maintain 1600, departure frequency”.

4.2.4. Radar Approaches: Multiple touch and go, stop and go, and low approaches may be accomplished at the discretion of Tampa TRACON and MacDill Tower based upon work load and traffic/weather conditions. Pilots shall inform tower on initial contact of intentions to return to the radar pattern to give the controllers enough time to coordinate with Tampa Approach.

4.2.5. Protection of the 360 Overhead Pattern. Anytime aircraft are in the overhead pattern, tower shall restrict departures to 1100 feet MSL until departure end of runway.

4.2.6. Unless multiple approaches have been previously coordinated, an instrument approach normally terminates in a full-stop landing or a low approach followed by entry into VFR pattern.

4.2.7. The MacDill radar traffic pattern is controlled by Tampa Approach and falls both in and outside the confines of the Tampa Class B airspace. The pattern is bi-directional and is defined as a rectangular pattern with the downwind leg approximately 6 NM south of the runway centerline over Tampa Bay.

4.2.8. Circling Approaches. On initial contact with Tampa Approach, pilots shall request “CIRCLING APPROACH STAY WITH TOWER/BACK TO RADAR”. Pilots shall make all circling approaches to the active runway and circle to the inactive runway. Based on prevailing traffic, Tampa may coordinate with Tower for the circling approach or deny it immediately based on traffic flow. Circling approaches shall be followed by the following flight profiles:

4.2.8.1. Stay with Tower. Pilots can expect to accomplish a “crosswind to an inside 270 degree turn to downwind” maneuver (similar to the former 90/270 maneuver). All maneuvers to the runway in use shall be accomplished within the confines of the MacDill Class D airspace.

4.2.8.2. Return to Radar. Pilots can expect to execute standard climbout following their touch and go/low approach.

4.2.9. Airborne Radar Approaches (ARA): On initial contact with Tampa Approach, pilots shall request an ARA approach. Tampa will vector the aircraft for a TACAN approach to the active runway until the pilot requests own navigation for the approach. Tampa shall instruct the pilot to “MAINTAIN 1600 UNTIL ESTABLISHED ON FINAL, CLEARED TACAN APPROACH, ARA PROCEDURES APPROVED.” Tampa will monitor the aircraft until stabilized on final, and then transfer it to Tower. The aircraft may intercept final inside the FAF.

4.2.10. Curvilinear Approach. On initial contact with Tampa Approach, pilots shall request “tactical approach” to the active runway.

4.2.10.1. Tampa will vector the aircraft to mid-field downwind at 1600 feet MSL. At this point, the pilot will cancel IFR with Tampa and report “ENTERING VFR DOWNWIND” with Tower. The approach will terminate in a normal final turn and landing.

4.2.10.2. Pilots may elect to stay with Tower at 1100 feet MSL and maneuver southeast of MacDill to position the aircraft for a normal final turn and landing. Rather than requesting a closed traffic pattern, the pilot may request “MANEUVERING SOUTHEAST OF MACDILL FOR A TACTICAL APPROACH.” The pilot shall remain within the confines of the MacDill Class D airspace at 1100 feet MSL and report base turn with Tower.

4.3. VFR Terminal Area Procedures (See [Attachment 5](#), [Attachment 6](#), and [Attachment 7](#)).

4.3.1. MacDill AFB VFR Terminal Area consists of Class D airspace depicted in [Attachment 5](#), [Attachment 6](#), and [Attachment 7](#). Any planned deviation from the MacDill AFB terminal area both lateral and vertical (as defined in paragraph 2.9.) shall be coordinated through MacDill tower to ensure adequate civil/military aircraft separation.

4.3.2. Weather requirements:

4.3.2.1. Rectangular Pattern - Ceilings at or above 1600 feet MSL and visibility of 3 miles or greater.

4.3.2.2. Initial/Overhead Pattern - Ceilings at or above 2100 feet MSL and visibility of 3 miles or greater.

4.3.2.3. Light Aircraft/Helicopter Pattern – Ceilings at or above 1100 feet MSL and visibility 3 miles or greater.

4.3.3. Pattern descriptions:

4.3.3.1. Rectangular Pattern - Downwind leg to the southeast of the MacDill runway. Pattern altitude will be 1100 feet MSL.

4.3.3.2. Initial/Overhead Pattern - Pattern altitude is 1600 feet MSL and all turns are made to the south (i.e., Runway 04 – right turns, Runway 22 – left turns). The overhead/initial pattern is normally entered from IFR vectors to initial.

4.3.3.3. Light Aircraft/Helicopter Pattern – Pattern altitude is 600 feet MSL. The westerly pattern will remain within 1 and 1/2 miles of the runway. The easterly pattern will remain within 2 miles of the runway. Direction of turn will be as requested or as specified by ATC.

4.3.4. Unless otherwise directed by the tower, closed traffic shall be made at departure end. The altitude specified will correspond to the altitude of the pattern for which the closed traffic is established (i.e., rectangular pattern – 1100 feet MSL, overhead pattern – 1600 feet MSL).

4.3.5. Local Area Restrictions. Unless in instrument conditions, aircrews will avoid flying over St. Petersburg, Davis Island, Peter O'Knight, and Albert Whitted airports. Traffic within the MacDill AFB VFR terminal areas will remain between 600 and 1600 feet MSL, except for landings and takeoffs. Pilots shall notify tower of type landing at initial and base leg.

4.3.5.1. For force protection purposes, light aircraft and helicopters at or below 500 feet (except for arrivals/departures and aircraft established in the traffic pattern) shall, to the maximum extent possible, avoid overflight of US Special Operations Command (USSOCOM), US Central Command (USCENTCOM), base housing, trailer park, hospital, firing range, munitions storage area, and the south marina.

4.3.6. Visual Reporting Points/Procedures (see [Attachment 6](#) and [Attachment 7](#)).

4.3.6.1. Point X-ray. The small peninsula extending from the eastern shoreline of Hillsborough Bay toward the southern tip of Davis Island (MCF TACAN 070°/5 DME or 27° 54'N/82° 26'W).

4.3.6.2. Point Yankee. The point off the east shore of Tampa Bay, 4 miles north of Ruskin (MCF TACAN 136°/7 DME or 27° 47'N/82° 25'W).

4.3.6.3. Point Zulu. Cockroach Bay, on the southeast shore of Tampa Bay, 4 miles southwest of Ruskin (MCF TACAN 185°/11 DME or 27° 41'N/82° 31'W).

4.3.6.4. Approach and Landing from VFR Reporting Points. At the entry point, pilots shall remain clear of Class B airspace and contact tower with call sign, entry point, flight size, and intentions.

4.3.7. Initial Re-entry Procedures. When instructed by ATC to reenter, aircrew shall exit the pattern to the east (remain clear of the VFR traffic patterns) and report initial as instructed by ATC. Initial reentry will be flown at 1600 feet MSL.

4.3.8. Simulated Flame-Out (SFO) Approaches. SFOs are not authorized at MacDill AFB.

4.4. **Landing Lights.** All aircraft making approaches and/or landings at MacDill with the exception of wingmen on night formation low approaches will display landing lights.

4.5. **Low Altitude/High Speed Tactical Departure (KC-135).**

4.5.1. This procedure will only be accomplished on MacDill Runway 22.

4.5.2. Pilots shall ensure the words “**REQUEST TACTICAL DEPARTURE**” are placed in the remarks block of the flight plan. This will ensure the flight progress strips are marked accordingly.

4.5.3. On initial contact with the Ground Controller, pilots shall request tactical departure. Tower shall coordinate with Tampa as soon as possible.

4.5.4. Tower shall instruct pilots to contact departure prior to issuing take off clearance.

4.5.5. On departure, pilots shall contact Tampa and inform them of their position and clearance (i.e.: “APPROACH, BOLT01 HEAVY AIRBORNE, TACTICAL DEPARTURE”). Pilots shall

climb to 580 feet MSL, turn left heading 190, and continue to MCF 6.4 DME (4.7 NM). At this point, pilots shall request climb to 1600 feet MSL and inform Tampa that training is complete.

4.5.6. For multiple approaches, pilots shall make their request with Tampa and inform Tower one approach prior to the event. If the approach is approved by both facilities, Tower shall hand off the aircraft as soon as practical. The pilot shall contact Tampa prior to reaching a point 4.5 NM from MacDill.

4.5.7. Tower shall provide point-outs to Albert Whitted Tower when appropriate.

4.6. **Controlled Departure Times.** Aircraft requesting a controlled departure time will identify the controlled departure time in the remarks section of their flight plan and advise ground control prior to taxi. Fighter aircraft shall inform ground control 5 minutes prior to exiting the arming areas.

4.7. **Noise Abatement.** To minimize the impact of aircraft noise on the local community, the most stringent noise abatement procedures, compatible with safety, will be employed.

4.7.1. Afterburner equipped aircraft will terminate use of afterburners as soon as practical after departure.

4.7.2. Intersection/formation departures will not be permitted if aircraft cannot reach 1000 feet MSL prior to the airfield boundary.

4.7.3. Overflight of noise sensitive areas will be avoided in visual meteorological conditions (VMC) if safety is not compromised (see [Attachment 6](#) and [Attachment 7](#)). These areas include the St. Petersburg landmass restriction as defined in the DoD approach plates for KMCF.

4.7.4. VMC practice instrument approaches will be made to the runway in use avoiding overflight of the St. Petersburg land mass and Apollo Beach.

4.8. **Standard Go-Around/Break Out Procedures.**

4.8.1. Under Visual Flight Rules, aircraft will offset from the runway as directed by ATC to avoid overflying the runway.

4.8.2. Under Instrument Flight Rules, aircraft shall execute published missed approach procedures (DoD Approach Plates) unless directed otherwise by air traffic control.

4.8.3. Aircraft instructed to “break out” will climb/maintain 1600 MSL and re-enter initial as instructed by air traffic control.

4.8.4. Controllers shall state the reason for the go-around (i.e., vehicle/personnel on runway) as soon as possible after the instruction is issued.

4.9. **KC-135 Cell Departure/MARSA Procedures.**

4.9.1. All MacDill AFB Cell Departures operations shall be conducted in accordance with the Letter of Agreement with Tampa Approach Control in non-standard formation using MARSA procedures.

4.9.2. Cell departures shall normally consist of two or more heavy KC-135 aircraft departing MacDill in thirty- second intervals.

4.9.3. Tower will notify the Tampa Watch Supervisor approximately five minutes prior to requesting release and specify the call sign(s) of the flight(s) and the number of aircraft making the cell departure.

4.9.4. Tower, when calling for a departure release, shall specify the aircraft call signs and state they are requesting release on a cell departure.

4.9.5. Tampa shall specify the block altitude to be assigned when releasing the cell departure. At least 500 feet separation is required between elements. A 1000 foot block is required for a two/three ship departure, i.e., maintain block 2,000 through 3,000 feet. Tower shall use the following altitudes when reading clearances:

4.9.5.1. Two aircraft in flight: CLIMB AND MAINTAIN BLOCK 1600 THROUGH 2600.

4.9.5.2. Three aircraft in flight: CLIMB AND MAINTAIN BLOCK 1600 THROUGH 2600.

4.9.5.3. Four aircraft in flight: CLIMB AND MAINTAIN BLOCK 1600 THROUGH 3600.

4.9.6. Cell departures shall have the lead aircraft squawk assigned code. The last aircraft shall squawk the non-discrete code assigned to the lead aircraft and all aircraft in between shall squawk standby (i.e., leads assigned code 4236, the last aircraft squawks 4200). For formations with more than two aircraft, the aircraft other than lead and last shall squawk assigned discrete code with ATC OFF on TCAS control page of FMS.

4.9.7. Tower shall switch the formation to departure prior to clearing the lead aircraft for take-off.

4.9.8. Tower shall input a Departure Message "DM" into the FDIO on all but the lead aircraft when more than one flight plan is on file.

4.9.9. Tower shall ensure each aircraft flight progress strip contains the phrase "MARSA W/ {wingman's callsign}" in the remarks section.

4.9.10. To the maximum extent possible, cell departures will not be turned until ten (10) DME.

4.9.11. Visual cut-off is approved to expedite formation join up.

4.10. **Protection From Ground Jet Blast.**

4.10.1. All engine runs will be in compliance with 6 MXG OI 21-15. Pilots or aircraft maintenance personnel shall advise the control tower of aircraft callsign/tail number and location prior to commencing any engine run to ensure arriving/departing/other taxiing aircraft are not affected.

4.10.2. Engine runs on the taxiways are not authorized if any arriving, departing, or taxiing aircraft is less than 1000 feet behind the aircraft conducting the engine run. Pilots or aircraft maintenance personnel are responsible for ensuring adequate clearance from other aircraft while conducting engine run operations on the ramp or in parking areas.

4.11. **Intersection Departures.** Distance remaining from intersections is depicted in [Attachment 2](#). Base assigned aircraft are not restricted from intersection departures. Unless otherwise restricted by [Attachment 2](#), intersection departures are solely pilot discretion based on current take off data computed by the aircrew.

4.12. **Opposite Direction Traffic.** When traffic permits, opposite direction traffic may be authorized in accordance with AFI 13-203 and FAAO 7110.65. Opposite direction departure or arrivals will not be authorized when the DBIRTE is inoperative. MacDill AFB tower or Tampa Approach will coordinate opposite direction departures or arrivals on an individual basis. Coordination will include the phrase "**OPPOSITE DIRECTION DEPARTURE OR ARRIVAL,**" in addition to the numerical designation of the runway used for the opposite direction operation. MacDill AFB tower and Tampa Approach will jointly have approval/denial authority for all opposite direction operations (i.e., either

facility may deny the request based on existing/projected traffic). The following procedures and cutoff points will apply:

4.12.1. Tampa approach shall:

4.12.1.1. Verbally request Tower approval for opposite direction approaches as soon as possible, but no later than 15 flight path miles from the runway.

4.12.1.2. Utilize the phraseology, "OPPOSITE DIRECTION ARRIVAL, RUNWAY (4/22)" during all coordination.

4.12.1.3. Not permit other arrivals closer than five mile final before the opposite direction traffic has landed or has discontinued the approach and turned to a heading that will ensure required separation.

4.12.2. MacDill AFB Tower shall:

4.12.2.1. Verbally request Tampa approval for opposite direction departures as soon as possible.

4.12.2.2. Utilize the phraseology, "OPPOSITE DIRECTION DEPARTURE, RUNWAY (4/22)" during all coordination.

4.12.2.3. Not release a departure on the active runway if an opposite direction arriving aircraft is within 15 flight path miles.

4.12.2.4. Not release an opposite direction departure unless that aircraft can be airborne and turned to the assigned heading before an arriving aircraft to the active runway reaches 15 miles final.

4.13. **Unusual Maneuvers.** Air Traffic Control cannot approve pilot requests to conduct unusual maneuvers unless the maneuver is essential to the performance of flight. Unusual maneuvers include unnecessary low passes, unscheduled fly-bys, practice instrument approaches to altitudes below specific minima, fighter demonstrations, etc. All requests to conduct an unusual maneuver, specifically maneuvers where a waiver is required, must be coordinated through 6 OSS/OSA and approved by the wing commander or designated representative not later than 60 days prior to the event.

4.14. **Waiver Review.** 6 CES is responsible for conducting the annual review of airfield waivers with the appropriate agencies (i.e., Civil Engineer, Tower, Airfield Management, Safety, etc.) and forwarding results of annual waiver review to HQ AMC/CEP.

4.14.1. Temporary Waivers. 6 CES will initiate temporary waivers for construction using the AMC Form 16. Temporary waiver approval authority is 6 AMW/CC.

4.15. **Local Aircraft Priorities.** Priorities are supplemental to those directed in FAAO 7110.65. Priorities listed in FAAO 7110.65 take precedence over those listed below.

4.15.1. Aircraft with hung/misfired live or inert ordnance.

4.15.2. Priority missions to include NOAA P-3 and G-4 Hurricane Missions.

4.15.3. Controlled departure time aircraft.

4.15.4. Distinguished visitor arrivals/departures (code 1-7).

4.15.5. Full-stop arrivals.

- 4.15.6. IFR departures on a DD175 flight plan.
- 4.15.7. IFR/VFR practice approaches.
- 4.15.8. Deviations may be granted only after 6 OG/CC approval.

4.16. **Distinguished Visitor (DV) and Air Evacuation Notification Procedures.**

4.16.1. Airfield Management Operations shall notify the following agencies of all DVs inbound to and outbound from MacDill AFB:

- 4.16.1.1. Tower.
- 4.16.1.2. Transient Alert.
- 4.16.1.3. Command Post.
- 4.16.1.4. Wing Protocol (does not apply after duty hours).
- 4.16.1.5. USSOCOM Protocol (if DV is visiting this agency).
- 4.16.1.6. USCENTCOM (if DV is visiting this agency).
- 4.16.1.7. Security Forces (only for Combatant Commanders and above).
- 4.16.1.8. Motor Pool.

4.16.1.9. This notification will include the appropriate VIP code and name of DV, the agency the DV is visiting, the callsign and type aircraft, the departure base, the aircraft parking location, the estimated time of arrival, and the actual time of arrival.

4.16.2. Airfield Management Operations shall notify the following agencies of all Air Evac aircraft inbound to MacDill AFB:

- 4.16.2.1. Fire Department.
- 4.16.2.2. Hospital Air Evac Section.
- 4.16.2.3. Passenger Terminal.
- 4.16.2.4. This notification will include the block time, number of ambulatory patients, number of litter patients, number of attendants, number of additional passengers, number of crew, number of total souls on board (SOB), numbers of seats released for outbound leg, fuel on board, and fuel requested.

4.16.3. Airfield Management Operations shall inform tower of the requirement for a 20-mile call in time for the information to be useful.

4.16.4. The Control Tower will notify Airfield Management Operations concerning air evacuation and DVs inbound when the aircraft is 20 flying miles from the runway in use unless otherwise specified. **NOTE:** In accordance with AFI 13-203, Tower will not contact any additional agencies or make any additional notifications.

4.17. **Paradrop Operations.**

4.17.1. There are eight (8) drop zones (DZs) on MacDill AFB and the surrounding waters: Gann, Matos, Zebra, Beach, Tinker, Downing, Sailors, and Lemoyne (see [Attachment 10](#)).

4.17.2. MacDill DZs shall only be used by USSOCOM, USCENTCOM (including SOCCENT), and JCSE (hereafter referred to as “jump agencies”) unless coordinated through 6 OSS/OSA.

4.17.3. Jump agencies shall ensure 6 OSS/OSA has current Drop Zone surveys on file.

4.17.4. Scheduling of paradrop operations shall be accomplished in accordance with the Letter of Agreement on file with the Airfield Operations Flight.

4.17.5. Aircraft operations may be conducted simultaneously with paradrop operations with the following exceptions:

4.17.5.1. Matos DZ shall not be used while aircraft are parked on the DUC Ramp.

4.17.5.2. DZ Safety Officers (DZSOs) shall ensure that the point of impact (PI) is placed in a location on the DZ that minimizes impact to aircraft operations.

4.17.5.3. For Gann and Matos DZ operations, engine start and taxi of aircraft on the DUC Ramp or Taxiways Kilo, Lima, and Oscar are prohibited from the time static line jumpers have exited the aircraft until those personnel are on the ground.

4.17.6. Vehicle operations in active Drop Zones shall be conducted in accordance with paragraph **3.5.5.** of this instruction.

4.18. **Prior Permission Required (PPR).** All non-base assigned arriving aircraft, with the exception of aircraft conducting practice approaches only, are required to have an approved PPR number issued by Airfield Management Operations.

4.18.1. Unscheduled aircraft/non-PPR arrivals shall be coordinated with Airfield Management. Do not hesitate to implement Stop Alert actions as indicated in paragraph **3.4.**

4.19. **Lost Communications.** In the event of two-way radio failure, expect a light gun signal from tower approaching 5-mile final, or during base turn.

4.20. **Supervisor of Flying (SOF). RESERVED.**

5. Emergency Procedures.

5.1. Aerodrome Closure/Suspension of Runway Operations.

5.1.1. The Chief of Airfield Management, or designated representative, is the primary authority for closing and reopening of the aerodrome as it relates to the condition of the airfield. For MacDill AFB, any person in or acting under the authority of the 6th Operations Group chain-of-command may close/open the aerodrome.

5.1.2. The Tower Watch Supervisor can suspend runway operations when there is a reason to believe that a hazard exists on or near the runway or in the immediate approach area.

5.2. Activation of the Primary Crash Alarm System (PCAS).

5.2.1. The PCAS will be activated by the control tower for all aircraft emergencies, airfield accidents, or at other times deemed appropriate. Such times include, but are not limited to:

5.2.1.1. Emergency bailout/jettison.

5.2.1.2. Controlled bailout/jettison.

5.2.1.3. Hot brakes (actual or suspected).

- 5.2.1.4. Emergency Power Unit (EPU) activation or suspected hydrazine leak (F-16 only).
 - 5.2.1.5. Emergency civil aircraft landing.
 - 5.2.1.6. Airfield attack (actual or simulated).
 - 5.2.1.7. Disaster preparedness information (actual or exercise).
 - 5.2.1.8. On-base/off-base aircraft mishap (actual or simulated).
 - 5.2.1.9. Fuel spills.
 - 5.2.1.10. Unplanned Barrier engagements (excludes certifications).
 - 5.2.1.11. Aircraft in emergency fuel status.
 - 5.2.1.12. Stop Alert (unauthorized landing, movement, or HIJACK).
 - 5.2.1.13. Control tower evacuation.
 - 5.2.1.14. Known No Radio (NORDO) aircraft (without chase).
 - 5.2.1.15. Bomb threat.
 - 5.2.1.16. Anytime deemed necessary.
 - 5.2.1.17. Control tower personnel shall check the PCAS circuit daily at 0800L.
 - 5.2.1.18. Entry of an unauthorized aircraft into MacDill airspace.
- 5.2.2. The PCAS circuit consists of the following agencies:
- 5.2.2.1. Control Tower.
 - 5.2.2.2. Airfield Management Operations.
 - 5.2.2.3. Hospital Emergency Room (after normal duty hours).
 - 5.2.2.4. Flight Surgeon (during duty hours).
 - 5.2.2.5. Fire Alarm Center.
 - 5.2.2.6. Command Post (receive only).
- 5.2.3. Response to PCAS Activation. All agencies will respond to PCAS activation in accordance with their specific unit directives.
- 5.3. Activation of the Secondary Crash Net (SCN).**
- 5.3.1. Airfield Management Operations will activate the Secondary Crash Net circuit immediately after notification through the PCAS and relay information verbatim to include daily checks.
- 5.3.2. The Secondary Crash Net circuit consists of the following agencies:
- 5.3.2.1. Command Post.
 - 5.3.2.2. Transient Alert.
 - 5.3.2.3. Fire Department.
 - 5.3.2.4. Emergency Room.
 - 5.3.2.5. Fuels Management.

- 5.3.2.6. 6 AMW Command Section.
- 5.3.2.7. 6th Operations Group Command Section.
- 5.3.2.8. 6th Mission Support Group Command Section.
- 5.3.2.9. Security Forces Control Center.
- 5.3.2.10. Base Weather.
- 5.3.2.11. 6 AMW Safety Office.
- 5.3.2.12. EOD.
- 5.3.2.13. CE Service Call.
- 5.3.2.14. Disaster Preparedness.
- 5.3.2.15. 6 AMW Public Affairs.
- 5.3.2.16. Bioenvironmental (6 CES).

5.4. Emergency Response.

5.4.1. Representatives from the following agencies are authorized to respond to emergencies:

- 5.4.1.1. Fire Department.
- 5.4.1.2. Airfield Management Operations.
- 5.4.1.3. Hospital.
- 5.4.1.4. Barrier Maintenance.
- 5.4.1.5. Crash Recovery.
- 5.4.1.6. Safety.
- 5.4.1.7. Security Forces.
- 5.4.1.8. 6 AMW/CC, any group commander, or their designated representative.
- 5.4.1.9. EOD.
- 5.4.1.10. Transient Alert.

5.4.2. All response vehicles shall yield the right of way to Fire Department vehicles.

5.4.3. Radio communication with the control tower is mandatory in accordance with paragraph **3.5** of this document.

5.4.4. Response vehicles shall be positioned in an area that will not impede aircraft movement.

5.5. Responsibilities During Emergencies.

5.5.1. Aircraft Commander (AC).

5.5.1.1. The AC will declare an emergency with the controlling agency (Tampa Approach/MacDill Tower) as soon as practical. Fighter type aircraft can expect a single frequency approach (SFA). Other type aircraft can expect the SFA upon request. The SFA frequency is 285.55 MHz (local Channel 19). Tampa Approach Control, MacDill Tower, and the MacDill Fire Chief all have capabilities on this frequency. The emergency aircraft will remain on

285.55 until the emergency is terminated.

5.5.1.2. The AC will inform the controlling agency of emergency termination as soon as practical during airborne phases of flight.

5.5.1.3. The Fire Chief is the only agency authorized to terminate an emergency on the ground.

5.5.1.4. VHF only aircraft will maintain contact with MacDill Tower throughout the emergency. Tower will relay information between the aircraft and the fire chief.

5.5.2. Control Tower shall:

5.5.2.1. When advised of an emergency, activate the PCAS and broadcast on all available ATC frequencies that an emergency is in progress. The broadcast shall include any anticipated runway closure time.

5.5.2.2. When an emergency aircraft enters the Class D airspace, this aircraft becomes number one for landing. All other aircraft will be given instructions so they will not impede the recovery of the emergency aircraft or the emergency response vehicles or personnel.

5.5.2.3. Relinquish control of the runway to the Fire Chief as required or as requested by the Fire Chief.

5.5.2.4. Suspend runway operations when the emergency aircraft lands until the emergency aircraft and response vehicles/personnel have exited the runway and airfield management has completed a foreign object damage (FOD) check.

5.5.2.5. Monitor the emergency frequency.

5.5.2.6. Broadcast on all available frequencies that the emergency has terminated and the airfield has returned to normal operations.

5.5.3. Airfield Management will:

5.5.3.1. Respond to all emergencies on the aerodrome.

5.5.3.2. Perform a FOD check after any emergency aircraft lands.

5.5.3.3. Dispatch a NOTAM immediately if the runway/aerodrome is closed.

5.5.4. The Base Fire Chief will:

5.5.4.1. Act as the initial on-scene commander until arrival of primary (or appointed alternate) on-scene commander. Upon taking control of the situation, the on-scene commander will advise MacDill tower.

5.5.4.2. During emergency operations, position fire apparatus at designated locations.

5.5.4.3. Maintain fire protection responsibility for the crashed or distressed aircraft and release the aircraft to the on-scene commander when appropriate.

5.5.4.4. Keep all fire fighting apparatus not required to support the distressed aircraft positioned so as to not impede aircraft movement.

5.5.5. EOD personnel will:

5.5.5.1. Respond to aircraft emergencies/accidents as directed by the on-scene commander. In

the event EOD personnel are not readily available due to higher priority requirements, the on-scene commander will take action to obtain personnel to perform de-arm operations.

5.5.5.2. De-arm live ordnance aboard aircraft involved in barrier engagements if there is damage to aircraft or ordnance.

5.5.5.3. De-arm/remove hazardous explosive items before the aircraft is released to the investigation team or removed from the runway.

5.5.6. The Crash Recovery Crew will respond to the runway to expeditiously remove disabled aircraft at the direction of the on-scene commander.

5.6. Alert Notification.

5.6.1. The 6 AMW Command Post is responsible for the following:

5.6.1.1. Notifying Airfield Management and Control Tower of daily alert call sign.

5.6.1.2. Notifying the control tower of all alerts as soon as possible via the direct hot line.

5.6.1.3. Terminating all alerts.

5.6.2. Upon alert notification, the control tower will suspend runway operations except for aircraft within 1 mile of landing (full stop), aircraft past the hold line for departure, or aircraft blocking the path to the runway being used by the alert force. All other aircraft will remain clear of the arrival/departure corridor.

5.7. Emergency Bailout/Jettison Procedures.

5.7.1. If emergency bailout/stores jettison is required, aircrew should ensure stores and/or aircraft impact in the water or in an uninhabited area.

5.7.2. When stores are jettisoned, the pilot will report the location of the stores to the 6 AMW Command Post. Command Post will pass this information to the US Coast Guard as a possible hazard to surface vessels.

5.8. Controlled Bailout Procedures.

5.8.1. Aircrew planning a controlled bailout shall contact the 6 AMW Command Post and request coordination to enter the egress area. The primary egress area is the Avon Park Range. If weather or distance does not allow use of the Avon Park area, the area immediately southwest of Egmont Key, in the Gulf of Mexico, may be used as a secondary bailout area.

5.8.2. Primary Controlled Bailout (Avon Park Range - VFR Conditions Only) (see [Attachment 8](#)).

5.8.2.1. Contact Avon Operations on Guard (243.0 MHZ) to confirm the area is clear prior to entering.

5.8.2.2. Position the aircraft south of the runway complex (approximately 2 NM), heading 050°, while maintaining safe airspeed and above 2000 feet MSL. Bailout will be initiated as the aircraft passes abeam the center of the MacDill AUX 1 airfield runway. Prior to ejection, the pilot should take the necessary action to ensure the aircraft impacts within the confines of the Avon Park Reservation (nose down trim and idle power).

5.8.3. Secondary Controlled Bailout (Gulf of Mexico) (see [Attachment 9](#)).

5.8.3.1. Visually clear impact area to ensure it is free of surface vessels.

5.8.3.2. The aircraft will be flown over Egmont Key, MCF 220/21, heading 220°, at a safe air-speed and above 2000' MSL. Bailout as the aircraft passes over the land mass at Egmont Key.

5.8.3.3. If visual contact with Egmont Key is not possible, request Tampa Departure (119.65/353.57 MHz) give radar vectors to Egmont Key.

5.9. Controlled Jettison Procedures. There are three controlled stores jettison areas for MacDill AFB Operations. Circumstances will determine which area is to be used.

5.9.1. Tampa Bay. An area of water approximately 2000 feet wide by 5000 feet long adjacent to and west of the Runway 04 approach lights. Pilots will contact the 6 AMW Command Post stating reason for jettison and estimated time of arrival (ETA) in the pattern. Tower clearance is required. Obtain clearance to enter traffic for Runway 22. Enter at a point 2-3 miles from the approach end of Runway 22 at 1600 MSL. Fly parallel to and to the right (north) of Runway 22 at 1600 MSL. Security Forces, airfield management, and control tower personnel will assist pilots in ensuring that jettison area is clear of surface vessels. Stores will be released after passing the south boundary fence. Care should be taken to avoid dropping stores on approach lights or installations (see [Attachment 9](#)).

5.9.2. Avon Park Jettison. Aircrew will contact 6 AMW Command Post for a phone patch into Avon Park for procedures and coordination (see [Attachment 8](#)).

5.9.3. IFR Jettison. If weather precludes jettison of external stores in visual conditions, pilots will proceed to the secondary controlled bailout area (Egmont Key). Altitude should be 1600 MSL. The area should be confirmed free of surface vessels using airborne/ground radar assistance. Heading will be 220° or as necessary to avoid surface vessels (see [Attachment 9](#)).

5.10. Fuel Dump Procedures. 6 AMW aircrew will use the phrase “adjusting gross weight” to indicate the need for fuel dumping after obtaining 6 OG/CC permission.

5.10.1. After obtaining permission, the aircraft will proceed to the MCF 212/26 and establish themselves in a holding pattern. Fuel should be jettisoned above FL200 and the crew will record time, position, winds, and outside air temperature at the time of jettison.

5.10.2. Should an emergency preclude the use of the above procedure, aircrews must use good judgment and record the time, position, and amount of fuel jettisoned and report the information to the wing safety office after landing.

5.11. Hot Brake Procedures. A hot brake condition is a suspect, potential, or actual hazardous situation, attributed to overheating of the wheel brake systems.

5.11.1. A hot brake condition will be treated as an aircraft ground emergency and the PCAS will be activated.

5.11.2. Aircrew or ground personnel will immediately notify tower/ground control of a hot brake condition providing call sign, location, and aircraft tail number. The aircrew will taxi the aircraft as instructed to the designated taxiway areas completely off of the active runway (see [Attachment 2](#)). Engines will not be shut down until fire-fighting equipment is in place.

5.11.3. When a hot brake condition is verified, all nonessential personnel will evacuate the area within 300 feet of the aircraft.

5.12. **F-16 EPU/Hydrazine Procedures.** The F-16 EPU uses a highly toxic fuel called hydrazine (H-70). If the EPU is operated, a check must be made to ensure there is no hydrazine leak.

5.12.1. When the EPU is used or a hydrazine leak is suspected, the aircraft must be isolated until a safety check can be made to determine if there has been an actual leak.

5.12.2. The primary designated hydrazine inspection area is Taxiway A or E at either end of the runway (see [Attachment 1](#)). If it is not feasible to taxi the aircraft to the hydrazine inspection area, the aircrew will attempt to clear the runway and main taxi routes.

5.12.3. The aircrew or ground personnel will immediately notify the control tower/ground control of an EPU activation and/or a hydrazine leak. The tower will activate the PCAS.

5.13. **Emergency Landing of Civil Aircraft at MacDill AFB.** Civil aircraft making an emergency landing at MacDill AFB will be processed in accordance with AFI 10-1001 and 6 AMW OPLAN 60-14. The aircraft will be handled as a stop alert.

5.14. **Dangerous Cargo.** Airfield Management Operations and Transient Alert are responsible for initiating actions required by the following:

5.14.1. Aircraft will be parked, loaded, and unloaded in the designated dangerous (HOT) cargo areas (see [Attachment 2](#)).

5.14.2. The following procedures will be implemented upon notification of inbound aircraft with dangerous cargo aboard:

5.14.2.1. Control Tower. If the aircraft declares an emergency, activate the PCAS relaying all pertinent information: Call sign, type aircraft, ETA, cargo, class number, and net explosive weight, if known. The control tower will relay any dangerous cargo information updates to Airfield Management Operations.

5.14.2.2. Airfield Management Operations personnel shall:

5.14.2.2.1. Notify the following agencies/units, giving aircraft call sign, ETA or departure time, dangerous cargo, class number, and net explosive weight (all information as available):

5.14.2.2.1.1. 6 AMW Command Post.

5.14.2.2.1.2. Control Tower.

5.14.2.2.1.3. Fire Station Communications Center.

5.14.2.2.1.4. Transient Alert.

5.14.2.2.1.5. 6 AMW Maintenance Coordination Center.

5.14.2.2.1.6. Explosive Ordnance Disposal.

5.14.2.2.1.7. Disaster Control.

5.14.2.2.1.8. Security Forces.

5.14.2.2.1.9. 6 AMW Safety Office.

5.14.2.2.2. Notify the wing commander via Wing Command Post if any aircraft carrying dangerous material has landed without notification or if the control tower was not notified

in accordance with AFJI 11-204, so that actions required by AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, may be accomplished.

5.14.2.2.3. Relay any emergency information to Fire Station Communications Center.

5.14.2.2.4. Ensure that when the Air Rescue Center is notified of a missing or overdue aircraft, the nature of any dangerous cargo on board is included in the notification.

5.14.2.3. Transient Alert personnel will ensure the aircraft is directed to and parked in the dangerous (HOT) cargo area.

5.15. **Emergency Locator Transmitter (ELT) Procedures.**

5.15.1. The reception of an ELT signal by the control tower or any agency will be treated as a possible aircraft accident/pilot ejection and will be handled accordingly except the tower will not activate the PCAS.

5.15.2. When an ELT signal is received or reported, the control tower will immediately notify Wing Command Post and Tampa Approach Control.

5.15.3. The Wing Command Post will take action to locate and determine the source of the ELT signal and will advise the control tower of any results.

5.16. **Rescue Protection for Aeromedical Airlift Aircraft.** Tower will notify Airfield Management Operations of any inbound helicopter requesting to land in the vicinity of the base hospital. Airfield Management Operations is designated as the single base agency for relaying information on arriving/departing aeromedical aircraft. Airfield Management Operations will disperse applicable information to the following base agencies:

5.16.1. Fire Department.

5.16.2. Hospital.

5.16.3. Transient Alert.

5.17. **Continuity of Air Traffic Services/Air Traffic Control Facility Evacuation.**

5.17.1. In accordance with HQ AMC policy, the 6th Operations Group Commander has determined that alternate air traffic control facilities are not required.

5.17.2. In the event MacDill Tower personnel evacuate the facility, *the aerodrome will be closed*. Aircraft flight operations are restricted and aircraft shall divert.

5.17.3. The control tower can withstand winds up to 75 knots or 90 miles per hour. Tower personnel will evacuate when winds reach 55 knots (steady or gusting).

5.17.4. AMOps will evacuate to the Deployed Unit Complex and continue operations. If the DUC is unavailable AMOps will utilize the OG Conference room.

6. **Aircraft Master Parking Plan.**

6.1. **General.**

6.1.1. This chapter establishes responsibilities for development and annual update of the MacDill AFB Aircraft Master Parking Plan (Tab E-9.1 Map).

6.1.2. It also establishes procedures for review, update, and coordination of the plan.

6.1.3. This chapter is subject to revision only after coordination and concurrence of all agencies involved.

6.2. Responsibilities.

6.2.1. The 6th Aircraft Maintenance Squadron and 6th Civil Engineer Squadron (Chugach) are the OPRs for the Aircraft Master Parking Plan and are responsible for the development and annual update of the plan.

6.2.2. Coordination with the Chief, Airfield Management (CAM) (6 OSS/OSA) is mandatory to ensure changes to the plan do not affect operations on the aerodrome. The CAM shall ensure coordination with air traffic control and terminal instrument procedures are accomplished as necessary.

6.2.3. The Operations Group Commander is the final base approving authority for this plan.

6.3. Procedures.

6.3.1. Proposed changes to this plan will be submitted, in writing, to the CAM who will in turn forward to the appropriate agencies.

6.3.2. Annual update and review of the Master Parking Plan will be accomplished during the month of June.

6.4. Coordination.

6.4.1. Actions that affect the Master Parking Plan (i.e., changes, update, or review) will be routed by the CAM through the following agencies/organizations:

6.4.1.1. 6th Maintenance Group Commander (6 MXG/CC).

6.4.1.2. 6 AMW/SE.

6.4.1.3. Fire Department (6 CES/CEF).

6.4.1.4. 6 CES/CECC (Airfield Pavements).

6.4.1.5. 6 SFS/SFO.

6.4.1.6. Transient Alert (6 AMXS/TA).

6.4.1.7. Any wing assigned, tenant, or deployed flying unit operating at MacDill AFB.

7. MacDill Airfield Operations Board.

7.1. **General.** The MacDill Airfield Operations Board shall be conducted in accordance with AFI 13-203 and applicable supplements. The purpose of the board is to propose and coordinate new or revised procedures, techniques, equipment, or facilities for the airfield or air traffic operations. The board will also review and take action on Air Traffic System Evaluation Program observations and recommendations.

7.2. **Board Membership.** The following offices shall be represented at each board meeting in accordance with AFI 13-204, *Functional Management of Airfield Operations*:

7.2.1. 6th Operations Group Commander – Chairperson.

7.2.2. 6th Operations Group, Standardization and Evaluation.

7.2.3. 91st Air Refueling Squadron Commander.

- 7.2.4. 310th Airlift Squadron Commander.
- 7.2.5. 6th Operations Support Squadron Commander.
 - 7.2.5.1. Airfield Operations (creates agenda, briefs, and takes minutes).
 - 7.2.5.1.1. Air Traffic Control.
 - 7.2.5.1.2. Airfield Management.
 - 7.2.5.1.3. BASH.
 - 7.2.5.1.4. TERPS.
 - 7.2.5.2. Weather.
- 7.2.6. 6 AMW Safety Office.
- 7.2.7. 6th Mission Support Group Commander.
 - 7.2.7.1. 6th Civil Engineer Squadron Commander. Representatives may be asked to address concerns dealing with the following areas:
 - 7.2.7.1.1. Pavements Engineer.
 - 7.2.7.1.2. Airfield Lighting.
 - 7.2.7.1.3. Barrier Maintenance.
 - 7.2.7.1.4. Environmental Office.
 - 7.2.7.1.5. Vegetation Control Office.
 - 7.2.7.1.6. Community Planner (Airfield Waiver OPR).
- 7.2.8. 6th Communications Squadron Commander. Representatives may be asked to address concerns dealing with the following areas:
 - 7.2.8.1. Plans and Programs.
 - 7.2.8.2. METNAV (ATCAL) Maintenance.
 - 7.2.8.3. Ground Radio Maintenance.
 - 7.2.8.4. Telephone Maintenance (primary/secondary crash nets).
- 7.2.9. Deployed Unit Complex (DUC) 347 RQW, Det 1.
- 7.2.10. National Oceanic and Atmospheric Administration (NOAA) Air Operations Center.
- 7.2.11. Other invited guests will include the following:
 - 7.2.11.1. HQ AMC/DOAT.
 - 7.2.11.2. Federal Aviation Administration, Tampa TRACON.
 - 7.2.11.3. USSOCOM, USCENTCOM, SOCCENT, and JCSE Paratroop NCOs.
 - 7.2.11.4. US Coast Guard Air Station Clearwater.
 - 7.2.11.5. Federal Aviation Administration, St. Petersburg Tower.
 - 7.2.11.6. Albert Whitted Tower.

7.2.11.7. Peter O'Knight Airport Operations.

7.2.11.8. 622nd Aeromedical Evacuation Squadron Commander.

7.3. Agenda Items Requiring Annual Review. The following items will be reviewed annually in accordance with AFI 13-204:

7.3.1. January – March Reviews:

7.3.1.1. PMI Schedule.

7.3.1.2. Parking Plan.

7.3.1.3. Engine Run Procedures.

7.3.2. April – June Reviews:

7.3.2.1. ATC/Flying Procedures.

7.3.2.2. Terminal Instrument Procedures.

7.3.2.3. Airfield Waiver Package.

7.3.2.4. MACA

7.3.3. July – September Reviews:

7.3.3.1. Terminal Airspace.

7.3.3.2. BASH Self-inspection Checklist (AFPAM 91-212, *Bird Aircraft Strike Hazard (BASH) Management Techniques*, Attachment 3).

7.3.4. October – December Reviews:

7.3.4.1. Letters of Procedure (to include base airfield instruction).

7.3.4.2. Airfield Surveys.

7.3.4.3. MACA

7.3.5. AICUZ will be reviewed biennial.

7.4. Distribution of Minutes. The board will meet in accordance with AFI 13-204. 6 OSS/OSA will be responsible for publishing and distributing the board minutes.

DAVID M. SNYDER, Colonel, USAF
Commander

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-1, *Flying-Hour Program*

AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*

AFI 10-1001, *Civil Aircraft Landing Permits*

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*

AFI 13-203, *Air Traffic Control*

AFI 13-204, *Functional Management of Airfield Operations*

AFI 13-213, *Airfield Management*

AFMAN 24-306, *Manual for the Wheeled Vehicle Driver*

AFI 32-1043, *Managing, Operating, and Maintaining Aircraft Arresting Systems*

AFI 36-2903/MACD Sup 1, *Dress and Personal Appearance of Air Force Personnel*

AFMAN 37-139, *Records Disposition Schedule*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFPAM 91-212, *Bird Aircraft Strike Hazard (BASH) Management Techniques*

MACDI 10-103, *Vehicle Operations on the Airfield*

MACDI 31-103V1, *Installation Security Instruction/Physical Security*

MACDI 32-100, *Airfield Sweeping Operations*

MACDI 32-106, *Installation Fire Prevention Program*

6 AMW OPLAN 7, *Shuttle Carrier Aircraft (SCA)/Orbiter Vehicle (OV) Ferry Operations Support*

6 AMW OPLAN 31-101, *Installation Security Plan*

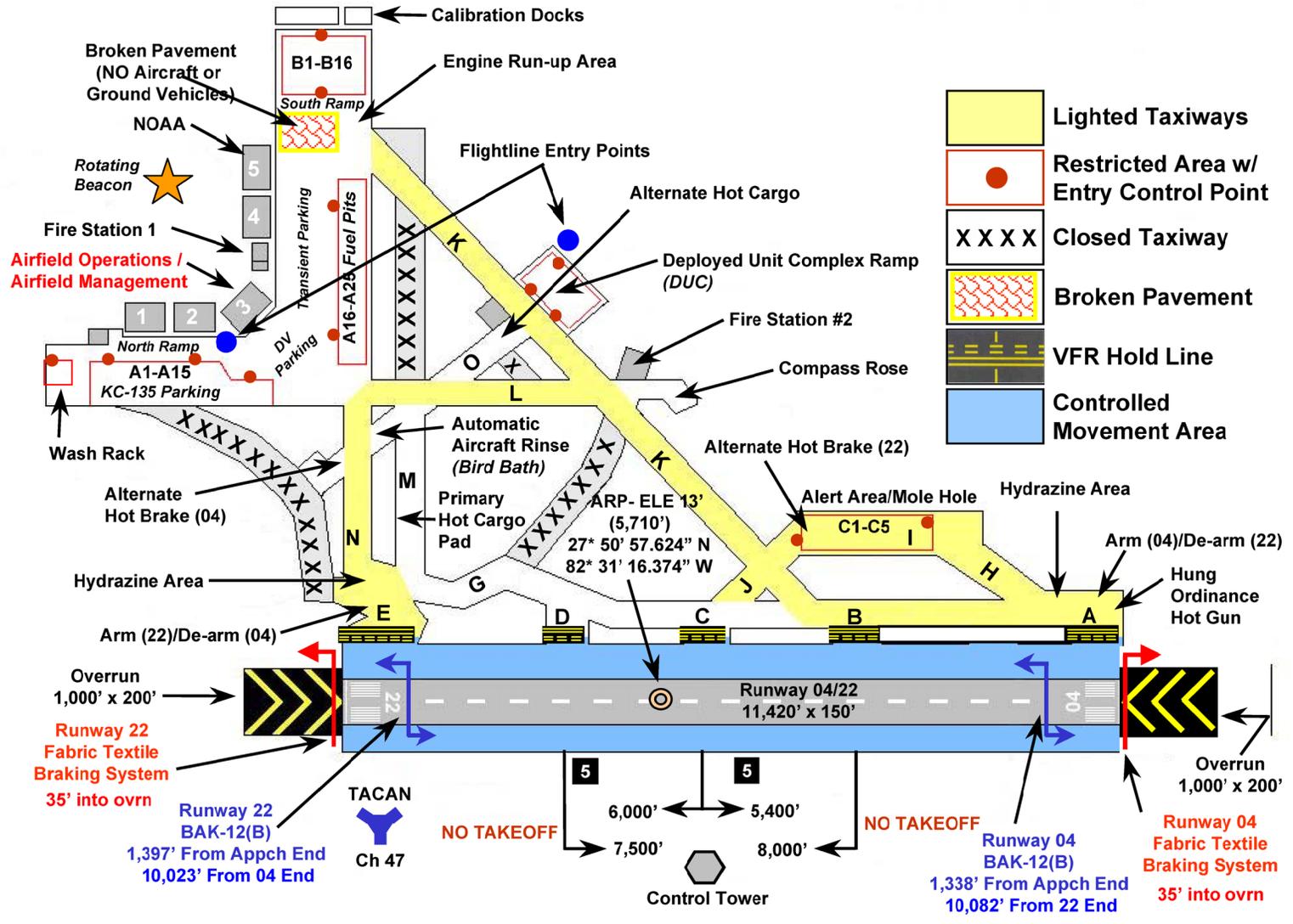
6 AMW OPLAN 60-14

6 AMW OPLAN 91-1

6 AMW OPLAN 91-2, *Bird Aircraft Strike Hazard*

FAAO 7110.65, *Air Traffic Control*

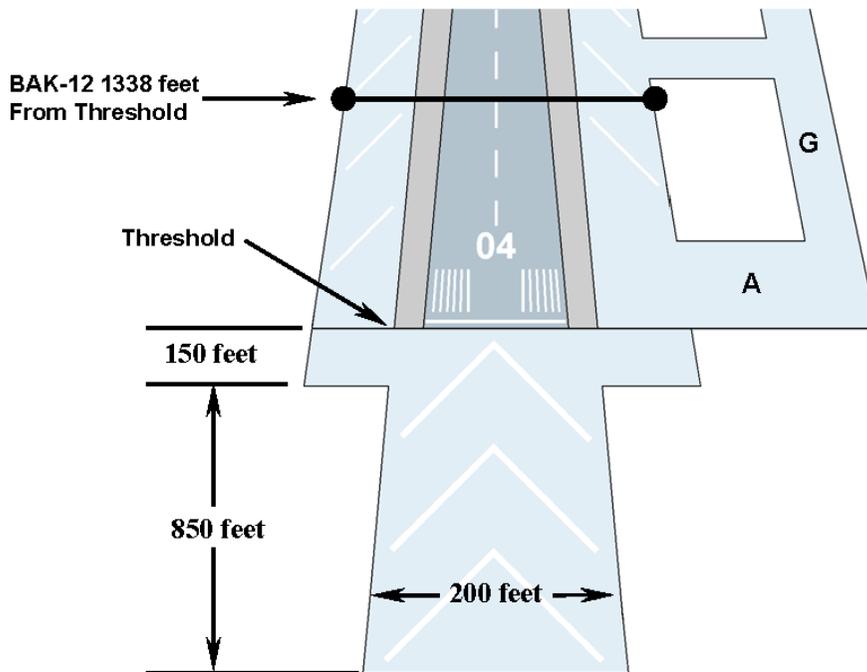
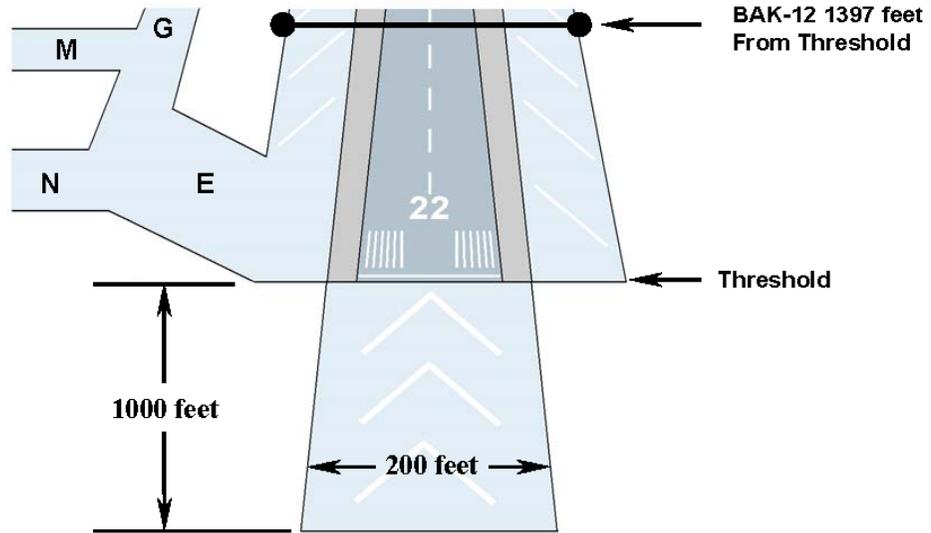
AIRFIELD DIAGRAM



Attachment 3

AIRCRAFT ARRESTING SYSTEMS

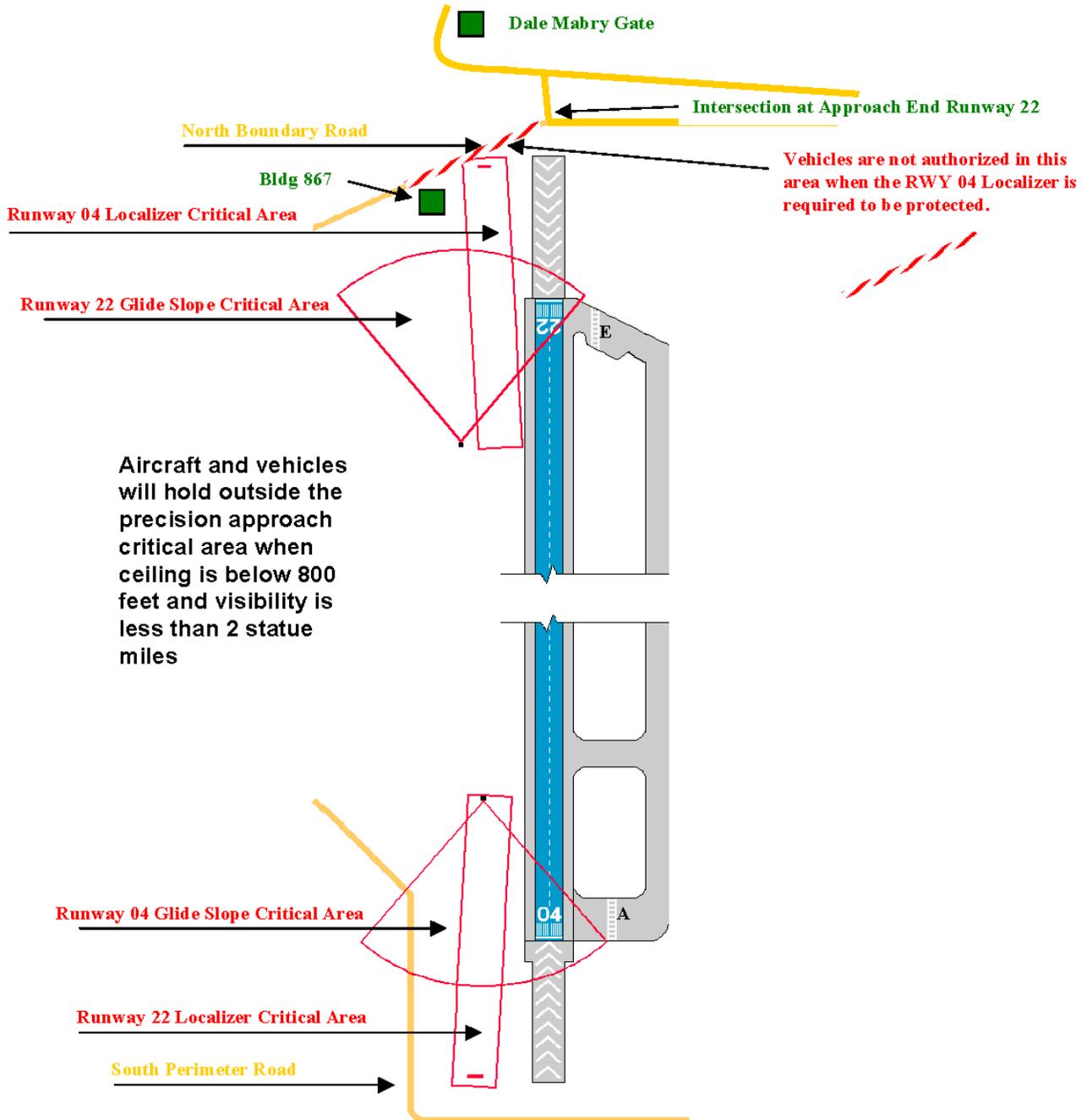
MacDill AFB Runway is 150 feet wide.
Barriers are centered on the runway.



Note: Not to Scale

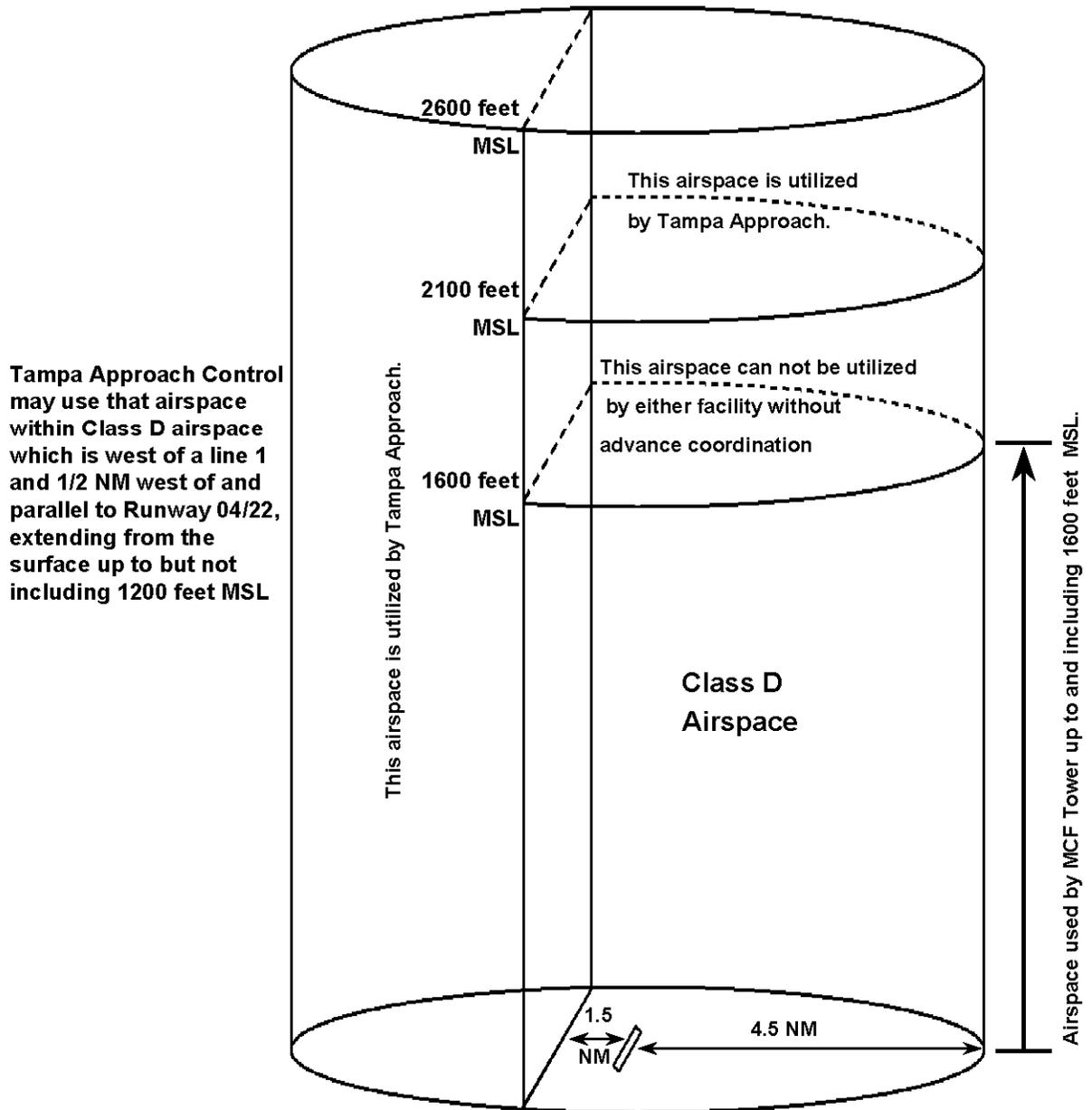
Attachment 4

CRITICAL AREA BOUNDARIES FOR INSTRUMENT LANDING SYSTEM



Attachment 5

MACDILL AFB CLASS D AIRSPACE



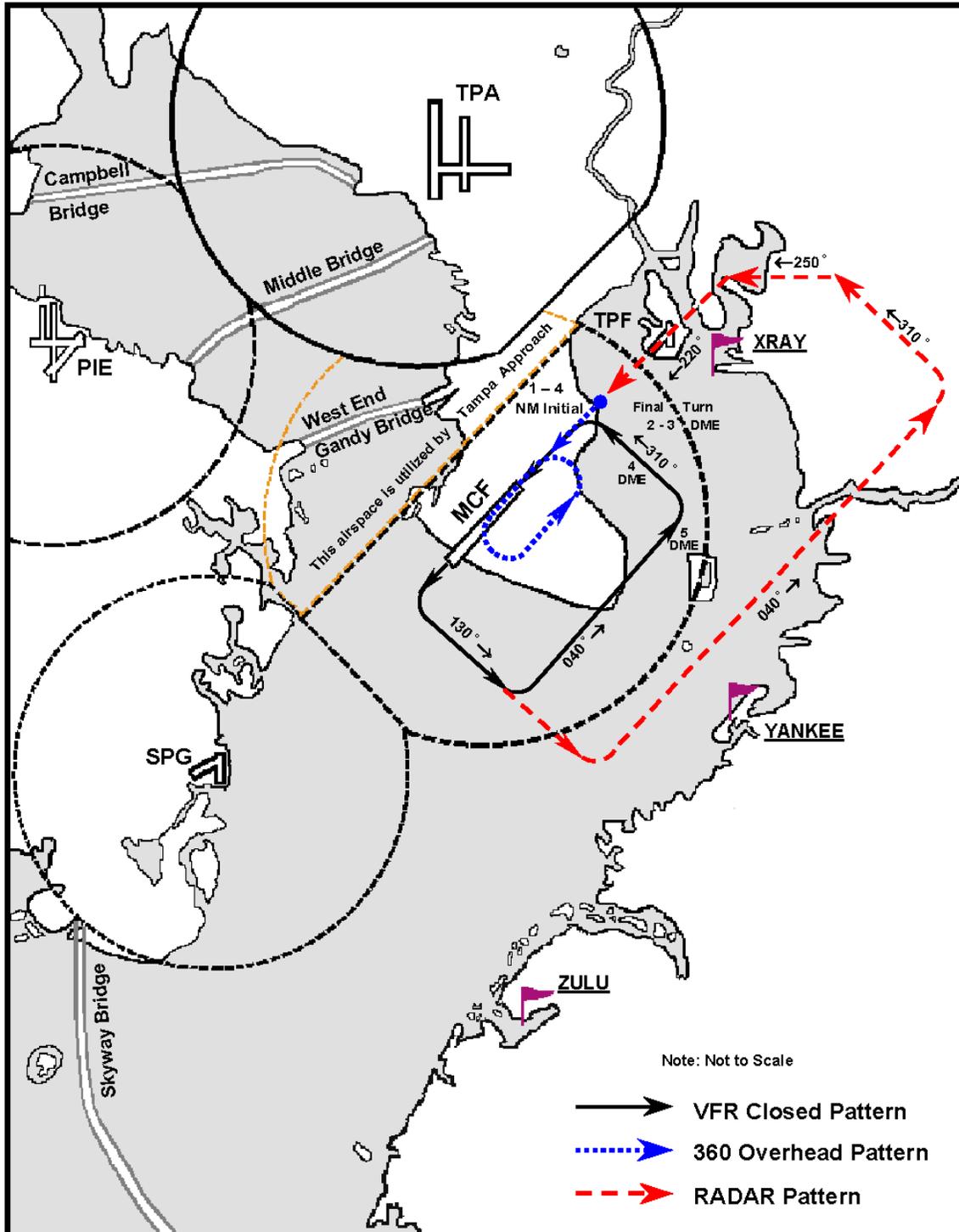
Tampa Approach Control may use that airspace within Class D airspace which is west of a line 1 and 1/2 NM west of and parallel to Runway 04/22, extending from the surface up to but not including 1200 feet MSL

Note: Not to Scale

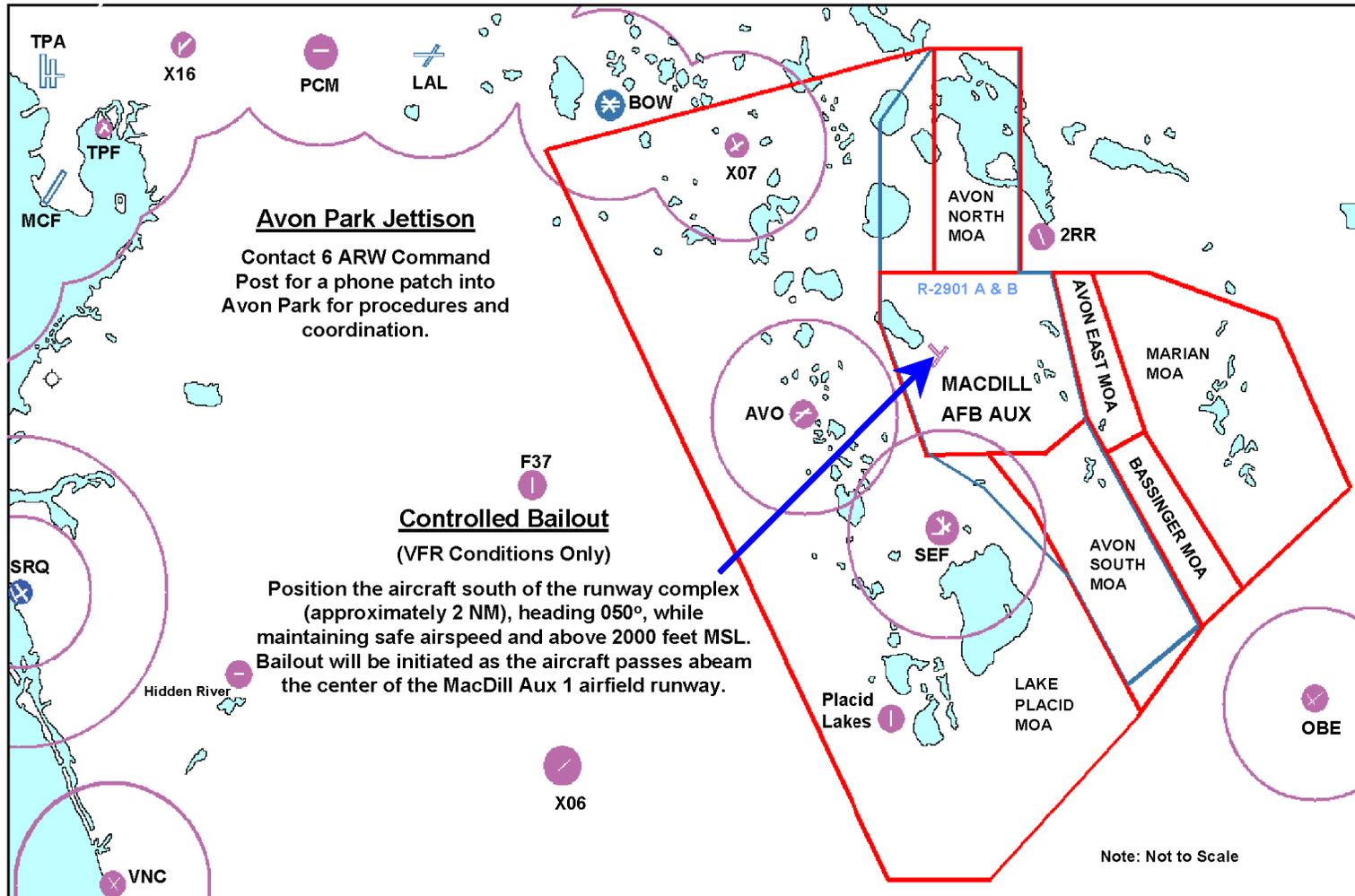
MacDill AFB Field Elevation: 14 Feet MSL

Attachment 7

MACDILL AFB RUNWAY 22 TRAFFIC PATTERNS

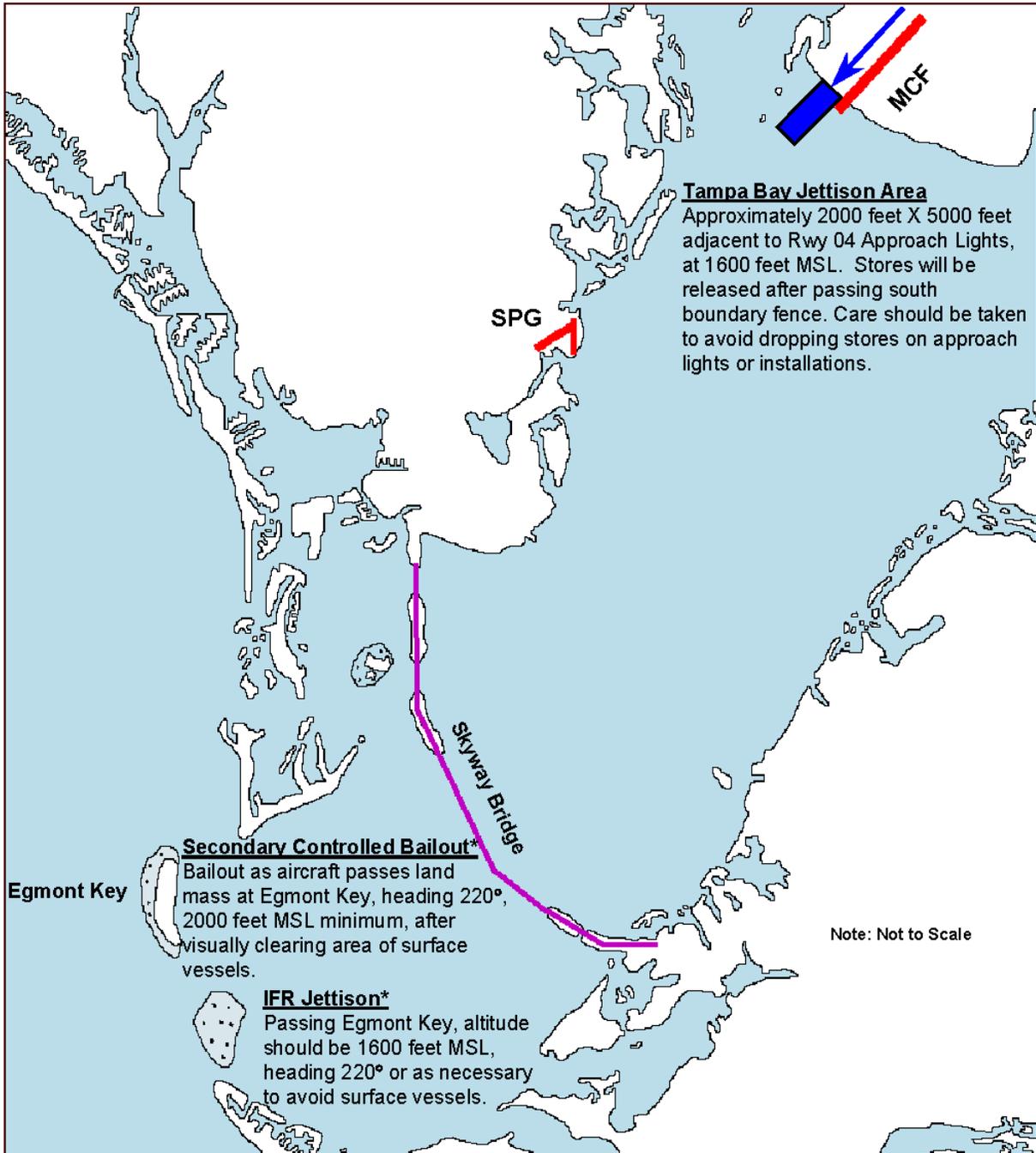


AVON PARK JETTISON/PRIMARY CONTROLLED BAILOUT AREAS



Attachment 9

TAMPA BAY AND IFR JETTISON/SECONDARY CONTROLLED BAILOUT AREAS



* If visual contact with Egmont Key is not possible, request Tampa Departure (119.65 / 353.5 MHz) provide radar vectors to the MacDill TACAN (MCF-47) 220/21 fix.

MACDILL AFB DROP ZONES

