

**BY ORDER OF THE COMMANDER  
EGLIN AIR FORCE BASE**

**EGLIN AIR FORCE BASE  
INSTRUCTION 11-201**



**7 JULY 2016**

***Flying Operations***

**AIR OPERATIONS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements and extends the guidance of Air Force Instruction (AFI) 13-204, Volume 3, *Airfield Operations Procedures and Programs*, 1 September 2010 and AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. This Directive sets forth policies regarding Eglin AFB and the Eglin Range Complex activities of Air Force civilian and military personnel, including the Air Force Reserve, Air National Guard, and Civil Air Patrol. It establishes procedures for safe and efficient airfield operations. It applies to all flying activities within Eglin Air Force Base delegated airspace to include its auxiliary airfields and all test areas in the Eglin Reservation. It also promotes the safe expenditure of ordnance and use of lasers during all test missions, weapons employment training missions, aerial demonstrations, and aircraft exercises in the 96th Test Wing (96 TW) test area complex. It supplements AFI 32-1043, *Managing, Operating, and Maintaining Aircraft Arresting Systems*, and all applicable Federal Aviation Administration Handbooks/Job Orders, and Department of Defense Flight Information Publications. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

***SUMMARY OF CHANGES***

This document has been substantially revised and needs to be completely reviewed. Major changes include SFO pattern changes, taxiway H is no longer a CMA, the addition of more VFR reporting points, noise abatement procedures moved from attachments to the main text body, updated airfield information such as runway length and field elevation, aircraft arresting system changed from BAK-9 to MB-100, clarification to hot brake, hung gun and hung ordnance procedures.

<b>Chapter 1— GENERAL INFORMATION</b>	<b>12</b>
1.1. Scope.....	12
1.2. Administration.....	12
1.3. Flight Information Publications (FLIP) Accounts.....	12
1.4. Airfield Operations Board.....	12
Table 1.1. AOB Membership.....	13
Table 1.2. Annual Review Items.....	13
1.5. Bird Wildlife Aircraft Strike Hazard (BASH) Alerting Procedures.....	13
Table 1.3. Required Steps To Obtain/Update BWC.....	14
1.6. Pilot/AOF Liaison (PAOL) Program.....	16
1.7. Local Frequency Channelization.....	16
Table 1.4. Common Frequencies/Local Channels.....	16
Table 1.5. Additional Local Area Frequencies.....	17
1.8. Local Aircraft Operational Priorities.....	17
1.9. Airfield Quiet Period Request.....	18
1.10. Procedures for Eglin AFB Assigned Off-Station Aircraft.....	19
1.11. Supervisor of Flying (SOF).....	19
<b>Chapter 2— LOCAL AIRSPACE/FLYING AREAS/TEST AREAS</b>	<b>20</b>
2.1. EAFB Reservation.....	20
2.2. Local Flying Area.....	20
Table 2.1. Eglin AFB Local Airfields.....	20
2.3. Restricted Areas.....	21
2.4. Military Operations Areas (MOA).....	21

2.5.	14 CFR PART 93 Airspace. ....	21
2.6.	Warning Areas. ....	22
2.7.	Military Training Routes (MTR). ....	22
2.8.	Controlled Firing Areas (CFA). ....	22
2.9.	Class D/E Surface Areas. ....	22
2.10.	Eglin/Duke Tower Transition Area (TTA). ....	23
2.11.	Water Hoist Helicopter Training Area. ....	23
2.12.	Aero Club/General Aviation Training Areas: ....	24
2.13.	Hurlburt “H” Alignment Area. ....	24
2.14.	Duke Field Alignment Area. ....	24
2.15.	Eglin Water Test Area (EWTA). ....	24
2.16.	Eglin “E” Area. ....	24
2.17.	Other Airports and Facilities. ....	25
<b>Chapter 3— RADAR AND MISSION PROCEDURES</b>		<b>26</b>
3.1.	Eglin Radar Control Facility (ERCF). ....	26
3.2.	Enroute Procedures. ....	26
3.3.	Special Use Airspace (SUA) Procedures. ....	26
3.4.	Recovery Procedures. ....	28
<b>Chapter 4— EAFB OPERATIONS AND PROCEDURES</b>		<b>31</b>
4.1.	EAFB (VPS) Operating Hours. ....	31
4.2.	Prior Permission Required (PPR). ....	31
4.3.	Transient Alert (TA). ....	31
4.4.	Runways (RWY) and Taxiways (TWY). ....	31
4.5.	Restricted/Classified Areas. ....	32
4.6.	Aircraft Parking Plan. ....	32
4.7.	Aircraft Special Operation Areas/Ramps: ....	33
4.8.	Ground Navigational Aid (NAVAID) Checkpoints. ....	34
4.9.	Navigational Aids (NAVAID). ....	34
4.10.	Permanently Closed/Unusable Portions of the Airfield. ....	34

	4.11.	Airfield Lighting.....	35
	4.12.	ATIS, Weather Dissemination and Coordination Procedures.....	35
Table	4.1.	Lightning Identifiers and Definitions.....	36
	4.13.	Active Runway Selection and Change Procedures.....	36
	4.14.	Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values.....	38
	4.15.	Aircraft Arresting Systems.....	38
Table	4.2.	Eglin Aircraft Arresting System Locations.....	38
	4.16.	ATCALs.....	39
	4.17.	NOTAM Procedures.....	39
	4.18.	Airfield Maintenance.....	39
	4.19.	Airfield Tobacco Use Policy.....	39
	4.20.	Photograph/Video on the Airfield and Ranges.....	39
Table	4.3.	Photograph/Video Responsible Agencies.....	40
	4.21.	Wear of Hats.....	41
	4.22.	Scheduling and Flight Plan Procedures.....	41
	4.23.	Movement Area.....	41
	4.24.	Controlled Movement Area (CMA).....	42
	4.25.	Precision Approach Critical Area.....	42
	4.26.	Engine Test/Run-Up Areas and Procedures.....	42
	4.27.	Procedures for Suspending, Opening, and/or Closing the Runway.....	43
	4.28.	Airfield Inspections/Checks.....	43
	4.29.	Aircraft Towing Procedures.....	44
	4.30.	Aeromedical Aircraft Arrival Procedures.....	44
	4.31.	Local Control Points.....	44
Table	4.4.	Local Control Points.....	44
Table	4.5.	Eglin VFR Reporting/Holding Points.....	45
	4.32.	Taxi Procedures.....	45
	4.33.	Reduced Same Runway Separation (RSRS).....	46

Table 4.6.	RSRS Standards.....	47
4.34.	General Departure Procedures.....	48
Table 4.7.	EAFB Intersection Departure Distance Remaining.....	49
4.35.	General Recovery Procedures.....	50
4.36.	Simulated Flameout (SFO) and Precautionary Flameout (PFO) Approaches. ....	57
4.37.	Rectangular Pattern.....	60
4.38.	Noise Abatement Procedures.....	60
Table 4.8.	Minimum Noise Abatement Altitudes.....	61
4.39.	Areas of Potential Conflict.....	62
4.40.	Hurlburt Field Patterns.....	62
4.41.	IFR Procedures.....	62
4.42.	Restricted Low Approach.....	63
4.43.	Aero Club Procedures.....	63
4.44.	Helicopter/Tiltrotor Operations.....	65
4.45.	Vertical Landing (VL) Operations by Fighter Aircraft.....	67
<b>Chapter 5—</b>	<b>DUKE FIELD OPERATIONS AND PROCEDURES</b>	<b>69</b>
5.1.	EAFB/Auxiliary Field Three (Duke Field, KEGI) Operating Hours.....	69
5.2.	Transient Alert.....	69
5.3.	Runway (RWY), Landing Zone (LZ), and Taxiways (TWY).....	69
5.4.	Restricted/Classified Areas on the Airfield.....	70
5.5.	Aircraft Parking Plan.....	70
5.6.	Aircraft Special Operation Areas/Aprons.....	71
5.7.	Airfield Hazards.....	71
5.8.	Navigational Aids (NAVAID).....	72
5.9.	Permanently Closed/Unusable Portions of the Airfield.....	72
5.10.	Airfield Lighting.....	72
5.11.	ATIS, Weather Dissemination and Coordination Procedures.....	72
Table 5.1.	Lightning Identifiers and Definitions.....	73
5.12.	Active Runway Selection and Change Procedures.....	73

	5.13.	Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values. ....	73
	5.14.	Aircraft Arresting Systems. ....	73
Table	5.2.	Duke Field Aircraft Arresting System Locations. ....	73
	5.15.	ATCALs.....	74
	5.16.	NOTAM Procedures. ....	74
	5.17.	Airfield Maintenance. ....	75
	5.18.	Airfield Tobacco Use Policy.....	75
	5.19.	Wear of Hats. ....	75
	5.20.	Airfield Photography. ....	75
	5.21.	Scheduling and Flight Plan Procedures. ....	75
	5.22.	Movement Area. ....	75
	5.23.	Controlled Movement Area (CMA).....	75
	5.24.	Precision Approach Critical Area. ....	76
	5.25.	Engine Test/Run-Up Areas and Procedures.....	76
	5.26.	Procedures for Suspending, Opening and/or Closing the Runway. ....	76
	5.27.	Airfield Inspections/Checks.....	76
	5.28.	Aircraft Towing Procedures.....	77
	5.29.	Aeromedical Aircraft Arrival Procedures. ....	77
	5.30.	Local Control Points. ....	77
	5.31.	Taxi Procedures and Visual Blind Spots. ....	77
	5.32.	Reduced Same Runway Separation (RSRS).....	77
	5.33.	General Departure Procedures. ....	77
Table	5.3.	Duke Field Intersection Departure Distance Remaining. ....	77
	5.34.	General Recovery Procedures.....	78
	5.35.	Simulated Flameout (SFO) and Precautionary Flameout (PFO) Approaches. ....	81
	5.36.	Helicopter/Tiltrotor Procedures. ....	83
	5.37.	Duke Field Random Steep Approach. ....	84
	5.38.	Duke Field Random Shallow Approach. ....	85

5.39.	Equipment Drop Zone (DZ) Use on Duke Field.....	86
5.40.	Duke Field Night Vision Devices (NVD) Operations: .....	87
5.41.	Duke Field Landing Zone (LZ) Operations: .....	88
5.42.	Duke Field Forward Area Refueling Point (FARP).....	88
<b>Chapter 6— EMERGENCY PROCEDURES</b>		<b>90</b>
6.1.	Daily Primary Crash Alarm System (PCAS) Phone Check.....	90
6.2.	Emergency Notification.....	90
6.3.	Arrival/Departures.....	90
6.4.	Eglin/Duke Field Discrete Emergency Frequency.....	90
6.5.	In-Flight/Ground Emergency Responsibilities/Procedures.....	90
6.6.	Emergency Information.....	91
6.7.	Emergency Locator Transmitters (ELT) and Crash Position Indicators (CPI).....	92
6.8.	Beacon Code 7700 Response on the Ground.....	93
6.9.	RWY Checks Following an Emergency.....	93
6.10.	Aircraft Arresting System Procedures.....	93
6.11.	Fuel Dumping.....	94
6.12.	External Stores/In-Flight Aircraft Cargo Jettison Procedures.....	94
6.13.	MC-130 Refueling Hose Jettison Procedures.....	94
6.14.	Aircraft Abandonment/Controlled Bailout Procedures.....	94
6.15.	Emergency Landing Gear Checks.....	95
6.16.	Aircraft Recovery with Tow Targets Deployed.....	95
6.17.	Hot Brakes Parking Areas.....	97
6.18.	Hydrazine Leak Parking Areas.....	97
6.19.	Alternate ATC Facility Procedures.....	97
6.20.	Unauthorized Movement/Preventing/Resisting Aircraft Piracy/Hijacking.....	100
<b>Chapter 7— RANGE EMERGENCY PROCEDURES</b>		<b>101</b>
7.1.	Inadvertent Release Procedures.....	101
7.2.	Unintentional Release Procedures.....	101
7.3.	Unexpended Ordnance Procedures.....	101

	7.4.	Hung/Jammed/Unsafe Gun Procedures. ....	101
	7.5.	Jettison Procedures. ....	103
	7.6.	Hung Ordnance General Procedures.....	103
Table	7.1.	Munitions (Ordnance)/External Stores Categories for Developmental Weapons. .	104
	7.7.	Hung/Unexpended Ordnance Notification Procedures.....	104
Table	7.2.	In-Flight Emergency (IFE) Crash Rescue Response. ....	106
	7.8.	Hung Ordnance Recovery Procedures.....	106
	7.9.	IFR Hung/Unexpended Ordnance Recovery Routes. ....	108
	7.10.	De-Arming Procedures. ....	108
	7.11.	Radio Failure Procedures with Ordnance. ....	109
	7.12.	Helicopter and AC-130 Gunship Weapon System Malfunctions. ....	109
	7.13.	Crash Procedures. ....	109
	7.14.	RCO Procedures during Emergencies. ....	109
<b>Chapter 8— TEST MISSION PROCEDURES</b>			<b>111</b>
	8.1.	Test Area Scheduling.....	111
	8.2.	Test Area Control.....	111
Table	8.1.	Test Area Control Authority. ....	112
	8.3.	Test Area Operations Responsibilities.....	112
	8.4.	Departure Procedures.....	113
	8.5.	Test Area Procedures for Ordnance Delivery Missions.....	113
<b>Chapter 9— RANGE OPERATIONS</b>			<b>115</b>
	9.1.	Purpose.....	115
	9.2.	Policies.....	115
	9.3.	Test Area Safety.....	115
	9.4.	General Test Area Procedures. ....	115
	9.5.	Test Area Entry. ....	115
	9.6.	Test Area C-62 Procedures. ....	116
Table	9.1.	Test Area C-62 Delivery Headings and Pattern Directions. ....	116
	9.7.	Test Area C-52N Procedures. ....	117

9.8.	Test Area B-6 (Eglin Field 6, Army Ranger Camp, Camp Rudder).....	119
9.9.	Rejoins/Departures.....	119
9.10.	RCO Procedures. ....	119
Table 9.2.	AFI 13-212 Items.....	119
<b>Chapter 10— OPERATIONAL PROCEDURES FOR THE EMPLOYMENT OF ELECTRONIC PROTECTIVE MEASURES (EPM), CHAFF, FLARES, AND LASERS</b>		<b>122</b>
10.1.	Purpose.....	122
10.2.	Responsibilities.....	122
10.3.	Authorized Systems. ....	123
10.4.	Scheduling. ....	123
10.5.	Departure Procedures.....	124
10.6.	Flare Employment Procedures.....	124
10.7.	Chaff Employment Procedures:.....	124
10.8.	EPM Employment Procedures:.....	124
10.9.	Recoveries.....	125
10.10.	Airborne Laser Operations.....	125
Table 10.1.	Laser Targets.....	125
<b>Chapter 11— SUPERSONIC OPERATIONS</b>		<b>127</b>
11.1.	Supersonic Operations. ....	127
<b>Chapter 12— REMOTELY PILOTED AIRCRAFT (RPA)</b>		<b>128</b>
12.1.	General.....	128
12.2.	Airfields for RPA.....	128
12.3.	Airspace for SUAS. ....	129
12.4.	Emergency Procedures.....	130
12.5.	Weapon Employment. ....	131

<b>Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION</b>	<b>132</b>
<b>Attachment 2— EGLIN AFB AIRFIELD DIAGRAM</b>	<b>140</b>
<b>Attachment 3— EGLIN AFB CONTROLLED MOVEMENT AREA DIAGRAM</b>	<b>141</b>
<b>Attachment 4— EGLIN AFB HOT PIT/LOLA PROCEDURES</b>	<b>142</b>
<b>Attachment 5— EGLIN AFB VFR OVERHEAD PATTERNS</b>	<b>143</b>
<b>Attachment 6— EGLIN AFB VFR RECTANGULAR PATTERNS</b>	<b>144</b>
<b>Attachment 7— EGLIN VFR TRAFFIC PATTERNS RUNWAYS 12/19 ACTIVE</b>	<b>145</b>
<b>Attachment 8— EGLIN VFR TRAFFIC PATTERNS RUNWAYS 1/30 ACTIVE</b>	<b>146</b>
<b>Attachment 9— RUNWAY 12/30 SIMULATED FLAMEOUT (SFO) PATTERN</b>	<b>147</b>
<b>Attachment 10— OVERHEAD SFO PATTERN</b>	<b>148</b>
<b>Attachment 11— STRAIGHT-IN SFO PATTERN</b>	<b>149</b>
<b>Attachment 12— VFR TOWER TO TOWER PROCEDURES – SOUTH FLOW</b>	<b>150</b>
<b>Attachment 13— VFR TOWER TO TOWER PROCEDURES – NORTH FLOW</b>	<b>151</b>
<b>Attachment 14— VFR TOWER TO TOWER PROCEDURES – MIXED FLOW VPS RWY 1/30 &amp; EGI RWY 18</b>	<b>152</b>
<b>Attachment 15— VFR TOWER TO TOWER PROCEDURES – MIXED FLOW VPS RWY 12/19 AND EGI RWY 36</b>	<b>153</b>
<b>Attachment 16— EGLIN AFB RADAR RECTANGULAR PATTERNS</b>	<b>154</b>
<b>Attachment 17— DDUNE RECOVERY</b>	<b>155</b>
<b>Attachment 18— WHISKEY HOTEL RECOVERY</b>	<b>156</b>
<b>Attachment 19— NORTH FLOW RECOVERY</b>	<b>157</b>
<b>Attachment 20— NORTH FLOW RECOVERY</b>	<b>158</b>
<b>Attachment 21— DUKE FIELD CONTROLLED MOVEMENT AREA DIAGRAM</b>	<b>159</b>
<b>Attachment 22— DUKE FIELD SOUTH OPERATIONS</b>	<b>160</b>
<b>Attachment 23— DUKE FIELD NORTH OPERATIONS</b>	<b>161</b>
<b>Attachment 24— DUKE FIELD STOVL PADS SOUTH OPERATIONS</b>	<b>162</b>
<b>Attachment 25— DUKE FIELD STOVL PADS NORTH OPERATIONS</b>	<b>163</b>
<b>Attachment 26— DUKE FIELD VFR RECTANGULAR PATTERNS</b>	<b>164</b>
<b>Attachment 27— DUKE FIELD VFR OVERHEAD PATTERNS</b>	<b>165</b>

<b>EGLINAFBI11-201 7 JULY 2016</b>	<b>11</b>
<b>Attachment 28— DUKE FIELD RANDOM SHALLOW APPROACH</b>	<b>166</b>
<b>Attachment 29— DUKE FIELD RANDOM STEEP APPROACH</b>	<b>167</b>
<b>Attachment 30— DUKE FIELD EQUIPMENT DROP ZONE PROCEDURES</b>	<b>168</b>
<b>Attachment 31— DUKE FIELD, HURLBURT FIELD, DESTIN, AND CRESTVIEW RADAR RECTANGULAR PATTERNS</b>	<b>169</b>
<b>Attachment 32— HURLBURT FIELD VFR RECTANGULAR PATTERNS</b>	<b>170</b>
<b>Attachment 33— HURLBURT FIELD VFR OVERHEAD PATTERNS</b>	<b>171</b>
<b>Attachment 34— EGLIN LOCAL FLYING AREA</b>	<b>172</b>
<b>Attachment 35— CLASS DELTA AND ECHO SURFACE AREAS, MOAS, AND RESTRICTED AREAS</b>	<b>173</b>
<b>Attachment 36— FAR PART 93 AIRSPACE (NORTH/SOUTH – EAST/WEST CORRIDORS)</b>	<b>174</b>
<b>Attachment 37— LOCAL CONTROL POINTS</b>	<b>175</b>
<b>Attachment 38— EGLIN WATER TEST AREAS</b>	<b>176</b>
<b>Attachment 39— W-151 AND W-470 SUBDIVISIONS</b>	<b>177</b>
<b>Attachment 40— W-470</b>	<b>178</b>
<b>Attachment 41— WARNING AIRSPACE BREEDING/THUNDER/LIGHTING AREA DIAGRAM</b>	<b>179</b>
<b>Attachment 42— AERO CLUB TRAINING AREAS AND SANTA ROSA ISLAND CFA</b>	<b>180</b>
<b>Attachment 43— EMERGENCY JETTISON/BAILOUT AREAS</b>	<b>181</b>
<b>Attachment 44— NOISE ABATEMENT AND SAFETY MINIMUM ALTITUDES</b>	<b>182</b>
<b>Attachment 45— EXAMPLE AIRFIELD QUIET PERIOD REQUEST STAFF SUMMARY SHEET</b>	<b>183</b>

## Chapter 1

### GENERAL INFORMATION

**1.1. Scope.** The rules and instructions herein are issued to promote the safe, orderly, and expeditious movement of air traffic within Eglin's Air Traffic Control (ATC) airspace and the safe expenditure of ordnance and use of lasers during all test missions, weapons employment training missions, aerial demonstrations, and aircraft exercises in the Eglin Range Complex. Pilots, air traffic controllers, and airfield operations professionals are expected to exercise their best judgment if they encounter situations not covered in this instruction. Commanders of assigned, associate, and deployed units will ensure their personnel understand and comply with applicable chapters of this instruction, the safety appendix to the test directive (TD), memorandums of agreement, letters of agreement (LOA), appropriate command directives, and aircraft technical orders, for planning and executing of their individual test program or weapons employment training program.

**1.2. Administration.** The Commander, 96th Test Wing (96 TW/CC) is responsible for this instruction. The 96 TW/CC will ensure all units visiting EAFB to conduct missions on the Eglin Range complex review and abide by this instruction. The 96 TW/CC may issue waivers to this instruction for special mission requirements except when higher waiver approval authority is dictated by AFI. All procedural changes affecting air traffic control must be approved by AFMC/A30 before implementation. All airfield/airspace criteria waiver requests will be accomplished IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*, using AF IMT 4058, *Airfield Operations Policy Waiver*. Suggested changes to this instruction and all waiver requests shall be sent to 96 OSS/OSA, 505 N Barrancas Avenue, Suite 104, Eglin AFB FL 32542-6818, or by email to [96baseops@us.af.mil](mailto:96baseops@us.af.mil) for review and coordination.

1.2.1. The 96 OG/OGV is responsible for establishing a Flight Crew Information File (FCIF) process to ensure all affected units receive timely updates to this instruction. Any 96 OG/OGV FCIF issued that affects topics within EAFBI 11-201, operations at EAFB, or the EAFB Reservation will be distributed to 33 OG/OGV, 85 TES/DOV, 919 SOG/OGV, 1 SOG/OGV, Eglin Aero Club Manager, and Destin-Fort Walton Beach Airport Manager.

1.2.2. A list of references, terms, abbreviations, and acronyms to this instruction is included in Attachment 1.

1.2.3. Within this instruction, visibility distances are measured in statute miles (SM) and all other distances are measured in nautical miles (NM) unless otherwise identified.

**1.3. Flight Information Publications (FLIP) Accounts.** Eglin Airfield Management Operations (AM Ops) manages the 96 TW FLIP accounts for all assigned units on Eglin and Duke Field. Send all suggested nonprocedural FLIP changes to 96 OSS/OSAM, 601 N Choctawhatchee Avenue, Suite 80, Eglin AFB FL 32542-5718 or call DSN 872-2614/COMM (850) 882-2614. Send all procedural FLIP changes to 96 OSS/OSA (ATC IPD), 505 N Barrancas Avenue, Suite 104, Room 220, Eglin AFB FL 32542.

**1.4. Airfield Operations Board.** IAW AFI 13-204V3, the 96 TW/CV has delegated chair responsibility to the 96 OG/CC for the Eglin Air Force Base Airfield Operations Board (AOB). The AOB will meet on a quarterly basis (Jan, Apr, Jul, and Oct). New agenda items shall be

provided to the Airfield Operations Flight (96 OSS/OSA) no later than 15 working days prior to the board meeting to ensure they will be included for discussion. The Eglin Airfield Operations Flight Commander (AOF/CC) will distribute a proposed agenda at least 10 working days prior to each board meeting. Each subject matter Office of Primary Responsibility (OPR) shall be prepared to brief the status of each open agenda item.

1.4.1. AOB Membership. The AOB shall consist of the following (or their representative):

**Table 1.1. AOB Membership.**

33 OSS/CC	86 FWS/CC/SE
33 OG/OGV	1 SOSS/OSA
40 FLTS/CC	96 CEG/CC
96 OG/CC/OGV	796 CES/CC
96 OSS/CC/DO/OSA/OSM	96 WS/CC
96 CEG/CEVSN	96 TW/SEOF
1 SOW/SE	919 SOW/SE
58 FS/CC	919 SOG/OGV
33 FW/SEF	919 SOSS/DOO
53 WG/SE	Destin Fixed Base Operator
85 TES/CC/SE	Crestview Fixed Base Operator
Eglin Aero Club	FAA ATREP
96 TW/CP	Destin-Fort Walton Beach Airport Manager
413 FLTS/CC	VFA-101 Commanding Officer
96 MXG/CC	USDA Wildlife Services

1.4.2. AOB Annual Review Items. The following items shall be reviewed annually in the quarter indicated and briefed at the AOB:

**Table 1.2. Annual Review Items.**

1st Quarter	2d Quarter	3d Quarter	4th Quarter
Aircraft Parking Plan	Annual Airfield Certification/Safety Inspection	Results of Self-Inspection	Letters of Procedure (LOP) Review
Special Interest Items (SII)	Air Installation Compatible Use Zone (AICUZ) (optional)	Terminal Procedures (TERPS)	Airfield Waivers

**1.5. Bird Wildlife Aircraft Strike Hazard (BASH) Alerting Procedures.** BASH program guidance and procedures are established in the EAFB Bird Aircraft Strike Hazard Plan ([EAFB Plan 91-212](#), *Bird Wildlife Aircraft Strike Hazard Plan*). All personnel utilizing EAFB, the Range Complex or Duke Field will comply with this instruction. Aircrew must report all bird strikes and are strongly encouraged to report any bird sightings that pose probable hazards to flying to a controlling agency. The controlling agency must relay that information to AM Ops and other aircrew as needed. Additionally, aircrew will adhere to warnings reported on the Automatic Terminal Information Service (ATIS), Improved Weather Dissemination System (IWDS), Avian Hazard Advisory System (AHAS), AM Ops, and/or the command post for

current Bird Watch Condition (BWC). Aircrew will adhere to Table 1.3 to obtain the most current BWC for their route of flight.

**Table 1.3. Required Steps To Obtain/Update BWC.**

<b>Operating Location</b>	<b>Declared BWC Priority</b>	<b>Required Aircrew Actions To Obtain Updated BWC</b>
<b>Local Traffic Pattern</b>	<ol style="list-style-type: none"> <li>1. Supervisor of Flying (SOF)</li> <li>2. AM Ops</li> <li>3. ATC</li> <li>4. USDA Wildlife</li> <li>5. Jackson Guard</li> <li>6. AHAS</li> </ol>	<ol style="list-style-type: none"> <li>1. Check IWDS at step</li> <li>2. Get real-time updates from ATIS/tower</li> </ol>
<b>Low-Level Route, MOA or Uncontrolled Range</b>	<ol style="list-style-type: none"> <li>1. Aircrew</li> <li>2. SOF</li> <li>3. AHAS</li> </ol>	<ol style="list-style-type: none"> <li>1. Check AHAS before step</li> <li>2. Attempt to obtain current hour update via radio from SOF or other aircraft</li> <li>3. If unable to get update, use worst case of:               <ol style="list-style-type: none"> <li>(a) AHAS forecast for hour of flight or</li> <li>(b) Last AHAS "Current Condition" observation</li> </ol> </li> <li>4. Elevate BWC if conditions dictate (pass to SOF)</li> </ol>
<b>Controlled Range</b>	<ol style="list-style-type: none"> <li>1. RCO</li> <li>2. SOF</li> <li>3. AHAS</li> </ol>	<ol style="list-style-type: none"> <li>1. Check AHAS before step</li> <li>2. Attempt to obtain current hour update via radio from SOF or other aircraft</li> <li>3. If unable to get update use worst case of               <ol style="list-style-type: none"> <li>(a) AHAS forecast for hour of flight or</li> <li>(b) Last AHAS "Current Condition" observation</li> </ol> </li> <li>4. Attempt to get real-time update from Range Control Officer (RCO)</li> <li>5. RCO update by accessing AHAS (NEXRAD data) and by real-time observations.</li> </ol>

1.5.1. If an aircrew observes or encounters any bird activity, while in flight, that constitutes a hazard to flight safety, the aircrew shall notify one or all of the following: Eglin SOF, Eglin Tower, Eglin Radar Control Facility (ERCF), mission controller or the RCO. Once notified, those individuals shall pass all pertinent information to the EAFB or Duke Field Airfield Manager or designated representative. Information should include the following:

- 1.5.1.1. Aircraft call sign.
- 1.5.1.2. Altitude of birds.
- 1.5.1.3. Approximate number of birds.
- 1.5.1.4. Type of birds, if known.

1.5.1.5. Location/direction of flight or roost.

1.5.1.6. Local time of sighting.

1.5.2. The following terminology will be used for rapid communication to disseminate bird activity and implement unit operational procedures.

1.5.2.1. BWC/Range Complex SEVERE. There is a high bird presence on the active runway or other specific locations that represent a high potential for strike. As a general rule, 6 large birds or 30 small birds in the arrival/departure corridor should be considered a SEVERE BWC. At either airfield, the following operational limitations are in effect with BWC SEVERE:

1.5.2.1.1. Landings. Only one approach to a full-stop landing is permitted.

1.5.2.1.2. Takeoffs. Takeoffs are prohibited without the flying unit's OG/CC or higher approval. If approved, no formation takeoffs are permitted.

1.5.2.1.3. Pattern. Aircraft will hold (fuel permitting) until the hazards no longer exist. The SOF will consider closing the overhead pattern if that will minimize the risk due to observed bird activity.

1.5.2.1.4. The Eglin SOF shall consider delaying departures (if OG/CC approved) and/or arrivals and/or directing aircraft diverts. Eglin Tower Watch Supervisor (WS) may consider changing runways. If a hazard is confined to a specific location that would allow safe operations to the adjacent runway, Eglin Tower WS and/or SOF may decide to continue operations to the hazard-free runway. Example: Numerous birds on approach end of Runway (RWY) 12 with no bird hazards affecting RWY 19, the SOF and/or Tower WS may transition all traffic to RWY 19.

1.5.2.1.5. If the BWC is declared SEVERE in the range complex, a specific area and altitude will be identified and the area will be avoided by all flights using the range.

1.5.2.2. BWC/Range Complex MODERATE. Increased bird activity in locations that represent an increased potential for strike but does not constitute BWC SEVERE. This condition requires increased vigilance by all agencies, supervisors and aircrew. Traffic patterns shall be limited to the minimum required to accomplish training requirements. Pilots will be particularly cognizant of bird activity when on final and will avoid low, flat approaches. If BWC MODERATE is declared in the Eglin Range Complex, flight leads will change event order or amend altitudes to minimize the hazard.

1.5.2.3. BWC/Range Complex LOW. Used during normal bird activity on and above the airfield with low probability of hazard. BWC LOW is declared when bird activity is no longer observed following the declaration of a SEVERE or MODERATE BWC. No restrictions on flying operations.

1.5.3. All personnel discovering a bird strike will initiate AF Form 853 or equivalent, *Air Force Wildlife Strike Report*, and notify the Maintenance Operations Control Center (MOCC) and AM Ops. The MOCC will notify 96 TW Flight Safety and Quality Assurance (QA).

**1.6. Pilot/AOF Liaison (PAOL) Program.** The 96 OSS AOF/CC is the OPR for the PAOL program. Flying units shall assign a qualified representative as a point of contact to the PAOL program to coordinate with the Airfield Operations Flight.

**1.7. Local Frequency Channelization.** Table 1.4. lists the frequencies that will normally be issued by the controlling agency as a local channel number.

**Table 1.4. Common Frequencies/Local Channels.**

<b>LOCAL CHANNEL</b>	<b>FREQUENCY (UHF/VHF)</b>	<b>AGENCY</b>
<b>1</b>		
<b>2</b>	377.2/127.7	Clearance Delivery
<b>3</b>	335.8/121.8	Eglin Ground
<b>4</b>	353.65/118.2	Eglin Tower
<b>5</b>	360.6/132.1	Departure/Approach (South)
<b>6</b>	281.45/125.1	Departure/Approach (North)
<b>7</b>	290.5/124.25	ERCF Arrival (Primary)
<b>8</b>	276.0	Wolf Call
<b>9</b>	269.15	Emergency/Single Frequency Approach
<b>10</b>	264.6	SOF location in Eglin Tower
<b>11</b>	316.9/135.25	Land Mission Common/Return to Base (RTB)
<b>12</b>	290.9/135.25	Water Mission Common/RTB
<b>13</b>	351.675/126.5	Hurlburt Tower
<b>14</b>	290.425/133.2	Duke Tower
<b>15</b>	363.4	Air Refueling Common
<b>16</b>	255.4	Flight Service
<b>20</b>	273.5/134.625	Eglin ATIS
<b>NOTE: 33 FW uses Channel 19 for Eglin ATIS.</b>		

**Table 1.5. Additional Local Area Frequencies.**

<b>FREQUENCY</b>	<b>AGENCY</b>
<b>305.6/143.875</b>	40th/85th Ops
<b>354.2</b>	58 FS Ops
<b>268.6</b>	VMFAT-501 Ops
<b>320.8</b>	VFA-101 Ops
<b>275.8/123.975</b>	Hurlburt Ground
<b>251.125/123.25</b>	Duke Ground
<b>389.1</b>	Crestview Navy Helicopter Advisory
<b>360.675/134.475</b>	Hurlburt ATIS
<b>372.2/142.3</b>	Duke/Eglin Pilot to Dispatch
<b>225.75</b>	919th Command Post (Sand Castle)
<b>342.2</b>	Eglin Pilot to Metro
<b>133.925</b>	Destin Automated Service Observing System (ASOS)
<b>123.075</b>	Destin UNICOM/Common Traffic Advisory Frequency (CTAF)
<b>121.6</b>	Destin Clearance Delivery
<b>122.95</b>	Crestview/Bob Sikes UNICOM
<b>119.275</b>	Crestview/Bob Sikes ASOS
<b>122.95</b>	Aero Club UNICOM
<b>342.1/118.275</b>	W-470
<b>284.65/124.05</b>	Bob Sikes Approach
<b>276.0</b>	JTTOCC (WOLF CALL)

**1.8. Local Aircraft Operational Priorities.** Local aircraft operational priorities were established to facilitate mission accomplishment. When feasible, Eglin/Duke ATC shall provide priority service in the order listed below. These priorities shall not take precedence over the priorities listed in Chapter 2 of Federal Aviation Administration Job Order (JO) 7110.65 per [www.faa.gov](http://www.faa.gov).

1.8.1. Contingency Mission Priority Departures. Contingency mission priority expedites operations supporting real-world contingencies. On initial contact, aircraft shall inform Ground Control, "REQUEST CONTINGENCY PRIORITY."

1.8.2. Test Mission Priority Departures. Test mission priority departures may be requested to prevent loss of a test mission due to a departure delay. Prior to taxi, a test pilot requesting priority should inform Ground Control, "REQUEST TEST PRIORITY DEPARTURE."

1.8.3. Exercise Priority Departures. Any flight participating in an exercise involving precise air refueling control times or air drop times over a target may request priority by informing Ground Control on initial contact, "REQUEST EXERCISE CONTROLLED TAKEOFF TIME AT (time)." This priority shall only be used when timing is critical. When possible, operational units requiring exercise priority shall coordinate controlled takeoff times and/or unusual requests with the Tower Chief Controller.

1.8.4. Star Priority. Identifies aircraft operated by general officers. The filing agency shall notify AM Ops that star-priority procedures are desired for a specific flight. AM Ops shall

notify the ERCF and Tower that star-priority procedures are in effect for (call sign). Star-priority aircraft will be given expeditious handling whenever possible.

1.8.5. Distinguished Visitor (DV) Support Flights. The pilot must inform the controlling agency that the flight is a DV support flight. The pilot of an Air Combat Command (ACC) DV support flight may only declare priority when the DV is aboard the aircraft.

1.8.6. Government Aircraft Departures and Arrivals.

1.8.7. Air carrier/Aero Club Departures and Landings.

1.8.8. Practice Approaches.

**1.9. Airfield Quiet Period Request.** Quiet periods may be requested for ceremonies on Eglin's or Duke's airfield or the Avenue of Flags (in front of Bldg 1) when noise reduction from aircraft operations, airfield ground support equipment, and airfield vehicles is required. Submit all quiet period requests via staff summary sheet (see example at Attachment 45) to the 96 OSS workflow inbox at [46oss.workflow@us.af.mil](mailto:46oss.workflow@us.af.mil) at least 15 days in advance of ceremony. For questions or concerns regarding quiet hours, contact the 96 OSS/DO at 872-4675. Quiet period requests will be limited to 30 minutes. Quiet period requests will adhere to one of the following formats:

1.9.1. West side of EAFB airfield to include 33rd Ramp. Quiet hours in effect at Eglin AFB. Runway 12/30 will be used for emergency aircraft only or if runway 01/19 is declared closed by airfield management. All departures will utilize runway 01/19. Aircraft will be allowed to recover runway 01/19 via straight in, full-stop landings during quiet-hour period. No military aircraft taxi operations, engine run-ups or ground support equipment operations on any parking ramps, taxiways, or hangars west of RWY 01/19, excluding vehicles responding to an emergency or commercial airline aircraft taxiing on TWY H and operations on Taxilane M West.

1.9.2. East side of EAFB airfield to include Test Ramp. Quiet hours in effect at Eglin AFB. Runway 01/19 will be used for emergency aircraft only or if runway 12/30 is declared closed by airfield management. No fighter aircraft departures allowed. All other departures will utilize runway 12/30. Aircraft will be allowed to recover to RWY 12/30 via straight in, full-stop landings during quiet-hour period. No aircraft engine runs, taxiing, or ground support equipment operations on any parking ramps, taxiways, or hangars north and east of Runway 12/30 except for vehicles responding to an emergency or air carriers taxiing on Taxiway H. Runway apex operations permitted.

1.9.3. Both sides of EAFB airfield to accommodate ceremonies at King Hangar, Bldg 130. (RWY 1/19 and 12/30 flight ops restricted). No military aircraft departures allowed on any runway; straight-in, full-stop landings to RWY 12 only. Upon landing, all aircraft destined for the east side will hold on the ground west of RWY 1/19 until the end of the ceremony. No aircraft taxi operations, engine run-ups, ground support equipment, or vehicle operations on the airfield east of RWY 1/19, excluding vehicles responding to an emergency and commercial airline aircraft operations. Exception: Commercial airline aircraft will be authorized to take off and land RWY 12/30.

1.9.4. Ceremonies at Avenue of Flags. Aircraft will not be allowed to overfly Bldg 1.

1.9.5. Duke Field (RWY 18/36 flight ops suspended). No aircraft traffic pattern or taxi operations, engine run ups, ground support equipment, or vehicle operations on the airfield excluding vehicles responding to an emergency.

**1.10. Procedures for Eglin AFB Assigned Off-Station Aircraft.** The Eglin Command Post is responsible for maintaining accountability of all aircraft assigned to EAFB. To accomplish this requirement, the following procedures will be followed.

1.10.1. Flying Squadron Responsibilities. All Eglin flying squadrons will provide a daily flying schedule to the Eglin Command Post that will include weekends and holidays detailing off-station itineraries (not to include individual sorties flown at the deployed location).

1.10.2. Aircrew Responsibilities. All Eglin aircrew will:

1.10.2.1. Notify the Eglin Command Post [(850) 883-4020] of any deviations to their planned itinerary prior to takeoff.

1.10.2.2. Provide Command Post with the following information after each flight:

1.10.2.2.1. Actual departure and arrival times.

1.10.2.2.2. Total flying time.

1.10.2.2.3. Aircraft and aircrew status.

1.10.2.2.4. Phone number where they can be reached.

1.10.3. Command Post Responsibilities. Eglin Command Post will:

1.10.3.1. Confirm all landings and departures of assigned aircraft at all locations.

1.10.3.2. During normal duty hours, the command post will call the individual squadron operations to pass along the information.

1.10.3.3. Implement appropriate checklist actions for all unconfirmed aircraft and submit applicable reports in accordance with AFI 10-206, *Operational Reporting*.

**1.11. Supervisor of Flying (SOF).**

1.11.1. The SOF program and support provided by the Airfield Operations Flights will be IAW AFMCI 11-201, *Supervision of Flight Operations*.

## Chapter 2

### LOCAL AIRSPACE/FLYING AREAS/TEST AREAS

**2.1. EAFB Reservation.** The EAFB reservation comprises all real property under jurisdiction of the 96th Test Wing Commander (96 TW/CC). The boundaries, in general, may be described as Choctawhatchee Bay and Santa Rosa Sound to the south; East Bay on the west; US Highway 331 on the east; and Yellow River and US Highway 90 to the north. The reservation includes multiple tactical training areas, test areas, instrumented sites, EAFB, Hurlburt Field, Eglin Auxiliary Field 3 (Duke Field), FL34 (Field 6), Auxiliary Field 1, Auxiliary Field 10, and Dillon Field--also known as NOLF Choctaw, Federal Aviation Administration (FAA) identifier NFJ. Specific procedures for Choctaw Field are not prescribed in this regulation. Restricted airspace and 14 CFR Part 93, *Special Air Traffic Rules*, airspace overlays most of the reservation and there are parts of the airspace over publicly owned property (See Attachment 35).

**2.2. Local Flying Area.** The local flying area consists of the National Airspace System (NAS), Special Use Airspace (SUA), Airspace for Special Use (ASU), restricted areas, military operations areas (MOA), 14 CFR Part 93 airspace, warning areas, controlled firing areas (CFA), Class C, D, and E airspace, military training routes, and the uncharted Eglin Water Test Areas (EWTA). This document will only address that airspace under the ownership or control of the 96th Test Wing. Other SUA or ASU in the local area are available for mission execution and the attributes and scheduling of each can be found in the DoD FLIP, Section AP/1A, JO 7400.8, Special Use Airspace, and Hurlburt Field Instruction (HFI) 11-201, *Fixed and Rotary Wing Operations* (See Attachments 34, 35, and 36). See Table 2.1 for Eglin AFB local airfields IAW 11-202v3.

**Table 2.1. Eglin AFB Local Airfields.**

<b>Local Airfields</b>	<b>Identifier</b>
<b>Anniston Regional</b>	(ANB)
<b>Bob Sikes</b>	(CEW)
<b>Choctaw NOLF</b>	(KNFL)
<b>Destin Executive</b>	(DTS)
<b>Duke Field</b>	(KEGI)
<b>Eglin AFB</b>	(KVPS)
<b>Floralá Municipal</b>	(0J4)
<b>Hurlburt Field</b>	(KHRT)
<b>MacDill AFB</b>	(KMCF)
<b>Maxwell AFB</b>	(KMXF)
<b>Montgomery Regional/Dannelly Field</b>	(MGM)
<b>Moody AFB</b>	(KVAD)
<b>Northwest Florida Beaches Intl</b>	(ECP)
<b>Pensacola Intl</b>	(PNS)
<b>South Alabama Regional</b>	(K79J, Andalusia)
<b>Tyndall AFB</b>	(KPAM)

**2.3. Restricted Areas.** Eglin's SUA includes restricted areas R-2914A/B, R-2915A/B/C, R-2917, R-2918, and R-2919A/B (See Attachment 35). The attributes of these areas are described in the DoD FLIP and JO 7400.8. R-2917, owned by United States Space Command (USSPACECOM), is the hazard zone around Site C-6, Space Detection and Tracking System (SPADATS). Site C-6 is the FPS-85 radar located within an unpublished 1 SM radius circle centered at 30°34'21"N/086°12'53"W which goes from surface to 5,000 ft Mean Sea Level (MSL). Due to the nature and operation of SPADATS, R-2917 (surface to 5,000 ft MSL) is a no-fly zone for all aircraft.

**2.4. Military Operations Areas (MOA).** EAFB SUA includes Eglin A East, A West, B, C, D, E, F MOAs and Rose Hill MOA. Eglin A East, A West, B, C, D, and F MOAs are designated for controlled egress and ingress for aircraft that wish to utilize the airspace over the EAFB Reservation (See Attachment 35). This only applies to aircraft under the control of ERCF that cannot be contained in the airspace over the EAFB Reservation due to a mission profile. These MOAs shall be called up automatically by the ERCF for the requested altitudes if the profile for the mission reflects utilization of that airspace. The attributes of these MOAs are described in the DoD FLIP and JO 7400.8. **Note:** Due to high density airway traffic and flow constraints north of the EAFB Reservation, normally only a block altitude of 2,000 ft may be scheduled within the Eglin A, B, C and D MOAs at any given time. Excluding Eglin F MOA, any altitude requested above 10,000 ft MSL will require Jacksonville Center approval. **Note:** The Eglin A MOA is divided into an east and west section. The west section lies within Pensacola Approach's airspace and requires 15 minutes prior coordination by Eglin Approach for use. The Navy Whiting Class C airspace is not part of Eglin A MOA.

2.4.1. Eglin D MOA. The Eglin D MOA is designated to provide airspace for the control of aircraft transitioning from the Clear Springs Initial Point (IP) to Eglin Test Area C-62, within R-2914A, and from R-2914A to the IP. This MOA is designed to be used in conjunction with Eglin C MOA. Use of the area is coordinated through the ERCF with a minimum of 15 minutes prior notification.

2.4.2. Eglin E MOA/Air Traffic Control Assigned Airspace (ATCAA). Eglin E MOA overlies all of the Eglin restricted areas and the 14 CFR Part 93 airspace. Use of Eglin E MOA is for those missions that are not classified as hazardous. Upon request, ERCF may approve up to, but not including FL180. **Note:** The Eglin E MOA Air Traffic Control Assigned Airspace (Eglin E MOA ATCAA) overlays the North-South Corridor and that part of the East-West Corridor not under restricted airspace and extends from FL180 to FL600.

2.4.3. Eglin F MOA. This MOA is designated for controlled penetration of the small triangular area on the western boundary of R-2915B by mission aircraft under control of the ERCF that cannot be contained in R-2915A/B/C because of the mission profile.

**2.5. 14 CFR PART 93 Airspace.** 14 CFR Part 93 Airspace is necessary to simplify operating procedures, airspace assignment, and airspace use within the Valparaiso, Florida, Terminal Area. 14 CFR Part 93 Airspace denotes special airport traffic patterns and airport traffic areas. It also prescribes special air traffic rules for operating aircraft in those traffic patterns, traffic areas, and in the vicinity of airports so designated as needing special consideration. Unless otherwise authorized by ATC, each person operating an aircraft shall do so in accordance with the special air traffic rules in 14 CFR Part 93 in addition to other applicable rules in 14 CFR Part 91.

2.5.1. Eglin North-South Corridor. For dimensions of airspace within the boundaries of the Eglin North-South Corridor, see 14 CFR Part 93 rules and the New Orleans Sectional. To operate in the North-South Corridor, an aircraft must receive permission from the ERCF and maintain two-way radio communications with the ERCF or an appropriate ATC facility. This area is designed to facilitate aircraft movement to and from Eglin, Duke Field, Hurlburt Field, and Destin Airports. This area is also used in conjunction with the Eglin eastern range complex, Eglin western range complex, or both range complexes to support special mission requirements.

2.5.2. Eglin East-West Corridor. For dimensions of airspace within these boundaries of the Eglin East-West Corridor, see 14 CFR Part 93 rules and the New Orleans Sectional. The corridor is divided into four sections to accommodate the different altitudes of R-2915C, R-2919B, and R-2914B. Unless otherwise authorized by ATC, no one shall operate an aircraft within the East-West Corridor without establishing and maintaining two-way radio communications with the ERCF and receiving an ATC advisory concerning operations being conducted therein. The East-West Corridor facilitates access to airports in the Eglin-Fort Walton Beach area and transition of aircraft from Pensacola to Panama City.

**2.6. Warning Areas.** EAFB SUA includes warning areas W-151, W-168, and W-470 (See Attachment 38). The attributes of these areas are described in the DoD FLIP and JO 7400.8. In DoD FLIP and the JO, W-151 and W-470 are subdivided into A through F areas. The 96th Test Wing further subdivides these areas and the descriptions can be found in Attachments 39, 40, and 41. The W-151 Shoreline Areas are a subdivision of W-151A and W-151B and designated as W-151 S3, S4, S5, S6, and S7. This airspace shall not normally be scheduled for training missions in order to minimize congestion for approach control services to EAFB and Tyndall AFB.

**2.7. Military Training Routes (MTR).** There are two Visual Routes (VR) scheduled by the 96th Test Wing: VR1082 and VR1085. The description and attributes of MTRs can be found in DoD FLIP AP/1B. Both routes terminate on the EAFB Reservation. Other MTRs (instrument, visual, and slow routes) not owned or scheduled by the 96th Test Wing may also terminate on the reservation.

**2.8. Controlled Firing Areas (CFA).**

2.8.1. Santa Rosa Island CFA. Santa Rosa Island CFA is used for developmental and operational testing of missiles, rockets, and artillery (See Attachment 42). It is activated by Notice to Airmen (NOTAM). The CFA will not be used for launch and operation of Remotely Piloted Aircraft (RPA) in the East-West Corridor.

2.8.2. Cape San Blas CFA. The Cape San Blas CFA is located at Eglin Test Area D-3 southeast of Tyndall AFB and is used for developmental and operational test and training of missiles, rockets, and artillery. It is activated by NOTAM.

**2.9. Class D/E Surface Areas.**

2.9.1. Eglin Class D. Eglin Class D is that airspace extending from the surface up to and including 2,600 ft MSL within a 5.5 NM radius of the geographical center of EAFB, and within a 4 NM radius of the geographical center of the Destin airport. Eglin Tower may use that airspace within a 4 NM radius of the geographic center of Eglin airport, extending from the surface, up to and including 2,100 ft MSL for Visual Flight Rules (VFR) pattern work.

2.9.1.1. When mission profiles on Test Area B-71 extend beyond the borders of R-2915A and intrude into the Eglin Tower traffic patterns, Eglin Tower shall not approve takeoffs on RWY 30 or landings on RWY 12 unless winds, runway condition, or emergencies preclude using RWY 1 and 19. **Note:** When Test Area B-71 activity is due to ground mounts, it shall be the pilot's responsibility to avoid Test Area B-71 when it has been reported active.

2.9.2. Hurlburt Class D Airspace. Hurlburt Class D is that airspace extending upward from the surface up to and including 2,500 ft MSL within a 5.3 NM radius of the geographical center of the airport, excluding that airspace which lies east of the eastern boundaries of R-2915B and R-2915C (See Attachment 35). To the maximum extent possible, Eglin Chief of Airspace Management and Mission Planning (CAMMP) will provide a minimum of 48 hours prior notification to 1 SOG/OGO for all known mission activities within R-2915A/B that will affect Hurlburt operations. ERCF will notify Hurlburt Tower 15 minutes prior to the airspace actually being activated and real time when deactivated.

2.9.3. Duke Field Class D Airspace. The Duke Field Class D is that airspace extending from the surface up to and including 2,700 ft MSL within a 5.2 NM radius of the geographical center of Duke Field airport. Duke Tower may use that airspace within a 4 NM radius of the geographic center of the airport from the surface up to and including 1,700 ft MSL. Duke Tower may use surface up to and including 1,000 ft MSL (depending on the ERCF's operational requirements) beginning 1 NM east of and parallel to the extended runway centerline of RWY 18/36.

2.9.4. Crestview/Bob Sikes Airport Class E Surface Area. The Crestview/Bob Sikes Airport Surface Area is within a 4.2 NM radius of Crestview/Bob Sikes Airport. This surface area is effective during published times or as established by NOTAM. At other times, the surface area will revert to Class G airspace.

**2.10. Eglin/Duke Tower Transition Area (TTA).** A TTA is established between Eglin and Duke Field from the surface up to and including 2,200 ft MSL for VFR aircraft transiting between the two airports. The transition area is that airspace contained within a north/south line running from the western edges of Eglin and Duke Class D airspace and a line extending from the eastern edge of the Eglin Class D due north to a point bearing 060 degree and 4.7 NM from the Eglin Digital Airport Surveillance Radar (DASR) antenna, then a line extending northwest to a point bearing 007 degree from the Eglin DASR antenna to the southern edge of the Duke Field Class D. The transition area is delegated to Eglin Tower when Duke Tower is open. At other times, the ERCF may release this area to Eglin Tower when requested, traffic permitting.

**2.11. Water Hoist Helicopter Training Area.** The water hoist helicopter training area is located at the intersection of Boggy Bayou and Choctawhatchee Bay from the surface to 500 ft MSL. Pilots shall:

2.11.1. Conduct training in Visual Meteorological Conditions (VMC) (1,000-foot ceiling and 3 SM visibility for helicopters).

2.11.2. Establish two-way radio communications with Eglin Tower; advise the tower of their intentions (length of time area will be used, direction/altitude of pattern, and hover altitude); obtain clearance from the tower to proceed with intended operation; monitor tower frequency; and advise the tower when flight activity in the area is completed.

2.11.3. Fly a rectangular traffic pattern maneuvering to the water hoist pickup point. Maximum altitude shall be 500 ft above the surface.

2.11.4. Maintain separation from other traffic. **Note:** Although this area is located in the Eglin Class D Surface Area, Eglin Tower personnel cannot observe the water hoist pickup point or the overlying airspace that is beneath the controller's line of sight.

## **2.12. Aero Club/General Aviation Training Areas:**

2.12.1. North Training Area: The North Training Area is bounded on the north by Floral Airport, on the east by the eastern boundary of Eglin D MOA, on the south by US Highway 90, and on the west by a straight line extending southward from the northwest corner of Eglin D MOA, through a point 6 NM east of Bob Sikes Airport, to Highway 90 (See Attachment 42). Altitudes are from the surface to 6,000 ft MSL.

2.12.2. East Training Area: The East Training Area is located over the eastern portion of the Choctawhatchee Bay (See Attachment 42). The East Training Area extends from Four Mile Point northward to the north shore of Choctawhatchee Bay, eastward to the north end of the Highway 331 Bridge, southward to Grayton Beach, westward along the beach to a point directly south of Four Mile Point, northward to Four Mile Point. Altitudes, when active, are from surface to 4,000 ft MSL.

**2.13. Hurlburt "H" Alignment Area.** Hurlburt "H" area is used for airborne alignment of sensor/fire control systems. This area is within a 5.3 NM radius around the geographical center of Hurlburt Field, excluding that portion of airspace east of the eastern boundary of R-2915A/B. It coincides with the Hurlburt Field Class D surface area. Assigned altitudes will be as coordinated with ERCF. Restrictions may be imposed due to other mission activity. The 1 SOG/CC authorizes Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) of 1 SOW assigned aircraft operating simultaneously in A-77, A-78, B-6, B-7, and the Hurlburt H Area. 1 SOW will also self-deconflict all other missions exclusively involving 1 SOW aircraft.

**2.14. Duke Field Alignment Area.** The Duke Field Gun Alignment area is used for airborne alignment of munitions systems. It encompasses the same lateral limits of the Duke Field Class D Surface Area. The altitudes flown while in the area are as coordinated with the ERCF. Restrictions may be imposed due to other mission airspace activity. Alignment sensor is located on the south end of the airfield near the perimeter road and consists of a radar reflector, obstruction light, light sensor relay, laser sensor/relay, and microponder with mounting stand.

**2.15. Eglin Water Test Area (EWTA).** The EWTA is uncharted and procedures for use of this airspace are established by LOA with Houston, Jacksonville, and Miami Centers. The areas do not encompass any warning or restricted airspace but are used in conjunction with warning areas. The purpose of the EWTA is to simplify the process of issuing NOTAMs when hazardous tests require this airspace. The areas are known as Eglin Water Test Areas 1 through 6 and are shown in Attachment 38.

**2.16. Eglin "E" Area.** The Eglin "E" Area is used for airborne alignment of sensor/fire control systems. This area is within a 5.3 NM radius around the geographical center of Eglin Field and coincides with the Eglin Class D surface area. Assigned altitudes will be as coordinated with the ERCF. Restrictions may be imposed due to active mission airspace.

## 2.17. Other Airports and Facilities.

2.17.1. Destin-Fort Walton Beach Airport (DTS). Destin Airport is located within the Eglin Class D approximately 6 NM south-southeast of Eglin (DWG 155/06). Destin airport VFR traffic patterns are uncontrolled and aircraft operating within a 2 NM radius of the Destin Airport at or below 1,000 ft MSL are not required to contact the ERCF provided they remain on UNICOM frequency. Aircraft that need to transit the airport should contact Destin UNICOM on 123.075. **THIS IS A HIGH TRAFFIC DENSITY, UNCONTROLLED AIRPORT** and extreme vigilance should be used in its vicinity.

2.17.1.1. Aircraft departing EAFB runway 19 and runway 12 should be vigilant of aircraft operating VFR into/out of Destin Airport (DTS). There is no separation requirement between IFR and VFR aircraft.

2.17.2. Bob Sikes Airport (CEW) (DWG 360/18). Bob Sikes Airport is located approximately 8 NM north of Duke Field. Many civil and military aircraft (Navy and AFSOC helicopters, C-130, T-34, and T-6) operate within 5 NM of Bob Sikes Airport at or below 1,000 ft MSL. Bob Sikes Airport patterns are not tower controlled. Aircraft operating in the vicinity of Bob Sikes Airport should self-announce on CEW CTAF/UNICOM frequency 122.95.

2.17.3. Crestview VORTAC (CEW). The CEW VORTAC is located approximately 9 NM west/northwest of Bob Sikes Airport. Many civil aircraft, Air Force and Navy helicopters, fixed-wing aircraft, and AF C-130 aircraft operate VFR within 10 NM of CEW. VFR aircraft transiting this area should obtain traffic advisories from Eglin Approach Control, 124.05.

2.17.4. DeFuniak Springs Airport (54J) (DWG 054/24). DeFuniak Springs Airport lies outside the northeast corner of R-2914A and 2 NM west of DeFuniak Springs. The airport is a small public airport used by general aviation aircraft. Airport patterns are uncontrolled and the 54J CTAF/UNICOM frequency is 122.8.

2.17.5. Fort Walton Beach Airport (1J9) (DWG 258/16). The Fort Walton Beach Airport is located 7 NM west of Hurlburt Field and underlies Eglin F MOA when active. Boomer Aviation operates a banner tow service from the airport. When military air operations occur on Santa Rosa Island and in the East-West Corridor, coordinate with Boomer Aviation by calling (850) 244-1313. Airport patterns are uncontrolled and the 1J9 CTAF/UNICOM frequency is 122.7.

## Chapter 3

### RADAR AND MISSION PROCEDURES

**3.1. Eglin Radar Control Facility (ERCF).** Operating hours for the ERCF are 24 hours a day, 7 days a week. The ERCF is divided into two co-located functions:

3.1.1. Eglin Radar Approach Control (RAPCON). RAPCON is responsible for providing terminal ATC services.

3.1.2. Eglin Mission Control (EMC). During ingress/egress to/from mission assigned airspace, EMC may provide ATC services to aircraft. While aircraft are within mission assigned airspace, EMC serves as a monitor agency only to ensure airspace integrity and is not responsible for separation of aircraft operating within that airspace.

**3.2. Enroute Procedures.** Off-Station Flight Procedures are covered in paragraph 1.10.

**3.3. Special Use Airspace (SUA) Procedures.**

3.3.1. Aircraft may proceed to/return from SUA either IFR or VFR and conduct operations either VMC or Instrument Meteorological Conditions (IMC). However, once the aircraft enters the assigned airspace, they are responsible for maintaining separation with all other participating aircraft.

3.3.2. Pilots are required to establish operational deconfliction through pre-coordinated “shared airspace” agreements or real-time coordination between participating aircraft.

3.3.3. Once mission aircraft enter their assigned airspace/profile, the controlling agency will provide radar monitoring/traffic advisories to the maximum extent possible, based on workload and equipment limitations. Mission aircraft working with the Central Control Facility (CCF), call sign CHAMBER, will not have radar service terminated. EMC will advise pilots whenever their track will take them outside their assigned airspace/profile. Example: “(Call sign) WORK NORTH.”

3.3.4. Aircraft shall provide EMC a ‘Return to Base (RTB) in 5 minutes’ call with recovery intentions 5 minutes prior to exiting the Restricted/Warning airspace. This notification is necessary to allow sufficient time for coordination and sequencing into the airfield. If aircrew cannot provide 5 minutes RTB notification or immediate entry into the traffic pattern is not feasible, aircraft may be requested to hold within their respective mission airspace until an ATC clearance can be issued.

3.3.5. Due to the volume of aircraft that operate in the vicinity of the Crestview VORTAC, mission aircraft operating in this area may broadcast applicable traffic advisories on 298.025/121.95, which are discrete frequencies established for this purpose. **Note:** These frequencies are separate from Bob Sikes Airport (Crestview) UNICOM (122.95).

3.3.6. Separation Standards for SUA.

3.3.6.1. Nonparticipating IFR aircraft. ERCF will separate all IFR aircraft not participating in Warning/Restricted Area activity by at least 1,000 ft vertically or 3 NM laterally from the SUA peripheral boundary. When more than one radar feed is used by ERCF and when using a radar antenna outside of 40 miles from the SUA, the controlling

agency will separate nonparticipating IFR aircraft from active SUA by at least 1,000 ft vertically or 5 NM laterally from the SUA peripheral boundary.

3.3.6.2. Nonparticipating VFR aircraft. ERCF will separate all VFR aircraft not participating in Restricted Area activity from active Restricted Areas by at least 500 ft vertically or up to the boundary.

3.3.6.3. Nonparticipating IFR/VFR aircraft ground mission airspace separation. ERCF will separate nonparticipating IFR/VFR aircraft from ground mission activity protected airspace by at least 100 ft vertically or up to the boundary.

### 3.3.7. W-151/W-470 Operations.

3.3.7.1. EMC will provide advisories to pilots inbound to W-470/W-151 about aircraft operating within W-470/W-151. Once aircraft enter the warning area they shall be considered participating aircraft and are responsible for deconfliction from all other participating aircraft. Pilots shall advise EMC when deconfliction coordination has been accomplished.

3.3.7.2. Pilots will follow published entry/exit procedures and establish contact with flights working inside W-470 or W-151. Flights exiting W-470/W-151 will follow published recovery procedures IAW Paragraph 4.35. W-151 airspace is normally entered and exited via the 86°0'W, and 86°48'W longitude lines. Pilots entering and exiting the airspace are expected to remain within 1 NM of the longitude line. Pilots established with the airspace will not fly within 1 NM of the 86°0'W or the 86°48'W longitude lines. Pilots on the 86°0'W or the 86°48'W longitude lines will use the 0-4 block (i.e., 100-140 or FL200-FL240) when traveling southbound and the 5-9 block (i.e., 050-090 or 150-FL190) when traveling northbound.

### 3.3.8. Airspace Utilization Changes.

3.3.8.1. Aircraft scheduled to participate in Warning Area operations may request to deviate from scheduled times or airspace in order to accomplish mission requirements.

3.3.8.2. Participating aircraft will advise the Joint Test and Training Operations Control Center (JTTOCC) of a requested schedule change through their respective squadron Operations Supervisor (Ops Sup), to include: maintenance/weather delays; range schedule deviations/ modifications and/or intention to work airspace with other missions. Airborne aircraft with valid mission numbers may coordinate directly with EMC for substitute airspace if scheduled airspace is unusable.

3.3.8.3. The pilot shall coordinate with the Ops Sup for schedule change requests. The Ops Sup will coordinate the request through the JTTOCC via landline at DSN 872-5800.

3.3.8.4. If coordination through the Ops Sup is not feasible, the pilot will submit their request through the JTTOCC via landline at DSN 872-5800 or on frequency 276.0 (Call sign "Wolf Call").

3.3.8.5. If the JTTOCC is unable to accommodate an airspace scheduling change and the pilot still desires to utilize airspace scheduled/in use by another mission, EMC will inform the pilot of the aircraft currently in the airspace or scheduled (i.e., call sign, number and type aircraft, and working frequency). The pilot is then responsible for

coordination with the scheduled aircraft and should advise EMC when deconfliction measures have been established.

3.3.8.6. Workload permitting, participating aircraft may be allowed by EMC to operate within airspace not currently in use. However, if a scheduled aircraft requires the use of that airspace, the scheduled aircraft has priority and any other aircraft will be required to exit the airspace upon notification by EMC.

3.3.9. MARSAs Operations. MARSAs operations are not authorized at EAFB, Duke Field or any of the airports within the delegated airspace of Eglin Radar Control Facility, with the exception of 1 SOW operations in the Hurlburt "H" Area as described in paragraph 2.13 of this instruction. Aircraft requesting arrival or departure with other flights will request "nonstandard" arrival/departure with call sign(s) of participating aircraft and intentions. ATC facilities do not invoke or deny MARSAs.

### **3.4. Recovery Procedures.**

3.4.1. General Recovery Procedures. In general, recovering aircraft shall provide ATC with the following information upon initial contact or as soon as possible thereafter:

3.4.1.1. Appropriate ATIS code.

3.4.1.2. Type approach/landing requested (e.g., pilots must specifically request Tactical Initial.)

3.4.1.3. Desired Landing Runway.

3.4.1.4. Special Requirements/Information.

3.4.2. Nonstandard Formation. If a nonstandard or flight split-up recovery is desired, advise ATC as soon as possible. When requesting a nonstandard formation, the pilot shall specify the amount and type of spacing required to the maximum extent possible. If approved for nonstandard formation, the first aircraft will squawk normal and the last aircraft in the flight will change the last two digits of the lead's squawk to 00 and Mode-C; others will squawk standby.

3.4.2.1. Aircraft shall request radar-in-trail with EMC prior to leaving Warning/Restricted Airspace. Aircraft returning from other than Eglin SUA shall make request with Eglin Approach Control as soon as possible.

3.4.2.2. Radar-in-trail flights shall be limited to a maximum of four aircraft and must be approved by ATC prior to establishing radar-in-trail spacing. ATC may limit the number of aircraft per flight depending on traffic density and SUA activity or complexity.

3.4.2.3. Radar-in-trail spacing for arrivals shall be defined as no more than 2.5 NM between each element of the flight.

3.4.2.4. If individual control is requested, the flight elements shall be responsible for separation within the flight until standard separation as defined in FAA JO 7110.65 has been achieved. Each element shall be given a discrete squawk in the event individual control is requested.

3.4.2.5. A request for radar-in-trail recovery automatically implies that the entire flight will make full-stop landings (unless otherwise requested).

3.4.2.6. Practice approaches while utilizing radar-in-trail spacing shall only be conducted in VMC.

3.4.3. Flight Split-up. Flight split-ups in the terminal area may result in delays due to congestion or active restricted airspace. When requesting a flight split-up the flight lead shall state the order of recovery, type approach and landing and when ready for the flight split-up.

3.4.4. Vectors to Initial. Request for vectors to initial will be approved on a case-by-case basis. When "vectors to initial" is requested or assigned, ATC will vector the flight in close proximity to the airfield ultimately ending at a 3-5 mile initial aligned with the runway. Once the pilot reports the field in sight at any point during the vectors, the IFR clearance is automatically canceled (see 3.4.8), no further vectors will be issued, and ATC will inform the pilot to proceed to initial. The pilot is expected to proceed by the most direct route to line up with the landing runway at the 3- to 5-mile initial position for the overhead pattern.

3.4.5. Local Climbout and Radar Traffic Patterns. Aircraft making multiple approaches at Eglin or Hurlburt shall use the following climbout instructions unless otherwise directed by ATC. Aircraft making multiple radar approaches can expect vectors for a pattern as depicted in Attachments 16 and 31, or as controller workload dictates. **Note:** Once climbout has been issued for the first approach, that same climbout applies to all subsequent approaches unless changed by ATC.

3.4.5.1. Eglin Local Climbout. ATC phraseology for base assigned aircraft shall be "EXECUTE LOCAL CLIMBOUT." If multiple approaches will be made with tower, phraseology shall be "AFTER COMPLETING (type approach), MAINTAIN VFR, CONTACT TOWER." Local climbout will be flown IAW Paragraph 4.35.4.2.

3.4.5.2. Hurlburt Field Local Climbout. ATC phraseology for base assigned aircraft shall be "EXECUTE LOCAL CLIMBOUT." If multiple approaches will be made with tower, phraseology shall be "AFTER COMPLETING (type approach), MAINTAIN VFR, CONTACT TOWER."

3.4.5.2.1. RWY 18: "CROSS DEPARTURE END OF RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED, THEN CLIMB AND MAINTAIN ONE THOUSAND SIX HUNDRED AND FLY RUNWAY HEADING." **Note:** Departure end altitude restriction may be deleted if overhead pattern is closed.

3.4.5.2.2. RWY 36: "CROSS DEPARTURE END OF RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED, THEN CLIMB AND MAINTAIN ONE THOUSAND SIX HUNDRED, AND TURN LEFT HEADING TWO ZERO ZERO." **Note:** Departure end altitude restriction may be deleted if overhead pattern is closed.

3.4.5.2.3. Hurlburt Field Mission Climb-Out. Use when mission activity dictates. ATC phraseology for base assigned aircraft shall be "EXECUTE MISSION CLIMBOUT".

3.4.5.2.3.1. RWY 36: "CROSS DEPARTURE END OF RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED THEN CLIMB AND MAINTAIN ONE THOUSAND SIX HUNDRED AND TURN RIGHT HEADING ONE FIVE ZERO." **Note:** Departure end altitude restriction may be

deleted if overhead pattern is closed.

3.4.5.3. Duke Field Local Climbout. Duke Field local climbout will be flown IAW Paragraph 5.34.1.

3.4.6. Missed Approach Procedures. Unless otherwise instructed, aircraft flying a published IFR approach procedure can expect to execute a missed approach as published. Controllers may issue alternate instructions as conditions (weather, traffic, airspace configuration, etc.) dictate.

3.4.7. Automatic Cancellation of IFR. For base assigned or hosted aircraft recovering to the VFR pattern (straight-in or overhead), IFR clearance is canceled automatically when pilot reports field in sight or communications are transferred to tower. If unable to maintain VMC, the pilot shall advise ATC and request alternate instructions. Unless otherwise directed, aircraft remaining within the tower VFR pattern for multiple approaches shall maintain their assigned squawk or squawk VFR with altitude. All aircraft will be sequenced to the tower patterns, and aircraft shall remain on ERCF's frequency until instructed to contact tower.

3.4.8. Opposite Direction/Crossing Runway Separation Standards. If the tower display workstation (TDW) is inoperative, the radar controller shall assume responsibility for maintaining appropriate separation from opposite direction traffic. Aircraft requesting opposite direction operations can expect delays until the following restrictions are met:

3.4.8.1. When both aircraft are IFR:

3.4.8.1.1. Arrival vs. Departure. Arrival aircraft shall not proceed inbound past a point 10 NM from the landing threshold (6 NM for crossing runway) before a departing aircraft is airborne and turning onto a course to ensure required separation will be maintained.

3.4.8.1.2. Arrival vs. Arrival. Arrival aircraft shall not proceed inbound past a point 10 NM from the landing threshold (6 NM for crossing runway) before a preceding arriving aircraft has crossed the landing threshold for a full stop or crossed the landing threshold and turned onto a course to ensure required separation for a low approach or touch and go.

3.4.8.2. When one or both of the aircraft involved is VFR the above separation standards may be reduced to 6 NM for opposite direction and 3 NM for crossing runway—except when at least one heavy aircraft is involved.

3.4.8.3. VFR Pattern. Aircraft in the VFR pattern will be held at downwind or restricted from turning base until the opposite direction departure is airborne and turned to ensure conflict resolution or a preceding opposite direction arrival aircraft has landed.

## Chapter 4

### EAFB OPERATIONS AND PROCEDURES

**4.1. EAFB (VPS) Operating Hours.** The EAFB aerodrome, AM Ops, ERCF and Eglin Tower are open 24 hours a day, 7 days a week.

**4.2. Prior Permission Required (PPR).** All aircraft not assigned to EAFB must have a PPR number prior to landing. Project officers, POCs and TDY liaisons shall coordinate with the 96 OSS/OSAM (Eglin AM Ops) at DSN 872-5313.

**4.3. Transient Alert (TA).** For current TA operating hours refer to the most current DoD Flight Information Publication IFR Supplement or NOTAMs. TA is only able to support up to four aircraft per hour due to limited resources. No transient alert support is available for local, round robin, or out and back flights by transient aircraft and limited weekend and holiday maintenance capability exists. Arrival/departure overtime support is extremely limited and requires 24 hours advance approval through 96 MXS, Contract Management Office, DSN 872-9375. No transient aircraft are allowed when TA services are unavailable. All transient aircraft must use "FOLLOW-ME" to parking. See the DoD Flight Information Publication, IFR Supplement, for further guidance.

#### **4.4. Runways (RWY) and Taxiways (TWY).**

4.4.1. Runways. EAFB has two runways with intersecting flight paths at the southern end (See Attachment 2).

4.4.1.1. RWY 12/30 is 11,987 ft by 300 ft, asphaltic concrete. The first 1,000 ft on both ends is concrete. Overruns at each end are 1,013 ft long by 300 ft wide, asphalt. RWY 12/30 is the primary runway for F-35 operations.

4.4.1.2. RWY 1/19 is 10,001 ft by 300 ft, asphalt. Overruns are nonstandard: RWY 19 overrun is 720 ft long by 300 ft wide and RWY 1 overrun is 550 ft long by 300 ft wide, asphalt.

4.4.1.2.1. F-35 operations to RWY 19 are limited to takeoffs, unless necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements.

4.4.1.2.2. F-35 operations to RWY 1 are limited to approaches and landings, unless necessary for emergencies, unplanned contingencies, and weather affecting aircraft performance limitations and requirements.

4.4.2. Field Elevation. EAFB has a field elevation of 84 ft and the gradient for each runway is listed below:

4.4.2.1. RWY 1: +0.13% RWY 19: -0.13%

4.4.2.2. RWY 12: +0.30% RWY 30: -0.30%

4.4.3. Taxiway Restrictions.

4.4.3.1. TWY U East, from TWY R to TWY M (Hot Gun 1), is prohibited for aircraft with a wingspan larger than an A-10 (57.6 ft).

4.4.3.2. Prior coordination with the Eglin Airfield Manager is required to allow aircraft larger than an F-35C (43ft) to use any taxiways south of RWY 12.

4.4.3.3. Prior coordination with the Eglin Airfield Manager is required to allow aircraft with a wingspan larger than a C-130 (132.6 ft) to use TWY G and TWY H east of RWY 19.

4.4.3.4. Prior coordination with the Eglin Airfield Manager is required to allow aircraft with a wingspan larger than a C-17 (169.8 ft) to use TWY R from TWY G through TWY M-East (east of RWY 19).

4.4.3.5. Tow-way A does not have edge lights. The part of TWY L that is north of TWY M-West (west of RWY 19) does not have taxiway edge lights. Neither surface shall be used at night.

4.4.3.6. TWY/tow-way L, north of TWY M-West is prohibited for aircraft with a wingspan larger than an A-10 (57.6 ft).

4.4.3.7. Tow-way A and the part of TWY L that is north of TWY M-West and west of hardstand 10 are limited to towed aircraft only.

4.4.3.8. TWY H between RWY 1/19 and TWY R will not be used as an EOR. Aircraft preflight/maintenance runs are not allowed in this area. Additionally, aircraft will not hold with exhaust pointing south in this area.

4.4.3.9. C-5 (223 ft) aircraft will normally be parked on TWYs B-West and M-West. Restrictions for C-5 include: prior coordination required, wing walkers required, no use of TWY R between TWY G and M-East.

4.4.3.10. B-52 (185 ft) aircraft will normally be parked on TWY M-West only. Restrictions for B-52 include: prior coordination required, wing walkers required, and no use of TWY G. If landing on RWY 1/19, B-52 aircraft must back taxi to TWY M-West. If landing on RWY 12/30, B-52 aircraft must turn off at TWY F only. All B-52 aircraft will be escorted to parking by a "Follow Me" truck.

4.4.3.11. C-17 (170 ft) aircraft and KC-10 (165 ft) aircraft will normally be parked on B-West, M-West, or Hot Gun 3 (paragraph 4.6.5.3). Restrictions for C-17 and KC-10 aircraft include: prior coordination required, wing walkers required, and no use of TWY H at R east of RWY 1/19.

4.4.3.12. Hot Cargo areas are located at TWY M-West Spot 3 and Hard Stand 1 located on TWY K west of TWY L. Hot Cargo parking must be coordinated with AM Ops.

**4.5. Restricted/Classified Areas.** EAFB has two primary restricted areas marked on the airfield; the Test Ramp encompassing parking rows B thru J and the 33 FW Ramp encompassing parking rows T thru W.

**4.6. Aircraft Parking Plan.** See Attachment 2.

4.6.1. 33rd Ramp: All parking areas south of RWY 12/30 (including the "Christmas Tree" area).

4.6.2. Test Ramp: All parking areas south of TWY J and east of TWY R.

4.6.3. SOF Ramp: Parking area east of B row on the Test Ramp. SOF Ramp parking is restricted to 413th aircraft and project aircraft using the climatic lab.

4.6.4. Transient Ramp: All parking areas north of TWY J and west of RWY 19. Additionally, all parking areas north of TWY J and east of TWY R (excluding Hot Gun Line 1, General Aviation Ramp, and the Skyhawk Ramp).

4.6.5. Hot Gun Lines:

4.6.5.1. Hot Gun Line 1: Parking area on TWY U between TWY R and TWY M-East.

4.6.5.2. Hot Gun Line 2: Hot Gun Line 2 is not operational.

4.6.5.3. Hot Gun Line 3: Parking area on TWY M-East between TWY U and TWY S.

4.6.6. Skyhawk Ramp: Parking areas east of TWY S. Only 96 SVS/SVRA (Eglin Aero Club) aircraft are allowed to park on the Skyhawk Ramp.

4.6.6.1. Aircraft will be permitted to taxi into/out of the Skyhawk Ramp ONLY if the center row is vacant.

4.6.6.2. All aircraft taxiing from the Skyhawk Ramp must first be towed to the interior taxi lane marking to ensure proper wingtip clearance IAW Unified Facilities Criteria (UFC) 3-260-1.

4.6.7. General Aviation Ramp: Parking areas south of TWY T.

4.6.8. Destin-Fort Walton Beach Airport Ramp: All parking areas north of RWY 12/30 at TWY D1 and D2. Military and general aviation aircraft are not authorized to taxi into the Destin-Fort Walton Beach Airport area without prior permission from the Destin-Fort Walton Beach Airport Manager. Permission requests are coordinated through the Eglin Airfield Manager.

#### **4.7. Aircraft Special Operation Areas/Ramps:**

4.7.1. Hot Pit Refueling Areas. EAFB has five authorized hot pit refueling areas. See Attachment 4.

4.7.1.1. The 33 FW Hot Pit Refueling Area is located on the west side of TWY B near TWY E. The 33 FW has four hot pit refueling locations and are listed in order of preference: Alpha, LOLA, Bravo, and Charlie. Each location can support four pits and all locations are certified for F-35A, F-35B, F-15, F-16, F/A-18, and A-10 operations. F-35Cs can utilize all locations except for Charlie since Charlie sunshades lack heat shields to compensate for upward IPP exhaust. Squadrons will share the pits equitably. One squadron can utilize all four pits as long as it does not cause another squadron's aircraft to wait. As a rule, no squadron will utilize more than two pits if it causes another squadron to lack access to a pit. Aircraft will monitor their respective Ops/Base frequencies. Ops Sups/ODOs will determine which pit location is being utilized and coordinate pit sharing/operations.

4.7.1.2. Hot Gun 3 is sited and certified for hot pit refueling operations on four F-15s simultaneously using R-11 fuel trucks. Each pit will have one 50-gallon halon fire extinguisher. A minimum of 100 ft distance will be maintained between fuel trucks to allow adequate wingtip clearance for aircraft taxiing off the pits IAW UFC 3-260-

01.4.7.1.2.1. Hot pit operations on Hot Gun 3 will require prior coordination with AM Ops, Transient Alert, 96 TW/SEG/SEW and 96 MOCC to ensure there are no conflicting operations, tests, or additional aircraft parking issues.

4.7.1.3. The LOLA is sited and certified for hot pit refueling operations on four aircraft simultaneously using R-11 fuel trucks. Each pit will have one 50-gallon halon fire extinguisher and a minimum of 100 ft distance will be maintained between fuel trucks to allow adequate wingtip clearance for aircraft taxiing off the pits IAW UFC 3-260-01. ACC WSEP aircraft will have priority to utilize the LOLA during weapons evaluations.

4.7.2. Arm/De-arm Areas. EAFB's arm/de-arm areas are depicted in Attachment 2.

4.7.3. Engine Run-up Areas. See Paragraph 4.26.

4.7.4. Drag Chute Jettison areas. ATC will coordinate with AM Ops as soon as possible after the request to coordinate a designated area for drag chute jettison.

4.7.5. Unless otherwise instructed by ATC, all transient aircraft must use "FOLLOW-ME" to parking.

#### **4.8. Ground Navigational Aid (NAVAID) Checkpoints.**

4.8.1. Eglin's ground NAVAID checkpoints are located on TWY D-North, TWY G-East, and TWY Q.

#### **4.9. Navigational Aids (NAVAID).**

4.9.1. Preventive Maintenance Inspection (PMI). Refer to DoD FLIP for available navigational aids and their current PMI schedules for EAFB, Duke Field and all associated satellite airports served by ERCF. Where no PMI times are published, PMI schedules are not on a reoccurring basis or required. All PMI request and response times are IAW 96 OSS OI 13-1 on "Air Traffic Control Approach Landing Systems (ATCALs) NAVAID Coordination."

4.9.2. AMS-2100 Instrument Landing System (ILS) systems Regional Maintenance Center (RMC) has maintenance responsibility for the AMS-2100 ILS systems. All maintenance action items, response time requirements and restoration priorities shall be IAW the Air Force Flight Standards Agency (AFFSA) RMC/AFMC MOA located at <https://cs1.eis.af.mil/sites/AFFSA/RMC/Shared%20Documents/Forms/AllItems.aspx>.

4.9.3. Civil Use of USAF Air Traffic Control/Landing Systems (ATCALs). Civil aircraft may use USAF NAVAID facilities at EAFB on a noninterference basis. Practice approaches to low approach/go-around are authorized. Requests for services will be considered on an individual basis and dependent on controller workload and equipment availability. Approval is at the discretion of the ATC WS. For further guidance on civil use of USAF ATCALs, see AFI 10-1001, *Civil Aircraft Landing Permits*.

**4.10. Permanently Closed/Unusable Portions of the Airfield.** TWY U between RWY 19 and TWY R is permanently closed and marked with standard closed markings.

**4.11. Airfield Lighting.**

4.11.1. See DoD FLIP for available instrument approach lighting systems. All airfield lighting will be operated from the Eglin Tower, Eglin alternate control tower or by Civil Engineering (CE) exterior electric via the airfield lighting control vault.

4.11.2. Tow-way A and the portion of TWY L that is north of TWY M are unlit.

**4.12. ATIS, Weather Dissemination and Coordination Procedures.**

4.12.1. Automatic Terminal Information Service (ATIS). EAFB will normally operate the ATIS between 0500 - 2200L each day. Additionally, when the wing flying window is beyond those times, the ATIS shall be operational at least 30 minutes prior to the first departure until the last scheduled arrival has landed.

4.12.2. Hazardous/Severe Weather Notification Procedures. The 96th Weather Squadron (96 WS) is responsible for monitoring and evaluating weather information and conditions and, as necessary, issuing weather statements in the form of weather watches, warnings and advisories. AM Ops is responsible for notifying organizations with a flying mission, SOF, and organizations in direct support of the flying mission.

4.12.3. Lightning Response. When an Observed Warning for lightning within 5 NM is issued by 96 WS the following shall apply:

4.12.3.1. All aircraft maintenance and operations involving explosives that are not within a lightning protected facility will be terminated and personnel will seek shelter in a vehicle or building until MOCC relays that lightning within 5 NM of the airfield has been canceled. See AFMAN 91-201, *Explosives Safety Standards*, for more information.

4.12.3.2. Aircraft located in the chocks with engine(s) running may shut down and maintenance personnel and aircrew will take cover. The aircrew may elect to remain in the aircraft until the warning is lifted; however, maintenance personnel will take cover immediately after engine shutdown.

4.12.3.3. Aircraft taxiing for takeoff may either continue taxiing to the End of Runway (EOR) or taxi back to hold short of their parking spot until the warning is lifted. If the EOR inspection has been completed, then the pilot may elect to continue taxiing for departure.

4.12.3.4. Aircraft landing will wait in EOR until the warning is lifted.

4.12.3.5. Definitions: See Table 4.1.

**Table 4.1. Lightning Identifiers and Definitions.**

<b>ISSUE WHEN</b>	
<b>Forecast WATCH for Lightning</b>	Lightning is FORECASTED to be within 5 NM of the airfield in 30 minutes
<b>Observed ADVISORY for Lightning</b>	Lightning is OBSERVED within 10 NM of the airfield Or Lightning is OBSERVED within 25 NM of the center of the land range <b>Note:</b> Issued separately over IWDS
<b>Observed WARNING for Lightning</b>	Lightning is OBSERVED within 5 NM of the airfield

4.12.3.6. The 96 MXG/CC or designated representative is the only approval authority for authorizing maintenance personnel to conduct maintenance action on the airfield, to include shutdown, taxi, towing, or EOR activity, when there is lightning within 5 NM of EAFB. The 96 TW, 33 FW, and 53 WG assigned aircraft will utilize their respective maintenance supervision chains of command for direction.

4.12.3.6.1. The following procedures will be accomplished when aircraft shutdown has been approved by the 96 MXG/CC or designated representative: Chock the tires (no rollover), install external safety pins, shut down engine(s) with fuel catchers (if applicable), ground aircraft, and close the canopy. Maintenance personnel will perform the minimum essential tasks to safely shut down/secure the aircraft then immediately take cover.

4.12.3.7. The 33 FW has specific information regarding F-35 coordination during observed lightning in 33 FW local guidance publications.

4.12.3.7.1. Non-Lightning protected F-35 aircraft taxiing prior to takeoff or after landing will return immediately to a lightning protected shelter when an Observed Advisory for lightning within 10 NM is issued. Aircraft will not taxi under sunshades without a marshaller.

4.12.3.7.2. The phrase “Critical fuel” will be used by aircrew to communicate having 20-30 minutes of hold time available. At this call, Ops Sups will coordinate mandatory de-arming in the EOR (flares/live weapons, etc) or immediate taxi to normal parking locations. Aircraft will not taxi under sunshades without a marshaller.

4.12.3.7.3. “Shut down fuel” communicates needing to be chocked within 5 minutes to prevent engine fuel starvation. As a last resort to get their aircraft chocked aircrew will declare a ground emergency.

#### **4.13. Active Runway Selection and Change Procedures.**

4.13.1. RWY Use Program. The Eglin Tower WS or Senior Controller (SC) shall designate the primary/alternate runway IAW JO 7110.65 and criteria in this paragraph.

4.13.2. Designated primary runways:

4.13.2.1. RWY 19 is the primary instrument/calm wind runway.

4.13.2.2. RWY 12/30 is the primary VFR/overhead runway.

- 4.13.2.3. RWY 12/30 is the primary approach end arrestment runway.
- 4.13.2.4. RWY 12/30 is the primary runway for simulated flameout (SFO) approaches.
- 4.13.3. RWY 12/19 shall be the primary runways when the tailwind component for either runway does not exceed 10 knots and runways are dry.
- 4.13.4. When RWY 1/30 are in use, the following preferred departure/arrival procedures shall be used to the maximum extent possible. All noise abatement procedures are applicable.
  - 4.13.4.1. RWY 1 for all departures.
  - 4.13.4.2. RWY 30 for all arrivals.
- 4.13.5. Exceptions:
  - 4.13.5.1. Aircraft carrying Cat I, II, III, or test stores shall depart RWY 12, 19, or 30. Under extenuating circumstances, the 96 OG/CC may authorize RWY 1 departures for Cat I, II or III ordnance. Prior approval is required.
  - 4.13.5.2. DV and Aero Club aircraft shall land on RWY 1/19 to the maximum extent possible contingent upon other traffic and winds.
- 4.13.6. Runway Change Procedures. Eglin Tower WS/SC shall direct runway changes based on sound judgment, traffic, and the criteria above. The following notifications are required:
  - 4.13.6.1. Eglin Tower shall notify:
    - 4.13.6.1.1. ERCF and Duke Tower.
    - 4.13.6.1.2. Duty Weather Observer.
    - 4.13.6.1.3. Eglin AM Ops.
    - 4.13.6.1.4. Eglin SOF (if applicable).
  - 4.13.6.2. Eglin AM Ops will update IWDS and notify the following agencies:
    - 4.13.6.2.1. CE Power Production .
    - 4.13.6.2.2. Fire Department Communications Center.
    - 4.13.6.2.3. Eglin Command Post.
    - 4.13.6.2.4. 96 TW, 33 FW and 53 WG Operations Supervisor.
    - 4.13.6.2.5. Transient Alert.
    - 4.13.6.2.6. Maintenance Operations Control Center.
    - 4.13.6.2.7. Aero Club.
    - 4.13.6.2.8. Destin-Fort Walton Beach Airport.

**4.14. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values.** The RSC can be reported as either wet or dry. EAFB will not report RCR. For more information see AFI 13-204V3, Chapter 18.

**4.15. Aircraft Arresting Systems.** See DoD FLIP, IFR Supplement, Attachment 2, and Table 4.2 for a description, type and location of the cables currently available at Eglin AFB.

**Table 4.2. Eglin Aircraft Arresting System Locations.**

<b>AIRCRAFT ARRESTING SYSTEM LOCATIONS</b>				
	<b>FEET FROM THRESHOLD</b>		<b>FEET INTO THE OVERRUN</b>	
<b>Runway</b>	<b>Approach</b>	<b>Departure</b>		
	<b>BAK-12</b>	<b>BAK-12</b>	<b>MB-100</b>	<b>E-5</b>
RWY 19	1778	1625	N/A	- 33 **
RWY 1	1625	1778	N/A	- 27 **
RWY 12	1522	1663	48	N/A
RWY 30	1663	1522	48	N/A

\*\* NOTE: E-5 Barriers are on the runway. MB-100 Barriers are in the overrun

4.15.1. EAFB's Arresting System Standard Configuration.

4.15.1.1. During normal operations and with both runways operational, the approach end BAK-12, departure end BAK-12, and departure end MB-100 shall be in place and available for runway 12/30. The approach end MB-100 cable shall be disconnected. BAK-12 system will use 8 point tie downs.

4.15.1.2. During normal operations, RWY 1/19 approach end E-5 cable and BAK-12 cable shall be disconnected and pulled to the side of the runway. RWY 1/19 departure end BAK-12 and E-5 arresting cables shall be in place and available IAW AFI 32-1043.

4.15.1.3. When RWY 12/30 is closed or its approach end BAK-12 is unusable for a significant period of time, RWY 1/19 approach end BAK-12 shall be connected until RWY 12/30 becomes available again. **Note:** 96 OG/CC approval is required to suspend ops to RWY 1/19 while RWY 12/30 is closed.

4.15.2. CE will report the status of cables to ATC/AM Ops using the following terminology, "in service" or "out of service" after all inspections and/or maintenance.

4.15.3. Aircraft Arresting Systems Maintenance.

4.15.3.1. The Power Production section of CE maintains arresting systems for EAFB. Arresting systems will be thoroughly inspected by CE Power Production personnel by 0900. Additional inspections will be conducted throughout the day when deemed necessary by the Tower WS, AM Ops, and/or any SOF. Eglin Tower advises AM Ops if arresting system problems are reported or require any action. During duty hours, AM Ops will coordinate with CE Power Production for action. After duty hours, AM Ops will coordinate with the CE Fire Department for action.

4.15.3.2. All arresting systems will be conducted at a time to ensure minimum impact to wing flying. Certifications will be scheduled Monday through Friday, normally after the last sortie of the day. All certifications will take place during daylight hours. CE Power

Production is responsible for ensuring annual barrier certifications are scheduled prior to expiring from service. AM Ops will notify all affected agencies and assist CE Power Production in coordinating and scheduling the engagement.

**4.16. ATCALs.** The following procedures will be adhered to any time CE Power Production requires auxiliary generator checks or maintenance on any ATCALs/NAVAID or ATC facility generator:

4.16.1. Before transferring to generator power at the ERCF or either Eglin Tower, CE Power Production must request approval from the WS/SC at the respective facility.

4.16.2. Before transferring to generator power at any ATCALs/NAVAID facility, CE Power Production must request approval from 96 OSS/OSM, which in turn will coordinate with the appropriate ATC facility IAW 96 OSS OI 13-1. During other than normal duty hours, CE Power Production will request approval from the Eglin Tower WS/SC who will coordinate in turn with all affected ATC facilities prior to approval.

**4.17. NOTAM Procedures.**

4.17.1. The NOTAM monitoring facility/dispatching facility for EAFB is Eglin Tower/AM Ops respectively.

4.17.2. The primary method for obtaining NOTAMs is through the Defense Internet NOTAM Service at <https://www.notams.faa.gov/dinsQueryWeb/>. If this website is unavailable, please contact the appropriate AM Ops for local NOTAMs. AM Ops will receive, transmit, post and document required NOTAM action IAW AFI 11-208\_IP, *Department of Defense Notice to Airmen (NOTAM) System*.

4.17.3. All flying squadrons will obtain the required NOTAMs through the US NOTAM Web site or via an alternate web site. In the event the NOTAM web sites are not operational, contact destination airport via telephone to obtain the most current NOTAMs. Contact Eglin AM Ops at (850) 882-5313 or via direct line to obtain the NOTAMs. Hurlburt Field AM Ops will disseminate or dispatch as required for EAFB if the communication link to the Air Force Central NOTAM facility is locally inoperative.

**4.18. Airfield Maintenance.** All airfield maintenance (e.g., all sweeper operations, grass mowing, and general maintenance operations on the airfield environment) will be coordinated and directed through the Airfield Manager.

**4.19. Airfield Tobacco Use Policy.** There is no smoking on the airfield. Tobacco use is only permitted in designated tobacco use areas. All smoking areas must be marked with signs stating, "Designated Tobacco Use Area." If an area is so identified, facility building managers will ensure butt cans and receptacles are located in the designated outdoor area and away from doorways, vestibules and with a safe standoff distance from aircraft operations. The Air Force prohibits tobacco use in Air Force vehicles for both civilians and military personnel. For further guidance see AFI 40-102, *Tobacco Use in the Air Force*.

**4.20. Photograph/Video on the Airfield and Ranges.** Photography is normally not authorized in restricted areas; however, if a valid need exists, permission can be obtained. A memorandum will be generated by the requester and signed by the requesting commander; see EAFB Plan 31-101, *Integrated Defense Plan (FOUO)*, Tab D to Appendix 2 to Annex C. 96 TW/PA is the approval authority for 96 TW restricted areas and 33 FW/PA is the approval authority for 33 FW

restricted areas. All other requests will be made through the appropriate control center, listed in Table 4.3. If the requester does not possess unescorted entry privileges into the area, the unit responsible for the area must provide an escort. Once approved, a copy of the memorandum must be hand carried to 96 SFS/S3O, Bldg. 272, Room 101. A copy will be maintained on the requester's person while taking photographs. Prior to entering an area for photography, one of the appropriate control centers will preannounce their intent by calling the Base Defense Operations Center (BDOC) at (850)882-2502 and Eglin/Duke AM Ops at (850)882-5313/883-6516 respectively. Copies of all approved memorandums will be distributed to 96 TW/PA and 96 TW/MOCC or 33 FW/PA and 33 FW/MOCC prior to the photography session.

**Table 4.3. Photograph/Video Responsible Agencies.**

<b>Area</b>	<b>Approval Authority</b>	<b>Contact Number</b>
<b>Within Range Airspace</b>	Joint Test and Training Operations Control Center (JTTOCC)	882-5800
<b>96 TW aircraft</b>	96 TW/PA	882-3931
<b>53 WG aircraft</b>	53 WG/PA	882-3435
<b>33 FW aircraft</b>	33 FW/CPO	883-4020
<b>919 SOW aircraft</b>	919 SOW/CP	883-6701
<b>Duke Field</b>	96 TW/PA	882-3931

#### 4.20.1. Exceptions.

4.20.1.1. For transient aircraft, the aircraft commander must approve photography/video of their respective aircraft along with the commander who owns the restricted area.

4.20.1.2. Photographs will not be taken in an area where classified/sensitive operations are underway. This is not to restrict requests where a valid need exists, but is designed to afford the appropriate level of protection for specified areas and resources assigned to 96 TW.

4.20.1.3. Anyone observing individuals taking photographs from off base, referencing operations identified in EAFB Plan 31-101, *Integrated Defense Plan (FOUO)*, will notify the SFCC at (850) 882-2502 immediately and provide all possible information on the location, vehicle description, personnel description/identification data, etc.

4.20.1.4. When aircraft are on static display during open house, tours and similar events, a project officer will specify photography requirements.

#### 4.20.2. Blanket Approvals.

4.20.2.1. Personnel assigned to 96 TW/SE may take or direct photography in support of official safety mishap investigations or in support of safety briefings without prior approval. 96 TW/SE is responsible for pre-announcing flight line photography to SFCC through the appropriate MOCC.

4.20.2.2. Personnel assigned to PA may take or direct photography in support of base or civilian news media requests. If the PA representative does not have unescorted entry privileges, the agency responsible for the area must provide an escort. PA will provide

SFCC with a list of authorized photographers. PA is responsible for ensuring this list is current and all personnel are preannounced to SFCC.

4.20.2.3. Personnel assigned to 96 CEG may take or direct photography in support of official environmental and facility infrastructure management without prior approval. If the 96 CEG personnel do not have unescorted entry privileges, the agency responsible for the area must provide an escort. 96 CEG will provide SFCC with names of authorized photographers. A copy of authorization will be carried while taking photographs. The 96 CEG is responsible for ensuring names of authorized photographers are current and all personnel are pre-announced to SFCC.

4.20.2.4. Official photographs are authorized for higher headquarters inspections as indicated on the authenticated Entry Authorization List (EAL), which is signed by the installation commander or designated representative(s).

4.20.2.5. Official photographs of crime scenes are authorized at the direction of Det 104, AFOSI/CC and 96 SFS/CC. **Note:** If individual(s) are found on the airfield taking photos or video, and do not have permission by one of the above approving authorities, contact the Security Forces Base Defense Operations Center (BDOC).

4.20.2.6. All personnel assigned to the 96 OSS Airfield Operations Flight are authorized to take photographs for official business on the airfield after coordinating with AM Ops.

4.20.2.7. Personnel assigned to perform maintenance and quality assurance functions are authorized to take photos of their respective aircraft in the performance of their duties.

**4.21. Wear of Hats.** The Eglin Airfield is designated as a no-hat area IAW the Eglin supplement to AFI 21-101, *Aircraft and Equipment Maintenance Management*.

**4.22. Scheduling and Flight Plan Procedures.** IAW AFI 13-204V3, all aircraft departing Air Force installations must have a flight plan on file (Stereo, VFR local, DD Form 175, *Military Flight Plan*, or DD Form 1801, *DoD International Flight Plan*) with AM Ops prior to departure. Flight plans must be filed in person unless there is an approved LOA on file between the Airfield Manager and the user(s) or the organization is listed in paragraph 4.22.1 of this instruction. All flight plans will be maintained on file in accordance with Air Force RDS, Table 13-07, Rule 3.00.

4.22.1. The following flying units are authorized to file flight plans electronically and/or via phone:

4.22.1.1. Units assigned to and/or TDY to the 96 TW, 33 FW, or 53 WG.

4.22.1.2. Civil Air Patrol/Eglin Composite Squadron.

4.22.1.3. Eglin Aero Club: Flight plans may be filed by telephone with AM Ops via the Aero Club hotline only for those VFR local flights with no enroute stops. Touch-and-go's and taxi backs conducted for training purposes only are authorized at Eglin AFB, Duke Field, Destin Airport and Bob Sikes Airport only. These flights will use an "Aero Club" call sign and remain within a 50 NM radius of Eglin AFB.

**4.23. Movement Area.** The aircraft movement area is defined as the runways, taxiways, and other areas of the airport used for taxiing or hover taxiing, takeoff, and landing of aircraft, excluding loading ramps and parking aprons.

**4.24. Controlled Movement Area (CMA).** Eglin Tower is the controlling agency for all ground traffic in the controlled movement areas. The CMA consists of runways, overruns, the portion of all taxiways between the runway hold lines, and all grass between the distance remaining markers and runway edges. Vehicles are required to be in radio contact with Eglin Tower when operating on any part of the CMA.

4.24.1. Eglin Tower FM Nets (Ramp to Tower and Crash to Tower) are used solely for communications on the airfield. Tower shall continuously monitor these nets during vehicle/personnel operations on the CMA. Vehicles/personnel operating on the CMA shall continuously monitor these nets and may transmit as necessary to ensure the safety/care of personnel and/or equipment within the CMA.

4.24.2. No vehicle is authorized on, nor shall be approved to cross, an active runway unless the vehicle is radio equipped (or escorted by a radio-equipped vehicle) and in direct two-way contact with Eglin Tower. Light gun signals for vehicle crossing of runways are not authorized at Eglin AFB.

4.24.3. Vehicle Recall Procedures when Radio Communications Fail. In the event radio contact is lost, exit the runway and controlled movement area immediately. Eglin Tower may indicate that radio contact has been lost by raising and lowering the intensity level of the runway lights or by flashing a red light in your direction.

4.24.4. CMA Vehicle/Pedestrian Operations: All personnel are required to abide by the responsibilities and procedures for operating on or near the EAFB airfield outlined in EAFBI 13-213, *Eglin AFB and Duke Field Airfield Driving Instruction*.

**4.25. Precision Approach Critical Area.** When the ceiling is reported less than 800 ft or visibility less than 2 SM, no aircraft or vehicles will be allowed to operate within the ILS critical areas depicted in Attachment 2 unless approved and in radio contact with tower. In addition, aircraft and vehicles shall not transit the localizer critical areas or proceed beyond the instrument/VFR hold lines when an aircraft executing an ILS approach is inside the final approach fix. EAFB has ILS critical area stop lights in place along the departure end of RWY 30 to signal when the critical zones must be protected. All vehicle traffic along the airfield perimeter road shall strictly adhere to the ILS critical area stop lights when activated by tower personnel.

**4.26. Engine Test/Run-Up Areas and Procedures.** Aircraft engine ground run-ups up to 100 percent power for maintenance purposes are authorized between 0600L-2300L. IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*, aircraft are required to contact Eglin Tower prior to engine start. Exception: Engine run-ups coinciding with actual flight operations are exempt from these restrictions and may be done on the runway and/or taxiways leading up to the runway provided the aircraft is pointed in a safe direction with respect to personnel, equipment and Foreign Object Debris (FOD).

4.26.1. Test Ramp: Engine run-ups at any power setting may be conducted in the sound suppresser test cell or Hush House. Run-ups up to 85 percent power on the Test Ramp are not restricted. Run-ups above 85 percent power outside the approved window in paragraph 4.26. require approval from the 96 OG/CC or the 96 MXG/CC. Request approval through the Eglin Command Post.

4.26.2. 33rd RAMP: Engine run-ups are not restricted in the sound suppresser test cell. Outside the sound suppresser test cell, engine run ups above 80 percent during the night quiet hours (2301L- 0559L) require approval from the 33rd Maintenance Group Commander (33 MXG/CC). Request approval through the Eglin Command Post.

4.26.3. C-130 Engine Maximum Power Run Areas: Idle speed engine runs are permitted anywhere C-130 aircraft are authorized to park or taxi. There will be one vacant spot ahead and two vacant spots behind the aircraft being run. The engine run supervisor is responsible for posting an additional monitor aft of the aircraft being run to regulate vehicle and pedestrian traffic behind the aircraft when engines are run at maximum power. The following parking spot locations are designated as primary C-130 maximum power engine run spots:

4.26.3.1. ALPHA 3 (aircraft nose facing south).

4.26.3.2. BRAVO 4 (aircraft nose facing north).

4.26.3.3. BRAVO 5 (aircraft nose facing north).

4.26.4. The aft monitor will be positioned in a vehicle on the taxiway between ALPHA and BRAVO rows at least one spot east of the aircraft being run with vehicle lights and flashers activated. The monitor vehicle is not required to have direct radio communication with the aircraft but must be positioned to maintain line of sight with the engine run supervisor.

4.26.5. The following locations are designated as transient aircraft and alternate C-130 maximum power engine run spots as appropriate. An aft monitor should be posted behind the aircraft as necessary to ensure safe operations. Approval from AM Ops is required before using these locations except where noted.

4.26.5.1. TWY M-West.

4.26.5.2. TWY M between RWY 1/19 and TWY R (aircraft facing south)

4.26.5.3. Hardstand 10 (west trim pad). Use shall be coordinated with 96 TW/MOCC.

4.26.5.4. ALPHA Trim Pad from 1700L to 0700L (24 hours on weekends and holidays). Use shall be coordinated with the 96 TW/MOCC.

#### **4.27. Procedures for Suspending, Opening, and/or Closing the Runway.**

4.27.1. Eglin/Duke Tower and AM Ops have authority to suspend runway operations anytime there is an observed or reported hazardous condition or situation. Only AM Ops has the authority to close or open the runway. Appropriate NOTAMs will be sent for suspensions/ closures of the runway that exceed 30 minutes.

4.27.2. Runway operations will be suspended to the affected runway during aircraft arresting system changes. Aircraft may be allowed to taxi over a BAK-12 cable that has not been secured with tie-down ropes as long as it has been connected and properly tensioned and the pilot is informed that the cable is not tied down.

**4.28. Airfield Inspections/Checks.** Airfield inspections/checks are conducted by the Airfield Manager, Deputy Airfield Manager, NCOIC Airfield Management Operations, NCOIC Airfield Management Training, Airfield Management Operations Supervisor (AMOS), Airfield

Management Shift Lead (AMSL), or civilian equivalents to ensure a safe operational environment.

#### 4.29. Aircraft Towing Procedures.

4.29.1. All Aero Club/Transient Aircraft. Prior coordination is required with AM Ops for all aircraft tow operations at EAFB. AM Ops will relay this information to ATC. Direct two-way radio contact and approval from Egin Ground Control is required prior to any aircraft being towed across any controlled movement area.

4.29.2. 96 TW/33 FW. Prior coordination with AM Ops or ATC is not required. Direct two-way radio contact and approval from Egin Tower is required prior to any aircraft being towed across any controlled movement area.

#### 4.30. Aeromedical Aircraft Arrival Procedures.

4.30.1. AM Ops shall coordinate crash/rescue stand-by protection for aeromedical aircraft if required.

4.30.2. Egin Tower shall notify AM Ops when arriving aeromedical airlift aircraft reach 15 NM from the airport and relay any information requested by the pilot.

**4.31. Local Control Points.** In addition to those published in the DoD FLIPs, local control points listed in Table 4.4, 4.5, and depicted in Attachment 37 may be used for navigation and control instructions.

**Table 4.4. Local Control Points.**

Name	Radial/DME (DWG)	Latitude/Longitude
<b>BAY</b>	149/03	30 26.12N/86 29.46W
<b>BIECH</b>	234/17	30 19.15N/86 47.53W
<b>BIG T</b>	340/8.6	30 36.64N/86 34.86W
<b>BROOKS BRIDGE</b>	221/06	30 24.15N/86 35.80W
<b>CHEAF</b>	207/30	30 01.86N/86 46.90W
<b>DDUNE</b>	180/08	30 20.67N/86 31.25W
<b>EBETH</b>	012/14	30 42.41N/86 27.82W
<b>HISEA</b>	180/20	30 08.65N/86 31.25W
<b>GATE</b>	347/04	30 32.60N/86 32.30W
<b>GULFF</b>	145/47	29 50.04N/86 00.26W
<b>JAIL</b>	330/07	30 34.77N/86 35.31W
<b>JAMMM</b>	120/18	30 19.65N/86 13.23W
<b>KOAST</b>	120/30	30 13.58N/86 01.26W
<b>MYMMS</b>	193/65	29 25.19N/86 48.00W
<b>PHIPS</b>	307/16.5	30 16.28N/ 85 56.56W
<b>SHOAL</b>	350/13.4	30 41.92N/86 33.95W
<b>TUFER</b>	180/12	30 16.67N/86 31.25W
<b>W. POINT</b>	243/14	30 22.32N/86 45.67W
<b>E. POINT</b>	118/20	30 19.25N/86 10.85W

Table 4.5. Eglin VFR Reporting/Holding Points.

Name	Radial/DME (DWG)	Latitude/Longitude
<b>GATE</b>	347/04	30 32.60N/86 32.30W
<b>JAIL</b>	330/07	30 34.77N/86 35.31W
<b>FIELD 2</b>	030/07	30 34.78N/86 26.82W
<b>WHITE POINT</b>	107/05	30 27.08N/86 25.27W
<b>FIELD 5</b>	320/09	30 35.28N/86 37.42W
<b>FREEMPORT BRIDGE</b>	103/19	30 24.41N/86 09.94W
<b>DESTIN BRIDGE</b>	179/05	30 23.64N/86 31.01W
<b>BROOKS BRIDGE</b>	221/06	30 24.15N/86 35.80W
<b>BAY</b>	149/03	30 26.12N/86 29.46W
<b>SHALIMAR BRIDGE</b>	238/04.2	30 26.43N/86 35.39W
<b>SHIRK'S POINT</b>	081/03	30 29.12N/86 27.95W

**4.32. Taxi Procedures.** Eglin Tower is not responsible for ground traffic operating in those areas not visible from the tower. See Attachment 2 for those locations.

4.32.1. Aircraft will change to Eglin Ground Control frequency after exiting the runway surface. Locally assigned aircraft (except Aero Club aircraft) shall:

4.32.1.1. Monitor Eglin Ground Control frequency and give way to other aircraft taxiing on the main taxiway, emergency response vehicles, and taxi toward their parking locations.

4.32.1.2. Notify Ground Control before changing to another radio frequency while taxiing unless switching to Eglin Tower frequency for departure.

4.32.2. RWY 1/30 Departure Taxi Procedures. Fighter aircraft departing RWY 1 or RWY 30 shall taxi down the runway at least 500 ft (700 ft if using afterburner) before starting takeoff roll to limit the effects of jet blast at the apex. When two or more aircraft depart simultaneously ensure the last element in the flight is at least 500 ft (700 ft if using afterburner) down the runway before starting takeoff roll. C-130 and larger aircraft shall taxi at least 700 ft down the runway before beginning engine run-up. **Note:** If operational necessity requires the use of the entire runway, pilots shall make the request with Eglin Tower prior to takeoff.

4.32.3. RWY 30 (at TWY D) Crossing. To expedite aircraft taxiing across RWY 30 at TWY D, the following procedures may be used:

4.32.3.1. If the pilot of the aircraft on landing roll, or the pilot of the last aircraft to land from a formation, advises tower they can exit RWY 30 at TWY E ["TOWER, (call sign), ECHO (North/South) TURN OFF"], Eglin Tower may allow ground traffic across RWY 30 at TWY D.

4.32.3.2. If there is known ground traffic at TWY D, tower may initiate this action by asking the pilot after landing roll, "(Call sign), VERIFY ECHO (NORTH/SOUTH) TURN OFF?" These procedures apply only when traffic is recovering on RWY 30, and landing and taxiing aircraft are both assigned to Eglin AFB.

4.32.4. 33 FW aircraft will utilize EOR De-arm to hold prior to takeoff, and post flight to check for hotbrakes and tire conditions IAW Attachment 2. Aircraft will not utilize TWY B for hotbrake checks.

**4.33. Reduced Same Runway Separation (RSRS).** Reduced same runway separation is authorized by the AFI 13-204V3 AFMC SUP 1 and may be applied to all Air Force, Air Force Reserve and Air National Guard aircraft. For non-AF aircraft, RSRS may be authorized under a letter of agreement between the unit commander and the 96 OG/CC.

4.33.1. Controllers treat aircraft within the same formation (whether similar or dissimilar) as a single aircraft, and do not apply reduced runway separation standards. Separation between aircraft within a formation is the responsibility of the flight leader and pilots of the other aircraft in the flight (JO 7110.65, Pilot/Controller Glossary). However, pilots will adhere to the same runway separation standards as required in Table 4.6. In order to apply RSRS, Air Traffic Controllers must always be able to see the aircraft involved and determine distances by reference to suitable landmarks (distance markers, taxiways, etc.).

**Table 4.6. RSR Standards.**

PAIRINGS	FS behind TG	FS behind LA	LA behind LA	FS behind FS	LA behind FS	TG behind TG	TG behind LA
Same Fighter-Type/ Same Trainer Type	Day: 3,000 ft Night: 6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night: 6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft
Dissimilar Fighter/ Trainer Type	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft
Same Non-Heavy, Tactical Airlift Type (i.e., C-130s)	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft	Day:3,000 ft Night:6,000 ft
Same-Type Aircraft Formations	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day: 6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft	Day:6,000 ft Night:6,000 ft
Same Type Heavy, FS Only	*	*	*	Day:8,000 ft Night:8,000 ft	*	*	*

\* = JO 7110.65 standard runway separation applies.

FS – Full Stop; LA – Low Approach; TG – Touch and Go

**Note:** Daytime standards may be used through the end of civil twilight.

4.33.2. When maintaining visual separation or operating under VFR, pilots are responsible for wake turbulence separation, and controllers must provide appropriate cautionary wake turbulence advisories. When aircraft are operating IFR or under ATC instructions, air traffic controllers must ensure standard wake turbulence separation.

4.33.3. Reduced same runway separation is not authorized under the following conditions:

4.33.3.1. Any situation involving an emergency aircraft.

4.33.3.2. Non-AF aircraft, unless authorized under an LOA.

4.33.3.3. Any aircraft “Cleared for the option”, “Cleared stop-and-go”, low approach behind a touch-and-go, or a touch-and-go behind a full stop.

4.33.3.4. When braking action reports of “poor” or “nil” are reported.

4.33.3.5. “Heavy” aircraft (capable of takeoff weight more than 255,000 pounds) other than fullstop following fullstop.

#### **4.34. General Departure Procedures.**

4.34.1. Eglin Standard Departure. IFR aircraft initially departing EAFB shall be issued the following departure instructions by Clearance Delivery: “FLY RUNWAY HEADING, MAINTAIN THREE THOUSAND, EXPECT (altitude) ONE ZERO MINUTES AFTER DEPARTURE....”

4.34.1.1. IFR aircraft issued a heading to fly on departure shall initiate their turn within 1 NM from the departure end of the runway, or advise ATC if unable.

4.34.2. VFR Overhead Pattern Protection. All departures from EAFB shall maintain at or below 1,000 ft MSL, and Hurlburt Field shall maintain at or below 1,200 ft MSL, until the departure end of the runway to protect the VFR overhead pattern, unless otherwise directed.

4.34.3. Quick Climbs/Max Climbs/Unrestricted Climbs/Functional Check Flights (FCF). If a nonstandard rate of climb is desired, pilots will advise during initial contact with ground control their intent for a max performance climb and requested altitude block. Eglin Tower, in turn, will coordinate with the ERCF and inform the pilot if approved or disapproved. Approval for max climbs will be contingent upon other traffic and/or airspace limitations.

4.34.4. Two minute call. All locally based or hosted aircraft departing IFR will call to Eglin Ground Control: “(Call sign), 2 minutes” prior to departure.

4.34.5. EAFB Intersection Departures (VFR and IFR). Intersection departures are authorized from all taxiway intersections except from TWY M, due to obstructed visibility from Eglin Tower. Eglin Tower will not issue runway distance remaining to locally based C-130 and Aero Club aircraft making an intersection departure. **Note:** Aero Club aircraft are expected to depart from TWY N for RWY 19 departures and TWY J for RWY 1 departures. Aero Club multiengine aircraft will depart from TWY P for RWY 19 departures and TWY W for RWY 1 departures.

4.34.5.1. The runway distances remaining from each of the taxiways at Eglin are as depicted in Table 4.7.

**Table 4.7. EAFB Intersection Departure Distance Remaining.**

<b>INTERSECTION DEPARTURE FEET AVAILABLE</b>		
<b>RWY 19</b>	<b>TWY</b>	<b>RWY 1</b>
8900	P	1100
7100	N	2500
5600	M-East	4400
5200	M-West	4800
4200	J	5800
1900	W	8100
1100	H	8900
<b>RWY 12</b>	<b>TWY</b>	<b>RWY 30</b>
4000	F	8000
8000	E	4000

4.34.6. Immediate Takeoff Clearance. When issued an immediate takeoff clearance, pilots are expected to begin takeoff roll within 20 seconds of clearance receipt. Eglin Tower shall advise the pilot in advance to "EXPECT IMMEDIATE DEPARTURE." If the pilot is unable to comply, they shall notify the tower prior to taxiing onto the runway.

4.34.7. Abbreviated Departure Clearance. Eglin Clearance Delivery shall issue an abbreviated IFR clearance to all local aircraft with Eglin stereo route flight plans. Example: "(Call sign), EGLIN CLEARANCE DELIVERY, CLEARED TO EAFB VIA THE VPS (Stereo Route Number) DEPARTURE AS FILED, (departure procedure), (altitude data in order flown), (frequency and beacon code information)."

4.34.8. Airborne pickup procedures.

4.34.8.1. Upon initial contact with Eglin Ground Control, the pilot will advise ATC of intention to use an airborne pickup.

4.34.8.2. When ready for takeoff, contact Tower and include the airborne pickup request. Example: PILOT: "CUDA ONE, NUMBER ONE RUNWAY ONE NINER, REQUEST AIRBORNE PICKUP." TOWER: "CUDA ONE, RUNWAY ONE NINER LINE UP AND WAIT" or "CUDA ONE, AIRBORNE PICKUP APPROVED, MAKE (left/right) CLOSED, RUNWAY ONE NINER WIND CALM, CLEARED FOR TAKEOFF."

4.34.8.3. Airborne pickups including heavy aircraft, such as tankers, will be coordinated in advance with ATC. When cleared for takeoff, clearance for the airborne pickup and closed pattern direction will be issued by the tower.

4.34.8.4. Both aircraft involved in this maneuver will remain on tower frequency until instructed to change to departure.

4.34.8.5. The first aircraft to depart will execute a left/right turn (as directed by ATC) to inside downwind. The aircraft will configure as required/desired, execute a base turn (radio call to tower not required), and roll out offset from the runway left or right as necessary.

4.34.8.6. The second aircraft will release brakes and the airborne aircraft will execute the join up. When both aircraft are at a safe altitude, tower will direct them to change to departure.

4.34.8.7. ATC may have first airborne aircraft “report initial for airborne pickup/carry through” if conditions warrant. Additionally, the pilot may request “re-entry to initial for airborne pickup” if desired (subject to ATC approval).

4.34.8.8. Restrictions.

4.34.8.8.1. Simultaneous operations to crossing runway are prohibited during airborne pickup operations.

4.34.8.8.2. Weather minimums for executing the airborne pickup procedure shall be a 2,100 ft MSL ceiling and 3 statute miles (SM) visibility.

4.34.8.8.3. Aircraft will slow to no lower than final approach speed during the airborne pickup.

4.34.8.8.4. Minimum altitude during the airborne pickup is 200 ft AGL unless approved by test and safety review boards for specific test mission requirements.

4.34.9. Avoiding Restricted Airspace. Reduced separation may be applied to the periphery of restricted airspace for participating aircraft departing Eglin AFB **ONLY**. All aircraft will be considered participating with the exception of Air Carriers, civil aircraft (unless participating in scheduled missions), heavy aircraft, or transient aircraft. Operations will be conducted IAW the following:

4.34.9.1. Host unit will be responsible for briefing all aircraft they sponsor of the reduced minima being applied by ERCF for aircraft departing Eglin AFB. Tower will notify departure of airspace affecting the departure and ERCF will flight follow participating aircraft, providing safety alerts/traffic advisories as necessary to help prevent an encroachment into active restricted airspace. Responsibility rests with the aircraft commander to laterally/vertically avoid the area.

4.34.9.2. ERCF will suspend restricted area operations affecting a participating departure if the aircrew determines they cannot remain outside restricted airspace. Expect a five-/ten-minute delay in such situations.

#### **4.35. General Recovery Procedures.**

4.35.1. On initial contact with Eglin Tower, specify position and landing intentions [i.e., “EGLIN TOWER, (call sign), DDUNE INITIAL RWY 12 OPTION”].

4.35.2. South Flow Recovery Procedures. The South Flow Recovery procedure is designed to provide IFR or VFR recoveries during RWY 12/19 operations. Aircraft shall remain on ERCF frequency until instructed to contact Eglin Tower. Aircraft will be cleared and fly the recovery as depicted (See Attachment 17). IFR clearance is automatically canceled when the aircraft reports the field in sight. Aircraft reporting the field in sight are expected to fly to initial unless otherwise coordinated. The VFR portion of the Eglin South Recovery shall not be flown when the ceiling is less than 2,100 ft MSL.

4.35.2.1. DDUNE Recovery. This procedure is utilized during south flow (RWY 12/19) operations to return aircraft to the VFR pattern. Aircraft shall remain on ERCF

frequency until instructed to contact Eglin Tower. Aircraft will be cleared and fly the recovery as depicted (See Attachment 17). IFR clearance is automatically canceled when the aircraft reports the field in sight. Aircraft reporting the field in sight are expected to fly GATE to initial unless otherwise coordinated. If unable to proceed VFR by GATE, continue outbound on the DWG R-347 for an instrument approach.

- 4.35.2.1.1. From DDUNE, proceed to DWG via DWG R-180; cross DWG at 4,000 ft MSL (See Attachment 17). At DWG, track outbound on DWG R-347 to GATE (DWG 347/04). Cross GATE between 2,100 and 3,000 ft MSL. Descend to pattern altitude and proceed to initial, straight-in, or as instructed by Eglin Tower.
  - 4.35.2.1.2. North Transition: Proceed to EBETH (DWG012/14) at or above 3,000 ft MSL then proceed direct to JAIL (DWG 330/07) to cross JAIL between 2,200 and 3,000 ft MSL, then proceed to GATE (DWG 347/04) to cross GATE between 2,100 and 3,000 ft MSL (See Attachment 17). Descend to pattern altitude and proceed to initial, straight-in, or as instructed by Eglin Tower. If recovering in IMC, proceed to EBETH to pick up the ILS to RWY 19. Cross EBETH at or above 3,000 ft MSL.
  - 4.35.2.1.3. East Transition: Intercept the 86°0'W longitude line and track 360° to KOAST (DWG 120/30) (See Attachment 17). Cross GULFF (DWG 145/047) between 15,000 and 19,000 ft MSL; cross KOAST between 6,000 and 9,000 ft MSL, then turn left and proceed to DDUNE (DWG 180/08) via course 286°; cross DDUNE at or above 6,000 ft MSL, then proceed with the DDUNE recovery.
  - 4.35.2.1.4. West Transition: Intercept the 86°48'W longitude line and track 360° to BIECH (DWG 236/17) (See Attachment 17). Cross CHEAF (DWG 207/30) between 15,000 and 19,000 ft MSL; cross BIECH between 6,000 and 9,000 ft MSL, then turn right and proceed to DDUNE (DWG 180/08) via course 083°; cross DDUNE at or above 6,000 ft MSL, then proceed with the DDUNE recovery.
- 4.35.2.2. Whiskey Hotel Recovery: This procedure is designed to provide a VFR recovery to EAFB during RWY 12/19 operations. The minimum weather for this recovery is a 3,500 ft MSL ceiling and 3 SM visibility (See Attachment 18).
- 4.35.2.2.1. R-2915B activities may preclude Whiskey Hotel recoveries.
  - 4.35.2.2.2. Once approved, IFR clearances and radar arrival sequencing are automatically canceled. Radar flight following service shall continue until communications transfer to Eglin Tower.
  - 4.35.2.2.3. Aircraft shall cross the Hurlburt TACAN (Channel 45X) at or above 3,000 ft MSL, cross abeam B-71 at 2,500 ft MSL, and then descend to 1,600 ft MSL for initial or proceed straight-in.
  - 4.35.2.2.4. Aircraft shall remain clear of R-2915A throughout the recovery.

4.35.3. North Flow Recovery Procedures. The North Flow Recovery procedure is designed to provide IFR or VFR recoveries during RWY 1/30 operations. Aircraft shall remain on ERCF frequency until instructed to contact Eglin Tower. Aircraft will be cleared and fly the recovery as depicted (See Attachment 19). IFR clearance is automatically canceled when the aircraft reports the field in sight. Aircraft reporting the field in sight are expected to fly to

initial unless otherwise coordinated. The VFR portion of the Eglin North Recovery shall not be flown when the ceiling is less than 2,100 ft MSL.

4.35.3.1. North Transition. Intercept the DWG R-012 and track inbound to DWG. Cross DWG R-012/14 DME (EBETH) at 6,000 ft MSL; cross DWG between 4,000 and 6,000 ft MSL (See Attachment 19). At DWG, track outbound to DDUNE (DWG 180/08) via R-180; cross DWG 180/04 (DUTBE) between 2,100 and 5,000 ft MSL; cross DDUNE between 1,600 and 5,000 ft MSL. Then recover via procedures stated below:

4.35.3.1.1. VFR Recovery. Descend to pattern altitude and proceed to initial, VFR straight-in, or as instructed by ATC. If unable to proceed VMC, aircraft shall advise ATC and proceed with the IFR portion of the recovery.

4.35.3.1.2. IFR Recovery. In the absence of further ATC instructions, depart DDUNE heading 133° to join the DWG 12 DME arc. Upon joining the arc, proceed with the published ILS or TACAN approach to RWY 30. Maintain 3,000 ft MSL throughout the 12 DME arc until passing the lead radial for the intended approach.

4.35.3.2. East Transition. If a heading or restriction is not assigned by EMC, intercept the 86°0'W longitude line and track 360 degrees to KOAST (DWG 120/30) (See Attachment 19). Cross GULFF (DWG 145/57) between 15,000 and 19,000 ft MSL; cross KOAST between 6,000 and 9,000 ft MSL, then turn left and proceed inbound via DWG R-120. Cross JAMMM (DWG 120/18) at or above 3,000 ft MSL. Then depart JAMMM and join ILS or TACAN procedures as stated below:

4.35.3.2.1. ILS Approach. Depart JAMMM to join the procedure at DWG 120/17 and proceed with the approach.

4.35.3.2.2. TACAN RWY 30 Approach. Depart JAMMM heading 280°, intercept the DWG R-133 and proceed with the approach.

4.35.3.3. West Transition. Intercept the 86°48'W longitude line and track 360° to BIECH (DWG 236/17) (See Attachment 19). Cross CHEAF (DWG 207/30) between 15,000 and 19,000 ft MSL; cross BIECH between 6,000 and 9,000 ft MSL, then turn right and proceed to DEJAH (DWG 218/11) via course 083°; cross DEJAH at 3,000 ft MSL, then proceed to DDUNE (DWG 180/08). Cross DDUNE between 2,000 and 1,600 ft MSL. Then recover via procedures stated below:

4.35.3.3.1. VFR Recovery. Descend to pattern altitude and proceed to initial, VFR straight-in, or as instructed by ATC. If unable to proceed VMC, aircraft shall advise ATC and proceed with the IFR portion of the recovery

4.35.3.3.2. IFR Recovery. In the absence of further ATC instructions, depart DDUNE heading 133° to join the DWG 12 DME arc. Upon joining the arc, proceed with the published ILS or TACAN approach to RWY 30. Climb and maintain 3,000 ft MSL throughout the 12 DME arc until passing the lead radial for the intended approach.

4.35.4. Local Climbout and Radar Traffic Patterns. Aircraft making multiple approaches at Eglin shall use the following climbout instructions unless otherwise directed by ATC. Aircraft making multiple radar approaches can expect vectors for a pattern as depicted in Attachment 16 or as controller workload dictates.

4.35.4.1. ATC phraseology for base assigned aircraft shall be “EXECUTE LOCAL CLIMBOUT.” If multiple approaches will be made with tower, phraseology shall be “AFTER COMPLETING (type approach), MAINTAIN VFR, CONTACT TOWER.”

4.35.4.2. Eglin Local Climbout:

4.35.4.2.1. RWY 1: “AFTER COMPLETING (type approach), CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND, CLIMB AND MAINTAIN THREE THOUSAND, THEN TURN RIGHT HEADING ONE ONE ZERO, CONTACT ARRIVAL 124.25/290.5/LOCAL CHANNEL 7.”

4.35.4.2.2. RWY 12: “AFTER COMPLETING (type approach), CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND, FLY RUNWAY HEADING, CLIMB AND MAINTAIN FOUR THOUSAND, AT THREE DME TURN LEFT HEADING ZERO THREE ZERO, CONTACT ARRIVAL 124.25/290.5/LOCAL CHANNEL 7.”

4.35.4.2.3. RWY 19: “AFTER COMPLETING (type approach), CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND, TURN RIGHT HEADING TWO SEVEN ZERO, CLIMB AND MAINTAIN THREE THOUSAND, CONTACT ARRIVAL 124.25/290.5/LOCAL CHANNEL 7.”

4.35.4.2.4. RWY 30: “AFTER COMPLETING (type approach), CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND, TURN LEFT HEADING ONE EIGHT ZERO, CLIMB AND MAINTAIN THREE THOUSAND, CONTACT ARRIVAL 124.25/290.5/LOCAL CHANNEL 7.”

4.35.5. VFR Traffic Patterns. Basic weather minimums for all VFR traffic patterns are ceiling of 2,600 ft MSL and 3 SM visibility. Weather should allow use of visual entry/reentry points for the respective runway in use (GATE or BAY). Eglin Tower WS or Eglin SOF may close the pattern when deemed necessary even if the weather is above VFR minimums due to obscured visibility or operational necessity, such as traffic saturation, poor tower visibility, and/or equipment limitations. The traffic patterns described below are standard patterns. However, Eglin Tower may direct use of traffic patterns other than as described herein when deemed necessary.

4.35.5.1. Overhead Pattern. Overhead pattern altitude is 1,600 ft MSL with 45 degree entries and a 3 to 5 NM initial (See Attachment 5). Aircraft will break approach end (if no conflicts are on inside downwind). Pilots can request midfield or departure end breaks. Airspeed in the overhead pattern is 300 knots indicated airspeed (KIAS) (Exception: 350 KIAS for tactical initial). The overhead pattern shall be open to only one runway at a time. On RWY 12/30 Tower may direct traffic on initial to offset north or south to de-conflict with PFO/SFO traffic. If told to offset the north, line up to overfly the south end of Taxiway M. If told to offset south, line up on Nomad Way. These visual references produce a 0.5nm offset. When RWY 12/19 are in use, overhead patterns shall normally be flown to RWY 12 (See Attachment 7). When RWY 1/30 are in use, overhead patterns shall normally be made to RWY 30 (See Attachment 8). **Note:** Traffic conditions permitting, Eglin Tower may approve other overhead patterns at pilot request. The standard overhead patterns are as follows:

4.35.5.1.1. RWY 1. Left turns.

4.35.5.1.2. RWY 19. Right turns.

4.35.5.1.3. RWY 12. Left turns.

4.35.5.1.4. RWY 30. Left turns.

4.35.5.2. Tactical Initial. Tactical initial request shall be made on initial contact with Eglin Tower. Eglin Tower has the authority to approve or deny this request. If denied, aircraft must be no further than 500 ft separation prior to reaching the 3 to 5 NM initial point. The following procedures shall be adhered to for aircraft approved to recover tactical initial:

4.35.5.2.1. RWY 12: Aircraft will remain no further than 4,000 ft line abreast with the flight lead lined up on RWY 12 with the wingman lined up on Nomad Way, south of the runway centerline.

4.35.5.2.2. RWY 30: Aircraft will remain no further than 4,000 ft line abreast with the flight lead lined up on RWY 30 with the wingman lined up north of the runway centerline.

4.35.5.2.3. RWY 1/19: Aircraft will remain no further than 4,000 ft line abreast with the flight lead lined up on RWY 1/19 with the wingman east of the runway centerline.

4.35.5.3. VFR Straight-in. Altitude for a VFR straight-in approach is 1,100 ft MSL on a 3 to 5 NM final. When entering from a downwind or GATE (DWG 347/04), aircraft will begin their descent when turning base and be established at 1,100 ft MSL prior to turning final. RWY 30 south straight-in entries shall maintain 2,100 ft MSL until BAY (DWG 149/03) to avoid Destin Airport traffic, then descend to 1,100 ft MSL. Maneuvering to the southeast may be required to execute RWY 30 straight-in approaches.

4.35.5.4. Reentries. Reentry is used for re-sequencing and spacing requirements. The radio call for reentry is ["(Call sign), REENTER"]. When directed to, or when requesting to reenter, aircraft flying straight through initial will climb and maintain 2,100 ft MSL until the departure end of the runway. Aircraft on climbout after a low-approach/touch-and-go will maintain at or below 1,000 ft MSL until the departure end of the runway and clear of inside downwind traffic. All aircraft reentering will climb/maintain 2,100 ft MSL and fly runway heading until 1.5 NM past the departure end of the runway before turning crosswind or maneuvering for re-entry. Aircraft will remain within 4 NM of the airport when reentering the pattern. The following are the standard reentry procedures for RWY 12/30 and RWY 1/19:

4.35.5.4.1. The standard reentry point for RWY 12 is GATE. Aircraft will proceed direct GATE once over Choctawhatchee Bay (feet wet) and at 2,100 ft MSL. Pilots will strive to be rolled out towards GATE as they are leveling at 2,100 ft MSL (similar to completing a closed pull-up). If reentering for a VFR straight-in, apply VFR straight-in altitude procedures described in paragraph 4.35.5.3.

4.35.5.4.2. The standard reentry point for RWY 30 is BAY. On crosswind, aircraft will maintain 2,100 ft MSL and turn left direct to BAY. At BAY, the aircraft will turn to make a 45-degree entry to 3 NM initial while descending to 1,600 ft MSL. If reentering for a VFR straight-in, apply VFR straight-in altitude procedures described in paragraph 4.35.5.3.

- 4.35.5.4.3. The standard reentry point for RWY 19 is GATE. On crosswind, aircraft will maintain 2,100 ft MSL and turn right to outside downwind approximately twice the distance from the runway as inside downwind and then fly direct to GATE. Aircraft will remain east of the approach end of RWY 12 until north of RWY 12. At GATE, the aircraft will turn to make a 45-degree entry to 3 NM initial while descending to 1,600 ft MSL. If reentering for a VFR straight-in, apply VFR straight-in altitude procedures described in paragraph 4.35.5.3.
- 4.35.5.4.4. The standard reentry point for RWY 1 is SHALIMAR BRIDGE (DWG 238/4.2). On crosswind, aircraft will maintain 2,100 ft MSL and turn left to fly direct to SHALIMAR BRIDGE. At SHALIMAR BRIDGE, the aircraft will turn to make a 45-degree entry to 3 NM initial while descending to 1,600 ft MSL. If reentering for a VFR straight-in, apply VFR straight-in altitude procedures described in paragraph 4.35.5.3.
- 4.35.5.5. Go Around. Aircraft instructed “(Call sign), GO AROUND, (Reason, time permitting)” will execute the following procedures:
- 4.35.5.5.1. Aircraft will fly straight ahead or as directed by the Eglin Tower. [e.g., “(Call sign), GO AROUND, SOUTH SIDE OF RWY, AIRCRAFT ON RUNWAY”] and maintain at or below 1,000 ft MSL until departure end.
- 4.35.5.6. Breakouts. Breakout procedures will be used only for traffic conflicts, emergencies, or landing gear problems and are not to be confused with reentry procedures. The radio call for breakouts are “(Call sign) BREAKOUT” or when initiated by the pilot, “(Call sign) BREAKING OUT.” Aircraft will execute the following breakout procedures when directed by Eglin Tower or as required. (See Attachments 7 and 8)
- 4.35.5.6.1. Aircraft conducting overhead approaches: Aircraft established on initial have priority over aircraft 45-degree to initial. If a conflict exists, aircraft on 45-degree to initial will immediately climb to 2,100 ft MSL, notify tower of the climb to 2,100 ft MSL [“(Call sign), BREAKING-OUT”] and turn to parallel/overfly the runway. Continue runway heading until departure end, then follow Eglin Tower’s instructions. If no instructions are received, extend upwind 1.5 NM past the departure end of the runway and turn crosswind. Clear traffic reentering and turn to outside downwind. Once established on outside downwind, follow the normal reentry procedures for the runway in use and expect further tower instructions at reentry points.
- 4.35.5.6.2. Aircraft Established on Downwind. When directed by Eglin Tower to breakout, or when a pilot initiates a breakout from inside downwind, the aircraft will climb and maintain 2,100 ft MSL, immediately turn and proceed to the reentry point for the runway in use. The pilot must check for aircraft established on outside downwind. RWY 12/19, if a conflict exists with an aircraft on outside downwind the aircraft breaking out will maneuver to follow the outside downwind traffic to GATE. RWY 30, after clearing outside downwind, climb and maintain 2,100 ft MSL to avoid Destin Airport traffic and follow any outside downwind traffic to BAY. RWY 1, after clearing outside downwind, climb and maintain 2,100 ft MSL and follow any outside downwind traffic to SHALIMAR BRIDGE. At GATE/BAY/SHALIMAR

BRIDGE, the aircraft will follow the normal reentry procedures or proceed as directed by Eglin Tower personnel.

4.35.5.6.3. Aircraft Established on Base Turn: Aircraft on a straight-in have priority over aircraft in the overhead pattern. Aircraft that have commenced a base turn and perceive a traffic conflict (or have an aircraft malfunction) will not break out but instead will continue the turn to the runway in use while maneuvering to avoid straight-in traffic and immediately inform Eglin Tower [“(Call sign), GOING AROUND”]. If possible, once aircraft separation is assured, offset to the inside of the runway in use (left side for RWY 1/12/30 and right side for RWY 19). Aircraft will maintain at or below 1,000 ft MSL until departure end of runway, and request closed, reenter, or proceed as directed by Eglin Tower.

4.35.5.6.4. Aircraft Established on Straight-in Approach: Aircraft established on a straight-in approach have priority over aircraft in the overhead traffic pattern and will continue with the approach while monitoring base turn traffic that is maneuvering to resolve the conflict. If straight-in traffic must also maneuver to ensure flight path separation, aircraft shall clear prior to maneuvering to avoid potential conflicts with other aircraft in the pattern. After maneuvering, parallel the runway, remain below 1,000 ft MSL until the departure end of the runway and proceed as directed by Eglin Tower.

4.35.5.7. Eglin Apex Separation. When an aircraft is on base leg or on a straight-in final and the potential exists for a conflict at the Eglin “Apex”, aircraft will be issued the conflicting traffic information and instructed to “EXPECT MIDFIELD CLOSED” as a last means of providing “Apex” separation. Pilots who inform the Eglin Tower they are unable to accept a midfield closed can expect to be broken out and instructed to reenter the traffic pattern. If, after the aircraft turns final, it is determined that a midfield closed is not required, tower shall advise the aircraft to make a normal closed (departure end) and issue applicable traffic.

4.35.5.8. ATC shall approve closed traffic requests by stating, “LEFT/RIGHT CLOSED TRAFFIC APPROVED.” **Pilots shall not begin a crosswind turn until the departure end of the runway unless specifically directed or approved by the Eglin Tower to execute an earlier turn.** Pilots may execute an earlier turn ONLY if ATC states “PRESENT POSITION LEFT/RIGHT CLOSED TRAFFIC APPROVED” or “MIDFIELD LEFT/RIGHT CLOSED TRAFFIC APPROVED.” All aircraft entering a closed pattern shall maintain at or below 1,000 ft MSL until departure end of the runway or established in the turn if cleared closed prior to the departure end to protect the VFR overhead pattern.

4.35.5.9. Low Pattern. A low pattern to RWY 12 is established at 1,100 ft MSL for use by Department of the Navy (DoN) aircraft but can be utilized by other services. All aircraft shall fly a 1,600 ft MSL overhead pattern for their initial recovery. If desired, aircraft can request to remain at 1,100 ft MSL for subsequent patterns by stating, “REQUEST LOW DOWNWIND” while on the go after their initial approach. Low Pattern is only authorized for RWY 12.

4.35.5.9.1. If ATC approves this request, Eglin Tower will state, "LOW DOWNWIND APPROVED." After receiving this approval, aircraft will make a **present position left turn to downwind at 1,100 ft MSL and will remain west of TWY M at all times.**

4.35.5.9.2. If ATC denies this request for traffic or other reasons, Eglin Tower will state, "UNABLE LOW DOWNWIND, LEFT CLOSED TRAFFIC APPROVED." With this instruction, aircraft will remain at or below 1,000 ft MSL until the departure end of the runway. After turning crosswind, climb and maintain 1,600 ft MSL prior to entering downwind at 1,600 ft MSL. If desired, after aircraft has **crossed RWY 19 westbound**, the pilot can request to descend to 1,100 ft MSL by stating, "REQUEST DESCENT TO LOW PATTERN." ATC may approve this request by stating, "DESCENT TO LOW PATTERN APPROVED." If the request is approved, aircraft will then descend to 1,100 ft MSL. ATC may deny the request by stating, "UNABLE DESCENT TO LOW PATTERN, (reason if time permitting)" or "UNABLE, REMAIN PATTERN ALTITUDE, (reason if time permitting.)"

4.35.5.9.3. ATC will not assume any aircraft desire a Low Pattern; aircraft must specifically request a Low Pattern using the verbiage above.

**4.36. Simulated Flameout (SFO) and Precautionary Flameout (PFO) Approaches.** Both the SFO and PFO will utilize the same approach patterns. The overhead simulated flameout (OH SFO), and the straight-in simulated flameout (SI SFO) approaches will be conducted between the hours of sunrise to sunset and only during periods of low density traffic (at the discretion of the Eglin/Duke Tower WS). To the maximum extent possible, SFOs shall be requested prior to RTB due to the increased coordination required. In addition, tower personnel may disapprove or cancel the procedure whenever they deem it necessary for safety of flight. Approval of an SFO by the tower does not absolve the pilot from the responsibility to comply with VFR see and avoid requirements. Participating aircraft are considered to have canceled IFR upon communications transfer to tower. SFO airspace is defined as a 5 NM radius from center of the airport from surface up to and including 12,000 ft MSL unless otherwise coordinated.

4.36.1. Weather and Runway Requirements. Official reported weather at the airport to which the approach is conducted will be ceiling at least 1,000 ft above the requested high or low key altitude and visibility of at least 5 SM.

4.36.2. Duke Field is the primary choice for SFO training based on traffic pattern congestion at Eglin. Every attempt should be made to conduct SFO practice approaches to Duke Field RWY 18/36. When accomplishing SFOs at Eglin, RWY 12/30 is the primary runway but will be dependent on existing traffic and/or controller workload.

4.36.3. SI SFO primary location is Duke Field RWY 18. EAFB RWY 30 can be approved depending on traffic and/or controller workload.

4.36.4. OH SFO Pattern Procedures. (See Attachments 9 and 10)

4.36.4.1. RWY 12 OH PFO/SFO Procedures: Aircraft on climbout or initial straight through will fly runway heading and maintain 2,100 ft msl. At 1.5 NM past the departure end of runway, make a right hand climbing turnout to "HIGH KEY". Eglin Tower may direct or approve pilot request to execute an earlier turn when traffic conditions warrant. Pilot will report high key with: "(Call sign), HIGH KEY" or "(Call sign), HIGH KEY,

ORBIT." If required to orbit at high key, the aircraft will initiate a right hand turn at high key altitude and report high key when over the desired touchdown point. When executing a PFO/SFO from high key, a right 360-degree PFO/SFO will be performed. Tower may approve opposite direction (left turn) PFO/SFOs if requested and traffic allows. Aircraft will remain within 4 NM of the airport when flying the PFO/SFO pattern.

4.36.4.2. RWY 30 OH PFO/SFO Procedures: Aircraft on climbout or initial straight through will make a right hand climbing turnout to a 360-degree right turning PFO/SFO. The pilot will report high key over the desired touchdown point. If required to orbit at high key, the aircraft will maintain a right hand turn at high key altitude and report high key when over the desired touchdown point. Tower may approve opposite direction (left turn) PFO/SFOs if requested and traffic allows.

4.36.4.3. RWY 1/19 OH SFO Procedures: SFOs to RWY 1/19 will normally only be flown during single runway operations when Duke Field is not available. The ATC WS has the final authority to authorize SFOs to RWY 1/19 based on traffic density and controller training. Aircraft on climbout or initial straight through will make a climbing turnout to the west and report high key when over the desired touchdown point in order to execute a 360-degree turning SFO. If required to orbit at high key, the aircraft will maintain a western orbit at high key altitude and report high key when over the desired touchdown point. When executing an SFO from high key, a 360-degree SFO to the west will be performed.

4.36.4.4. Additional Information:

4.36.4.4.1. High Key will normally be flown at 7,000 – 11,500 ft MSL.

4.36.4.4.2. Low Key will normally be flown at 3,000 – 6,000 ft MSL.

4.36.4.4.3. Airspeed will normally be 200 to 250 KIAS, but may vary due to weight and aircraft configuration. Pilots requiring a speed in excess of 250 KIAS will notify ATC prior to commencing the approach.

4.36.4.4.4. Mandatory Reporting Points: High Key and Low Key (with gear and intentions).

4.36.4.4.5. RWY 12/30 OH SFO pattern will be flown in the opposite direction as the normal overhead pattern unless otherwise specified by tower.

4.36.4.4.6. RWY 1/19 OH SFO pattern will be flown to the west of the runway for noise abatement unless otherwise specified by tower.

4.36.4.4.7. OH SFO Breakout Procedures. Prior to base key, tower shall state "(Call sign), REENTER, (Reason, time permitting, and follow-on instructions)." Aircraft shall climb to or maintain 2,100 ft MSL and comply with tower instructions. If no instructions are received, transmit intentions and request to tower.

4.36.4.4.8. OH SFO Go-Around Procedures. Tower shall state "(Call sign), GO AROUND, (Reason, time permitting, and follow-on instructions)." If at or above 2,100 ft MSL, maintain 2,100 ft MSL (500 ft above overhead pattern). If below 2,100 ft MSL the aircraft will continue to descend to maintain at or below 1,000 ft MSL until departure end, and comply with tower instructions. If none are received, transmit intentions and requests to tower.

4.36.4.4.8.1. For a pilot-initiated go-around or when a landing clearance is not received, the pilot shall report “(Call sign) BASE KEY, ON THE GO.” Execute the go-around procedure described above and follow tower instructions. If no instructions are received, the pilot shall transmit intentions and request to tower in the blind.

4.36.4.4.9. If weather does not allow the execution of an SFO initiated from High Key, tower can authorize SFOs initiated from Low Key based on current weather conditions and traffic density within the traffic pattern. The same ground track will be flown as described above, while remaining 500’ below ceiling and clear of clouds.

#### 4.36.5. SI SFO Pattern Descriptions and Procedures. (See Attachment 11)

4.36.5.1. An SI SFO approach begins 8 NM from the runway and ends at the landing threshold.

4.36.5.2. The 8 NM SI SFO point is straight out from the approach end of the runway at 7,000 – 11,000 ft MSL.

4.36.5.3. The 5 NM SI SFO point is straight out from the approach end of the runway at 3,000 – 6,000 ft MSL.

4.36.5.4. SI SFO airspeed will normally be 200 to 250 KIAS, but may vary due to weight and aircraft configuration. Pilots requiring a speed in excess of 250 KIAS will notify ATC prior to commencing the approach.

4.36.5.5. If ERCF traffic permits, SI SFOs can expect descent to the requested altitude and vectors to the 8 NM reporting point. ERCF will coordinate with tower for SI SFO approval. Tower will deny the approach if more than three aircraft are projected to be in the VFR pattern when the SI SFO will arrive, or if a safety issue is involved.

4.36.5.6. If tower approval is not received by 20 NM from the runway, expect descent to pattern altitude and sequencing with normal arriving traffic. If tower approval is received by the 20 NM point, expect a vector to a point 12-14 NM on final/dogleg, instructions to proceed visually, and to contact tower. At this point, the IFR flight plan is canceled. Communications transfer to tower must occur prior to commencing the SI SFO maneuver. After contact with tower, and prior to 8 NM on final, expect verbal approval for the SI SFO from tower. If conditions develop which preclude the approach, expect to be sequenced by tower into the overhead pattern. If unable to communicate with tower, maintain assigned altitude and VFR, fly towards the runway and contact ERCF on last assigned ERCF frequency.

4.36.5.7. Mandatory reporting points: Report: “(Call sign), 8-MILE SFO” and “(Call sign), 5-MILE SFO FINAL, GEAR, and intentions (e.g., touch and go, low approach)” to tower. Expect clearance at 5 NM. If clearance is not received by 3 NM on final, proceed straight ahead, maintain 2,100 ft MSL, and expect an overhead approach. Once the SI SFO aircraft is 8 NM final or closer, no arrival or departure aircraft will be permitted in front of the SI SFO aircraft.

4.36.5.8. If tower does not have a visual or radar-indicated position of the aircraft by 5 NM final, tower will discontinue the SI SFO approach and give directions to sequence the aircraft into the overhead pattern.

4.36.5.9. SI SFO Breakout/Go-Around Procedures.

4.36.5.10. Prior to 5 NM final, the tower shall state “(Call sign), TERMINATE Straight In SFO, (Reason, time permitting, and follow-on instructions.)” If no instructions are received, climb to or maintain 2,100 ft MSL and expect an overhead approach.

4.36.5.10.1. Pilot initiated/tower directed go-around at or after 5 NM final. If at or above 2,100 ft MSL, maintain 2,100 ft MSL (500 ft above overhead pattern.) If below 2,100 ft MSL the aircraft will continue to descend to maintain at or below 1,000 ft MSL until departure end, and comply with tower instructions. If none are received, transmit intentions and requests to tower.

4.36.6. F-35 aircraft may perform PFOs using the SFO patterns at Eglin and Duke Field. For the purposes of this instruction, PFO and SFO are synonymous. However, expect slightly higher altitudes and airspeeds at High Key and Low Key, and a slightly extended pattern at Low Key. SI PFOs will be flown slightly faster (215-245 KCAS). Pilots will request high key with an altitude (e.g., “LIGHTNING-01, REQUEST HIGH KEY AT 11,500). Controllers and pilots will use the term PFO when referring to an F-35 in the SFO pattern (e.g., “LIGHTNING-01, 8-MILE PFO”).

#### **4.37. Rectangular Pattern.**

4.37.1. Fighter/Trainer Rectangular Pattern.

4.37.1.1. RWY 1: Left Turns, 1,600 ft MSL.

4.37.1.2. RWY 12: Left Turns, 1,600 ft MSL.

4.37.1.3. RWY 19: Right Turns, 1,600 ft MSL.

4.37.1.4. RWY 30: Left Turns, 1,600 ft MSL.

4.37.2. Conventional Rectangular Pattern (See Attachment 6):

4.37.2.1. RWY 1: Right Turns, 1,100 ft (600 ft Helicopters) MSL.

4.37.2.2. RWY 12: Right Turns, 1,100 ft (600 ft Helicopters) MSL.

4.37.2.3. RWY 19: Left Turns, 1,100 ft (600 ft Helicopters) MSL.

4.37.2.4. RWY 30: Left Turns, 1,100 ft (600 ft Helicopters) MSL.

**4.38. Noise Abatement Procedures.** All military aircraft operating in airspace delegated to the Eglin Radar Control Facility (ERCF) shall adhere to the following procedures to the maximum extent possible unless established on a published approach/departure procedure or deviations are dictated by Air Traffic Control (ATC), safety, or mission constraints/ requirements. See Figure 4.8 and Attachment 44 for a depiction of these restrictions.

4.38.1. Turbojet, Propeller, and Tiltrotor Aircraft. All turbojet, propeller, and tiltrotor aircraft shall maintain at or above 1,500 ft AGL over populated areas and will use minimum thrust levels consistent with safe operations. Aircraft within 5 NM of an airfield may descend once they are established on final approach or are in an established traffic pattern. See Table 4.8.

4.38.1.1. Helicopters. All helicopters shall maintain at or above 500 ft AGL over congested areas. Helicopters within 5 NM of an airfield may descend once they are established on final approach or are in an established traffic pattern. See Table 4.8.

4.38.1.2. Water Overflight. All aircraft shall remain at or above 500 ft AGL over water. See Table 4.8.

**Table 4.8. Minimum Noise Abatement Altitudes**

Type Aircraft	Minimum Noise Abatement Altitude outside of 5 NM from Airfield
<b>Turbojet, Propeller, and Tiltrotor</b>	1,500 ft AGL
<b>Helicopters</b>	500 ft AGL
<b>All Aircraft Over Water</b>	500 ft AGL

4.38.2. **Specific Runway Selection and Flight Operating Procedures.** To minimize aircraft noise in the surrounding communities, all aircraft operating from EAFB or on Eglin ranges shall use the following procedures consistent with aircraft configuration, MAJCOM directives, aircraft technical orders, flight safety, and mission requirements:

4.38.2.1. Designation of primary runways.

4.38.2.1.1. RWY 12/19 shall be the primary runways when the tailwind component for either runway does not exceed 10 knots and the runways are dry in order to minimize overflight of the Valparaiso/Niceville areas. When RWY 1/30 are in use, RWY 1 shall be used for departures and RWY 30 shall be used for arrivals to the maximum extent possible.

4.38.2.1.2. RWY 12/30 is the primary VFR/overhead/Simulated Flameout (SFO) runway.

4.38.2.2. On all afterburner takeoffs, aircraft shall retard throttle out of afterburner as soon as safety permits, but not later than reaching 300 KIAS. Climb to 3,000 ft MSL at or below 350 KIAS using military thrust or less. Afterburner takeoffs between 2300L and 0600L shall be limited to RWY 12, 19, or 30.

4.38.2.3. When departing RWY 1, aircraft shall climb runway heading until 3,000 ft MSL. Departure control should not allow turns over the towns of Valparaiso/Niceville until aircraft are at or above 3,000 ft MSL and north of the towns. Wingmen DO NOT use cutoff procedures to rejoin on the flight leader until above 3,000 ft MSL. Exception: If R-2918 is active, a left turn of no more than 20 degrees will be issued.

4.38.2.4. Unless safety or mission requirements dictate otherwise, aircraft recovering from the east will fly a DDUNE recovery to avoid overflight of the towns of Valparaiso/Niceville.

4.38.2.5. Recoveries from the West will utilize the Whiskey Hotel Recovery, whenever possible.

4.38.2.6. Avoid populated areas on all low-level routes and plan departure/landing turns to minimize overflight of populated areas. Commensurate with safe flight operations and

mission necessities, aircrew should use the minimum required power setting over populated areas.

4.38.2.7. Avoid uncontrolled airports by 1500 ft AGL or 2 NM laterally.

4.38.2.8. Populated areas will be avoided as much as possible when carrying external ordnance.

4.38.2.9. Aircrew are encouraged to fly at the highest practical altitude consistent with mission accomplishment in order to minimize the noise impact on the local community. Avoid overflying private homes and buildings to the maximum extent possible.

**4.39. Areas of Potential Conflict.** Outlined in the Mid-Air Collision Avoidance (MACA) Program at: <https://cs3.eis.af.mil/sites/OO-SE-AA-C1/SEF/100%20MACA/Pamphlets%20and%20Posters>

**4.40. Hurlburt Field Patterns.** Procedures for Hurlburt Field Patterns are outlined in HFI 11-201, *Fixed and Rotary Wing Operations*.

**4.41. IFR Procedures.** Aircraft at EAFB shall use the following go-around procedures unless otherwise directed by ATC:

4.41.1. Eglin Go-Around Procedures Inside the Final Approach Fix. ATC phraseology shall be as follows:

4.41.1.1. RWY 1: “TOWER CLEARANCE CANCELED/NOT RECEIVED, FLY RUNWAY HEADING, CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND FEET, CLIMB AND MAINTAIN THREE THOUSAND, THEN TURN RIGHT HEADING ONE ONE ZERO.”

4.41.1.2. RWY 12: “TOWER CLEARANCE CANCELED/NOT RECEIVED, FLY RUNWAY HEADING, CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND FEET, CLIMB AND MAINTAIN FOUR THOUSAND FEET, AT THREE DME TURN LEFT HEADING ZERO THREE ZERO.”

4.41.1.3. RWY 19: “TOWER CLEARANCE CANCELED/NOT RECEIVED, FLY RUNWAY HEADING, CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND FEET, TURN RIGHT HEADING TWO SEVEN ZERO, CLIMB AND MAINTAIN THREE THOUSAND.”

4.41.1.4. RWY 30: “TOWER CLEARANCE CANCELED/NOT RECEIVED, FLY RUNWAY HEADING, CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND FEET, TURN LEFT HEADING ONE EIGHT ZERO, CLIMB AND MAINTAIN THREE THOUSAND.”

4.41.2. Eglin Breakout Procedures Outside the Final Approach Fix. ATC phraseology shall be as follows:

4.41.2.1. RWY 1: “(Call sign) BREAKOUT, TURN LEFT HEADING TWO SEVEN ZERO, CLIMB AND MAINTAIN (altitude).”

4.41.2.2. RWY 12: “(Call sign) BREAKOUT, TURN LEFT HEADING THREE FOUR ZERO, CLIMB AND MAINTAIN (altitude).”

4.41.2.3. RWY 19: “(Call sign) BREAKOUT, TURN RIGHT HEADING TWO SEVEN ZERO, CLIMB AND MAINTAIN (altitude).”

4.41.2.4. RWY 30: “(Call sign) BREAKOUT, TURN RIGHT HEADING ONE ZERO ZERO, CLIMB AND MAINTAIN (altitude).”

4.41.3. Hurlburt Go-Around procedures:

4.41.3.1. Inside of four miles:

4.41.3.1.1. RWY 18: “CROSS DEPARTURE END OF RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED, THEN CLIMB AND MAINTAIN ONE THOUSAND SIX HUNDRED, AND FLY RUNWAY HEADING.” **Note:** Departure end altitude restriction may be deleted if overhead pattern is closed.

4.41.3.1.2. RWY 36: “CROSS DEPARTURE END OF RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED, THEN CLIMB AND MAINTAIN ONE THOUSAND SIX HUNDRED, AND TURN LEFT HEADING TWO ZERO ZERO.” **Note:** Departure end altitude restriction may be deleted if overhead pattern is closed.

4.41.3.2. Four or more miles from the runway:

4.41.3.2.1. RWY 18: "CLIMB AND MAINTAIN ONE THOUSAND SIX HUNDRED, FLY RUNWAY HEADING."

4.41.3.2.2. RWY 36: "CLIMB AND MAINTAIN ONE THOUSAND SIX HUNDRED, TURN LEFT HEADING TWO ZERO ZERO."

**4.42. Restricted Low Approach.** IAW JO 7110.65 a low approach with an altitude restriction of not less than 500 ft above the airport may be authorized except over an aircraft in takeoff position or a departure aircraft. Tower personnel will determine the most appropriate altitude for the traffic situation.

#### **4.43. Aero Club Procedures.**

4.43.1. Normally, the Aero Club shall not use EAFB for practice approaches between 0700L-1700L, Monday through Friday, except holidays unless military flying has terminated and practice approaches are approved by tower personnel.

4.43.2. IFR and VFR cross-country flight plans shall be filed with AM Ops.

4.43.3. Aero Club aircraft shall contact Eglin Clearance Delivery and state intentions to use either the North or East Training Areas prior to taxiing. Clearance Delivery will disapprove East Training Area requests if mission traffic is scheduled in R-2914A or R-2919A.

4.43.4. Aero Club aircraft shall receive approval from Eglin Approach for flight in the North/South Corridor (“NORTH CORRIDOR FLIGHT APPROVED”). Eglin Approach shall advise aircraft if R-2918 is active for North Training Area flights. Aero Club aircraft operating within training areas are on a VFR flight plan and shall remain VMC at all times, remain on the appropriate ERCF frequency, and advise prior to departing a training area.

#### 4.43.5. VFR Departures/Arrivals.

4.43.5.1. Aircraft shall use RWY 1/19 to the maximum extent possible or as directed by ATC.

4.43.5.1.1. RWY 1. Northbound departures shall turn eastward to clear the departure course, then proceed direct to Field 2 while eastbound aircraft shall proceed direct to White Point. Aircraft will climb to and maintain 1,100 ft MSL until arriving at Field 2 or White Point unless approved otherwise by ATC. RWY 1 arrivals making other than a straight-in landing shall turn base leg south of King Hangar and north of the RWY 30 arrival course. If the pilot cannot meet this restriction, he/she shall notify the tower no later than midfield downwind. Simultaneous arrivals to RWY 1 and RWY 30 are not authorized.

4.43.5.1.2. RWY 19 departures shall turn left, south of King Hangar and north of RWY 12. If the pilot cannot meet this restriction, he/she shall notify the tower prior to departure or immediately once airborne. Northbound aircraft shall proceed to Shirk's Point (DWG 081/03) direct to Field 2 while eastbound/westbound traffic shall proceed to Shirk's Point direct to White Point. Aircraft will climb to and maintain 1,100 ft MSL until arriving at Field 2 or White Point unless approved otherwise by ATC.

4.43.5.1.3. If the pilot desires a runway heading departure, he/she must request permission from Eglin Tower prior to takeoff.

#### 4.43.6. VFR departures and arrivals direct to and from the Destin Airport are authorized with the following guidelines:

4.43.6.1. Departures to Destin. The pilot shall request Destin departure through Eglin Tower prior to departure ["(Call sign) REQUEST DESTIN DEPARTURE"].

4.43.6.1.1. RWY 1: Turn right at the departure end of the runway direct White Point. The tower personnel shall issue traffic information and send the aircraft to Destin UNICOM no later than White Point.

4.43.6.1.2. RWY 19: Turn left direct White Point remaining north of RWY 12 departure course. Eglin Tower shall issue traffic information and send the aircraft to Destin UNICOM no later than White Point.

4.43.6.2. Arrivals from Destin. Aircraft operating at Destin will contact Eglin Tower to report intentions prior to entering Eglin traffic pattern. Specific instructions will be issued to enter the pattern at 1,100 ft MSL or as assigned by tower. (Example: "REPORT A 2-MILE FINAL FOR RWY 1", or "REPORT A LEFT DOWNWIND VIA WHITE POINT FOR RWY 19.") If entering Eglin traffic pattern at a VFR reporting point, Eglin Tower may transfer control to ERCF.

4.43.7. Normally, pattern altitude for Aero Club aircraft is 1,100 ft MSL. Aircraft will maintain 1,100 ft MSL within the Class D surface area when VFR unless ATC approves otherwise. They shall squawk the assigned Aero Club beacon code and altitude. A 600 ft MSL VFR traffic pattern for local Aero Club and other civil aircraft may be authorized in order to maintain 500 ft below clouds and depart under special VFR.

4.43.8. Aero Club aircraft shall contact Eglin Ground Control on 121.8 after landing when clear of the runway, and when operating on the taxiways.

4.43.9. VFR Holding Points and Procedures: Aircraft will circle over a VFR holding point when directed by Eglin Tower or when communication with the Eglin Tower is not established.

**4.44. Helicopter/Tiltrotor Operations.** Unless otherwise stated, all helicopter procedures in this regulation also apply to tiltrotor aircraft.

4.44.1. Eglin helicopter operating areas:

4.44.1.1. Hover point. The hover point, located on TWY M, between RWY 1/19 and TWY R is unmarked, but it may be used by base assigned and transient helicopters. When in use by helicopters, it shall be closed to all other traffic.

4.44.1.2. Hospital Pad is located northwest of the 96th Medical Group Hospital.

4.44.1.3. VL pads H1 and H2.

4.44.2. General Helicopter Procedures:

4.44.2.1. All departures and arrivals shall be in accordance with the clearance issued by the appropriate ATC agency.

4.44.2.2. Avoid overflight of the munitions storage area.

4.44.2.3. Departures and arrivals to and from the north shall be over Tom's Bayou in order to avoid Valparaiso and Niceville schools and hospitals.

4.44.2.4. When approach or departure route will require crossing a runway or its extended centerline, obtain clearance from Eglin Tower before crossing. Traffic patterns may be adjusted to take advantage of existing winds when approved by Eglin Tower.

4.44.2.5. Departures and arrivals to and from the south shall follow a route between RWY 1/19 and TWY M to King Hangar, then east, parallel to RWY 12/30 to the bay coast, remaining clear of Test Site A-22. Aircraft will remain at or below 600 ft MSL. See Attachment 2.

4.44.2.6. All VFR helicopter traffic departing Eglin to the north shall depart as cleared by Eglin Tower and remain at or below 600 ft MSL.

4.44.2.7. When mission requirements dictate, helicopters are authorized to depart/land at any point in the Eglin complex where such departure/landing will not endanger life or property, unless such point is specifically excluded by regulation.

4.44.2.8. If the pilot elects to land short of the airport of intended landing, every effort shall be made to advise the ERCF, Eglin/Duke Tower, or Eglin AM Ops by telephone as soon as practical after landing.

4.44.2.9. Helicopters shall remain at least 50 ft from flightline road at all times.

4.44.3. Traffic Patterns.

4.44.3.1. EAFB. Pattern altitude is 600 ft MSL with 45 degree entry legs to downwind.

4.44.3.1.1. RWY 1: Right Traffic.

4.44.3.1.2. RWY 12: Right Traffic.

4.44.3.1.3. RWY 19: Left Traffic.

4.44.3.1.4. RWY 30: Left Traffic.

#### 4.44.4. Communications.

4.44.4.1. Radio Contact. Helicopters shall maintain radio communications with the appropriate ATC agency (ERCF, Eglin Tower or Duke Tower), if possible, when performing landing or approaches at other than controlled airports. Position and status shall be reported every 30 minutes to make sure assistance can be requested if necessary.

4.44.4.2. Radio Failure. In the event of radio failure in VFR conditions, helicopters shall approach the field with landing lights on and remain clear of traffic in the conventional and overhead traffic patterns. In addition, helicopters shall watch for light gun signals from the tower. In IFR conditions, helicopters shall proceed according to radio failure procedures as specified in the FLIP.

4.44.5. Special VFR. Special VFR for helicopters operating within Class D surface areas is authorized in accordance with applicable regulations. Such flights shall remain clear of clouds at all times and under the control of ATC.

4.44.6. Training at EAFB. Helicopter VFR training and FCF sorties are authorized at EAFB in the Helicopter Transition Area (TWY M-West). Two-way radio contact must be maintained with Eglin Tower at all times. Traffic patterns may be varied, as necessary, to take advantage of existing winds. In addition, helicopters shall remain at least 600 ft west of RWY 1/19 and 600 ft North of RWY 12/30 and avoid overflying the munitions storage areas. Aircraft will remain at or below 600 ft MSL. **Note:** This area is not marked as a landing surface and therefore not considered part of the movement area under control by ATC. CAUTION: Expect uncontrolled vehicle operations within the immediate vicinity.

#### 4.44.7. Autorotation.

4.44.7.1. Helicopter test and practice autorotations shall only be conducted in the following areas:

4.44.7.1.1. Eglin active runways, with tower approval.

4.44.7.1.2. The west end of TWY M-West.

4.44.7.2. Designated autorotation landing areas shall be accessible to crash recovery crews on normal duty or special standby.

4.44.7.3. Tower clearance shall be obtained prior to climbing above normal traffic pattern altitude of 600 ft MSL.

4.44.7.4. Helicopter slide landings shall not be conducted on pavement areas unless approved by the Airfield Manager.

4.44.8. Helicopter Functional Check Flight Areas. The primary helicopter FCF area is within the Tower Transition Area (TTA), as coordinated with Duke tower, primarily between Duke Field and Big T LZ (DWG 340/8.6) up to 2,200 ft MSL. The secondary helicopter FCF area is defined as the sector of airspace from the VPS TACAN 310° Radial to the 350° Radial and from 2 DME to 5 DME, surface to 600 ft MSL. UH-1N aircrew from the 413

FLTS will conduct maintenance check flights within these areas. When FCF profiles require an altitude higher than 600 ft MSL at Eglin or 2,200 ft MSL in the TTA, aircrew will work north into the Eglin C/D MOAs and request specific altitude blocks from Eglin Approach.

#### **4.45. Vertical Landing (VL) Operations by Fighter Aircraft.**

4.45.1. TWY H is not a CMA; however, all vehicles operating on/near TWY H must monitor ATC ground control at all times. ATC will broadcast the following on ground control frequencies, Ramp Net, and Crash Net: “THIS IS EGLIN GROUND WITH STOVL Ops North of TWY H”.

4.45.2. VL operations will only be accomplished utilizing VL pads H1 and H2, located north of TWY H between TWY E and TWY F.

4.45.3. Weather minima for press-up operations (hover checks) will be at least 1,000-foot ceiling and 3 SM visibility. Pilot PHRASEOLOGY: “Request press-up operations at or below (requested altitude) at (location)”. Controller PHRASEOLOGY: “Press-up operations approved at or below (requested altitude) at (location), report landing assured”.

4.45.4. Tower must approve transition to the VL pads.

4.45.5. Approaches that terminate with a transition to the VL pads will only be conducted to RWY 12/30.

4.45.6. Transitions are defined as exiting the lateral boundaries of RWY 12/30 and taking the most direct route to the VL pads.

4.45.6.1. Weather minima for VL transition will be at least 2,100 MSL ceiling, 3 SM visibility and between sunrise to sunset.

4.45.6.2. Transitions from RWY 12 to the VL pads are authorized no sooner than the west barrier (BAK-12) and no later than TWY E. Transitions from RWY 30 to the VL pads are authorized no sooner than the east barrier (BAK-12) and no later than TWY F.

4.45.7. Dual or simultaneous operations are permitted on or to the VL pads and RWY 12/30 once the VL aircraft is north of TWY H.

4.45.8. The Hotel Secure Zone is defined as TWY H abeam the RWY 12/30 BAK-12 barriers including the grass areas between RWY 12/30 and TWY H.

4.45.8.1. When an arriving aircraft is established in a transition to land on the VL pads, or when press-up operations are being conducted, vehicle and aircraft taxi operations within the Hotel Secure Zone will be suspended.

4.45.8.2. If an unauthorized vehicle enters the Hotel Secure Zone during VL operations, Tower will terminate VL operations.

4.45.9. Go-Around Procedures. VL aircraft will fly straight ahead parallel to and north of the runway and comply with tower instructions.

4.45.10. LSO (Landing Signal Officer) Operations.

4.45.10.1. The LSO supports STOVL operations. LSO may support from a vehicle parked adjacent to the VL pads.

4.45.10.2. LSO operators will request entry into the Hotel Secure Zone from Eglin Tower.

4.45.10.3. The LSO will maintain radio communication with Eglin Ground Control. The LSO will not communicate with the aircraft via an ATC frequency except when authorized by the tower during an emergency on 269.15 (Channel 9).

4.45.10.4. ATC is not responsible for separation between the LSO vehicle and aircraft conducting VL operations.

4.45.11. SOFs will monitor STOVL operations and direct Airfield Operations to conduct a FOD check of RWY 12/30 between TWY F and TWY E, TWY F, TWY E, and TWY H between TWY F and TWY E. The FOD sweep is precautionary and will not close runway or taxiways awaiting FOD sweep unless FOD is verified by other means.

## Chapter 5

### DUKE FIELD OPERATIONS AND PROCEDURES

**5.1. EAFB/Auxiliary Field Three (Duke Field, KEGI) Operating Hours.** Duke Field's published hours of operation are M-F, 0900L-2400L, closed weekends and federal holidays. Use of Duke Field outside published hours must be coordinated with the Airfield Manager and approved by the 96 OG/CC at least 72 hours in advance. Duke Field Airfield Manager shall notify 96 WS for weather support as required. Fire/rescue services are available 24 hours a day, 7 days a week; Crash Damaged or Disabled Aircraft Recovery (CDDAR) services are not immediately available. CDDAR response is dispatched to Duke from Eglin.

5.1.1.1. **Prior Permission Required (PPR).** All aircraft not assigned to Duke Field must have a PPR number prior to landing. PPR requests must be coordinated 7 days in advance to ensure use of Duke Field. Project officers, POCs and TDY liaisons shall coordinate with the 96 OSS/ OSBM (Duke Field AM Ops) at DSN 875-6538/6516.

**5.2. Transient Alert.** Transient Alert services are based out of Eglin and are available to 7th SFG(A) missions only. PPR requests must be coordinated 7 days in advance to ensure use of Duke Field. Other aircraft requiring transient services should use EAFB (KVPS) and coordinate with 96 OSS/OSAM (Eglin AM Ops) at DSN 872-5313.

5.2.1. Aircraft assigned to Eglin and Hurlburt Field are considered within the local area and do not require transient alert services to land and park at Duke Field. Aircrew operating under this provision will be issued progressive taxi instructions to the parking apron by Duke Tower and instructed to park at their own risk. Aircrew assigned to Eglin and Hurlburt Field still require a PPR from Duke Airfield Management in order to park at Duke Field. PPRs should be coordinated not fewer than 24 hours prior to proposed arrival time. Approved transient aircrew is responsible for the parking, service, maintenance, security, and any additional support their aircraft may require.

### **5.3. Runway (RWY), Landing Zone (LZ), and Taxiways (TWY).**

5.3.1. Duke Field's airfield diagram, field elevation and runway gradients can be found in Attachment 20.

5.3.2. RWY 18/36 is 8,025 ft long by 150 ft wide, asphalt, with 25 ft non-load bearing asphalt shoulders. Overruns are non-load bearing and nonstandard in length: the RWY 18 overrun is 555 ft long by 150 ft wide and the RWY 36 overrun is 554 ft long by 150 ft wide.

5.3.3. The LZ is parallel and 1,000 ft east of RWY 18/36. The LZ is 3,500 ft long and 60 ft wide with 10 ft shoulders. Load bearing overruns 300 ft long are provided on each end and are available for rollout and taxi ops. Threshold markings on each end, a touchdown box 500 ft from the threshold line on each end, and a centerline stripe are provided. The first 700 ft of the north end is constructed of concrete to support F-35 operations. The first 900 ft of the south end is constructed of concrete to support F-35 operations.

5.3.3.1. AMP-2 panels (VLZMP) permanently set up for 3500' x 60' of usable runway, with a 300' overrun on each end. **NOTE:** LZ operations will be conducted only with a fully-manned ATC Tower and AM Ops when weather ceilings are reported as equal to or greater than 1,500 ft AGL and visibility equal to or greater than 3 SM.

#### 5.3.4. Taxiway/Taxilane Restrictions

5.3.4.1. Taxilane A: No restrictions.

5.3.4.2. TWY A: Due to an obstruction, use is restricted to C-17 and smaller aircraft on TWY A north of the Aerial Delivery Apron. TWY A shoulders are unpaved.

5.3.4.3. TWY B west of TWY A: This portion of TWY B does not meet Class B airfield taxiway standards IAW UFC 3-260-01; taxiway is 60 ft wide with 25 ft shoulders.

5.3.4.4. TWY C: TWY C shoulders are unpaved and use is restricted to C-17 and smaller aircraft.

5.3.4.5. TWY D: See pavement evaluation for weight restrictions.

5.3.4.6. TWY E: TWY E between the runway and the LZ is built as a C-17 LZ taxiway standards (60 ft wide with 10 ft shoulders). This portion of TWY E does not meet Class B airfield taxiway standards IAW UFC 3-260-01. Operations are restricted to aircrew qualified to operate on a C-17 LZ taxiway or with a prior-approved MAJCOM/DO waiver. TWY E to the east of the LZ is built to Class B airfield taxiway standards (75 feet wide).

5.3.4.7. TWY F: See pavement evaluation for weight restrictions.

5.3.4.8. VL North: No restrictions. F-35B VL Pad STOVL procedures are covered under Letter of Agreement 2-36 "Use of Duke Field and Eglin AFB STOVL Pads."

5.3.4.9. VL South: No restrictions. Primary location for hazardous cargo loading and unloading.

5.3.4.10. LHA Deck: Taxi operations on TWY D east of TWY F are restricted to F-35B aircraft only. Special use or operation in this area must be coordinated through Duke Airfield Management.

5.3.4.11. Hot Cargo areas are located at TWY D, VL-South, and TWY A Spot 13B. Coordinate with AM Ops.

**5.4. Restricted/Classified Areas on the Airfield.** Duke Airfield has one restricted area, restricted area 18. Restricted area 18 is divided into two sections on the apron with the break located in front of the Fire Department (Bldg. 3040) (See Attachment 21).

#### **5.5. Aircraft Parking Plan.**

5.5.1. The south restricted parking area begins in front of the Fire Department and ends in front of Hangar 3020; it includes parking spots A1 through A6, B1 through B6, and the wash rack. The north restricted parking area begins at the Fire Department and continues north to the Aerial Delivery Apron.

5.5.2. Transient Apron. Transient Apron parking begins north of the Fire Department and encompasses rows 7 through 10. This parking area is restricted to rotary wing aircraft and fixed wing aircraft with wingspans less than 110 ft. (**Note:** Fighters must use rows 7 through 9. Additionally, there is a contingency parking spot used for wingspans greater than 110 ft identified as "AM Ops Spot" that may be used with AM Ops coordination).

5.5.3. Aerial Delivery Apron. The Aerial Delivery Apron can accommodate one C-5/C-17 or like size widebody aircraft on Bravo 13 or two C-130s on Alpha 13/Charlie 13 when Bravo 13 is not used.

5.5.4. 413 FLTS Apron. The 413 FLTS apron is in front of hangar 3057, in between the Aerial Delivery Apron and the Transient Apron. It is designed for four helicopter spots, with two spots (B11 and B12) utilized as the primary locations for helicopter parking. **Note:** Spots B11 and B12 are available for CV-22 parking on a case by case basis. Spots A11 and A12 will only be used for contingency operations due to the proximity of the service road on the apron boundary. When helicopters are parked on spots A11 and A12, the service road will be closed to vehicle traffic. All contingency parking requires coordination and approval from the Airfield Manager.

5.5.5. North Hangar Apron. The current parking plan for the North Hangar Apron is for two C-130s (facing east). Any use of the North Hangar Apron requires pre-coordination and approval from the Airfield Manager. (See para 5.3.4.3.)

## 5.6. Aircraft Special Operation Areas/Aprons.

5.6.1. Hot Pit Refueling Areas. There are two hot pit refueling areas available for F-35B aircraft only located off TWY D adjacent to the LHA deck. Hot Pit taxiway locations are identified as FUEL 1 and FUEL 2.

5.6.1.1. Hot Pit refueling and Hot Cargo operations that have overlapping safety profiles (e.g., Hot Cargo operations on TWY D) may not occur simultaneously. Hot Cargo operations take priority over Hot Pit operations.

5.6.1.2. VMFAT-501 or other transient F-35B units that wish to schedule Hot Pit Refueling must coordinate with the Airfield Manager at Fire Department, and Fuels Management.

5.6.2. Arm/De-arm Areas. In the event an aircraft requiring de-arm lands at Duke Field, contact Duke Tower for de-arm locations. Duke AM Ops will designate arm/de-arm location. Default arm/de-arm areas are as follows:

5.6.2.1. Landing RWY 18: Turn left on TWY E, proceed to VL South, point weapon east.

5.6.2.2. Landing RWY 36: Complete a right 180-degree turn, back taxi to TWY E, turn left on TWY E, proceed to VL South, point weapon east.

5.6.3. Hot Brake area. The designated Hot Brake area for RWY 36 is on TWY B west of the runway (Hold short of TWY A). The designated Hot Brake area for RWY 18 is on TWY E west of the runway.

5.6.4. Infil/Exfil. All Infil/Exfil (RAPIDS) operations are subject to approval by the Airfield Manager and must be coordinated a minimum of 48 hours prior to the planned operation. All participating vehicle operators will have a current AF IMT 483, *Certificate of Competency for Airfield Driving for Duke Field*.

5.7. **Airfield Hazards.** See IFR Supplement and current NOTAMs.

## 5.8. Navigational Aids (NAVAID).

5.8.1. Preventive Maintenance Inspection (PMI). Refer to DoD FLIP for available navigational aids and their current PMI schedules for Eglin AF AUX NR 3 (Duke Field) and all associated satellite airports served by Eglin Radar Control Facility. Where no PMI times are published, PMI schedules are not on a reoccurring basis or required. All PMI request and response times are IAW 96 OSS OI 13-1 on "Air Traffic Control Approach Landing Systems (ATCALs) NAVAID Coordination.

5.8.2. AMS-2100 ILS systems. AMS-2100 Instrument Landing System (ILS) systems Regional Maintenance Center has maintenance responsibility for the AMS-2100 ILS systems. All maintenance action items, response time requirements, and restoration priorities shall be IAW the Air Force Flight Standards Agency (AFFSA) RMC/AFMC MOA located at <https://cs1.eis.af.mil/sites/AFFSA/RMC/Shared%20Documents/Forms/AllItems.aspx>

5.8.3. Civil Use of USAF ATCALs. Civil aircraft may use USAF NAVAID facilities at Duke Field on a noninterference basis. Practice approaches to low approach/go-around are authorized. Requests for services will be considered on an individual basis and dependent on controller work load and equipment availability. Approval is at the discretion of the Duke Tower WS or Senior Controller (SC); PPR is not required. For further guidance on civil use of USAF ATCALs, see AFI 10-1001, *Civil Aircraft Landing Permits*.

**5.9. Permanently Closed/Unusable Portions of the Airfield.** The portion of TWY F southeast of TWY D is permanently closed.

**5.10. Airfield Lighting.** See DoD FLIP for available instrument approach lighting systems. All airfield lighting will be operated from Duke Tower. During LHA operations, lighting for the LHA deck area will be controlled from the LHA Tower. Duke Tower has the ability to operate LHA deck lights for operational checks. Airfield lighting shall be operated according to JO 7110.65 and AFI 13-204V3. For the LZ, orange panels are available upon request for daytime use and the following lighting options are available upon request: AMP-2/AMP-3.

**5.11. ATIS, Weather Dissemination and Coordination Procedures.** Duke Field does not have an ATIS. Current/forecasted weather will be issued by Duke Tower.

5.11.1. Hazardous/Severe Weather Notification Procedures. During Duke Field hours of operation, the Duke Weather Observer is responsible for monitoring and evaluating weather information and conditions and, as necessary, issuing weather statements in the form of weather watches, warnings and advisories. Duke AM Ops is responsible for activating the Secondary Crash Net (SCN) and relaying all Duke Field weather watches, warnings and advisories.

5.11.2. Lightning Response. When an Observed Warning for lightning within 5 NM is issued by the Duke Weather Observer, the following shall apply:

5.11.2.1. All airfield maintenance and operations involving explosives that are not within a lightning protected facility will be terminated and personnel will seek shelter in a vehicle or building until MOCC relays that lightning within 5 NM of the airfield has been canceled. See AFMAN 91-201, *Explosives Safety Standards*, for more information.

5.11.2.2. Aircraft located in the chocks with engine(s) running may shut down and maintenance personnel and aircrew will take cover. The aircrew may elect to remain in

the aircraft until the warning is lifted; however, maintenance personnel will take cover immediately or after engine shutdown.

5.11.2.3. Aircraft taxiing for takeoff may either continue taxiing to the EOR or taxi back to hold short of their parking spot until the warning is lifted.

5.11.2.4. Aircraft landing may hold in EOR or taxi to parking.

5.11.2.5. Definitions: See Table 5.1.

**Table 5.1. Lightning Identifiers and Definitions.**

ISSUE WHEN	
<b>Forecast WATCH for Lightning</b>	Lightning is FORECASTED to be within 5 NM of the airfield in 30 minutes
<b>Observed WARNING for Lightning</b>	Lightning is OBSERVED within 5 NM of the airfield

**5.12. Active Runway Selection and Change Procedures.** The Duke Tower WS/SC shall be responsible for designating the runway in use IAW JO 7110.65 and criteria in this paragraph. Deviations from this instruction will be based on WS/SC judgment.

5.12.1. Designated Primary Runway. RWY 18 is designated the primary instrument/calm wind runway.

5.12.2. Runway Change Procedures. The Duke Tower WS/SC shall direct runway changes based on sound judgment, prevailing winds, and current/forecasted traffic. Duke Tower will notify the following agencies when a runway change is made: ERCF, Eglin Tower, Eglin Crash Station, Duke Weather Observer, Duke Command Post, and Duke AM Ops. Eglin Crash Station will notify Duke Crash Station.

**5.13. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values.** The RSC can be reported as either wet or dry. Duke Field will not report RCR. For more information see AFI 13-204V3, Chapter 18.

**5.14. Aircraft Arresting Systems.** See DoD FLIP, IFR Supplement, Attachment 20, and Table 5.2 for description, type and location of the cables currently available at Duke Field.

**Table 5.2. Duke Field Aircraft Arresting System Locations.**

AIRCRAFT ARRESTING SYSTEM LOCATIONS		
Runway	FEET FROM THRESHOLD	
	Approach	Departure
	BAK-12(H)	BAK-12(H)
RWY 36	1260	1260
RWY 18	1260	1260

5.14.1. Duke Field Arresting System Standard Configuration.

5.14.1.1. During normal operations, the BAK-12/H systems for RWY 18/36 will be in the lowered position.

5.14.1.2. The departure end cable will be in the raised position and available when tailhook-equipped aircraft are on approach or departing. Both cables will be available upon request.

5.14.2. CE will report the status of cables to ATC/AM Ops using the following terminology, “in service” or “out of service” after all inspections and/or maintenance.

5.14.3. Aircraft Arresting Systems Maintenance.

5.14.3.1. The Power Production section of CE maintains arresting systems for Duke Field. Arresting systems will be inspected by Power Production personnel daily, normally before 0900. Additional inspections will be conducted throughout the day when deemed necessary by the Tower WS, AM Ops, and/or any SOF. Tower advises AM Ops if arresting system problems are reported or require any action. During duty hours, AM Ops will coordinate with CE Power Production for action. After duty hours, AM Ops will coordinate with the CE Fire Department for action.

5.14.3.2. All arresting systems certifications will be pre-coordinated and approved by the Airfield Manager and will be conducted at a time to ensure minimum impact to wing flying. Certifications will be scheduled Monday through Friday, normally after the last sortie of the day. All certifications will take place during daylight hours. Power Production is responsible for ensuring annual barrier certifications are scheduled prior to expiring from service. AM Ops will notify all affected agencies and assist Power Production in coordinating and scheduling the engagement.

**5.15. ATCALs.** The following procedures will be adhered to any time CE Power Production requires auxiliary generator checks or maintenance on any ATCALs/NAVAID or ATC facility generator.

5.15.1. Before transferring commercial power to generator power in the Duke Control Tower, CE Power Production must request approval from the Tower WS/CS. Before transferring to generator power at any ATCALs/NAVAID facility, CE Power Production must request approval from 96 OSS/OSM, which in turn will coordinate with the appropriate ATC facility IAW 96 OSS OI 13-1. There is no auxiliary power generator for the localizer facility. A battery backup system provides short-term power for approximately 30 minutes.

**5.16. NOTAM Procedures.**

5.16.1. The NOTAM monitoring facility/dispatching facility for Duke Field is Duke AM Ops. When Duke Field is closed, Eglin AM Ops becomes the NOTAM monitoring facility/dispatching facility for Duke Field.

5.16.2. The primary method for retrieving NOTAMs is through the Defense Internet NOTAM Service at <https://www.notams.jcs.mil>. NOTAMs can also be accessed at <https://www.notams.faa.gov/dinsQueryWeb/>. If both websites are unavailable, please contact the appropriate AM Ops for local NOTAMs. EAFB and Duke Field AM Ops will receive, transmit, post and document required NOTAM action IAW AFI 11-208\_IP, *Department of Defense Notice to Airmen (NOTAM) System*.

5.16.3. All flying squadrons will obtain the required NOTAMs through the US NOTAM website or via an alternate website. In the event the NOTAM websites are not operational,

contact destination airport via telephone to obtain the most current NOTAMs. Contact Duke AM Ops at (850) 883-6538 or via direct line to obtain the NOTAMs. Hurlburt Field AM Ops will disseminate or dispatch as required for Duke Field if the communication link to the Air Force Central NOTAM facility is locally inoperative.

**5.17. Airfield Maintenance.** All airfield maintenance will be coordinated through the Duke Airfield Manager. All sweeper operations, grass mowing, and general maintenance operations on the airfield environment will be coordinated and directed through the Duke Airfield Manager.

**5.18. Airfield Tobacco Use Policy.** There is no smoking on the airfield. Tobacco use is only permitted in designated tobacco use areas. All smoking areas must be marked with signs stating, "Designated Tobacco Use Area." If an area is so identified, facility building managers will ensure butt cans and receptacles are located in the designated outdoor area and away from doorways, vestibules and with a safe distance from aircraft operations. The Air Force prohibits tobacco use in Air Force vehicles for both civilian and military personnel.

**5.19. Wear of Hats.** Hats are not authorized on the flightline at Duke Field.

**5.20. Airfield Photography.** Refer to Paragraph 4.20. for photography restrictions.

**5.21. Scheduling and Flight Plan Procedures.** IAW AFI 13-204V3, all aircraft departing Air Force installations must have a flight plan on file (Stereo, VFR local, DD Form 175 or DD Form 1801) with AM Ops prior to departure. Flight plans must be filed in person unless there is an approved LOA on file between the Airfield Manager and the user. All flight plans will be maintained on file in accordance with Air Force RDS, Table 13-07, Rule 3.00.5.21.1. Aircrew are allowed to fax flight plans to Duke AM Ops at DSN 872-3308 or Commercial 850-882-3308. Backup procedures for faxing flight plans are digitally signed DD175/1801s. Digitally signed DD175/1801s must be sent to the 96 OSS/Duke Base Operations organizational e-mail box.

5.21.1. DD175 flight plans must be faxed/e-mailed no later than 1 hour prior to departure. DD1801 flight plans must be faxed no later than 2 hours prior to departure. Stereo route Instrument Flight Rules (IFR) flight plans and Visual Flight Rules (VFR) flight plans which depart and land at Duke Field without any en-route stops will be filed via DD Form 175. Flight plans will not be accepted telephonically, except as specified in a Letter of Agreement.

5.21.2. Any flight plan faxed or e-mailed must be followed up with a phone call to AM Ops (DSN 875-6538 or 883-6538) to ensure receipt/accuracy and avoid delays.

5.21.3. Once a flight plan is verified, AM Ops personnel will file the flight plans in the applicable flight planning system and call Duke Tower to pass along flight plan information.

5.21.4. IAW AFI 13-204V3, original flight plans may not be accepted via radio. Locally filed flight plans can be amended via any means provided an original flight plan is on file at the departure AM Ops section.

**5.22. Movement Area.** The aircraft movement area is defined as the runway, landing zone, VL Pads, LHA deck, taxiways, and other areas of the airport used for taxiing or hover taxiing, takeoff, and landing of aircraft, excluding loading ramps and parking aprons.

**5.23. Controlled Movement Area (CMA).** Duke Field's CMA consists of the runway and LZ and the grassy areas and portions of taxiways inside the VFR hold lines for both landing surfaces. Access to the VL Pads and the LHA deck will be controlled by Duke Tower or the

LHA Tower (IAW applicable agreements) when those pavements are active with arriving/departing aircraft. See Attachment 21.

5.23.1. Air Traffic Control Tower FM Nets (Ramp to Tower and Crash to Tower) are used solely for communications on the CMA. Tower shall continuously monitor these Nets during vehicle/personnel operations on the CMA. Vehicles/personnel operating on the CMA shall continuously monitor these Nets and may transmit as necessary to ensure the safety/care of personnel and/or equipment within the CMA. Tower may terminate unnecessary transmissions to reduce noise levels in Duke Tower when vehicles/personnel are no longer on the CMA, IAW AFI 13-204V3.

5.23.2. No vehicle is authorized on, nor shall be approved to enter a CMA unless the vehicle is radio-equipped (or escorted by a radio-equipped vehicle) and in direct two-way contact with Duke Tower.

5.23.3. Vehicle Recall Procedures when Radio Communications Fail. In the event radio contact is lost, vehicles/personnel will exit the runway and CMA immediately. Duke Tower will use light gun signals to attempt vehicle contact in the event of radio failure. Duke Tower may also attempt to indicate that radio contact has been lost by raising and lowering the intensity level of the runway lights.

5.23.4. CMA Vehicle/Pedestrian Operations. All personnel are required to abide by the responsibilities and procedures for operating on or near Duke Field airfield outlined in EAFBI 13-213.

**5.24. Precision Approach Critical Area.** When the ceiling is reported less than 800 ft or visibility less than 2 SM, aircraft and vehicles shall not be allowed to operate within the ILS critical area depicted in Attachment 20 unless approved and in radio contact with Duke Tower. Aircraft and vehicles shall not transit the localizer/glideslope critical area or proceed beyond the instrument/VFR hold lines when an aircraft executing an ILS approach is inside the final approach fix. All vehicles will request permission from Duke Tower by radio to cross both the north and south areas of perimeter road that intersect precision approach critical areas regardless of weather conditions.

**5.25. Engine Test/Run-Up Areas and Procedures.** IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*, aircraft are required to contact Duke Tower prior to engine start. All engine runs require approval/coordination with Duke AM Ops. Engine runs outside airfield hours will be conducted by Letter of Agreement between the 96 OG and applicable user.

**5.26. Procedures for Suspending, Opening and/or Closing the Runway.** Duke Tower WS/SC, Duke Airfield Manager or designated representative has authority to suspend runway operations anytime there is an observed or reported hazardous condition or situation. Appropriate NOTAMs will be sent for closures of the runway that exceed 30 minutes. Only AM Ops has the authority to close or open the runway.

**5.27. Airfield Inspections/Checks.** These will be completed IAW requirements and procedures outlined in AFI 13-204V3. AM Ops shall accomplish an airfield check after the arrival or departure of any widebody/heavy aircraft (e.g., B-52, B-747, C-17, C-5, KC-10) to mitigate FOD risk due to the narrow width of RWY 18/36 and lack of shoulders on several taxiways.

**5.28. Aircraft Towing Procedures.** All aircraft tows will be coordinated through MOCC and Duke Tower. When Duke Tower is closed, Duke Fire Department will be contacted before tow commences. Tows outside airfield hours will be conducted by Letter of Agreement between the 96 OG and applicable user.

**5.29. Aeromedical Aircraft Arrival Procedures.** Duke Tower will provide Duke AM Ops with a 15-mile inbound call when requested for aeromedical aircraft arrivals.

**5.30. Local Control Points.** See EAFB procedures, Paragraph 4.31.

**5.31. Taxi Procedures and Visual Blind Spots.**

5.31.1. Visual Blind Spots. Duke Tower is not responsible for ground traffic operating in those areas not visible from the tower. Visual blind spots for Duke Tower include the westernmost portion of TWY B.

**5.32. Reduced Same Runway Separation (RSRS).** See EAFB procedures, Paragraph 4.33.

**5.33. General Departure Procedures.**

5.33.1. Duke Field Standard Departure. IFR aircraft initially departing Duke Field shall maintain 2,000 ft MSL and be issued a departure heading by Duke Tower except as specified in 5.33.2.

5.33.2. VFR Overhead Pattern Protection. When the overhead pattern is active, all departures from Duke Field shall maintain at or below 1,200 ft MSL until the departure end of the runway to protect the VFR overhead pattern, unless otherwise directed.

5.33.3. Fighter STOVL Operations. Fighter STOVL operations are not authorized on asphalt areas of the airfield.

5.33.4. Duke Field Intersection Departures (VFR and IFR). Intersection departures are authorized from all RWY 18/36 taxiway intersections. No intersection departures are authorized for the LZ. Duke Tower need not issue runway distance remaining to locally assigned aircraft making an intersection departure. The runway distances remaining from each of the taxiways at Duke Field are as depicted in Table 5.3.

**Table 5.3. Duke Field Intersection Departure Distance Remaining.**

<b>INTERSECTION DEPARTURE FEET AVAILABLE</b>		
<b>RWY 36</b>	<b>TWY</b>	<b>RWY 18</b>
3200	C	4800
6400	D	1600
3200	F	4800
LZ: No intersection departures available		

5.33.5. Immediate Takeoff Clearance. When issued an immediate takeoff clearance, pilots are expected to begin takeoff roll within 20 seconds of clearance receipt. Tower shall advise the pilot in advance to "EXPECT IMMEDIATE DEPARTURE."

5.33.6. Abbreviated Departure Clearance. Duke Tower shall issue an abbreviated IFR clearance to all locally assigned aircraft with Duke stereo route flight plans. Example:

“GOOSE71, DUKE GROUND, CLEARED TO DUKE FIELD AS FILED, <departure procedure>, <altitude data in order flown>, <frequency and beacon code information>.”

#### 5.33.7. Airborne pickup procedures.

5.33.7.1. Upon initial contact with Duke Tower, the pilot will advise ATC of intention to use an airborne pickup.

5.33.7.2. When ready for takeoff, contact Duke Tower and include the airborne pickup request. Example: PILOT: "CUDA ONE, NUMBER ONE RUNWAY ONE EIGHT, REQUEST AIRBORNE PICKUP." TOWER: "CUDA ONE, RUNWAY ONE EIGHT LINE UP AND WAIT" or "CUDA ONE, AIRBORNE PICKUP APPROVED, MAKE (left/right) CLOSED, RUNWAY ONE EIGHT WIND CALM, CLEARED FOR TAKEOFF."

5.33.7.3. Airborne pickups including heavy aircraft, such as tankers, will be coordinated in advance with ATC. When cleared for takeoff, clearance for the airborne pickup and closed pattern direction will be issued by the tower.

5.33.7.4. Both aircraft involved in this maneuver will remain on tower frequency until instructed to change to departure.

5.33.7.5. The first aircraft to depart will execute a left/right turn (as directed by ATC) to inside downwind. The aircraft will configure as required/desired, execute a base turn (radio call to tower not required), and roll out offset from the runway left or right as necessary.

5.33.7.6. The second aircraft will release brakes and the airborne aircraft will execute the join up. When both aircraft are at a safe altitude, tower will direct them to change to departure.

5.33.7.7. ATC may have first airborne aircraft "report initial for airborne pickup/carry through" if conditions warrant. Additionally, the pilot may request "re-entry to initial for airborne pickup" if desired (subject to ATC approval).

#### 5.33.7.8. Restrictions.

5.33.7.8.1. Weather minimums for executing the airborne pickup procedure shall be 2200 ft MSL ceiling and 3 SM visibility.

5.33.7.8.2. Aircraft will slow to no lower than final approach speed during the airborne pickup.

5.33.7.8.3. Minimum altitude during the airborne pickup is 200 ft AGL unless approved by test and safety review boards for specific test mission requirements.

### 5.34. General Recovery Procedures.

#### 5.34.1. Duke Field Local Climbout.

5.34.1.1. RWY 18: "AFTER COMPLETING (type approach), CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED, TURN RIGHT HEADING THREE THREE ZERO, CLIMB AND MAINTAIN TWO THOUSAND FEET, CONTACT DEPARTURE (frequency assigned by ATC)."

5.34.1.2. RWY 36: “AFTER COMPLETING (type approach), CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED, TURN LEFT HEADING THREE THREE ZERO, CLIMB AND MAINTAIN TWO THOUSAND FEET, CONTACT DEPARTURE (frequency assigned by ATC).”

5.34.2. Conventional, F-35 B&C Low Closed, and Light Aircraft Rectangular Pattern. The conventional rectangular pattern/F-35 B&C Low Closed altitudes are 1,200 ft MSL with a 45-degree entry to downwind. Light aircraft pattern is 700 ft MSL with a 45-degree entry to downwind. Tower approval for the F-35 B&C Low Closed allows the aircraft to execute a present position low closed pattern unless otherwise directed. See Attachment 26.

5.34.2.1. RWY 18 will use right/left traffic.

5.34.2.2. RWY 36 will use right/left traffic.

5.34.3. Overhead Pattern. The overhead pattern altitude is 1,700 ft MSL. See Attachment 27.

5.34.3.1. RWY 18. Left or right entry; right turns.

5.34.3.2. RWY 36. Left or right entry; left turns.

5.34.4. Tactical Initial. Tactical initial request shall be made on initial contact with Duke Tower. Tower has the authority to approve or deny this request. If denied, aircraft must be no further than 500 ft separation prior to reaching the 3 NM initial point. Aircraft will remain no further than 4,000 ft line abreast with the flight lead lined up on runway in use with the wingman lined up on the east side. When approved, Duke Tower will deconflict with LZ operations.

5.34.5. VFR Straight-in. Duke Tower will approve VFR Straight-in approaches based on traffic. Duke Tower will direct entry to final.

5.34.6. Reentries. Reentry is used for re-sequencing and spacing requirements. The radio call for reentries is [“(Call sign), REENTER”].

5.34.6.1. The standard reentry point for RWY 18 is SHOAL (DWG 350/13.4). Reentry pattern altitude is 2,200 ft MSL. Aircraft will maintain 2,200 ft MSL until established at 3 NM initial, unless otherwise directed by Duke Tower. Aircraft performing straight-in approaches can expect descent to 1,200 ft MSL once established at SHOAL. Straight-in approaches may be disapproved based on existing traffic.

5.34.6.2. The standard reentry point for RWY 36 is BIG T (DWG 340/8.6). Reentry pattern altitude is 2,200 ft MSL. Aircraft will maintain 2,200 ft MSL until established at 3 NM initial, unless otherwise directed by Duke Tower. Aircraft performing straight-in approaches can expect descent to 1,200 ft MSL once established at BIG T. Straight-in approaches may be disapproved based on existing traffic.

5.34.7. Breakouts/Go Around Procedures.

5.34.7.1. VFR Procedures. VFR aircraft instructed by Duke Tower to breakout will be given specific instructions [e.g., “(Call sign), BREAKOUT TO THE WEST, MAINTAIN ONE THOUSAND SEVEN HUNDRED FEET, REENTER INITIAL RUNWAY ONE EIGHT”].

5.34.7.2. IFR Procedures. Aircraft at Duke shall use the following go-around procedures unless otherwise directed by ATC:

5.34.7.3. Duke Go-Around Procedures inside 3 NM. ATC phraseology shall be as follows: “Tower clearance canceled/not received, fly runway heading, CROSS DEPARTURE END OF THE RUNWAY AT OR BELOW ONE THOUSAND TWO HUNDRED FEET, TURN (left/right) HEADING THREE THREE ZERO, CLIMB AND MAINTAIN TWO THOUSAND FEET.”

5.34.7.3.1. RWY 18: TURN RIGHT.

5.34.7.3.2. RWY 36: TURN LEFT.

5.34.7.4. Duke Go-Around Procedures outside 3 NM. ATC phraseology shall be as follows: “(Call sign), BREAKOUT, TURN (left/right) HEADING THREE THREE ZERO, CLIMB AND MAINTAIN TWO THOUSAND FEET.”

5.34.8. VFR Fixed-Wing Tower to Tower Transitions between Eglin and Duke Towers. Duke Tower Runway in Use will direct the inbound and outbound VFR transition routes. Reference Attachment 12, 13, 14, and 15.

5.34.8.1. South Flow Operations (EGI RWY 18 and VPS RWY 12/19). See Attachment 12.

5.34.8.1.1. VPS RWY 12/19 VFR departures tower to tower to EGI proceed northbound to JAIL at 2,200 ft MSL then proceed to SHOAL at 2,200 ft MSL. Eglin Tower will specify a left or right turn northbound. Once established at SHOAL, turn 90 eastward to initial and expect overhead pattern altitude of 1,700 ft MSL at 3 NM initial or descent for VFR straight-in with Duke Tower approval.

5.34.8.1.2. EGI RWY 18 VFR departures tower to tower to VPS proceed southbound to JAIL at 1,600 ft MSL for Eglin Tower pattern entry.

5.34.8.2. North Flow Operations (EGI RWY 36 and VPS RWY 1/30). See Attachment 13.

5.34.8.2.1. VPS RWY 1/30 VFR departures tower to tower to EGI proceed northbound to GATE at 1,700 ft MSL then direct to initial or straight-in RWY 36. Expect overhead pattern altitude of 1,700 MSL at 3 NM initial or descent for VFR straight-in with Duke Tower approval.

5.34.8.2.2. EGI RWY 36 VFR departures tower to tower to VPS proceed southwest-bound to JAIL at 2,200 ft MSL for Eglin Tower pattern entry. Expect to cross the field at 2,100 ft MSL for a left turn to initial.

5.34.8.3. Mixed Flow Operations (EGI RWY 18 and VPS RWY 1/30). See Attachment 14.

5.34.8.3.1. VPS RWY 1/30 VFR departures tower to tower to EGI proceed northbound to JAIL at 2,200 ft MSL then proceed to SHOAL at 2,200 ft MSL. Once established at SHOAL, turn 90 eastward to initial and expect overhead pattern altitude of 1,700 ft MSL at 3 NM initial or descent for VFR straight-in with Duke Tower approval.

5.34.8.3.2. EGI RWY 18 VFR departures tower to tower to VPS proceed southwest-bound to JAIL at 1,600 ft MSL for Eglin Tower pattern entry.

5.34.8.4. Mixed Flow Operations (EGI RWY 36 and VPS RWY 12/19). See Attachment 15.

5.34.8.4.1. VPS RWY 12/19 VFR departures tower to tower to EGI proceed northbound to GATE at 1,700 ft MSL then proceed to EGI RWY 36. Eglin Tower will specify a left or right turn northbound.

5.34.8.4.2. EGI RWY 36 VFR departures tower to tower to VPS will proceed southwest-bound to JAIL at 2,200 ft MSL for Eglin Tower pattern entry.

**5.35. Simulated Flameout (SFO) and Precautionary Flameout (PFO) Approaches.** The terms PFO and SFO are synonymous and will utilize the same approach patterns. SFO approaches will be conducted between the hours of sunrise to sunset. To the maximum extent possible, SFOs shall be requested prior to RTB due to the increased coordination required. In addition, Duke Tower may disapprove or cancel the procedure whenever they deem it necessary for safety of flight. Approval of an SFO by Duke Tower does not absolve the pilot from the responsibility to comply with VFR see and avoid requirements. Participating aircraft are considered to have canceled IFR upon communications transfer to Duke Tower. SFO airspace is defined as a 5 NM radius from center of the airport from surface up to and including 12,000 ft MSL unless otherwise coordinated.

5.35.1. Weather and Runway Requirements. Official reported weather at the airport to which the approach is conducted will be ceiling at least 1,000 ft above the requested high or low key altitude and visibility of at least 5 SM.

5.35.2. Duke Field is the primary choice for SFO training based on traffic pattern congestion at Eglin. Every attempt should be made to conduct SFO practice approaches to Duke Field.

5.35.3. SI SFO primary location is Duke Field RWY 18.

5.35.4. OH SFO Pattern Procedures. See Attachment 10.

5.35.4.1. RWY 18/36 OH SFO Procedures: From low approach or initial straight through an aircraft will make a climbing turnout to the west or as directed by Duke Tower and report high key when over the desired touchdown point in order to execute a 360-degree turning SFO to the west. If required to orbit at high key, Duke Tower will state, "(call sign) ORBIT HIGH KEY"; the aircraft will maintain a western orbit at high key altitude and report high key when over the desired touchdown point.

5.35.4.2. Additional information:

5.35.4.2.1. High Key will normally be flown at 7,000-10,000 ft MSL; other altitudes may be coordinated.

5.35.4.2.2. Low Key will normally be flown at 3,000-6,000 ft MSL.

5.35.4.2.3. Airspeed will normally be 200 to 250 KIAS, but may vary due to weight and aircraft configuration. Pilots requiring a speed in excess of 250 KIAS will notify ATC prior to commencing the approach.

5.35.4.2.4. Mandatory reporting points: High Key and Low Key (with gear and intentions).

5.35.4.2.5. The OH SFO pattern will be flown in the same direction as the normal overhead pattern unless specified by tower.

5.35.4.2.6. OH SFO breakout procedures. Prior to base key, tower shall state “(Call sign), REENTER, (Reason, time permitting, and follow-on instructions).” Aircraft shall climb to or maintain 500 ft above the overhead pattern altitude and comply with tower instructions. If none are received, transmit intentions to Duke Tower.

5.35.4.2.7. OH SFO Go-Around procedures. Tower shall state “(Call sign), GO AROUND, (Reason, time permitting, and follow-on instructions).” If at or above 2,200 ft MSL, maintain 2,200 ft MSL (500 ft above overhead pattern). If below 2,200 ft MSL the aircraft will continue to descend to maintain at or below 1,200 ft MSL until departure end, and comply with tower instructions. If none are received, transmit intentions and requests to tower.

5.35.4.2.7.1. For a pilot-initiated go-around or when a landing clearance is not received, the pilot shall report “(Call sign), BASE KEY, ON THE GO.” Execute the go-around procedure described above and follow tower instructions. If no instructions are received, the pilot shall transmit intentions to Duke Tower in the blind.

5.35.4.2.8. If weather does not allow the execution of an SFO initiated from High Key, Tower can authorize SFOs initiated from Low Key based on current weather conditions and aircraft workload within the traffic pattern. The same ground track will be flown as described above, while remaining clear of clouds.

5.35.5. SI SFO Pattern Descriptions and Procedures. See Attachment 11.

5.35.5.1. An SI SFO approach begins 8 NM from the runway and ends at the landing threshold.

5.35.5.2. The 8 NM SI SFO point is straight out from the runway extended centerline at 8,000 ft MSL.

5.35.5.3. The 5 NM SI SFO point is straight out from the runway extended centerline at 4,000 to 6,000 ft MSL.

5.35.5.4. SI SFO airspeed will normally be 200 to 250 KIAS, but may vary due to weight and aircraft configuration. Pilots requiring a speed in excess of 250 KIAS will notify ATC prior to commencing the approach.

5.35.5.5. If ERCF traffic permits, SI SFOs can expect descent to 8,000 ft MSL and vectors to the 8 NM reporting point. ERCF will coordinate with tower for SI SFO approval. Tower will deny the approach if more than three aircraft are projected to be in the VFR pattern when the SI SFO will arrive, or if a safety issue is involved.

5.35.5.6. If tower approval is not received by 20 NM from the runway, expect descent to pattern altitude and sequencing with normal arriving traffic. If tower approval is received by the 20 NM point, expect a vector to a point 12-14 NM on final/dogleg, instructions to proceed visually, and to contact Duke Tower. At this point, IFR flight plan cancellation

is deemed to have occurred. Communications transfer to Duke Tower must occur prior to commencing the SI SFO maneuver. After contact with tower, and prior to 8 NM on final, expect verbal approval for the SI SFO from tower. If conditions develop which preclude the approach, expect to be sequenced by Duke Tower into the overhead pattern. If unable to communicate with Duke Tower, maintain 8,000 ft MSL and VFR, fly toward the runway and contact ERCF on last assigned ERCF frequency.

5.35.5.7. Mandatory reporting points: Report: “(Call sign), 8-MILE SFO FINAL” and “(Call sign), 5-MILE SFO FINAL, GEAR, and intentions (e.g., touch and go, low approach)” to tower. Expect low approach clearance at 5 NM. If clearance is not received by 3 NM on final, proceed straight ahead, maintain 2,200 ft MSL (500 ft above the overhead pattern), and expect an overhead approach.

5.35.5.8. If tower does not have a visual or radar-indicated position of the aircraft by 5 NM final, tower will discontinue the SI SFO approach and give directions to sequence the aircraft into the overhead pattern.

5.35.5.9. Once the SI SFO aircraft is 8 NM final or closer, no arrival or departure aircraft will be permitted in front of the SI SFO aircraft.

5.35.5.10. SI SFO Breakout/Go-Around Procedures.

5.35.5.10.1. Prior to 5 NM final the tower shall state “(Call sign), TERMINATE THE SI-SFO, (Reason, time permitting, and follow-on instructions).” If no instructions are received, climb to or maintain 2,200 ft MSL (500 ft above the overhead pattern), and expect an overhead approach.

5.35.5.10.2. Pilot initiated/tower directed go-around at or after 5 NM final. If at or above 2,200 ft MSL, maintain 2,200 ft MSL (500 ft above overhead pattern). If below 2,200 ft MSL the aircraft will continue to descend to maintain at or below 1,200 ft MSL until departure end, and comply with tower instructions. If none are received, transmit intentions to Duke Tower.

5.35.6. F-35 aircraft may perform PFOs using the SFO patterns at Eglin and Duke Field. For the purposes of this instruction, PFO and SFO are synonymous. However, expect slightly higher altitudes and airspeeds at high key and low key, and a slightly extended pattern at low key. Controllers and pilots will use the term PFO when referring to an F-35 in the SFO pattern (e.g., "LIGHTNING-01, 8-MILE PFO FINAL").

### **5.36. Helicopter/Tiltrotor Procedures.**

5.36.1. Helicopter Traffic Patterns. Helicopter Pattern altitude is 700 ft MSL with 45-degree entry legs to downwind. Traffic patterns shall be flown at or below 700 ft MSL unless otherwise approved by Duke Tower. See Attachment 26.

5.36.2. Helicopter VFR East Transition Area. Helicopter VFR training missions (including external cargo & slide landings) are authorized in the eastside of Duke Field. The East Transition Area is defined as the area bordered by the LHA Deck FOD cover area on the west, with right or left rectangular patterns (based on wind) conducted east of the LHA Deck FOD cover area. Altitude is 700' MSL.

5.36.2.1. Helicopter pilots shall contact Duke Tower for clearance into or departure out of the East Transition Area. Pilots shall monitor tower frequency during all operations.

This area shall not be authorized for more than four helicopters at any one time. Once in the area, pilots are responsible for maintaining their own separation from other helicopters, and clearances for successive approaches are not required. Use caution, vehicles in the East Transition Area are uncontrolled.

5.36.2.2. 413 FLTS helicopters are authorized to use the LHA Deck FOD cover area north of LHA Tower to conduct slide landings. Landings shall be conducted on the eastern 75 feet of the FOD cover, which is 1,800 feet long. The LHA deck will not be used for other than F-35B operations. Aircraft will operate autonomously after cleared into the East Transition Area by Duke Tower.

5.36.3. Personnel and vehicle operators requiring access to the East Transition Area shall be briefed by Duke AM Ops to remain clear of the landing area.

5.36.4. Autorotation. Helicopter test and practice autorotations may be conducted on the LHA Deck FOD cover active runway, LZ, with the LHA Deck FOD cover is the primary location. All areas offered are accessible to crash recovery crews on normal duty or special standby.

**5.37. Duke Field Random Steep Approach.** The Random Steep Approach is a VFR maneuver that consists of a steep spiral descent, similar to an overhead approach, from higher than normal traffic pattern altitudes directly over the airport. Aircraft will remain within a 4 NM radius of Duke Field during descent. Approval for Random Steep Approach is at the discretion of the Duke Tower WS after coordination with ERCF. Random Steep Approaches may be disapproved or canceled because of traffic or for other reasons, either before or after the start of the maneuver. Approval of a Random Steep Approach does not relieve the pilot from the responsibility to comply with VFR see and avoid requirements. Participating aircraft are considered to have canceled IFR upon communications transfer to Duke Tower.

5.37.1. Weather and Landing Surface Requirements. Random Steep Approaches may be conducted to RWY 18/36 or LZ 18/36. Official reported weather at Duke Field to conduct a Random Steep Approach will be:

5.37.1.1. Ceiling: At least 500 ft above the requested inbound altitude.

5.37.1.2. Visibility: At least 3 SM visibility. Aircraft must maintain VFR cloud clearance throughout the maneuver.

5.37.2. Random Steep Approach Pattern Descriptions and Procedures. See Attachment 29.

5.37.2.1. ERCF will coordinate with Duke Tower for Random Steep Approach approval prior to the aircraft reaching 10 NM. Coordination will include call sign, type aircraft, aircraft location, requested altitude and inbound heading (180, 360, 270, or 090). ERCF will release Duke Field Random Steep Approach maneuvering airspace to Duke Tower. Communications transfer to Duke Tower must occur prior to 5 NM from the descent point. Inbound altitude will vary based on pilot's request (normally 4,500-10,000 ft MSL). Aircraft airspeed is normally 120-150 KIAS. Inbound heading is normally in line with runway in use. Other inbound headings may be requested. Approval will be based on traffic. Descent point is normally at the midfield point. At descent point, aircraft will report landing gear down and request landing clearance from Duke Tower. Based on aircraft altitude, aircraft may spiral in descent east and west of runway to land on runway

in use. If conditions develop which preclude the completion of the approach, aircraft can expect to be sequenced by tower into either the overhead pattern or rectangular traffic pattern. Aircraft requesting Random Steep Approaches from the Duke rectangular VFR pattern or initial departure will normally be transferred to ERCF for climb to Random Steep Approach altitude unless ERCF releases Random Steep Approach maneuvering airspace to Duke Tower. Once Random Steep Approach maneuvering airspace is released to Duke Tower, ERCF will not allow other aircraft to transit the maneuvering airspace.

**5.38. Duke Field Random Shallow Approach.** Random Shallow Approach is a VFR maneuver that consists of low-altitude/high-speed entry towards the runway from various inbound headings.

5.38.1. The Random Shallow Approach will be approved at the discretion of the Duke Tower WS. Random Shallow Approaches may be disapproved or canceled because of traffic or for other reasons, either before or after the start of the maneuver. Approval of a Random Shallow Approach does not relieve the pilot from the responsibility to comply with VFR see and avoid requirements and AFI 11-202V3, *General Flight Rules*, avoidance criteria. Participating aircraft are considered to have canceled IFR upon communications transfer to Duke Tower.

5.38.2. The three types of Random Shallow Approaches are as follows:

5.38.2.1. 90-degree to the runway abeam. The aircraft flies to the runway's midfield point, then performs a 90-degree turn for a downwind entry to the runway in use.

5.38.2.2. Straight-in to the active runway with a teardrop maneuver to land the opposite runway. Similar to a circling approach.

5.38.2.3. Straight-in to the active runway. Aircraft performs a straight-in approach to the runway in use.

5.38.3. Weather and Landing Surface Requirements. Random Shallow Approaches may be conducted to RWY 18/36 or LZ 18/36. Official reported weather at Duke Field to conduct a Random Shallow Approach will be:

5.38.3.1. Ceiling: At least 500 ft above the rectangular pattern altitude.

5.38.3.2. Visibility: At least 3 SM visibility. Aircraft must maintain VFR cloud clearance throughout the maneuver.

5.38.4. Random Shallow Approach Pattern Descriptions and Procedures. See Attachment 29.

5.38.4.1. ERCF will coordinate with Duke Tower for aircraft RTB to Duke Field for Random Shallow Approach prior to 10 NM. Coordination will include call sign, type aircraft, aircraft location, and type of Random Shallow Pattern requested (abeam, teardrop, or straight-in). All approaches will be made to the runway in use unless previously coordinated. Aircraft in the Duke VFR pattern who request Random Shallow Approach from Duke Tower will remain within a 4 NM radius of Duke Field and in radio contact with Duke Tower at all times. East entries will be approved by ERCF on a case-by-case basis due to the proximity of Eglin's RWY 19 final approach course. Communications transfer to Duke Tower must occur prior to entering Duke Field's Class

Delta airspace (5.2 NM radius of the geographical center of Duke Field). Inbound altitude will be 1,200 ft MSL or higher. Once inside Duke Tower's Class Delta airspace, aircraft may descend to 500 ft AGL (IAW AFI 11-202V3) to perform the maneuver. Aircraft will avoid over flying populated areas. Aircraft initial airspeed is normally 250 KIAS. If conditions develop which preclude the completion of the approach, aircraft can expect to climb to 1,200 ft MSL and be sequenced by Duke Tower into the rectangular traffic pattern.

**5.39. Equipment Drop Zone (DZ) Use on Duke Field.** See Attachment 30. Duke Field shall not be considered a primary DZ training location, but will serve as an alternate location if other range assets are not available. The center of the Duke Field Equipment DZ is located approximately 600 ft northeast of the south VL Pad. The DZ is rectangular with a width of 700 yards and length of 900 yards. The DZ run-in will be in accordance with the DZ survey. Drops will not be conducted if the release point is computed over or west of the LZ. Simultaneous operation of the DZ and the VL pads, LHA Deck, or either Hot Cargo pad is not permitted. DZ operations are considered unusual maneuvers in an airport environment; therefore, in accordance with FAAO 7110.65, Duke Tower will issue advisory information to the participating aircraft and non-participating aircraft as necessary. Minimum weather requirements are 1,500 ft AGL ceiling and 3 SM visibility.

5.39.1. 919 SOW Current Operations unit requesting DZ operations shall pre-coordinate with Duke AM Ops. Duke AM Ops shall then coordinate the request with Duke Tower. The requesting unit must provide, at a minimum, the following information via e-mail:

5.39.1.1. Requested date

5.39.1.2. Operations planned start time

5.39.1.3. Operations planned end time

5.39.1.4. Number and type of aircraft involved

5.39.1.5. Point of contact with a phone number.

5.39.2. Communication with the DZ aircraft, the Drop Zone Officer (DZO), and Duke Tower will be established 10 minutes prior to each drop. The primary DZ frequency will be UHF 290.425; VHF 133.2 will also be available.

5.39.3. All personnel using Duke Field perimeter road for access to the east side of the airfield are required to complete Airfield Driver's Training (or be escorted by personnel that have a valid AF IMT 483.) Personnel must monitor the Duke Tower LMR net at all times. DZOs must be qualified to drive the CMA. Note: some VHF/UHF radios do not work in the vicinity of the ILS critical area on south Perimeter road. Ensure more than one means of communication is available and verified.

5.39.4. Duke DZ perimeter will be manned by a DZO during all drops. DZO will advise Duke Tower when the DZO is ready for drops. The DZO is responsible to ensure no personnel or equipment is in an unsafe location within the DZ prior to drops. The DZO will maintain radio contact with Duke Tower throughout the drops. After initial radio contact has been made between the aircraft, Duke Tower, and the DZO, aircraft inbound to the DZ will transmit a 2- minute call to receive drop clearance.

5.39.5. DZ aircraft may amend the 10 NM north run-ins for spacing on subsequent drops, but must still make the mandatory 2-minute calls to the DZO to facilitate timely clearing of the DZ by the DZO. Aircraft flying modified DZ run-ins will remain within the confines of Duke Field Class Delta airspace and follow any additional directions as assigned by Duke Tower.

5.39.6. The DZO will begin clearing the DZ of personnel and equipment upon receipt of the 2- minute call. All personnel and equipment must be in a safe location prior to the DZO issuing drop clearance.

5.39.7. The DZO will respond to the DZ aircraft at the 2-minute call with “(call sign), CLEARED TO DROP” or “(call sign), NO DROP, NO DROP, NO DROP” and reason if available. If the DZ becomes fouled or an unsafe condition presents after “CLEARED TO DROP” has been passed to the aircraft, the DZO will immediately transmit “(call sign), NO DROP, NO DROP, NO DROP” over the radio, and the inbound aircraft will reply with confirmation of the “NO DROP” condition. Once load is dropped, aircraft will immediately transmit “(call sign), LOAD CLEAR.” Conditions permitting, the DZO will relay score to aircraft.

5.39.8. If tower disapproves drop, aircraft will proceed with normal DZ flight path and climb out. Tower will use standard phraseology (aircraft call sign) “NO DROP, NO DROP, NO DROP.” After completion of the drop, aircraft will make a left or right climbing turn west-bound as directed by Duke Tower, then north-bound until south of Shoal River Bridge and begin east-bound (base) turn.

5.39.9. If aircraft requires an extended north to south DZ pattern, ERCF will flight follow DZ aircraft outside of Duke Tower airspace. Normal VFR inbound procedures between Duke Tower and ERCF will apply. Aircraft will monitor CEW CTAF on VHF 122.95 when in the vicinity of CEW airport and maintain maximum vigilance for CEW traffic.

5.39.10. Standard ATC procedures will be applied to DZ aircraft by Duke Tower while in Duke Tower airspace. Duke Tower/ERCF may terminate DZ operations when ATC circumstances dictate and/or when safety of flight is compromised. Only two aircraft will be able to use the DZ at a time.

**5.40. Duke Field Night Vision Devices (NVD) Operations:** Duke Field NVD operations apply only to 919 SOW, 96 TW, and 1 SOW, and any units temporarily assigned under OPCON to these units. The following procedures are IAW AFI 13-204V3.

5.40.1. NVD Taxi Routes. NVD taxi routes are standard for the runway in use.

5.40.2. NVD Vehicle Operations. NVD vehicle operations should be kept to a minimum during periods of reduced airfield lighting configurations. NVD vehicles will use hazard warning flashers or mount an IR strobe on the vehicle’s roof. Vehicles will maintain two-way radio communication with Egin Tower while operating within the controlled movement area. Nonparticipating vehicles will not mix with NVD operations on any controlled movement area or taxiways.

5.40.3. NVD Traffic Patterns. NVD traffic patterns are coincidental with the standard VFR traffic patterns for the runway in use and standard VFR pattern position reports are required. Request for NVD airfield light settings (AMP 3 or AMP 4) and appropriate step settings will

be made on initial contact with Duke Tower and prior to turning base. The maximum number of aircraft simultaneously performing NVD operations is three. Duke Tower may reduce this number based on safety of flight. VFR straight-in approaches to RWY 36 will be approved based on traffic. Aircraft requesting 10 NM straight-in VFR finals for RWY 18 will ensure the final approach course is at least 2 NM east of the Bob Sikes (CEW) airport. Altitude for VFR straight-in approaches is at or above 1,000 ft AGL. Aircraft may be switched to ERCF for flight following based on CEW traffic. Aircraft remaining with Duke Tower will monitor CEW CTAF on 122.95 when in the vicinity of CEW airport and maintain maximum vigilance for CEW traffic. At no time will aircrew proceed within 2 NM of the Bob Sikes Airport. All aircraft require tower approval to cross RWY 18 final approach course.

5.40.4. Transition to Normal Lighting Configuration for Nonparticipating Aircraft. Nonparticipating aircraft will not mix with participating NVD aircraft in any traffic pattern, on any controlled movement area, or when taxiing. When transitioning to normal airfield lighting configuration for non-participating arriving aircraft, the airfield lights will be configured prior to the nonparticipating aircraft entering the Class Delta airspace. For nonparticipating departures, normal airfield lighting will be utilized prior to the nonparticipating aircraft taxi.

5.40.5. Emergency Termination/Knock it Off Procedures. Duke Tower or aircrew may terminate NVD operations whenever safety of flight becomes an issue.

**5.41. Duke Field Landing Zone (LZ) Operations:** 919 SOSS/OSO is the OPR for the use and scheduling of Duke Field LZ. 919 SOW assigned units will coordinate use of Duke Field LZ through established scheduling procedures IAW 711 SOS OI 90-02. A PPR number will not be required for 919 SOW and 1 SOW assigned units. 1 SOW units will submit requests and coordinate use of Duke LZ through 919 SOSS/OSO. Units not assigned to 919 SOW or 1 SOW will coordinate their request for the LZ and receive an LZ procedures briefing from the 919 SOSS/OSO, DSN 875-6550 for use of the LZ.

**5.42. Duke Field Forward Area Refueling Point (FARP).**

5.42.1. Duke Field has six certified FARP operations areas. All FARP operations at Duke Field will be conducted IAW the published FARP survey (AF Form 4066), the Duke Field FARP Memorandum of Agreement, and AFI 11-235. These documents are available upon request from 919 SOSS Current Operations or Duke Field Airfield Management. Simultaneous rearming and refueling operations are not authorized. All FARP operations are subject to approval by the Airfield Manager and must be coordinated a minimum of 48 hours prior to the planned operation.

5.42.1.1. FARP site One (1) is a fixed wing to fixed wing, located on TWY A at the Aerial Delivery Apron and is a contingency site only.

5.42.1.2. FARP site Two (2) is a fixed wing to fixed wing, located at the intersection of TWY D and the LZ.

5.42.1.3. FARP site Three (3) and FARP site Four (4) are three point, fixed wing to rotary wing, and are located at the intersection of TWY D and TWY F on the east side of the LZ.

5.42.1.4. FARP site Five (5) is a fixed wing to fixed wing, located at the intersection of TWY D and TWY F on the east side of the LZ.

5.42.1.5. FARP site Six (6) is a two point, fixed wing to fixed wing, located at the intersection of TWY D and the LZ.

5.42.2. IAW AFI 11-235 paragraph 4.8, Forward Air Refueling Point (FARP) Operations, during FARP operations there must be fire and crash coverage. Ensure vehicle and equipment availability for largest aircraft using the site. Ensure fuel spill response capability to include HAZMAT response. Eglin Fire and Emergency Services, Fire Station 4 will be coordinated and on scene for all FARP Operations. A Crash/Fire/Rescue vehicle will be on scene prior to commencing FARP operations. The Crash/Fire/Rescue vehicle will be positioned in clear view of the FARP operation to monitor visual signals from FARP team members and if possible, maintain radio contact with the Special Tactics controller, tanker/receiver aircraft, or Tower. The fire truck will be located a maximum distance of 1,000' from the Fuel Safety Servicing Zone (FSSZ) IAW AFI 11-235 and will be on station with communication established with Duke Tower/Ground or other appropriate controlling agency prior to commencement of FARP operations.

5.42.3. IAW AFI 11-235, units conducting FARP operations will be responsible for any cleanup and taxiway/runway damage costs directly related to fuel spills as a result of FARP operations at Duke Field.

5.42.4. LZ operations may be suspended when FARP sites 2 through 6 are active, depending on aircraft requirements. This will facilitate tanker and receiving aircraft emergency egress procedures.

5.42.5. Duke DZ operations will be suspended whenever FARP sites 2 through 6 are active.

5.42.6. All VL North Pad operations will be suspended whenever FARP sites 2 through 6 are active.

5.42.7. The use of the east transition area will also be suspended whenever FARP sites 2 through 6 are active.

5.42.8. TWY A (between TWY B and TWY C) and parking rows 10 thru 13 will be closed during FARP operations on FARP site 1 (contingency use only). This will facilitate tanker and receiving aircraft emergency egress procedures.

5.42.9. Any changes to the approved Duke Field FARP survey will initiate a review of the procedures to ensure all the responsibilities are covered.

## Chapter 6

### EMERGENCY PROCEDURES

**6.1. Daily Primary Crash Alarm System (PCAS) Phone Check.** A quality assurance check of the Eglin crash phone shall be performed daily, normally between 0700L and 0730L. The quality assurance check of the Duke Field crash phone shall be performed daily prior to opening Duke Tower.

**6.2. Emergency Notification.** In order to expedite the activation and movement of emergency response agencies/vehicles, pilots shall declare an emergency with ATC as soon as possible when a situation in the aircraft commander's judgment warrants response from emergency response agencies or when the aircraft has hung Category I (Cat I) or developmental ordnance.

**6.3. Arrival/Departures.** No aircraft should be allowed to land on or takeoff from the same runway after an inbound emergency aircraft is within 10 NM (fighter aircraft) or within 5 NM (all other aircraft).

**6.4. Eglin/Duke Field Discrete Emergency Frequency.** The Eglin/Duke Field discrete emergency frequency is local channel 9/269.15. The purpose of this discrete frequency is to provide ATC, Eglin SOF, and Eglin/Duke Field Fire Department Crash or on-scene commander with a single frequency to handle aircraft emergencies. Eglin/Duke Field Towers shall announce over the PCAS if the emergency aircraft is on a frequency other than local channel 9/269.15. Simulcasting on local channel 9/269.15 or any discrete frequency assigned to an emergency aircraft is prohibited. All transmissions to the emergency aircraft shall be pertinent to the emergency.

**6.5. In-Flight/Ground Emergency Responsibilities/Procedures.**

6.5.1. Eglin and Duke Field Towers shall:

6.5.1.1. Activate the PCAS when any of the following occur:

6.5.1.1.1. Any known or suspected crash involving an aircraft operating within ERCF, Eglin Tower, or Duke Tower assigned airspace.

6.5.1.1.2. All emergency landings.

6.5.1.1.3. All unescorted lost communications aircraft.

6.5.1.1.4. All observed or reported ground emergencies.

6.5.1.1.5. Aircraft reporting hot brakes.

6.5.1.1.6. Aircraft landing with hung Cat I or developmental ordnance.

6.5.1.1.7. Pilot request.

6.5.1.1.8. When deemed necessary by the WS/SC or Eglin SOF. **Note:** The PCAS should be reactivated any time there are significant changes to an existing situation that may warrant it.

6.5.1.2. Advise AM Ops at least 15 minutes prior, or as soon as possible, any time the pilot of an emergency aircraft requests Eglin Boulevard and Memorial Trail traffic be stopped for an emergency landing. See Chapter 7 of this instruction for Hung Ordnance procedures.

6.5.1.3. Broadcast the following on ground control frequencies, Ramp Net, and Crash Net: "THIS IS EGLIN/DUKE GROUND WITH AN EMERGENCY RECOVERY IN PROGRESS, GIVE WAY TO ALL RESPONDING EMERGENCY VEHICLES AND EVACUATE ALL ATCALs FACILITIES."

6.5.1.4. Advise responding emergency teams of the appropriate frequency during a ground emergency or when multiple emergencies occur.

6.5.1.5. Instruct the pilot to contact Chief-2 or the Incident Commander after the emergency aircraft has landed and no further ATC communications are necessary. Example: "(Call sign), WHEN ABLE, CONTACT CHIEF TWO/INCIDENT COMMANDER THIS FREQUENCY."

6.5.1.6. Monitor communications through termination of the emergency.

#### 6.5.2. AM Ops Responsibilities:

6.5.2.1. Activate the Secondary Crash Net (SCN) in response to information received via the primary crash net.

6.5.2.2. When required, Eglin AM Ops shall advise the 96th Security Forces Squadron (96 SFS) to stop traffic on Eglin Boulevard and Memorial Trail for an emergency landing. The 96 SFS shall then take action as necessary. At Duke Field, Duke AM Ops will request Security Forces close SR213 between the east and west security fences when aircraft with hung ordnance are heading south.

#### 6.5.3. Designation and responsibilities of the Incident Commander (On/Off Base).

6.5.3.1. EAFB will respond to disaster situations occurring on base or on AF-owned property and assist the local civilian community in coping with disaster situations off base, when requested.

6.5.3.2. The Incident Commander is designated IAW EAFB Plan 10-2, *Installation Emergency Management Plan*, and EAFB Plan 91-204, *Mishap Response Plan (FOUO)*. The Incident Commander will designate the Entry Control Point (ECP) and serve until the emergency/mishap site is declared safe.

6.5.3.3. The Incident Commander shall not initiate transmissions on local emergency frequencies until contacted by ATC.

6.5.3.4. The Incident Commander shall notify the tower via the crash net when the emergency is terminated. Any assigned discrete emergency frequency shall be returned to ATC immediately after termination of the emergency.

### 6.6. Emergency Information.

6.6.1. Aircraft shall provide ATC with the following initial information when an emergency is declared (time permitting):

6.6.1.1. Call sign (identification).

6.6.1.2. Type aircraft.

6.6.1.3. Nature of emergency.

6.6.1.4. Pilot's intentions.

6.6.2. After an emergency notification, ATC will relay the following items or any other pertinent information over the PCAS.

6.6.2.1. Call sign (identification).

6.6.2.2. Type aircraft.

6.6.2.3. Nature of emergency.

6.6.2.4. Pilot's intentions.

6.6.2.5. Number of personnel on board.

6.6.2.6. Fuel remaining.

6.6.2.7. Landing runway, wind, and Estimated Time of Arrival (ETA).

6.6.2.8. Emergency response requirements (example: approach end engagement, stop boulevard traffic).

6.6.2.9. Ordnance type and number.

## **6.7. Emergency Locator Transmitters (ELT) and Crash Position Indicators (CPI).**

6.7.1. An inadvertent activation of an ELT/CPI does not require an immediate response or processing as an emergency. Unless a requirement for assistance is verified, the PCAS should not be activated. **Note:** Operational ground testing of ELT/CPI has been authorized during the first 5 minutes of each hour. To avoid confusing the tests with an actual alarm, the testing is restricted to no more than three audio sweeps.

6.7.2. When Eglin Tower is notified or receives an ELT/CPI, other than during the first 5 minutes of the hour, they will notify the ERCF, Command Post, and AM Ops. The ERCF will notify Jacksonville Center. If the ERCF is closed, then Eglin Tower will notify Jacksonville Center.

6.7.3. If ERCF is notified or receives an ELT/CPI other than during the first 5 minutes of the hour, they will notify Eglin, Duke, and Hurlburt towers, Command Post, AM Ops, and Jacksonville Center.

6.7.4. AM Ops will notify Tower, ERCF, and MOCC, if they receive ELT/CPI information from another source.

6.7.5. If the ELT/CPI signal strength indicates the signal may be emanating from somewhere on the airport, the MOCC will notify appropriate base personnel to attempt to determine if the signal is emitting from the base survival equipment shop or a parked aircraft. If located, inform AM Ops and they will inform tower and ERCF that the signal was located and/or terminated.

6.7.6. ERCF will notify Jacksonville Center if signal source is located and/or terminated. If the ERCF is closed, then Eglin Tower will notify Jacksonville Center.

**6.8. Beacon Code 7700 Response on the Ground.** When a 7700 squawk is detected at Eglin/Duke, the following actions shall apply:

- 6.8.1. ERCF shall notify tower with the suspected location/source, if known.
- 6.8.2. Tower personnel shall activate the PCAS and state the following: “WE ARE RECEIVING SQUAWK 7700 ON THE GROUND AT EGLIN/DUKE.”
- 6.8.3. AM Ops shall relay the same message over the SCN.
- 6.8.4. The Eglin Command Post shall notify required agencies to locate the source.
- 6.8.5. The fire department shall respond to the area identified, but shall not block operations to and from the area. They shall stand by in this advanced response state waiting for more information on the nature of the emergency or until the squawk is declared inadvertent.
- 6.8.6. If it cannot be immediately determined that the 7700 squawk is inadvertent, tower shall suspend all airfield operations.
- 6.8.7. The Incident Commander shall determine/terminate the response/emergency.

**6.9. RWY Checks Following an Emergency.**

6.9.1. The following personnel are authorized to perform RWY checks after an emergency:

- 6.9.1.1. AM Ops.
- 6.9.1.2. 96 OG/CC or designated representative.
- 6.9.1.3. Eglin SOF.
- 6.9.1.4. Incident Commander/Senior Fire Officer.
- 6.9.1.5. 96 TW, 33 FW or 53 WG Safety.

6.9.2. RWY operations shall be suspended after an IFE or ground emergency if directed by Eglin SOFs or Tower WS in order to allow authorized personnel to examine the RWY or taxi surfaces. The Eglin SOF has the authority to waive a runway check for those IFEs that are of a non-FOD producing nature (e.g., smoke in the cockpit, sick crew member or passenger). Duke Field shall suspend runway operations after an emergency until airfield management personnel can examine the RWY and/or taxi surfaces.

6.9.3. If the Eglin SOF determines to waive the RWY check, then the SOF will call AM Ops to advise “NO RWY CHECK REQUIRED.” AM Ops will, in turn, document in AF Form 3616, *Daily Record of Facility Operation*.

**6.10. Aircraft Arresting System Procedures.**

6.10.1. Should a cable engagement be made at any time during a landing when the pilot has not declared intention to do so, it will be treated as an emergency.

6.10.2. Lost Communication Procedures. Plan the approach as dictated by the emergency. Squawk 7600. While on final, monitor tower for light gun signals. Flashing your landing light while on final will signify intent to engage a barrier.

6.10.3. Approximate successive cable engagement intervals are as follows:

- 6.10.3.1. BAK 12: 10 to 20 minutes.

6.10.3.2. MB-100: 4-hour minimum time to replace the one-time use textile brake system.

6.10.3.3. E5: 60 minutes.

6.10.4. Landing Signal Officer (LSO) Operations for Department of Navy (DoN) aircraft.

6.10.4.1. When required, the LSO supports arrested landing operations for DoN aircraft from a vehicle parked adjacent to the arresting gear.

6.10.4.2. LSO operators will request entry into the Hotel Secure Zone from Eglin Ground Control.

6.10.4.3. The LSO will maintain radio communication with Eglin Ground Control. The LSO will not communicate with the aircraft via an ATC frequency except when authorized by the tower during an emergency on 269.15 (Channel 9).

6.10.4.4. ATC/Tower is not responsible for separation between the LSO vehicle and aircraft conducting arresting landings.

**6.11. Fuel Dumping.** Fuel dumping shall be coordinated with ATC and shall be conducted, to the extent possible, over water or unpopulated land areas at an altitude at least 5,000 ft above the highest obstacle.

**6.12. External Stores/In-Flight Aircraft Cargo Jettison Procedures.** When requested, the ERCF may provide navigation assistance to an external stores/cargo jettison area. When feasible, release of external stores or cargo shall be made over water or uninhabited land areas (See Attachment 43) within the Eglin Range complex (preferably B-71) IAW Paragraph 7.5. Prior to release, if conditions permit, the aircraft commander will ensure the ground or water is clear of personnel, vessels, or equipment and notify the controlling agencies of desired release location.

**6.13. MC-130 Refueling Hose Jettison Procedures.**

6.13.1. MC-130 aircraft with a hung refueling hose shall jettison over the following ranges: SONTAY DZ (R-2915A CEW 218/12), PINO DZ (R-2914A CEW 120/17), inactive ranges, or Eglin water range.

6.13.2. If a hose fails to cut, avoid populated areas and make an approach to RWY 1, RWY 12, or RWY 30 at Eglin; RWY 18 or 36 at Duke Field; or RWY 18 at Hurlburt Field. Advise ATC if a road should be closed for the approach.

**6.14. Aircraft Abandonment/Controlled Bailout Procedures.**

6.14.1. Controlled Conditions. To preclude the possibility of aircraft crashing into a populated area in the Eglin complex after abandonment, the following procedures shall be used when an aircraft can be flown and abandoned under controlled conditions:

6.14.1.1. Maintain VFR if practical. If unable to maintain VFR, request appropriate control instruction from ERCF.

6.14.1.2. Notify applicable control agencies of intention to abandon aircraft. Eject/bail out over land areas, if practical. Utilize the Eglin range complex (preferably B-71). Eglin Approach Control/Mission Control will provide radar monitoring and furnish Eglin and Duke Towers (for PCAS activation) the probable impact point of the aircraft or eject

point of the aircrew. ATC personnel will record the anticipated/suspected point of impact on appropriate crash grid maps and pass location information to emergency responders.

6.14.1.3. Recommended Pilot Procedures:

6.14.1.3.1. Coordinate with the Eglin SOF.

6.14.1.3.2. Altitude: 5,000 ft MSL for Eglin.

6.14.1.3.3. Radial/DME 293/7 (CH 2) or 360/06 (CH 45).

6.14.1.3.4. Once established within B-71:

6.14.1.3.4.1. Heading: 320° for ejection.

6.14.1.3.4.2. Airspeed: As slow as practical.

6.14.1.3.4.3. Flight Controls: Trimmed for wings-level flight. No Sink rate.

6.14.1.3.4.4. Throttles: Idle prior to ejection.

6.14.2. Aircraft commanders may bail out crew members at any suitable predestinated area prior to initiating the procedures outlined in this paragraph.

6.14.3. The areas shown in Attachment 43 should be used if possible when bailing out from an aircraft in the traffic pattern in order to avoid populated areas.

**6.15. Emergency Landing Gear Checks.**

6.15.1. A pilot experiencing landing gear trouble shall be cleared to make a low pass by the control tower for visual check of the landing gear. When passing the control tower, altitude shall be at the pilot's discretion, but no lower than 200 ft AGL.

6.15.2. Time permitting, the pilot may have the landing gear checked over the runway by the Eglin SOF, a pilot proficient in that type of aircraft, a maintenance officer/chief, or AM Ops. Comments of ground observers and information/assistance rendered by other qualified aircraft in-flight are advisory in nature only. The pilot shall determine the final course of action.

**6.16. Aircraft Recovery with Tow Targets Deployed.**

6.16.1. Aircraft commanders shall attempt all available means for cutting or jettisoning a deployed tow target/cable prior to landing. This includes jettisoning of the tow reel system for safety of flight considerations. RWY 18 at Duke Field is the primary recovery runway for aircraft with a deployed tow target or uncut cable. Should winds or other conditions make RWY 18 undesirable, RWY 36 at Duke Field is preferred over landing at Eglin.

6.16.2. Aircraft recovering with a deployed tow target or uncut cable shall:

6.16.2.1. Avoid populated areas to the maximum extent possible.

6.16.2.2. Accomplish the approach and landing in such a manner as to avoid/minimize airfield damage to the maximum extent possible.

6.16.2.3. Stop on the runway; crash recovery shall chock the aircraft, then tow it clear.

6.16.2.4. Notify the controlling agency after landing.

6.16.3. If landing with a tow target/cable at Duke Field is required, the following procedures shall be used:

6.16.3.1. Duke AM Ops will:

6.16.3.1.1. Activate the SCN.

6.16.3.1.2. Inform the 96 SFS to stop traffic on Range Road 213 as required.

6.16.3.1.3. Advise all personnel to exit the clear zone on the Ramp Net, if applicable.

6.16.3.1.4. Close the runway after landing.

6.16.3.1.5. Instruct CE Power Production to inspect the BAK-12 (H) system as required.

6.16.3.1.6. Contact Airfield Lighting to inspect the runway, taxiway, and approach lights.

6.16.3.1.7. Inspect airfield for FOD/damage and reopen or close runway via NOTAM.

6.16.3.2. Pilot shall remain above 4,000 ft MSL until north of Eglin, then descend as required to set up for a straight-in to the landing runway.

6.16.4. If landing with a tow target/cable at Eglin is required, the following procedures shall be used:

6.16.4.1. RWY 30 is the preferred landing runway.

6.16.4.2. Pilots shall advise Eglin Tower at least 15 minutes prior to landing.

6.16.4.3. Eglin Tower shall:

6.16.4.3.1. Activate the PCAS.

6.16.4.3.2. Advise the pilot to land at least 3,000 ft past the approach end of the runway if the approach barrier cables are in use. (See Paragraph 4.15)

6.16.4.3.3. Advise the pilot to land at least 1,000 ft past the approach end of the runway if the approach barrier cables are de-strung and not in use. (See Paragraph 4.15)

6.16.4.3.4. Relay to AM Ops the requirement to close Eglin Boulevard and Memorial Trail.

6.16.4.4. Eglin AM Ops will:

6.16.4.4.1. Activate the SCN.

6.16.4.4.2. Inform the 96th Security Forces Squadron to stop traffic on Eglin Boulevard and Memorial Trail as required.

6.16.4.4.3. Advise all personnel to exit the clear zone on the Tower Net.

6.16.4.4.4. Close the runway after landing.

6.16.4.4.5. Instruct CE Power Production to inspect the cables.

6.16.4.4.6. Contact Airfield Lighting to inspect the approach and runway lights.

6.16.4.4.7. Inspect for FOD/damage and reopen runway when appropriate.

**6.17. Hot Brakes Parking Areas.** Pilots shall notify the Tower of hot brakes and parking intentions. Tower personnel shall notify AM Ops via the PCAS, which shall then notify the appropriate maintenance organization. Aircraft having hot brakes after landing or aborting takeoff shall be parked on the following taxiways to the maximum extent possible:

6.17.1. EAFB (See Attachment 2):

6.17.1.1. RWY 1: TWY P.

6.17.1.2. RWY 19: TWY G-East.

6.17.1.3. RWY 12: TWY G-East, TWY V, or the revetted De-arm area at the intersection of TWY B and TWY F.

6.17.1.4. RWY 30: TWY D-North, TWY C, or the revetted De-arm area at the intersection of TWY B and TWY F.

6.17.2. Duke Field (See Attachment 20):

6.17.2.1. RWY 18: TWY E-West.

6.17.2.2. RWY 36: TWY B.

**6.18. Hydrazine Leak Parking Areas.** Pilots with a suspected hydrazine leak shall notify the appropriate ATC agency as soon as possible. Tower shall notify AM Ops via the crash phone, which shall then notify the appropriate maintenance organization. After landing, aircrew will use judgment to determine whether to remain stationary or taxi to a designated hydrazine area following EPU activation or suspected hydrazine leak. Designated hydrazine areas are as follows:

6.18.1. EAFB (See Attachment 2):

6.18.1.1. RWY 1: TWY L, adjacent to Hardstand 12 for daytime use only. (Aircraft shall use TWY J-West after dark.)

6.18.1.2. RWY 19: TWY J-West, adjacent to Hardstand 2.

6.18.1.3. RWY 12: TWY F-North.

6.18.1.4. RWY 30: TWY E-North.

6.18.2. Duke Field (See Attachment 20):

6.18.2.1. RWY 18/36: Apex of TWY D and F or VL South Pad, as dictated by Duke AM Ops.

**6.19. Alternate ATC Facility Procedures.**

6.19.1. Tower Evacuation Procedures.

6.19.1.1. Eglin Tower: In the event of an Eglin Tower evacuation, tower operations will be conducted from King Hangar, Bldg. 130. Due to the limited personnel and equipment in the alternate facility, practice approaches will not be approved. In the event of an evacuation of the primary control tower, Eglin Tower WS will:

6.19.1.1.1. Relay the information over landline to AM Ops for SCN activation.

6.19.1.1.2. Direct all ground vehicles to exit the runway/controlled movement area and expect further directions when the alternate tower is operational.

6.19.1.1.3. Notify ERCF of the evacuation and request they monitor frequencies 353.65 and 118.2 and provide airport advisories until the alternate facility is operational.

6.19.1.1.4. Activate the PCAS and state "EGLIN TOWER IS BEING EVACUATED TO THE ALTERNATE CONTROL TOWER DUE TO (reason)." In addition, if time permits, they will broadcast on all assigned frequencies "ALL AIRBORNE AIRCRAFT CONTACT EGLIN APPROACH CONTROL ON (frequency). ALL GROUND TRAFFIC HOLD YOUR POSITION AND STANDBY, EXPECT A THREE ZERO MINUTE DELAY."

6.19.1.1.5. When Tower is ready to resume operations from the alternate tower, Tower will notify ERCF, assume control of any aircraft within their area of jurisdiction, and activate the PCAS and broadcast on all assigned frequencies "EGLIN TOWER HAS RESUMED OPERATION FROM THE ALTERNATE CONTROL TOWER."

6.19.1.2. Duke Tower: In the event of Duke Tower evacuation, the ERCF shall provide airport advisory service, monitor Duke Tower frequencies, and maintain communications with aircraft until landing. No alternate fixed or mobile tower facility exists at Duke; all airborne aircraft will be diverted.

6.19.1.2.1. Tower personnel will activate the PCAS and state "DUKE TOWER IS BEING EVACUATED DUE TO (reason)." If time permits, they will broadcast on all assigned frequencies "ALL AIRBORNE AIRCRAFT CONTACT EGLIN APPROACH CONTROL ON (frequency). ALL GROUND TRAFFIC HOLD YOUR POSITION AND STANDBY. CONTACT PILOT TO DISPATCH ON (frequency) FOR INFORMATION."

6.19.1.2.2. When Duke Tower is ready to resume operations from the primary tower, the WS will notify ERCF/Eglin Tower, assume control of any aircraft within their area of jurisdiction, and activate the PCAS and broadcast on all assigned frequencies "DUKE TOWER HAS RESUMED OPERATION FROM THE PRIMARY CONTROL TOWER."

6.19.1.3. Wind Limitations on Eglin and Duke Towers. Personnel shall evacuate Eglin Tower (primary) Eglin Alternate Tower, and Duke Tower Cab when sustained winds are  $\geq 60$  knots and/or gusts  $\geq 75$  knots. When the reason for evacuation is for winds or when Alternate Tower requires evacuation, Eglin Tower personnel will evacuate to the ERCF. Duke Tower personnel will evacuate to the first floor of the tower for weather phenomena.

## 6.19.2. ERCF Evacuation Procedures.

6.19.2.1. In the event of the ERCF evacuation, the ERCF shall accomplish the following in addition to any checklist items established by the facility chief controller. Time permitting, the ERCF shall attempt to coordinate and/or handoff all aircraft to the appropriate facility prior to evacuation.

- 6.19.2.1.1. Immediately notify Jacksonville Center and Eglin Tower. Ensure tower activates PCAS.
  - 6.19.2.1.2. Instruct aircraft in the terminal area to contact the appropriate tower. Instruct other aircraft to contact Jacksonville Center (ZJX).
  - 6.19.2.1.3. Dispatch one supervisor and two qualified controllers to Eglin Tower with the fly-away kit to provide conventional ATC.
  - 6.19.2.1.4. Time permitting, notify Hurlburt Tower, Duke Tower, Pensacola Approach, Tyndall Approach, Cairns Approach, Seabreeze, and Gainesville Flight Service Station (FSS).
  - 6.19.2.1.5. Broadcast on all available frequencies, including 121.5 and 243.0, "ATTENTION ALL AIRCRAFT. EGLIN APPROACH CONTROL IS BEING EVACUATED DUE TO (Reason). CONTACT JACKSONVILLE CENTER ON (Frequency) FOR FURTHER INSTRUCTIONS."
  - 6.19.2.1.6. Broadcast on all assigned mission frequencies, "ATTENTION ALL AIRCRAFT. EGLIN APPROACH CONTROL IS BEING EVACUATED DUE TO (Reason). CEASE OPERATIONS AND REMAIN IN ASSIGNED MISSION AIRSPACE, CONTACT JACKSONVILLE CENTER ON (Frequency) FOR FURTHER INSTRUCTIONS."
  - 6.19.2.1.7. Evacuate remaining personnel to the AM Ops parking lot, take a head count and wait for further instructions.
  - 6.19.2.1.8. Notify AOF/CC and Chief Controller.
- 6.19.2.2. Limitations: There will be no practice instrument approaches or airborne mission activity support while the ERCF is out of service. The airspace will be controlled by ZJX IAW the LOA titled "Jacksonville ARTC Center and Eglin Radar Control Facility." A copy of the LOA can be obtained through the Airfield Operations Flight upon request.
- 6.19.3. AM Ops (Bldg. 60) Evacuation Procedures. In the event Bldg. 60 has to be evacuated, AM Ops shall accomplish the following (time and safety permitting):
- 6.19.3.1. Notify all occupants of Bldg. 60 to evacuate.
  - 6.19.3.2. Activate the SCN and notify all parties of evacuation and alternate location [PRI: Bldg. 104, phone (850) 882-7800].
  - 6.19.3.3. Notify the Eglin Tower and ERCF via HOTLINE of the evacuation and alternate location.
  - 6.19.3.4. Notify Hurlburt AM to commence emergency NOTAM and flight planning backup services IAW Letter of Agreement between the 96 OG and 1 SOG titled *Eglin Airfield Management and Hurlburt Airfield Management Backup/Emergency Services Procedures* (14 May 2012).
  - 6.19.3.5. Secure all classified materials and lock safe.
  - 6.19.3.6. Collect the NOTAM and Read File binders, handheld radios/batteries, EVAC KIT and vehicle keys.

6.19.3.7. Time permitting, post signs on facility doors informing of the evacuation/relocation.

6.19.3.8. Proceed to Bldg. 104, ERCF, and log onto the computer.

6.19.3.9. Eglin Tower will activate the PCAS and broadcast on all frequencies that Eglin AM Ops has evacuated.

6.19.3.10. Notify Eglin AOF/CC and Airfield Manager.

6.19.4. Duke AM Ops (Bldg. 3052) Evacuation Procedures. In the event Bldg. 3052 has to be evacuated, AM Ops shall accomplish the following (time and safety permitting):

6.19.4.1. Notify all occupants of Bldg. 3052 to evacuate.

6.19.4.2. Activate the SCN and notify all of evacuation and alternate location. (PRI: Bldg. 3139, 919th Command Post, 883-6626). If necessary, accomplish at the alternate location ASAP after relocation.

6.19.4.3. Notify the Duke AOF/CC of the evacuation.

6.19.4.4. Notify Gainesville Flight Service Station (FSS) and Eglin AM Ops via the Aeronautical Information System Replacement (AISR). Eglin AM Ops will Guard for Duke AM Ops Until Further Notice.

6.19.4.5. Gather EVAC KIT and any open flight plan paperwork, and then relocate to Bldg. 3139. **Note:** Duke Field AM Ops has no classified storage.

6.19.4.6. Notify Duke Tower of the evacuation and alternate location; Duke Tower will activate the PCAS.

**6.20. Unauthorized Movement/Preventing/Resisting Aircraft Piracy/Hijacking.** Procedures are outlined in the Integrated Defense Plan, EAFB Plan 31-101 (FOUO). Additional guidance can be found in AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)* (FOUO)

## Chapter 7

### RANGE EMERGENCY PROCEDURES

#### 7.1. Inadvertent Release Procedures. (Uncommanded release of any store)

7.1.1. If an inadvertent release occurs, switches shall be safed, and the pilot shall discontinue test area operations and prepare to RTB while following hung unsecured ordnance procedures for category of ordnance being carried.

7.1.2. Switch positions, exact location, time of release, and circumstances of malfunction will be recorded by the pilot and provided to armament/safety personnel.

7.1.3. Pilots will notify the RCO, Test Area Controller, and EMC of the location, type of munitions, and whether or not the munitions exploded, for any release that caused munitions to impact off the test area.

7.1.4. **Note:** A multiple release of a practice bomb or rocket from an SUU-20 Bomb Dispenser when a single release was intended is not considered an inadvertent release.

#### 7.2. Unintentional Release Procedures. (Accidental release induced by aircrew)

7.2.1. If an unintentional release occurs, note munitions impact point. For on-test-area impacts, pilots may elect to continue weapons delivery passes.

7.2.2. For any release that causes munitions to impact off the test area, switches will be safed, no additional weapons delivery passes will be made, and record the information IAW Paragraph 7.1.3.

#### 7.3. Unexpended Ordnance Procedures.

7.3.1. Any unexpended ordnance may be returned to EAFB without a safety chase. Pilots will avoid populated areas.

7.3.2. Unexpended Cat I/II ordnance require a straight in to a full stop landing. If recovering from the North (ranges), attempt to land on RWY 12. If recovering from the south (water) attempt to land on RWY 30. RWY 1 can be used as a last resort if winds or other conditions do not allow landing on RWY 12/30. RWY 19 will only be used with 96 OG/CC approval.

7.3.2.1. Aircraft with Cat III, IV, V, and VI ordnance, chaff, and self-protection flares may make an overhead pattern to any runway including RWY 19.

#### 7.4. Hung/Jammed/Unsafe Gun Procedures.

7.4.1. In the event of hung/jammed/unsafe gun, pilots may return to EAFB without a safety chase. Aircraft with internal percussion-activated ammunition and aircraft carrying pod-mounted percussion-activated ammunition will orbit for 15 minutes to allow the gun to cool down prior to leaving the test area safety profile. Pilots will avoid populated areas. For Hung Ordnance/Gun Clearing areas see Attachment 2.

7.4.2. Eglin Tower personnel will pass road closure request to AM Ops via the PCAS on the initial emergency notification. AM Ops will alert the 96th Security Forces Squadron. The 96 SFS will dispatch security forces to standby positions, as appropriate. The ERCF will notify tower personnel when the emergency aircraft is 30 NM from the runway. Tower

personnel will reactivate the PCAS and request AM Ops to have security forces personnel close the roads. If the aircraft is within 30 NM from the runway during the initial emergency notification, the request will be made to close the roads on the initial PCAS activation. The roads must be closed prior to aircraft landing and remain closed until directed to be opened by the incident commander responding to the emergency.

7.4.2.1. Recovering from the south. Aircraft will attempt to land on RWY 30 in order to minimize overflight of civilian population and proceed to the revetted De-arm area at the intersection of TWY B and TWY F and park in spot 2 or spot 4. Aircraft landing RWY 1 will preferably roll out to the end of the runway, turn right onto TWY P, proceed to Hot Gun 1 and point toward the earthen berm.

7.4.2.2. Recovering from the North. Aircraft will attempt to land on RWY 12 in order to minimize overflight of civilian population. Aircraft landing RWY 12 will proceed to the revetted De-arm area at the intersection of TWY B and TWY F and park in spot 2 or spot 4. Aircraft will taxi straight to and as close to the revetment as possible. If approved by the SOF, aircraft landing on RWY 19 will make a 180° right turn on the runway and back-taxi preferably turn right onto TWY P, then proceed to Hot Gun 1 and point toward the earthen berm.

7.4.2.3. Once in the Hung Ordnance/Gun Clearing area, the aircraft will be chocked and all other munitions safed (if applicable) before proceeding with gun safe operations. All personnel and equipment must be kept from passing in front of the muzzle-end of the gun until it is properly safed. If the gun can be properly safed and clear of live rounds, the aircraft may taxi back to the appropriate parking spot. If the gun cannot be properly secured safe, rounds cannot be cleared from the gun, or a hazardous condition exists, then the aircraft will be shut down and grounded before proceeding with gun clearing procedures. Also see EAFBI 21-102, *Flightline Explosives Operations*.

7.4.2.4. The fire department and emergency responders are authorized to establish a 300 ft cordon around the hung/jammed/unsafe gun area IAW AFMAN 91-201, para 10.12., Withdrawal Distances for Airfield Emergencies Not Involved in Fire.

#### 7.4.3. Hung/Jammed/Unsafe Gun Recovery Procedures (Side-Door Firing).

7.4.3.1. For aircraft with side-door firing guns unable to recover at Hurlburt Field, Duke Field is the primary option for hung gun recoveries. The following procedures will be applied to any side-door gun aircraft landing at Duke Field with hung/unsafe guns. **Note:** The following directions assume guns are pointing out of the left side of the aircraft (orientation of AC-130). If guns are oriented another direction, care should be taken by the aircraft operator and response agencies to ensure that the hung gun faces north, east, or south to the greatest extent possible during landing and taxi, and that the aircraft is parked with the gun facing east.

7.4.3.1.1. Aircraft landing RWY 36 will perform a 180° right turn after landing in order to keep the gun pointing north and east. Then back-taxi down the runway and turn left onto TWY E-East. After crossing the LZ, continue onto VL South Pad, turning the nose of aircraft south (90° right turn), ensuring gun is facing east.

7.4.3.1.2. Aircraft landing RWY 18 will roll out to the end of runway, turn left onto TWY E-East. After crossing the LZ, continue onto VL South Pad, turning the nose of the aircraft south (90° right turn), ensuring gun is facing east.

7.4.3.1.3. In event of simultaneous jammed/unsafe gun recoveries, the first aircraft landing will follow the procedures described in paragraphs 7.4.3.1.1-2. If landing RWY 18, the second aircraft will remain on the runway and stop south of the south BAK-12. If landing RWY 36, the second aircraft will execute a 180° turn at the end of the runway, proceed south, and south of the south BAK-12.

7.4.3.1.4. The VL South, Duke Field DZ, and the LZ will be temporarily closed or suspended until the Airfield Manager or designated representative reopens them.

## **7.5. Jettison Procedures.**

7.5.1. Normally, jettison should be accomplished below 5,000 ft MSL over land areas (preferably B-71) or below 10,000 ft MSL over water areas. AC-130s should use the guidance from HFI 11-201. For emergencies immediately after takeoff that necessitate jettisoning, the emergency jettison areas shown in Attachment 43 will be used if possible.

7.5.2. The pilot is responsible for both surface and air clearance on any TW test area. When the water test areas are used, the designated Salvo Area is a 10 NM wide corridor along the western edge of W-151 beginning at a point 30 NM south of Santa Rosa Island (DWG 190/054) to 63 NM due south of Santa Rosa Island along the 86° 48'W longitude line.

7.5.3. During land test missions, ordnance will be jettisoned according to instructions from the Test Area Controller. If any doubt exists about the safety of jettisoning armed ordnance on a land test area, the pilot may elect to jettison safe. During over water test missions, ordnance will be jettisoned armed after visually clearing the impact area.

7.5.4. In the event an emergency precludes the use of the Salvo Area, the flight may drop ordnance on any test area. Pilots are required to clear areas visually prior to release of ordnance and will notify EMC, if possible, prior to drop. Ordnance will be dropped in the minimum safe release interval. Caution must be exercised when dropping ordnance in an armed configuration. The area cleared must exceed the prescribed ground safe distance of the ordnance, and the release altitude must exceed the minimum safe altitude prescribed for the particular munitions.

7.5.5. If the primary aircraft experiences radio failure, the chase aircraft must coordinate the jettison with EMC or other appropriate agency. The primary aircraft will release on visual signals initiated by the chase. These visual signals and procedures for radio failure must be thoroughly covered in the mission briefing.

## **7.6. Hung Ordnance General Procedures.** Hung ordnance procedures apply to Cat I through VI ordnance. See Table 7.1

7.6.1. The briefing for all ordnance delivery missions will include specific hung ordnance procedures, to include recovery routes. The applicable hung ordnance recovery procedure will be followed unless a modified procedure has been approved in writing for the specific ordnance by the 96 TW Test Approval Brief (TAB), 53 WG Project Safety Review Board, or 33 OG/CC for their respective projects. Any modification will be approved by the 96 OG/CC before use.

7.6.2. After reselecting the affected station and checking weapons release procedures, additional attempts to release the hung ordnance are authorized within the bounds of the applicable TD. The aircraft should remain within the approved profile not to exceed the reservation boundaries.

7.6.3. Further normal release attempts of ordnance aboard other aircraft stations are not authorized. Exception: When an aircraft is configured with training ordnance on more than one station, the pilot may continue release attempts as long as the aircraft can remain within the range boundary.

7.6.4. Pilots will attempt to jettison all hung unsecured ordnance IAW Paragraph 7.5 before landing unless a written waiver has been approved by appropriate agency in Paragraph 7.6.1.

7.6.5. Aircraft with hung Cat I munitions and hung, unsecured Cat II through VI munitions, will declare an emergency. Hung secure rockets do not require declaration of emergency. Further requirements for declaration of emergency will be at the pilot's discretion.

**Table 7.1. Munitions (Ordnance)/External Stores Categories for Developmental Weapons.**

<b>Munitions (Ordnance)/External Stores Categories for Developmental Weapons</b>	
I	All live ordnance containing primary explosive such as: Rockets and missiles with live motors, Live bombs regardless of type of fuse, live cluster bomb unit (CBU) munitions, and LUU-series flare/ground markers
II	Ordnance with initiating explosive only, or with an incomplete explosive, such as: Inert bombs with live fuses or boosters, Inert CBU munitions with live detonators, and MJU-2/7/10 flares, RR-170/180 chaff
III	Jettisonable nonexplosives such as Inert munitions, training shapes, instrumentation or pods (fuel tanks are excluded) and all confirmed empty dispensers
IV	BDU-33, MK-106, or similar training ordnance
V	Any gun loaded with live rounds of any type
VI	Nonjettisonable, nonexplosive stores, that have the appearance of ordnance. These are stores that are completely inert and secured to aircraft with no method of release, such as pods, training shapes, training missiles, and baggage pods
*Note: During development of the safety annex to the test directive, the 96 TW Range Safety Office (96 TW/SEU) will assign an appropriate category number (Cat I through VI) to munitions (ordnance)/external stores as outlined above. The assigned category will be reviewed by the Safety Review Board (SRB) and any disagreements will be resolved by coordination between the SRB and 96 TW/SEU. The munitions category is used to determine the correct takeoff runway and the decision tree/crash response to be used for landing with hung/unexpended ordnance. The type ordnance and number loaded on the aircraft must be reported during aircraft emergencies.	

### **7.7. Hung/Unexpended Ordnance Notification Procedures.**

7.7.1. Pilots with unexpended Cat I/II/III munitions shall notify EMC IAW Table 7.2 as an advisory to Crash Rescue. Unexpended Cat IV/V/VI munitions do not require any ordnance notification procedures.

7.7.2. The pilot will notify the Eglin SOF and EMC as soon as possible to coordinate recovery for Hung Ordnance. As a minimum, the Eglin SOF and EMC must know the weapon category, type and number, status (secure/unsecure), time of attempted release, and

intentions (i.e., landing runway and type approach, and special requests to stop traffic on Egin Boulevard/Perimeter Road, runway inspection after landing if required). For unexpended Cat I/II/III ordnance, pilots will contact EMC 5 minutes prior to departing the test area.

7.7.2.1. Egin Tower personnel will pass road closure request to AM Ops via the PCAS on the initial emergency notification. AM Ops will alert the 96th Security Forces Squadron. The 96th Security Forces Squadron will dispatch security forces to standby positions, as appropriate. The ERCF will notify tower personnel when the emergency aircraft is 30 NM from the runway. Tower personnel will reactivate the PCAS and request AM Ops to have security forces personnel close the roads. If the aircraft is within 30 NM from the runway during the initial emergency notification, the request will be made to close the roads on the initial PCAS activation. The roads must be closed prior to aircraft landing and remain closed until directed to be opened by the incident commander responding to the emergency.

7.7.3. EMC shall:

7.7.3.1. Make sure aircraft and Egin Approach are provided a route clear of active test areas from the point of hand-off to the point where the aircraft will exit the restricted/warning areas.

7.7.3.2. Advise Egin Approach Control of the following:

7.7.3.2.1. Identification and type of aircraft.

7.7.3.2.2. Hung or unexpended ordnance.

7.7.3.2.3. Landing runway and type approach requested.

7.7.3.3. Advise Tower of the following:

7.7.3.3.1. Identification and type of aircraft.

7.7.3.3.2. Hung or unexpended ordnance status (including category and number).

7.7.3.3.3. Landing runway (per pilot's request).

7.7.3.3.4. Additional pilot requests.

7.7.3.4. Notify JTTOCC and request personnel for de-arming. The JTTOCC will notify the appropriate MOCC.

7.7.4. Egin Approach Control shall:

7.7.4.1. Provide EMC with an altitude for exit from the test areas.

7.7.4.2. Provide aircraft with vectors and directions that avoid overflight of populated areas to the max extent possible.

7.7.5. MOCC shall:

7.7.5.1. Inform crash rescue, via the hot line, of the specific type and location of ordnance that was loaded on the aircraft.

7.7.5.2. Request armament personnel for de-arming.

7.7.6. Crash rescue will respond according to Table 7.2.

**Table 7.2. In-Flight Emergency (IFE) Crash Rescue Response.**

<b>Category</b>	<b>Hung/ Unsecure</b>	<b>Hung/Secure</b>	<b>Unexpended</b>
<b>I</b>	Emergency	Emergency	Advisory
<b>II, III</b>	Emergency	Advisory	Advisory
<b>IV, V, VI</b>	Emergency	No Response	No Response
<b>Hung secure rockets do not required declaration of emergency</b>			

**7.8. Hung Ordnance Recovery Procedures.**

7.8.1. The primary airfield for aircraft landing with secure or unsecure hung ordnance is EAFB.

7.8.2. For hung Target Practice (TP) and White Phosphorus (WP) rockets, if the rockets can be confirmed secure, then the aircraft will return to EAFB, declaration of emergency is not required and is at the discretion of the pilot. Fly a straight-in to RWY 12 or RWY 30. Taxi to the revetted De-arm area at the intersection of TWY B and TWY F and park in spot 2 or spot 4. If the rocket/pod can be safed, the aircraft will then be allowed to taxi to the LOLA or Hot Gun line for download as directed by de-arm crews. If it cannot be safed, the aircraft will be shut down and turned over to Explosive Ordnance Disposal (EOD) personnel for safing and disposition. Individual hung rocket procedures for high-explosive (HE) munitions will be developed IAW Paragraph 7.6.1. For hung unsecured rockets, the pilot shall attempt to jettison the rocket pod prior to landing. If unsuccessful, the pilot may land at EAFB with a hung unsecured rocket, following hung Cat I procedures.

7.8.3. Hung LUU-Series Flare Procedures. For both secure and unsecure, hung LUUs, land at EAFB IAW hung CAT I procedures. For hung LUU-flares with a fire, jettison the SUU dispenser, if possible, then land at EAFB. For hung, unsecure LUUs without a fire, retain the pod and land at EAFB.

7.8.4. For hung CAT I (except fuselage and rail-launched missiles) and all unsecure ordnance, pilots will attempt to get a safety chase to help determine ordnance/aircraft status and provide assistance during recovery.

7.8.5. A straight-in approach will be flown avoiding populated areas.

7.8.5.1. For all hung unsecure munitions, stop straight ahead on the runway. Follow the incident commander's directions for download or chocks.

7.8.6. Recovering from the North. Fly an approach to RWY 12 minimizing overflight of populated areas. Recovery of CAT II through IV munitions does not require the closure of Eglin Boulevard.

7.8.6.1. RWY 12 CAT I/II munitions. Attempt to exit the runway at TWY F-South. Proceed to the revetted De-arm area at the intersection of TWY B and TWY F and park in spot 2 or spot 4. If unable to land on RWY 12 due to winds or other conditions, minimize overflight of populated areas and land on RWY 30 and follow the procedures in Paragraph 7.8.7.

7.8.6.2. RWY 12 with CAT I munitions. Eglin Boulevard, between the control tower and Memorial Trail, must be closed. TWY H between TWY F and RWY 1/19 will also

be closed. Memorial Trail must also be closed to traffic crossing the departure end between Eglin Boulevard and the horse stables.

7.8.7. RWY 30 CAT I/II munitions. Attempt to exit the runway at TWY E. Proceed to the revetted De-arm pad area at the intersection of TWY B and TWY F and park in spot 2 or spot 4. If unable to land on RWY 30 due to winds or other conditions, minimize overflight of populated areas and land on RWY 12 and follow the procedures in Paragraph 7.8.6.

7.8.7.1. An initial 300' safety zone will be established. The safety zone may be adjusted by the incident commander as required. The incident command may consider closing taxiways, runways and traffic roads to ensure safety.

7.8.8. For aircraft recovering with hung secure CAT III/IV munitions, taxi to normal de-arm areas at TWY G or TWY D. Recovery of aircraft with CAT II through IV munitions does not require closure of any roads.

7.8.9. Weapons personnel will inspect aircraft with hung ordnance and determine if the aircraft can proceed to the parking area, or if it must be shut down. Aircrew taxiing back to Hot Gun 1 will request to taxi on RWY 1, exiting at TWY P. If the aircraft must be shut down, Weapons personnel will safe the hung ordnance and have the arm/de-arm crew pin all remaining munitions. EOD personnel will take other necessary emergency actions as required.

7.8.9.1. De-arm crew (composed of weapons personnel) will notify the pilot of action taken to safe hung/unexpended ordnance. A headset for aircraft interphone is required.

7.8.10. In the event RWY 1 is used for landing, Hot Gun 1 will be used in place of the revetted De-arm area at the intersection of TWY B and TWY F when previously required (i.e., CAT I/II hung ordnance). Attempt to exit RWY 1 at TWY P and park facing the berm.

7.8.11. For unique munitions requiring special handling (i.e., thermal batteries), follow ground procedures approved during the 96 TW TAB, 53 WG Safety Review Board, or by the 33 OG/CC. All procedures must be approved by the 96 OG/CC.

7.8.12. Duke Field: The preferred recovery for a hung ordnance/jammed/unsafe gun recovery to Duke Field is an approach to RWY 18.

7.8.12.1. Aircraft landing RWY 36 will perform a 180° right turn after landing, back-taxi down the runway, and turn left onto TWY E-East. After crossing the LZ, continue onto VL South Pad. If applicable, point forward firing ordnance east.

7.8.12.2. Aircraft landing RWY 18 will roll out to the end of runway, turn left onto TWY E-East. After crossing the LZ, continue onto VL South Pad. If applicable, point hung weapon east.

7.8.12.3. In event of simultaneous hung ordnance/jammed/unsafe gun recoveries, the first aircraft landing will follow the procedures described in paragraphs 7.8.11.1-2. If landing RWY 18, the second aircraft will remain on the runway and stop south of the south BAK-12. If landing RWY 36, the second aircraft will execute a 180-degree turn at the end of the runway and proceed south, and stop south of the south BAK-12.

7.8.12.4. The VL South Pad, Duke Field DZ, and the LZ will be temporarily closed or suspended until the Airfield Manager or designated representative reopens them.

7.8.12.5. The Fire Department will have Weapons Maintenance attempt to immediately safe the weapon. If the weapon is breached or unsecure, EOD teams will determine the weapon status. After munitions are safed, the aircraft may depart for original destination or be relocated for parking.

## **7.9. IFR Hung/Unexpended Ordnance Recovery Routes.**

7.9.1. EAFB. Expect radar vectors to avoid populated areas to the maximum extent possible. Expect clearance for standard recoveries: RWY 1/30, Eglin North Recovery, and RWY 12/19, DDUNE Recovery. If weather is IFR, expect applicable instrument approach. The pilot will request to land on the runway most appropriate for the situation, i.e., ordnance carried, weather.

7.9.2. Duke Field: Expect radar vectors to avoid populated areas to the maximum extent possible. In IFR conditions, expect to land via ILS to RWY 18 to avoid overflight of EAFB and populated areas.

7.9.3. Hurlburt Field: Approaches shall be under radar control except during lost communications conditions. Make every effort to avoid populated areas as soon as visual contact with the runway environment is made.

## **7.10. De-Arming Procedures.**

7.10.1. All aircraft will proceed through de-arm immediately after landing, regardless of munitions carried in order to have safety pins/devices installed prior to taxiing back to parking. Aircrew will verify all armament switches are OFF/SAFE and hold hands in view of armament personnel during de-arming operations.

7.10.2. Aircraft with forward firing ordnance should taxi so as to eliminate or minimize the time the aircraft is pointed toward an inhabited area. Minimize pointing forward firing ordnance toward inhabited areas by continuing to the end of the runway before turning toward the de-arm area.

7.10.3. Host and associate organizations will ensure the appropriate arm/de-arm areas are manned by arm/de-arm crews during launch and recovery of unit aircraft regardless of munitions carried.

7.10.4. Arm/de-arm crews will check all unexpended ordnance as soon as the aircraft is parked at the arm/de-arm area and make sure munitions are still loaded/installed properly.

7.10.5. When any aircraft not requiring use of the de-arm area (e.g., C-130) exits the runway, aircrew should verify status of weapons system. If any hung munitions condition exists, aircraft will follow Tower instructions for a safe parking area to avoid conflict with other aircraft movement on the ground until the system can be made safe to continue taxi to park or the aircraft will be shutdown in position.

7.10.6. After receiving permission from the Tower to enter the runway, AM Ops and/or EOD personnel shall make a runway inspection following the landing of an aircraft carrying loaded CBU type munitions dispensers (downward or rearward dispensing) with submunitions aboard. When this need exists, as identified during a TAB, EOD will advise the tower of this requirement.

**7.11. Radio Failure Procedures with Ordnance.**

7.11.1. If one member of a flight has radio failure, that member will make a dry pass in normal sequence by the tower, rock the wings to indicate a radio failure, pull off in the direction of traffic, and establish an orbit 2,000 ft above the highest pattern remaining to be flown, and await join up. If single ship, the pilot will accomplish the same procedure with the exception of departing the test area after pulling off in the direction of traffic. The pilot will squawk Code 7600. The Test Area Controller/RCO will notify EMC who will notify Eglin Approach Control who will notify Eglin Tower.

7.11.2. If a pilot has radio failure with an emergency or with hung ordnance, the pilot will make a dry pass (circumstances permitting), rock the wings, and break opposite the pattern direction. Squawk Code 7700. The Test Area Controller/RCO will notify EMC who will notify Eglin Approach Control who will notify Eglin Tower.

7.11.3. If the Test Area Controller/RCO loses radios, the aircraft will remain at pattern altitude and attempt contact on alternate frequencies. Notify the JTTOCC if no contact. No ordnance will be dropped without radio contact with the appropriate test area control/RCO authority. The JTTOCC will monitor Test Area Control Common (Wolf Call) frequency 276.0 to approve test area operation/ordnance delivery on unmanned test areas, and to act as a backup point of contact for manned test areas.

7.11.4. Other unit/command procedures for radio failure will be followed if they are more restrictive.

**7.12. Helicopter and AC-130 Gunship Weapon System Malfunctions.**

7.12.1. The aircraft commander will be notified of any weapon system malfunction.

7.12.2. The aircraft will remain over assigned test area until the weapons can be placed in a safe condition.

7.12.3. If system cannot be safed, or a hung flare condition exists, an emergency should be declared. On recovery, minimize overflight of populated areas. Gun systems should not be directed at populated areas. AC-130s use guidance IAW HFI 11-201 for specific jettison procedures in the Eglin ranges.

**7.13. Crash Procedures.** If a known or suspected crash occurs on or near the test area, the following actions will be taken by the RCO:

7.13.1. Close the test area.

7.13.2. Request a specific flight member to notify Eglin Tower.

7.13.3. Call Eglin AM Ops at (850) 882-5313 and provide all known information, including crash site location, caller's name, and phone number.

7.13.4. Notify the Eglin Command Post at (850) 883-4020 with the same information.

7.13.5. Remain in the control tower to coordinate rescue action and provide information.

**7.14. RCO Procedures during Emergencies.**

7.14.1. In-Flight Emergency/Hung Ordnance. The RCO will notify the EMC as soon as possible when an aircraft has a problem necessitating special recovery procedures.

7.14.2. Communication Failure. In the event of radio failure, the RCO will:

7.14.2.1. Attempt contact on the field radio, secondary test area frequency, or EMC frequency.

7.14.2.2. If it is necessary to abort a pass by a delivery aircraft, fire one flare from the control tower.

7.14.2.3. If it is necessary to close the test area, fire two flares from the control tower.

7.14.2.4. Notify EMC by landline of test area radio problems or failure.

7.14.3. Notify EMC immediately when an aircraft departs the test area with apparent radio failure or an emergency.

## Chapter 8

### TEST MISSION PROCEDURES

#### 8.1. Test Area Scheduling.

8.1.1. Test area airspace will be scheduled according to EAFBI 13-204, *Mission Scheduling and Control*. This instruction also contains procedures for scheduling “shared airspace,” which enables a lower priority mission to be scheduled with a higher priority mission by deconfliction of mission profiles, enabling maximum use of test area airspace.

**8.2. Test Area Control.** All test area operations must have clearance and two-way radio communication with the appropriate test area RCO before and during ordnance release or launching operations. Call signs for appropriate test area control authorities are listed in Table 8.1.

8.2.1. Warning Area/Water Missions. The aircrew is responsible for ensuring that they meet all safety criteria and procedures to include those stipulated in the Safety Appendix issued for the particular test/mission being conducted before going hot over water within all scheduled warning airspace. The aircraft commander is designated as the safety observer for all hot missions while in scheduled warning airspace. For those missions using the Central Control Facility (CCF) (Call sign “Chamber”), as mission control, approval from Chamber is required before going hot.

8.2.2. For manned test areas, the Test Area Controller is the appropriate authority for approval of test area operations and the RCO is the appropriate authority for expenditure of ordnance on the test area.

8.2.2.1. Test Area Controllers performing RCO duties must meet the criteria and qualifications IAW AFI 13-212.

8.2.3. For unmanned test areas, the JTTOCC (Call sign “Wolf Call”) is the appropriate test area control authority. The JTTOCC monitors frequency 276.0 to approve test area operation/ordnance delivery on unmanned test areas, and as a backup point of contact for manned test areas. **Note:** Aircrew will check in, obtain clearance, and check out with the JTTOCC, but will monitor their assigned mission frequency when working the unmanned test area.

8.2.4. The RCO is responsible for the conduct and safety of ordnance delivery missions after obtaining assurance from the Test Area Controller that the gates are closed and the test area is clear of all personnel.

**Table 8.1. Test Area Control Authority.**

<b>Test Area</b>	<b>Call Sign</b>	<b>Test Area</b>	<b>Call Sign</b>
<b>B-7</b>	Wolf Call	<b>C-72</b>	C-72 Control
<b>C-7</b>	C-72 Control	<b>C-74</b>	C-74 Control
<b>B-12</b>	B-75 Control	<b>B-75</b>	B-75 Control
<b>C-52</b>	C-52 Control/Darken	<b>A-77</b>	Wolf Call
<b>C-53</b>	C-52 Control	<b>A-78</b>	Wolf Call
<b>C-62</b>	C-62 Control	<b>A-79</b>	Wolf Call
<b>C-64</b>	C-64 Control	<b>C-80</b>	C-80 Control
<b>B-70</b>	B-75 Control	<b>B-82</b>	B-75 Control
<b>B-71</b>	B-75 Control		
<i>NOTE:</i> General test area status information for other test areas not listed can be received by contacting the JTTOCC [(850) 882-5800 or 2760].			

**8.3. Test Area Operations Responsibilities.**

## 8.3.1. The JTTOCC will:

8.3.1.1. Coordinate daily test area air and ground operations and deconflict mission profiles by terminating/canceling the mission with the lower priority when prevailing conditions preclude the completion of all scheduled activity.

8.3.1.2. Advise EMC of those missions that have been terminated or canceled.

8.3.1.3. Provide test area control for unmanned test areas and act as a back-up point of contact for manned test areas.

## 8.3.2. Aircrew will:

8.3.2.1. Remain within their assigned airspace/profile.

8.3.2.2. Advise EMC 5 minutes prior to RTB.

## 8.3.3. EMC will:

8.3.3.1. Monitor all restricted and warning area activity and issue traffic advisories for present and/or pending traffic within adjacent test areas.

8.3.3.2. Advise when changes to the status of adjacent test areas occur. **Note:** EMC is not an appropriate test area control agency for approval of the application/delivery of ordnance or laser firing.

8.3.3.3. Place aircraft in a "safety hold" when the aircraft is unable to remain within its approved profile and the safety of other aircraft is in jeopardy, until the problem is resolved or the aircraft returns to base.

8.3.3.4. Advise the JTTOCC when aircraft are placed in or removed from a "safety hold," or when prevailing conditions, such as overlapping profiles, etc., preclude the completion of mission activity.

8.3.3.5. Route profile deviations reported by Eglin Mission through the ERCF Chief Controller to Chief, Airspace Management and Mission Planning (CAMMP). The CAMMP will initiate the 96 TW Form 115, *Profile Deviation Report*, and submit it to the Airspace Manager. Reports shall be completed within 30 days of initial notification of the deviation and submitted to 96 OG/CC for final disposition. Copies of the completed 96 TW Form 115 shall also be forwarded to 96 OSS/CC and 96 TW Flight Safety (96 TW/SEF). Final reports shall be retained by 96 OSS/OSA.

8.3.4. Test Engineers/Project Officers. Test engineers or project officers will brief aircrew on conflicting or shared airspace missions.

#### **8.4. Departure Procedures.**

8.4.1. Arm/De-arm Areas. EAFB's arm/de-arm areas are depicted in Attachment 2. The de-arm area for Duke Field is an 800 ft circle centered on TWY E.

8.4.2. Start, Taxi, and Arming.

8.4.2.1. The pilot will make sure all armament switches are OFF/SAFE prior to electrical power being applied to the aircraft.

8.4.2.2. Aircrew will make sure all armament switches are OFF/SAFE and hold their hands in view of armament personnel during arming operations.

8.4.2.3. All aircraft loaded with experimental or uncertified forward firing munitions and parked on the hot gun ramp will be armed for a system safety check then de-armed prior to taxi. Aircraft parked on TWY B (33 FW ramp) will not arm/de-arm prior to taxi.

8.4.2.4. Aircraft with forward firing munitions should taxi so as to eliminate or minimize the time the aircraft is pointing toward an inhabited area.

8.4.3. Takeoff.

8.4.3.1. Takeoff directions should be selected, as far as safety permits, to allow the most expeditious route to the desired test area; however, takeoffs with externally loaded ordnance will normally not be made on RWY 1 for Cat I, II, and III ordnance. Under extenuating circumstances, the 96 OG/CC may authorize RWY 1 departures for Cat I, II or III ordnance. Prior approval is required.

#### **8.5. Test Area Procedures for Ordnance Delivery Missions.**

8.5.1. Clearance into a restricted/warning area must be obtained from EMC. Clearance from EMC into a restricted/warning area and profile is not clearance to release. Clearance to release on the test area must be obtained from the appropriate test area control authority listed in Table 8.1 or IAW Paragraph 8.2.

8.5.2. The flight lead shall check in with call sign, mission number, type ordnance (unless prohibited for security reasons) and number of aircraft in the flight.

8.5.3. Armament switches will remain OFF/SAFE until the aircraft enters the specified safety profile for the test area as defined in the safety appendix of the TD. At that time, the munitions may be prepared for release (warm-up, station selection, etc.) up to, but not including, final release arming. Final release arming selection will be made on base leg or final for diving deliveries. For level and climbing deliveries, final release arming will not be

made until wings level on final within the safety profile. Release arming will be returned to the OFF/SAFE position after each delivery if the aircraft will depart the safety profile.

8.5.4. During test missions, aircraft carrying ordnance will call "HOT" or "DRY" on both the base leg and final run-in position of each pass. The base call is required whether range instrumentation is being used or not. Aircraft position at the time of this call will be dependent on the mission profile shape and size, but will be no less than 30 seconds from the point at which the ordnance leaves the aircraft. The test area control authority will acknowledge each call and clear the pass "HOT" or "DRY." If no acknowledgment is received, the pass will be completed "DRY" and reaffirmed "DRY" by the aircraft commander. "HOT/DRY" base calls are not required for training missions.

8.5.5. Patterns and applicable test area procedures for a test mission will conform to the TD.

8.5.6. Prior to departing the test area on any ordnance delivery mission, each aircraft will be visually checked for hung ordnance. If a visual check cannot be accomplished, the pilot will assume hung ordnance and will follow the hung ordnance procedures. A visual check may be made by:

8.5.6.1. The delivery aircraft, if the crew has the station in sight,

8.5.6.2. The delivery aircraft or RCO, if the number of impacts can be counted,

8.5.6.3. The RCO--aircraft will not descend below 200 ft AGL nor fly within 500 ft slant range of the tower during the fly-by check (Cat I and II ordnance only) or,

8.5.6.4. A chase aircraft.

8.5.7. Pilots will safe all armament switches prior to departing the test area.

## Chapter 9

### RANGE OPERATIONS

**9.1. Purpose.** This chapter provides guidance for operations within the Eglin range complex and the expenditure of ordnance from fighter/attack/Forward Air Control (FAC)/AC-130 aircraft, and helicopters on test missions or weapons employment training missions. Modification of these procedures, if necessary, and complete procedures for any other test area will be contained in the safety appendix to the TD documenting the individual training programs. All coordinates listed are based on the World Geodetic Survey, 1984 (WGS 84), rounded to the nearest 100th and derived from *AAC Technical Facilities Manual, Volume II*, July 1996. For further information on available facilities and operating procedures within the Eglin Range Complex, refer to EAFBI 13-212, *Range Planning and Operations*.

9.1.1. Squadron commanders/division chiefs and the 96 OG/CC will be responsible for approving TDs based on risk level (Low, Medium, or High). Safety notification rules for medium-risk and high-risk tests remain in effect. Test Group and Wing leadership must remain aware and informed of elevated risk (i.e., medium, high) testing.

#### **9.2. Policies.**

9.2.1. When operating outside the boundaries of the Eglin reservation, and not on an approved low-level route, comply with the procedures outlined in Attachment 44 and Paragraph 4.38.

**9.3. Test Area Safety.** In the event an aircraft crashes on the test area, the flight or deputy leader will assist the appropriate test area control authority in determining the exact crash location for relay to rescue crews. The flight/deputy leader will assist the Test Area Controller/RCO until released or fuel state requires departure.

#### **9.4. General Test Area Procedures.**

9.4.1. Aircraft will be cleared into and out of Eglin restricted airspace by EMC. Munitions release will be IAW Chapter 8.

9.4.2. Patterns that require maneuvering outside restricted airspace will require prior coordination with EMC, who will attempt to obtain the necessary airspace from the appropriate agency.

9.4.3. A maximum of four aircraft may be scheduled in a test area at any one time, unless exceptions allowed by other guidance and approved by the RCO.

9.4.4. Up to three dissimilar types aircraft of compatible airspeed will be allowed in the weapons delivery pattern at any one time. Exceptions to these rules are authorized only with the specific approval of the 96 OG/CC, 85 TEG/CC, 1 SOW/CC, or 919 SOW/CC for aircraft under their operational control. A copy of that approval will be provided to 96 TW/SE.

#### **9.5. Test Area Entry.**

9.5.1. Flights proceeding directly to the test area after takeoff will be handed off to EMC as soon as possible after departure. If the flight is scheduled to fly a low-level route prior to test

area entry, the flight leader should request a VFR clearance to the appropriate initial point (North IP or East IP) and contact EMC prior to entry into the restricted area.

9.5.2. Restricted Area Clearance. The flight leader will contact EMC for clearance into the restricted area. This call will include call sign, mission number, and number of aircraft in the flight. Permission to enter the restricted area must be received prior to entry. **Note:** Clearance into a restricted area from EMC is not permission to expend ordnance on the test area.

## 9.6. Test Area C-62 Procedures.

9.6.1. Flight lead will give flight call sign, number and type of aircraft, number and type ordnance, sequence of events, targets, release conditions, type of patterns to be flown, and verify any laser operations. Ordnance will not be expended without clearance from the Test Area Controller/RCO. Flight leaders will inform the Test Area Controller/RCO of any changes to events.

9.6.2. Holding Points and Altitudes: If immediate clearance into the restricted area or the test area is not possible, flights entering from other than low-level routes will hold at an assigned altitude and holding point until cleared by the controlling agency (ATC or EMC). Flights entering from the northern low-level route may hold at the north initial point (North IP).

9.6.2.1. Entry from Low-Level Routes. Entry onto the test area directly from a low-level route will be flown at the following altitudes:

9.6.2.2. North IP (30°58.5'N/86°21.0'W; 200 ft AGL)--Maintain a minimum of 1,500 ft AGL until reaching the boundary of the Eglin Reservation (Interstate 10). **Note:** Exercise extreme vigilance north of Test Area C-62 for helicopter and light aircraft traffic.

9.6.3. Specific allowable test area procedures are defined by the program's TD and associated Safety Appendix. EAFBI 13-212 lists current training targets, release conditions and, as appropriate, may be referenced in the Safety Appendix.

9.6.4. Simulated Nuclear Delivery and Radar Pattern Procedures.

9.6.4.1. Procedures will be according to Table 9.1.

9.6.4.2. Switch positions: The master arm switch will not be turned ON until passing Interstate 10 or Highway 331 inbound to Test Area C-62. When performing multiple deliveries, the master arm switch will be turned OFF or SIM every time prior to departing the reservation.

**Table 9.1. Test Area C-62 Delivery Headings and Pattern Directions.**

Nuclear (North IP)	159° ±5°	Right or Left
Nuclear (East IP)	282° ±5°	Right or Left
Nuclear (American Farms IP)	300°	Right Figure Eight

#### 9.6.4.3. Radio calls:

9.6.4.3.1. Turning base: "(Call sign), BASE."

9.6.4.3.2. Highway 331 or Interstate 10: "(Call sign), HIGHWAY, (event)."

9.6.4.3.3. Off target: "(Call sign), OFF, (wet or dry)." **Note:** The nuclear tone transmit switch will remain OFF at all times.

#### 9.6.5. Night Procedures.

9.6.5.1. Flight will normally be two-ship maximum (three-ship allowed in nuclear pattern).

9.6.5.2. The position of SPADATS relative to C-62 will be briefed for all night attack missions.

9.6.5.3. Four clusters of lights are located around the main bombing pylon (TT-1). The lights are positioned on the cardinal headings around the edge of the cleared area, 200 ft from the pylon.

9.6.5.4. Entry and orbit are the same as daytime.

9.6.5.5. Minimum altitude for holding at night is 4,000 ft MSL.

9.6.5.6. All night missions require an RCO.

### 9.7. Test Area C-52N Procedures.

9.7.1. Test Area C-52N is a manned, scored test area that can be used for weapons employment training. Also, it can be used as an unmanned, unscored test area for random attacks.

#### 9.7.2. Entry/Holding.

9.7.2.1. Range Clearance. Normal entry will be from the Freeport Bridge orbit point; however, EMC can provide entry from other locations. When the flight is cleared to the assigned test area frequency, the flight leader will establish contact with the Test Area Controller/RCO (call sign "C-52 Control/Darken"). Flight lead will give flight call sign, number and type of aircraft, number and type ordnance, sequence of events, target, release conditions, type of patterns to be flown, verify bomb fuse type, and verify any laser operations. The flight will be cleared on the test area or directed to hold. The flight will be advised of any restrictions to delivery patterns and given the current altimeter setting. Most recent wind information will also be provided. All flight members will acknowledge this information. Ordnance will not be expended without clearance from the Test Area Controller/RCO. Flight leaders will inform the Test Area Controller/RCO of any changes to events.

9.7.2.1.1. AC-130 Clearance Procedures. Comply with HFI 11-201, *Fixed and Rotary Wing Operations*, range clearing procedures for C-52.

9.7.2.1.2. Holding Points and Altitudes: If holding is required, the flight will hold northeast of the Freeport Bridge at a minimum altitude of 2,000 ft MSL (day) and 4,000 ft MSL (night).

9.7.3. Test Area Procedures: Specific allowable test area procedures are defined by the program's Test Directive and associated Safety Appendix. EAFBI 13-212 lists current training targets, release conditions and, as appropriate, may be referenced in the Safety Appendix.

9.7.4. Night Procedures.

9.7.4.1. All night procedures require an RCO.

9.7.4.2. During the Freeport Bridge entry, the flight will attain proper spacing on the turn to downwind or as briefed by the flight lead.

9.7.4.3. When a cargo-type flare ship is to be used on Test Area C-52N, flights will enter the test area at or above 4,000 ft MSL.

9.7.4.4. A maximum of four aircraft will be in the night test area pattern at any time. Four aircraft are authorized only if one is being used for flare delivery, otherwise no more than three aircraft are authorized.

9.7.4.5. The flare launch aircraft will fly a circular or elliptical right-hand pattern.

9.7.4.6. When operating with a flare delivery aircraft, all ordnance delivery patterns will be left hand. Attack heading is restricted to 090 degree  $\pm$  20 degree.

9.7.4.7. Flares will not be dropped when surface winds exceed 15 knots or when the fire index, as determined by Natural Resources Branch (96 CEG/CEVSN), presents an unacceptable hazard.

9.7.4.8. When flares are employed and the restrictions previously outlined in this chapter are complied with, aircraft are authorized to expend ordnance against any target within C-52N. When flare illumination is not used, deliveries are limited to targets illuminated by ground lights. At least two ground lights will be illuminated for weapons delivery using ground illumination only.

9.7.4.9. Descent from base leg altitude will not be made until after the turn to final is initiated, visual orientation with the target area is accomplished, and the flare ship is in sight.

9.7.4.10. It is the responsibility of the ordnance delivery aircrew to maintain safe separation from the flare ship.

9.7.4.11. Flare aircraft procedures (SUU-25):

9.7.4.11.1. If a flare should ignite while still in the dispenser, the SUU-25 will be jettisoned.

9.7.4.11.2. Aircraft carrying SUU-25 flare dispensers will select only one station at a time, and will dispense all flares from one station prior to dispensing flares from the other station.

9.7.4.11.3. Alternate release of flares and weapons by the same aircraft is prohibited.

9.7.4.11.4. Minimum altitude for flare deliveries is 3,000 ft AGL. **Note:** All LUU-2 deliveries will be planned to ensure flare is burned out by 500 ft AGL.

**9.8. Test Area B-6 (Eglin Field 6, Army Ranger Camp, Camp Rudder).** No aircraft will overfly Eglin Field 6 below 1,500 ft AGL (1,700 ft MSL) unless intending to land there or with specific approval of 96 OG/CC. This no-overflight area has a 1 NM radius centered on the Field 6 Runway intersection. In cases where overflight approval is granted, the responsible project officer will provide Camp Rudder operations personnel with information on date, time, altitude, speed, type of aircraft, and reason for the operation 48 hours in advance of the scheduled overflight.

**9.9. Rejoins/Departures.**

9.9.1. The Test Area Controller/RCO will broadcast a "5 MINUTES UNTIL END OF TEST AREA PERIOD " information call. Flight leaders will make sure their flights are clear of the test area at the conclusion of their test area period, or coordinate an extension through EMC.

9.9.2. After join-up and prior to departing the test area, the flight leader will advise the RCO and Test Area Controller of any hung/unexpended ordnance by type and aircraft. Hung/unexpended ordnance procedures are in Chapter 7.

9.9.3. The flight leader will pass recovery requirements to EMC prior to departing the test area.

9.9.4. Emergency Departures. In an emergency, a pilot may clear the test area from any position and proceed as necessary to the field of intended landing. Extreme caution should be used in departing R-2914. As soon as possible notify EMC with intentions.

**9.10. RCO Procedures.** If an RCO is used to control a test area, the RCO will:

9.10.1. Prior to departing for the test area:

9.10.1.1. Determine test area status and accessibility.

9.10.1.2. Check on any deviations to scheduled test area missions.

9.10.1.3. Receive any additional instructions from the duty controller or SOF.

9.10.1.4. Be familiar with the safety appendix to the TD.

9.10.2. Be in position on the designated test area before the flight is cleared onto the test area.

9.10.3. Determine the operational status of the test area items listed in Table 9.2. according to AFI 13-212.

**Table 9.2. AFI 13-212 Items.**

Skip Panels	Strafe Targets	Strafe Impact Area
Flares and Flare Gun	Control Tower	Bomb Targets
Acoustical Scorer	Wind Device	Facilities
Secondary Radios	Primary Radios	Personnel

9.10.4. Ensure test area facilities, personnel, and weather are suitable for test area operations.

9.10.5. Brief test area personnel on the scheduled missions and control procedures.

9.10.6. Confirm with the Test Area Controller that all range gates are closed and the test area has been visually cleared of all personnel prior to flight clearance on the test area.

- 9.10.7. Obtain current altimeter setting and information on any activity that may restrict test area operations from EMC.
- 9.10.8. Obtain flight lineup, crew numbers, events, and targets to be used from all flights prior to entering the test area.
- 9.10.9. Provide flight with clearance into the test area, the current altimeter setting, winds and weather observations, profile/pattern restrictions (if any), and assigned targets (when applicable).
- 9.10.10. Assume procedural control of all flights entering the test area and make sure aircraft are operated according to sound safety practices and appropriate directives.
- 9.10.11. Observe all aircraft in the pattern insofar as possible, noting specifically pattern and delivery techniques and spacing.
- 9.10.12. Issue clearance for each delivery upon determining that aircraft position and spacing will allow release of the appropriate ordnance and subsequent safe recovery of the aircraft.
- 9.10.13. Observe each aircraft flight path during the final phase of delivery.
- 9.10.14. Notify the aircrew when they are unsafe or have committed a foul (as established in AFI 11-214, *Air Operations Rules and Procedures*).
- 9.10.15. Assess fouls and take corrective action according to command directives.
- 9.10.16. Require all flight members to acknowledge directive radio transmissions.
- 9.10.17. Monitor bird activity in the target area, especially during hours around dawn and dusk, and advise aircrew members.
- 9.10.18. When flights are attempting to meet a firm time over target (TOT), verify weapons impact with a "SPLASH" call.
- 9.10.19. Monitor bomb plotting and event/score documentation in the control tower.
- 9.10.20. Ensure an orderly flow of missions on and off the test area by advising flights when they are approaching the final 5 minutes of their test area period.
- 9.10.21. As soon as departing flights have joined up, obtain from them a summary of hung/unexpended ordnance by type and aircraft.
- 9.10.22. For those flights exercising forward air controller (FAC) profiles on a manned test area, surrender tactical control to the FAC during the employment phases of the mission. All FAC controlling aircraft on any Eglin range/test area must be certified by the Chief RCO for each range upon which the individual will perform FAC duties (e.g., Range 52 Chief RCO to work Range 52, Range 62 Chief RCO to work Range 62). Monitor the conduct of the flight for compliance with stipulated safety criteria.
- 9.10.23. For those flights exercising random attack profiles, surrender RCO responsibilities to the FAC or flight lead. Make sure the test area is clear and all personnel have evacuated the complex before the flight enters the test area.
- 9.10.24. In addition to those duties outlined above, the night RCO will:

- 9.10.24.1. Make sure Jackson Guard has been consulted to determine if the burning index will allow flare delivery and surface winds do not exceed 15 knots.
- 9.10.24.2. If requested, establish flare drop sequence, altitude, delay, and burnout altitude with the flare ship.
- 9.10.24.3. Monitor burned out or dud flares and immediately notify flight members of potential hazards. Hold fighters high and dry if burned out or dud flares present a hazard, resuming operation only when the hazard has passed.
- 9.10.24.4. Make sure all delivery aircrew call "FLARE SHIP IN SIGHT" when turning final if a cargo ship is used for flaring or when a fighter flare ship delivery pattern opposes the fighter pattern.
- 9.10.24.5. Monitor aircraft spacing throughout the pattern with special emphasis on the final approach, recovery, and turn to downwind leg.
- 9.10.25. Crash Procedures. See Paragraph 7.13.
- 9.10.26. Emergency Procedures: In accordance with Chapter 7.
- 9.10.27. Weather:
- 9.10.27.1. Delivery patterns will not be allowed when the weather is below the specified minimum for that event. When a weather observer is not present on the test area, a pilot report (PIREP) can be used as an aid in determining test area weather.
- 9.10.27.2. The RCO can request additional test area weather observations when conditions so dictate. Additional weather requirements should be coordinated with 96 WS as early as possible.
- 9.10.28. Strafe Target Scoring:
- 9.10.28.1. Low-angle strafe scoring will normally be accomplished on the acoustically scored targets. Acoustical scores will be recorded and the number of hits transmitted to the delivery aircraft after each pass.
- 9.10.28.2. When strafe target manual scoring or maintenance is accomplished while aircraft are in the delivery pattern, the RCO will direct the flight to avoid overflight of the strafe target area by 1,500 ft MSL, permit no strafing, and allow weapons deliveries only on the nuclear target. The target team chief will illuminate the red warning lights inside the control tower and contact the RCO prior to departing for the strafe target area. Upon return, the team chief will again notify the RCO confirming that all personnel are off the test area.
- 9.10.28.3. Test area personnel will not normally hoist the strafe panels when surface winds exceed 20 knots.
- 9.10.29. Weapons Delivery Scoring Record. The RCO is responsible for proper completion of the weapons delivery scoring record. Although test area personnel actually complete the scoring record while the mission is in progress, it is essential that the RCO verify its accuracy by comparing it with the delivery data that was recorded in the control tower.

## Chapter 10

### OPERATIONAL PROCEDURES FOR THE EMPLOYMENT OF ELECTRONIC PROTECTIVE MEASURES (EPM), CHAFF, FLARES, AND LASERS

**10.1. Purpose.** This chapter provides guidance for procedures for the employment of EPM, chaff, flares, and lasers within the Eglin range complex. Frequency requirements will be coordinated with the DoD Gulf Area Frequency Coordinator [DoD GAFC (96 CS/SCXF)]. 96 OSS Frequency Control and Analysis (96 OSS/OSOQ) is the initial point of contact for notification of all Radio Frequency Interference (RFI), and will exercise authority to terminate radiation of the detected source of interference. The DoD GAFC will be the final authority for resolution of frequency conflicts/interference.

#### **10.2. Responsibilities.**

10.2.1. Flight leaders, individual pilots, or Electronic Warfare Officers (EWO) will include applicable portions of this instruction during flight briefings.

10.2.2. Commanders of associate and transient organizations using self-protection systems are responsible for compliance with this chapter.

10.2.3. The host unit is responsible for providing instructions and procedures to units visiting the Eglin complex for missions involving EPM, chaff, or flare, regardless of whether or not the unit launches or recovers at EAFB.

10.2.4. Units desiring to deploy chaff and EPM must submit mission requests in advance to 96 OSS/OSOQ to coordinate the activity with FAA Jacksonville Center. If normal submittal times are not met, then blackboards will have to be submitted by 1300L one day prior to mission date. 96 OSS/OSOQ will be responsible for notifying the organization scheduling representative when missions are denied the use of chaff, flares, or EPM.

10.2.5. Frequency Control and Analysis (FCA) (96 OSS/OSOQ) is responsible for the scheduling of EPM and chaff within Eglin Restricted Areas and W-151/W-470. The area of responsibility is bounded on the north by 31°00'N, on the east by 83°30'W, on the south by 28° 15'N, and on the west by 86°48'W.

10.2.6. Operations officers will ensure all aircrew conducting EPM, carrying chaff, or flares on Eglin Complex fields or test areas understand the provisions of this instruction before operations are attempted. Additionally, they will establish procedures to ensure aircrew know the areas and times during which they are scheduled to employ EPM, chaff, or flares. EPM, chaff, and flares will not be employed in the Eglin test area complex unless scheduled in compliance with this instruction (as appropriate) and authorized by an appropriate TD and applicable Radio Frequency Authorization (RFA).

10.2.7. All aircraft conducting EPM or employing chaff are required to monitor 243.0 MHz (UHF Guard channel) and stop employment operations upon hearing a "STOP (or CEASE) BUZZER/STREAMBURST" call from the appropriate controlling agency [e.g., EMC, Military Radar Unit (MRU), or CCF (call sign "CHAMBER")].

10.2.7.1. After "STOP (or CEASE) BUZZER/STREAMBURST" has been given and the aircraft has ceased EPM, then FCA will try to determine when and what part of the EPM

can be resumed. If the EPM band causing the problem cannot be separated or the frequency bands cannot be determined, then the EPM is to remain off until the safety issue or emergency has been cleared and FCA has given the approval to resume.

10.2.8. Each unit will provide 96 OSS/OSOQ the name and phone numbers of its operations officer to contact for interference resolution.

### 10.3. Authorized Systems.

#### 10.3.1. Chaff and Flare Systems.

10.3.1.1. ALE-40: F-16, A-10, MH-60.

10.3.1.2. ALE-45: F-15.

10.3.1.3. ALE-47: F-16, CV-22, AC-130, MC-130E/P.

10.3.1.4. ALE-27: MC-130.

10.3.1.5. ALE-20.

10.3.1.6. M-130: UH-60.

10.3.1.7. Other systems, if approved by 96 TW/SE and Eglin Frequency Management (96 CS/SCXF)

#### 10.3.2. EPM Systems.

10.3.2.1. Internal Countermeasures Set (ICS) (up to I-band only).

10.3.2.2. ALQ-131 Authorized Training Tapes.

10.3.2.3. ALQ-119.

10.3.2.4. ALQ-172.

10.3.2.5. ALQ-196.

10.3.2.6. Quick Reaction Capability (QRC) 80-01.

10.3.2.7. ALQ-211 **Note:** Other systems, such as AN/ALQ-94, AN/ALQ-101, AN/ALQ-184, may be included once RFA are obtained from 96 CG/SCXF and scheduled through 96 RANNS/DOSF.

### 10.4. Scheduling.

10.4.1. EPM, chaff, and flares should be requested as deletable items, if appropriate, to preclude missions being nonscheduled for conflicts in this area.

10.4.2. Missions desiring to use EPM will require inclusion of the appropriate RFA line numbers on the mission request form. EPM will be scheduled on a mission-to-mission basis, regardless of the working area.

10.4.3. Individual aircrew or units will contact their organization's scheduling agency if changes to the schedule are desired. These changes must be coordinated through 96 RANNS scheduling prior to 1300L on the day preceding the mission.

**10.5. Departure Procedures.** Arming and de-arming of chaff and flare systems will be conducted in the normal arm/de-arm areas. Start, taxi, arming, and takeoff will be according to the procedures in Chapter 8.

**10.6. Flare Employment Procedures.** All missions employing flares will be scheduled as hot missions. Any airspace changes must be coordinated through the JTTOCC, and informed that the mission intends to drop flares. JTTOCC shall notify the Coast Guard of changes in flare activity.

10.6.1. W-151/W-470: Flares may be employed within W-151 and W-470 provided the aircraft is above 1,500 ft AGL or the aircraft is below 1,500 ft AGL and at least 3 NM from any surface vessel, platform, or land mass. Flare operations within warning areas will be under flight lead control.

10.6.2. Overland: Flares may be employed over the Eglin Reservation only. Avoid expending flares over populated areas, personnel, or structures. Minimum release altitude over authorized test areas is 200 ft AGL, and 500 ft AGL when not over authorized test areas. Further restrictions may be imposed by 96 TW Range Safety and central scheduling authority (96 OSS/ OSO) when required.

**10.7. Chaff Employment Procedures:** All missions employing chaff shall be scheduled. Wind conditions and complexity of air traffic may make it necessary for EMC to terminate chaff dispersal. Chaff dispersal outside the parameters identified in this chapter must be coordinated according to FAA Handbook 7610.4, *Special Military Operations*, and approved by the GAFC.

10.7.1. W-151/W-470: Chaff will normally (depending upon test/training mission requirements) be authorized within W-151/W-470, provided it is included under an applicable RFA and meets the criteria for use outlined in the RFA.

10.7.1.1. Flight leads will ensure that operational chaff is not employed under any conditions that would cause it to drift outside of the scheduled working area. Areas of particular emphasis include to the south where it could interfere with the Gulf Crossing Air Routes, drift into the North-South or East-West Corridors, or affect air traffic facilities.

10.7.1.2. Operations within the warning areas will be under flight lead control.

10.7.2. Overland: Chaff drops in R-2915A, north of Auxiliary Field 6 and west of A-77, are limited to 2,000 ft AGL and below. All other areas in R-2915A are limited to 4,000 ft AGL and below. Chaff over C-52 in R-2914A is limited to 4,000 ft AGL and below. No chaff is permitted in the North-South or East-West VFR Corridors. In all other areas of Eglin restricted airspace, chaff is limited to 2,000 ft AGL and below. Strictly adhere to chaff type requirements defined in the RFA (i.e., cannot use wide-band chaff when RFA permits use of only narrow-band chaff).

10.7.2.1. Wind conditions and traffic complexity may make it necessary for ATC to terminate chaff expenditure authorization. The final authority rests with EMC.

**10.8. EPM Employment Procedures:** All missions employing EPM shall be scheduled. Normally, operations for F-15 Internal Countermeasures Set (ICS) I-band and below will be approved, without exception, within W-151C, D, E, and F, provided operating under an approved RFA. Flight leads, individual pilots, and EWOs are responsible for ensuring that EPM

is not conducted outside of the areas and times scheduled. Frequency interference problems will be reported real-time to the JTTOCC. 96 OSS/OSOQ FCA will coordinate with the appropriate organization operations officer(s) for immediate resolution.

### 10.9. Recoveries.

10.9.1. Pilots will ensure all EPM, chaff, and flare switches are OFF/SAFE prior to departing the test and training area.

10.9.2. Aircraft returning to EAFB with unexpended chaff or flares may recover to the overhead pattern.

10.9.3. De-arming will be according to Chapter 8.

10.9.4. Following de-arming, aircraft may return to parking on the Test Ramp according to AACMAN 91-202, *Designation of Explosives Laden Vehicle Routes, Combat Aircraft Parking Areas, Explosives Loading/Unloading Areas and Arm/De-arm Areas*.

10.9.5. Any malfunction of chaff or flare systems will be handled IAW with Chapter 7 procedures.

### 10.10. Airborne Laser Operations.

10.10.1. In order to minimize the safety risk and maximize the opportunity for effective testing/training, the procedures outlined in the following paragraphs will be used when employing a targeting pod (e.g., LANTIRN/LITENING/SNIPER), or any other airborne laser designation system.

10.10.1.1. The training or eye-safe laser (1.54 microns) may be used during any mission on or off the Eglin complex, including low-level routes. Aircrew will confirm the laser is set to 1.54 microns during the preflight inspection. In-flight, aircrew will confirm that a "T" is present on the cockpit targeting pod display prior to lasing. If the pod power is cycled after a laser failure indication, the laser may power up in the combat "L" setting (1.06 microns). Confirmation of the "T" indication is mandatory to prevent potentially serious eye damage to ground personnel.

10.10.1.2. Combat airborne lasers (1.06 microns) may be used for test or training missions on the Eglin test area complex targets listed in Table 10.1 or as approved under the Test/Training Directive's respective Safety Annex.

**Table 10.1. Laser Targets.**

TARGET	RUN-IN
<b>C-62 TT-1,4,6</b>	270 degree or 159 degree
<b>C-52N TT-2,8,25</b>	270 degree
<b>B-70 TT-1,3,7</b>	237 degree
<b>B-75 TT-7</b>	237 degree
<b>NOTE:</b> AC-130s using laser target designators for altitude updates only; see HFI 11-201, for required procedures.	

### 10.10.2. Airborne Laser Operations Restrictions and Procedures.

10.10.2.1. When scheduling missions or requesting airspace, test engineers or squadron schedulers will indicate on the Center Scheduling Enterprise (CSE) mission request that combat lasing operations will be performed during the mission. If the mission request forms do not reflect this desire, airborne lasing with combat (1.06 microns) lasers cannot be performed. Real-time requests for combat (1.06 microns) lasing will not be authorized.

10.10.2.2. Once airborne and on range, aircrew are required to get clearance from the appropriate test area control authority for airborne combat (1.06 microns) laser operations, and range control must verify that eye protection is being used and the hazardous area is clear. Aircrew should make a positive "laser on" and "laser off" call during weapon delivery passes.

### 10.10.3. Weapon Delivery Procedures.

10.10.3.1. For any delivery where the target will be directly lased, the aircrew will not activate the laser until the target has been positively identified, an unrestricted line of sight exists, and a steady track on the target is assured. The aircrew should cease lasing after weapon release for unguided munitions, after weapon impact for guided weapons, or if the laser drifts towards the edge of the clear area.

10.10.3.2. For deliveries where the target is not directly lased [i.e., Continuously Designated Impact Point (CDIP)/Continuously Computed Impact Point (CCIP)], the aircrew will not activate the laser until rolled-out wings level on final, and the laser (or piper) is aimed within the clear area. A good rule of thumb is to activate the laser at 5 sec prior to release. Cease lasing after weapon release.

10.10.3.3. Safety will determine the limits for test programs and reference applicable parent regulations to determine limits per MDS for training events.

## Chapter 11

### SUPERSONIC OPERATIONS

**11.1. Supersonic Operations.** Supersonic flight operations over the Eglin Land Range and the Eglin Gulf Test and Training Range shall be conducted IAW AFI 13-201, *Airspace Management*, and the Eglin Supersonic Waiver 75-1.

11.1.1. Supersonic training may be accomplished over water above 10,000 ft MSL and at least 25 NM from the coast. Supersonic training profiles below 10,000 ft MSL will be flown a minimum of 25 NM from the coast if on a southerly heading, and a minimum of 50 NM from the coast if on a northerly heading.

11.1.2. Supersonic flight test profiles must be approved through the TAB process and adhere to the following restrictions:

11.1.2.1. All overland profiles below FL300 shall be performed on Test Area B-70 and shall be restricted to a maximum over-pressure of 3.5 pounds per square foot (PSF) at a distance of 5 NM from the aircraft ground track. In no case will an over-pressure exceeding 3.5 PSF be allowed outside of the Eglin Land Range from the surface to FL300.

11.1.2.2. All overland supersonic profiles shall terminate in a level flight attitude so as not to expand the over-pressure envelope towards the ground.

11.1.2.3. Vehicular traffic on state roads and all personnel within the reservation shall be adequately protected from over-pressure exposure during scheduled runs.

11.1.2.4. No supersonic missions over land shall be flown unless the test engineer has notified the Public Affairs Office (96 TW/PA) the day prior to the mission. The test engineer should again notify 96 TW/PA 1 hour prior to aircraft takeoff to confirm the mission status and update any changes. Aircrew shall confirm that this has been done before going to the aircraft.

11.1.2.5. Test teams shall make every effort to minimize dry supersonic passes overland.

11.1.2.6. Supersonic flight test profiles may be accomplished over water above 10,000 ft MSL at least 25 NM from the coast. Supersonic flight test profiles below 10,000 ft MSL will be flown a minimum of 25 NM from the coast if on a southerly heading, and a minimum of 50 NM from the coast if on a northerly heading.

11.1.2.7. For supersonic flight test runs below 10,000 ft MSL, a boat check will be accomplished prior to commencing the test run to ensure there are no boats within 5 NM of the ground track.

## Chapter 12

### REMOTELY PILOTED AIRCRAFT (RPA)

**12.1. General.** RPA use airspace and airfields to conduct both test and training missions. Training missions include initial qualification training, mission qualification training and proficiency training of small RPA operators and sensor operators. This chapter will provide information on airfields, airspace, airspace request processes, safety requirements, emergency procedures, and weapons employment.

**12.2. Airfields for RPA.** Depending on the type and size of RPA, a prepared runway/landing zone may or may not be required. Small Unmanned Aircraft Systems (SUAS) and Micro Air Vehicles (MAV) may be hand launched (e.g., WASP, Raven), pneumatically launched (e.g., Shadow, Scan Eagle), or takeoff from a runway (e.g., Hunter, Dakota, Pioneer). There currently is no universally accepted definition of RPA, SUAS, or MAV between DoD and commercial vendors. From a safety perspective, anything above 20 knots or 1 pound can be lethal. SUAS may be recovered by net, skyhook, belly in with no landing gear, or land on a runway. Hand-launched and pneumatic-launched SUAS, to include Vertical Takeoff or Landing (VTOL) SUAS, may operate from open fields or roads anywhere approved on the Eglin Land Range. In addition, RPA may operate from a boat on the bays surrounding Eglin's south side or some of the waterways contained within Eglin's restricted or warning areas as approved within the scope of the TD and Safety Annex. The following airfields/landing zones are located on the Eglin Land Range (Choctaw NOLF, Duke Field, Field 1, and Field 6 support manned test and training operations of both fixed wing aircraft and helicopters.):

12.2.1. Choctaw Navy Outlying Field (NOLF). Choctaw NOLF is located at the western end of the Eglin Land Range (outside restricted airspace) and is operated by the Navy for Navy pilot training. There is one asphalt runway, 18/36, 8,000 ft by 150 ft. When the ATC tower is in operation, the airspace is non-joint use military Class D. All other times the airspace is Class E. RPA operations in the past have been from the diagonal taxiway with flight operations to the east side of the field. The Class D adjoins R-2915A.

12.2.2. Eglin Auxiliary (Aux) Field 6. Eglin Aux Field 6 (Test Area B-6) is located in the north center of R-2915A. There is an asphalt landing zone, 18/36, 4,000 ft by 60 ft with concrete pads on each end for helicopter and CV-22 operations. There is no ATC tower at the field. There is a UHF radio repeater that provides communications to the ERCF from aircraft and operators on the ground. SUAS launch and recovery from the landing zone or taxiways requires coordination with other missions and the Army Rangers. AFSOC SUAS training and various one-of-a-kind/ unique experimental RPA have used this facility.

12.2.3. Eglin Aux Field 7. Eglin Aux Field 7 (Test Area B-12) is located in the central part of R-2915A. There are various closed runways in various states of disrepair which may be adequate for SUAS operations depending on the size of wheels and strength of landing gear. Hand- and pneumatic-launched SUAS would be able to operate provided the surface is adequate for recovery or a soft recovery system is used. Field 7 offers a more remote location for explosives and laser testing; however, it is often difficult to schedule due to high-priority large footprint missions on Test Area B-70 nearby. There is no ATC tower at the field.

12.2.4. Eglin Aux Field 1. Eglin Aux Field 1 (Test Area C-5) is located in the northwest section of R-2914A. There is a 4,000 ft landing zone running 18/36. SUAS launches and recoveries may be made from other hard surfaces of the old airfield. There is no ATC tower at the field. There are some available office buildings, storage and Test Area C-72 control nearby.

12.2.5. Santa Rosa Island (SRI) RPA Operations. Potentially suitable launch and recovery areas are located at Test Site A-15 on Santa Rosa Island in R-2915B. There are two launch and recovery areas made of concrete. There is no ATC tower at the two sites. Because of the close proximity to Hurlburt Field's Class Delta airspace and the East-West Corridor, special safety precautions typically apply to these Test Directive Safety Annexes.

12.2.6. Eglin Aux Field 3. Eglin Aux Field 3 (Duke Field) is located to the north of EAFB in the 14 CFR Part 93 North-South Corridor. See Chapter 2 and Chapter 5 for information regarding this field. When the ATC tower is in operation, the airspace is non-joint use military Class D. This airspace adjoins R-2918. An FAA facility Certificate of Authorization (COA) must be established for RPA operations from this field, through the Class Delta airspace, and into restricted areas.

12.2.7. Other Airfields/Landing Zones. As new customers and requirements develop in the future, new airfields/landing zones may be constructed on the range through existing Range Configuration Control Committee (RCCC) and Range Development Executive Steering Committee (RDESC) or various existing areas used for RPA operations where approved through Test Directive, Environmental, and Safety review processes. 96th Test Wing personnel responsible for test and training execution will be able to provide specific information. When appropriate, new airfields/landing zones will be added to this document.

**12.3. Airspace for SUAS.** The USAF and the FAA require RPA operations be conducted in restricted and warning airspace where possible, IAW the Memorandum of Agreement for Operations of RPA in the NAS (24 Sep 07) or waived/authorized per specific RPA type and operations area by the FAA. The Eglin Range has eight restricted areas and two warning areas which may be used for RPA operations. See Chapter 3 for descriptions of restricted and warning areas under the management of the Eglin Airspace Management Office and available via the Center Scheduling Enterprise (CSE) system. RPA operations will be allowed in all restricted areas and all warning areas provided all required TD, Environmental, and Safety Reviews and approvals have been obtained and safety requirements are followed IAW AFTCI 91-203, *AFTC Test Safety Review Process*, and the 96 TW supplement. Restricted airspace over land outside the Eglin Reservation or land not owned by the government must be specifically approved on a case-by-case basis through Eglin Safety (96 TW/SE). RPA operations over populated areas or private land, yet within Eglin's restricted airspace are designated as an elevated risk and require appropriate approval levels in accordance with AFTCI 91-203 and the 96 TW supplement unless the particular RPA, operator, training, and maintenance have established and demonstrated operational airworthiness essentially equivalent to that of manned aircraft rates. The Santa Rosa Island Controlled Firing Area may not be used for RPA operations. Operations outside of restricted and warning areas may be accomplished provided the sponsor of the mission has obtained approval from the FAA through an RPA Certificate of Waiver or Authorization (COA) (FAA Form 7711-2) or by the FAA approving a nonjoint use military Class D facility COA.

12.3.1. Nonjoint Use Military Class D Airspace. Choctaw NOLF, Duke Field and Hurlburt Field all have tower-controlled nonjoint use military Class D airspace. The FAA and DoD will allow RPA operations within nonjoint use military Class D airspace provided procedures are established and an ATC or facility COA is approved by the FAA and USAF/USN. RPA operations at the above locations must have an airworthiness certificate/statement for each system and the operator/observer must be qualified, meet currency proficiency requirements, and have a current FAA Class II medical certificate or military equivalent. In addition, a NOTAM describing the RPA operations must be issued at least 24 hours prior to flight. See FAA Aviation Safety Unmanned Aircraft Program Office (AIR-160) guidance.

12.3.2. Class G Airspace. The FAA and DoD have agreed to allow military RPA operations within Class G airspace in the NAS for SUAS weighing less than 20 pounds and within visual range of the operator. The Class G airspace must be above land owned or leased by the government and not closer than 5 NM from any civil airport, below 1,200 ft AGL, and a NOTAM will be issued during the time of use. RPA operations must have an airworthiness certificate/statement for each system and the operator(s) and observer(s) must be qualified, meet current proficiency requirements, and have current FAA Class II medical certificates or military equivalent. In addition, a NOTAM must be issued at least 24 hours prior to operations. AFSOC/A3OUI will provide requesters with a Class G request checklist and coordinate the request with the Eglin Airspace Manager. There is a small area of land outside the northern boundary of R-2914A or Choctaw NOLF during times of use when the ATC tower is not manned which are considered Class G airspace for the purpose of operating military RPA. Call the Eglin Airspace Management Office for details to operate in this area. See FAA Order 1110.150, *Small Unmanned Aircraft System Aviation Rulemaking Committee*.

12.3.3. Operations in the NAS. If there is a requirement to operate RPA outside of restricted or warning areas and not in nonjoint use military Class D airspace, or in Class G airspace, then an approved COA must be received from the FAA. RPA operations in the Eglin Part 93 airspace, North-South and East-West Corridors will require a COA. The Eglin Airspace Management Office can provide the details to apply for the COA.

**12.4. Emergency Procedures.** If an emergency should occur, all operators will adhere to the following basic sequence: aviate, navigate, and communicate. Operators will refer to the published emergency procedures checklists for the system they are operating. As soon as practical, after completing the appropriate emergency procedures checklist, notify the controlling agency and appropriate command and control (C2) agency of the description and extent of the difficulty, intentions, assistance required, and other pertinent information. Operators will report deviations from directives that occur as a result of an emergency IAW applicable unit governing guidance.

**12.5. Weapon Employment.** Small RPA typically do not directly employ weapons; however, they are enablers for air-to-surface weapons delivery and may contain hazardous lasers or designators. Depending upon the specific capabilities of the SUAS and the training and certification of the operators, they may be employed for tasks ranging from target detection and identification, to target area orientation for visual talk-on, to coordinate generation, to target marking or laser target designation. In the event an RPA does employ a weapon, the Non-Nuclear Munitions Safety Board stipulations, delivery, and hung ordnance procedures will be addressed in the TD and associated appendices.

CHRISTOPHER P. AZZANO,  
Brigadier General, USAF  
Commander

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

14 CFR Part 93, *Special Air Traffic Rules*, 27 May 16

AFI 10-1001, *Civil Aircraft Landing Permits*, 1 Sept 95

AFI 11-202V3, *General Flight Rules*, 7 Nov 14

AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*, 3 Jun 11

AFI 11-214, *Air Operations Rules and Procedures*, 14 Aug 12

AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 Oct 11

AFI 11-235, *Forward Air Refueling Point (FARP) Operations*, 8 Apr 15

AFI 13-201, *Airspace Management*, 21 Aug 12

AFI 13-204V3, *Airfield Operations Procedures and Programs*, 1 Sept 10

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 Jun 10

AFI 13-212V1, *Range Planning and Operations*, 23 Apr 15

AFI 13-213, *Airfield Driving*, 1 Jun 11

AFI 32-1043, *Managing, Operating, and Maintaining Aircraft Arresting Systems*, 4 Mar 15

AFI 40-102, *Tobacco Use in the Air Force*, 4 Mar 15

AFI 91-110, *Nuclear Safety Review and Launch Approval for Space or Missile Use of Radioactive Material and Nuclear Systems*, 13 Jan 15

AFMAN 33-363, *Management of Records*, 1 March 2008

AFMAN 91-201, *Explosives Safety Standards*, 12 Jan 11

AFPD 11-2, *Aircraft Rules and Procedures*, 19 Jan 12

EAFB *Integrated Defense Plan* 17 Apr 15

EAFB Plan 10-2, *Comprehensive Emergency Management Plan*, 14 Apr 14

EAFB Plan 10-245, *Installation Antiterrorism Plan (FOUO)*, 25 Sep 14

EAFB Plan 91-204, *Mishap Response Plan (FOUO)*, 3 Jun 15

EAFB Plan 91-212, *Bird Wildlife Aircraft Strike Hazard Plan*, 1 Jan 15

EAFBI 13-213, *Eglin AFB and Duke Field Airfield Driving Instruction*, 1 Aug 13

EAFBI 13-204, *Mission Scheduling and Control*, 14 Jan 14

EAFBI 13-212, *Range Planning and Operations*, 18 Mar 11

EAFBMAN 91-202, *Designation of Explosives Laden Vehicle Routes, Combat Aircraft Parking Areas, Explosives Loading/Unloading Areas and Arm/De-arm Areas*, 26 Jan 11

FAA Order 1110.150, *Small Unmanned Aircraft System Aviation Rulemaking Committee*, 4 Oct 08

HFI 11-201, *Fixed and Rotary Wing Operations*, 9 Dec 15

JO 7110.65, *Air Traffic Control*, 10 Nov 15

JO 7210.766, *Unmanned Aircraft Operations in the National Airspace System (NAS) Removed and replaced by JO 7210.891, Unmanned Aircraft Operations in the National Airspace System (NAS)*, 25 Nov 15

JO 7400.8, *Special Use Airspace*, 5 Feb 16

JO 7610.4, *Special Military Operations*, 11 Dec 15

UFC 3-260-01, *Air Field and Heliport Planning and Design*, 1 Nov 01

*Uniform Code of Military Justice (UCMJ) Article 92* 2012

### ***Forms Prescribed***

Eglin Form 115, *Profile Deviation Report*

### ***Forms Adopted***

AF Form 847, *Recommendation for Change of Publication*

AF Form 853, *Air Force Wildlife Strike Report*

AF Form 3616, *Daily Record of Facility Operation*

AF Form 4058, *Airfield Operations Policy Waiver*

DD Form 175, *Military Flight Plan*

### ***Abbreviations and Acronyms***

**AAC**—Air Armament Center (Deactivated 18 July 2012)

**ACC**—Air Combat Command

**AFMC**—Air Force Materiel Command

**AFSOC**—Air Force Special Operations Command

**AGL**—Above Ground Level

**AHAS**—Avian Hazard Advisory System

**AM Ops**—Airfield Management Operations

**AMP**—Airfield Marking Pattern

**AOB**—Air Operations Board

**AOF**—Airfield Operations Flight

**ASOS**—Automated Service Observing System

**ASR/DASR**—Digital Airport Surveillance Radar

**ASU**—Airspace for Special Use

**ATCAA**—Air Traffic Control Assigned Airspace  
**ATC**—Air Traffic Control  
**ATCAL**S—Air Traffic Control and Landing Systems  
**ATIS**—Automatic Terminal Information Service  
**BASH**—Bird Aircraft Strike Hazard  
**BFD**—Battery Firing Device  
**BWC**—Bird Watch Condition  
**CBU**—Cluster Bomb Unit  
**CCF**—Central Control Facility  
**CE**—Civil Engineering  
**CFA**—Controlled Firing Area  
**CFR**—Code of Federal Regulations  
**CMA**—Controlled Movement Area  
**COA**—Certificate of Authorization  
**CPI**—Crash Position Indicator(s)  
**CSE**—Center Scheduling Enterprise  
**CST**—Customer Support Team  
**CTAF**—Common Traffic Advisory Frequency  
**DoD**—Department of Defense  
**DV**—Distinguished Visitor  
**DZ**—Drop Zone  
**EAFB**—Eglin AFB  
**EAFBI**—Eglin Air Force Base Instruction  
**ECM**—Electronic Countermeasures  
**ECP**—Entry Control Point  
**ELT**—Emergency Locator Transmitter(s)  
**EMC**—Eglin Mission Control  
**EOD**—Explosive Ordnance Disposal  
**EPM**—Electronic Protective Measures  
**ERCF**—Eglin Radar Control Facility  
**ETA**—Estimated Time of Arrival  
**EWO**—Electronic Warfare Officer

**EWTA**—Eglin Water Test Areas  
**FAA**—Federal Aviation Administration  
**FAC**—Forward Air Control/Controller  
**FAR**—Federal Aviation Regulation  
**FARP**—Forward Area Refueling Point  
**FCA**—Frequency Control and Analysis  
**FCF**—Functional Check Flight  
**FLIP**—Flight Information Publication  
**FM**—Frequency Modulation  
**FOD**—Foreign Object Damage  
**FW**—Fighter Wing  
**GAFC**—Gulf Area Frequency Coordinator  
**HE**—High-Explosive  
**HFI**—Hurlburt Field Instruction  
**ICS**—Internal Countermeasures Set  
**IFE**—In-Flight Emergency  
**IFR**—Instrument Flight Rules  
**ILS**—Instrument Landing System  
**IMT**—Information Management Tool  
**IP**—Initial Point  
**IR**—Infrared  
**IWDS**—Improved Weather Dissemination System  
**JO**—Job Order  
**JTTOCC**—Joint Test and Training Operational Control Center  
**KIAS**—Knots Indicated Airspeed  
**LHA**—Landing Helicopter Assault  
**LOA**—Letters of Agreement  
**LOLA**—Live Ordnance Loading Area  
**LOP**—Letters of Procedure  
**LSO**—Landing Systems Officer  
**LUU**—Luminating Unit  
**LZ**—Landing Zone (also Assault Landing Zone)

**MACA**—Mid-Air Collision Avoidance

**MARSA**—Military Authority Assumes Responsibility for Separation of Aircraft

**MAV**—Micro Air Vehicle

**MOA**—Memorandum of Agreement

**MOA**—Military Operations Area

**MOCC**—Maintenance Operations Control Center

**MSL**—Mean Sea Level

**NAS**—National Airspace System

**NAVAID**—Navigational Aid

**NM**—Nautical Mile(s)

**NOLF**—Navy Outlying Field

**NOTAM**—Notice to Airmen

**NVD**—Night Vision Device

**NVIS**—Night Vision Imaging Systems

**OG/CC**—Operations Group Commander

**OH SFO**—Overhead Simulated Flameout

**OPR**—Office of Primary Responsibility

**PAOL**—Pilot/AOF Liaison Program

**PCAS**—Primary Crash Alarm System

**PFO**—Precautionary Flameout

**PMI**—Preventive Maintenance Inspection

**PPR**—Prior Permission Required

**PSF**—Pounds per Square Foot

**QA**—Quality Assurance

**RAPCON**—Radar Approach Control

**RCO**—Range Control Officer

**RCR**—Runway Condition Reading

**RDS**—Records Disposition Schedule

**RFA**—Radio Frequency Authorization

**RPA**—Remotely Piloted Aircraft

**RSC**—Runway Surface Condition

**RSRS**—Reduced Same Runway Separation

**RTB**—Return to Base  
**RWY**—Runway  
**SCN**—Secondary Crash Net  
**SC**—Senior Controller  
**SFC**—Surface  
**SFCC**—Security Forces Control Center  
**SFO**—Simulated Flameout  
**SI**—Straight-in  
**SM**—Statute Miles  
**SOF**—Supervisor of Flying  
**SPADATS**—Space Detection and Tracking System  
**SRB**—Safety Review Board  
**STOVL**—Short Take-off, Vertical Landing  
**SUA**—Special Use Airspace  
**SUAS**—Small Unmanned Aircraft System(s)  
**TA**—Transient Alert  
**TAB**—Test Approval Brief  
**TD**—Test Directive  
**TERPS**—Terminal Instrument Procedures  
**TP**—Target Practice  
**TTA**—Tower Transition Area  
**TW/CC**—Test Wing Commander  
**TWY**—Taxiway  
**UFC**—Unified Facilities Criteria  
**UNICOM**—Universal Integrated Communications System  
**UNL**—Unlimited  
**UTAI**—Up To And Including  
**UTBNI**—Up To But Not Including  
**VFR**—Visual Flight Rules  
**VL**—Vertical Landing  
**VMC**—Visual Meteorological Conditions  
**VORTAC**—VHF Omnidirectional Range/Tactical Air Navigation

**VSTOL**—Vertical/Short Takeoff or Landing

**VTOL**—Vertical Takeoff or Landing

**WS**—Watch Supervisor

**ZJX**—Jacksonville Air Route Traffic Control Center

### *Terms*

**Arming**—The operations performed by ground personnel that give control of the armament or external stores system to the pilot (for example, removing safety pins or clips).

**Authorized Loads (Eglin Operations):—1-** Stores loaded in a configuration according to the aircraft flight handbook.

**2—** New or special test stores or a new configuration authorized by the Office for Aircraft Compatibility (96 OG/OGMM) and the Test Approval Brief (TAB).

**3—** Aircraft will not be loaded with both live and inert munitions of the same type at the same time unless approved at the TAB.

**4—** Certain nonexplosive stores used in accomplishing the TW missions.

**5—** These stores include instrumentation, camera, Electronic Countermeasures (ECM), or baggage pods.

**6—** In many instances there may be no jettison capability for these stores.

**De-arming**—The operation performed by ground personnel that removes control of the armament or external stores system from the pilot (for example, installing safety pins or clips).

**Forward-Firing Ordnance**—Rockets, missiles, or guns.

**Hot Gun**—Any armed gun system.

**Hung Flare**—An attempted launch of a flare resulting in the flare protruding from the rear of the dispenser.

**Hung Ordnance—Munitions which did not release when all appropriate switch settings were selected and the crew attempted release or firing**—If multiple or triple ejector racks are used, ordnance is hung only on those rack stations for which release was attempted.

**Hung Secure**—Hung ordnance which remains securely attached to the aircraft suspension equipment (i.e., in the same position as prior to the release attempt).

**Hung Unsecure**—Hung ordnance which failed to completely release, or appears to be in some position other than original (for example, one of the lugs has released from the bomb rack). For rail-launched missiles, visible smoke from guidance control unit (GCU) or rocket motor where detent blocks on the rail has likely retracted.

**Inadvertent Release—Release of any store or object not commanded by the crew**—A double release of a practice bomb or rocket from an SUU-20 when a single release was intended is not considered an inadvertent release.

**Inert Ordnance**—Ordnance with all explosive or incendiary material removed.

**Internal Countermeasures Set (ICS)**—Internal ECM self-protection system currently employed by the F-15 aircraft.

**Jammed Gun**—Any hot gun with ammunition that is malfunctioning or cannot be safed.

**Jettison**—The release of external stores through the jettison modes.

**North Flow**—Operations when RWYs 1 and 30 are in use at Eglin Air Force Base

**Salvo Jettison**—Simultaneous jettison of all jettison capable external stores including suspension equipment.

**Selective Jettison—Jettison of stores from only one aircraft station**—This may include jettison of suspension equipment on one station.

**South Flow**—Operations when RWYs 12 and 19 are in use at Eglin Air Force Base.

**Manned Test Area—A TW test area with a Test Area Controller/Range Control Officer and potential scoring capability from the ground**—Equivalent to an Air Force Class A range (AFI 13-212 Volume 1, Weapons Ranges).

**Range Control Officer (RCO)**—An Air Force member, contractor or DoD civilian individual directly responsible for the conduct and safety of ordnance delivery—RCOs must be qualified according to AFI 13-212 Volume 1.

**Release**—The release of stores through a delivery mode.

**Self-Protection Systems**—Systems designed to be used for the protection of the individual aircraft (for example, chaff, flare, and electronic protection measures).

**Stop Buzzer**—Call (normally made over guard frequency) requiring the immediate termination of all chaff and ECM/EPM operations upon notification by the affected facility—Commonly known as “CEASE BUZZER” by aircrew.

**Training Ordnance—Ordnance specifically designated for training**—BDU-33, MK-106, 2.75" FFAR [inert rocket(s)], 20mm TP/TPT, and MK-82 inert (e.g., BDU-50) are classified as training ordnance.—30mm TP/TPT can only be used against 30mm-designated targets.

**Unmanned Test Area—A TW test area without a Test Area Controller and no scoring capability from the ground**—Equivalent to an Air Force Class C range (AFI 13-212 Volume 1).—Test areas A-77, A-78, A-79, and B-7 are the only TW test areas considered to be unmanned.

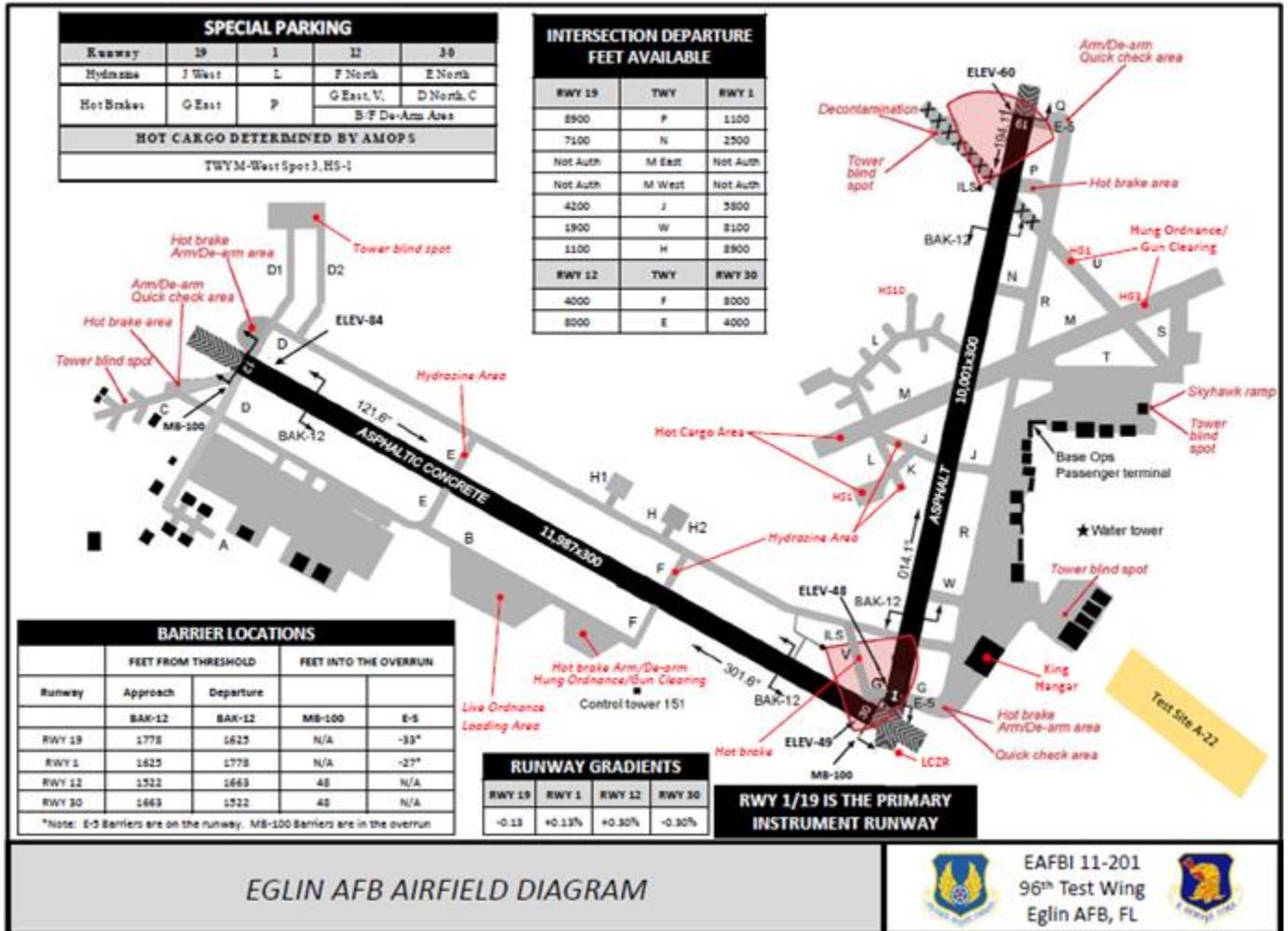
**Unexpended Ordnance**—Munitions carried on an aircraft that have not been commanded to release or be fired by the crew.

**Unintentional Release**—An accidental release induced by the aircrew.

Attachment 2

EGLIN AFB AIRFIELD DIAGRAM

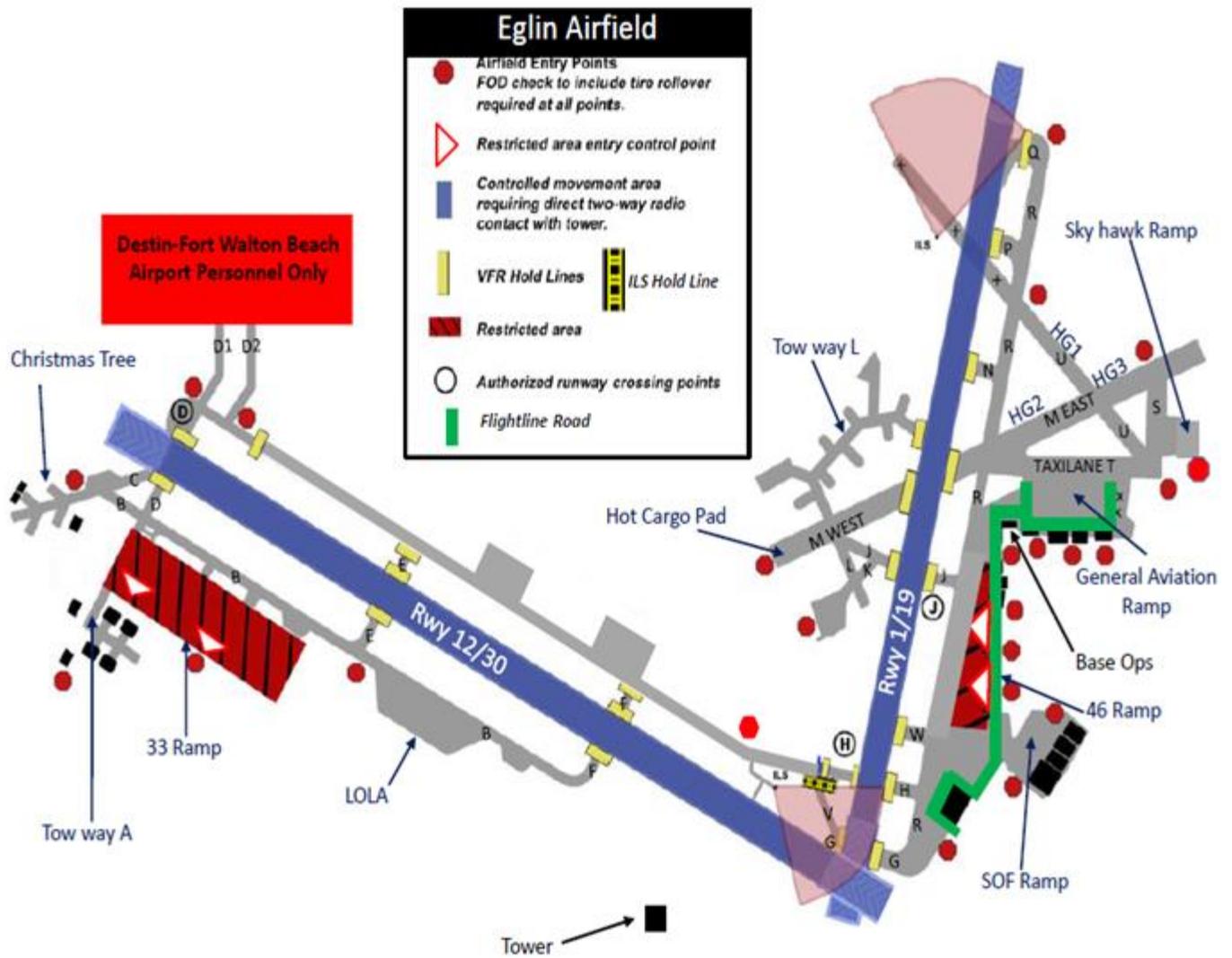
Figure A2.1. Eglin AFB Airfield Diagram.



Attachment 3

EGLIN AFB CONTROLLED MOVEMENT AREA DIAGRAM

Figure A3.1. Eglin AFB Controlled Movement Area Diagram.



Attachment 4

EGLIN AFB HOT PIT/LOLA PROCEDURES

Figure A4.1. Eglin AFB Hot Pit/LOLA Procedures.

**Pits ALPHA (Primary)**

- Taxi in to wait for pits (pre hot pit)
- Taxi marshal to hot pits
- Taxi post pits



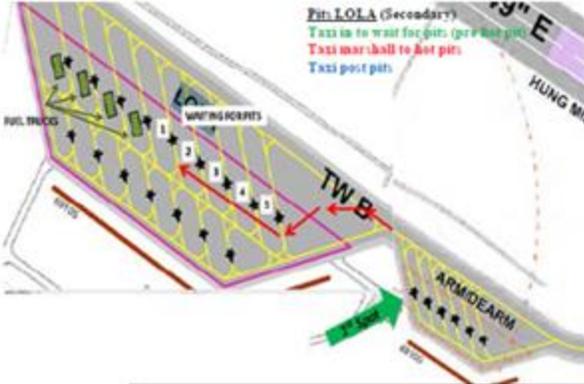
**Pits BRAVO (Tertiary)**

- Taxi in to wait for pits (pre hot pit)
- Taxi marshal to hot pits
- Taxi post pits



**Pit LOLA (Secondary)**

- Taxi in to wait for pits (pre hot pit)
- Taxi marshal to hot pits
- Taxi post pits



**Pit CHARLIE (Tertiary)**

- Taxi in to wait for pits (pre hot pit)
- Taxi marshal to hot pits
- Taxi post pits



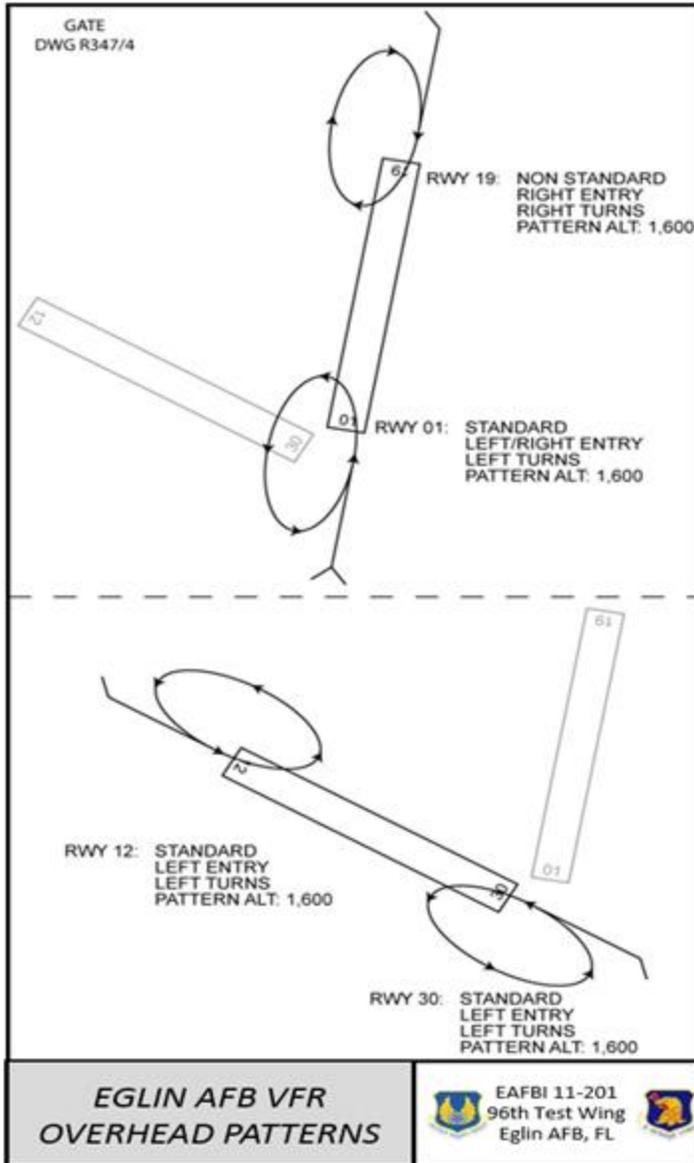
EGLIN AFB HOT PIT/LOLA PROCEDURES

EAFBI 11-201  
96<sup>th</sup> Test Wing  
Eglin AFB, FL

Attachment 5

EGLIN AFB VFR OVERHEAD PATTERNS

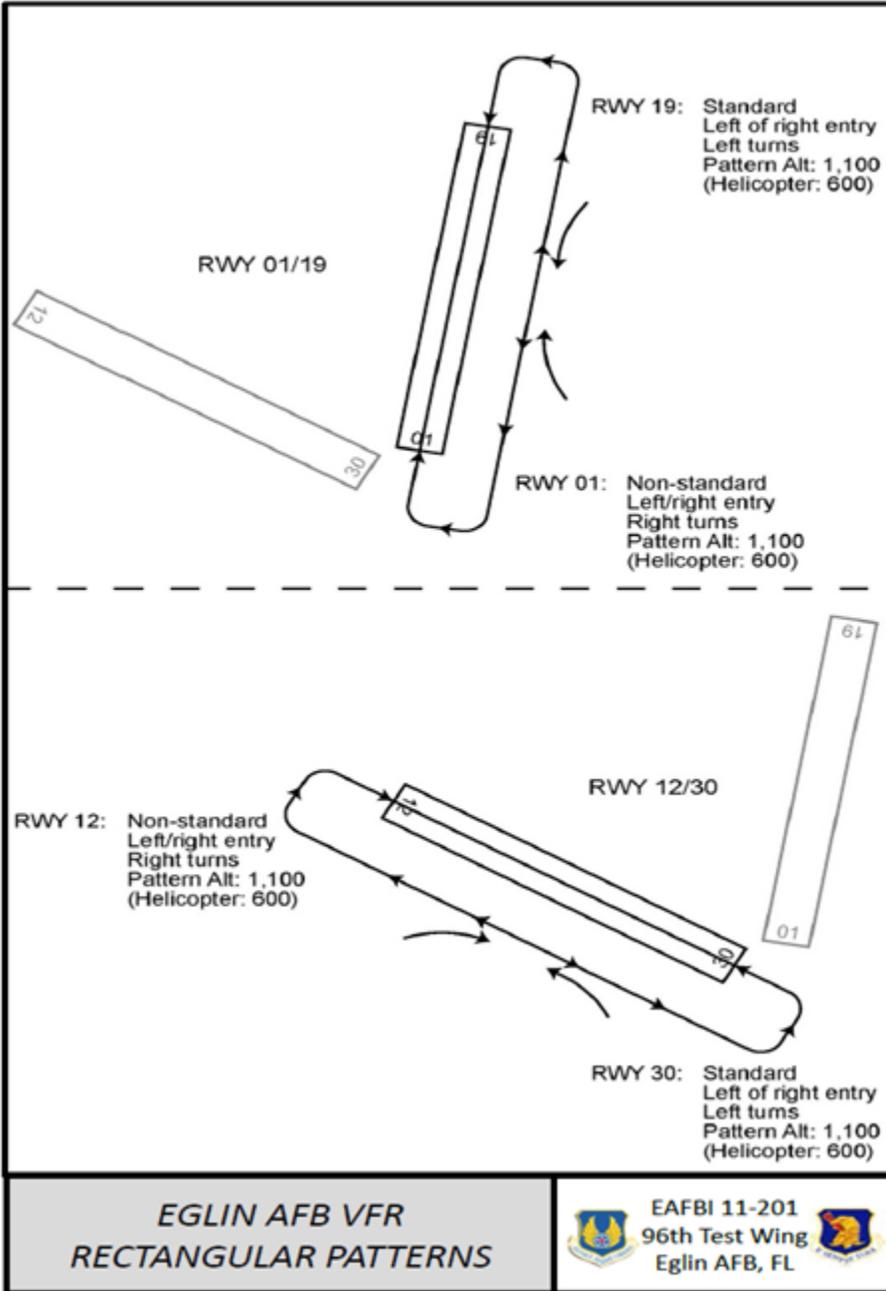
Figure A5.1. Eglin AFB VFR Overhead Patterns.



Attachment 6

EGLIN AFB VFR RECTANGULAR PATTERNS

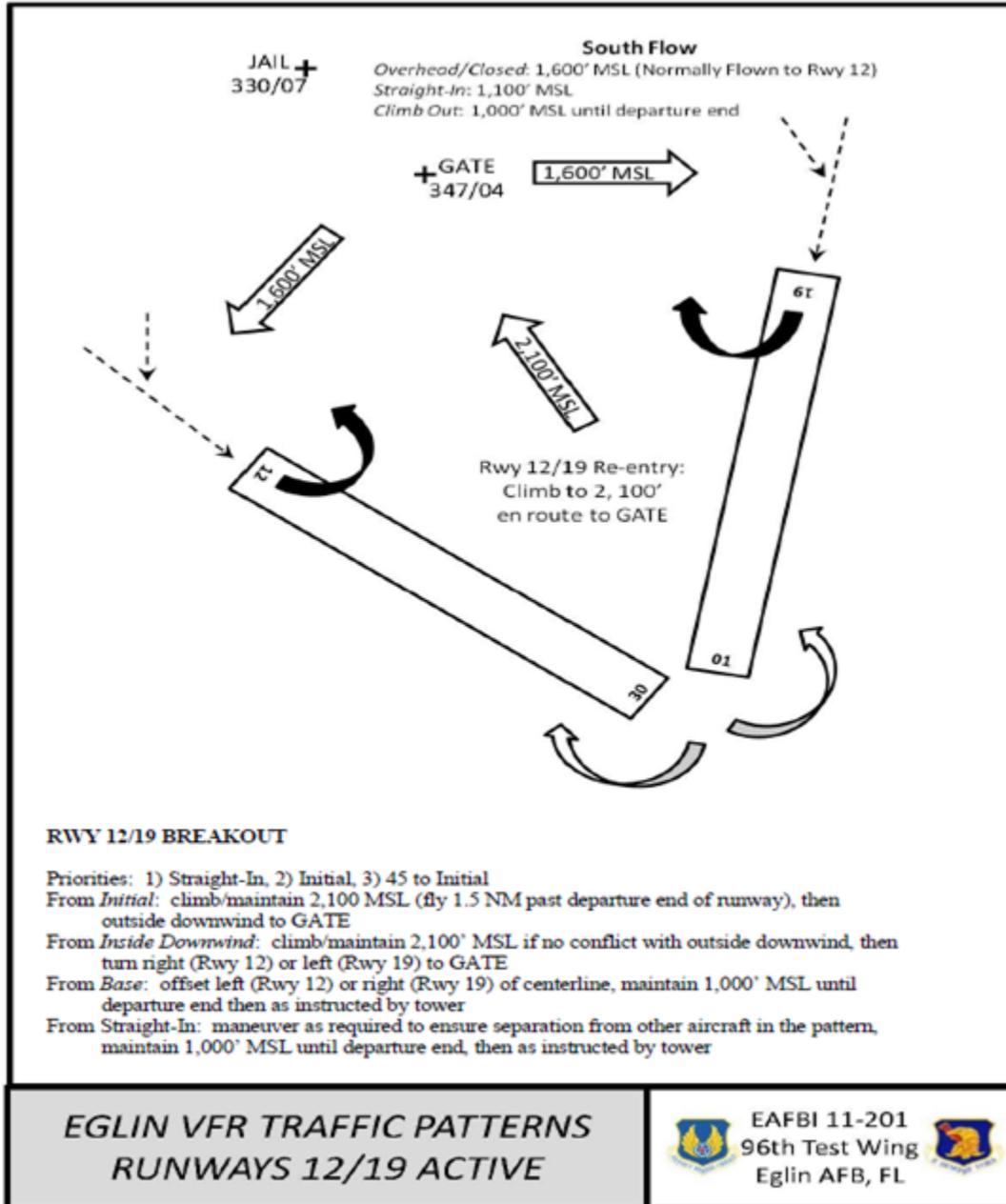
Figure A6.1. Eglin AFB VFR Rectangular Patterns.



Attachment 7

EGLIN VFR TRAFFIC PATTERNS RUNWAYS 12/19 ACTIVE

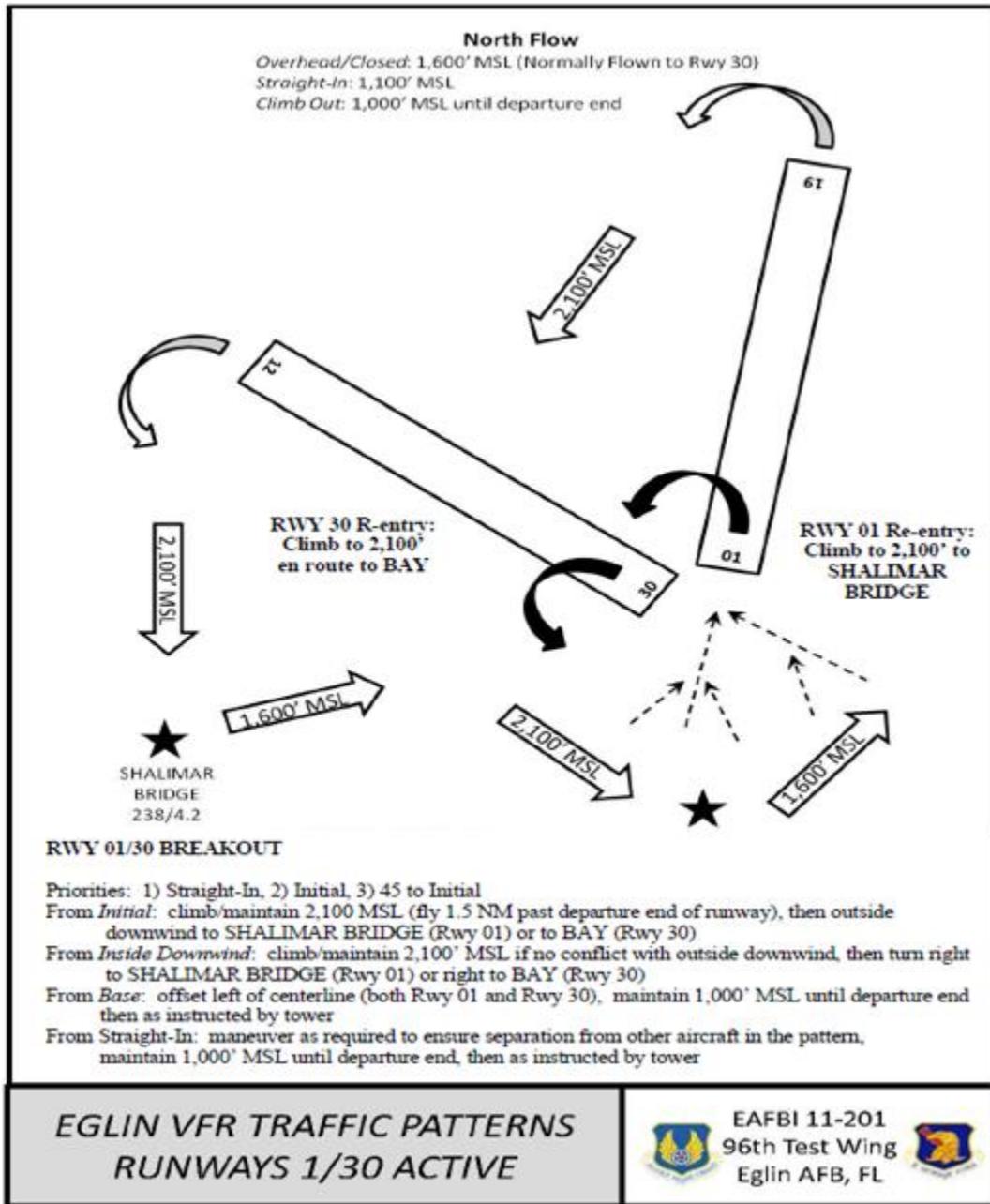
Figure A7.1. Eglin VFR Traffic Patterns Runways 12/19 Active.



Attachment 8

EGLIN VFR TRAFFIC PATTERNS RUNWAYS 1/30 ACTIVE

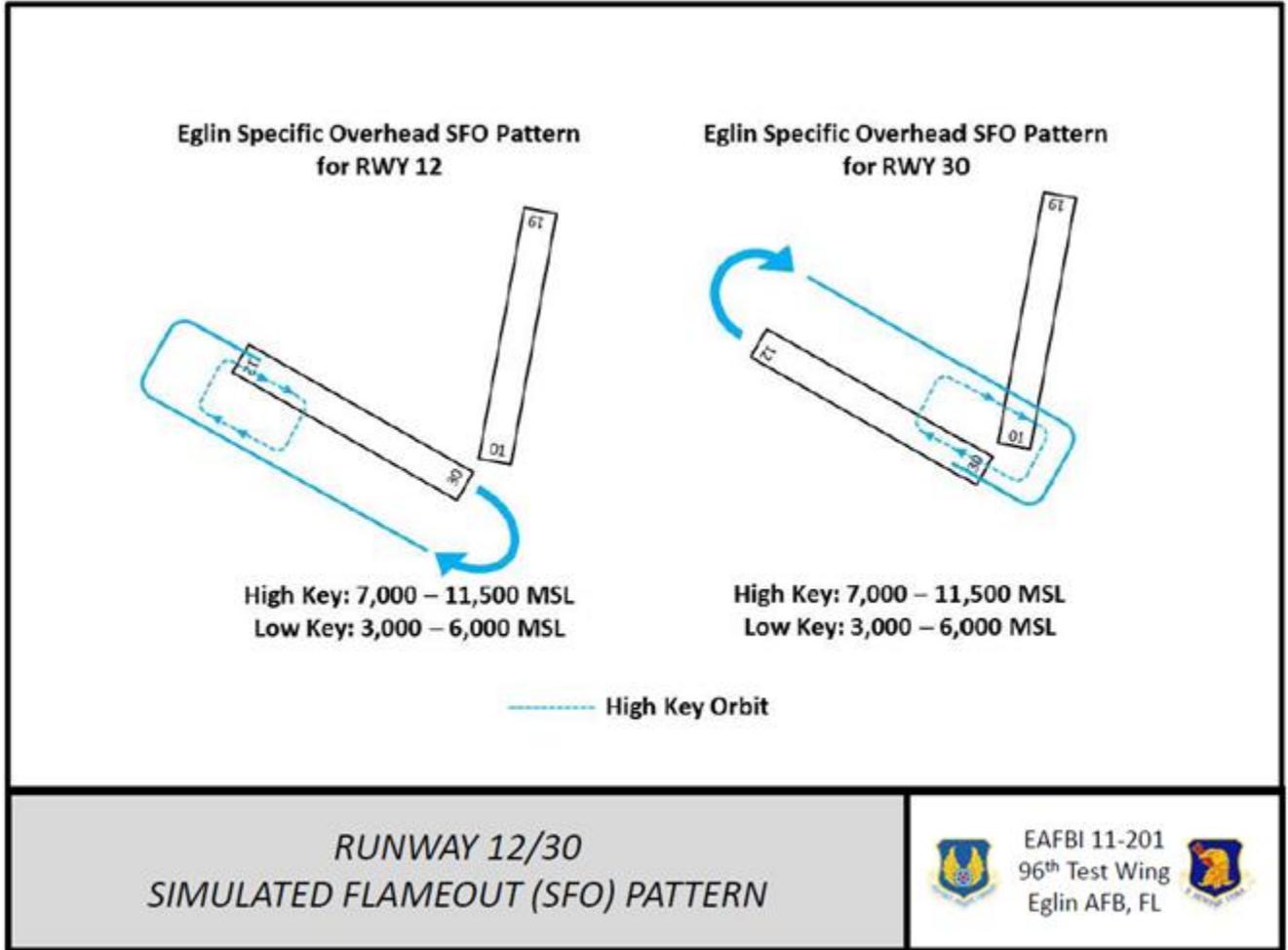
Figure A8.1. Eglin VFR Traffic Patterns Runways 1/30 Active.



Attachment 9

**RUNWAY 12/30 SIMULATED FLAMEOUT (SFO) PATTERN**

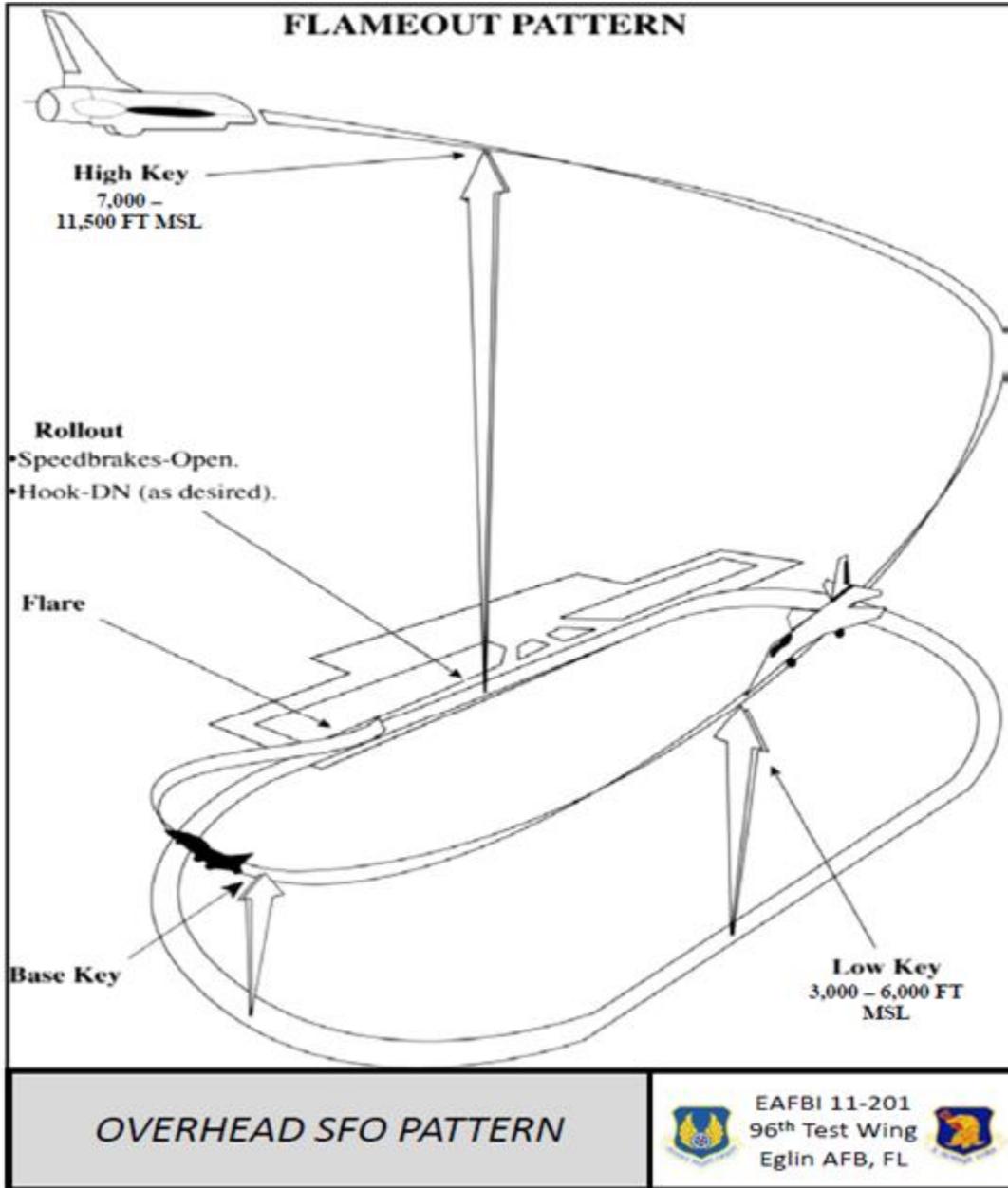
Figure A9.1. Runway 12/30 Simulated Flameout (SFO) Pattern.



Attachment 10

OVERHEAD SFO PATTERN

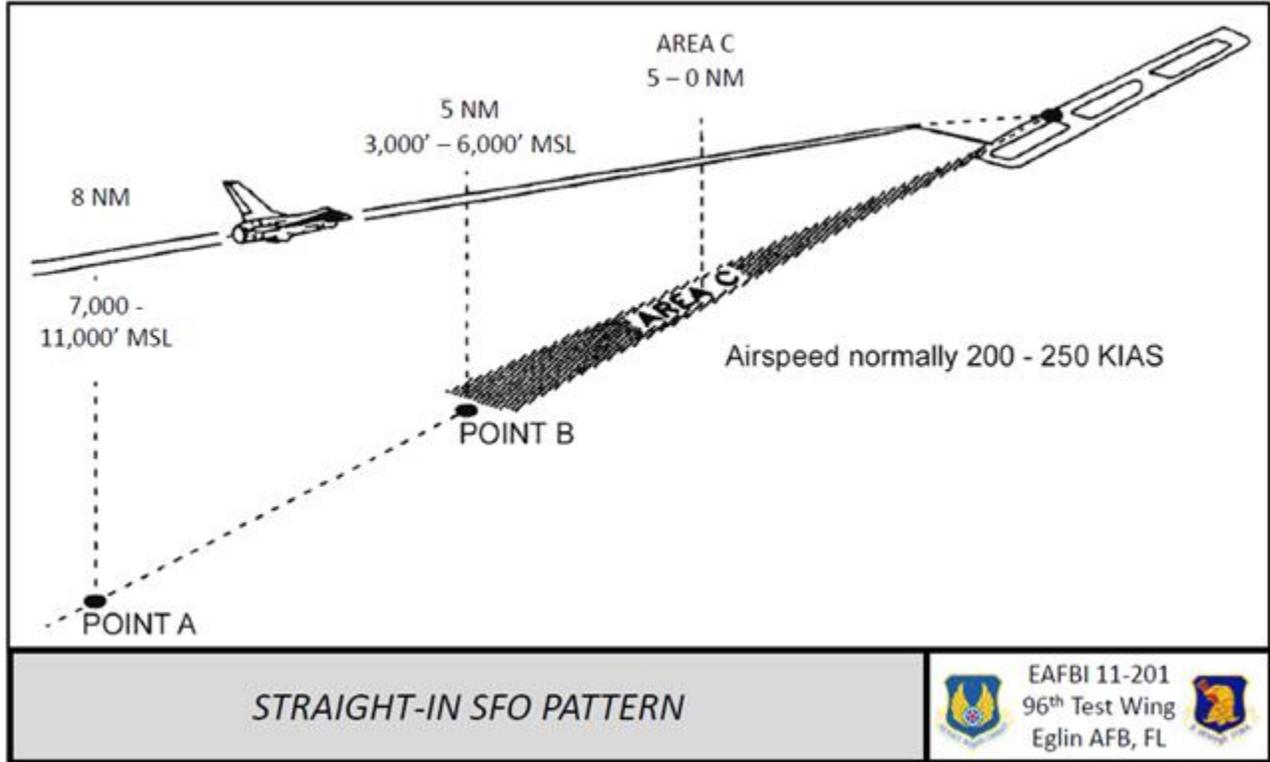
Figure A10.1. Overhead SFO Pattern.



Attachment 11

STRAIGHT-IN SFO PATTERN

Figure A11.1. Straight-In SFO Pattern.

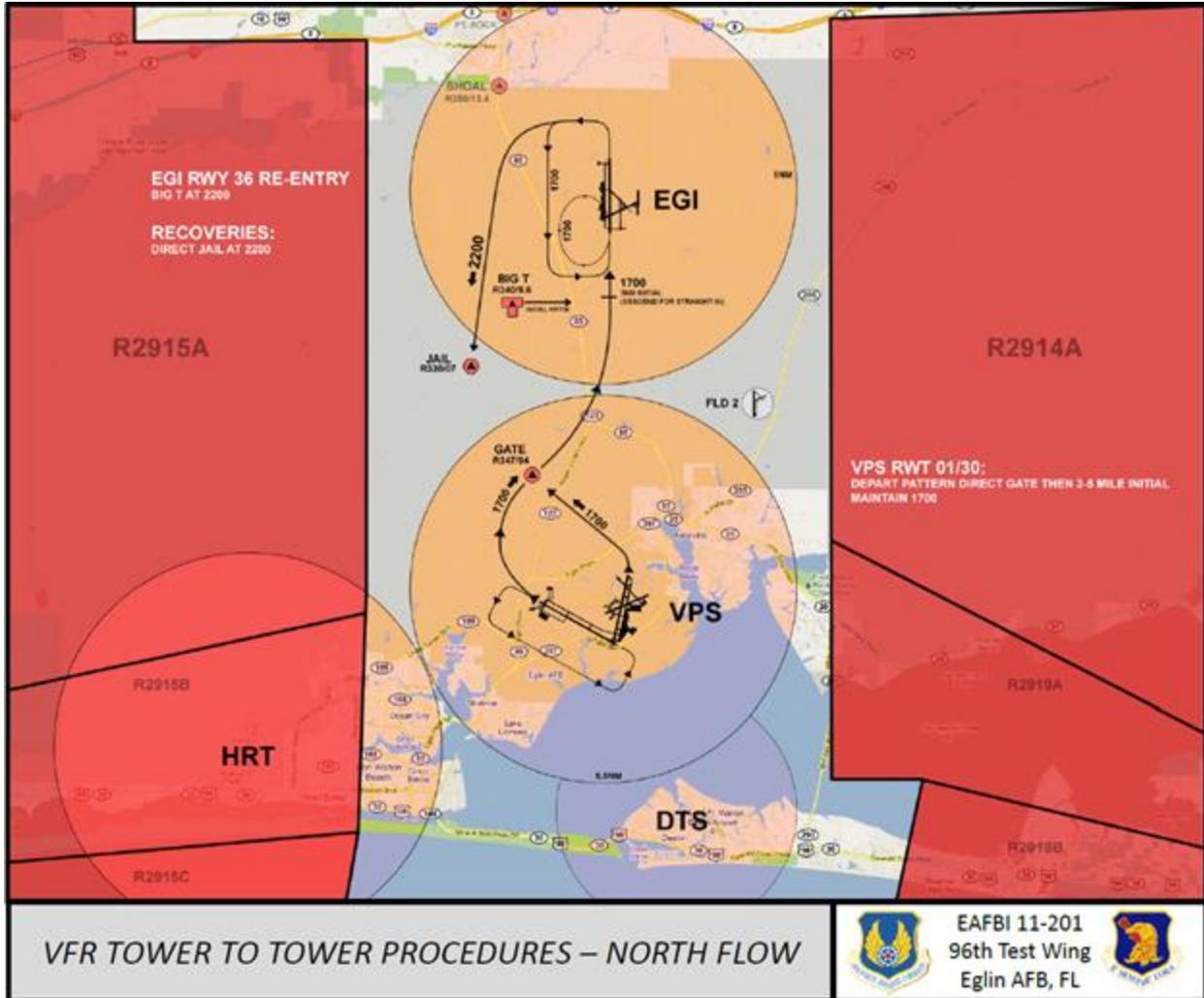




Attachment 13

VFR TOWER TO TOWER PROCEDURES – NORTH FLOW

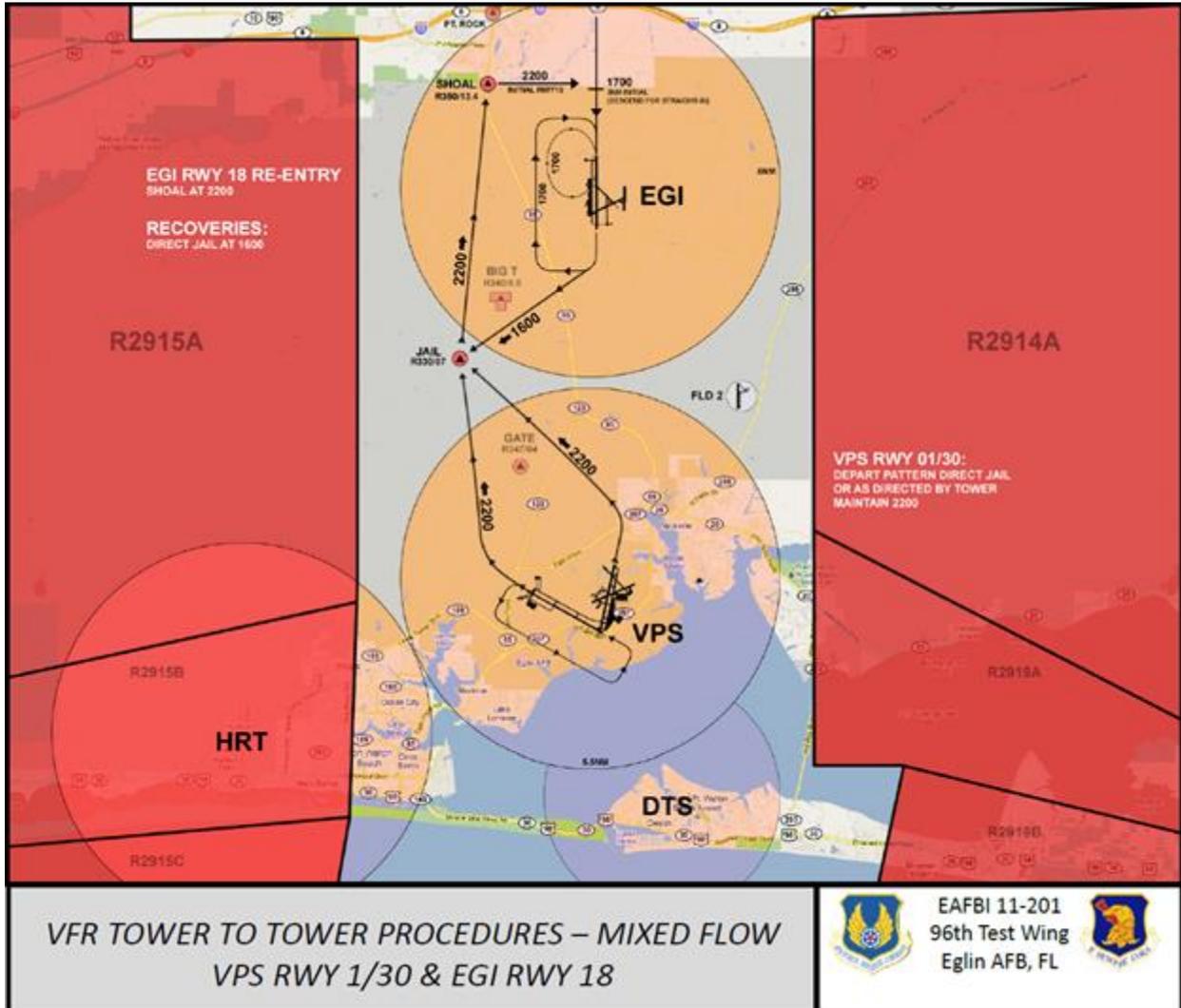
Figure A13.1. VFR Tower to Tower Procedures – North Flow.



Attachment 14

VFR TOWER TO TOWER PROCEDURES – MIXED FLOW VPS RWY 1/30 & EGI RWY 18

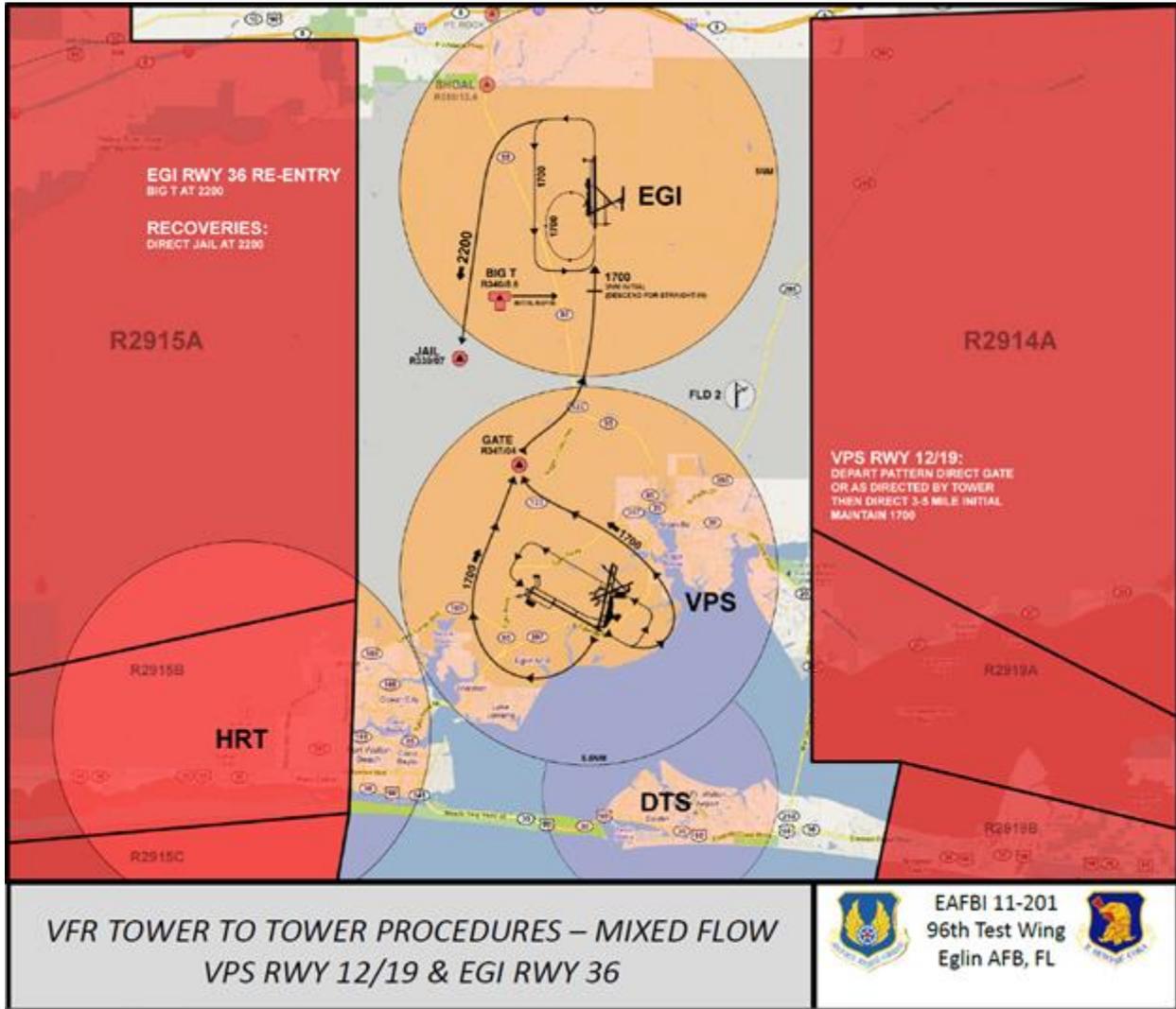
Figure A14.1. VFR Tower To Tower Procedures – Mixed Flow VPS RWY 1/30 & EGI RWY 18.



Attachment 15

VFR TOWER TO TOWER PROCEDURES – MIXED FLOW VPS RWY 12/19 AND EGI RWY 36

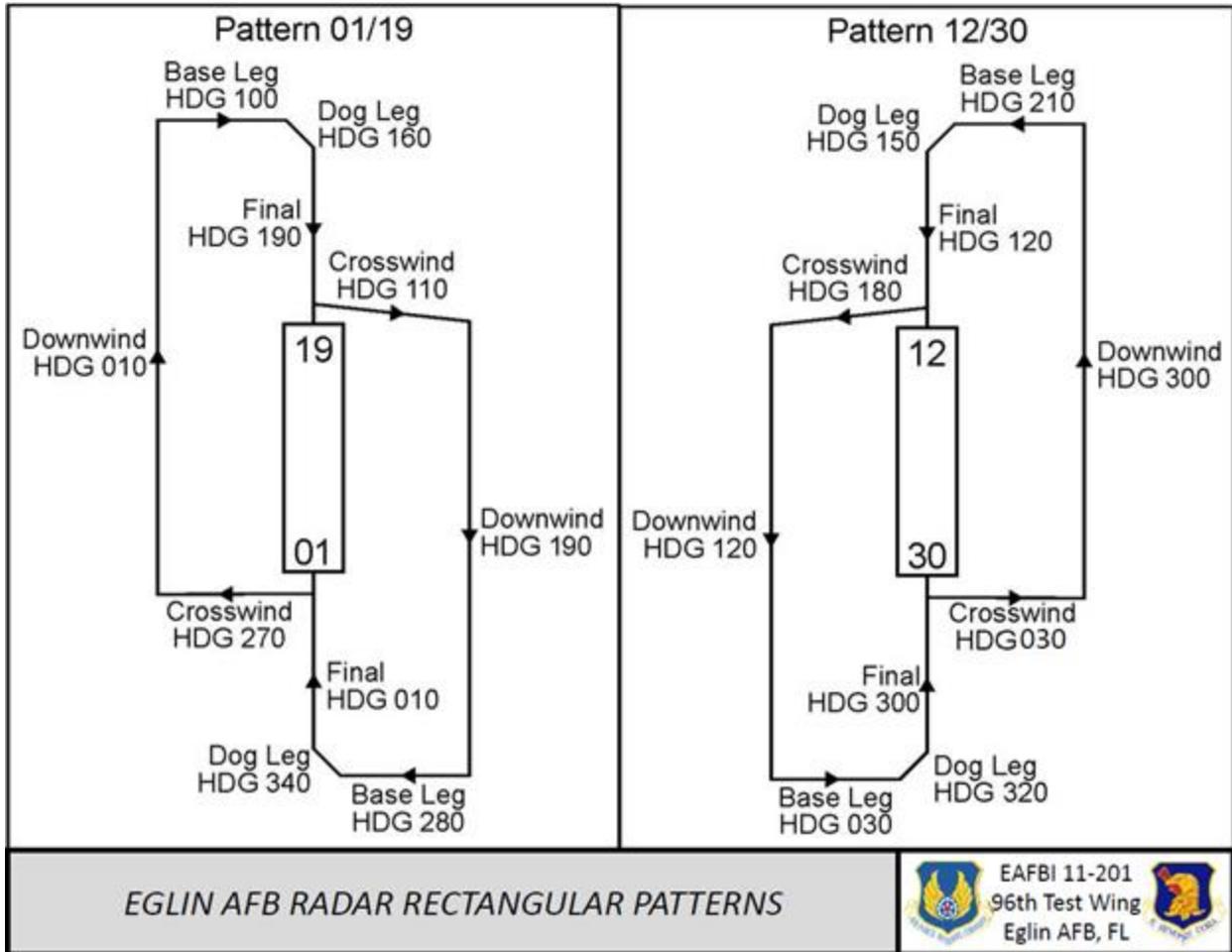
Figure A15.1. VFR Tower to Tower Procedures – Mixed Flow VPS RWY 12/19 AND EGI RWY 36



Attachment 16

EGLIN AFB RADAR RECTANGULAR PATTERNS

Figure A16.1. Eglin AFB Radar Rectangular Patterns.



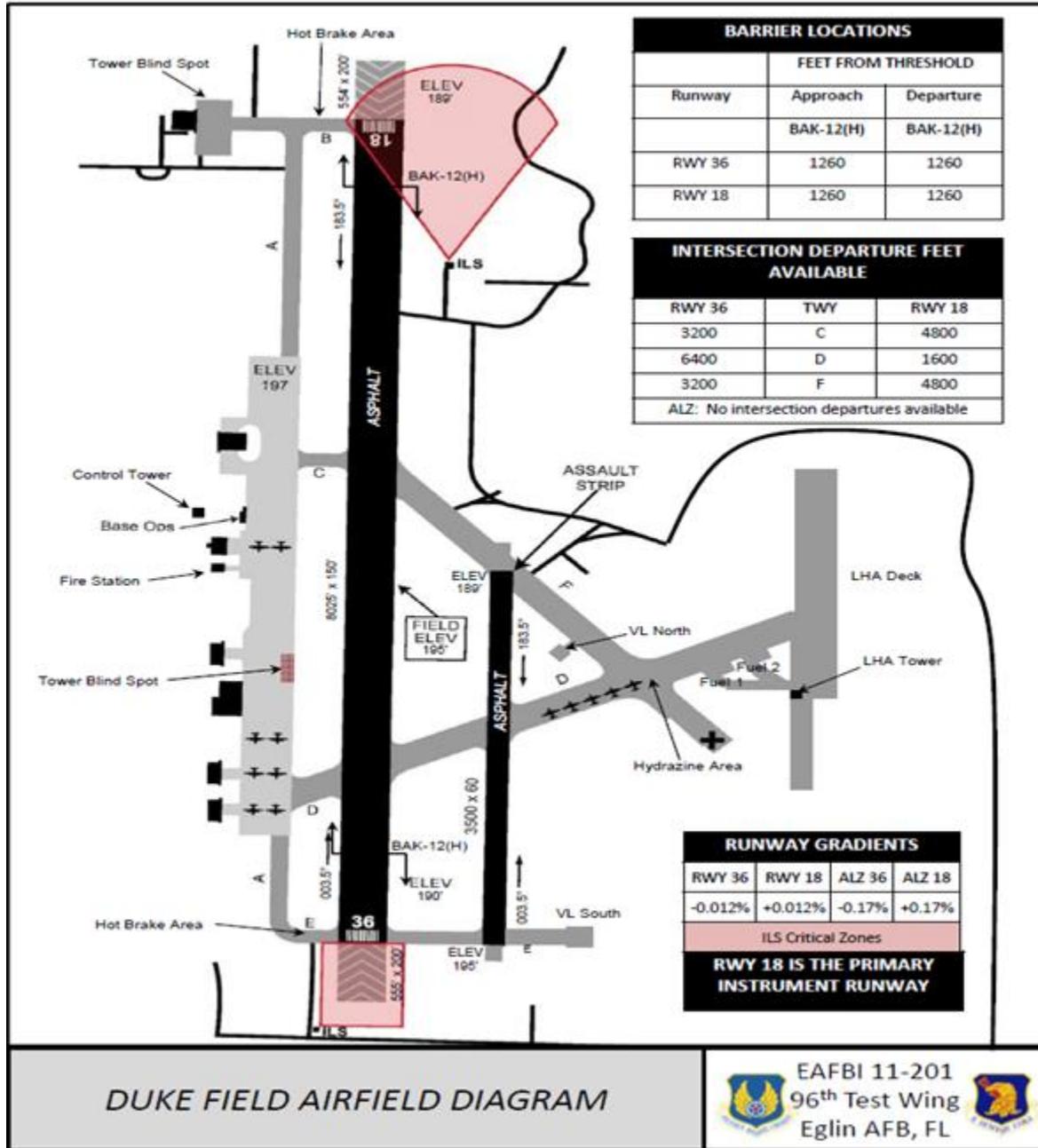






Attachment 20  
 NORTH FLOW RECOVERY

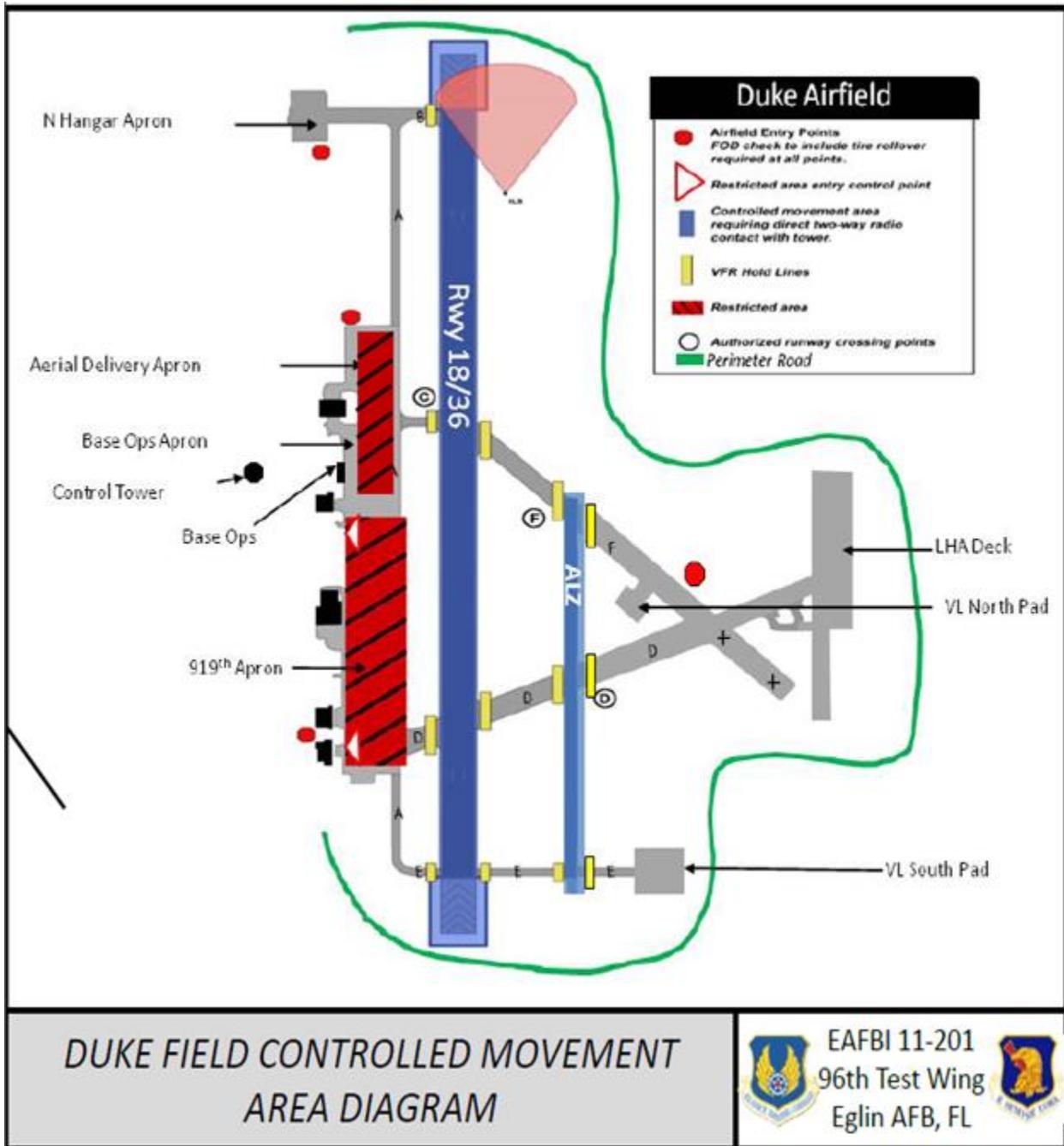
Figure A20.1. North Flow Recovery.



Attachment 21

DUKE FIELD CONTROLLED MOVEMENT AREA DIAGRAM

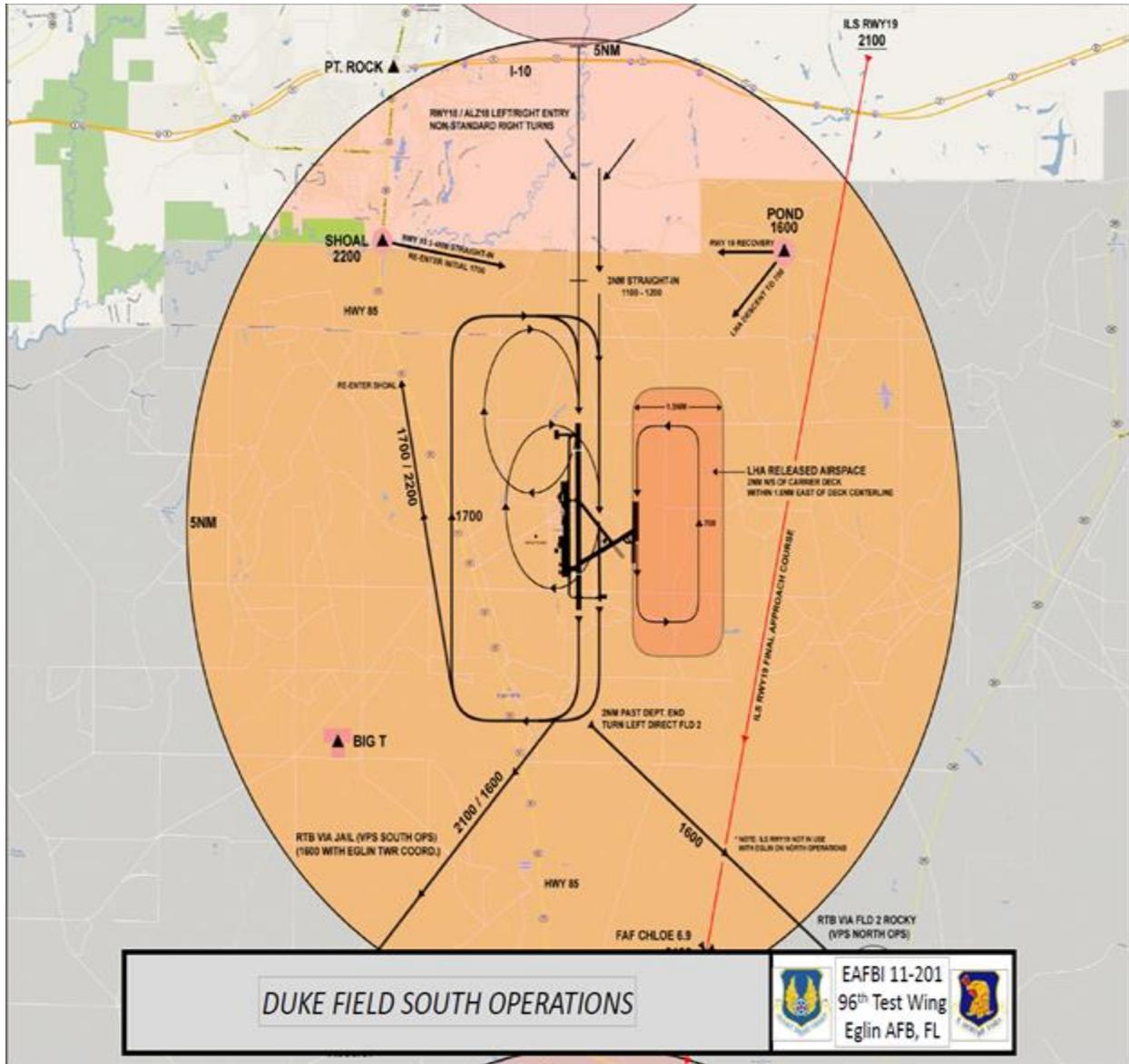
Figure A21.1. Duke Field Controlled Movement Area Diagram.



Attachment 22

DUKE FIELD SOUTH OPERATIONS

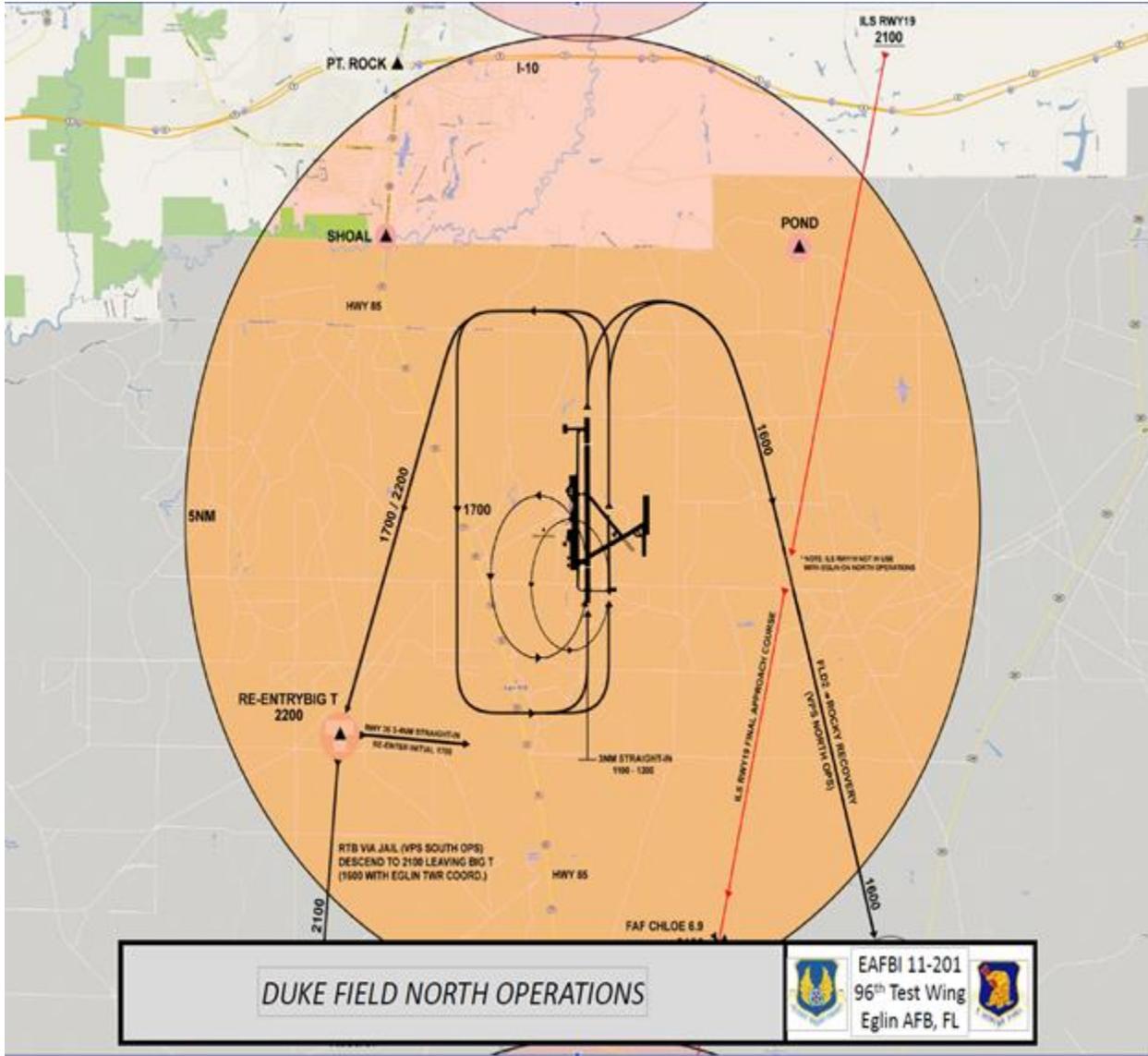
Figure A22.1. Duke Field South Operations.



Attachment 23

DUKE FIELD NORTH OPERATIONS

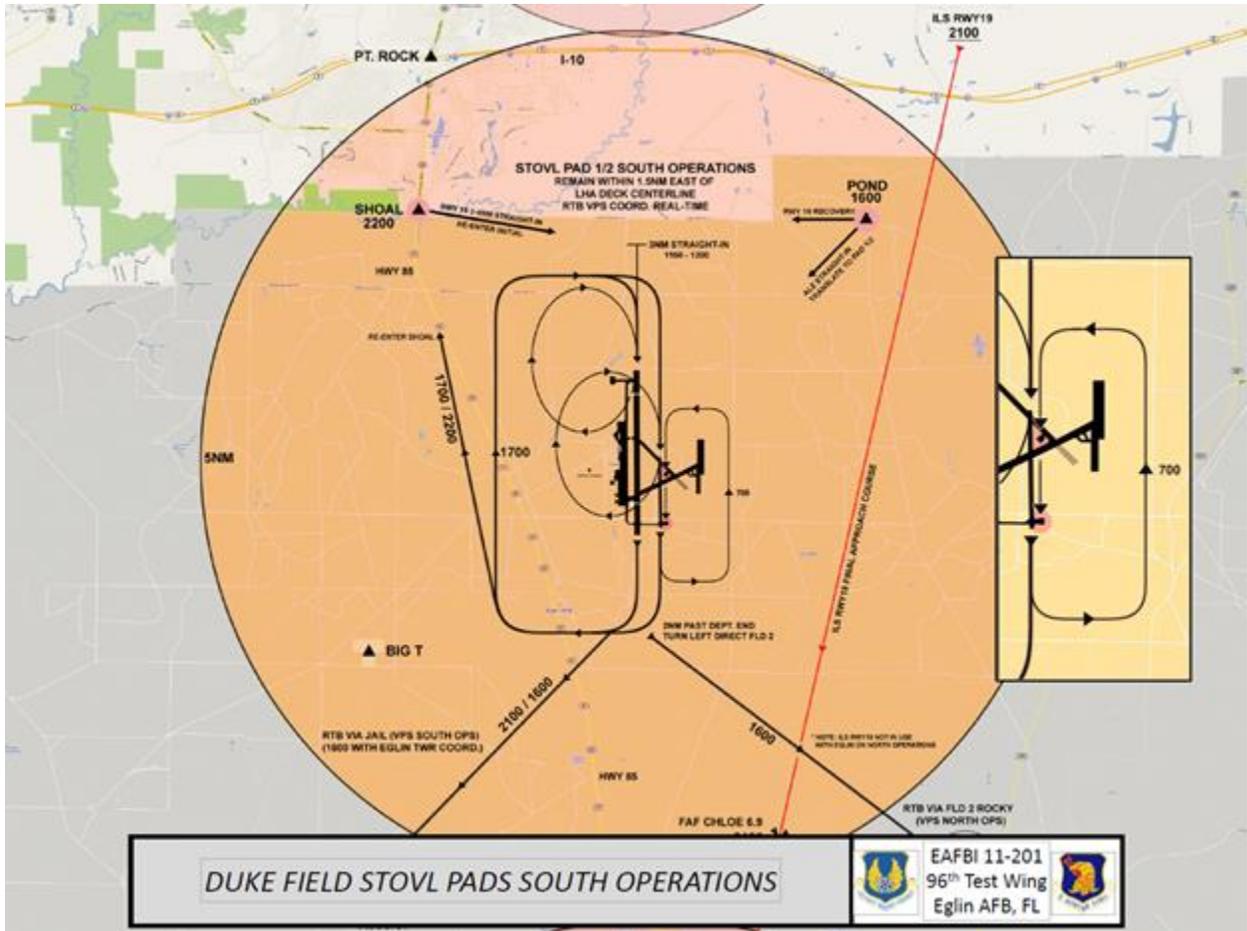
Figure A23.1. Duke Field North Operations.



Attachment 24

DUKE FIELD STOVL PADS SOUTH OPERATIONS

Figure A24.1. Duke Field Stovl Pads South Operations.

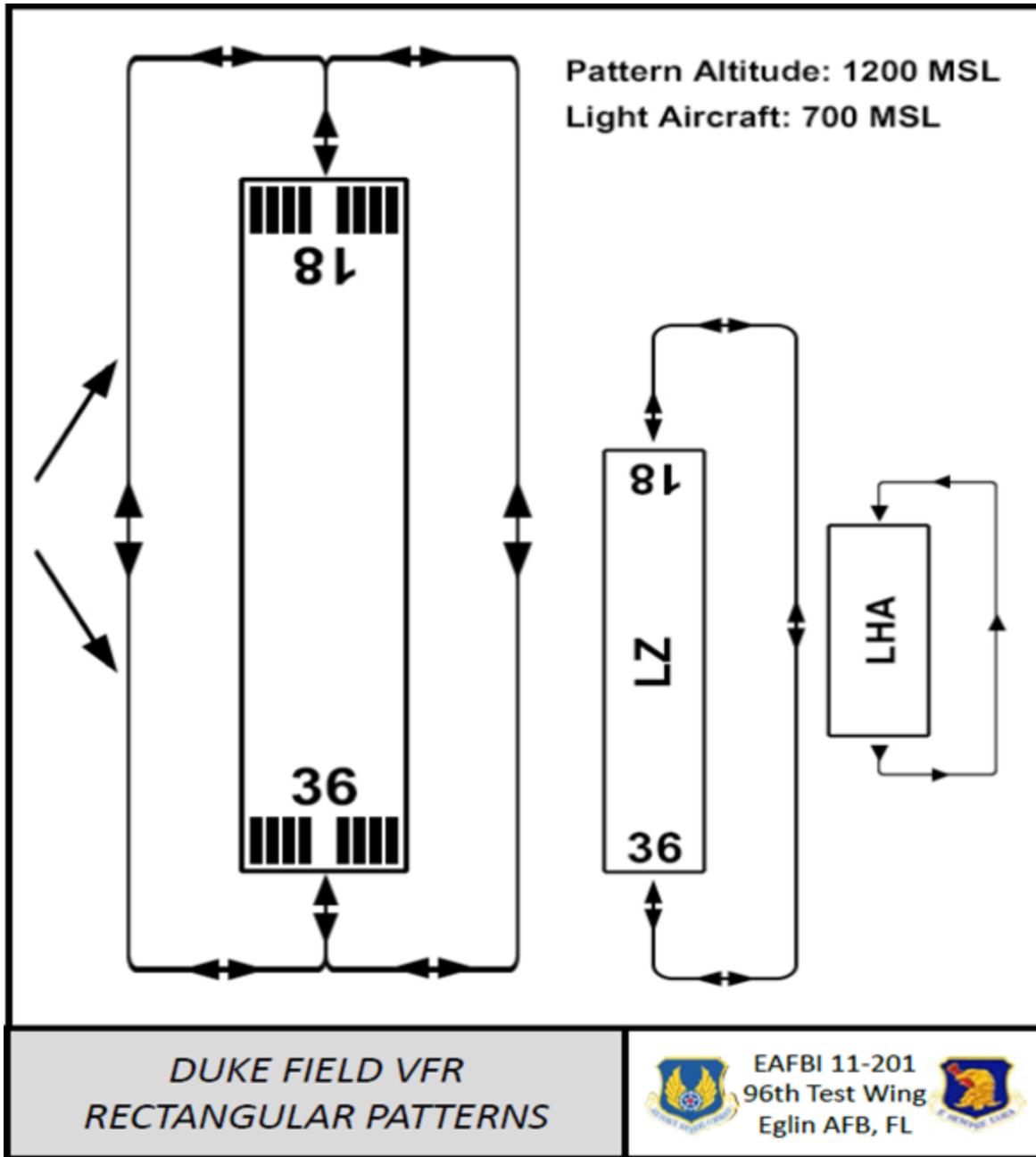




Attachment 26

DUKE FIELD VFR RETANGULAR PATTERNS

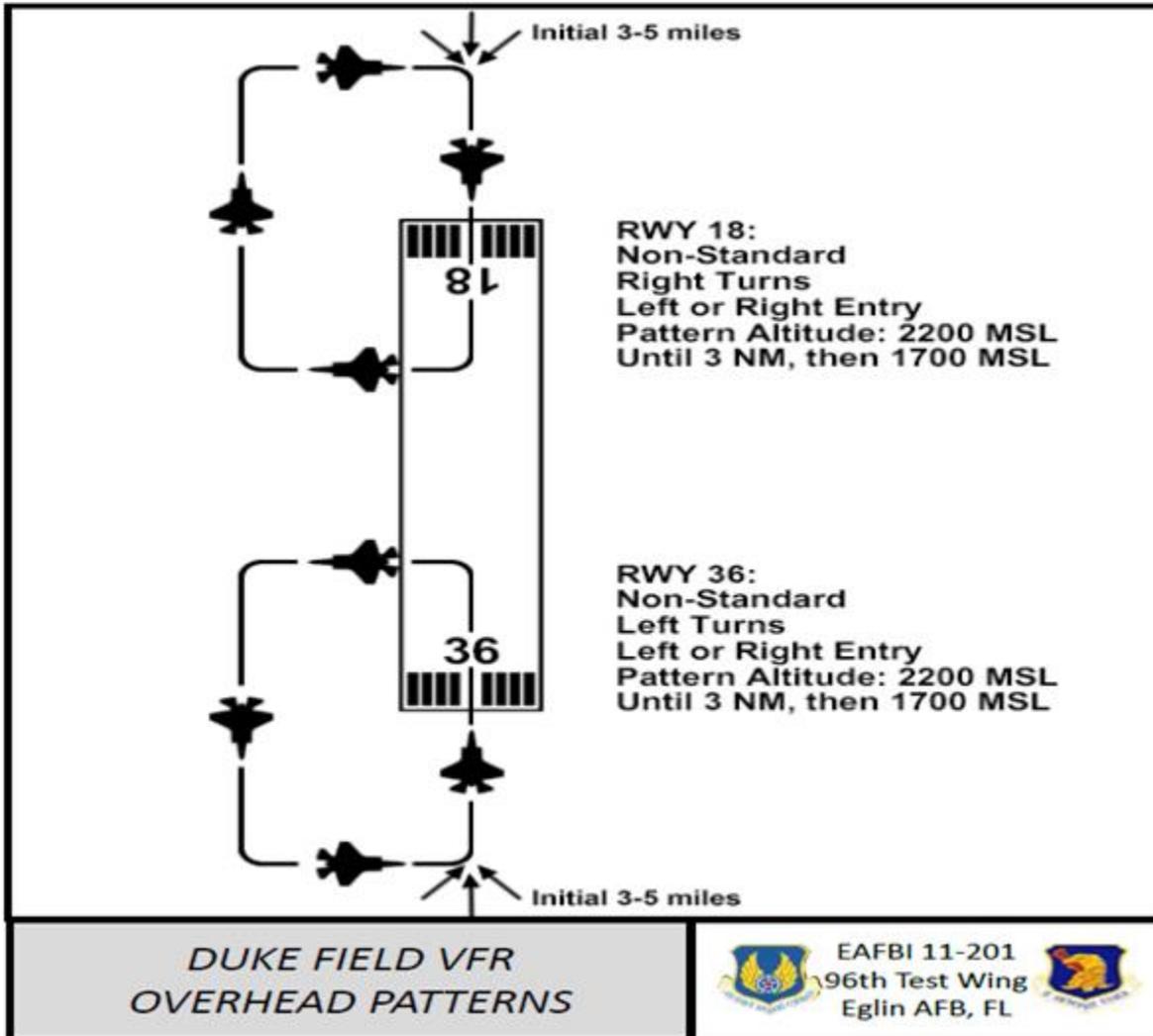
Figure A26.1. Duke Field VFR Retangular Patterns.



Attachment 27

DUKE FIELD VFR OVERHEAD PATTERNS

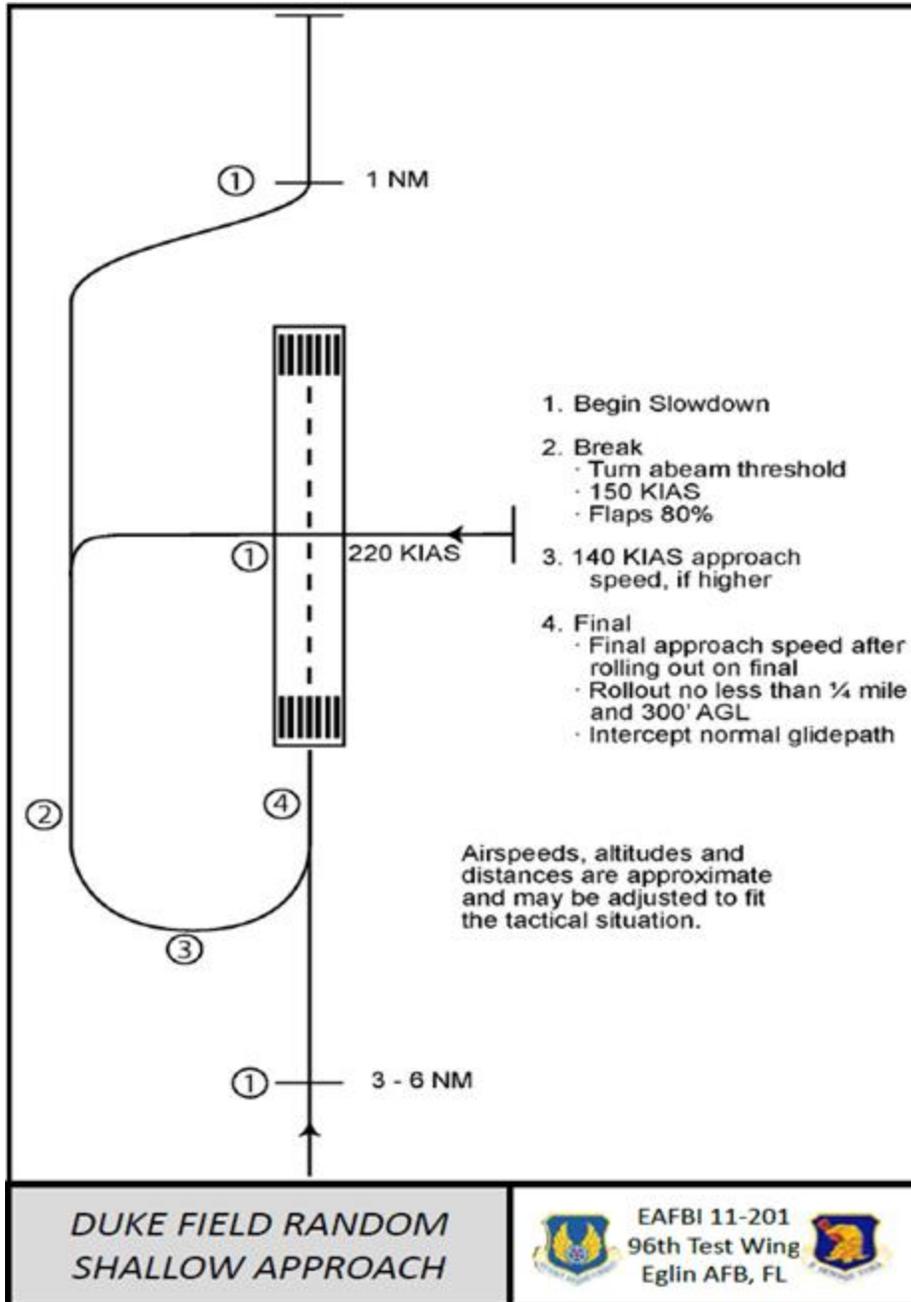
Figure A27.1. Duke Field VFR Overhead Patterns.



Attachment 28

DUKE FIELD RANDOM SHALLOW APPROACH

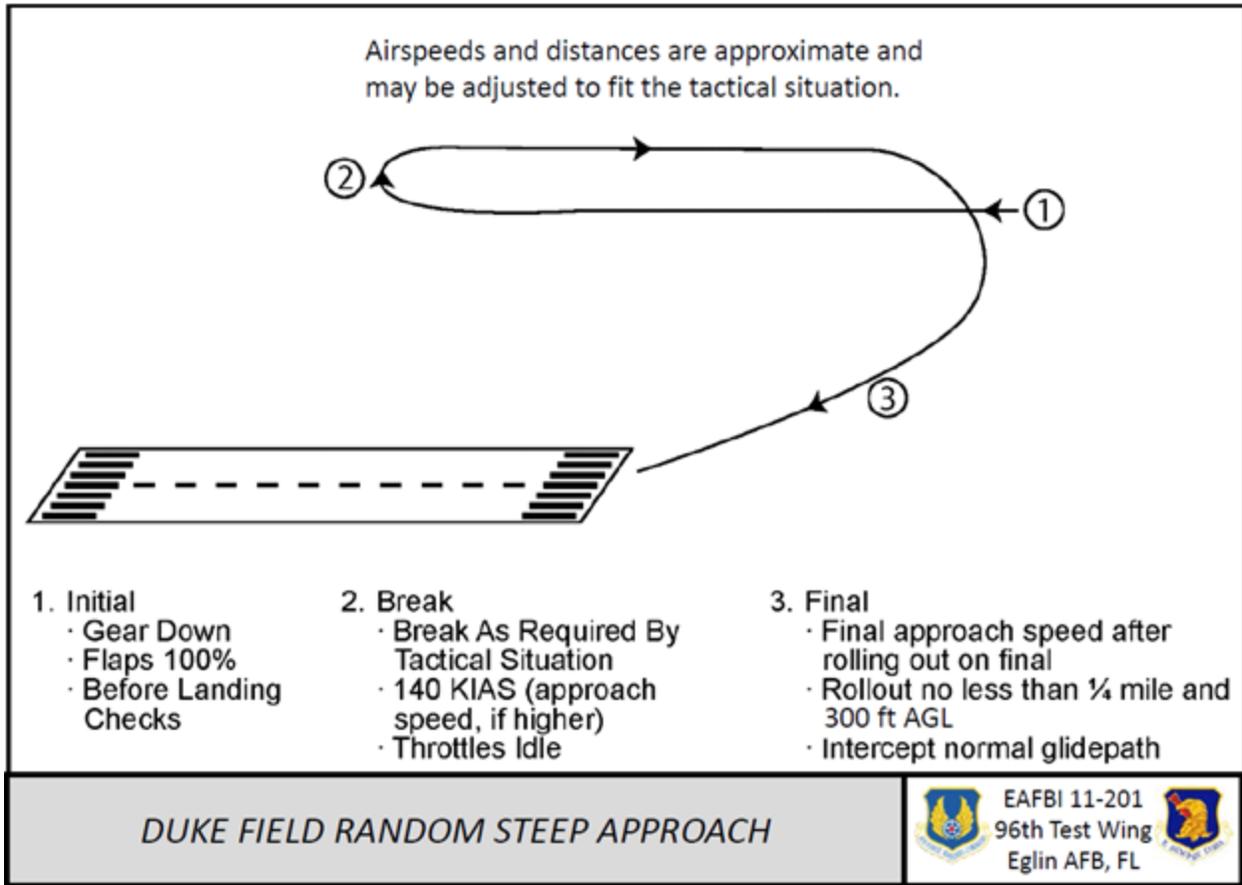
Figure A28.1. Duke Field Random Shallow Approach.



Attachment 29

DUKE FIELD RANDOM STEEP APPROACH

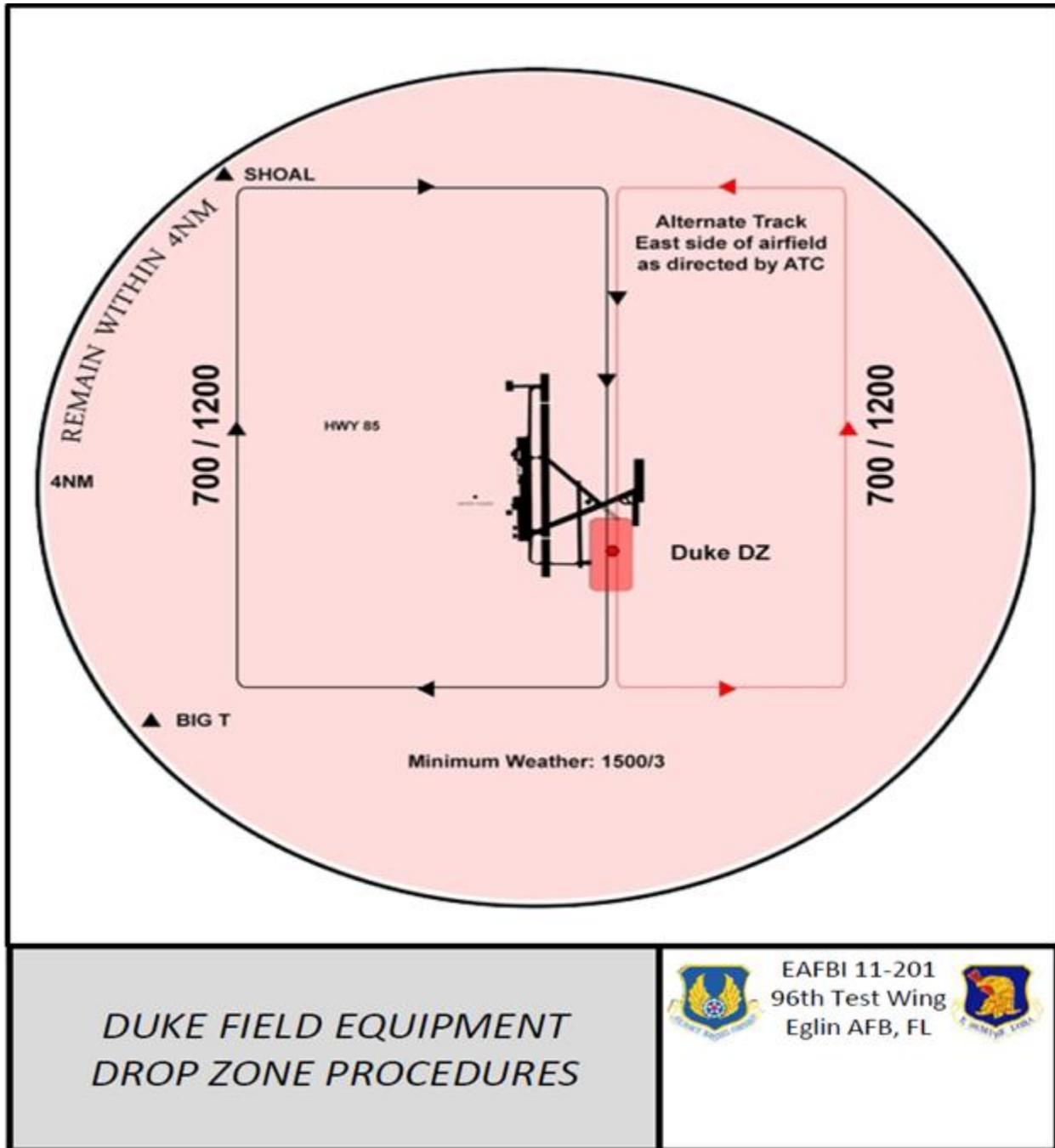
Figure A29.1. Duke Field Random Steep Approach.



Attachment 30

DUKE FIELD EQUIPMENT DROP ZONE PROCEDURES

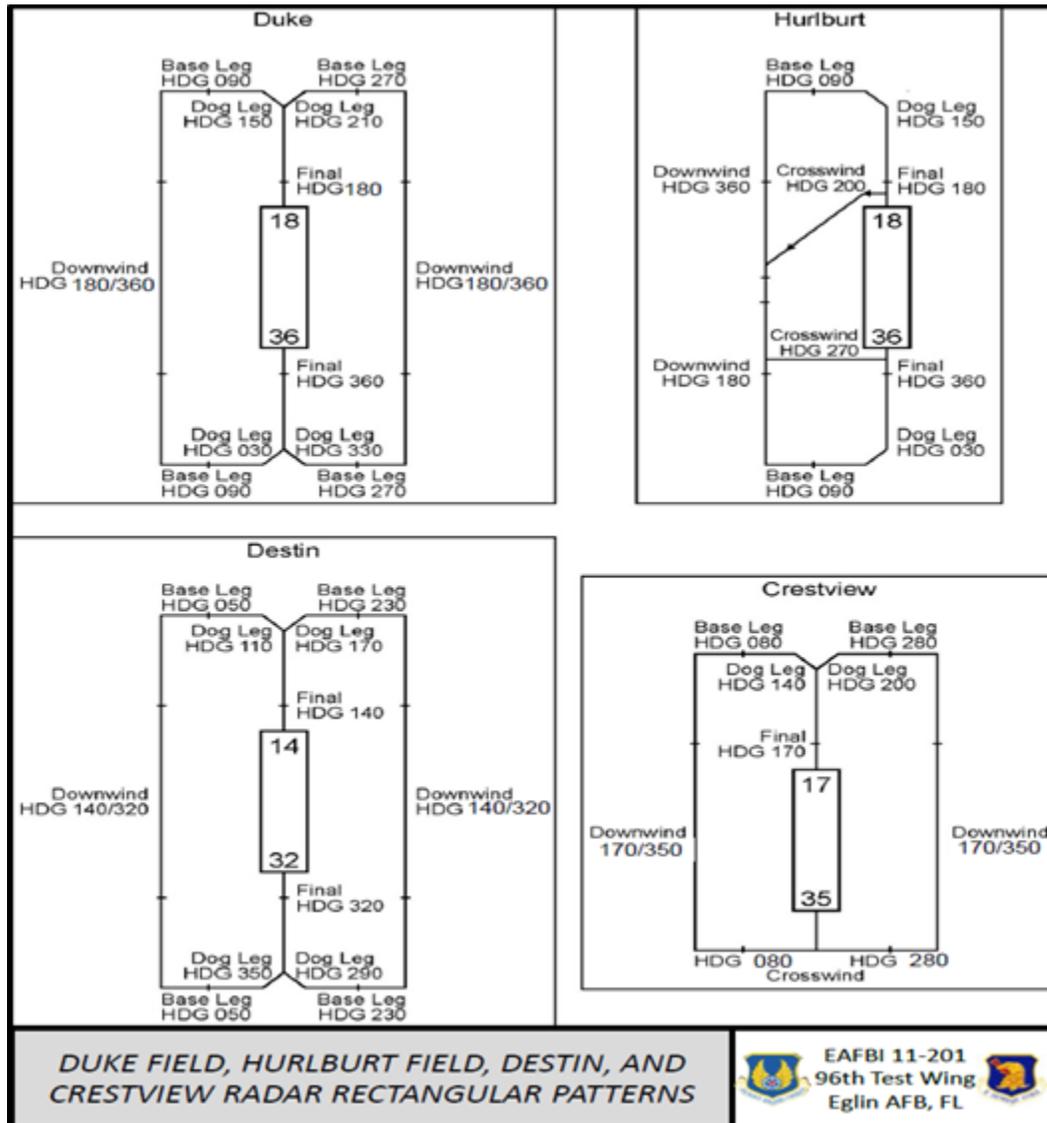
Figure A30.1. Duke Field Equipment Drop Zone Procedures.



Attachment 31

**DUKE FIELD, HURLBURT FIELD, DESTIN, AND CRESTVIEW RADAR RECTANGULAR PATTERNS**

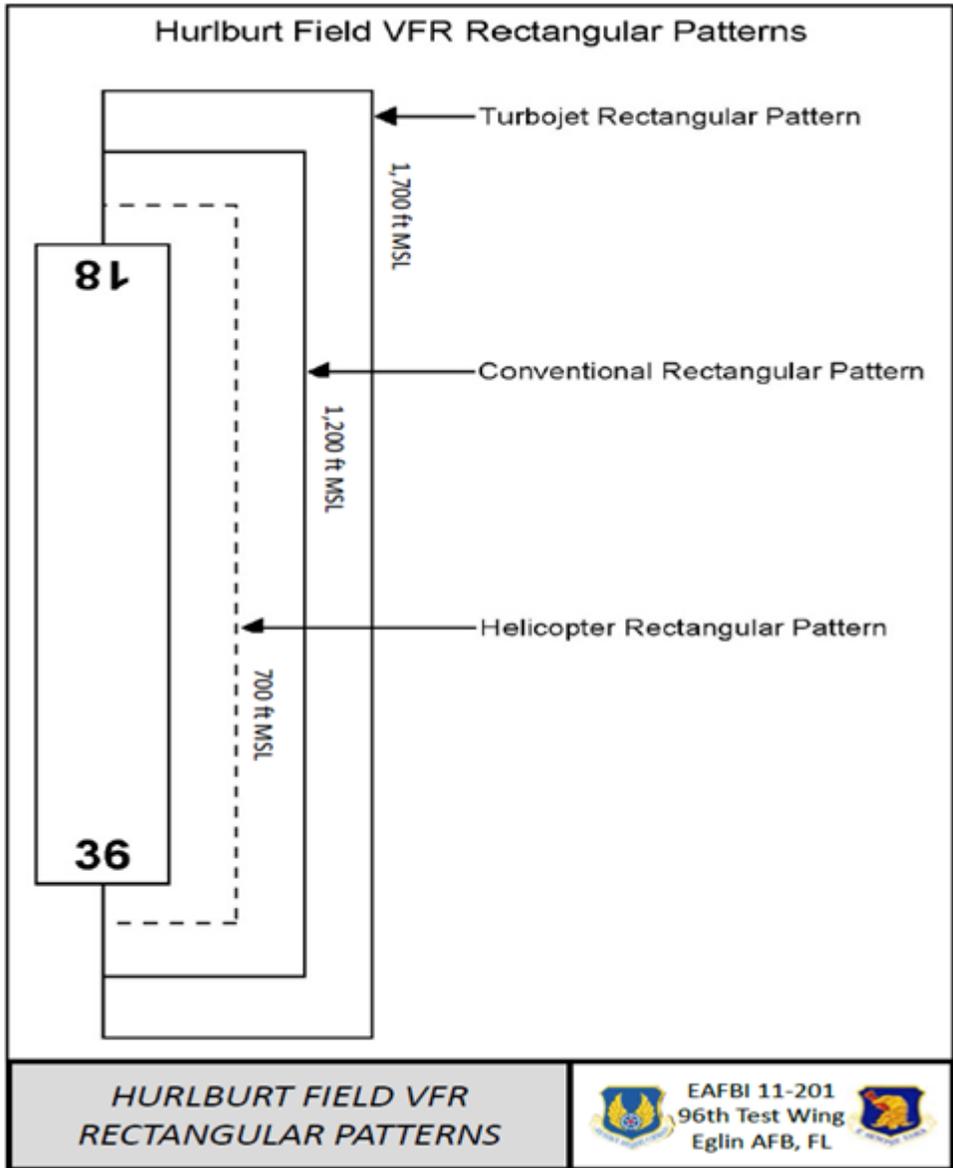
**Figure A31.1. Duke Field, Hurlburt Field, Destin, and Crestview Radar Rectangular Patterns.**



Attachment 32

HURLBURT FIELD VFR RECTANGULAR PATTERNS

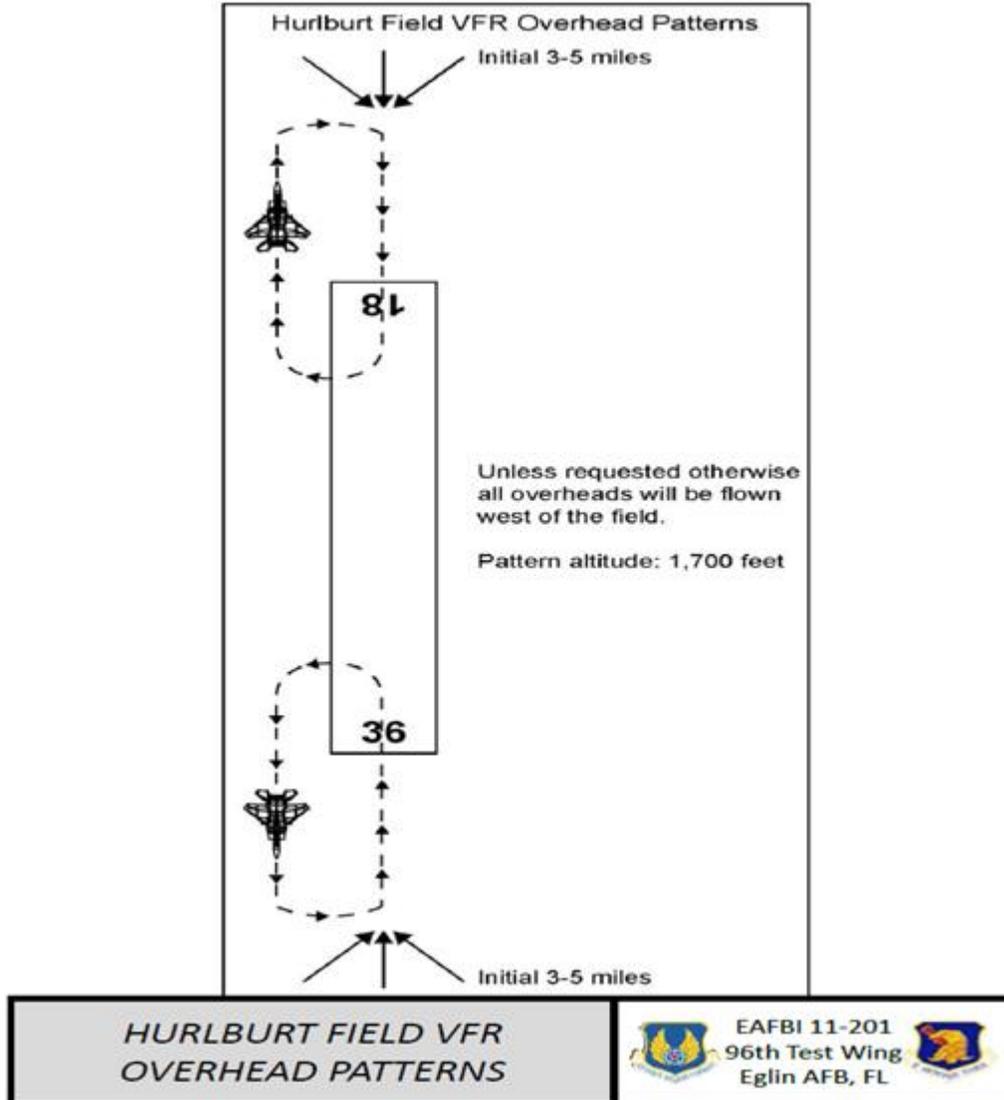
Figure A32.1. Hurlburt Field VFR Rectangular Patterns.



Attachment 33

HURLBURT FIELD VFR OVERHEAD PATTERNS

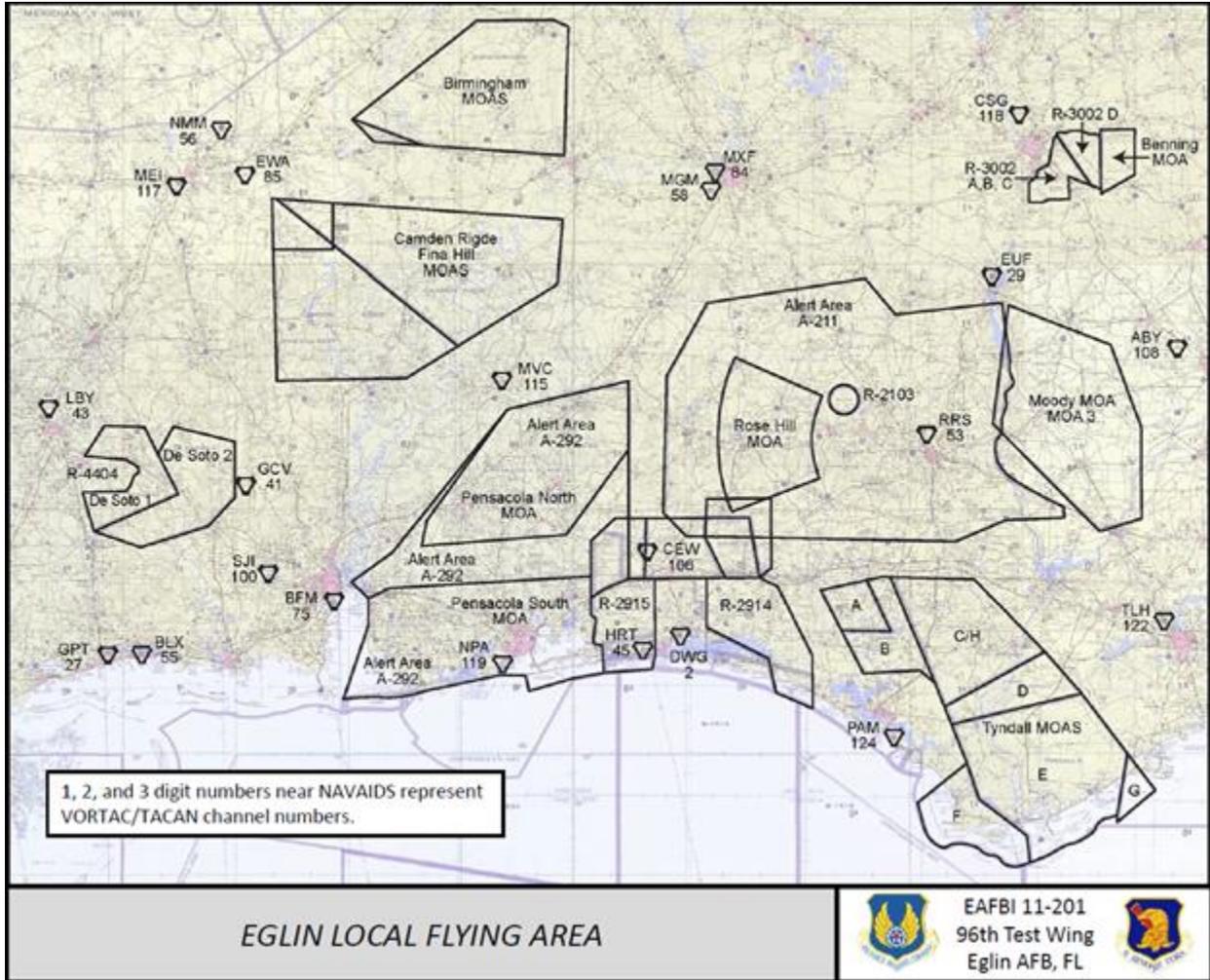
Figure A33.1. Hurlburt Field VFR Overhead Patterns.



Attachment 34

EGLIN LOCAL FLYING AREA

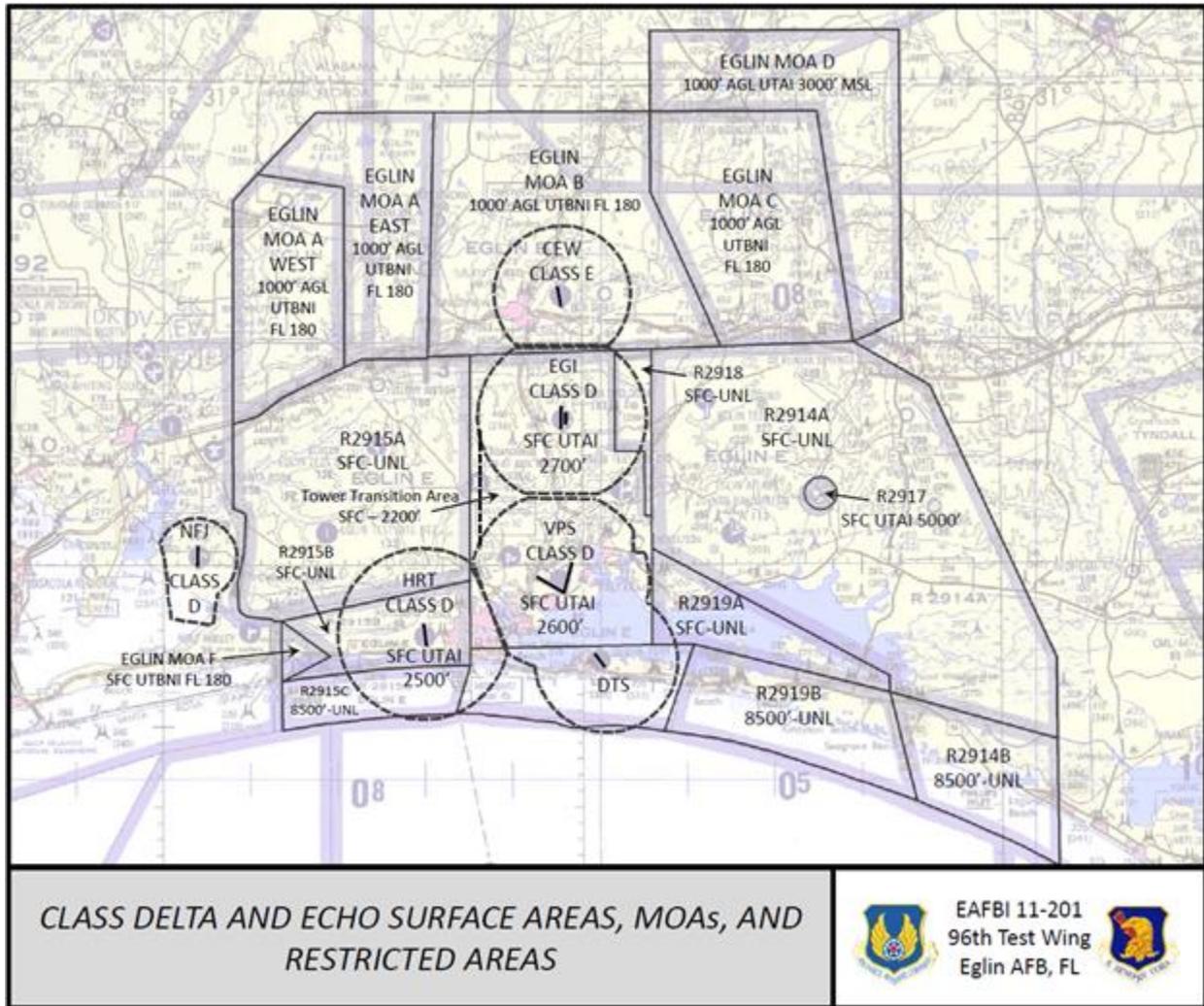
Figure A34.1. Eglin Local Flying Area.



Attachment 35

CLASS DELTA AND ECHO SURFACE AREAS, MOAS, AND RESTRICTED AREAS

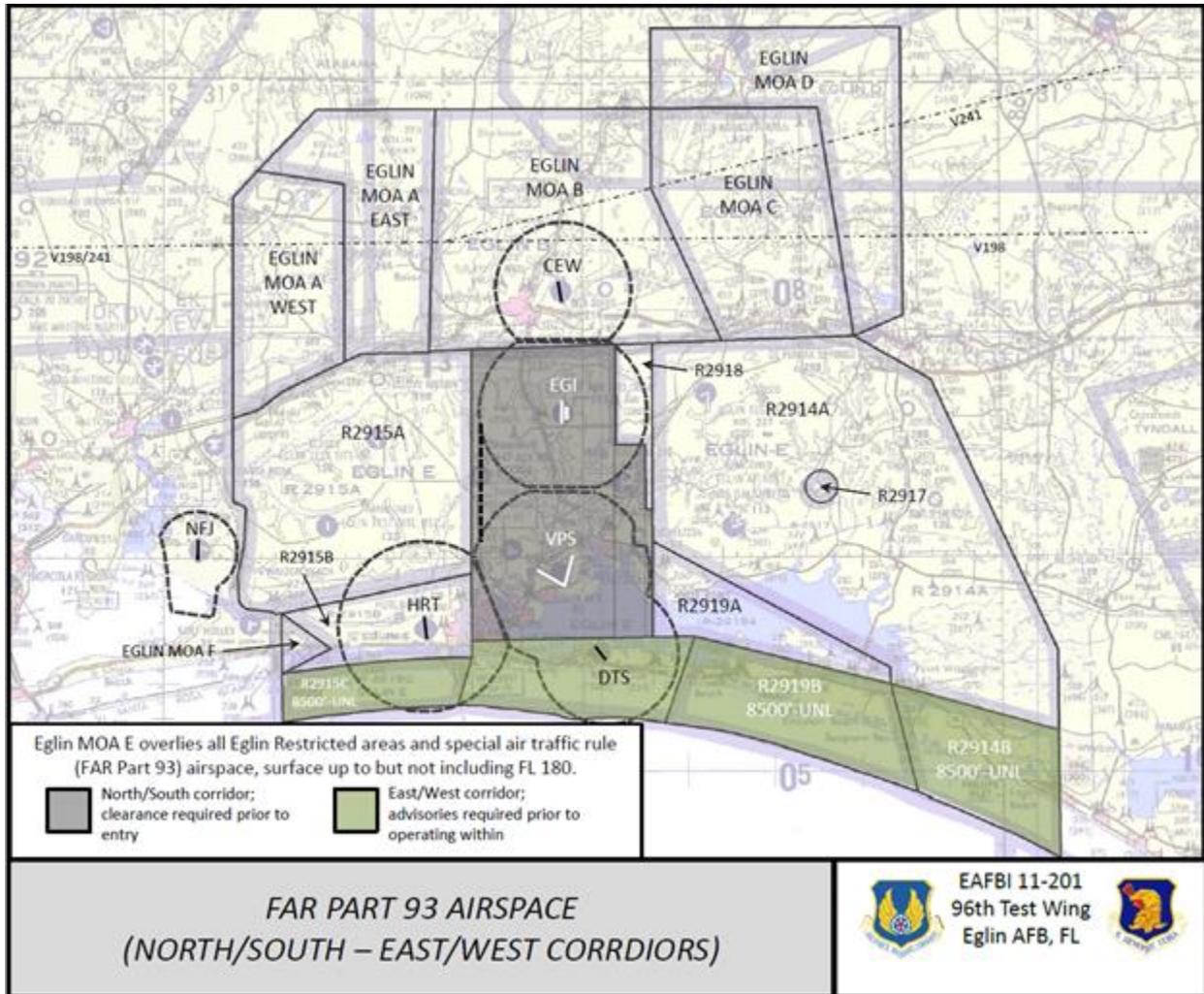
Figure A35.1. Class Delta and Echo Surface Areas, Moas, and Restricted Areas.



Attachment 36

FAR PART 93 AIRSPACE (NORTH/SOUTH – EAST/WEST CORRIDORS)

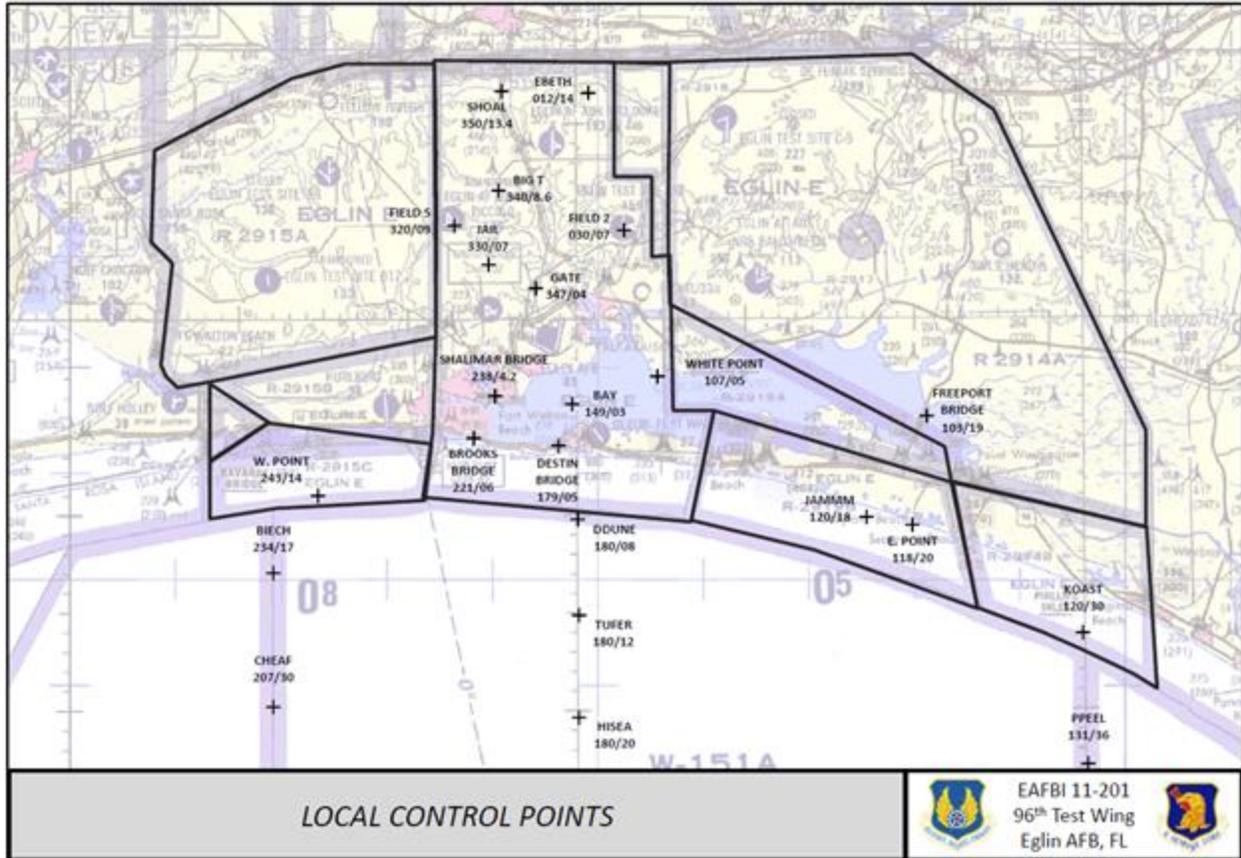
Figure A36.1. FAR Part 93 Airspace (North/South – East/West Corridors).



Attachment 37

LOCAL CONTROL POINTS

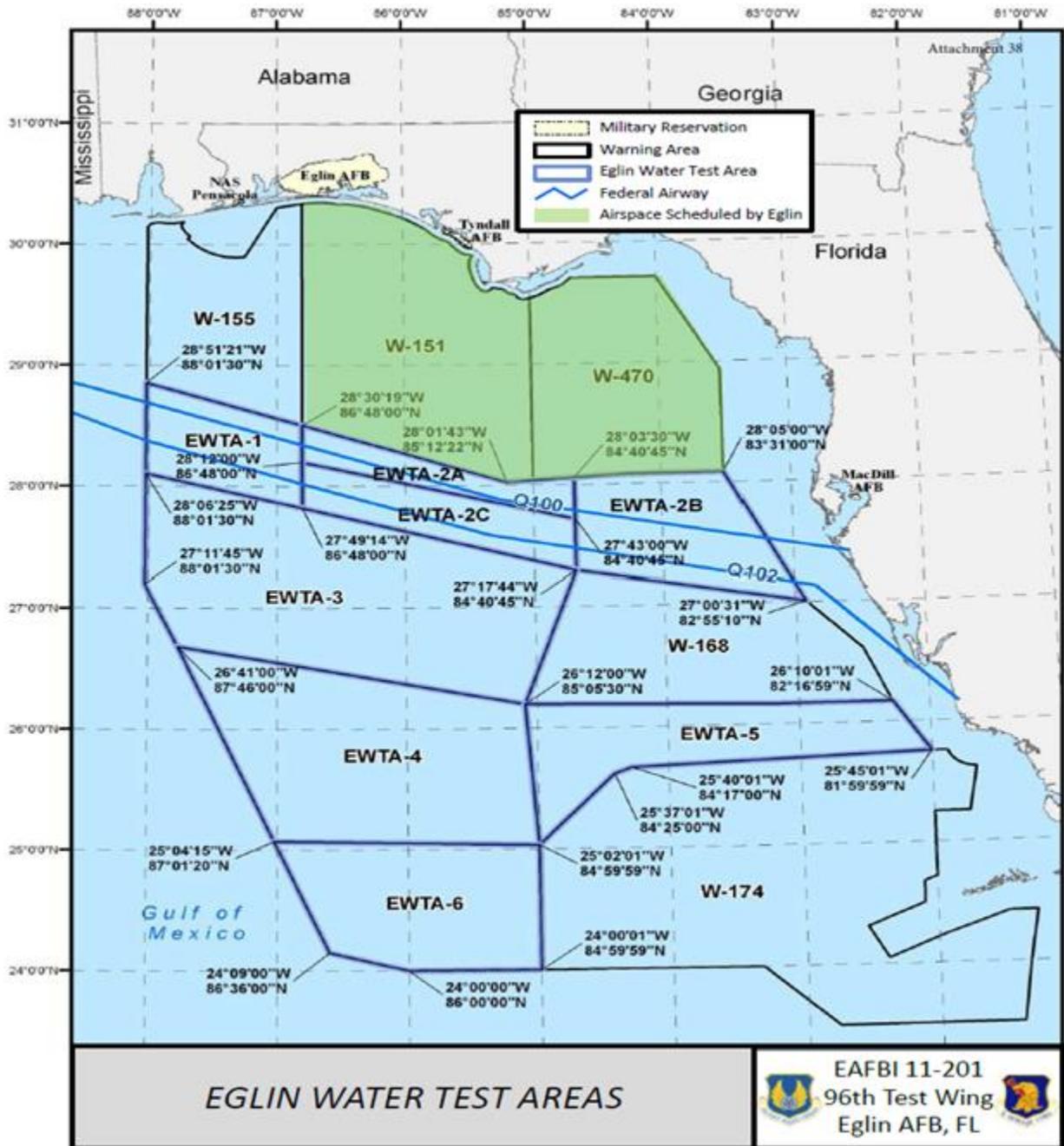
Figure A37.1. Local Control Points.



Attachment 38

EGLIN WATER TEST AREAS

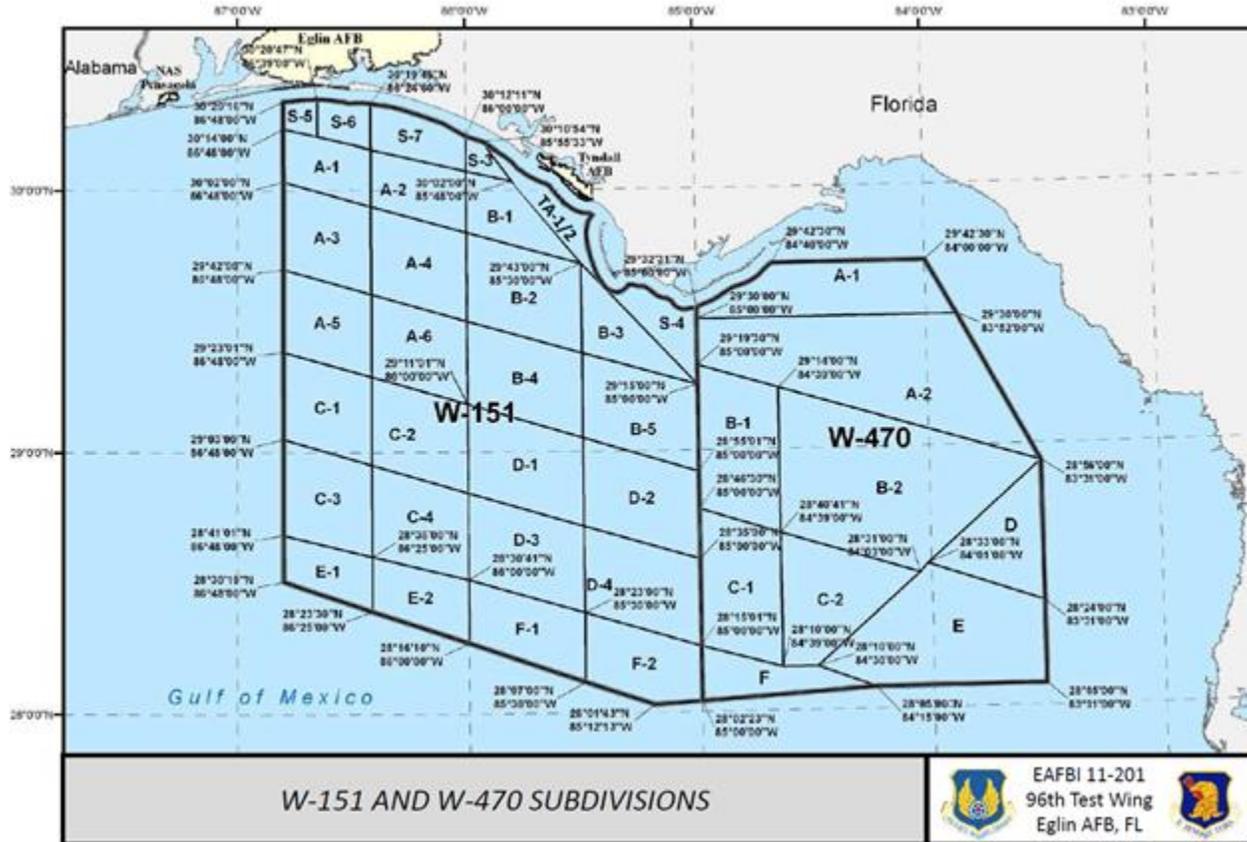
Figure A38.1. Eglin Water Test Areas.



Attachment 39

W-151 AND W-470 SUBDIVISIONS

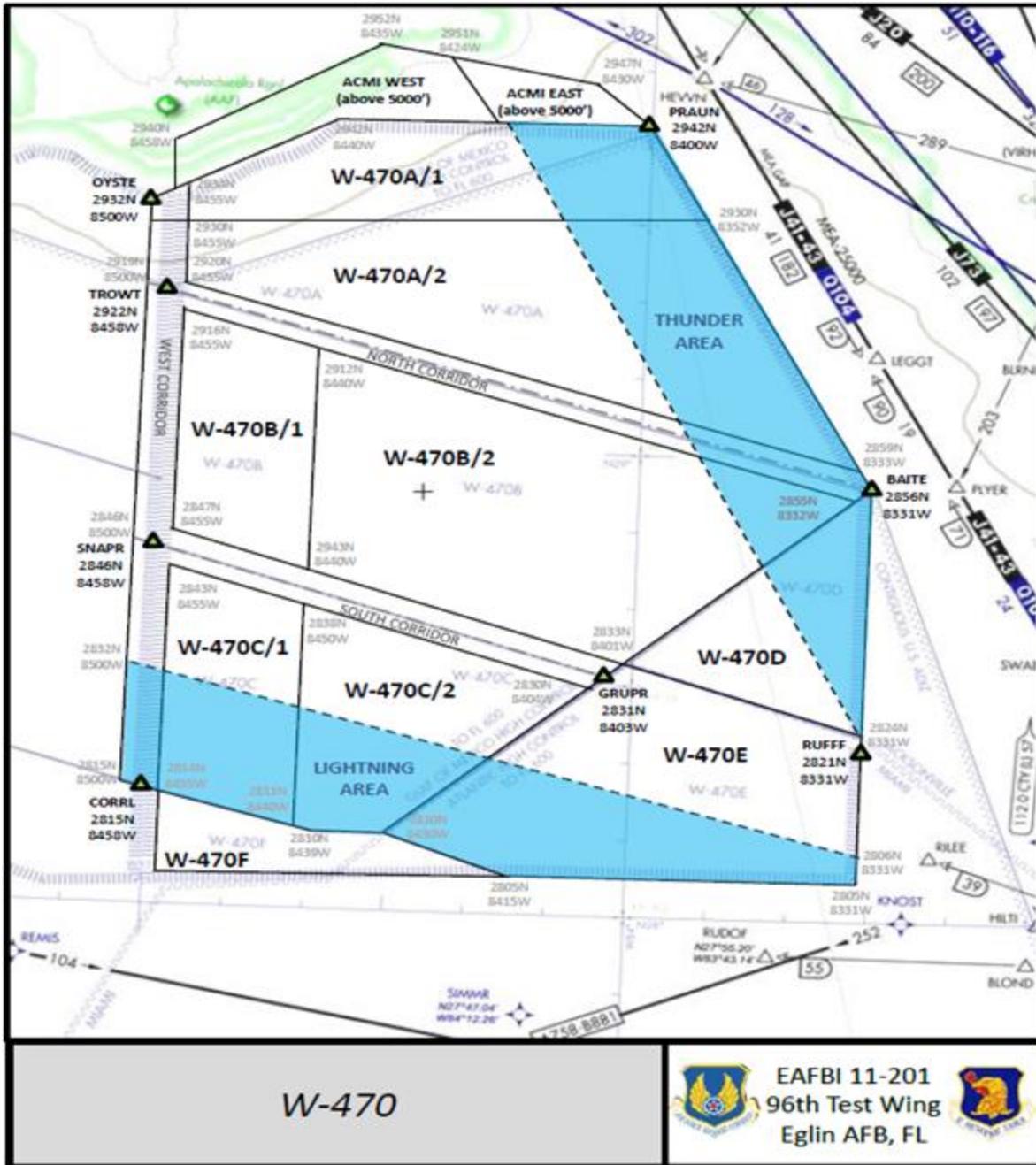
Figure A39.1. W-151 and W-470 Subdivisions.



Attachment 40

W-470

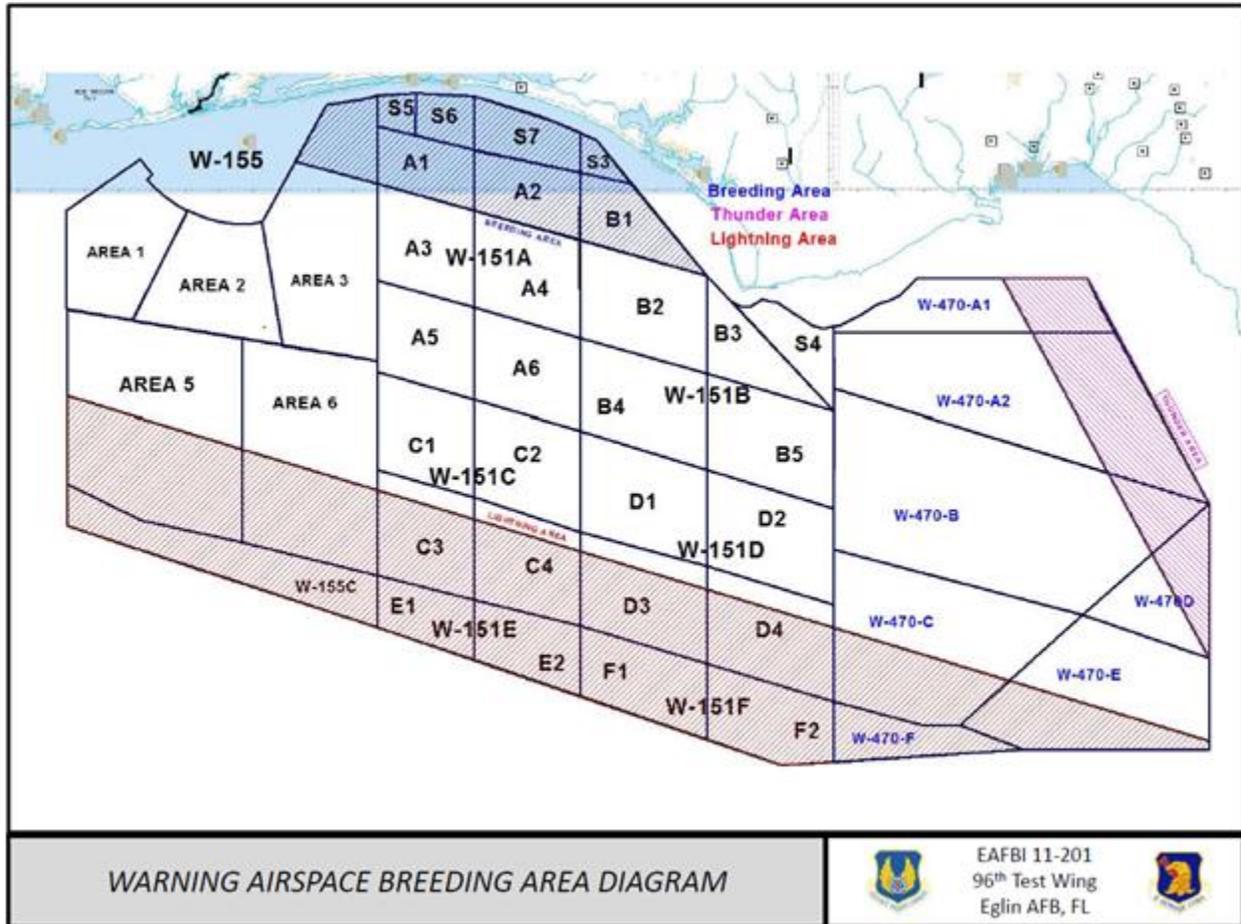
Figure A40.1. W-470.



Attachment 41

WARNING AIRSPACE BREEDING/THUNDER/LIGHTNING AREA DIAGRAM

Figure A41.1. Warning Airspace Breeding/Thunder/Lighting Area Diagram.



Attachment 42

AERO CLUB TRAINING AREAS AND SANTA ROSA ISLAND CFA

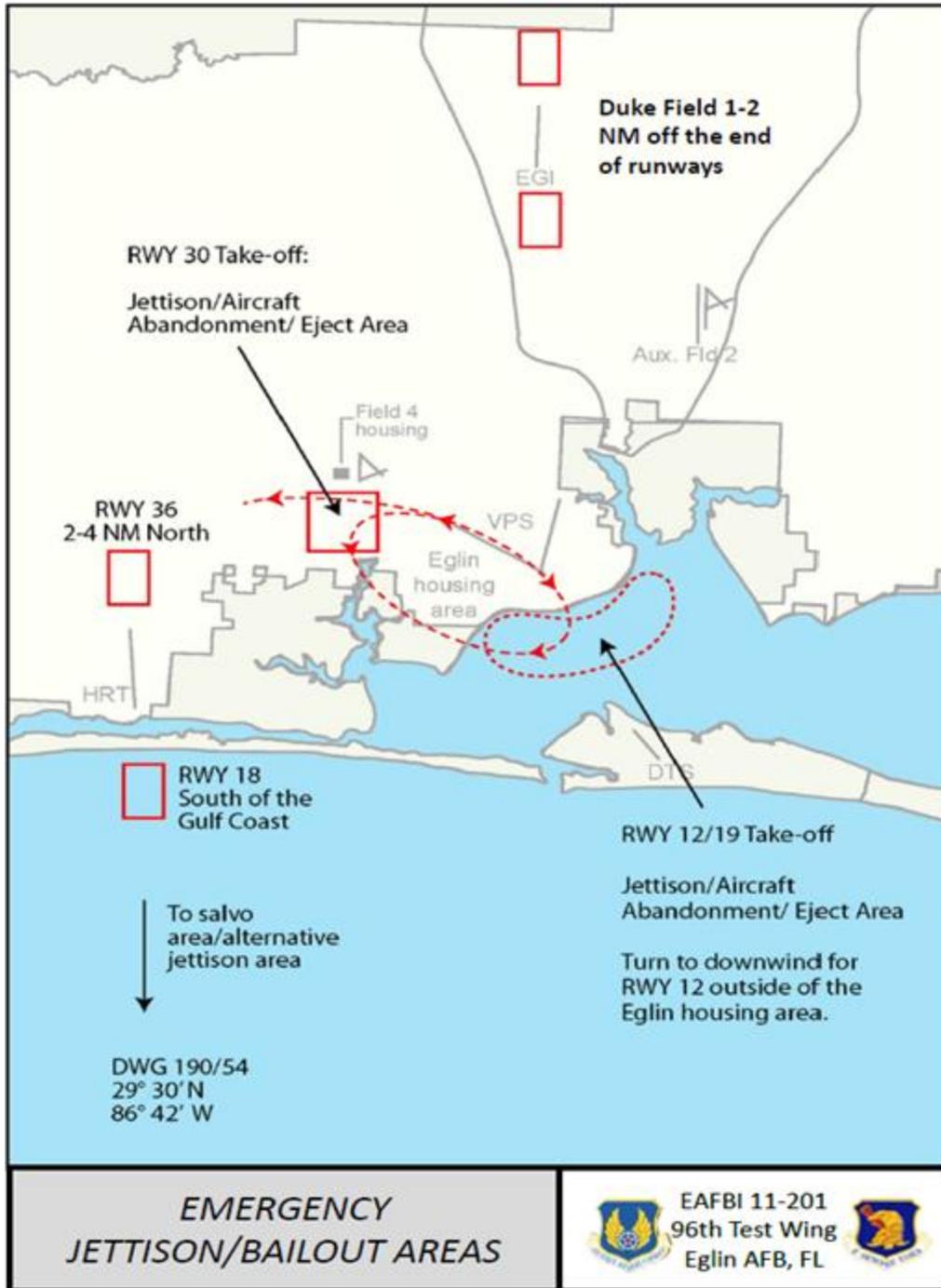
Figure A42.1. Aero Club Training Areas and Santa Rosa Island CFA.



Attachment 43

EMERGENCY JETTISON/BAILOUT AREAS

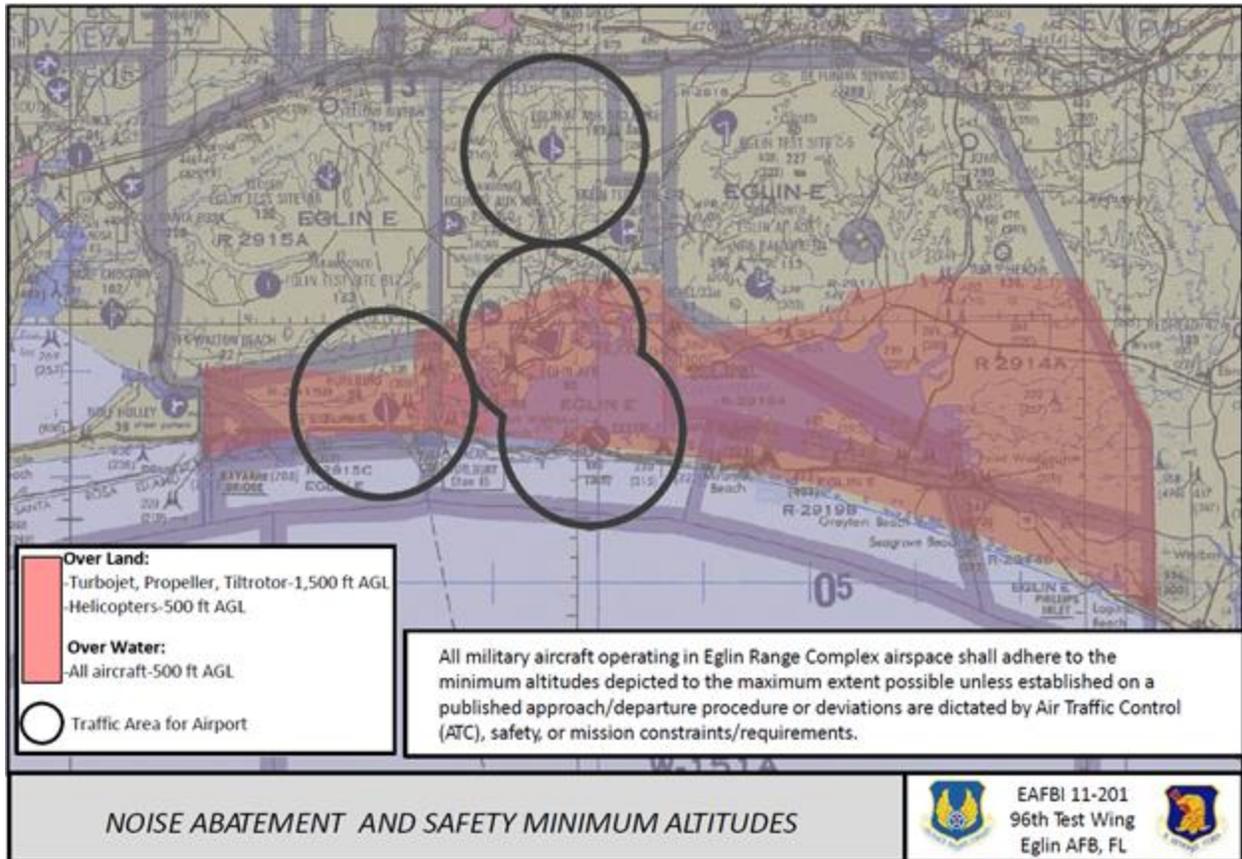
Figure A43.1. Emergency Jettison/Bailout Areas.



Attachment 44

NOISE ABATEMENT AND SAFETY MINIMUM ALTITUDES

Figure A44.1. Noise Abatement and Safety Minimum Altitudes.



Attachment 45

EXAMPLE AIRFIELD QUIET PERIOD REQUEST STAFF SUMMARY SHEET

Figure A45.1. Example Airfield Quiet Period Request Staff Summary Sheet.

STAFF SUMMARY SHEET							
	TO	ACTION	SIGNATURE (Surname), GRADE AND DATE		TO	ACTION	SIGNATURE (Surname), GRADE AND DATE
1	96 OSS/DO	COORD	Click to sign	6			Click to sign
2	96 OG/CC	APPVL	Click to sign	7			Click to sign
3			Click to sign	8			Click to sign
4			Click to sign	9			Click to sign
5			Click to sign	10			Click to sign
SURNAME OF ACTION OFFICER AND GRADE		SYMBOL		PHONE		TYPIST'S INITIALS	SUSPENSE DATE
Surname, Rank				1-2345			
SUBJECT							DATE
Quiet Hours Request							
SUMMARY							
<p>1. Per EGLINAFBI 11-201, the following information is provided for requesting a flightline quiet hour period on Eglin AFB.</p> <p>2. Type of ceremony: Presiding Officer:</p> <p>3. Date, time, location:</p> <p>4. (leave blank for NOTAM use)</p> <p>5. Recommendation: Approve quiet hour request for the</p> <p>//signed// NAME, RANK TITLE, OFFICE SYMBOL Eglin AFB, FL 32542 Comm: (850) DSN:</p>							
Instructions:							
Complete surname, symbol, phone, initials, date (this is the date of submission), and summary (2, 3, 5, and signature block).							
All units under the 33d FW must submit to the 33 OSS first.							
Suspense date = 72 hours prior to event							
Save document as unit and date. ex: 96 OSS 13 May 14							
Return to Capt Cobb, 96 OSS/ADO. henry.cobb@us.af.mil 2x6146							
Eglin AFBI 11-201:							
1.9. Airfield Quiet Period Request. Quiet periods may be requested for ceremonies on Eglin's or Duke's airfield or the Avenue of Flags (in front of Bldg 1) when noise reduction from aircraft operations, airfield ground support equipment, and airfield vehicles is required. Coordinate all quiet period requests with 96 OSS/DO, 872-4675 or 46oss.workflow@eglin.af.mil at least 15 days in advance of ceremony. Provide date, time, locations, restriction requested, rank of presiding officer, and justification for quiet periods. Quiet period requests will be limited to 30 minutes.							