

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

**ROBINS AIR FORCE BASE INSTRUCTION
13-204**



13 JULY 2015

Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction establishes policies and procedures essential for the safe and orderly conduct of airfield and flying operations at Robins Air Force Base (RAFB). This instruction implements AFI 13-204V1, Airfield Operations Career Field Development, AFI 13-204V2, Airfield Operations Standardization and Evaluations, AFI 13-204V3, Airfield Operations Procedures and Programs, AFPD 13-2, Air Traffic Control, Airspace, Airfield, and Range Management, and AFPD 11-2, Aircraft Rules and Procedures. The provisions of this instruction are directive upon units assigned and attached to RAFB and those off base organizations serviced by the Airfield Operations Flight (78 OSS/OSA). Pilots may deviate from these procedures contained herein only in the interest of flight safety or when directed by Air Traffic Control (ATC). This publication may not be supplemented at any level. Requests for waivers must come through the chain of command from the commander of the office seeking relief from compliance. Waiver requests must be submitted to the OPR of this publication for coordination prior to certification and approval; waiver authority has not been delegated. The waiver approval authority for all compliance items within this publication are at Wing Level (Tier T-3). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate function's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (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) at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. The overall document was reorganized to reflect requirements IAW AFI 13-204V3. The following items were removed from this instruction: BAK-9 arresting system requirements, C-27 aircraft flight and ground operations, standardized taxi routes, Night Vision Device operations, and the Pilot-AOF Liaison Program. The document also reflects changes to the following procedures: Flight Planning, Distinguished Visitor notification, Quiet Hours, Emergency Locator Transmitter testing procedures, and Opposite Direction Operations. Finally, the following items were added to this instruction: aircraft parking plan and Terrain Flight operations.

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Chapter 1

INTRODUCTION

1.1. Purpose. This instruction provides guidance regarding airfield and terminal environment activities which directly affect flying operations. It is the primary source document for describing local Air Traffic Control (ATC), Airfield Management (AM), and flying operations applicable to base assigned aircrews. See [Attachment 1](#) for a glossary of references and supporting information.

1.2. Scope. This instruction applies to all host, attached, mission partner, transient flying units, and other tasked units at Robins AFB. Unit commanders shall ensure TDY or transient aircrews under their jurisdiction are familiar and comply with the provisions of this document.

1.3. Responsibilities. Commanders and supervisors at all levels are responsible for implementation of this instruction as it pertains to operations within their jurisdiction.

1.4. Review. The Airfield Operations Flight Commander (AOF/CC) will review this instruction annually IAW AFI 13-204V3.

Chapter 2

AIRFIELD FACILITIES

2.1. General. Robins AFB airport reference point is N 32° 38".41' W 83° 35".52'.

2.1.1. The airfield is divided into two separate areas: the Industrial Area and the airfield, which are separated by the airfield marking of two 6 inch yellow lines, one solid and one dashed, separated by a 6 inch gap and maintained IAW Unified Facilities Criteria (UFC) 3-260-01. All areas of the airfield (Airfield/Industrial Area) will be subject to airfield requirements with regard to smoking, airfield driving, construction projects, etc.

2.1.1.1. The Industrial Area is defined as the tow movement area and is located on the solid side of the airfield marking. All aircraft movement in this area is restricted to non-powered tow operations only. The areas outside of the towlanes will be considered as an extension of the hangar for maintenance operations.

2.1.1.2. The airfield is defined as the powered movement area and is the area on the dashed side of the airfield markings. The airfield includes all runways, taxiways, taxilanes and associated airfield facilities.

2.1.2. Airfield Management Operations (AMOPS) is located on the first floor of building 110 and operates 24 hours daily. (See Attachment 2)

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

2.2.1. Runway 15/33. The runway is 12,001 feet long by 300 feet wide, consisting of asphalt and concrete (first 1,000 feet of Runway 15 and the first 2,500 of Runway 33 is concrete). The runway is marked 150 feet wide with 75-foot shoulders on both sides.

2.2.1.1. Overruns are 1,000 feet by 300 feet at both ends of the runway.

2.2.1.2. Elevation is 294 feet above Mean Sea Level (MSL). Runway 15 threshold elevation is 292 feet MSL and increases at 0.13 percent to the 1,100 foot point, levels out at 294 feet MSL to the 1,400 foot point, and then slopes downward varying between 0.05 and 0.50 percent to a south threshold elevation of 274 feet MSL.

2.2.2. Taxiways/Taxilanes.

2.2.2.1. Taxiways A, B, C, D, E, F, F1,G, G1, H, J, J1, J2, K, and L are 75 feet wide with required shoulders.

2.2.2.2. Taxilanes C1, C2, and H1 are 50 feet wide, do not have shoulders, and are restricted to C-130 or smaller aircraft IAW UFC 3-260-01.

2.3. Runway Selection Procedures.

2.3.1. The Robins Tower Watch Supervisor (WS) is responsible for selecting the active runway. Runway 33 is the primary instrument runway and will normally be used when the surface wind velocity is less than 5 knots. Aircraft requiring an opposite direction departure should make their request to Robins Ground prior to taxiing out of parking.

2.3.2. Robins Tower will coordinate with Atlanta Terminal Radar Approach Control (TRACON) and Macon Tower prior to changing the runway in use. Additionally, Robins Tower will advise AMOPS and the Weather Flight of the runway in use.

2.4. Controlled Movement Area (CMA). The CMA is defined as the runway, overruns, Taxiway E (south of Taxiway C), Instrument Critical Areas; Precision Obstacle-Free Zone (POFZ), and those portions of the airfield within 100 feet of the runway pavement edge. Approval from Robins Tower is required prior to entry into the CMA and two-way radio contact must be maintained at all times within the CMA.

2.4.1. All other taxiways and parking ramps are uncontrolled movement areas (not controlled by ATC).

2.4.2. The Assistant Airfield Manager is the installation OPR for the Airfield Driving Program. All personnel driving on the airfield and industrial area must be qualified IAW RAFBI 13-213, *Airfield Driving*, and possess a valid AF IMT 483, *Certificate of Competency*.

2.4.3. Runway Incursions. When an unauthorized entry into the CMA occurs, Robins Tower shall attempt to make contact with the violator and notify AMOPS to respond.

2.4.3.1. Information identifying the perpetrator and duty section/employer will be obtained for inclusion onto an AF IMT 457, *USAF Hazard Report* or AF IMT 651, *Hazardous Air Traffic Report*.

2.4.3.2. Procedures for disposition of personnel involved in a runway incursion are defined in RAFBI 13-213, *Airfield Driving*.

2.5. Airfield Lighting Systems.

2.5.1. Robins Tower shall keep the runway, taxiway, taxilane, and approach lighting in the OFF position from sunset to sunrise, except when needed for ATC operations or requested by the Airfield Manager, AMOPS, or airfield maintenance personnel.

2.5.2. If Robins Tower is evacuated or closed, 78 CES, Exterior Electric, will assume responsibility for the operation of the airfield lighting system from the lighting vault. If Robins Tower is unable to operate the airfield lighting, Robins Tower will coordinate with the airfield electrician for activation of the required airfield lights.

2.5.3. Airfield Lighting for Runway 15/33:

2.5.3.1. Approach Light System with Sequenced Flashing Lights (ALSF -1).

2.5.3.2. High Intensity Runway Lights (HIRLs).

2.5.3.3. Precision Approach Path Indicator (PAPIs).

2.5.4. All taxiways and taxilanes have lighting available.

2.6. Closed Portions of the Airfield. The extension of Taxiway A west of Taxiway G near building 127 is closed.

2.7. Tower Visual Blind Spots. Southern portion of Alert Parking Area (APA) and Aero Club parking ramp.

2.8. Aircraft Arresting Systems. Robins AFB aircraft arresting systems are designed for tail hook equipped aircraft only.

2.8.1. Bidirectional BAK-12/14 arresting systems are installed 1,651 feet from the approach end of Runway 33 and 1,926 feet from the approach end of Runway 15. The arresting system at the south end of the field near Taxiway A will be referred to as "South BAK-12." The arresting system at the north end of the field between Taxiway C and Taxiway D will be referred to as "North BAK-12." The BAK 12/14 are controlled by Robins Tower, and will remain in the down position except when required for maintenance or aircraft operations. The departure end BAK-12/14 will be raised anytime a tail hook equipped aircraft departs, lands, or when requested. If an approach end engagement is required, the pilot or military authority will specifically request that the approach end cable be raised.

2.8.2. AMOPS is the focal point for all arresting system activity and will coordinate with the appropriate agencies to request maintenance assistance.

2.8.3. During normal duty hours, Barrier Maintenance (CE Power Production Flight) has primary responsibility for arresting system maintenance and inspections, and will immediately notify AMOPS of any known changes in the barrier status.

2.8.4. During non-duty hours Fire Emergency Service is delegated inspection duties (IAW T.O. 35E8-2-5-1). Barrier Maintenance shall respond after duty hours reference any maintenance requests by AMOPS.

2.8.5. Arresting systems will be inspected daily (0700L - 0900L), after all barrier engagements, after minor repairs, when it is suspected an aircraft has landed on the cable, and at other times when Barrier Maintenance deems necessary. Inspection results will be reported to AMOPS.

2.8.6. AMOPS will temporarily suspend or close runway operations, as required, during arresting systems maintenance (e.g. barrier engagements and repairs) and will conduct a foreign object damage (FOD) check of the runway prior to resuming runway operations.

2.8.7. All coordination concerning the operational status of the barriers will include the terms "in-service" or "out-of-service" exclusively.

2.9. Parking Plan/Restrictions.

2.9.1. Transient Aircraft Parking. All transient aircraft arriving at Robins AFB require "follow-me" service and will be parked in the Transient Parking Area (located in front of buildings 110 and 127) unless prior coordination and approval has been obtained from AMOPS, Transient Alert (TA), and the operational owner of the area where the aircraft will be parked.

2.9.1.1. Robins Tower will hold all transient aircraft at the ramp entrance until met by TA.

2.9.2. Depot Maintenance Apron spots F1 – F4 are configured for C-130 aircraft, spot F5 is configured for C-130/C-17 aircraft, spot F6 is configured for C-17 aircraft, and F7 – F9 are configured for C-5 aircraft. Spots N1 – N5, N15 – N25, and N29 – N31 are configured for C-130 aircraft, N6 – N11 are configured for C-5 aircraft, and N26 – N28 are configured for C-17 aircraft.

- 2.9.3. JSTARS Ramp spots 22 – 37 are configured for E-8 aircraft.
- 2.9.4. The ANG Apron has 6 spots configured for E-8 aircraft. Larger aircraft must be pre-coordinated for parking with the 116 ACW Airfield Management, AFM, and TA sections.
- 2.9.5. The USMC Apron has 20 spots configured for UH-1 and AH-1 aircraft. Larger aircraft must be pre-coordinated between HMLA, AFM, and TA.
- 2.9.6. The APA is currently utilized for use by HMLA-773 and their UH-1/AH-1 aircraft. With coordination, aircraft apron can be used for an aircraft up to C-5.
- 2.9.7. Parking on the JSTARS, ANG, and USMC ramps must be coordinated with the ramp owner (116 ACW and HMLA-773) in addition to AMOPS and TA before a transient aircraft is authorized to park on those ramps. The JSTARS ramp owner will provide escort service to TA for transient aircraft parking. (See [Attachment 2](#))

2.10. Air Traffic Control Facilities. Robins Tower is located midfield at the intersection of Taxiway B and Taxiway H. Operating hours are 24 hours daily.

2.10.1. The Robins AFB Class D airspace is defined as the area of airspace extending upward from the surface up to and including 2,900 feet MSL, within a 5.5 NM radius, excluding the portion north of a line connecting the two points of intersection within a 4.1 NM radius circle centered on the Middle Georgia Regional (MCN) Airport. (See Figure A3.1)

2.10.2. MCN airport is located 4.1 NM northwest of the Robins AFB Airport reference point and operates 0800L-2000L daily. The MCN Class D airspace is defined as the area of airspace extending from the surface up to and including 2,900 feet MSL, within a 4.1 NM radius of MCN airport, excluding the portion south of a line connecting the two points of intersection within a 5.5 NM circle centered on the Robins AFB Airport. (See [Figure A3.1](#)) **Note:** During the period from 2000L-0800L daily, while the tower is closed, the airspace becomes Class E (uncontrolled).

2.10.3. Atlanta TRACON provides radar service to Robins AFB and operates 0615L-2200L daily. Atlanta Air Route Traffic Control Center (ARTCC) assumes approach control responsibility when the TRACON is closed or unable to provide IFR service. The Airfield Operations Flight (AOF) Staff (78 OSS/OSA) is the installation liaison to Atlanta TRACON and ARTCC.

2.10.4. Robins Precision Approach Radar (PAR). Normal operating hours are Monday and Friday 0800L-1600L, Tuesday 1000L-1800L, Wednesday and Thursday 1400L-2200L and closed on all Federal Holidays.

2.11. Local Frequencies.

2.11.1. Robins AFB radio frequencies may also be found in both the Airport Facilities Directory (AFD) and Flight Information Publication (FLIP).

Table 2.1. Local Frequencies.

	UHF	VHF
Emergency	243.0	121.5
Robins Tower	257.975	133.225

Robins Ground	275.8	121.85
Robins ATIS	233.4	119.475
Pilot to Metro	349.85	
Pilot to Dispatch	372.2	134.1
Precision Approach Radar	306.95	353.675
Robins Command Post	311.0	
Peachtree Ops	293.525	
AFRC Command Post	327.175	
ALC MOC	225.925	

2.11.2. Maintenance personnel with an available MOC shall conduct operational/functional radio checks with their MOC. Do not contact Robins Tower to functionally test radios without operational need as extraneous radio calls present a hazard to airfield and flying safety.

2.11.3. Airfield Operations Ramp Net. The airfield operations Ramp Net is a group of multi-channel radio units used by various organizations for control of aerodrome ground operations. The primary net control station is located in AMOPS and the secondary is at TA in building 111. Net control stations have authority to clear communications traffic and exercise circuit discipline on the network.

2.11.3.1. AMOPS is responsible for operation and control of the Ramp Net. Personnel operating on the Ramp Net are responsible for complying with this instruction. Any questions pertaining to the Ramp Net should be directed to the Airfield Manager (AFM).

2.11.3.2. Land Mobile Radios (LMRs) can be checked out at AMOPS. AMOPS will complete an AF IMT 1297, *Temporary Issue Receipt* and brief users on the procedures for proper radio phraseology when communicating with Robins Tower. All radios must be turned in at the end of each day. All base-assigned personnel operating on the airfield will be trained on proper radio usage as part of the Airfield Driving Program.

2.11.3.3. Transmissions concerning emergencies have priority over all other transmissions. Use the words “emergency” or “control” for interrupting lower priority messages when you have an emergency or control message to transmit.

2.11.3.4. AMOPS will check the radios daily and report malfunctions to the radio equipment manager.

2.12. Air Traffic Control and Landing Systems (ATCALs).

2.12.1. As the primary ATCALs monitor facility, Robins Tower will report interruptions, malfunctions, and scheduled outages of all navigational aids, including the MCN VORTAC, and communications equipment to AMOPS.

2.12.2. Macon VORTAC (Identifier: MCN, Channel 89, 114.2 MHz) is located at 317/4.1 Nautical Miles (NM) from Robins AFB airport reference point.

2.12.3. Instrument Landing System (ILS):

2.12.3.1. Runway 15: Localizer: Identifier: I -RJM, Frequency: 111.7 MHz. The glide slope angle is 2.70 degrees and the runway touchdown point is 1,117 feet from the runway threshold.

2.12.3.2. Runway 33: Localizer: Identifier: I-WRB, Frequency: 110.1 MHz. The glide slope angle is 2.52 degrees and runway touchdown point is 1,216 feet from the runway threshold.

2.12.4. Precision Approach Radar has a Runway 15 glide slope angle of 2.7 degrees and Runway 33 glide slope angle of 2.5 degrees. Height Above Touchdown (HAT) for both runways is 100 feet.

2.12.5. Preventative Maintenance Inspection (PMI) Schedule. Runway 15/33 ILS is monitored and maintained by the Remote Maintenance Center (RMC). All other maintenance is accomplished IAW the current ATCALs Restoral and Maintenance Operations Letter between the 78th Operations Support Squadron, 78th Communications Directorate, and the 78th Civil Engineering Squadron.

2.13. Transient Alert (TA). TA hours of operation are as published in the current IFR Supplement. Services include parking of aircraft ("follow-me" service), refueling/defueling, oxygen, nitrogen, and limited maintenance. TA services are normally provided only in the transient aircraft parking area, unless pre-coordinated through AMOPS.

2.14. Automatic Terminal Information Service (ATIS) Procedures. The ATIS provides basic airport information and is broadcasted 24 hours daily at Robins AFB. For departing aircraft, pilots and aircrew will check the ATIS for current aerodrome information prior to requesting taxi with ATC. Arriving aircraft will check ATIS for current aerodrome information prior to initial contact with ATC.

2.15. Aircraft Special Operations Areas/Ramps.

2.15.1. TACAN checkpoints are marked on the airfield as described below: (See [Attachment 2](#))

2.15.1.1. Taxiway A: MAG Bearing 138, 4.9 DME

2.15.1.2. Taxiway D West: MAG Bearing 137, 3.0 DME

2.15.1.3. Taxiway D East: MAG Bearing 133, 3.0 DME

2.15.1.4. Taxiway F: MAG Bearing 137, 5.0 DME

2.15.2. Compass Rose. Taxiway D East is a suitable location for compass swings. All units requiring use of this area will coordinate with AMOPS who will ensure the taxiway is available. AMOPS reserves the right to recall this area based on unforeseen priority movements/missions. HMLA-773 will utilize spot 9 on the APA.

2.15.3. Arm/De-Arm Areas. HMLA-773 helicopters are authorized to load/unload munitions and arm/de-arm on stubs 2 through 8 in the APA. (See [Attachment 2](#))

2.15.4. Engine Run-up Areas. Aircraft parking spots F1 -F4 are restricted to C-130 engine runs. Transient aircraft must coordinate with AMOPS for engine runs.

2.15.5. Engine Running On/Off (ERO) Loading Areas. All WR-ALC (depot) aircraft ERO operations will be conducted on the functional row taxilane, and transient aircraft ERO operations will be conducted on the Taxiway A hammerhead. Robins Tower will advise AMOPS prior to approving any ERO operations. If airfield conditions dictate an alternate ERO location, Robins Tower will coordinate with AMOPS prior to authorizing such action.

2.16. Aircraft Towing Procedures. Prior to towing aircraft on active taxiways/taxilanes, contact Robins Tower and maintain two-way radio communication during the towing operation. If two-way radio communication cannot be maintained between Robins Tower and the towing vehicle, an escort vehicle with two-way communication capability is required in order to tow aircraft through the active taxiways. Tows that do not enter active taxiways/taxilanes need not contact Robins Tower prior to or during tow.

2.17. Aircraft Taxiing Requirements. Aircrews shall contact Robins Ground for permission before starting engines or taxiing an aircraft. HMLA-773 helicopters and F-15 aircraft do not have APUs and are authorized to start engines prior to contacting Robins Ground.

2.17.1. C-17/C-5 High Speed Taxi Operations.

2.17.1.1. Aircrews shall:

2.17.1.1.1. File flight plan (with AMOPS) 2 hours prior to taxi and include "high-speed taxi" in the remarks. If the taxi time slips, update AMOPS as soon as possible.

2.17.1.1.2. Before engine start, inform Robins Ground of high-speed taxi operation and include approximate time needed on the runway.

2.17.1.2. AMOPS shall:

2.17.1.2.1. Pass the high-speed taxi message to tower.

2.17.1.2.2. Perform a runway FOD/safety inspection after the high-speed taxi is complete. Suspend/resume runway operations as deemed necessary.

2.18. Airfield Maintenance.

2.18.1. Sweeper Operations. Airfield sweepers are in constant operation at Robins between the hours of 0745L to 1545L. The sweeper shall maintain radio contact on the Ramp Net with Robins Ground at all times. The airfield sweeper schedule is contained in a Letter of Agreement (LOA) between 78 OSS/OSA (Airfield Management) and 78 CES/CEOHP (Pavements and Grounds) and is reviewed annually.

2.18.1.1. During non-duty hours (1545L-0745L) sweeper crews are on recall by CE Customer Service in the event of emergencies.

2.18.2. Grass Mowing. Grass maintenance on the airfield will be performed IAW the Performance Work Statement (PWS) of the current contract.

2.19. Runway Surface Condition (RSC). The AFM or designated representative is responsible for determining the RSC and reporting the information to the applicable agencies.

2.20. Runway Condition Reading (RCR). Since the region in which Robins AFB is located has little or no record of snow accumulation, AMOPS is not required to maintain a decelerometer or report RCRs IAW AFI 13-204V3 (AFMC Supplement).

2.21. Airfield Inspections.

2.21.1. To the maximum extent possible, AMOPS will conduct airfield inspections daily as soon as there is sufficient sunlight available and before flying operations begin.

2.21.2. CE airfield lighting personnel will inspect all airfield lighting daily. Discrepancies noted during the inspection that cannot be corrected on the spot will be reported to AMOPS.

2.21.2.1. AMOPS personnel shall conduct nightly airfield lighting system inspections IAW AFI 13-204V3.

2.21.3. Quarterly Joint Airfield Inspection. A joint airfield inspection will be conducted quarterly IAW AFI 13-204V3. The purpose of this joint inspection is to validate previous discrepancies and identify new discrepancies. Emphasis should be placed on evaluating the airfield for obstructions, hazards to airfield clearance criteria, new construction, and items requiring waivers. The joint inspection team shall include representatives from: AM, Robins Tower, 78 Wing Safety, SOF, Heavy Repair Superintendent, Pavement Engineer, Community Planner, Security Forces, and 116 ACW AM.

2.21.4. Annual Airfield Certification/Safety Inspection. Representatives from AM, Robins Tower, 78 Wing Safety, SOF, Heavy Repair Superintendent, Pavement Engineer, Community Planner, Security Forces, and 116 ACW AM will conduct an annual airfield inspection in conjunction with the airfield/airspace waiver review IAW AFI 13-204V2. Inspection results will be documented and briefed at the next Airfield Operations Board (AOB).

2.22. Opening and Closing the Airfield. The AFM is the primary authority to close and open the airfield.

2.23. Suspending and Resuming Runway Operations. The Robins Tower Watch Supervisor, AFM, or AFM designated authority may suspend runway operations when a hazard exists on or near the runway or in the immediate approach area. Runway operations will be suspended by the Watch Supervisor after an emergency aircraft lands and during C-5/C-17 high speed taxi operations.

2.23.1. Runway operations shall remain suspended until AMOPS completes a runway check and determines the runway environment is safe to resume operations. Only the AFM or AFM designated authority can resume runway operations.

2.23.2. Crash/rescue and other emergency responding vehicles shall request permission from Robins Ground prior to entering the CMA.

2.24. Aircraft Engine Test/Run-up Procedures.

2.24.1. All engine runs, other than preflight, are to be completed by 2200L. Maintenance crews will request the time, location, and duration of the engine run through the MOC prior to starting engines. Upon request, MOC will advise and coordinate the engine run through AMOPS. AMOPS will then notify Robins Tower.

2.24.2. During the noise abatement period (2200L-0600L), engine runs above idle speed are prohibited unless approved by the appropriate authority. For all ALC units, the 402 AMXG/CC or designated representative is the approval authority. For all mission partner units, the unit's Wing or Group Commander or Vice Commander/Deputy is the approval authority. If the mission partner's Wing or Group Commander or Vice Commander/Deputy is unavailable, the 78 ABW/CC or CV is the approval authority. For transient aircraft, the 78 OSS/CC is the approval authority.

2.24.2.1. Hold after hours engine runs of this nature to an absolute minimum. Once the requesting MOC has received approval from the appropriate authority, they must advise AMOPS of the time, reason, duration and location of the engine run prior to running

engines and give the name of the approving authority. AMOPS will notify Robins Tower.

2.24.2.2. During noise abatement hours, engine runs conducted at idle do not require WG/GP CC or CV/CD approval. However, coordination with AMOPS is still required.

2.24.3. Engine Run Communications. Engine run crews must comply with the communications and operating provisions contained in AFI 11-218, *Aircraft Operations and Movement on the Ground*. All maintenance crews will contact Robins Ground prior to starting engines, monitor Robins Ground frequency for the duration of the engine run, and advise Robins Ground when the run has been terminated.

2.24.4. If the Robins Tower WS determines the noise level is affecting flight safety, crews will be advised to terminate the engine run.

2.25. Noise Abatement Procedures. Noise abatement is in effect at Robins AFB daily from 2200L to 0600L.

2.25.1. Multiple approaches are not permitted during this period, except for locally assigned aircraft.

2.25.2. All departing or arriving aircraft shall avoid over-flying base housing areas at all times.

2.25.3. Public Affairs (78 ABW/PA) keeps the base and community populations advised of flight operations conducted at Robins AFB and explains measures taken to minimize noise and other disturbances associated with aircraft operations.

2.25.3.1. When an F-15 files a Macon Echo profile the pilot will specify supersonic or non-supersonic. Robins AMOPS will inform 78 ABW/PA when an F-15 is performing a supersonic check and the approximate time for the sonic boom. This time will be estimated as take-off time plus 30 minutes.

2.25.3.2. 78 ABW/PA tracks incidents of noise complaints and will attempt to determine the unit involved. 78 OSS/OSA will provide inputs regarding noise complaints to the 78 ABW/PA for resolution.

2.26. Quiet Hours.

2.26.1. The 78 ABW/CC is the approval authority for all quiet hours at Robins AFB. The requesting organization shall submit an electronic staff summary sheet (eSSS) at least 14 days in advanced to 78 OSS/OSA for coordination via the following email address: 78oss.osa.workflow@us.af.mil.

2.26.1.1. The eSSS must include the reason for the quiet hour restriction (to include name and rank of the individual(s) for whom the ceremony/event is being performed), exact date and time (local) window for quiet hours, location of the ceremony/event, type of quiet hour restriction requested, and a POC for any questions regarding the ceremony.

2.26.1.2. The following organizations must be included in the eSSS for comments and/or concurrence: 116 ACW, 461 ACW, 402d AMXG/CD, HMLA-773, Aero Club, 78 OSS/CC, 78 ABW/DS, 78 ABW/CV, 78 ABW/CCE, and 78 ABW/CC. Short notice requests will be followed up via telephone. Exceptions to approved quiet hours will be approved at the discretion of the 78 ABW/CC as they occur.

2.26.1.3. Once the 78 ABW/CC approves quiet hours, 78 OSS/OSA will notify the above organizations and AMOPS will submit a NOTAM stipulating the quiet hour period. If quiet hours are no longer needed prior to the expiration of the time window, the requesting agency will notify AMOPS at 468-2114/2115. AMOPS will notify the AOF/CC and Robins Tower that quiet hours have been terminated.

2.26.2. Types of quiet hours are as follows:

2.26.2.1. Pre-Approved Quiet Hours. Quiet hours are pre-approved for WR-ALC/CC, 78 ABW/CC, 116 ACW/CC, and 461 ACW/CC changes of command (when located on Robins AFB), Tattoo Ceremony, and Camellia Gardens Memorial Service. During these periods, total quiet hours are in effect. Although pre-approved, ceremony POCs must coordinate with 78 OSS/OSA IAW **paragraph 2.26.1**.

2.26.2.2. Total Quiet Hours. Departures, arrivals, engine runs, and auxiliary power units (APUs) are not authorized.

2.26.2.3. Northern Quiet Hours. Departures and arrivals are not authorized. Engine runs and APUs are not authorized north of Taxiway Bravo, but are authorized south of Taxiway Bravo.

2.26.2.4. Southern Quiet Hours. Departures and arrivals are not authorized. Engine runs and APUs are not authorized south of Taxiway Bravo, but are authorized north of Taxiway Bravo.

2.26.2.5. Limited Quiet Hours. Aircraft movements are restricted to departures and one straight-in full-stop approach only. Overhead patterns are prohibited. Engine runs and APUs will be limited to the maximum extent possible.

2.26.3. Since quiet hours impact airfield operations, the time window for quiet hours should be minimized to the maximum extent possible (ideally, not to exceed 30 minutes).

2.26.4. Priority aircraft as defined in FAA JO 7110.65 (e.g., AIREVAC, MEDEVAC, LIFEGUARD, HHQ, etc.) and military aircraft carrying distinguished visitors Code 6 or higher are exempt from quiet hour restrictions.

2.27. Procedures for Protecting Precision Approach Critical Areas. (See [Attachment 5](#))

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

2.27.2. Precision approach critical areas are part of the CMA and are designated by instrument hold lines located on Taxiways J, D East, the south end of E, F1, and A. All vehicles shall hold short of the instrument hold lines and request permission from Robins Ground prior to entering the precision approach critical area.

2.27.3. Subsequent to Robins Ground permission to proceed on Taxiway E CMA, vehicles may proceed into the southeast precision approach critical area located on the southern portion of E without additional permissions.

2.28. Restricted/Classified Areas on the Airfield. Restricted areas include the JSTARS Ramp, the APA (when aircraft presence determines the need), and the Alert Parking Spot located on the TA Apron (only when in use). Temporary Restricted Areas may be established based on situations on the airfield at any time, with coordination with 78 SFS. Robins AFB has no designated Classified Areas on the airfield.

2.29. Auxiliary Power for ATCALs Facilities. Robins Tower and all AFMC-owned-and-operated navigational aids will remain on commercial power when severe weather is anticipated. All ATCALs are equipped with generators with auto-start and power transfer capability in case of commercial power outage.

2.30. Airfield Tobacco Use Policy. Tobacco use is prohibited in all Robins Air Force Base airfield facilities. Tobacco use is prohibited within 50 feet of hangars, aircraft, warehouses, repair docks, paint and dope shops, petroleum oil lubricants, vehicle maintenance shops, gasoline dispensing operations, bulk oxygen storage facilities, areas where bituminous or plastic coatings are being applied, flammable liquid or gas handling storage areas, and aircraft parking areas. Tobacco use is restricted to Designated Tobacco Areas only, and all personnel are subject to the restrictions prescribed in AFI 40-102, *Tobacco Use in the Air Force*, and RAFBI 32-2001, *The Fire Protection Operations and Fire Prevention Program*.

Chapter 3

FLYING PROCEDURES

3.1. Flying Areas. (See [Attachment 3](#))

3.1.1. Visual Flight Rules (VFR) Local Training Areas. (See [Figure A3.2](#))

3.1.2. Terminal Radar Service Area (TRSA). Terminal radar service is provided by Atlanta TRACON within a 20 NM radius of MCN VORTAC. When Atlanta TRACON is closed, TRSA services are not available. USAF and Robins AFB Aero Club aircraft operating VFR shall participate to the maximum extent possible. (See [Figure A3.2](#))

3.1.3. Terrain Flight (TERF) Operations. TERF operations inside Robins Class Delta will take place under Visual Meteorological Conditions at or below 500' MSL, and will avoid flying over populated areas and No Fly areas. TERF will not be conducted in Robins airspace during Bird Watch Condition SEVERE. TERF will take place in the vicinity of the East Downwind pattern within the geographic area depicted in [Figure A3.3](#).

3.2. VFR Procedures.

3.2.1. VFR Weather Minimums. VFR weather conditions at Robins are defined as a ground visibility of at least 3 miles and a ceiling of 1,000 feet or greater. Pilots filing VFR into or out of Robins AFB are advised to additionally check MCN airport weather (ATIS 120.775) to ascertain the Class D airspace condition status.

3.2.2. All VFR arrivals, if able, will contact Atlanta TRACON for initial sequencing and advisories at least 20 NM from Robins AFB.

3.2.3. VFR Traffic Patterns. (See [Attachment 4](#))

3.2.3.1. Helicopter Pattern. Pattern altitude is 800' MSL. Whenever the reported ceiling is less than 1,000' AGL or visibility is less than 3 miles the helicopter pattern will not be flown.

3.2.3.2. Rectangular Pattern. Pattern altitude is 1,800' MSL for fighter type aircraft and 1,300' MSL for all other aircraft. Whenever the reported ceiling is less than 2,000' AGL (fighters) or 1,500' AGL (all others) or visibility is less than 3 miles, the rectangular pattern will not be flown.

3.2.3.3. Initial/Overhead Pattern. Pattern altitude is 1,800' MSL. Unless Robins Tower directs or approves otherwise, all aircraft will break over the approach end of the runway. Whenever the reported ceiling is less than 2,000' AGL or visibility is less than 3 miles, the overhead pattern will not be flown.

3.2.3.4. Unless approved by Robins Tower, all turns are made to the east (i.e. Runway 33: right turns; Runway 15: left turns).

3.3. Special Procedures.

3.3.1. Protection of the 360 Overhead Pattern. Anytime aircraft are in the overhead pattern, tower shall restrict departures to 1,300 feet MSL until the departure end of the runway.

3.3.2. Helicopter Operations. At the discretion of Robins Tower, helicopters may be directed to the landing area without entering the standard traffic pattern.

3.3.2.1. Taxi Operations. Landing and departing helicopters should hover/air taxi on/over paved areas to the maximum extent possible.

3.3.2.1.1. The Red Dog Mat is the primary VFR takeoff and landing area for HMLA-773 helicopters. The Red Dog Mat is located on Taxiway E between Taxiway L and the Fire Lane Road. (See [Figure A4.3](#))

3.4. Reduced Same Runway Separation (RSRS) Procedures. HQ AFMC authorizes the use of RSRS standards based on 78 ABW/CC established procedures. The following defines RSRS standards that may be used at Robins AFB, and applied between USAF aircraft only.

3.4.1. Transient aircrews not assigned to USAF may not participate in RSRS unless an LOA approved by HQ AFMC/A3 is in effect. In addition, 116/461 ACW aircraft will not participate in RSRS operations.

3.4.2. Conditions for application of RSRS standards.

3.4.2.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks for daytime and nighttime.

3.4.2.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. Aircrews must inform Robins Tower as soon as possible if RSRS cannot be accepted so Robins Tower can adjust sequencing as necessary. When refused, normal FAAO 7110.65 separation standards apply.

3.4.2.3. Aircraft will not overfly aircraft on the runway. Responsibility for separation rests with the pilot.

3.4.2.4. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases.

3.4.2.5. Same aircraft means same airframe (i.e., F-15 behind F-15, T-38 behind T-38/AT-38, KC-135 behind RC-135, etc.).

3.4.2.6. All other fighter and trainer type operations mean not the same airframe (i.e., F-15 behind F-16, F-16 behind A-10, etc.).

3.4.3. RSRS standards are NOT authorized under the following situations:

3.4.3.1. Any situation involving an emergency aircraft.

3.4.3.2. Touch-and-go behind full stop.

3.4.3.3. Low approach behind a touch-and-go.

3.4.3.4. Any situation involving aircraft “cleared for the option” or “cleared stop and go.”

3.4.3.5. To “heavy” aircraft (capable of takeoffs weights of more than 255,000 pounds) other than Fullstop following Fullstop.

3.4.3.6. When braking action reports of less than “Fair” are reported.

3.4.4. RSRS between formation full stops (holding hands) are authorized provided all aircraft involved are the same type aircraft (all F-15s, all F-16s, etc.). Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

3.4.5. Robins Tower will control formation flights as a single aircraft and does not apply RSRS standards between aircraft within the same formation. Separation between aircraft within the formation is the responsibility of the pilots.

Table 3.1. Daytime RSRS 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	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Same Trainer-Type or T-6 behind T-1/T-38 Aircraft	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Dissimilar Fighter/Trainer- Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Non-Heavy, Tactical Airlift Type (e.g. C-130s)	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'	3,000'
Same-Type Aircraft Formations	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Type Heavy, FS Only	*	*	*	8,000'	*	*	*

Table 3.2. Nighttime RSRS Standards (After civil twilight).

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	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Trainer-Type or T-6 behind T-1/T-38 Aircraft	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Dissimilar Fighter/Trainer- Type	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Non-Heavy, Tactical Airlift Type (e.g. C-130s)	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same-Type Aircraft Formations	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'	6,000'
Same Type Heavy, FS Only	*	*	*	8,000'	*	*	*

* **Note:** Standard FAA JO 7110.65 separation will be applied.

3.5. Intersection Departures. Pilots may request, or controllers may initiate, a departure from a runway intersection to expedite movement.

3.5.1. Locally, the 339 FLTS commander has approved for all unit-assigned aircraft, intersection A for Runway 33, and intersection C for Runway 15.

Table 3.3. Distances Remaining for Intersection Departures.

Intersection	Runway 33	Runway 15
Taxiway A	10,600 ft available	N/A
Taxiway B	6,700 ft available	5,300 ft available
Taxiway C	3,900 ft available	8,100 ft available

3.6. Instrument Flight Rules (IFR) Procedures.

3.6.1. Radar Traffic Patterns. (See **Figures A4.1** and **A4.2**)

3.6.2. Local Departure Procedures. All IFR departures should expect a radar vector from Atlanta TRACON and a 3,000-foot altitude restriction on departure unless otherwise coordinated with Robins Ground (e.g. quick-climb to 15,000' by an F-15).

3.6.3. Standard Climb-Out Instructions.

3.6.3.1. Runway 33. Turn right heading 110°, within 1.5 NM of the departure end of the runway, maintain 3,000' MSL.

3.6.3.2. Runway 15. Turn left heading 050°, maintain 3,000' MSL.

3.6.4. Multiple Approach Procedures. Multiple touch-and-go, stop-and-go, and low approaches may be accomplished at the discretion of Atlanta TRACON and Robins Tower based upon workload and traffic/weather conditions.

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

Chapter 4

EMERGENCY PROCEDURES

4.1. Emergency Response Procedures: In-Flight/Ground Emergency (On/Off Base). Base and depot activities will handle emergency situations according to RAFB IEMP 10-2, *Installation Emergency Management Plan*. An emergency includes any situation which places an aircraft in danger, uncertainty, or distress. The pilot, ATC facilities, or officials responsible for the operation of the aircraft may declare an emergency involving aircraft on the ground or in the air. Any delays or reluctance on the part of the pilot to declare an emergency could result in emergency vehicles and support agencies not responding in time to save lives or property. Only the designated Incident Commander (IC) may terminate the emergency. Aircraft movement will be approved by the Fire Emergency Service Flight (778 CES/CEXF). If an aircraft is damaged during landing, it will not be moved until released by the installation Flight Safety Office.

4.1.1. When Robins Tower receives information concerning an aircraft accident, emergency, bomb threat, etc., the PCAS shall be activated and AMOPS shall activate the SCN, both IAW with this instruction. It is imperative that Robins Tower and AMOPS have knowledge of any airfield emergency, whether or not an aircraft is involved, in order to ensure that proper protective measures can be implemented. Anyone observing an incident that could be classified as an emergency should immediately contact AMOPS and/or Robins Tower by the most expeditious means.

4.1.2. Crash recovery support will be IAW RAFB 21-115, *Crashed, Damaged or Disabled Aircraft Recovery (CDDAR)*. TA will provide assistance as required.

4.1.3. On/Off-Base Mishap Response Procedures. Aircraft mishaps occurring on/off base will be handled IAW RAFB IEMP 10-2, RAFB Plan 91-1, *Aircraft Mishap Response Plan*, and locally established checklists.

4.1.4. Releasing Information. Airfield Operations personnel shall not release information regarding aircraft incidents, accidents, or operations to unauthorized agencies IAW AFI 13-204V3. Personnel requesting information shall be referred to 78 ABW/PA during normal duty hours and to Robins Command Post after duty hours.

4.2. Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN).

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

- 4.2.1.1. Emergency or controlled bailout/jettison.
- 4.2.1.2. Hot brakes (actual or suspected).
- 4.2.1.3. Emergency Power Unit (EPU) activation or suspected hydrazine leak.
- 4.2.1.4. Airfield attack (actual or simulated).
- 4.2.1.5. Fuel spills (when requested by Fire Emergency Services).
- 4.2.1.6. Arresting cable engagements.
- 4.2.1.7. Emergency fuel aircraft.

- 4.2.1.8. Stop Alert (unauthorized landing, movement, or hijack).
 - 4.2.1.9. Robins Tower evacuation.
 - 4.2.1.10. Known No Radio (NORDO) aircraft.
 - 4.2.1.11. Aircraft or facility bomb threats.
- 4.2.2. The PCAS circuit consists of the following five agencies (two are receive-only extensions):
- 4.2.2.1. AMOPS.
 - 4.2.2.2. Fire Emergency Services.
 - 4.2.2.3. Flight Medicine (normal duty hours only).
 - 4.2.2.4. Robins Command Post (receive only).
 - 4.2.2.5. Base Defense Operations Center (receive only).
- 4.2.3. Response to PCAS Activation. Upon activation, parties on the PCAS shall pick up the receiver and standby for the message, IAW their specific unit directives. When all parties are on the line, the following information shall be relayed:
- 4.2.3.1. Aircraft call sign.
 - 4.2.3.2. Type of aircraft.
 - 4.2.3.3. Nature of emergency.
 - 4.2.3.4. Pilot's intentions or specific instructions.
 - 4.2.3.5. Number of personnel on board and location on the aircraft, if known.
 - 4.2.3.6. Fuel remaining, if known.
 - 4.2.3.7. Estimated time of arrival or last known position.
 - 4.2.3.8. Wind information.
 - 4.2.3.9. Anticipated landing runway.
 - 4.2.3.10. Hazardous material/munitions, if known. **Note:** Do not terminate your PCAS connection until released by Robins Tower.
- 4.2.4. In the event of a PCAS outage, Robins Tower will relay the emergency information to AMOPS for dissemination to alert effected agencies via the SCN.
- 4.2.5. Robins Tower shall test the PCAS circuit daily between 0800L and 0815L.
- 4.2.6. Activation of the SCN. AMOPS will activate the SCN immediately after receiving information over the PCAS or from other means that are reporting an airfield-related emergency. Agencies not responding will be called via base telephone extensions. The type of emergency/exercise identified will be read verbatim, distinctly, and chronologically. Personnel receiving information will listen and copy without interruption. Information will be repeated at the end, if requested. **Note:** When the SCN is activated for an emergency on the airfield that is reported by other than Robins Tower, AMOPS will notify Robins Tower immediately.

4.2.7. The SCN consists of the following agencies:

- 4.2.7.1. Fire Emergency Services.
- 4.2.7.2. Base Defense Operations Center.
- 4.2.7.3. Public Affairs.
- 4.2.7.4. Flight Safety.
- 4.2.7.5. Readiness and Emergency Management Division.
- 4.2.7.6. Installation Commander.
- 4.2.7.7. Transient Alert.
- 4.2.7.8. Robins Command Post.
- 4.2.7.9. Civil Engineering.
- 4.2.7.10. 402d AMXG Maintenance Operations Center.
- 4.2.7.11. Base Weather Station.
- 4.2.7.12. 116th ACW Maintenance Operations Center.
- 4.2.7.13. 116th Airfield Management.
- 4.2.7.14. Flight Medicine, (normal duty hours only).
- 4.2.7.15. Crisis Action Team, (when activated).
- 4.2.7.16. Emergency Operations Center, (when activated).

4.2.8. A test of the SCN will be made daily after the PCAS test. A test of backup SCN shall occur weekly on Wednesdays. Do not terminate your SCN connection until released by AMOPS.

4.2.9. Receive and transmit capability on the PCAS/SCN is limited by regulation to those activities having responsibilities directly related to an aircraft crash, or major accident. Additional receive-only stations may be added to the PCAS/SCN with the approval of the 78 OSS/CC IAW AFI 13-204V3.

4.3. External Stores Jettison Area Procedures. The recommended external stores jettison area and cargo jettison area is located southeast of the airfield along the extended centerline of Runway 33. The zone is approximately 1.5 NM long, 1 NM wide, and is centered on the MCN VORTAC 138 degree radial between the 6.5 and 8 DME. The jettison is made immediately upon entering the area at an altitude not above 1,500 feet MSL. When possible, pilots will use ILS with radar assistance from Atlanta TRACON for jettisoning stores/cargo.

4.3.1. If the weapons fragmentation pattern for the stores being jettisoned requires a higher altitude, coordinate with ATC. When communications cannot be established, the jettison will be made inbound on the 138 degree radial off of the MCN VORTAC immediately after passing 8 DME.

4.3.2. After recovery at Robins AFB, report details of jettisoning to 78 OSS Trusted Agent Workflow at 78oss.ta.workflow@us.af.mil for reporting to 78 CEG/CEAN. If munitions were jettisoned, 78 OSS/CC will report type and location to 116 CES/CED.

4.3.2.1. Details should include what and where munitions were dropped or jettisoned.

4.4. Fuel Dumping. The primary fuel dump area is on the Colliers (113.9 IRQ) 217 radial between the 25 NM and the 50 NM fixes at or above FL210, holding southwest (right hand pattern). DO NOT depart the holding pattern until dumping is complete.

4.4.1. Only emergency aircraft are authorized to jettison fuel.

4.4.2. Each flying unit's OG/CC or designated representative is the approval authority for fuel jettisoning.

4.4.3. Advise Atlanta Center prior to and upon completion of fuel jettisoning.

4.5. Emergency Aircraft Arresting System Procedures.

4.5.1. If hydrazine is involved, the aircraft will not be moved until the spill is contained and mitigated according to the Hazmat Response Checklists in *Robins AFB Installation Emergency Management Plan (IEMP) 10-2*. Additionally, the organizations listed below have the following specific responsibilities:

4.5.1.1. Robins Tower shall:

4.5.1.1.1. Activate the Primary Crash Alarm System (PCAS) immediately upon notification of an impending barrier engagement.

4.5.1.1.2. Raise the departure end BAK-12/14 unless an approach end cable is requested.

4.5.1.1.3. Notify the Senior Fire Officer (SFO) when the emergency aircraft is next to land.

4.5.1.1.4. After the aircraft has engaged the barrier, suspend runway operations and authorize emergency vehicles onto the runway.

4.5.1.1.5. Relay information to and from the aircraft commander and emergency personnel, as needed.

4.5.1.2. AMOPS shall:

4.5.1.2.1. Activate the Secondary Crash Net (SCN) and pass all known information.

4.5.1.2.2. Inspect the runway area used for the engagement after the aircraft has been removed from the runway. Inspection of the entire runway is at the discretion of the AFM.

4.5.1.2.3. Resume runway operations for restricted or normal use, as necessary.

4.5.1.2.4. Post the status of the arresting systems in the flight planning area, Building 110, and issue NOTAMs as required.

4.5.1.3. Barrier Maintenance shall:

4.5.1.3.1. Time permitting, inspect the arresting system prior to engagement for operational readiness.

4.5.1.3.2. Lock the barrier brakes and notify the SFO and TA when the "Brakes are locked" after the aircraft has engaged the cable.

4.5.1.3.3. Inspect and rewind the cable after the aircraft is removed.

4.5.1.3.4. Certify the safety/operational readiness of the barriers after an engagement, and notify AMOPS when the barrier is in-service.

4.5.1.4. Transient Alert shall:

4.5.1.4.1. Ensure that towing equipment is available, if needed.

4.5.1.4.2. Respond to the assembly point.

4.5.1.4.3. Tow the aircraft off the runway.

4.5.1.5. Fire Emergency Service shall:

4.5.1.5.1. Respond to emergency standby positions.

4.5.1.5.2. Respond to aircraft position after landing to ensure safety of the pilot and aircraft.

4.5.1.5.3. Chock and pin the aircraft's wheels as directed by the SFO. **CAUTION:** Do not chock or pin the nose wheel while aircraft engines are running.

4.5.1.5.4. Additionally, after duty hours:

4.5.1.5.4.1. Rewind/inspect the cable after engagement.

4.5.1.5.4.2. Lock brakes in barrier houses at the direction of the SFO, who then relays this information to the AFM or designated representative.

4.5.2. The cable will be lowered after the arresting system is returned to service. Under normal circumstances, the arresting system is normally operational within 30 minutes for successive engagements.

4.6. Hot Brake Procedures.

4.6.1. All hot brake situations, potential and confirmed, will be handled as emergencies. Robins Tower will activate the PCAS. AMOPS will activate the SCN.

4.6.2. Hot Brake Areas. Runway 33: Taxiways D East/West, Runway 15: Taxiways F and A. (See Attachment 2)

4.7. Abandonment of Aircraft.

4.7.1. Controlled Bailout Procedures. The controlled bailout area is located on the MCN 120° radial from 8 to 10 DME. Aircrews should approach the area on a 120° heading at a minimum altitude of 2,000' MSL. If able, bring throttles to idle and initiate ejection passing 8 DME. If unable, aircrews will attempt to bail out at a location that is optimum for crew survival and minimizes damage from aircraft-ground impact.

4.7.2. Plotting Aircraft Coordinates. Robins Tower personnel will (when applicable) plot aircraft/incident area coordinates using the Base Grid Map and relay information to appropriate agencies when requested.

4.8. Emergency Locator Transmitter (ELT) Procedures.

4.8.1. Operational ground testing of ELTs is 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.

4.8.1.1. Maintenance personnel will coordinate all ELT tests with Robins Ground on 121.8 or 275.8.

4.8.1.2. Robins Ground will advise maintenance personnel of the results of the ELT test.

4.8.2. AMOPS is designated as the control coordinator for unscheduled ELT signals.

4.8.2.1. Robins Tower will notify AMOPS when an unscheduled ELT signal is received on frequencies 121.5 and/or 243.0 MHz. AMOPS personnel will notify required local agencies and initiate search actions to locate and silence signals caused by inadvertent activation. Life Support will assist AMOPS in search actions, as needed.

4.8.3. If there is evidence the ELT signal is being received from a downed aircraft, Robins Tower will activate the PCAS and notify Atlanta Center.

4.9. Hung Ordnance Procedures. Aircrews experiencing hot gun/hung ordnance (weapons or flares) will advise Atlanta TRACON or Robins Tower on initial contact of the situation, declare an emergency and request routing to avoid populated areas.

4.9.1. Upon notification of an aircraft with hot gun/hung ordnance, Robins Tower will:

4.9.1.1. Activate the PCAS and pass all known information.

4.9.1.2. Taxi the aircraft to the primary hot gun/hung ordnance parking area. If the primary location is not available coordinate with AMOPS for an alternate location. **Note:** Hung chaff is not considered hung ordnance. Such aircraft will recover via normal recovery and parking procedures.

4.9.2. Hot Gun/Hung Ordnance Area. Aircraft with ordnance not deemed safe according to the applicable technical order (T.O.) will park on Taxiway D East heading 010°. The primary hot gun/hung ordnance area for HMLA-773 helicopters is the APA, Stub 5, heading ESE or as directed by the SFO. (See [Attachment 2](#))

4.10. Evacuation of Airfield Operations Facilities and Alternate Facility Procedures.

4.10.1. Robins Tower will be evacuated when:

4.10.1.1. Wind speeds reach 60 knots either sustained or in gusts.

4.10.1.2. A tornado is observed and the movement is such that it will pass in close proximity to the airport.

4.10.1.3. A fire, observed or reported, which could endanger personnel in Robins Tower.

4.10.1.4. A facility bomb threat has been received.

4.10.1.5. Whenever the AOF/CC, CCTLR, or WS deems it necessary.

4.10.2. During Robins Tower evacuation, the airfield will be uncontrolled and Robins Class D airspace will revert to Class E airspace. Robins Tower does not have an alternate facility.

4.10.3. Upon returning to Robins Tower, the WS will accomplish the facility opening checklist. After the opening checklist is completed, the Watch Supervisor will advise the

appropriate facilities that Robins Tower has returned to service and is operational. At that time, normal air traffic control operations will resume.

4.10.4. When AMOPS is evacuated the following will occur:

4.10.4.1. AMOPS will activate the SCN.

4.10.4.2. AMOPS will inform OSS personnel in building 110 that AMOPS is evacuating (state reason).

4.10.4.3. The designated evacuation facility is Building 2045.

4.10.4.4. Once AMOPS is at its evacuation facility, AMOPS will activate the SCN via conference call to inform agencies of their new location, phone number(s), and fax number. Recording capability of AMOPS communications is not available at alternate facility.

4.10.4.5. Prior to returning to building 110, AMOPS will activate the SCN to inform agencies of its relocating to building 110. Once located at building 110, AMOPS will activate the SCN to inform agencies that they are back to normal operation.

4.11. Hydrazine Procedures. Robins Tower will activate the PCAS for all suspected and confirmed hydrazine leaks. Aircraft which have activated the emergency power unit or are suspected of having a hydrazine leak, will be parked on Taxiway D West or Taxiway F. (See [Attachment 2](#))

4.12. Unlawful Seizure of Aircraft. RAFB PLAN 13-207, *Unlawful Seizure of Aircraft*, outlines responsibilities and specific procedures for base and depot activities regarding aircraft theft and hijack. Also see AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijack)* for further guidance. Robins Tower will safeguard against, and handle acts of unlawful seizure, as follows:

4.12.1. Anti-theft. AMOPS will advise Robins Tower of all authorized aircraft ground taxi movements. Aircraft taxiing or requesting permission to taxi without prior notice will be delayed by Robins Tower until approval is obtained. If the aircraft continues the unauthorized operation, Robins Tower will broadcast on all necessary control frequencies for the aircraft to hold position. If the aircraft fails to respond, Robins Tower will activate the PCAS giving pertinent situation details, aircraft type, tail number, and position.

4.12.2. Hijack. Report known hijacking situations via the PCAS. Robins Tower will attempt to have the pilot taxi to the Hazardous Cargo Pad as appropriate, restrict other taxi movements in the area, assist the IC with communications as necessary or directed, and remain vigilant for detection of hijack signaling codes heard or observed.

Chapter 5

FLIGHT PLANNING PROCEDURES

5.1. General. All aircraft operating out of Robins AFB will have a valid flight plan (DD Form 175 or DD Form 1801) on file with AMOPS unless otherwise agreed upon in a LOA or approved support agreement.

5.1.1. In addition to a completed DD Form 175, local flight plans will include in the remarks section total personnel on board (POB), total flying time (TFT), and other appropriate comments in the remarks section (i.e., PPRs, DV Codes, TERF, etc.).

5.1.1.1. All DD Form 175 shall be sent thirty minutes prior and DD Form 1801 flight plans no later than two hours prior to departure to AMOPS and filed IAW the DoD FLIP, General Planning to allow time for processing and prevent departure delays.

5.1.2. All units will keep the Flight Orders, DD Form 365-4, and the original flight plans (DD Form 175 and DD Form 1801s) on file IAW applicable RDS. These procedures also apply to units participating in the Integrated Flight Management (IFM) sortie process.

5.1.3. Any changes to filed flight plans will be made as soon as updated information is available to avoid ATC delays.

5.1.4. Faxing Flight Plans to MOPS. Only locally assigned units, aircrews on temporary duty with or in support of locally assigned units, and visiting units with an LOA on file may fax their flight plans to AMOPS at DSN 468-7480 or 478-926-7480.

5.1.4.1. 339 FLTS, HMLA-773, and Aero Club aircraft commanders/pilot-in-command will assume overall responsibilities for fax transmission including verification that the correct data to include route(s) of flight were entered on the flight plan.

5.1.4.2. In the event of fax system failure, call AMOPS for additional instructions.

5.1.5. Aero Club will:

5.1.5.1. Telephone AMOPS for aircraft departing under VFR to training areas 1-4 and landing at Robins AFB. Provide the following information: Aircraft call sign, type aircraft with TD code, proposed departure time, duration of flight, number of persons on board, clearing authority, daily clearing code, requested area and altitude.

5.1.5.2. Aircraft under VFR flight plans for cross country will follow procedures as listed in [paragraph 5.1.5.1](#) and will close flight plans with appropriate Flight Service Station (FSS) upon arrival at destination.

5.1.5.3. Aircraft departing IFR will file flight plans IAW [paragraph 5.1](#).

5.1.5.4. Provide AMOPS with a current list of personnel authorized to clear flights, instructor pilots and standby list as soon as changes occur or at least annually in the month of January. Provide clearing codes no later than the 25th day of the previous month.

5.1.6. 116 OSS/OSA will: Input flight plans into the National Airspace System (NAS) using Aeronautical Information System Replacement (AISR). Assume all responsibility for information verification and transmission of flight plans into AISR and include WRB as an

addressee. Flight plans will be faxed and telephonically verified with AMOPS. In the event of 116 OSS AISR failure, fax or manually file flight plans with AMOPS and call to verify receipt.

5.1.7. AMOPS will:

5.1.7.1. Receive signed faxed flight plans and process them using normal procedures.

5.1.7.2. Participate in the IFM sortie process by verifying accuracy of the signed, faxed flight plans against flight plans in the system and calling AMC Flight Management at DSN 779-0301 for flight plan discrepancies or system outages.

5.2. Notice to Airmen (NOTAM) Procedures. AMOPS is responsible for Robins AFB NOTAMs. AMOPS personnel prepare and issue NOTAMs according to AFI 11-208(i), *Department of Defense Notice to Airmen (NOTAM) System*. Robins Tower is the Robins AFB NOTAM monitor facility.

5.3. Flight Information Publications (FLIP) and Aeronautical Charts. The AFM is the FLIPs OPR. Direct all errors, omissions, and recommended changes to FLIPs and aeronautical charts to the AFM, 78oss.osab@robins.af.mil. Aero Club and Civil Air Patrol only will provide FLIP quantity updates to AMOPS FLIP Manager, as required.

5.4. Prior Permission Requested (PPR) Procedures. All transient aircraft inbound to Robins AFB shall contact AMOPS to receive a PPR number IAW procedures published in the IFR Supplement.

Chapter 6

MISCELLANEOUS PROCEDURES

6.1. Airfield Operations Board (AOB). The AOB provides a forum for identifying ATC and airfield issues and promoting understanding of the relationship between ATC, airfield management, flying units, and safety; recommending improvements to ATC services, airfield safety, and terminal airspace management procedures, and coordinating and proposing new or revised procedures, methods, techniques, equipment, or facilities for the airfield or air traffic operations. The 78 ABW and 116 OG AOBs are combined into a single meeting. The 78 ABW is the lead unit for preparing, scheduling, and chairing the AOB. 116 OSS/OSA shall provide 78 OSS/OSA their required agenda items prior to the AOB. The AOB shall be conducted at least once per quarter IAW AFI 13-204V3.

6.1.1. Board Membership. The following offices shall be represented at each board meeting:

- 6.1.1.1. 78th Air Base Wing/CV (Board Chairperson).
- 6.1.1.2. 78th Mission Support Group/CC.
- 6.1.1.3. 339th Flight Test Squadron/CC.
- 6.1.1.4. 330th Combat Training Squadron/CC.
- 6.1.1.5. 12th Airborne Command and Control Squadron/CC.
- 6.1.1.6. 16th Airborne Command and Control Squadron/CC.
- 6.1.1.7. 128th Airborne Command and Control Squadron/CC.
- 6.1.1.8. 129th Combat Training Squadron/CC
- 6.1.1.9. 78th Air Base Wing/SE (Safety).
- 6.1.1.10. 116th Air Control Wing/SE (Safety).
- 6.1.1.11. 78th Civil Engineering Group/CL/CEN (Engineering).
- 6.1.1.12. 78th Civil Engineering Squadron/CL.
- 6.1.1.13. 116th Operations Support Squadron/CC/OSA.
- 6.1.1.14. 78th Operations Support Squadron/CC/OSA/OSAM/OSAT/OSM/OSW.
- 6.1.1.15. 402d Aircraft Maintenance Group.
- 6.1.1.16. Headquarters Air Force Materiel Command/A3O (TERPS).
- 6.1.1.17. Aero Club Manager.
- 6.1.1.18. Marine Light Attack Helicopter Squadron 773 (HMLA-773) CO/Safety.
- 6.1.1.19. 116th Operations Group/CC/OGV.
- 6.1.1.20. 461st Air Control Wing/SE (Safety).
- 6.1.1.21. 461st Operations Group/CC/OGV.
- 6.1.1.22. Robins Command Post.

6.1.1.23. In addition to those required, the following agencies will be extended invitations: 78th Civil Engineering Group/CEIEC, Atlanta TRACON, Eastern Service Area AFREP, MCN Tower, and offices necessary to meet the agenda.

6.1.2. Annual Review Items. IAW AFI 13-204V3, the following items shall be briefed at least annually; status updates will be provided each quarter except as indicated below:

- 6.1.2.1. Local Operating Procedures (LOP) Review (as required).
- 6.1.2.2. Terminal Instrument Procedures (TERPS) (fourth quarter).
- 6.1.2.3. Air Installation Compatible Use Zone (AICUZ) (as required).
- 6.1.2.4. Results of annual self-inspection.
- 6.1.2.5. Special Interest Items (SII) (as required).
- 6.1.2.6. Results of the Annual Airfield Certification/Safety Inspection (third quarter) and Quarterly Joint Inspection.
- 6.1.2.7. Aircraft Parking Plan (fourth quarter).
- 6.1.2.8. Status of existing airfield waivers.

6.2. Air Evacuation Notification and Response Procedures. AMOPS will notify Robins Tower, Fire Emergency Service, and 78th Medical Group of any inbound aeromedical aircraft. Robins Tower will relay any support requirements received from the aircrew to AMOPS.

6.3. Unscheduled/Unauthorized Aircraft Arrivals. Handling of unscheduled/unauthorized aircraft arrivals will be IAW RAFBI 31-101, *Integrated Defense Plan*.

6.3.1. No flight plan arrival with radio contact.

6.3.1.1. When Robins Tower receives notification through the ATC system of the arrival of a military aircraft for which a flight plan has not been received, Robins Tower will:

- 6.3.1.1.1. Pass to AMOPS the aircraft call sign, type, and estimated time of arrival (ETA).
- 6.3.1.1.2. Allow the aircraft to land.

6.3.1.2. When Robins tower receives notification through the ATC system of the arrival of a civil aircraft for which a flight plan has not been received, Robins Tower will:

- 6.3.1.2.1. Contact AMOPS via direct line to determine whether a flight plan has been filed/received.
- 6.3.1.2.2. Request the pilot contact AMOPS on pilot-to-dispatch (PTD) frequency 134.1. If the pilot is unable to contact AMOPS, relay the following information to AMOPS by direct landline:
 - 6.3.1.2.2.1. Aircraft identification and type.
 - 6.3.1.2.2.2. Departure and destination point.
 - 6.3.1.2.2.3. Type flight plan (VFR or IFR).
 - 6.3.1.2.2.4. DV/cargo/passenger information.

6.3.1.2.2.5. Intentions.

6.3.1.2.2.6. Prior Permission Required number.

6.3.1.3. When notified by Robins Tower of a “no flight plan” arrival with which communication has been established, AMOPS will:

6.3.1.3.1. Attempt to verify flight plan via FAA, FSS, calling departure point, etc.

6.3.1.3.2. Grant or deny landing approval, according to current instructions.

6.3.1.3.3. Notify base support units to provide special handling, security, medical support, etc.

6.3.2. No flight plan arrival without radio contact.

6.3.2.1. If an aircraft lands without having filed an inbound flight plan and without previous radio contact, Robins Tower will immediately:

6.3.2.1.1. Activate the PCAS and give pertinent details, such as aircraft type, landing runway, position, taxi routing, or suspicious actions. If the aircraft starts taxiing toward the east side of the airfield, immediately advise emergency response vehicles.

6.3.2.1.2. Attempt to establish communications with the aircraft. If contact with the aircraft is made, direct the pilot to Taxiway C west adjacent to Taxiway J. Attempt to determine the point of departure, intentions, original destination and if a flight plan has been filed.

6.3.2.2. After activation of the PCAS, AMOPS will:

6.3.2.2.1. Immediately respond to the scene to intercept and assist the SFS with the aircraft and crew.

6.3.2.2.2. Activate the SCN.

6.4. Distinguished Visitors (DV) Notification Procedures. DVs are O-7, SES, and higher positions. Lower grades/positions (IG Teams, etc.) may be included if approved by Protocol.

6.4.1. AMOPS will:

6.4.1.1. Verify proposed DV movements at the start of each shift. If any DVs are scheduled to arrive or depart Robins AFB that day, the information will be transferred to that day's events log. When an inbound message concerning an aircraft carrying a DV is received over the AISR, all information will be logged on the Distinguished Visitors Call List and the DV information will be passed to Robins Tower, Robins Command Post, and TA.

6.4.1.2. Activate the DV conference net anytime notification is received of a visiting General Officer or equivalent from any branch of service inbound to Robins AFB. This call will be made even if the General Officer is a thru passenger or crewmember.

6.4.1.3. Pass name, rank, branch of service, aircraft call sign, type of aircraft, estimated time of arrival (ETA; Local Time), point of departure, and any other known information over the DV conference net. In the case of a thru DV, AMOPS will ensure that they pass the anticipated ground time.

6.4.1.4. Poll the DV call list and post initials to ensure each station received the information. During normal duty hours if a station does not answer the DV conference net, call that station on a normal landline and pass the information.

6.4.1.5. AMOPS will not activate the DV conference net for Robins AFB assigned General Officers. When WR-ALC/CC is inbound during normal duty hours, AMOPS will notify WR-ALC Command Section. After normal duty hours notify the Robins Command Post. When notification is received that a HQ Air Force Reserve Command (AFRC) assigned General Officer is inbound, notify the AFRC Command Center.

6.4.1.6. Responsible Protocol offices must e-mail approved welcome and farewell messages to be placed on the electronic marquee for visiting DVs at least 48 hours prior to DVs arrival along with the times the message should be displayed. Email marquee requests to 78oss.osa.workflow@robins.af.mil. AMOPS will place the messages on the marquee at the requested times.

6.4.1.7. Activate the DV conference net to pass the 20-mile call upon notification from the tower.

6.4.1.8. Pass any change of arrival time of 10 minutes or more over the DV conference net.

6.4.1.9. When an aircraft is inbound to pick-up a DV, call Protocol for visiting DVs or the appropriate office for base assigned DVs on a normal landline and pass all known information.

6.4.1.10. Unless pre-coordinated or unusual conditions exist, park all DV aircraft on the red carpet. If there are multiple DV aircraft, park the aircraft carrying the highest - ranking DV on the red carpet.

6.4.2. Robins Tower will:

6.4.2.1. Notify AMOPS when a DV aircraft is 20 flying miles from the airfield.

6.4.2.2. Taxi all DV aircraft in and out of the ramp via Taxiway G1 unless otherwise specified by AMOPS.

6.4.3. TA will:

6.4.3.1. Provide "Follow-me" service to DV aircraft from the intersection of Taxiway G1 and the ramp unless otherwise specified by AMOPS.

6.4.3.2. Coordinate changes in aircraft parking location and route with AMOPS.

6.4.3.3. Notify the Fuels Service Center to have a fuel truck standing by at aircraft's block time.

6.4.3.4. Ensure appropriate power units, unloading stands, fire bottles and stairs (if needed) are available to provide optimum service.

6.4.3.5. Notify AMOPS immediately of any known problems concerning movement or handling of the DV aircraft.

6.5. Dangerous/Hazardous Cargo. AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, and AFMAN 24-204, *Preparing Hazardous Materials for*

Military Air Shipments, outline handling and precautionary measures for aircraft carrying hazardous material.

6.5.1. Hazardous (Hot) Cargo Parking Areas. Aircraft supporting shipments of Hazard Classification/Division (HC/D) 1.1 (Mass explosion hazard), HC/D 1.2.1, 1.2.2, 1.2.3 (Non -mass explosion, fragment producing hazard), HC/D 1.3 (Mass fire, no blast or fragment) will be parked at one of the two designated Hot Cargo Parking Spots (HCP located between Taxiways H and C or on APA Spots 4 -6) as determined by AMOPS. HC/D 1.4 (Moderate fire, no blast or fragment hazard) may be parked at either of the Hot Cargo Parking Spots listed above or on the apron in front of building 127. Aircraft will not use HCP as a taxilane unless directed by ATC.

Table 6.1. Explosive limits at HCP.

SITED NEWQD	(xx)HC/D MCE/LSRN
27,000 lbs	(12)1.1
30,000 lbs	1.2.1>450
100,000 lbs	1.2.2
50,000 lbs	(12)1.2.3<450
100,000 lbs	1.3
Capacity	1.4

Table 6.2. Explosive limits at APA.

SITED NEWQD	(xx)HC/D MCE/LSRN
24,600 lbs	(12)1.1
40,180 lbs	1.2.1>450
100,000 lbs	1.2.2
100,000 lbs	(12)1.2.3<450
100,000 lbs	1.3
Capacity	1.4
Note: Parking aircraft supporting shipments of explosives on the APA must be coordinated with HMLA-773.	

6.5.1.1. Aircraft with only HC/D 1.4 may be parked on the apron in front of building 127. There is not a limit on the amount that may be parked on the apron, but limited to physical capacity.

6.5.1.2. Posting Firefighting Symbols at Flightline Sited Explosives Locations.

6.5.1.2.1. Identify aircraft loaded with non-nuclear weapons with symbols posted at each aircraft.

6.5.1.2.2. One fire symbol may be posted at the entry point (point of entry for fire-fighting personnel) to an aircraft area.

6.5.1.2.3. Notify Fire Emergency Service when each aircraft is loaded or unloaded. Give aircraft parking location and type of explosives involved.

6.5.2. Routine use of Robins AFB by transient, explosives-loaded aircraft carrying DoD Class/Division 1.1 or 1.2 munitions and/or Department of Transportation (DoT) Class A/B poisons is discouraged. However, Robins AFB can support mission essential movements of munitions or hazardous cargo destined for Robins AFB, and/or in-flight emergencies when required.

6.5.3. If the pilot of an explosives loaded aircraft or a hazardous cargo aircraft declares an in-flight emergency and requires landing at Robins AFB, Robins Tower shall activate the PCAS and, in addition to the information in **paragraph 4.1.3**, relay the following information:

6.5.3.1. Hazardous material on board (DoT or DoD Class/Division).

6.5.3.2. Aircraft position.

6.5.3.3. Net Explosive Weight (NEW).

6.5.4. Upon landing, aircraft will be instructed to proceed to the Hot Cargo Pad or designated parking spot, IAW paragraph 6.5.1.

6.5.5. If MOC/Command Post receives notification (by means other than the SCN) of an in-flight emergency involving an explosives loaded aircraft or an aircraft with hazardous cargo aboard, they shall relay all information to Robins Tower. Robins Tower will then activate the PCAS.

6.5.6. The AFM or designated representative will ensure the Department of Transportation (DOT) class of hazardous material on board is passed if Air Force Rescue Coordination Center (AFRCC) is notified of an overdue or missing aircraft. The AFM is also responsible for alerting all required base support activities and ensuring notification and coordination requirements are completed and complied with according to the requirements and procedures of AFJI 11-204, Operational Procedures for Aircraft Carrying Hazardous Materials.

6.5.7. Base support agencies include:

6.5.7.1. Robins Tower.

6.5.7.2. Air/Passenger Terminal, building 127, when staffed.

6.5.7.3. Fire Emergency Service.

6.5.7.4. Security Forces Operations.

6.5.7.5. Disaster Response Force as required.

6.5.8. Base and mission partner agencies receiving or having information on arrival or departure of aircraft carrying hazardous materials shall immediately notify AMOPS.

6.6. F-15 Landing Gear Inspection Procedures. F-15 aircraft experiencing hydraulic or landing gear malfunctions may request to fly by Robins Tower and/or F-15 Functional Test Maintenance (Bldg. 131) for visual confirmation of landing gear/ gear door position to determine whether a barrier engagement is required.

6.6.1. When available, visual inspection from another airborne F -15 is preferred over visual inspection from tower/ground based personnel.

6.6.2. Pilots shall advise Robins Tower as soon as possible when a landing gear inspection is required.

6.6.2.1. Pilots requesting to fly the below procedures will use the term “Landing Gear Inspection Procedure.”

6.6.2.1.1. Controllers shall acknowledge the request for the Landing Gear Inspection Procedure (traffic permitting) with “Landing Gear Inspection approved” or “Proceed as requested, use caution uncontrolled area” (controllers shall not “clear” aircraft for this procedure).

6.6.2.1.2. Controllers shall not approve the requested procedure when aircraft are taxiing/being towed on Taxiway G or H. **Note:** Taxiway G and H are uncontrolled movement areas.

6.6.2.1.3. Controllers shall broadcast via the Ramp Net and Robins Ground frequencies, “*Attention all vehicles and aircraft, use caution, F-15 commencing low-level flight east of Taxiway G and H at 100 feet.*”

6.6.3. Landing Gear Inspection Procedure. Pilots will configure aircraft and set up for the inspection pattern via published traffic pattern procedures. Upon approval for the Landing Gear Inspection Procedure, pilots will fly parallel to Taxiway G and H, offset slightly east to remain over the infield grass, and pass abeam Robins Tower cab at no lower than 100’ AGL. Pilots will reenter the VFR pattern as directed by Robins Tower.

6.6.3.1. Controllers conducting landing gear inspection should focus on confirming that all three landing gear are down and not cocked sideways. Additionally, the controller may be requested to verify the status of the main landing gear forward doors (open or closed). Controllers shall use phraseology IAW FAA JO 7110.65 when relaying their observations to the pilot “Landing gear appears (up/down), doors appear (open/closed).”

6.7. Fire Emergency Service Support to Flying Operations. The primary crash station is located near the intersection of Taxilanes C1 and C2 (See [Attachment 2](#)). Fire response personnel are on duty 24/7.

6.7.1. Aircraft Rescue & Fire Fighting (ARFF) Capability. When the ARFF capability falls below the minimum specified in AFI 32-2001, *Fire Emergency Services Program*, or when it subsequently changes Fire Emergency Service will immediately notify AMOPS. (See [Attachment 8](#))

6.7.2. Reduced ARFF. AMOPS personnel will immediately notify the following of the reduced ARFF capability:

6.7.2.1. Robins Tower.

6.7.2.2. Robins Command Post (RCP). RCP will in-turn contact:

6.7.2.2.1. 78 ABW/CC.

6.7.2.2.2. EOC Director (If applicable and/or if in Level C/Level D).

6.7.2.2.3. 116 OSS/OSA.

- 6.7.2.2.4. 413 FTG/CC.
- 6.7.2.2.5. 339 FLTS/CC.
- 6.7.2.2.6. 402 AMXG/MOC.
- 6.7.2.2.7. 116 ACW/MOC.
- 6.7.2.2.8. HMLA-773.

6.7.2.3. Transient Alert.

6.7.2.4. Airfield Operations Flight Commander (AOF/CC) and AFM.

6.7.2.5. Aero Club.

6.7.2.6. Transient aircrews preparing to depart.

6.7.3. Restrictions During Reduced Capability. Using Figure A8.1, OG/CCs, MXG/CCs or equivalent, respectively, will determine which activities, if any, will be curtailed during the period of reduced capability.

6.7.4. The 78 ABW/CC (may be delegated to 78 OSS/CC) will determine which restrictions, if any, will be imposed on transient aircraft and Robins Aero Club operations during the period of reduced capability and notify 78 OSS for dissemination.

6.7.5. 78 ABW/CC has authority to close the airfield/stop operations and will do so through the 78 OSS via NOTAM.

6.7.6. Coordination. When ARFF capability changes, 778 CES/CEXF will notify AMOPS personnel, who will, in turn, inform the agencies listed in paragraph 4.13.2. of the change.

6.8. Flight Safety.

6.8.1. Hazardous Air Traffic Report (HATR). AF Form 651, is available at AMOPS, Safety Office (78 ABW/SEF), or the AF E-publishing website <http://www.e-publishing.af.mil>. To improve aviation safety, report those incidents defined in AFI 91-202, *The US Air Force Mishap Prevention Program*.

6.8.2. HATR Reporting Procedures. Individuals should immediately report any incident affecting safety of flight to the nearest air traffic agency. File an AF Form 651 within 24 hours to the safety office at the landing airport. Reference AFI 91 -202 for further investigation and reporting.

6.9. Night Vision Device (NVD) Operations. Robins AFB does not conduct NVD Operations.

6.10. Local Aircraft Priorities. These priorities are established to facilitate mission accomplishment. When feasible, Robins Tower shall provide priority service in the order listed below. These priorities shall not take precedence over the priorities listed in FAA JO 7110.65.

- 6.10.1. DV/HHQ operations.
- 6.10.2. IFR full stop landings.
- 6.10.3. IFR departures.
- 6.10.4. Aerial Flight Test missions.
- 6.10.5. Ground Flight Test missions to include C-5/C-17 High Speed Taxi Checks.

- 6.10.6. Base-assigned practice IFR approaches.
- 6.10.7. Transient practice IFR approaches.
- 6.10.8. Practice VFR approaches/pattern work.
- 6.10.9. Civil aircraft practice approaches.

6.11. Lost Communications Instructions. All aircraft experiencing radio malfunctions or with no radio (NORDO) communications capability will handle the situation IAW the Aeronautical Information Manual.

6.11.1. Aircraft experiencing radio malfunctions prior to leaving the parking area shall ensure the equipment is repaired prior to taxiing for departure. If radio malfunction occurs after departing the parking area, watch the tower for a light gun signal or monitor tower frequency.

6.11.2. Attracting attention of Robins Tower. To attempt contact with Robins Tower, pilots should turn on a landing light and taxi the aircraft into a position, clear of the active runway, with its light visible to the tower. During night time operations, the pilot should flash landing lights towards the tower. Comply with the appropriate light gun signals received from Robins Tower. (See [Attachment 7](#))

6.11.3. Acknowledging Robins Tower broadcasts. Between sunrise and sunset, fixed -wing aircraft on the ground will acknowledge Robins Tower broadcasts or light gun signals by moving the ailerons or rudder. If the aircraft is in flight, acknowledge transmissions by rocking wings back and forth. Between sunset and sunrise, acknowledge Robins Tower broadcasts by flashing navigation or landing lights. Ensure the aircraft is positioned where the landing light is visible to Robins Tower. Between sunrise and sunset, helicopters will, while hovering, either turn the helicopter toward the controlling facility and flash the landing light or rock the tip path plane. While in flight, helicopters will either flash the landing light or rock the tip path plane. Between sunset and sunrise, helicopters will flash landing light or search light.

6.12. Opposite Direction Take-Offs and Landings. Opposite direction operations may only be approved if there is an operational requirement. ATC may deny/revoke opposite direction operations based on traffic density or other operational constraints.

6.12.1. Coordination procedures between ATC facilities and opposite direction cutoff points will be IAW the current Atlanta TRACON/Robins Tower LOA.

6.13. Breakout/Go Around/Missed Approach Procedures.

6.13.1. Under VFR conditions, aircraft will be instructed to go around and maintain 1,300' MSL and should expect closed traffic with Robins Tower or climb out to Atlanta TRACON. When instructed by Robins Tower to go around, offset east of the runway unless otherwise instructed. Go-around instructions will be, "Go Around, (reason), maintain 1,300' MSL."

6.13.2. Under IFR conditions, aircraft shall execute published missed approach procedures unless directed otherwise by Robins Tower/Atlanta TRACON.

6.14. Civil Aircraft Operations/Use of Military ATCALs.

6.14.1. Practice Approaches. Civil aircraft may use Robins AFB navigational aids or traffic pattern for practice low approaches only. Civil practice approaches are only authorized below FPCON Bravo.

6.14.2. Robins Tower Watch Supervisor may cancel civil practice approaches if service to military users is likely to be degraded because of traffic volume or other factors.

6.14.3. Landing. Only civil aircraft authorized by the provisions of AFI 10-1001, *Civil Aircraft Landing Permits*. With exception to aircraft experiencing emergency conditions, AMOPS makes the final determination on authority to land at Robins AFB.

6.15. Foreign Aircraft Landings at Robins AFB. Handling of foreign aircraft will be IAW AFI 10-1801, *Foreign Government Aircraft Landings at USAF Installations*; RAFBI 16-201, *Foreign Disclosure Visits and Disclosure of Military Information*; and RAFBI 13-101, *Integrated Defense Plan*.

6.15.1. Periodically, foreign aircraft request/require permission to land at Robins AFB for a variety of reasons, e.g., pick up parts from product directorates under Foreign Military Sales (FMS) agreement, gas and go, or remain overnight (RON). Under increased Force Protection Conditions (FPCON), it is essential aircraft be approved in advance and positive control of subject aircraft, crew, and passengers be provided.

6.15.2. In order for a foreign government aircraft to land at an Air Force base, the aircraft must have: (1) a diplomatic clearance issued by the State Department; (2) an Aircraft Landing Authorization Number (ALAN) issued by USAF/XOO-CA; and (3) a Prior Permission Request (PPR).

6.16. Aero Club Operations.

6.16.1. Robins Aero Club Flying Area is a VFR flying area within a 50 NM radius of Robins AFB. The area is divided into numbered areas (1 through 4) at cardinal compass points. (See [Figure A3.2](#))

6.16.1.1. Pilots should observe altitude limits when flying within the Atlanta Class B airspace and applicable restricted areas.

6.16.1.2. Robins AFB Aero Club student pilots are limited to a 25 NM radius of Robins AFB on local VFR flights.

6.16.2. Taxiing Requirements. Aero Club aircraft may be repositioned (taxied or towed) in the immediate vicinity of the Aero Club ramp without approval (for example, parking spot to fuel area, parking spot to hangar, and so forth).

6.16.3. Departures. Aero Club aircraft transiting from the Aero Club ramp normally use Taxiway C for Runway 15 and Taxiway B (via Taxiway H) for Runway 33 departures.

6.16.4. Aero Club will notify AMOPS if an aircraft diverts or if overdue aircraft procedures are to be initiated.

6.16.5. Disabled Aircraft. In the event of an Aero Club aircraft becomes disabled and unable to return to parking, Aero Club will provide appropriate support equipment to tow the aircraft back to parking.

6.16.6. Aero Club will ensure transient aircraft use all procedures in this instruction.

6.17. Weather Dissemination and Coordination Procedures.

6.17.1. Pilot Reports (PIREPS). Robins Tower will relay all PIREPS to the Base Weather Station. Pilots may report PIREPS directly to Pilot to Metro Service (PMSV; 349.85 MHz). Base Weather shall ensure Robins Tower is informed of PIREPS.

6.17.2. Lightning Warnings. When the Robins weather station broadcasts a lightning warning for lightning within 5 NM of the airfield, the following procedures apply:

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

6.17.2.2. Arriving aircraft shall be allowed to land, but the crew and passengers should expect to remain on board the aircraft until the lightning warning has expired. Crews will not receive any ground support during the warning period. Note: Robins Tower shall not deny departing aircraft taxi or departure clearances based only on severe weather warnings, watches, or advisories.

6.17.3. Hazardous/Severe Weather Notification Procedures.

6.17.3.1. Upon notification of a severe weather watch, AMOPS shall:

6.17.3.1.1. Notify Fuels Service Center (POL) , TA, and broadcast weather details via the Ramp Net.

6.17.3.2. When advised of a severe weather watch the Aero Club will:

6.17.3.2.1. When hangar space is available, the Aero Club Manager or designated representative will make the decision to hangar Aero Club aircraft and notify AMOPS.

6.17.3.2.2. Recall sufficient number of pilots needed to taxi/tow aircraft to hangar locations specified by AMOPS/TA.

6.17.3.2.3. Ensure pilots stop aircraft and engines prior to entering any hangar. Aircraft must be pulled, pushed, or towed into hangars for safety reasons.

6.18. Airfield Snow Removal Operations. IAW AFI 13-204V3 (AFMC Supplement), Robins AFB does not have snow removal procedures due to its geographical location.

6.19. Bird/Wildlife Control. 78 ABW/SEF is the OPR for the BASH program. A bird watch condition of moderate or severe and Phase II will be included on the ATIS broadcast. Program guidance can be found in RAFB Plan 91-212, *Bird Aircraft Strike Hazard (BASH)*. During bird watch conditions severe and moderate, Robins Tower will issue advisories to aircrews as required by RAFB Plan 91-212 and FAA JO 7110.65. Aircraft commanders will follow their parent MAJCOM or MAJCOM-equivalent restrictions for aircraft operations during bird watch conditions moderate and severe.

6.19.1. Bird Watch Conditions (BWC). See RAFB Plan 91-212 for additional details.

6.19.1.1. SEVERE: Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE.

6.19.1.2. MODERATE: Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

6.19.1.3. LOW: Bird activity on and around the airfield representing low potential for strikes. Continue with operations as normal.

6.20. Supervisor of Flying (SOF) Operating in the Tower. In the event the primary SOF vehicle is inoperative, Robins Tower may be designated as an alternate location. This plan is only applicable to local flying unit SOFs.

6.20.1. Robins Tower is solely responsible for control of aircraft within the Robins Class D airspace. The SOF is responsible for providing assistance to aircraft experiencing system difficulties, weather problems, etc.

6.20.1.1. Robins Tower shall:

6.20.1.1.1. Provide the SOF a position with the capability to monitor local, ground, and flight data control positions, one tunable UHF radio with transmit/receive capability.

6.20.1.1.2. Advise the SOF of any known condition that could affect the safe recovery of aircraft at Robins AFB.

6.20.1.2. SOF shall:

6.20.1.2.1. Advise Robins Tower before reporting to the tower to conduct alternate SOF operations.

6.20.1.2.2. Advise the WS of any known condition that could affect the safe and expeditious movement of aircraft.

6.20.1.2.3. Relay information requests, directions, and questions to controllers through the WS.

6.20.1.2.4. Coordinate with the WS prior to transmitting on any ATC frequency (including Guard/Emergency).

6.20.1.2.5. Not perform ATC functions nor transmit ATC instructions or clearances to aircraft. **Note:** IAW AFI 13-204V3, a person who commandeers an ATC frequency assumes responsibility for separation of aircraft.

6.21. Airfield Photography. Photography is categorized as official or unofficial.

6.21.1. Official Photography. Photographs taken for government purposes are considered official. Unit security managers or unit/aircraft commanders and superintendents can determine if the photo is for government purposes. These photos are normally taken by audiovisual services, public affairs personnel, or escorted personnel. Government contractors may be authorized to take photos in connection with a government contract; however, these photos require prior approval. Official photography does not require written permission; however, advance notification to the monitoring agency, 78th Security Forces Squadron (SFS), normally prevents delays or interruptions of photographers to verify authorization.

6.21.2. Unofficial Photography. Unofficial photography is not permitted on the airfield or any restricted area. Employees and guests are prohibited from photographing classified material, information, or components. If in doubt about an item's classification, it should not be photographed. Aircraft carrying a Protection Level 3 or higher and transient aircraft should not be photographed without first being cleared with the aircraft commander.

6.21.3. The respective Controlled Area Monitor may authorize photography within a controlled area.

6.21.4. Photography of other areas of Robins AFB is permitted without approval; however, photographers taking pictures of restricted areas from inside or outside the restricted area boundary may be stopped, questioned, and have their identity verified by SFS personnel.

6.21.5. News media personnel must be escorted by Public Affairs personnel at all times while on the installation.

6.21.6. All personnel are responsible for detecting and reporting any violation of these photography procedures. Personnel detecting unauthorized photography should notify SFS. SFS personnel may confiscate film or digital cameras to determine content. **Note:** Any costs associated with determining content will be at the photographer's expense.

6.22. Tactical Arrival/Departure Procedures. Threat avoidance arrivals and departures (TAA/D) support formal training at Robins AFB and are only authorized for E-8C aircraft. Procedures include spiral-up arrivals and spiral-down departures and are conducted IAW the current TAA/D LOA.

6.23. Unusual Maneuvers. ATC cannot approve pilot requests to conduct unusual maneuvers unless the maneuver is essential to performance of flight. Unusual maneuvers include unnecessary low passes, unscheduled flybys, practice instrument approaches to altitudes below specific minimums, fighter demonstrations, etc. All requests to conduct an unusual maneuver, specifically maneuvers where a waiver is required, must be coordinated through 78 OSS/OSA and approved by the wing commander or designated representative NLT 60 days prior to the event. Simulated flameout/practice precautionary approaches are not authorized at Robins AFB. **Note:** This does not apply to F-15 Landing Gear Inspection procedures in **paragraph 6.6**.

6.24. UAS Operations Procedures. Robins AFB does not conduct UAS operations.

CHRISTOPHER D. HILL, Colonel, USAF
Commander

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

- AFI 10-1001, *Civil Aircraft Landing Permits*, 1 September 1995
- AFI 10-1801, *Foreign Government Aircraft Landings at USAF Installations*, 1 September 1997
- AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*, 3 June 2011
- AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 October 2011
- AFI 13-204V1, *Airfield Operations Career Field Development*, 9 May 2013
- AFI 13-204V2, *Airfield Operations Standardization and Evaluations*, 1 September 2010
- AFI 13-204V3, *Airfield Operations Procedures and Programs*, 1 September 2010
- AFI 13-204V3, *Airfield Operations Procedures and Programs (AFMC Supplement)* 1 May 2013
- AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 21 June 2010
- AFI 32-2001, *Fire emergency Services Program*, 9 September 2008
- AFI 40-102, *Tobacco Use in the Air Force*, 26 March 2012
- AFI 91-202, *The US Air Force Mishap Prevention Program*, 5 August 2011
- AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 November 1994
- AFMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, 1 September 2009
- AFMAN 33-363, *Management of Records*, 1 March 2008
- RAFBI 13-213, *Control and Operation of Vehicles on Robins AFB Airfield*, 29 November 2011
- RAFBI 16-201, *Foreign Disclosure Visits and Disclosure of Military Information*, 16 August 1997
- RAFBI 21-115, *Crashed, Damaged or Disabled Aircraft Recovery (CDDAR)*, 7 August 2014
- RAFBI 32-2001, *The Fire Protection Operations and Fire Prevention Program*, 11 February 2011
- RAFB IEMP 10-2, *Installation Emergency Management Plan*
- RAFB OPLAN 13-207, *Unlawful Seizure of Aircraft*
- Robins Integrated Defense Plan 31-101*
- RAFB Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH)*
- FAA JO 7110.65, *Air Traffic Control*, 11 February 2010
- T.O. 35E8-2-5-1, *BAK-12*
- UFC-3-260-01, *Airport and Heliport Planning and Design*, 17 November 2008

Adopted Forms

AF IMT 483, *Certificate of Competency*

AF IMT 457, *USAF Hazard Report*

AF IMT 651, *Hazardous Air Traffic Report*

AF Form 847, *Recommendation for Change of Publication*

AF IMT 1297, *Temporary Issue Receipt*

Abbreviations and Acronyms

ABW—Air Base Wing

ACW—Air Control Wing

AF—Air Force

AFD—Airport Facilities Directory

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AFMC—Air Force Material Command

AFRC—Air Force Reserve Command

AGL—Above Ground Level

AIREVAC—Aeromedical Evacuation

AISR—Aeronautical Information System Replacement

ALAN—Aircraft Landing Authorization Number

ALC—Air Logistics Complex

ALSF—Approach Light System with Sequenced Flashing Lights

AM—Airfield Management

AMC—Air Mobility Command

AMOPS—Airfield Management Operations

ANG—Air National Guard

AO—Airfield Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

AOF/CC—Airfield Operations Flight Commander

APA—Alert Parking Area

ARTCC—Air Route Traffic Control Center

ATC—Air Traffic Control

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

BAK—Barrier Arresting Kit

BASH—Bird Aircraft Strike Hazard

BWC—Bird Watch Condition

CAT—Crisis Action Team

CCTLR—Chief Controller

CE—Civil Engineering

CMA—Controlled Movement Area

CP—Command Post

DD Form—Department of Defense Form

DME—Distance Measuring Equipment

DoD—Department of Defense

DoT—Department of Transportation

ELT—Emergency Locator Transmitter

EOC—Emergency Operations Center

EPU—Emergency Power Unit

ERO—Engine Running On/Off

ETA—Estimated Time of Arrival

DV—Distinguished Visitor

FAA—Federal Aviation Administration

FLIP—Flight Information Publication

FMS—Foreign Military Sales

FOD—Foreign Object Damage

FPCON—Force Protection Condition

FS—Full Stop

FSS—Flight Service Station

HAT—Height Above Touchdown

HATR—Hazardous Air Traffic Report

HHQ—Higher Headquarters

HIRL—High Intensity Runway Lights

HMLA—Marine Light Attack Helicopter

IAW—In Accordance With

IC—Incident Commander

IFM—Integrated Flight Management

IFR—Instrument Flight Rules

ILS—Instrument Landing System

JSTARS—Joint Surveillance and Target Attack Radar System

LA—Low Approach

LMR—Land Mobile Radio

LOA—Letter of Agreement

MAJCOM—Major Command

MCN—Middle Georgia Regional Airport

MHZ—Megahertz

MOC—Maintenance Operations Center

MSL—Mean Sea Level

NAS—National Airspace System

NEW—Net Explosive Weight

NLT—No Later Than

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Airmen

NVD—Night Vision Device

OG/CC—Operations Group Commander

OI—Operating Instruction

OPLAN—Operations Plan

OPR—Office of Primary Responsibility

OSS—Operations Support Squadron

PAPI—Precision Approach Path Indicator

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PIREPS—Pilot Reports

PMSV—Pilot-to-Metro Service

POB—Personnel On Board

POC—Point of Contact
POL—Petroleum, Oils, Lubricant
POFZ—Precision Obstacle Free Zone
PPR—Prior Permission Required
PTD—Pilot-to-Dispatch
TRACON—Terminal Radar Approach Control
RAFB—Robins Air Force Base
RCP—Robins Command Post
RCR—Runway Condition Reading
REILS—Runway End Identifier Lights
RON—Remain Overnight
RSC—Runway Surface Condition
RSRS—Reduced Same Runway Separation
SCN—Secondary Crash Net
SFS—Security Forces Squadron
SOF—Supervisor of Flying
SM—Statute Miles
TA—Transient Alert
TAA/D—Threat Avoidance Arrivals and Departures
TACAN—Tactical Air Navigation
TERF—Terrain Flight
TERPS—Terminal Instrument Procedures
TFT—Total Flight Time
TG—Touch and Go
TO—Technical Order
TRSA—Terminal Radar Surveillance Area
UFC—Unified Facilities Criteria
UHF—Ultra High Frequency
US—United States
USAF—United States Air Force
USMC—United States Marine Corp
VFR—Visual Flight Rules

VHF—Very High Frequency

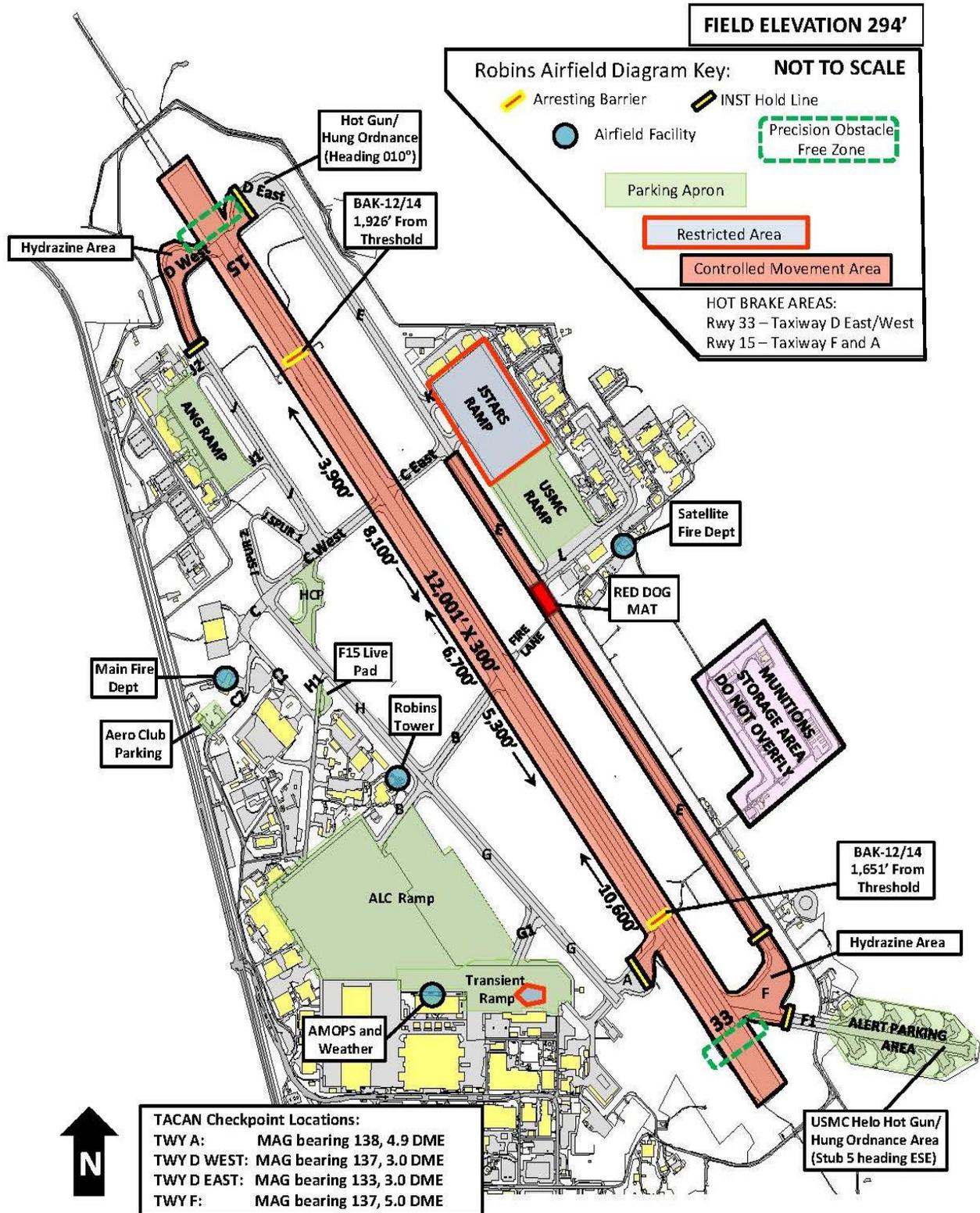
WR-ALC—Warner Robins Air Logistics Complex

WS—Watch Supervisor

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. Robins Airfield Diagram.



Attachment 3

ROBINS AIR FORCE BASE AIRSPACE

Figure A3.1. Robins AFB and Middle Georgia Regional Airport Class D Airspace.

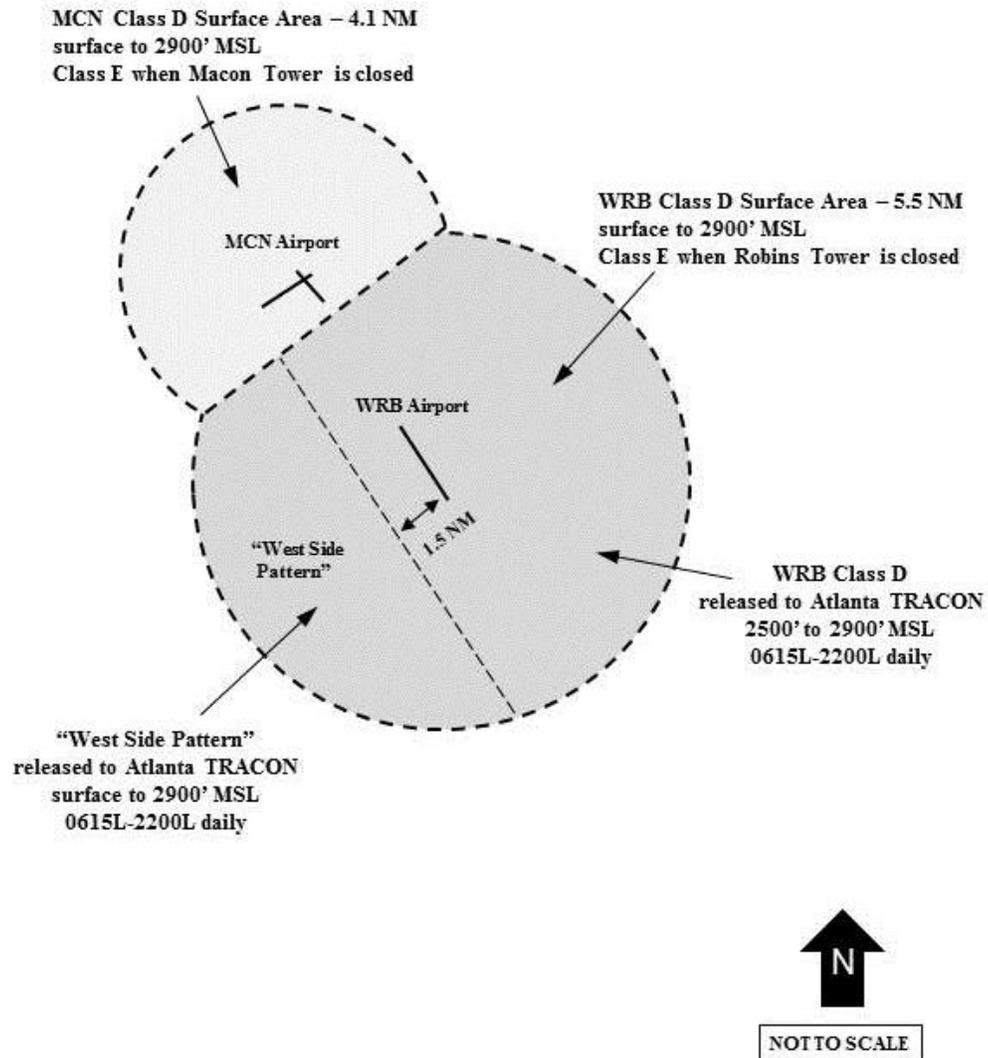
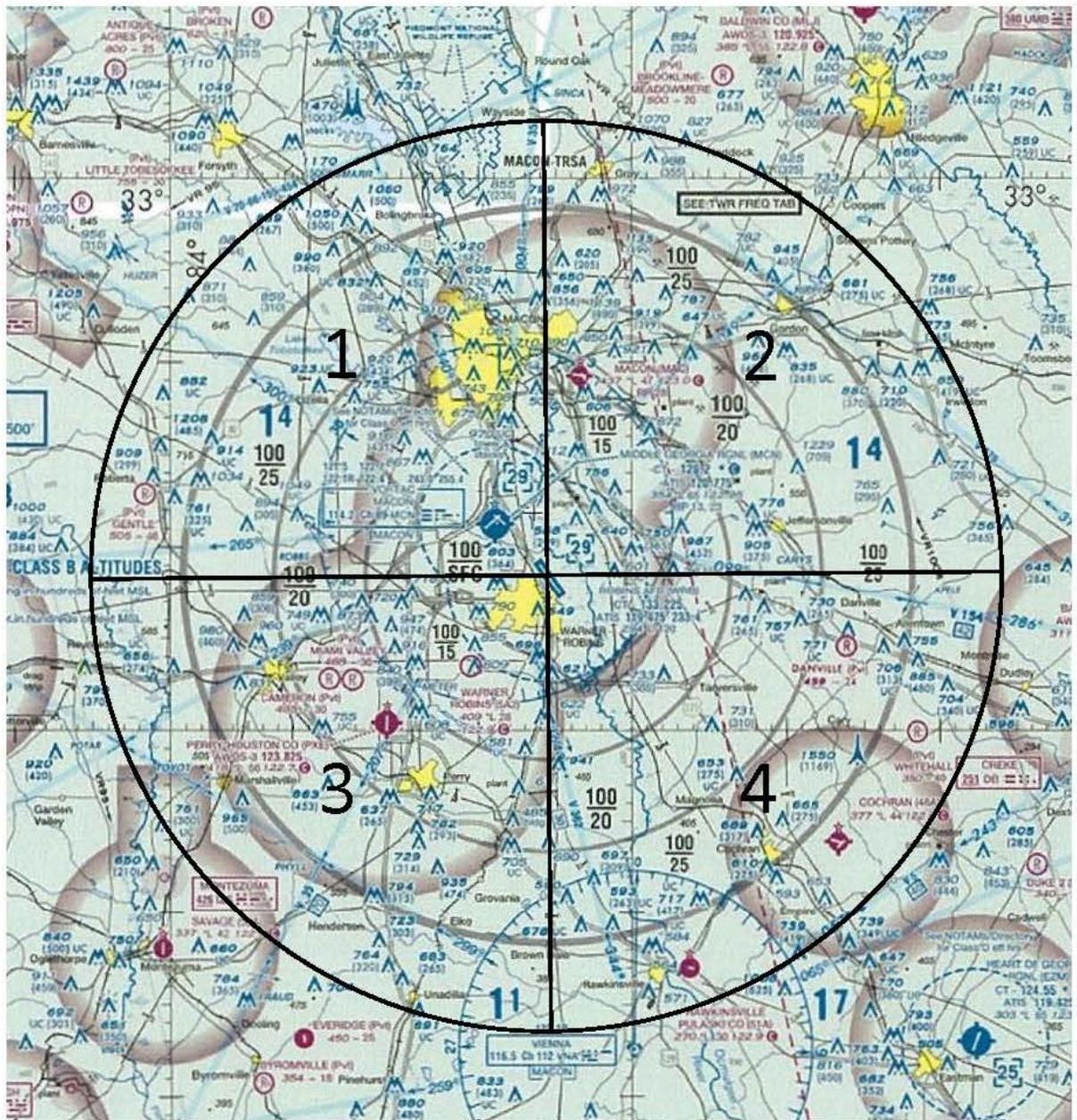
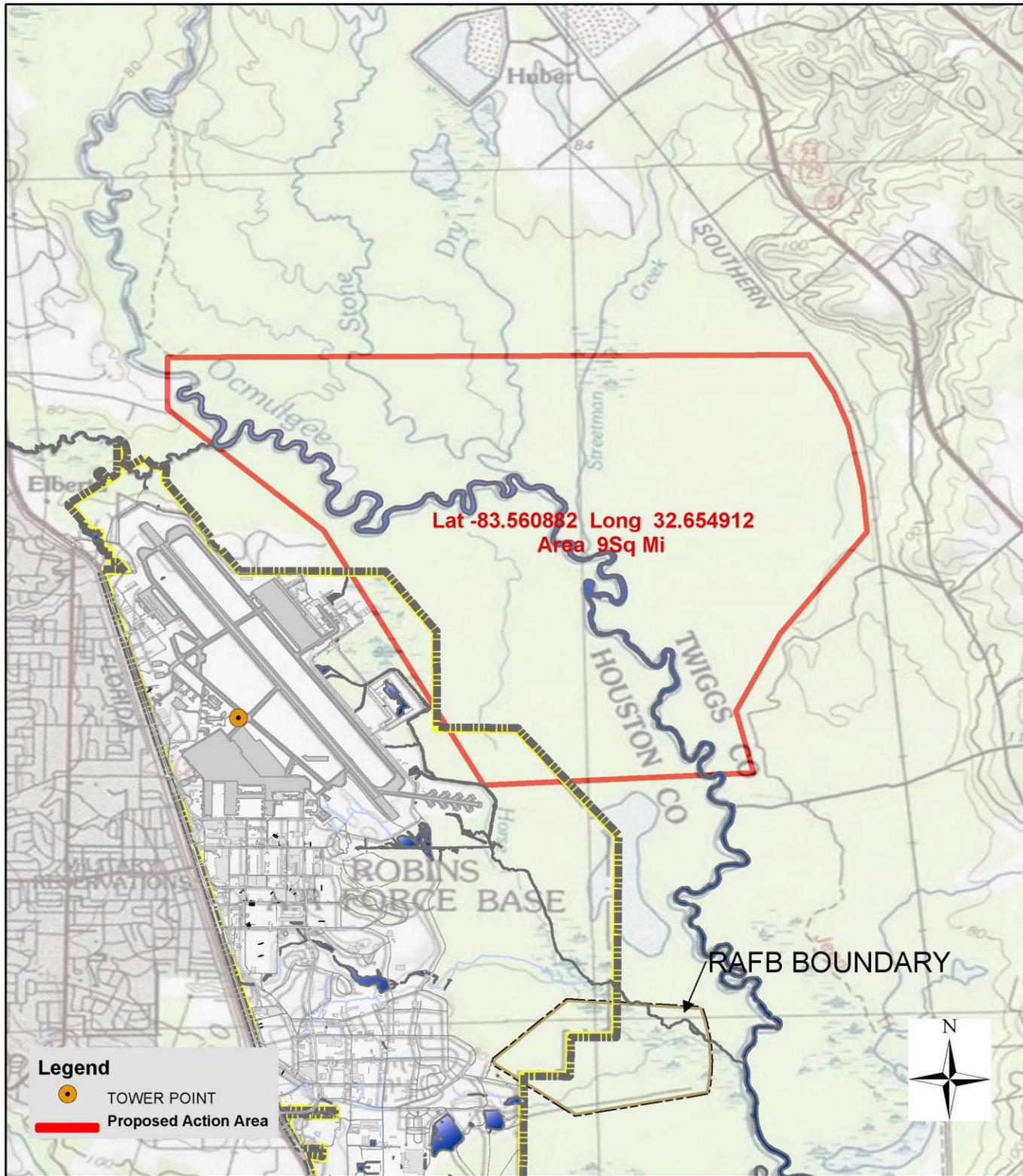


Figure A3.2. Terminal Radar Service Area & Local VFR Flying Area.



Aero Club Student Pilot Limit 25 NM

Figure A3.3. USMC Terrain Flight Operations Area.



Attachment 4

ROBINS AIRFIELD TRAFFIC PATTERNS

Figure A4.1. Runway 33 Traffic Patterns.

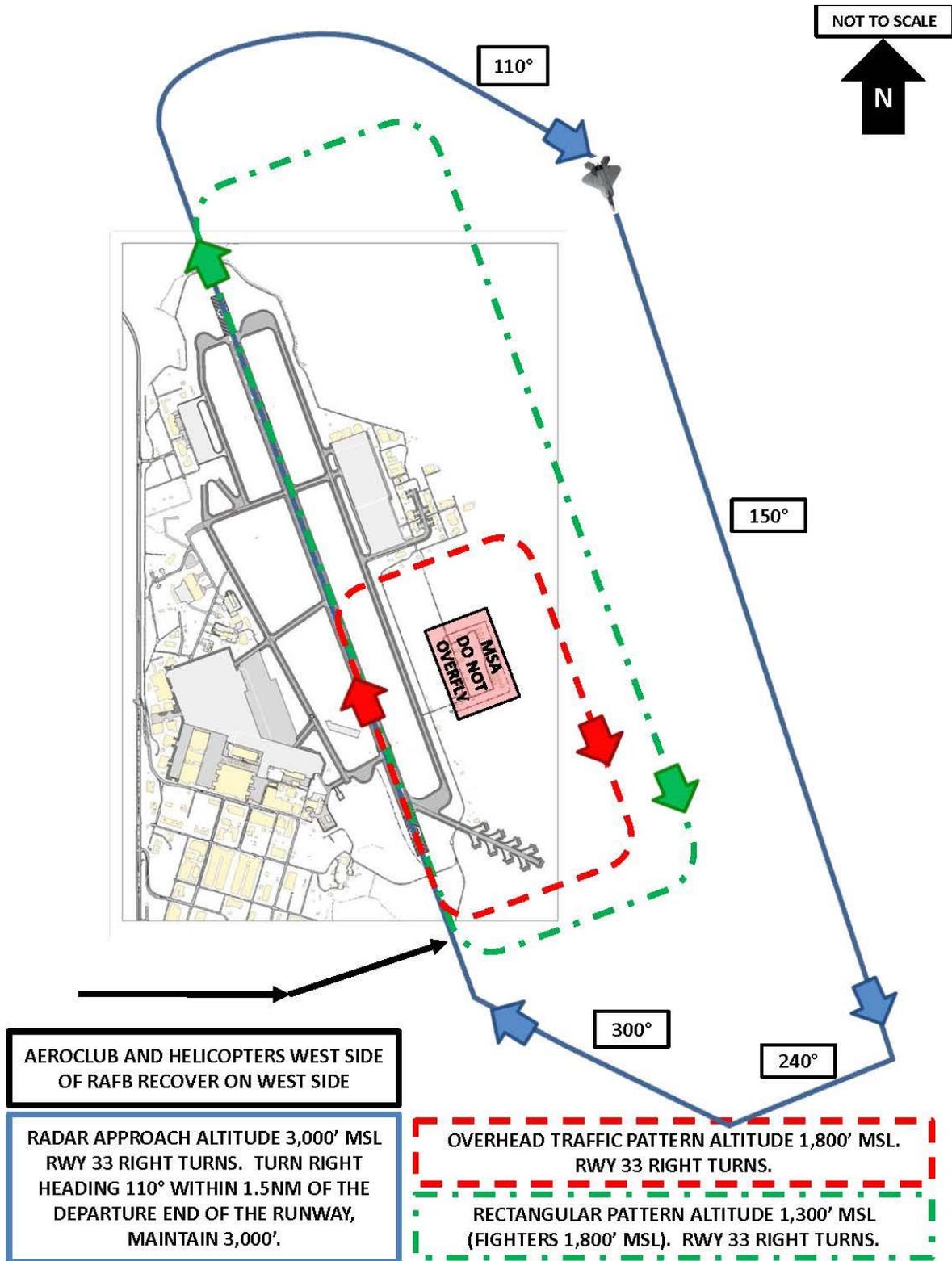


Figure A4.2. Runway 15 Traffic Patterns.

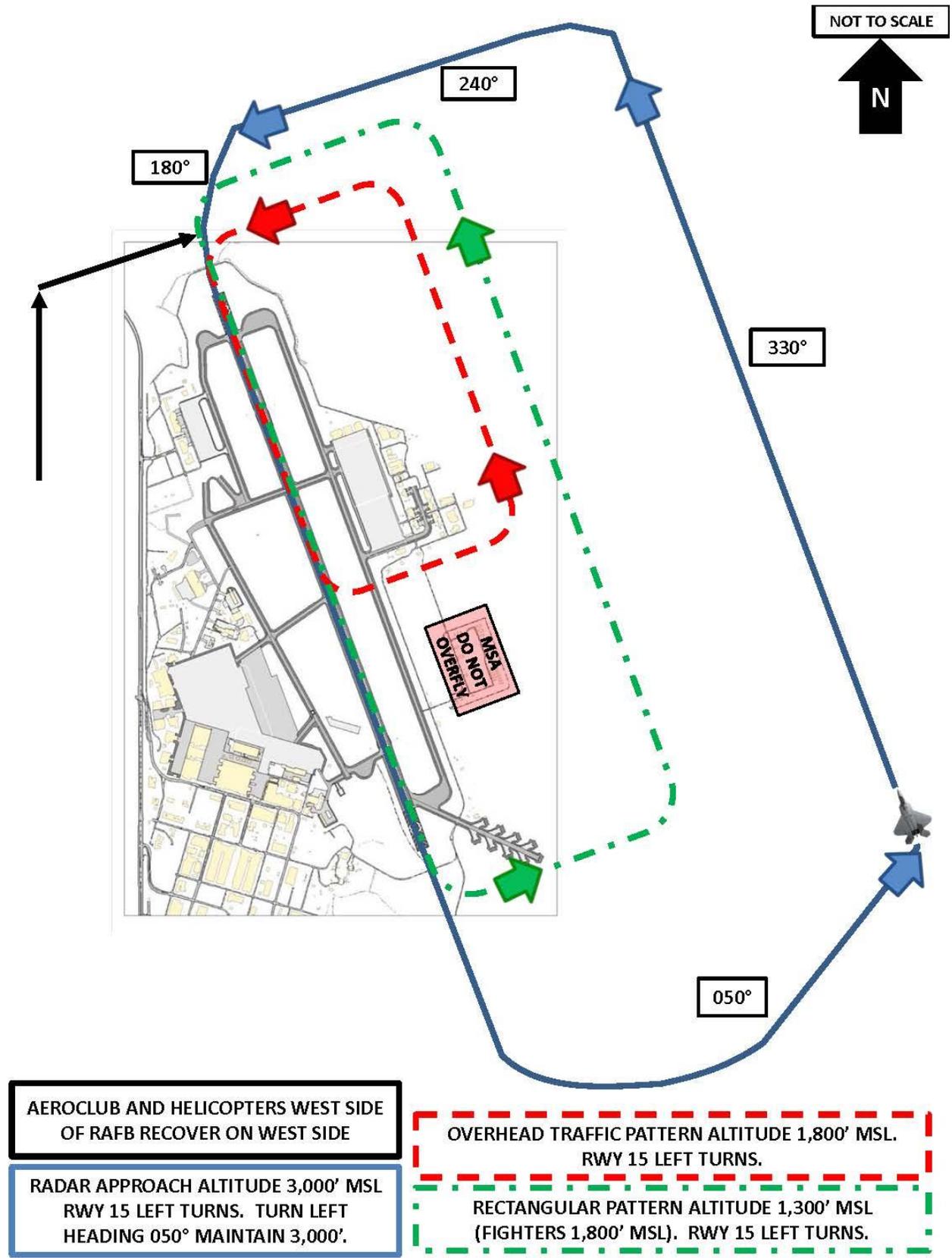
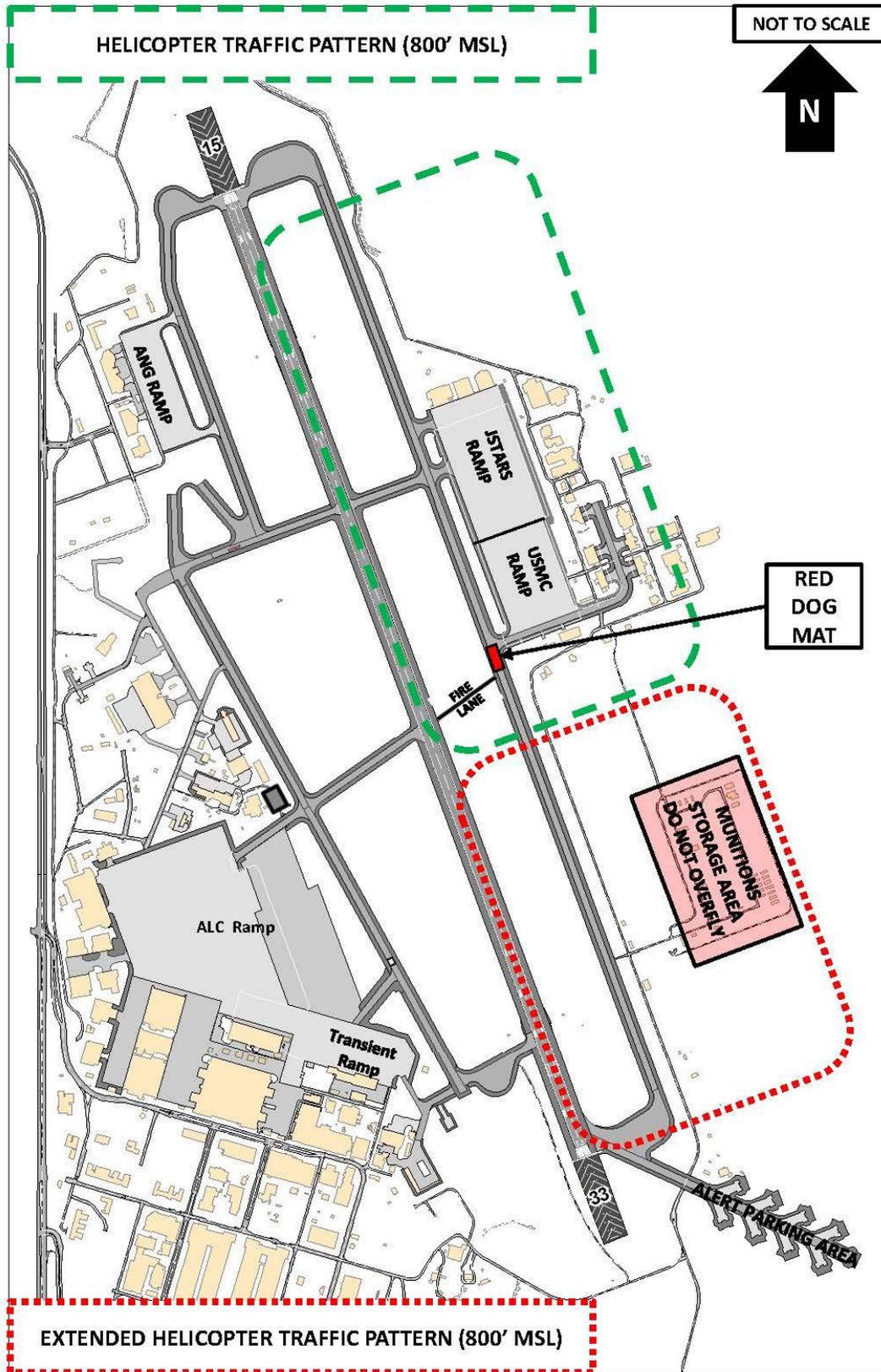


Figure A4.3. USMC Helicopter Traffic Pattern and Landing Areas.



Attachment 5 INSTRUMENT CRITICAL AREAS

Figure A5.1. Runway 33 Instrument Critical Areas.

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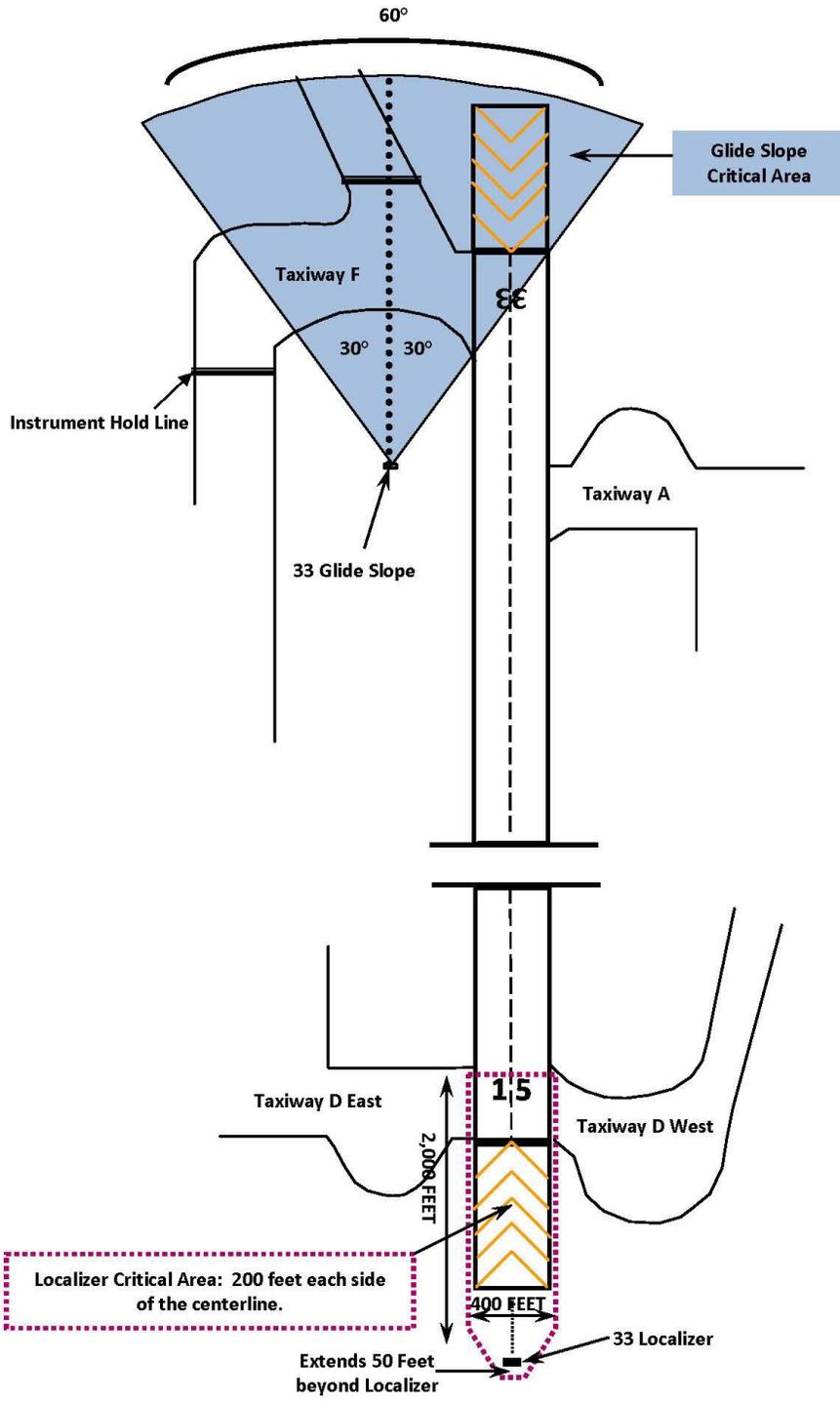
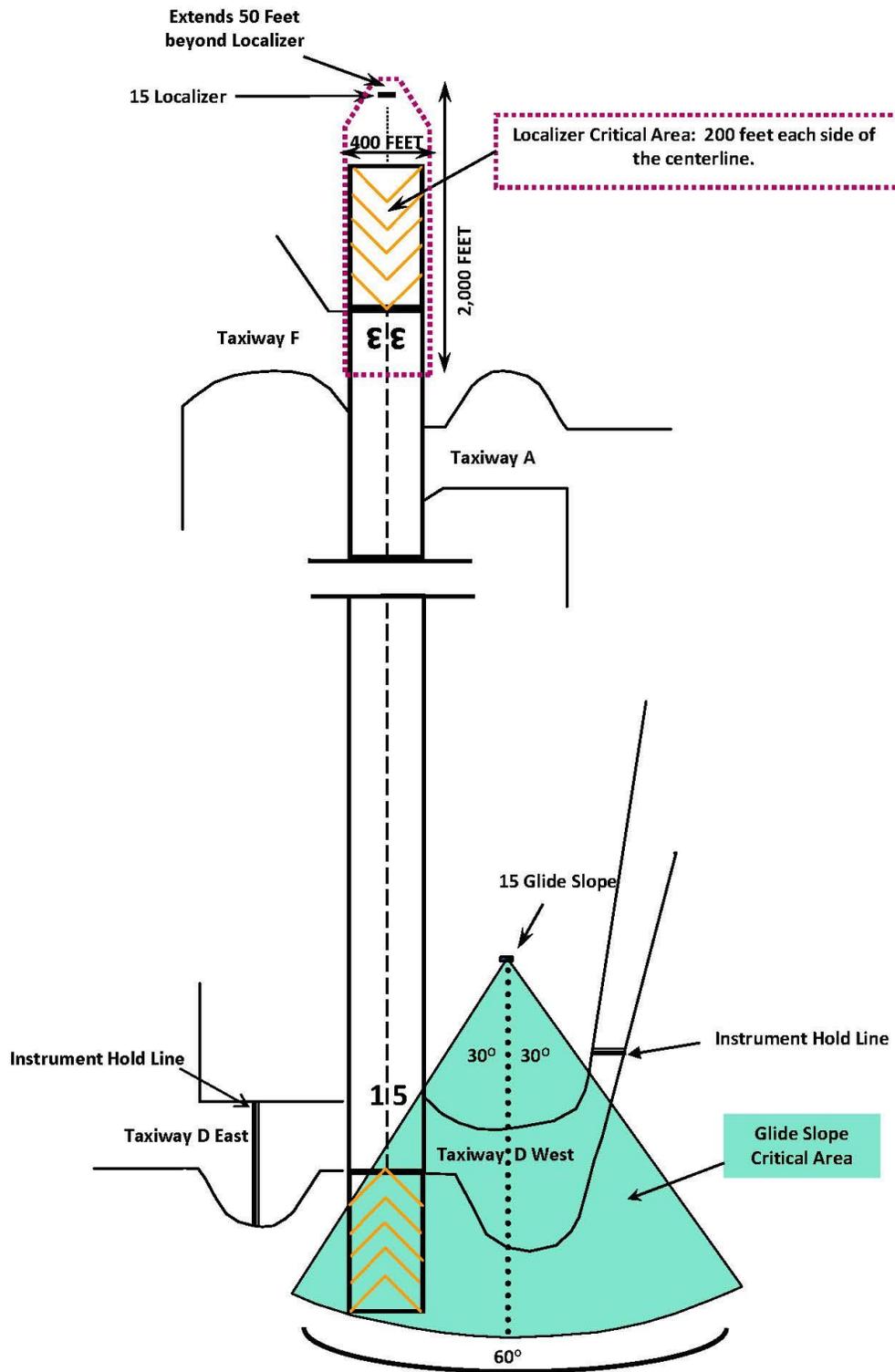


Figure A5.2. Runway 15 Instrument Critical Areas.

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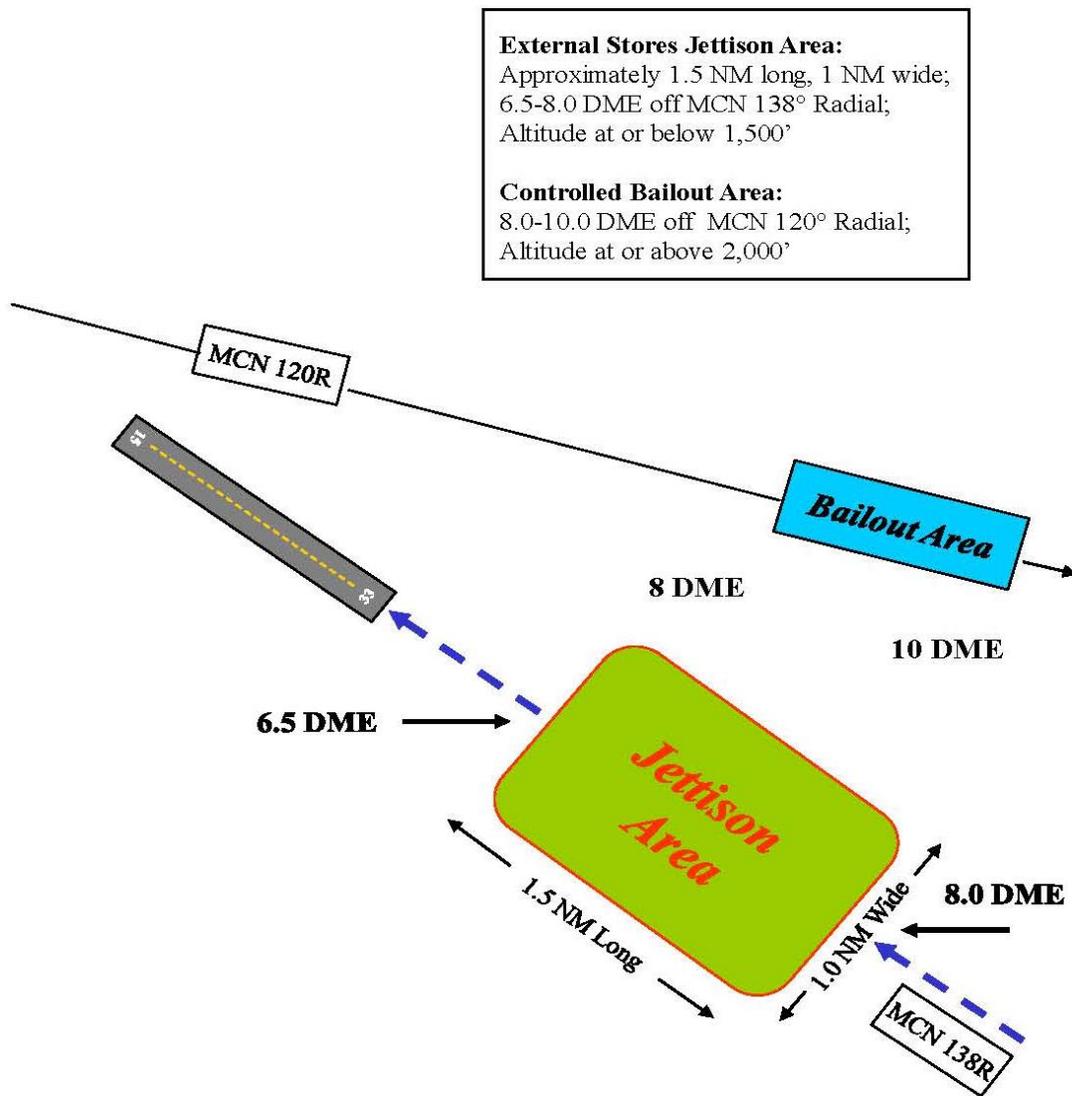


Attachment 6

EXTERNAL STORES JETTISON AND CONTROLLED BAILOUT AREAS

Figure A6.1. External Stores Jettison and Controlled Bailout Areas.

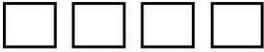
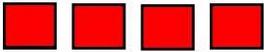
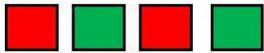
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Attachment 7

AIR TRAFFIC CONTROL LIGHT GUN SIGNALS

Figure A7.1. ATC Light Gun Signals.

Signal	Aircraft in flight	Aircraft on the ground	Vehicles or personnel
Flashing White 	N/A	Return to starting point	Return to starting point
Steady Green 	Cleared to land	Cleared for takeoff	Cleared to cross/proceed
Flashing Green 	Cleared to approach airport, or return to land	Cleared to taxi	N/A
Steady Red 	Continue circling, give way to other aircraft	Stop	Stop
Flashing Red 	Airport unsafe, do not land	Immediately taxi clear of runway in use	Clear the taxiway/runway
Alternating Red and Green 	Exercise extreme caution	Exercise extreme caution	Exercise extreme caution
Blinking Runway Lights	Aircraft, vehicles, and personnel immediately exit the runway		

Attachment 8

AIRFIELD RESCUE AND FIREFIGHTING (ARFF) CAPABILITY

Figure A8.1. ARFF Capability Levels.

	Level A	Level B	Level C	Level D
	100%	99-76%	75-50%	49-0%
Normal Flying	Continue	Continue	Consider Curtail	Stop
Non-alert Area A/C Maintenance Fuel Cell Repair Fuel/de-fuel	Continue	Consider Curtail	Consider Curtail	Stop
Alert Area A/C Maintenance Fuel/de-fuel Weapons load/unload	Continue	Consider Curtail	Consider Curtail	Stop
Alert Exercise A/C Quick start	Continue	Consider Curtail	Stop	Stop
Airborne Emergency	Continue	Consider Divert	Divert if able	Divert if able

LEVEL A: Firefighting and Rescue capability is adequate to manage common emergencies involving aircraft and structures. No vehicle or manpower limitations exist beyond built-in acceptable risk. Continue normal activity.

LEVEL B: Firefighting and Rescue capability are less than optimum to assure successful aircraft firefighting and rescue involving large aircraft or structural fire suppression. Consider curtailing hazardous maintenance activities such as fuel systems work in facilities without properly installed fire protection systems. Consider reducing large aircraft movements.

LEVEL C: Firefighting and Rescue capabilities are minimal. Vehicle and manpower limitations will prevent successful firefighting and rescue from any aircraft when fire is beyond its incipient stages. Consider stopping all aircraft maintenance activities performed inside, all fuel cell repairs, and all aircraft movements that are not mission essential.

LEVEL D: Firefighting and Rescue capability are almost nonexistent. Vehicle and manpower limitations are expected to prevent successful firefighting or rescue. All activities that create or contribute to increased fire risk should cease, including all aircraft movements and maintenance.