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305TH AIR MOBILITY WING JOINT
BASE MCGUIRE-DIX-LAKEHURST
(AMC)**

**305TH AIR MOBILITY WING
INSTRUCTION**

13-204

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Flying Operations

***AIRFIELD OPERATIONS AND FLYING
PROCEDURES***



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This instruction implements Air Force Manual (AFMAN) 13-204v1, *Management of Airfield Operations*; AFMAN 13-204v2, *Airfield Management*; AFMAN 13-204v3, *Air Traffic Control*; AFMAN 13-204v4, *Radar, Airfield, and Weather Systems*; AFMAN 11-202v3, *General Flight Rules*; Air Force Instruction (AFI) 13-213, *Airfield Driving*; and applicable supplements. The provisions of this instruction are directive to all personnel conducting flying as well as other airfield activities at Joint Base McGuire-Dix-Lakehurst (JB MDL), including other military service branches, components, and tenant partners. This publication furnishes aircrew and other support personnel with procedures pertinent to the control of aircraft in terminal airspace environments and further prescribes policy, responsibilities, and procedures for users at McGuire Field and Maxfield Field and the broader aerodrome. These procedures are directive in nature; however, do not replace good judgment on the part of all personnel concerned. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using an AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFMAN 33-363, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Changes include procedural incorporation of various tenant unit agreements, improved readability of roles and responsibilities, flight planning requirements, handling of formation departures, safety enhancements to VFR operations, and incorporation of a Lakehurst/Maxfield Field Annex. Efforts to improve clarity were also made throughout the publication, to include emergency notification and response measures, revised airfield diagrams, and administrative forms. These revisions allow for improved operational blending based on the needs of flying units and joint mission partners.

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Chapter 1

GENERAL INFORMATION

1.1. Scope and Purpose. This instruction prescribes local procedures and policies concerning aircraft and airfield operations at Joint Base McGuire-Dix-Lakehurst (JB MDL), to include terminal airfields and the published local flying area. Procedures contained within this publication are designed to promote the safe and expeditious flow of traffic as well as establish standards for aerodrome activities in support of mission requirements. This instruction applies to all U.S. government agencies, military personnel, aircrews, and support units, to include those in assigned, tenant, transient, TDY, or deployed status.

1.2. Roles and Responsibilities. Commanders and supervisors at all echelons are responsible for implementation of this instruction as it pertains to operations within their jurisdiction. Key positions are described in AFMAN series 13-204v1-4.

1.2.1. Senior Airfield Authority (SAA). The installation operates as a Joint Base with service component guidance established by Memorandum of Agreement (MOA), on file with the JB MDL Business Office (87 ABW/BO). The 87th Air Base Wing Commander (87 ABW/CC) is designated the Joint Base Commander. The ranking operational commander is the 305th Air Mobility Wing Commander (305 AMW/CC) who also serves as the SAA.

1.2.2. The SAA is the decision authority for all requests/functions affecting operations, airfields, and the aerodrome environment.

1.2.3. Airfield Operations Flight Commander (AOF/CC). The AOF/CC is assigned to the 305th Air Mobility Wing and reports to the 305th Operations Support Squadron Commander (305 OSS/CC). The AOF/CC will provide functional oversight to personnel and facilities within the 305th Airfield Operations Flight supporting McGuire Field (KWRI) and military assigned terminal/en-route airspace. The AOF/CC will also serve as a liaison to flying units across all service components, base support agencies, adjacent military/civil Air Traffic Control (ATC) facilities, and the Federal Aviation Administration.

1.2.4. Naval Support Activity (NAS) AirBoss. The NAS AirBoss is operational direction (OPDIR) to the 305 OSS/CC and administrative control (ADCON) to the Navy Deputy Joint Base Commander. The NAS AirBoss is responsible for Lakehurst Maxfield Field (KNEL) terminal airspace and airfield operations functions in accordance with provisions of the JB MDL MOA.

1.3. Airfield Operations Facilities and Operating Hours.

1.3.1. Airfield Management (AMOPS). AMOPS personnel are responsible for coordinating and managing airfield activities. Section responsibilities include construction management, inspections, evaluations, discrepancy tracking, wildlife hazard interventions/reporting, flight planning, arrival/departure tracking, transient aircraft coordination, emergency notification, and response actions.

1.3.1.1. McGuire AMOPS is staffed 24 hours per day, 7 days a week. Facility location: Building 1758. DSN: 650-2714, Fax: 609-754-6465, email: SCCBASEOP@us.af.mil.

1.3.1.2. Lakehurst AMOPS is staffed Monday-Friday 0730-1630L. Facility location: Building 307. DSN: 624-4995, Fax: 732-323-4308.

1.3.2. Air Traffic Control (ATC). JB MDL provides ATC services to two military airfields, each with a VFR Control Tower. McGuire Tower is a USAF managed/staffed facility which operates 24 hours per day, 7 days a week. Lakehurst Tower is a Navy managed/staffed facility with restricted operating hours, as identified via Flight Information Publications (FLIPs). Additionally, McGuire Radar Approach Control (RAPCON) operates 24 hours per day, 7 days a week and services both military airfields and nearby surrounding civil airports. Refer to [Chapter 3](#) for local flying area information and airspace designation descriptions.

1.3.3. Radar, Airfield, and Weather Systems (RAWS) and Ground Electronics Maintenance Division (GEMD). RAWS and GEMD personnel specialize in the installation, removal, relocation, modification and maintenance of all fixed meteorological, navigation, radar, and ATC ground-to-air radio systems located across JB MDL. Systems include the AN/GPN-30 Digital Airport Surveillance Radar (DASR), AN/FSQ-204 Standard Terminal Automation Replacement System (STARS), AN/FRN-43 Very High Frequency (VHF) Omni directional Range Tactical Air Navigation (VORTAC), Instrument Landing System (ILS), and Precision Approach Radar-2000 (PAR-2000), Enhanced Terminal Voice Switch (ETVS), Digital Audio Legal Recorder (DALR), UHF/VHF transmitters/receivers, and AN/FMQ-19 Automatic Meteorological Station.

1.4. Base-Assigned Flying Units and Mission Partners.

Table 1.1. Base-Assigned Flying Units and Mission Partners.

	Unit	Platform
KWRI	305 AMW, 6 AS (USAF)	C-17
	305 AMW, 2 ARS (USAF)	KC-10, KC-46
	305 AMW, 32 ARS (USAF)	KC-10, KC-46
	514 AMW, 76 ARS (USAFR)	KC-10, KC-46
	514 AMW, 78 ARS (USAFR)	KC-10, KC-46
	514 AMW, 732 AS (USAFR)	C-17
	108 WG, 141 ARS (ANG)	KC-135
	108 WG, 150 SOS (ANG)	C-32B (B757-200)
	VR-64 (Navy)	C-130T
	MAG-49 (HMH-772, HMLA-773 (USMC)	CH-53, AH-1, UH-1
KNEL	Alpha Company, 2/228	C-12, UC-35
	NJARNG	UH-60, UH-72, RQ-7
	DHS (FBI)	C-182, C-206, C-208
	Army C5ISR	UH-60, UV-18, MC-12, RC-12
	NAVAIR	No Stationed Aircraft

Chapter 2

KWRI – MCGUIRE FIELD INFORMATION

2.1. Airfield Environment. The airfield is defined as all runways, overruns, taxiways, ramps, grassy infield/outfields, aircraft parking areas, access roads, hangars, and associated maintenance and servicing areas where aircraft may be encountered.

2.1.1. Runways.

2.1.1.1. Runway 06/24 is 10,014' in usable length and is designated as the primary instrument runway. The first 1,000' of each runway end is grooved concrete; the remaining center portion (8,014') is grooved asphalt. Usable width is 150' with 25' paved shoulders on both sides. Overruns are 1,000' x 150' concrete, are authorized for aircraft departure length extension only, and contain a "key hole" to facilitate turnaround. True heading orientation is 058.3°/238.3°. Runway gradient is +0.3° (northeast to southwest). Applied Unified Facilities Criteria (UFC) classification is design Class B.

2.1.1.2. Runway 18/36 is 7,126' in usable length. The first 442' of Runway 36 is concrete and the remaining portion is asphalt. Usable width is 150' with 25' paved shoulders on both sides. Overruns are 200' x 150' bituminous asphalt. True heading orientation is 185.3°/005.3°. Runway gradient is 0.00°. Applied UFC classification is design Class A. IAW AMC/CV approval memorandum for McGuire Field Runway 18/36 Class B to Class A reclassification (signed October 2012), pass totals will be monitored by AMOPS to ensure aircraft pass rate does not exceed 10% of the total airfield pass count (excluding tactical, C-130, or C-17 aircraft). Pass counts will be reported at the quarterly Airfield Operations Board (AOB).

2.1.2. Taxiways. All taxiways are 75' wide with the exception of Taxiway Lima (125' wide).

Table 2.1. Taxiway Listing and Restrictions.

Taxiway	Restriction
Alpha	N/A
Bravo	N/A
Charlie	N/A
Delta	N/A
Foxtrot	N/A
Golf	N/A
Hotel	N/A
Kilo	N/A
Lima	N/A
Mike	N/A
November	N/A
Papa	Aircraft with wingspan greater than 170' prohibited
Quebec	Aircraft with wingspan greater than 133' prohibited
Romeo	Aircraft with wingspan greater than 170' prohibited
	Note: designated as peripheral taxilane, located east of Romeo Row spots 1-12

Sierra	N/A
Tango	N/A
Uniform	Aircraft with wingspan greater than 223' prohibited Note: designated as primary taxilane
Victor	N/A
Whiskey	N/A
Zulu	N/A

2.1.3. McGuire Field Elevation. Official field elevation is 141'.

Table 2.2. McGuire Site Elevation.

Designated Survey Location	Site Elevation
Runway 06, Approach End	131'
Runway 24, Approach End	103'
Runway 18, Approach End	122'
Runway 36, Approach End	129'

2.1.4. All non-standard airfield markings are annotated in the DoD Flight Information Publication (En-route), IFR – Supplement, United States under the remarks section.

2.1.5. Intersection Departure Distances. McGuire Tower controllers may initiate/authorize intersection takeoffs. The measured distance from the intersection to the runway end will not be issued to base assigned aircraft unless specifically requested. [Table 2.3](#) lists authorized intersection departure options with available distance remaining.

Table 2.3. Intersection Departure Distances.

Taxiway	Runway 24	Runway 06	Runway 18
Bravo	2,105'	7,909'	No Takeoff
Charlie	7,216'	2,798'	No Takeoff
Lima	No Takeoff	No Takeoff	6,185'

2.2. Runway Selection Procedures. Runway 06 is designated as the *calm wind* runway when wind is *less* than five knots. The McGuire Tower Watch Supervisor (WS) will determine runway in use.

2.2.1. When Runway 06 is in use, Runway 36 will also be in use (north/northeast flow).

2.2.2. When Runway 24 is in use, Runway 18 will also be in use (south/southwest flow). **Note:** McGuire Tower will notify the following agencies upon initiating a runway change: RAPCON, AMOPS, Fire Department (87 CES/CEF), and Command Post (87 ABW/CP and 108 WG/CP).

2.3. Controlled Movement Area (CMA). The CMA consists of Runway 06/24 and 18/36 (to include entry/exit portions of adjoining taxiways and, overruns) 36 Approach Zone, and a segment of Taxiway Hotel (Hotel CMA). CMA boundaries extend laterally 100' from runway edges; limits are coincidental with VFR hold line markings on paved surfaces (see [Attachment 2](#)).

2.3.1. All aircraft, vehicles, and personnel must establish and maintain two-way radio communications with McGuire Tower and obtain ATC approval prior to entry into the CMA.

Only vehicles in direct support of mission essential activities are authorized to operate within the CMA.

2.3.2. Vehicle operators and personnel will utilize FM Land Mobile Radio (LMR) Ramp/Tower Net or FM LMR Crash Net as the primary method to communicate with McGuire Tower. Cellular telephones are not an appropriate means to communicate with ATC. All vehicles will exit the CMA immediately if two-way radio communication with McGuire Tower is lost.

2.3.3. Escorted Entry. Lead vehicles escorting other non-radio equipped vehicles into the CMA will notify McGuire Tower on initial request for entry. The escort lead is directly responsible for ATC instruction compliance for all vehicles and personnel under his/her escort.

2.3.4. In the event ATC personnel must direct a vehicle off the runway and cannot establish radio contact, light gun signals will first be used. As an alternate measure, flashing the runway edge lights several times will constitute a runway exit command. Vehicle operators and personnel on the runway must immediately exit the CMA upon visual observation of these cues.

2.3.5. Personnel operating within the CMA must remain aware of their surroundings at all times.

2.3.6. ATC is authorized to approve altitude-restricted low approaches over vehicles, equipment and/or personnel operating on the runway. A restriction of not less than 500' above ground level (AGL) (1,000' AGL for heavy jet aircraft) may be authorized. McGuire Tower will advise personnel/vehicles on the runway if a restricted low approach is initiated.

2.3.7. In the event of McGuire Tower evacuation, all vehicles will be instructed by ATC to exit the CMA unless responding to a concurrent emergency.

2.3.8. CMA access is not permitted when the airfield is closed. **Note:** Refer to 305 AMWI 13-213, *Airfield Driving Instruction* for further information.

2.4. Airfield Lighting Systems. 87 CES/CEOFE (Airfield Lighting) is the primary agency that inspects and reports airfield lighting reliability/outages. AMOPS monitors the status and serviceability of the airfield lighting system. McGuire Tower controls systems via the airfield lighting panel.

2.4.1. McGuire Field Airfield Lighting Systems.

2.4.1.1. Runway 06: Sequenced Flashing Lights (SFL), Touchdown Zone Lighting (TDZL), Centerline Lighting (CL) System, High Intensity Runway Lights (HIRL), Approach Lighting (ALSF-2), Precision Approach Path Indicators (PAPI) installed, Lighted Signage (LS), and Night Vision Goggle (NVG) lighting, and Runway Distance markers (RDMs).

2.4.1.2. Runway 24: SFL, CL, HIRL, Approach Lighting System with SFL (ALSF-1), PAPI installed, LS, NVG lighting, RDM. **Note:** Refer to *Local Operating Procedure for Tactical Arrival Departures (TAD)/Night Vision Device (NVD) Operations* for NVG lighting information and procedures.

2.4.1.3. Runway 18: HIRL, Runway End Identifier Lights (REIL), and PAPIs installed, Lighted Signage (LS)

2.4.1.4. Runway 36: HIRL, REIL, and PAPIs installed, LS.

2.4.1.5. Rotating Beacon. McGuire Field beacon is mounted on the roof of Building 3209 (Big Beige Hangar) east of the Runway 18 approach end. The beacon is activated between sunset and sunrise or when weather conditions are less than Visual Meteorological Conditions (VMC).

2.4.1.6. Taxiway Lighting. Taxiway lighting is operational at three intensity settings.

2.4.2. McGuire Tower will operate airfield lighting systems IAW FAA JO 7110.65 unless otherwise requested by the pilot. **Note:** Lighting systems will be configured to the runway of intended landing regardless of the approach being flown.

2.4.2.1. Airfield lighting system abnormalities or visualized outages must be reported to AMOPS, either directly or through McGuire Tower. AMOPS will notify 87 CES/CEOFE for corrective action, to include after-hours response if outside normal agency service hours.

2.5. Airfield Lighting Inspection and Maintenance.

2.5.1. Specific responsibilities concerning airfield lighting system inspection, documentation, reporting, and corrective actions are addressed in the 305 OSS/OSAA and 87 CES/CEOFE *Local Operating Procedure for Airfield Lighting*.

2.5.2. AMOPS will conduct and document a daily lighting serviceability and marking retro-reflectivity check between sunset and sunrise and/or during hours of reduced visibility. Refer to UFC 3-535-01, *Visual Air Navigation Facilities* and AFMAN 13-204v2, *Airfield Management* for guidelines on airfield lighting serviceability and inspection guidelines. AMOPS will coordinate airfield Notices to Airmen (NOTAM) as required. **Note:** AMOPS will notify RAWs of any obstruction light outage associated with meteorological or navigational equipment.

2.5.3. 87 CES/CEOFE will augment checks, review/update the master outage log, prioritize repairs, and conduct maintenance actions.

2.6. Permanently Closed/Unusable Portions of the Airfield.

2.6.1. Hazardous Cargo Loading Area (HCLA-2) is permanently closed.

2.6.2. Intersecting pavement adjacent to Taxiway Hotel (northeast of ANG apron) is permanently closed.

2.6.3. Taxiway Alpha Hammerhead is permanently closed.

2.6.4. Romeo Row spots R5-R9 are considered unusable. Romeo Row spots R6, R7 and R8 may be utilized for contingency purposes, but require advanced coordination with the Airfield Manager (AFM).

2.7. Aircraft Arresting Systems. McGuire Field is not equipped with an aircraft arresting system.

2.8. Parking Plan Coordination. Refer to [Attachment 2](#) for ramp/parking area depictions. Flying units, operators, and support agencies will park aircraft IAW the McGuire Field Aircraft Parking Plan. Non-standard aircraft parking configurations will be pre-coordinated with AMOPS. Contact 305 OSS/OSA for access to the McGuire Field Aircraft Parking Plan.

2.8.1. 305th Maintenance Operations Center (305 MXG/MOC) is responsible for parking assignments of base assigned 305 AMW and 514 AMW aircraft as well as AMC tasked missions. 305 MXG/MOC will notify 87 ABW/CP of assigned aircraft parking locations.

2.8.2. 108 WG Maintenance Operations Center (108 WG/MOC) is responsible for parking assignments of base assigned 108 Wg aircraft. 108 WG/MOC will notify 108 WG/CP of assigned aircraft parking locations.

2.8.3. Navy, Marine, and Army base assigned aircraft parking is controlled by the respective service agency operations center on designated airfield ramps.

2.8.4. Each tenant service/component maintains responsibility for ramp management as well as services (to include accommodations of any supported transient aircraft). Tenant unit hosting of transient (non-base assigned) aircraft first requires approval through AMOPS. Refer to **paragraph 8.4.** for additional transient aircraft coordination/tracking procedures.

2.8.5. AMOPS is the authorizing agency for use of designated transient parking locations. AMOPS will pre-coordinate support services with 305 MXG/MXO (Transient Alert). Parking assignment will be mutually agreed upon between AMOPS and 305 MXG/MXO to ensure aircraft wingtip clearance and jet blast requirements are met. Transient aircraft designated parking locations are defined in **Table 2.4.**

Table 2.4. Transient Aircraft Designated Parking Locations.

Parking Location	Designation
Alpha Row (spot A1)	C-17 or smaller wingspan – Commercial 757/767
Bravo Row (spots B1-B7)	C-130 or smaller wingspan
Mike Row (spots M2, M3)	TACC wide body spot; accommodates C-5/747
November Row (spots N2, N3)	TACC wide body spot; accommodates C-5/747
Romeo Row (spots R6, R8)	C-17 or smaller wingspan
Victor Row (spots V1-V4)	C-17 or smaller wingspan
HCLA (spots 1-7)	Hazardous Cargo

2.8.6. Hotel Row spot H1 is the primary designated Distinguished Visitor (DV) parking location. Alternate DV spots include Golf Row spot G1 and India Row spot I1. AMOPS will coordinate use of these locations in advance with 305 MXG/MOC. If primary/alternate DV parking spots are unsupportable, AMOPS will coordinate the next most suitable location based on aircraft specifications and DV pick-up/drop-off intentions.

2.8.7. Wide body aircraft (i.e. C-5, AN-124, A380) designated parking areas are Mike Row (spots M2, M3) and November Row (spots N2, N3). These locations are sited for aircraft with wingspans up to and including 222.9' (C-5). Aircraft with larger wingspans require airframe specific evaluation by the AFM.

2.8.8. All aircrews: prior to engine start, advise McGuire Tower (Ground Control) of aircraft parking location.

2.8.9. All aircrews: on arrival, notify McGuire Tower (Ground Control) of assigned parking location.

2.9. Transient Alert Services. 305 MXG/MXO recovers, inspects, maintains, and launches transient aircraft. Servicing priorities are coordinated in real-time between 305 MXG/MXO and

AMOPS which may be adjusted based on mission type, estimated time of arrival (ETA) and estimated time of departure (ETD) changes. Hours and capabilities are published in the DoD FLIP En-route Supplement. **Note:** The sponsoring unit/service agency operations center is ultimately responsible for the coordination of transient service support to aircraft parked on tenant designated ramp areas.

2.9.1. AMOPS will notify 305 MXG/MXO of any received transient aircraft arrival information.

2.10. Runway, Ramp and Taxiway Restrictions.

2.10.1. 180° turns (for all aircraft) are only authorized on the concrete portions of Runway 06/24 and Runway 36 approach end or the intersection of Taxiway Golf and Taxiway Lima. Turnarounds will not be conducted on any asphalt surface area due to structural disturbance potential.

2.10.2. Romeo Row Aircraft Position-Based Restrictions. Due to tail height infringement potential within the approach-departure clearance surface, aircrews and maintenance personnel will only position aircraft on Romeo Row spots R1 and/or R2 with nose facing westward towards Runway 18/36.

2.10.3. Combat Offload Area Restrictions.

2.10.3.1. X-Ray Row is the primary designated area for Combat Offload. McGuire Tower will restrict taxi/tow/engine run operations on Victor Row and X-Ray Row through the duration of Combat Offload operations and until AMOPS has verified the area is clear of debris/hazards (i.e. pallets).

2.10.3.2. The area west of Romeo Row (between spots 5-9) is the alternate designated area for Combat Offload. McGuire Tower will restrict taxi/tow/engine run operations on the west side of Romeo Row spots 1-9 through the duration of Combat Offload operations and until AMOPS has verified the area is clear of debris/hazards (i.e. pallets).

2.10.3.3. McGuire Tower will notify AMOPS in real-time when Combat Offload operations commence and terminate.

2.10.3.4. 305 APS/ATOC will notify AMOPS when pallets are removed.

2.10.3.5. AMOPS will check the Combat Offload operations area for debris/hazards and notify McGuire Tower once restrictions can be lifted.

2.10.4. Bravo Row parking spots are restricted to aircraft with wingspans of 133' or less.

2.10.5. Victor Row is restricted to aircraft with wingspans 170' or less.

2.10.6. HCLA-1 is restricted to aircraft with wingspans of 170' or less. Safety observers (via base assigned maintenance support or 305 MXG/MXO) will be utilized for any aircraft movement at HCLA-1 to ensure wingtip clearance.

2.10.7. Army Support Activity (ASA) Ramp is restricted to aircraft with wingspans of 133' or less.

2.10.8. Navy (VR-64) Ramp is restricted to aircraft with wingspans of 133' or less.

2.10.9. Marine (MAG-49) Ramp is restricted to aircraft with wingspans of 170' or less. All fixed wing operational movements on the MAG-49 Ramp require AFM coordination and approval.

2.10.10. Taxiway Restrictions. Refer to **Table 2.1** **Note:** Compliance with the above restrictions is mandatory unless otherwise coordinated through and approved by the AFM.

2.11. Other Airfield Areas.

2.11.1. Arm/De-Arm Areas. McGuire Tower will direct aircraft initiating arm/de-arm actions, those with hot guns, or ordnance malfunctions to the location specified below. Ordnance assembly and disassembly will only be conducted within approved areas. Every effort will be made to avoid ordnance positioning towards buildings, vehicles, or populated areas.

2.11.1.1. Taxiway Delta (Runway 06 Arrival): turn left, face heading 090°.

2.11.1.2. Taxiway Alpha (Runway 24 Arrival): turn left, face heading 070°.

2.11.1.3. MAG-49 Ramp Combat Aircraft Parking Area (CAPA). The southern-most row, with weapon direction facing towards protection berm. Refueling of aircraft loaded with ordnance within the CAPA is approved as long as refueling and loading/down-loading of ordnance is NOT conducted simultaneously. A distance of 50' must be maintained between aircraft loading/down-loading and other refueling aircraft. **Note:** During periods of thunderstorms and/or lightning within 5 NM of the airfield, ordnance handling procedures will cease.

2.11.2. Drag Chute Jettison Areas. McGuire Tower will advise the aircraft following drag chute deployment to taxi to park with the item in trail. If this is not possible, jettison actions should occur over Taxiway Alpha or Delta.

2.11.2.1. McGuire Tower will notify AMOPS following deployment of a drag chute and suspend runway operations until a Foreign Object Debris (FOD) check can be accomplished.

2.11.2.2. 305 MXG/MXO will collect the drag chute as part of transient aircraft servicing.

2.11.3. Dangerous/Hazardous Cargo Areas. HCLA-1 is the primary designated Hazardous Cargo parking location. Taxiway Lima spots (HCLA-3, HCLA-4, HCLA-5, HCLA-6, HCLA-7) are alternate parking locations. Refer to **Paragraph 8.9** for dangerous/hazardous cargo operations/procedures.

2.11.4. Hot Pit Refueling Areas. McGuire Field does not utilize Hot Pit Refueling Areas.

2.11.5. Aircraft Compass Swing. A compass swing is located on the MAG-49 Ramp (northeast corner).

2.12. Local Frequencies/Channelization.

Table 2.5. Local Frequencies/Channelization.

Position/facility	VHF (MHz)	UHF (MHz)
Approach/Departure	126.475	363.8
Arrival	120.25	290.9
Clearance Delivery	135.2	335.8

Radar Final Control: PAR	120.0	269.025
KWRI Tower	118.65	255.6
KWRI Ground	121.8	275.8
KWRI ATIS	110.6	270.1
Pilot to Dispatch	134.1 (via 87 ABW/CP)	372.2
Command Post (87 ABW/CP)	134.1	319.4
Command Post (108 WG/CP)	N/A	251.2
KNEL Tower	127.775	360.2
KNEL Ground	118.375	307.375
KNEL ATIS	N/A	276.525

2.13. Radar, Airfield, and Weather Systems.

2.13.1. Information related to RAWs Preventative Maintenance Inspection (PMI) times, reporting/handling of unscheduled system interruptions, and restoral priorities are defined in *Local Operating Procedure for Airfield Equipment Outage Priorities and Restoral*.

2.13.2. RAPCON is designated as the NAVAID monitoring facility. RAPCON will notify AMOPS of any NAVAID/ATC system serviceability change for NOTAM purposes. **Note:** ATC facilities will not release NAVAIDs for PMI when weather conditions are (or are forecasted to be) below a 3,000' ceiling and visibility less than 5 statute miles (SM).

2.13.3. Both the DASR and VORTAC are part of the National Airspace System. Requests for out-of-cycle downtime must additionally be coordinated by 305 OSS/OSA through New York Air Route Traffic Control Center (ARTCC) and Washington ARTCC. **Note:** Gibbsboro Radar Station (Identifier: QIE) is a supportive DASR feed located 26 miles southwest of the installation and provides partial Radar overlap of JB MDL ATC facilities. During primary DASR outage, QIE permits ATC continuity of operations; however, full procedures (no vectors to final) are required due to radar distance/sweep rate limitations.

2.13.4. Inventory of Local NAVAIDs.

Table 2.6. Inventory of Local NAVAIDs.

NAVAID	Frequency (MHz) / Channel	Identifier	Facility/Location
ILS-6	110.1 (LOC)/334.4(GS)	I-WRI	1630(LOC)/1637 (GS)
ILS-24	110.1 (LOC)/334.4(GS)	I-JTQ	1626(LOC)/1628(GS)
VORTAC	110.6 / 43	GXU	1622
PAR-2000	9125	N/A	1654

2.13.5. Auxiliary Power for Airfield Operations Facilities.

Table 2.7. Generator Capacity of Airfield Operations Facilities.

Location/Facility	Generator Rating (kW)	Fuel Capacity (gallons)	Consumption Rate (gallons/hour)	Estimated Hours
Bldg 1605, ATC Tower	80	550	6.1	90.16

Bldg 1608, Alt ATC Tower	25	100	1.97	50.76
Bldg 1622, VORTAC	35	195	2.82	69.14
Bldg 1626, 24 Localizer	30	360	2.9	124.13
Bldg 1628, 24 Glide Slope	10	126	0.85	148.23
Bldg 1630, 06 Localizer	30	360	2.9	124.13
Bldg 1637, 06 Glide Slope	10	126	0.85	148.23
Bldg 1650, Receiver Site Bldg 1651, Generator	10	275	0.85	323.53
Bldg 1652, Transmitter Site Bldg 1653, Generator	10	275	0.85	323.53
Bldg 1654, PAR	35	145	2.82	51.42
Bldg 3109, RAPCON	100	308	7.4	41.62
Bldg 3207, DASR	60	1000	4.8	208.33

2.13.5.1. In the event that a facility generator fails to start during an outage, the WS/shift lead will contact 87 CES/CEOER (Power Production) at DSN: 650-2388. Personnel that have received annual generator training from Power Production are authorized to place the generator into auto; however, any additional actions require 87 CES/CEOFP technician support.

2.14. Automatic Terminal Information Service (ATIS) Procedures. McGuire Tower operates ATIS equipment IAW FAA JO 7110.65. Broadcasts are available 24-hours a day, 7 days a week on frequencies 270.1 MHz and 110.6 MHz, or by phone at DSN: 650-ATIS (2847).

2.14.1. Departing aircrews will check ATIS for terminal information prior to requesting taxi.

2.14.2. During periods of rapidly changing weather conditions, McGuire Tower will disseminate a blanket message advising aircrews to contact ATC for the most current weather information.

2.15. Aircraft Towing Procedures. Aircraft tow procedures will be conducted IAW 305/514 MXGI 21-101 or service component standard.

2.15.1. 305 MXG/MOC, 108 WG/MOC, or the respective unit operations center will notify McGuire Tower via landline of intentions for aircraft tow or tail stand movement activity.

2.15.2. Tow crews will:

2.15.2.1. Coordinate approval in real-time with McGuire Tower via frequency or FM LMR Ramp/Tower Net.

2.15.2.2. Maintain contact (via frequency or FM LMR Ramp/Tower Net) with McGuire Tower for the duration of the tow.

2.15.2.3. Notify McGuire Tower of tow status/parking location change (i.e. delay, cancellation, termination).

2.16. Aircraft Taxiing Requirements/Routes.

2.16.1. Aircraft will contact McGuire Tower (Ground Control) prior to taxi for specific taxi instructions. To the maximum extent possible, aircraft will be directed away from any heavy jet thrust (see [Attachment 3](#) for depiction of aircraft jet thrust avoidance areas). **Note:** Refer to [Table 2.1](#) and [Paragraph 2.10](#) for aircraft taxi/routing restrictions.

2.17. Airfield/Facilities Maintenance, Construction and Projects.

2.17.1. Service support personnel conducting maintenance or other activities (i.e. mowing, sweeping, lighting, snow-removal, surveys, repairs) in the airfield environment must pre-coordinate with AMOPS for action accountability and logging prior to start and upon termination. This includes services/activities that take place outside of the airfield perimeter but have the potential to affect airfield operations (i.e. facility power supplies, placement of obstructions). **Note:** The airfield is defined as all runways, overruns, taxiways, ramps, infields/outfields, aircraft parking areas, access roads, hangars, and associated maintenance and servicing areas where aircraft may be encountered.

2.17.2. AMOPS will coordinate with McGuire Tower and/or RAWS regarding airfield/facilities maintenance that may affect respective work centers.

2.17.3. Vehicles or pedestrians operating in the airfield environment must follow procedures outlined in 305 AMWI 13-213, *Airfield Driving*. **Note:** Refer to Local Operating Procedures (maintained by 305 OSS/OSA) for procedures related to sweeper, mower, lighting, and snow removal operations.

2.17.4. Airfield Construction. All airfield construction projects will be coordinated with the AFM at least 45 days prior to commencement of work. At minimum, construction preparation meetings will include the following representatives: 305 AMW/SEF, 305 OSS/OSAA, 787 CES/CEN (Project Management), Contracting Officer's Representative (COR) and 87 SFS. The COR is responsible for disseminating pre-construction meeting minutes. 787 CES/CEN is responsible for ensuring COR and contractor compliance with "*Division 1 General Requirements Section 01 15 00 Special Conditions for Projects requiring Airfield Access and/or Cranes*" (Airfield Annex). 787 CES/CENP (Base Community Planner) is responsible for ensuring completion of required airfield waivers prior to the project start date.

2.17.5. Contractor Check-in. All contractors working on the airfield will check-in and check-out with AMOPS counter daily. AMOPS will log this in the daily events log. Contractors are required to supply their own radios when conducting construction within the CMA. Airfield radios can be signed in and out with AMOPS in contingency situations.

2.17.5.1. The COR is responsible for providing project updates to the AFM, particularly regarding delays, advances or matters pertinent to overall completion.

2.18. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values.

2.18.1. AMOPS is responsible for determining RSC and/or RCR values at McGuire Field. AMOPS will inform McGuire Tower, 87 ABW/CP, 108 WG/CP and Weather (305 OSS/OSW) of RSC or RCR changes. Refer to JB MDL Snow and Ice Control Plan.

2.18.2. During instances where runway markings are obscured by snow, AMOPS will notify the AFM and AOF/CC (for additional coordination with 305 OG/OGV, 305 AMW/SEF, 305 OG/CC, and AMC/A3AT) and publish the following NOTAM: "ALS no light minima for approaches are in effect."

2.19. Procedures/Requirements for Conducting Runway Inspections/Checks. Qualified AMOPS personnel will perform a comprehensive daily airfield inspection and checks IAW AFMAN 13-204v2, *Airfield Management* and *Local Operating Procedures*.

2.19.1. Quarterly, the month prior to the AOB, the AFM will conduct a joint airfield inspection. At a minimum, the following participants will include:

- 2.19.1.1. AFM and/or Deputy AFM.
- 2.19.1.2. AOF/CC
- 2.19.1.3. 305 AMW/SEF (Flight Safety)
- 2.19.1.4. 787 CES/CENPL (Community Planner)
- 2.19.1.5. 787 CES/CENMP (Project Planner)
- 2.19.1.6. 87 CES/CEOHP (Airfield Support)
- 2.19.1.7. 87 SFS/S5 (Security Forces)

2.20. Closure, Suspension, and Resumption of Runway Operations.

2.20.1. AMOPS and McGuire Tower maintain authority to suspend runway operations. Runway suspension will be declared following an emergency aircraft landing or when there is reason to believe that a hazard exists on/near the runway and/or approach departure corridor. In the event of a runway suspension, McGuire Tower will immediately notify RAPCON. AMOPS will be notified in the event of McGuire Tower initiated suspension.

2.20.2. AMOPS is the only agency that maintains authority to resume runway operations following a suspension. Prior to resumption, AMOPS will complete a runway check, verify the area is safe for operation, and notify McGuire Tower of status change. McGuire Tower will then notify RAPCON of resumed runway operations.

2.20.3. Runway closures are generally for extended periods of time (i.e. repairs, maintenance actions, construction). The AFM is the only individual authorized to declare closure of a runway or airfield area, following coordination with the 305 OG/CC and if necessary, higher headquarters. AMOPS will send applicable NOTAM restrictions following runway or airfield area. A closed runway/airfield area will only be reopened following AMOPS completion of a runway/airfield check.

2.21. Engine Run Procedures. Engine run procedures will be conducted IAW AFI 21-101 (AMC Supplement), *Aircraft and Equipment Maintenance* and 305 and 514 MXGI 21-101.

2.21.1. 305 MXG/MOC, 108 WG/MOC, or the respective unit operations center will notify McGuire Tower via landline of intentions for engine-run activity.

2.21.2. Engine run crews will:

- 2.21.2.1. Coordinate approval in real-time with McGuire Tower via frequency or FM LMR Ramp/Tower Net.
- 2.21.2.2. Maintain contact (via frequency or FM LMR Ramp/Tower Net) with McGuire Tower for the duration of engine run actions.
- 2.21.2.3. Notify McGuire Tower of engine run status change (idle, termination).
- 2.21.2.4. Utilize ground observers for all engine runs above idle. Ground observers will monitor spotters and notify the run supervisor if the jet blast danger zone is penetrated.

2.21.2.5. Reduce engine run actions to idle immediately upon notification of an in-flight or ground emergency. **Note:** McGuire Tower (Ground Control) will broadcast emergency information and status over FM LMR Ramp/Tower Net.

2.21.3. McGuire Tower will:

2.21.3.1. Adhere to operational restrictions listed in **Table 2.8**. **Note:** If designated engine run spots are not available, C-5/B747 and other wide body heavy aircraft are authorized to conducted engine runs above idle on the concrete portions of Runway 06/24 or 18/36, only after prior coordination with AMOPS.

2.21.3.2. Issue jet blast advisories IAW FAA JO 7110.65. Heavy Aircraft Jet Thrust Avoidance Areas are listed in **Attachment 3**.

2.21.3.3. When required, restrict in-progress engine runs by hailing the engine run crew via FM LMR Ramp/Tower Net and coordinate return to idle or termination actions.

Table 2.8. Engine Run Locations and Restrictions.

Row	Spot	Idle Power	Above Idle Power
Alpha	1	Restrict taxi/tow operations behind engine run aircraft.	Prohibited
Bravo	1-5	Restrict taxi/tow operations behind engine run aircraft.	Prohibited
Fox	1-4	<i>(No Restriction)</i>	Prohibited
Golf	1-4	<i>(No Restriction)</i>	Prohibited
Hotel	1-4	<i>(No Restriction)</i>	Prohibited
India	1	<i>(No Restriction)</i>	Prohibited
	2-4	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> restrict taxi/tow operations on the aligned spots directly behind an engine run aircraft for two rows. Affected spots must be vacant of aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
Juliet	1	<i>(No Restriction)</i>	Prohibited
	2-3	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> restrict taxi/tow operations on the aligned spots directly behind an engine run aircraft for two rows. Affected spots must be vacant of aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
	4	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> restrict taxi/tow operations on Taxiway Uniform directly behind an engine run aircraft spanning the length of two rows. Additionally, restrict taxi/tow operations on Taxiway November. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.

Kilo	1	(No Restriction)	Prohibited
	2-3	(No Restriction)	<u>For heavy aircraft:</u> restrict taxi/tow operations on the aligned spots directly behind an engine run aircraft for two rows. Affected spots must be vacant of aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
	4	(No Restriction)	<u>For heavy aircraft:</u> restrict taxi/tow operations on Taxilane Uniform directly behind an engine run aircraft spanning the length of two rows. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
Lima	1	(No Restriction)	Prohibited
	2-3	(No Restriction)	<u>For heavy aircraft:</u> restrict taxi/tow operations on the aligned spots directly behind an engine run aircraft for two rows. Affected spots must be vacant of aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
	4	(No Restriction)	<u>For heavy aircraft:</u> restrict taxi/tow operations on Taxilane Uniform directly behind an engine run aircraft spanning the length of two rows. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
Mike	1	(No Restriction)	Prohibited
	2-3	(No Restriction)	<u>For heavy aircraft:</u> restrict taxi/tow operations on the aligned spots directly behind an engine run aircraft for two rows. Affected spots must be vacant of aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
November	1	(No Restriction)	Prohibited
	2-3	(No Restriction)	<u>For heavy aircraft:</u> restrict taxi/tow operations on the aligned spots directly behind an engine run aircraft for two rows. Affected spots must be vacant of aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.

Victor	1-4	Restrict taxi/tow operations behind engine run aircraft.	<u>For ALL aircraft:</u> Restrict taxi/tow operations behind the engine run aircraft. If jet blast direction is toward X-Ray Row, restrict combat off-load operations.
Romeo	1-2	Refer to paragraph 2.10.2. Aircraft nose must face westward towards Runway 18/36.	Prohibited
	3-4	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> Restrict taxi/tow operations behind the engine run aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
	10	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> Restrict taxi/tow operations behind the engine run aircraft. If jet blast direction is westward, issue an advisory to Runway 18/36 arrival/departure aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
	11-12	Restrict taxi/tow operations behind engine run aircraft.	<u>For heavy aircraft:</u> Restrict taxi/tow operations behind the engine run aircraft. If jet blast direction is westward, suspend operations to Runway 18/36 and restrict taxi/tow operations on Taxiway Kilo. <u>For other aircraft:</u> Restrict taxi/tow operations behind the engine run aircraft. If jet blast direction is westward, issue an advisory to Runway 18/36 arrival/departure aircraft and taxi/tow operations on Taxiway Kilo.
HCLA	1	<i>(No Restriction)</i>	Prohibited
	3-7	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> restrict taxi/tow operations (a distance of two aircraft lengths) directly behind an engine run aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
108 WG Ramp	Trim Pad	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> restrict taxi/tow operations directly behind an engine run aircraft. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
	Interior Taxi	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> restrict taxi/tow operations directly behind an engine run

	Lane (Y5)		aircraft. Spots Y5, Y6, Z5, and Z6 must be vacant. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
	Interior Taxi Lane (Z6)	<i>(No Restriction)</i>	<u>For heavy aircraft:</u> restrict taxi/tow operations directly behind an engine run aircraft. Spots Y5, Y6, and Z5 must be vacant. <u>For other aircraft:</u> issue advisory to any taxi/tow operator traversing behind/in vicinity of the engine run aircraft.
Note: Reverse C-17 engine runs are authorized at idle power approved locations with no additional restrictions. The maximum power setting is 1.18 EPR.			

2.22. Noise Abatement Procedures.

2.22.1. To minimize the impact of aircraft noise on installation residential areas and the local community, stringent noise abatement procedures, compatible with flight safety, are employed. Aircrews are ultimately responsible for understanding and complying with these procedures, in consideration for aircraft maneuverability profiles and handling. (For a depiction of noise sensitive and no overflight areas, refer to [Attachment 4](#)).

2.22.2. Between the hours of 0600-2200L, terminal area overflight of noise sensitive areas in VMC will not occur lower than 1,600' MSL (including during execution of Tactical Arrival and Departures [TAD], Circling approaches, and VFR patterns). From 2200-0600L, overflight of noise sensitive areas will be avoided.

2.22.3. Deborah Hospital (located approximately 3 miles south of McGuire Field) will not be overflown by any aircraft at any time.

2.22.4. When in use, HCLA-1 thru HCLA-7 will not be overflown below 2,500' AGL. **Note:** These restrictions do not apply where it would conflict with Federal Aviation Regulations, air traffic control clearances or instructions, or where altitudes less than specified are considered necessary by a pilot to operate safely.

2.23. Quiet Hours.

2.23.1. The term "quiet hours" indicates a broad spectrum of airfield operating limitations. These restrictions are generally reserved for command level (E-9, O-5 and above, or civilian equivalent) events or functions on or adjacent to the airfield. [Table 2.9](#) is a guide for commonly issued restrictions based on event locations. The 305 OG/CC is the approval authority for quiet hours requests.

2.23.2. Requests for quiet hours will be submitted to 305 OSS/OSA utilizing [Attachment 5](#), a minimum of 20 business days in advance of the event.

2.23.3. The AOF/CC will evaluate each quiet hours request and coordinate with 305 OSS/OSO, 305 OSS/CC, 305 MXG/CC, and joint flying partners prior to routing to the 305 OG/CC for approval. Practicality of quiet hour requests will be determined based on event scope and flying mission requirements.

Table 2.9. Quiet Hours Commonly Used Restrictions.

Location	Standard Restriction
MAG 49 Ramp 108 WG Ramp VR-64 Ramp	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Taxiway Hotel</u> or in immediate vicinity of the event location. Air: Runway 18/36 operations suspended.
Dock 1 Dock 11 Dock 51	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Rows: Lima, Mike, November, and Romeo</u> or in immediate vicinity of the event location. Air: N/A
2-Bay 3-Bay	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Rows: Bravo, Foxtrot, and Golf</u> or in immediate vicinity of the event location. Additionally, <u>Taxiway Uniform closed between Taxiway November and Taxiway Golf.</u> Air: N/A
Army C-12 Hangar	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Rows: Alpha-1, Victor</u> or in immediate vicinity of the event location. Air: N/A
Aerodrome	Air: Airborne operations restricted to departure/full-stop arrival only to all runways. Non-base assigned aircraft transitions and/or pattern work prohibited. Aircrews will avoid overflight of the ceremony area to the maximum extent possible. Mission planners should avoid aircraft arrival/departure times during the specified window.
	Note: Requests for quiet hours should not exceed one hour in duration.

2.23.4. Upon approval, the AOF/CC, through coordination with AMOPS, will notify base agencies (McGuire Tower, 305 MXG/MOC, 87 ABW/CP, 108 WG/CP, 108 WG/MOC, flying units, airfield support agencies, contractors, and unit airfield driving program managers) in a timely manner ahead of quiet hour restrictions through formalized notification and via published NOTAM.

2.23.5. No later than 20 minutes prior to quiet hours, AMOPS will check affected airfield areas and notify vehicle operators of impending restrictions.

2.23.6. McGuire Tower will broadcast a quiet hours advisory (including start/end times and restrictions) over the FM LMR Ramp/Tower Net and ATIS.

2.23.7. With the exception of real-world alert missions, units requesting to override/terminate quiet hours must receive 305 OG/CC approval with downward notification to the 305 OSS/DO and AOF/CC.

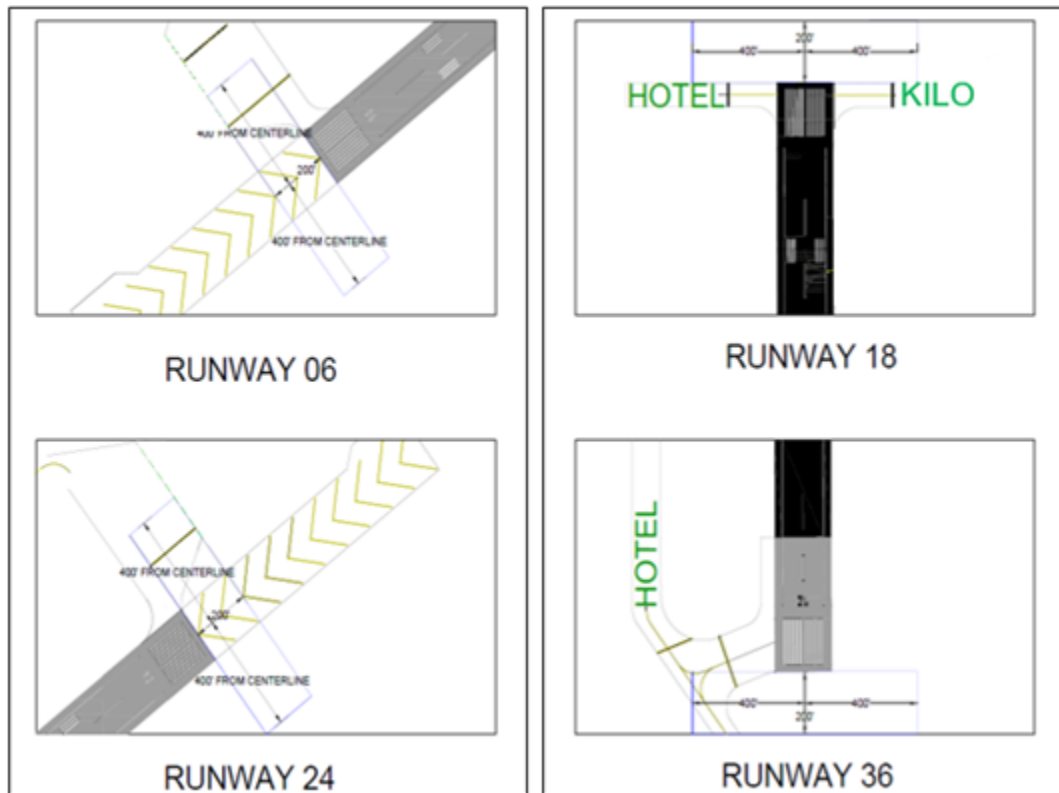
2.24. Official Business Only. Official Business Only (OBO) is an access limiting airfield restriction that may be imposed by the 305 OG/CC. OBO is defined as: “The airfield is closed to all transient civilian/military aircraft for obtaining routine services such as fueling, passenger drop-off or pickup, practice approaches, and parking/ramp services unless specifically approved by the 305 OG/CC for the purpose of official business. Exemptions include emergency, or real-world alert missions.” When implemented, AMOPS will publish a NOTAM advertising this restriction.

2.25. Non-Standard Airfield/Aerodrome Events. Units/agencies requesting to conduct non-routine activities in the airfield/aerodrome environment must pre-coordinate 305 OSS/OSA with consideration for processing timelines that may require multi-agency endorsement and authorization from the SAA. Non-standard airfield/aerodrome events will be submitted to 305 OSS/OSA in writing and as applicable, include an AF Form 4437, *Deliberate Risk Assessment* that details mitigation efforts if the event has potential to interfere with normal daily operations. Refer to [Attachment 6](#) as a guide for non-standard event request submission. **Note:** Non-standard events may include (but are not limited to): aerial fly-by, aerobatics, high-speed passes, gear up low approaches, controlled burns, fast rope insertion, bambi bucket operations, sling loads, hoist, innovation testing, long-term cargo placement/storage, and other operational/non-operational exercises.

2.26. Procedures for Protecting Precision Approach Critical Areas. McGuire Tower is responsible for the protection of Precision Obstacle Free Zones (POFZs) and ILS Critical Areas. Protection of these locations ensure the overall safety of aircraft operating in the movement area and reduces the risk of ground mobile obstacle interference for aircraft conducting precision approaches.

2.26.1. Runway 06/24, Runway 18/36 POFZs. Each runway approach end has a POFZ consisting of an 800' wide by 200' long rectangular area centered on the runway centerline, extending outward from the threshold (refer to [Figure 2.1](#)). McGuire Tower will not permit aircraft/vehicles inside the approach end POFZ when an aircraft is on an instrument approach and the ceiling is less than 300' AGL and/or visibility less than 3/4 SMs. Instrument hold line markings on paved surfaces are configured to protect POFZ boundaries.

Figure 2.1. Runway 06/24, Runway 18/36 POFZs.



2.26.1.1. McGuire Tower will issue traffic and missed approach instructions to any inbound aircraft prior to reaching 2 Nautical Miles (NM) from runway threshold if the POFZ is occupied by an obstacle during applicable weather conditions. **Note:** Only horizontal surfaces (e.g. aircraft wingtips) may penetrate the POFZ, but not the vertical surfaces (e.g. fuselage or tail).

2.26.2. Runway 36 Approach Zone CMA. This CMA is established to protect the Runway 36 POFZ and mitigate accident potential risk of overflight on converging course runways. It is defined by VFR hold lines located on Taxiway Golf (parallel to the VORTAC with associated sign) and Taxiway Hotel (north of the approach end of Runway 36 with associated sign) and Taxiway Alpha (**Figure 2.2**). McGuire Tower is responsible for the control of aircraft and vehicles operating within this CMA, to include unpaved surfaces (depicted in yellow).

2.26.2.1. McGuire Tower will ensure the Runway 36 Approach Zone CMA is sterile (absent of aircraft/vehicles) prior to any aircraft (on approach to Runway 36) reaching 2 NM from threshold or departing Runway 18.

2.26.2.2. Vehicles transitioning from Runway 6/24 via Taxiway Alpha to the 36 Approach Zone CMA (and vice versa) will hold between instrument and VFR hold lines on Taxiway Alpha until authorized by McGuire Tower to proceed into the next CMA. This transition zone is depicted in blue in **Figure 2.2** Specific vehicle entrance/exit procedures are defined in 305 AMWI 13-213, *Airfield Driving Instruction*.

2.26.2.3. McGuire Tower will also ensure no aircraft are holding short of Runway 06 at the Taxiway Alpha VFR hold line, occupied in the Runway 06 underrun, or occupied in

the first 1,000' of Runway 06 (i.e. Line Up and Wait position) prior to any aircraft (on approach to Runway 36) reaching 2 NM from threshold or departing Runway 18. **Note:** Vehicle heights are considered below overflight obstacle minimums and therefore, are not restricted from occupying the transition zone, Runway 06 underrun, or Runway 06/24 while Runway 18/36 operations are occurring.

Figure 2.2. Runway 36 Approach Zone CMA.



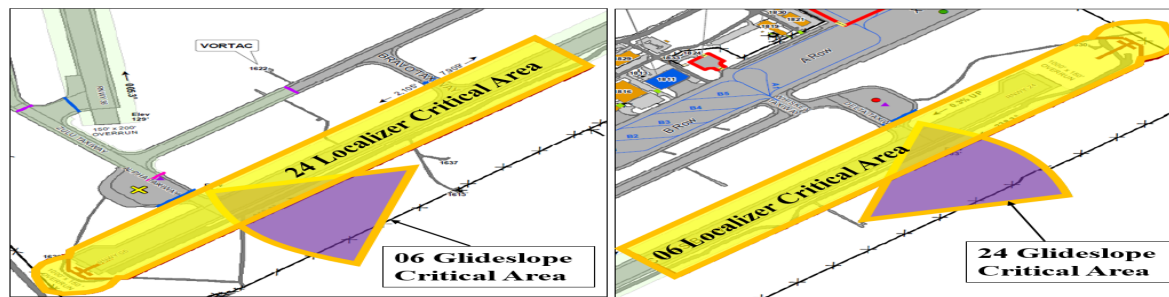
2.26.3. Runway 06/24 ILS Critical Areas. McGuire Tower will not permit aircraft/vehicles inside an active ILS component (localizer and/or glideslope) critical area when an aircraft is on an instrument approach and either (1) Runway Visual Range is less than 2000' or (2) the ceiling is less than 800' AGL and/or visibility less than 2 SMs. Dimensions of ILS critical areas are defined in FAA JO 6750.16 and depicted in [Figure 2.3](#) Instrument hold line markings on paved surfaces as well as stop bar signage on system access roads are configured to protect critical area boundaries.

2.26.3.1. Runway 06 Localizer. Located at Runway 06 departure end.

2.26.3.2. Runway 06 Glideslope. Located east/northeast of Runway 06 approach end.

2.26.3.3. Runway 24 Localizer. Located at Runway 24 departure end.

2.26.3.4. Runway 24 Glideslope. Located south/southwest of Runway 24 approach end.

Figure 2.3. Runway 06/24 ILS Critical Areas.**2.27. Restricted/Classified Areas on the Airfield.**

2.27.1. Restricted Areas. Airfield restricted areas are depicted in [Attachment 2](#). Refer to 305 AMWI 13-213, *Airfield Driving Instruction* for entry/access procedures.

2.27.2. Classified Areas on the airfield do not exist at McGuire Field.

2.28. Unmanned Aircraft Systems (UAS).

2.28.1. UAS operations on/over the JB MDL installation require explicit approval from the SAA prior to employment and must be purposed to support military training or real-world missions. Personal, hobbyist, or recreational drones, to include non-vetted Commercial-Off-the Shelf (COTS) devices, are strictly prohibited within federal property boundaries.

2.28.2. Agencies requesting to operate a UAS platform within the installation boundary must meet published DoD and service branch requirements. All operational efforts involving UAS must be defined in a Letter of Agreement (between agency and the SAA), signed and on file with 305 OSS/OSA prior to operation. Procedures must describe ATC communication methods, boundary/operating zone establishment, and an emergency/lost-link plan. Contact 305 OSS/OSA for additional information.

2.28.3. UAS operation requests under *Title 14, Code of Federal Regulation (Part 91, 101, or 107)* with intent to operate outside the installation boundary/Special Security Instruction (SSI) airspace but within the UAS Facility Map, must first be processed through the FAA's Eastern Service Area. Additional information related to operator classification, requests for use near terminal airports, and mapping resources are available at <https://udds-faa.opendata.arcgis.com/>

2.28.4. In the interest of safety, McGuire Tower has final determination to approve, deny, or terminate UAS operations within the aerodrome.

2.28.5. Unauthorized use of UAS should be reported immediately to 87 SFS Base Defense Operations Center (87 SFS/BDOC).

2.29. No Hat/No Salute Area. McGuire airfield is designated as a No Hat/No Salute Area IAW AFI 36-2903, AMC Supplement, *Dress and Personal Appearance of Air Force Personnel*.

Chapter 3

FLYING AREAS

3.1. Local Flying Area. JB MDL designated airspace is defined IAW FAA JO 7400.9 and by letters of agreement between New York ARTCC, Washington ARTCC, and Philadelphia Air Traffic Control Tower. Contact 305 OSS/OSA for additional information.

3.2. Designation of Airspace. The following classifications of airspace are contained within JB MDL's designated airspace.

3.2.1. McGuire Field (KWRI) Class D Airspace. The airspace extending from the surface up to and including 2,600' MSL within a 4.5 NM radius of McGuire Field.

3.2.2. Maxfield Field (KNEL) Class D Airspace. The airspace extending from the surface up to and including 2,600' MSL within a 4.2 NM radius of Maxfield Field.

3.2.3. Class E Airspace. All controlled airspace within RAPCON's delegated airspace that is not Class D, is Class E airspace. RAPCON's Class E airspace has a floor 700' AGL above the surface with a few areas to the east/southeast starting at 1,200' AGL. Refer to sectional charts and [Attachment 7](#) for airspace depictions.

3.2.3.1. Class E surface areas associated with JB MDL Class D surface areas. The Class E surface areas provide controlled airspace to contain standard instrument approach procedures without imposing a communications requirement on pilots operating under VFR conditions.

3.2.3.1.1. Within 1.8 NM each side of the 350° radial extending from the 4.5 mile radius to 6.1 NM north of the GXU VORTAC.

3.2.3.1.2. Within 1.8 NM each side of the 051° radial extending from the 4.5 mile radius to 6.1 NM northeast of the GXU VORTAC.

3.2.3.1.3. Within 1.8 NM each side of the 180° radial extending from the 4.5 mile radius to 5.2 NM south of the GXU VORTAC.

3.2.3.1.4. Within 1.8 NM each side of the ILS localizer southwest course extending from the 4.5 mile radius boundary of the McGuire Class D to 7 NM southwest of the localizer.

3.2.3.2. Lakehurst Class E surface area associated to their Class D Airspace. That airspace extending upward from the surface within 2.6 NM each side of the 050° radial of the KNEL Non-Directional Radio Beacon (NDB) extending from the 4.2 mile radius boundary of the Lakehurst Class D to 7.4 NM northeast of the NDB.

3.2.4. Special Use Airspace.

3.2.4.1. Restricted Area 5001 (R-5001). R-5001 comprises the ASA Fort Dix Range Complex. This restricted area lies between McGuire Field and Lakehurst/Maxfield Field. *Use of Airspace within Restricted Area 5001 (R-5001)* Letter of Agreement details specific responsibilities for use and coordination procedures. ASA Fort Dix is the designated using agency and RAPCON is the designated controlling agency of R-5001.

3.2.4.2. Restricted Area 5002 (R-5002). R-5002 comprises the Warren Grove Range Complex that is operated by the 177th Fighter Wing (FW) of the NJANG. It is located just south of Coyle VORTAC (CYN). *The Operating Procedures for Restricted Area 5002 (Warren Grove)* Letter of Agreement details specific responsibilities for use and coordination procedures. The 177th Fighter Wing (NJANG), based out of Atlantic City Airport (KACY), is the designated using agency and New York ARTCC is the designated controlling agency of R-5002.

3.2.4.3. Alert Area 220 (A-220). A-220 is established around JB MDL. Its purpose is to alert aviators of intensive heavy jet operations in the terminal environment vicinity. The Alert Area does not restrict IFR or VFR aircraft in any way. It is active daily from 0800-2200L and extends from the surface to 4,500' MSL (excluding the portions beneath Philadelphia's Class B airspace).

3.2.4.4. Warning Area 107 (W-107). W-107 has two sections that overlap portions of \ RAPCON's delegated airspace: W-107 B and C. The portion of W-107B inside the RAPCON airspace is used from the surface up to but not including 2,000'. W-107C overlaps McGuire airspace in the southeast and is used from the surface up to but not including FL180. Refer to FLIPs for operating hours.

3.3. VFR Local Training Areas. In addition to VFR patterns at McGuire Field and Lakehurst/Maxfield Field, there is extensive VFR local training that takes place within RAPCON's delegated airspace. This includes military aviation use of Lakehurst/Maxfield Field Approach Landing Zone and Coyle Field Drop Zone, often used concurrent with slow speed routes that transit CYN (i.e. SR-800). Additionally, there are numerous satellite airports and general aviation operators conducting VFR and IFR training. Refer to [Table 3.1](#) for airport name, identifier, and location relative to the McGuire VORTAC (GXU). Pilots should exercise extreme caution as high-density civil traffic may not be in contact with McGuire Tower or RAPCON.

Table 3.1. Satellite Airports.

Airport Name and Identifier	Usage/Location
Monmouth Executive Airport (BLM)	Near Farmingdale, NJ: GXU 075/24.1
Ocean County Airport (MJX)	Near Toms River, NJ: GXU 120/14.8
South Jersey Regional Airport (VAY)	Near Mount Holly, NJ: GXU 262/12.1
Flying W Airport (N14)	Near Lumberton, NJ: GXU 256/10.7
Red Lion Airport (JY73)	Near Vincentown, NJ: GXU 239/9.5
Camden County Airport (19N)	Near Berlin, NJ: GXU 240/21.3
Hammonton Municipal Airport (N81)	Near Hammonton, NJ: GXU 211/21.8
Trenton-Robbinsville Airport (N87)	Near Robbinsville, NJ: GXU 010/12.3
Lakewood Airport (N12)	Near Lakewood, NJ: GXU 091/19.5
Old Bridge Airport (3N6)	Near Old Bridge, NJ: GXU 042/22.4
Redwing Airport (2N6)	Near Jobstown, NJ: GXU 294/4.5
Pemberton Airport (3NJ1)	Near Pemberton, NJ: GXU 261/4.7
Eagles Nest Airport (31E)	Near West Creek, NJ: GXU 158/24.6.
Inductotherm Airport (3NJ6)	Near Rancocas, NJ: GXU 285/11

Chapter 4

VFR PROCEDURES

4.1. VFR Traffic Patterns/VFR Weather Minimums. McGuire Tower will deconflict VFR pattern usage from established weather minimums as well as R-5001 (range) activity.

Table 4.1. VFR Pattern Altitudes (KWRI).

Pattern Name	Altitude	Weather Minimums
360°/Overhead Aircraft Rectangular	2,100' MSL	≥ 2,500' AGL, ≥ 3 SM visibility
Heavy Aircraft Rectangular	1,600' MSL	≥ 2,100' AGL, ≥ 3 SM visibility
Light Aircraft Rectangular	800' MSL	≥ 1,200' AGL, ≥ 3 SM visibility
Helicopter	600' MSL	≥ 1,000' AGL, ≥ 3 SM visibility
Field Carrier Landing Practice (FCLP)	300' AGL	≥ 1,000' AGL, ≥ 3 SM visibility

4.1.1. 360° Overhead Protection. When the VFR 360°/Overhead pattern is in use, McGuire Tower will afford overhead protection by restricting departing aircraft to maintain at or below 1,600' MSL until departure end.

4.2. R-5001 Deconfliction. Normal range activation times and altitudes are published in FLIPs. Periods other than published will be reflected via local NOTAM.

4.2.1. When R-5001 is active surface to 1,500' MSL, aircraft are authorized to fly over the range via Runway 24 left downwind pattern at 1,600' MSL.

4.3. Helicopter Operations/Procedures.

4.3.1. McGuire Class D Entry. Helicopters not receiving flight following from RAPCON will contact McGuire Tower prior to Class D entry, to include return from R-5001 and during NVG operations.

4.3.2. Hover Point Operations. Hover points are located on Taxiway Hotel (abeam Taxiway Victor and Taxiway Tango) adjacent to the MAG-49 Ramp and are considered the primary locations for VFR helicopter arrival/departures and hover checks (see [Attachment 2](#)). Hover Point operations are only authorized during daylight and VMC unless requested by the pilot. Off-set approaches to hover points are permitted provided real-time coordination occurs with McGuire Tower. Aircrews will ensure compliance with noise abatement procedures outlined in [paragraph 2.22](#).

4.3.2.1. To the maximum extent possible, McGuire Tower will issue instructions to keep helicopter operations west of Runway 18/36 centerline when wake turbulence is a potential factor for arriving or departing helicopters. When operations require helicopter crossing of the Runway 18/36 centerline and wake turbulence is a potential factor, McGuire Tower will issue the helicopter instructions to maintain at or above 600' MSL when crossing the runway centerline. **Note:** To afford protection of the Hotel CMA, explicit permission from McGuire Tower (Ground Control) is required for movement/operations (including ground/hover taxi) beyond the MAG-49 Ramp limits.

4.3.2.2. McGuire Tower may interrupt hover checks to accommodate taxiing aircraft on Taxiway Hotel.

4.3.2.3. If hover checks appear to generate FOD, crews will notify McGuire Tower for airfield sweeper coordination.

4.3.3. Helicopter Ordnance Operations. Refer to [Paragraph 2.11.1](#).

4.3.4. Helicopter Simulated Emergencies and Practice Auto Rotations. Pattern altitude for simulated emergencies and practice auto rotations will occur at 1,200' MSL unless otherwise coordinated with McGuire Tower. Recovery will occur over Runway 18/36 (primary) or close abeam Taxiway Hotel (secondary).

4.3.5. Helicopter Lost Communication Procedures/No-Radio (NORDO). Helicopters will attempt to maintain VFR and approach the airfield at pattern altitude.

4.3.5.1. During daylight hours, the NORDO helicopter will squawk 7600 and observe the Tower for light signals per the Flight Information Handbook. In addition, the pilot will acknowledge light gun signals with a rock of the tip path plane.

4.3.5.2. During hours of darkness, the NORDO helicopter will squawk 7600 and observe the Tower for light signals per the Flight Information Handbook. In addition, the pilot will acknowledge light gun signals with a flash of the landing light or search light.

4.3.6. Helicopter/Fixed Wing Aircraft Separation.

4.3.6.1. Runway 18/36. McGuire Tower may authorize simultaneous same/opposite direction arrivals/departures to/from Taxiway Hotel and Runway 18/36 with applied Consolidated Wake Turbulence (CWT) application. Measured distance between movement surfaces (Runway 18/36 centerline to Helicopter departure point on Taxiway Hotel) is approximately 445'. For the purpose of separation, departures from Taxiway Hotel will be considered an intersection departure.

4.3.6.2. Runway 06/24. Due to proximity of converging flight paths between Taxiway Hotel operations and Runway 06/24, helicopter departures southbound from Taxiway Hotel will be considered an intersection departure. The appropriate wake turbulence separation will be applied IAW FAA JO 7110.65 and FAA JO 7110.126. **EXCEPTION:** In circumstances where McGuire Tower issues positive control instruction to a departing helicopter to prevent crossing flight paths (i.e. "*REMAIN NORTH OF RUNWAY (06/24)*" or "*PROCEED (eastbound/westbound)*") and issues applicable traffic advisories, wake turbulence separation need not be applied. Resumption of own navigation may be reinstated following helicopter deconfliction from traffic.

4.3.7. Helicopters will avoid overflight of unpaved areas in close proximity to runways or taxiways below 100' AGL to minimize generation of FOD.

4.3.8. Helicopter Field Carrier Landing Practice (FCLP) Maneuver. FCLP is a 1 NM radius, semi-circular pattern aligned to Taxiway Hotel. Helicopters conduct the maneuver at 300' AGL and follow a 3° glide-slope to FCLP markings ("Crows Feet") on Taxiway Hotel, adjacent to the MAG-49 Ramp. (See [Figure 4.1](#).) Aircrews will request "Boat Pattern" with McGuire Tower prior to commencing maneuver.

Figure 4.1. Field Carrier Landing Practice Maneuver (“Boat Pattern”).

4.3.9. NVD Operations. Refer to *Local Operating Procedure for Tactical Arrival Departures (TAD)/Night Vision Device (NVD) Operations*.

4.3.10. Frequently Used Helicopter Landing Sites. Various defined landing sites are available for helicopter use across the installation (outside of the airfield environment) within the McGuire Class D. These locations are not protected by a CMA and utilization for landing/takeoff will be considered “at own risk.” Refer to [Table 4.2](#) and [Attachment 8](#).

Table 4.2. Frequently Used Helicopter Landing Sites (Relative to McGuire Tower).

Administrative Name	Tactical Name	Location Cluster
LZ BRF	“KIWI”	West of KWRI
LZ 1A	“BUNTING”	West of KWRI
LZ 1A (Old ASP)	“SPARROW”	West of KWRI
COMMAND PAD	“COMMAND PAD”	West of KWRI
TAC 3B	“ROBIN”	South of KWRI
LZ CTT	“LARK”	South of KWRI
LZ T3C	“RAVEN”	South of KWRI
LZ IR3C	“TURKEY”	South of KWRI
LZ 1 (ARDC)	“ADMIN PD RG 1”	East of KWRI (R-5001A/B)

LZ 3	“PEACOCK”	East of KWRI (R-5001A)
LZ 12	“CROW”	East of KWRI (R-5001A)
LZ 17	“ADMIN PD RG 17”	East of KWRI (R-5001A)
LZ 29	“ADMIN MEDEVAC 2”	East of KWRI (R-5001A/B)

4.3.11. Special VFR Helicopter operations are authorized within McGuire’s Class D airspace and will be conducted IAW FAA JO 7110.65 and 14 CFR 91.157.

4.3.12. Helicopter IFR Departures/Arrivals. All departures and landings will be to/from the runway in use. Coordination with ATC to off-set and land at the marked hover points on Taxiway Hotel may be permitted if the weather minima exists to permit the helicopter to maneuver safely to the landing point. IFR arrivals must either cancel IFR or terminate services with RAPCON if intending to land on a point other than the runway.

4.4. Functional Check Flight. Functional Check Flights (FCFs) are defined as based assigned aircraft with an ATC assigned beacon code authorized to depart the McGuire Class D into terminal airspace (outwards of 60 NM) for aircraft evaluation followed by return to the installation. FCFs are only authorized in VMC conditions. FCFs do not require a flight plan.

4.4.1. Aircrews will request FCF through McGuire Tower and provide call-sign, aircraft type, ETD, and ETE.

4.4.2. Aircrews departing on a FCF requesting VFR flight following shall notify McGuire Tower prior to exiting the Class D. FCFs will remain on ATC assigned beacon code (unless otherwise assigned for ATC sector transition) for the purpose of aircraft accountability.

4.5. Paradrop Operations. Authorized sites for paradrop operations in the vicinity of McGuire Field include Lakehurst/Maxfield Field and Coyle Field.

4.6. Reduced Same Runway Separation Procedures. Refer to [Paragraph 5.6.2](#).

4.7. Intersection Departures. Refer to [Paragraph 2.1.5](#).

Chapter 5

IFR PROCEDURES

5.1. Radar Traffic Patterns. RAPCON will provide right or left radar traffic patterns to all runways based on traffic, weather, wind conditions, status of R-5001, airspace, etc. Additionally, radar traffic patterns will flown at either 2,000' or 3,000' MSL. See Figures 5.1 – 5.4 for typical radar patterns that are flown into McGuire Field.

Figure 5.1. Runway 06 Radar Traffic Pattern (Deviations May Be Required).

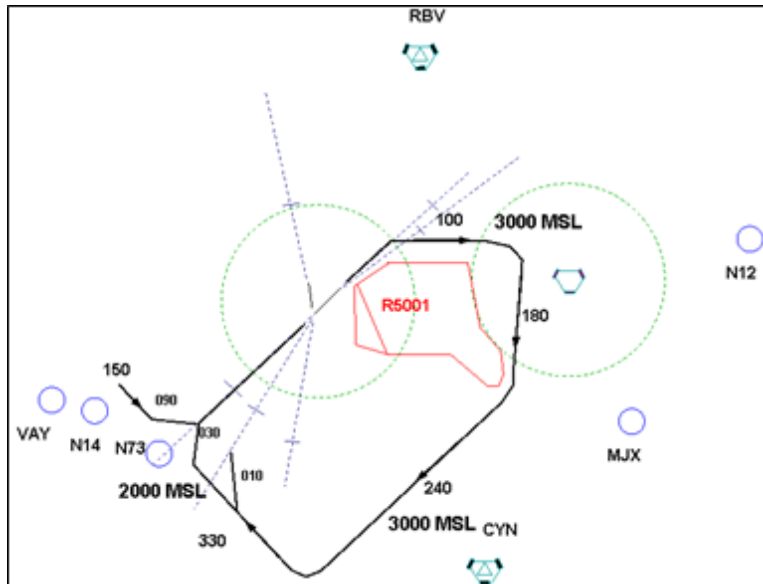


Figure 5.2. Runway 24 Radar Traffic Pattern (Deviations May Be Required).

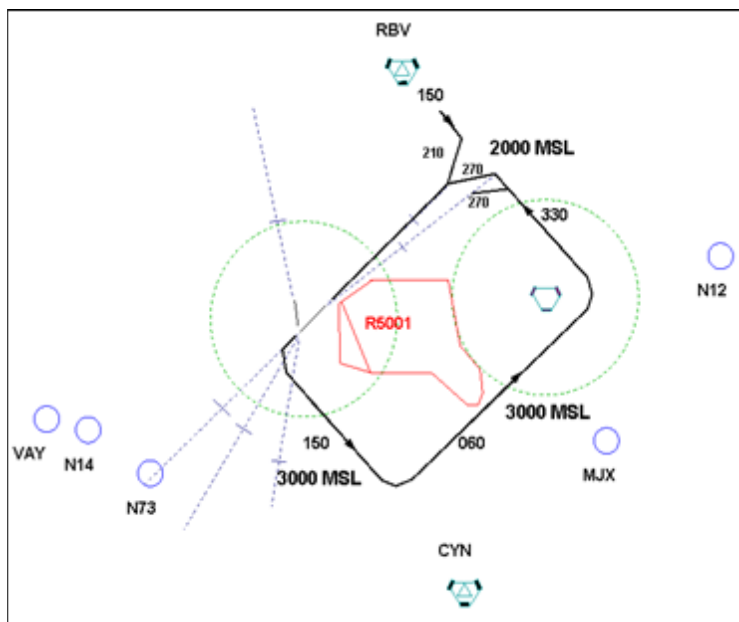


Figure 5.3. Runway 18 Radar Traffic Pattern (Deviations May Be Required).

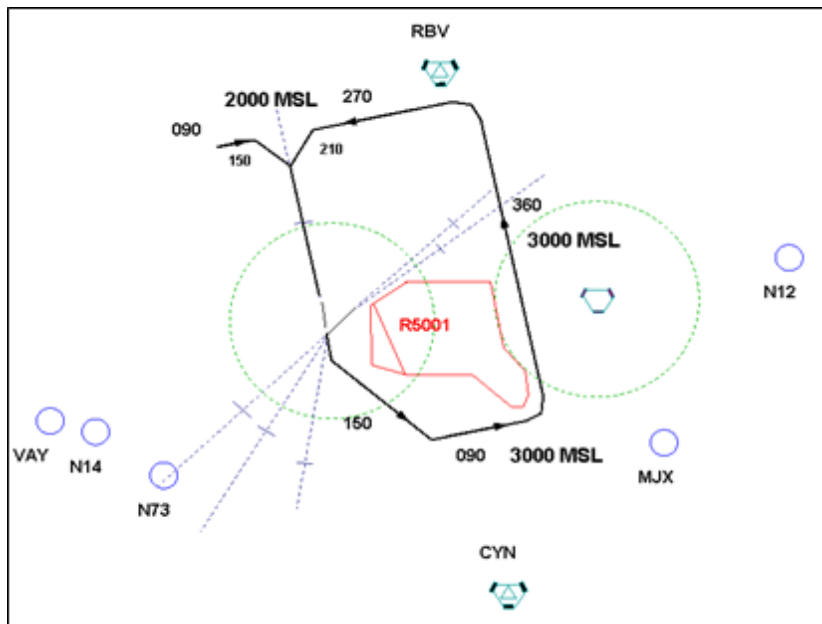
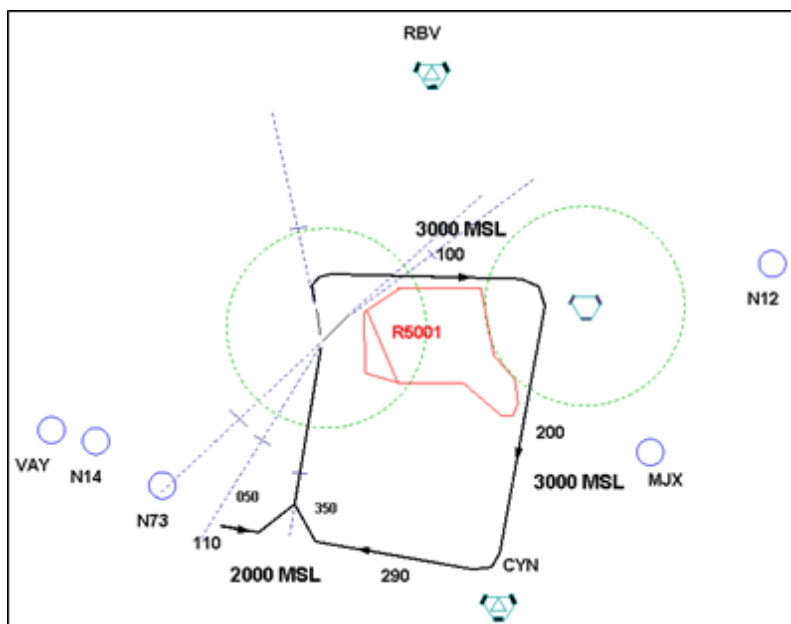


Figure 5.4. Runway 36 Radar Traffic Pattern (Deviations May Be Required).



5.2. Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring. RAPCON does not provide ASR approaches. However, PAR approaches are available for Runway 18/36 at McGuire Field according to published hours in FLIPs (refer to FLIPs for current operating hours and/or PMI times).

5.3. Local Departure Procedures. Aircraft departing McGuire Field (IFR or VFR) from all departure runways will fly runway heading or as directed by ATC.

5.3.1. IFR Local. IFR aircraft that plan to remain in the local radar pattern (IFR Local) are required to have a flight plan on file with AMOPS. Aircrews that request an IFR Local through

Clearance Delivery can expect “*CLEARED TO (McGuire Field, or to a point such as CYN, or an initial approach fix) FLY RUNWAY HEADING, CLIMB AND MAINTAIN 3,000’ MSL, CONTACT DEPARTURE ON (frequency).*” **Note:** Pilots must ensure intentions are clearly communicated to ATC (i.e. “*OPTION TOWER*” or “*OPTION RADAR*”).

5.3.2. IFR to Local VFR. Aircrews under IFR control with RAPCON that request VFR pattern work with McGuire Tower will be issued “*ON THE GO, MAINTAIN VFR WITH TOWER.*”

5.3.3. Airborne Clearance Requests. Aircraft in the VFR pattern with McGuire Tower requesting IFR pickup/release must do so no later than downwind to ensure ATC is provided adequate interfacility coordination time. Crews should expect climbout instructions from McGuire Tower prior to IFR pickup point (defined as “on the go”). If climbout instructions are not issued, aircrew will remain in the VFR Tower pattern.

5.3.4. Departure to End Destination. IFR aircraft that plan to depart McGuire Field en-route to another destination airport (or fix beyond RAPCON’s delegated airspace) have the option of filing one of the published Standard Instrument Departures (SIDs) based on intended direction of flight. If a SID is not filed, the departing aircraft will typically be issued runway heading, radar vectors, maintain 3,000’ MSL from McGuire clearance delivery.

5.3.5. Full-Stop Taxi-back, Maintenance Delays, and Crew Swaps. When conducting a full stop landing without return to park, aircrews will advise McGuire Tower on initial contact of the need to keep the flight plan open. Prior to departure, inform McGuire Tower of desired intention: (1) depart VFR into the Tower pattern (2) depart IFR into the radar pattern or (3) depart on IFR outbound.

5.4. Standard Local Climbout.

5.4.1. Standard Local Climbout is a short range IFR clearance to KWRI from all departure runways defined as “*AFTER COMPLETION OF YOUR OPTION, CLEARED TO MCGUIRE FIELD VIA RADAR VECTORS, FLY RUNWAY HEADING, CLIMB AND MAINTAIN 2,000’ MSL, CONTACT DEPARTURE ON (frequency).*”

5.4.2. McGuire Tower may issue Standard Local Climbout to airborne aircraft that request “*OPTION RADAR*” following approval coordination with McGuire RAPCON.

5.4.3. For base assigned aircraft only, controllers may abbreviate Standard Local Climbout phraseology to “*AFTER COMPLETION OF YOUR OPTION, EXECUTE LOCAL CLIMBOUT.*”

5.5. Radar Vector to Initial Procedures. Pilots of aircraft under radar control may request vectors to initial. Vectors will typically be provided to intercept the standard initial point between 3-5 NMs from the approach end of runway. IAW FAA JO 7110.65, an aircraft executing an overhead maneuver is considered VFR and the IFR flight plan is cancelled once the aircraft reaches the “initial point” on the initial approach portion of the maneuver.

5.6. Formation Departures.

5.6.1. All formation departures (standard and/or non-standard) will be handled IAW applicable FAA Orders, LOAs, and AFIs/AFMANs.

5.6.2. 108 WG is authorized to conduct Minimum Interval Take-off (MITO).

5.6.2.1. 108 WG aircrews will ensure “*MITO DEPARTURE*” is filed in the remarks section of their flight plan.

5.6.2.2. Departures associated with MITO operations will only occur off Runway 06/24.

5.6.2.3. Concurrent to engine start, aircrews will request “*MITO DEPARTURE*” with McGuire Tower. MITO operations must originate from either the 108 WG Ramp or Bravo Ramp. **Note:** The goal of MITO is to ensure that once an iteration begins, aircrew will be issued a takeoff clearance prior to reaching the runway of intended departure without holding short. Pre-determined hold points may be used by McGuire Tower to de-conflict MITO operations from other non-participating aircraft prior to commencement of the iteration. The MITO iteration will commence after aircrews are issued taxi instructions past identified hold points. Aircrews will not proceed onto the runway for departure unless specifically authorized by ATC.

5.6.2.4. Departure hold points (originating from 108 WG Ramp):

5.6.2.4.1. Runway 06. McGuire Tower may hold aircrews short of the Hotel CMA.

5.6.2.4.2. Runway 24. McGuire Tower may hold aircrews at the intersection of Taxiway Uniform/Golf or Taxiway Lima/Golf.

5.6.2.5. Departure hold points (originating from Bravo Ramp).

5.6.2.5.1. Runway 06. McGuire Tower may hold aircrews short of the Runway 36 Approach Zone.

5.6.2.5.2. Runway 24. Due to the short duration taxi distance, there are no established hold points to Runway 24. The MITO iteration will begin upon receipt of taxi instructions.

5.6.2.6. Fan Headings. MITO departures require an assigned fan heading for each element of the flight. Headings are determined by the departure runway as listed below. 108 WG lead aircraft will fly runway heading with a 5° fan into the wind for each subsequent aircraft.

5.6.2.6.1. Runway 06. Lead (#1) 058°, #2 053°, #3 048° —or— #2 063°, #3 068°. **Note:** Aircraft will remain west/northwest of the GXU 068° radial to avoid entering R-5001. If R-5001 is active w/ Helicopter Aerial Gunnery, the fan heading of 068° is not authorized.

5.6.2.6.2. Runway 24. Lead (#1) 238°, #2 243°, #3 248° —or— #2 233°, #4 228°.

5.6.3. 305 AMW, 514 AMW, and 108 WG non-standard cell formations (KC-10s, KC-46s, and KC-135s) departing KWRI have established Non-Standard Formation Local Cell Departure (LCD) profiles as outlined below.

5.6.3.1. Non-standard cell formations may file direct to either egress fix (MANTA, NAGGS, or THMAS) or via any published SID. Regardless, Clearance Delivery will issue either “*RUNWAY HEADING, RADAR VECTORS*” or the Applicable SID (if one is filed).

5.6.3.2. All communications and control instructions will be given to the lead aircraft. If the lead aircraft changes at any point during flight operations, the lead change will be

communicated with ATC and the new formation lead aircraft will maintain their original call-sign and squawk (i.e. “*APPROACH, (call-sign) NOW HAS THE LEAD*”).

5.6.3.3. The non-standard cell formation flight lead will request the applicable LCD profile with McGuire Tower (Local Control) in conjunction with the request for takeoff clearance (i.e. “*TOWER, (call-sign) FLIGHT IS READY FOR TAKEOFF, REQUESTING RUNWAY (06/24) LCD, AND (applicable transition)*”). In turn, McGuire Tower will coordinate with RAPCON for the IFR release along with the requested LCD profile and transition. If approved by ATC, aircrew should receive the following takeoff clearance as an example: “*(call-sign) RUNWAY (06/24) LCD, (applicable) TRANSITION APPROVED; RUNWAY (06/24), WIND (calm), CLEARED FOR TAKEOFF, CHANGE TO DEPARTURE.*”

5.6.3.4. Visual Cutoff. Non-standard formation LCD profiles and transitions are designed with cell visual cutoff maneuvers in place. Wingmen are expected to use visual cutoff if cleared on one of the LCD profiles. A visual cutoff is simply a means for trailing aircraft to proceed visually (via Military Assumes Responsibility for Separation of Aircraft (MARSA)) to turn prior to the lead aircraft’s initial turn point for cell join-up. If flight conditions for visual cutoff do not exist (i.e. night or adverse weather conditions), the formation lead must inform ATC on the initial call to departure control so ATC can expect the trailing aircraft to mirror the exact flight path of the formation lead (i.e. “*MCGUIRE DEPARTURE, (call-sign) FLIGHT IS AIRBORNE, UNABLE TO EXECUTE VISUAL CUTOFF.*”).

5.6.3.5. Amended departure instructions (i.e. “*FLY RUNWAY HEADING*”, or “*TURN (left/right) (heading)*”) negate any issued local cell departure profile. If amended departure instructions are received, the cell formation lead must request visual cutoff if desired for the wingmen.

5.6.3.6. LCD profiles and transitions are defined as:

5.6.3.6.1. Runway 06 LCD: Flight lead will climb on a 058° track to 7 Distance Measuring Equipment (DME), then:

5.6.3.6.1.1. MANTA transition: after 7 DME, turn right direct MANTA. If conditions exist for a visual cutoff maneuver, trailing aircraft will start their turn no earlier than 4 DME for MARSA join up (avoiding R-5001).

5.6.3.6.1.2. THMAS transition: after 7 DME, turn right direct WHITE, direct CYN, direct THMAS. If conditions exist for a visual cutoff maneuver, trailing aircraft will start their turn no earlier than 4 DME for MARSA join up (avoiding R-5001).

5.6.3.6.1.3. NAGGS transition: after 7 DME, turn right direct WHITE, direct LADBE, direct KRIZZ, direct KORRY, direct NAGGS. If conditions exist for a visual cutoff maneuver, trailing aircraft will start their turn no earlier than 4 DME for MARSA join up (avoiding R-5001).

5.6.3.6.2. Runway 24 LCD: Flight lead will climb on a 238° track to 4 DME), then:

5.6.3.6.2.1. MANTA transition: after 4 DME, turn left direct MANTA. If conditions exist for a visual cutoff maneuver, trailing aircraft will turn left to expedite MARSA join up (avoiding R-5001).

5.6.3.6.2.2. THMAS transition: after 4 DME, turn left direct THMAS. If conditions exist for a visual cutoff maneuver, trailing aircraft will turn left to expedite MARSA join up.

5.6.3.6.2.3. NAGGS transition: after 4 DME, turn left direct CYN, direct WHITE, direct NAGGS. If conditions exist for a visual cutoff maneuver, trailing aircraft will turn left to expedite MARSA join up (avoiding R-5001). **Note:** Maximum aircraft on either the THMAS or NAGGS LCDs is 2-3 elements within a cell. New York ARTCC will determine final routing option.

Chapter 6

EMERGENCY PROCEDURES

6.1. Operation of the Primary Crash Alarm System (PCAS).

6.1.1. The PCAS circuit consists of McGuire Tower, AMOPS, 87 CES/CEF, 87 MDG/SGP Flight Medicine (staffed only during normal business hours) and Ambulance Services. Each agency has transmit and receive capability; however, the system can only be activated by McGuire Tower. The PCAS will be activated in any of the following known or suspected circumstances:

6.1.1.1. In-Flight Emergency. An in-flight malfunction or problem which makes safe continuation of the flight uncertain or which presents a clear and present danger to the aircrew or aircraft (i.e. bailout, electrical/mechanical failure, on-board hazard, emergency fuel, etc.)

6.1.1.2. Ground Emergency. Any incident occurring on the airfield which presents a clear and present danger to an aircrew, aircraft, ground maintenance personnel or any other aircraft support equipment or facility (i.e. aircraft crash/mishap, emergency egress, aircraft intercept/unauthorized aircraft landing, unauthorized aircraft movement, bomb threats, hijacking, hot brakes, ground rescue support, aircraft/vehicle Class II/III fuel spill, etc.)

6.1.1.3. Physiological Incident. A physiological condition of aircrew or passengers which requires termination of flight and/or assistance of medical personnel (i.e. declared medical emergency or medical air transport arrival).

6.1.1.4. McGuire Tower facility evacuation.

6.1.1.5. As determined necessary by the McGuire Tower WS (i.e. non-standard events or when requested by installation agencies such as the Crisis Action Team, Emergency Operations Center, AMOPS, 87 CES/CEF, 87 ABW/CP, or 108 WG/CP).

6.1.2. McGuire Tower will:

6.1.2.1. Relay the following information (at minimum) when the PCAS is activated: call-sign, type aircraft, nature of emergency and pilot's desires. Time permitting, initiate subsequent PCAS activation when additional information becomes known and/or as the incident increases in complexity. **Note:** If the PCAS is malfunctioning or out of service, notify AMOPS for information dissemination.

6.1.2.2. Conduct a daily operational check of the PCAS at 0830L. Report malfunctions or system outages to RAWs for corrective action.

6.2. Operation of the Secondary Crash Net (SCN).

6.2.1. The SCN circuit consists of AMOPS, 87 ABW/CP, 108 WG/CP, 87 CES/CEF, 305 OSS/OSW, 87 SFS/BDOC, 305 AMW/SEF, 87 MDG/SGP Ambulance Services, Civil Engineer Service Coordinator (87 CES/CEOER), Emergency Management (87 CES/CEXM), and 305 MXG/MOC. AMOPS is the activation authority for the SCN. Each agency has transmit and receive capability. The SCN circuit will remain limited to command and control agencies as well as those directly involved in airfield incident response. Refer to AFMAN 13-204v2, *Airfield Management* and the *Local Operating Procedure for Airfield Management*

Facility Operations for information on system activation, daily checks, and outage/malfunctions.

6.3. Emergency, Mishap, and Disaster (On/Off Base) Airfield Response Procedures.

6.3.1. Response procedures will follow the general guidelines of JB MDL Installation Emergency Plan 10-2, JB MDL Mishap Response Plan 91-13, and established emergency/mishap notification checklists within AO facilities.

6.3.2. First Responders (87 CES/CEF, 87 SFS/S3, and 87 MDG/SGP Ambulance Services) will coordinate staging and response through the Incident Commander (IC). Unless otherwise specified, the Fire Chief or Senior Fire Officer is designated as the IC. **Note:** Emergency vehicles responding to an incident within the CMA must establish two-way radio communication with McGuire Tower and obtain approval prior to entry. Accountability of vehicles is required at all times.

6.3.2.1. 87 CES/CEF will notify McGuire Tower via landline of any Ground Emergency in the airfield environment that was not initially received/disseminated from ATC or when there is a request to monitor FM LMR Crash Net.

6.3.3. McGuire Tower will:

6.3.3.1. During In-Flight or Ground Emergencies, broadcast impending emergency information on FM LMR Ramp/Tower Net, FM LMR Crash Net, and applicable frequencies.

6.3.3.2. Deconflict the movement of air/ground traffic and other airfield activity (i.e. engine runs) to prioritize emergency aircraft handling and emergency vehicle staging and response.

6.3.3.3. Coordinate with the IC and continuously monitor FM LMR Crash Net through the duration of the emergency.

6.3.3.4. If initial notification of the Ground Emergency is received from 87 CES/CEF, monitor the FM LMR Crash Net and notify AMOPS. At WS discretion, activate the PCAS. **Note:** When monitoring status of the FM LMR Crash Net changes, McGuire Tower (Ground Control) will advise *“TOWER IS ON THE NET”* and *“TOWER IS LEAVING THE NET”*.

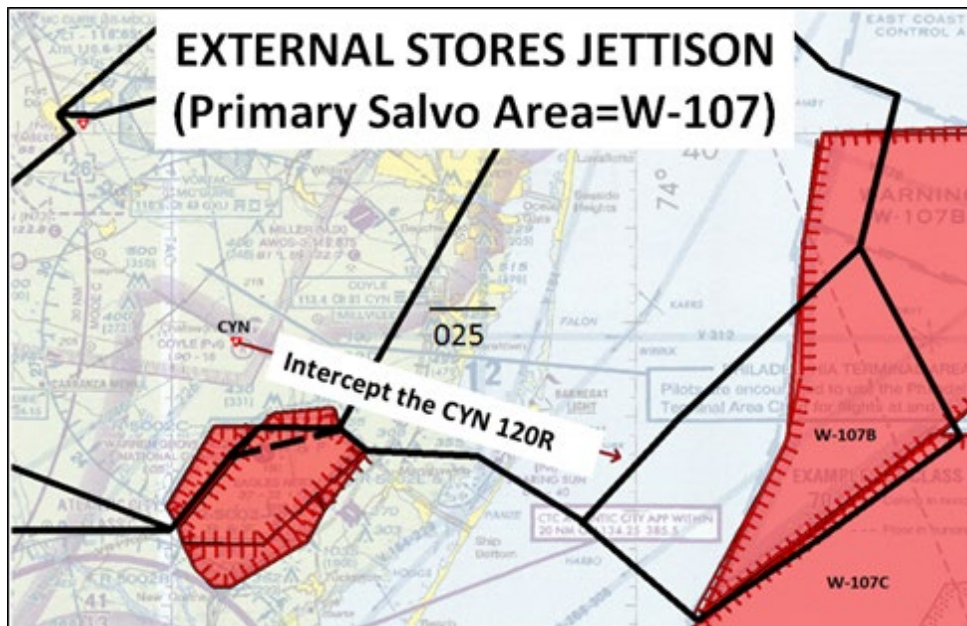
6.3.3.5. Upon termination of the emergency by the IC, coordinate with AMOPS prior to resuming normal operations. AMOPS, resume normal operations.

6.3.4. The AOF/CC is the AO focal point for information pertaining to an aircraft mishap, with the exception of any direct coordination effort regarding initial emergency response actions. Mishap reporting and AO facility record collection will be conducted IAW AFMAN 13-204v1.

6.4. External Stores Jettison Area Procedures.

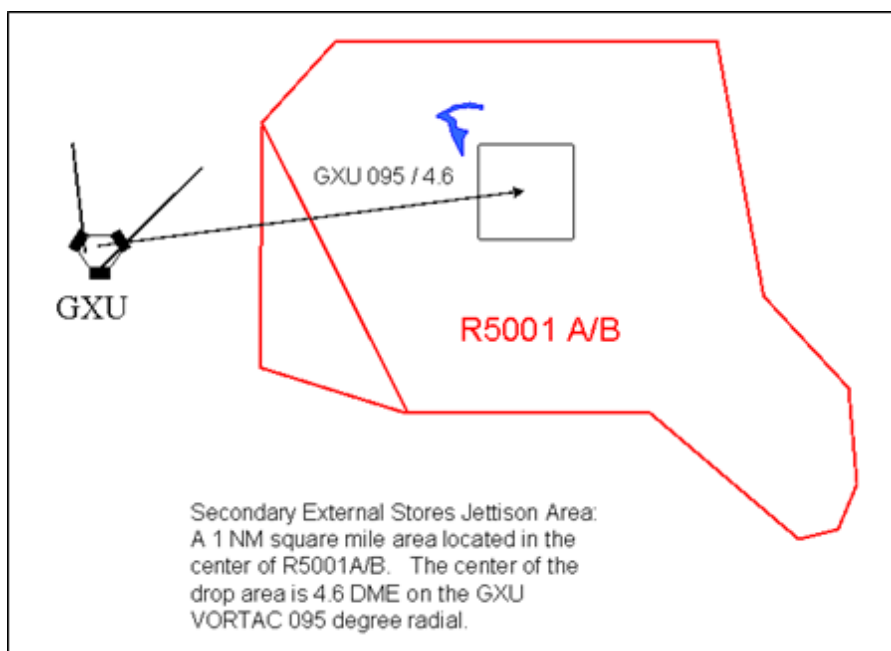
6.4.1. Primary External Stores Jettison (Salvo) Area (refer to [Figure 6.1](#)). When possible, external stores will be jettisoned over the ocean in Warning Area 107 (W-107). Aircraft should intercept the Coyle VORTAC 120° radial and initiate jettison beyond 20 DME at or below 2,500' MSL. **Note:** To the maximum extent possible, the pilot in command will ensure clear sea space exists prior to jettison.

Figure 6.1. Primary External Stores Jettison Area (W-107).



6.4.2. A Secondary (Emergency) External Stores Jettison Area (refer to [Figure 6.2](#)) exists as a 1 square NM zone located within R-5001 A/B. The center of the drop area is 4.6 DME on the GXU 095° radial. The center point of the western edge is 7 NM south of the southern tip of Brindle Lake. **Note:** Use of the Secondary External Stores Jettison Area must be coordinated with McGuire Tower and requires at least 15 minutes advance notice to coordinate range evacuation.

Figure 6.2. Secondary External Stores Jettison Area (R-5001).



6.4.3. If aircraft parts/stores are inadvertently jettisoned in a location other than designated, the pilot will pinpoint the area of the drop and immediately upon landing, report particulars concerning the incident to AMOPS and the unit's operations section, and complete necessary dropped object report. If under RAPCON control, notify the controller immediately for area position marking.

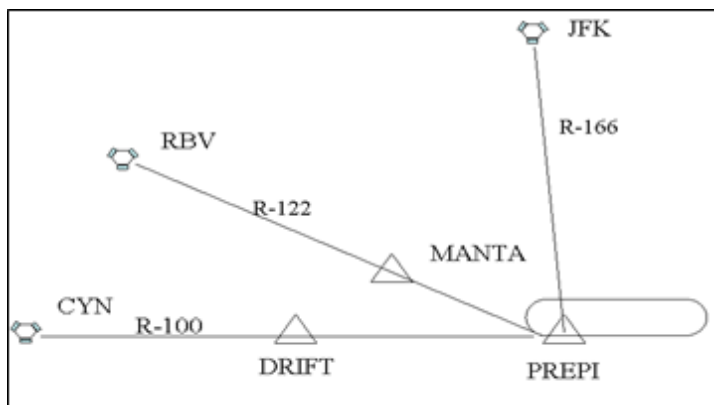
6.5. Fuel Dumping.

6.5.1. The designated area for fuel dump/jettison is the PREPI intersection (CYN 100° radial at 54 DME, RBV 122° radial at 62 DME) (refer to [Figure 5.3](#)). RAPCON will coordinate any fuel dumping requests with ZNY. Aircrews should expect to hold east of the PREPI intersection, 7 NM legs with right turns in addition to the following:

6.5.1.1. Abort pattern: 5,000' MSL.

6.5.1.2. Emergency Fuel Jettison pattern: 5,000-17,000' MSL.

Figure 6.3. JB MDL Emergency Fuel Dumping/Jettison Area.



6.5.2. If fuel dumping (or hazardous discharge) occurs within the state limits of New Jersey, aircrews must report amount, type of discharge, location (radial/DME or latitude/longitude), wind speed/direction at the time of the discharge, and affected areas to the New Jersey Department of Environmental Protection Communication Center.

6.6. Emergency Aircraft Arresting System Procedures. McGuire Field is not equipped with an emergency aircraft arresting system.

6.7. Hot Brake Area and Procedures. Designated hot brake areas are aligned to the landing runway. To the maximum extent possible, aircrews with known or suspected hot brakes will notify McGuire Tower (with declaration of a Ground Emergency) and to the maximum extent possible, navigate to the following handling area:

6.7.1. Taxiway Delta (Runway 06 arrival); position the aircraft outside the VFR hold lines.

6.7.2. Taxiway Alpha (Runway 24 arrival); position the aircraft outside the VFR hold lines.

6.7.3. Departure End (Runway 18/36 arrival); position the aircraft facing runway heading. Runway 18/36: Position the aircraft at the departure end of the landing runway. **Note:** The IC will determine cordon requirements and when the aircraft brakes have cooled sufficiently for further taxi or tow operations.

6.8. Abandonment of Aircraft (Controlled Bail-Out, Ejection, Plotting Aircraft Coordinates). Time permitting, aircrew will contact RAPCON on an emergency frequency, configure the transponder to the emergency setting, and proceed to the Coyle VORTAC at 3,000' MSL. With the exception of the pilot, on board personnel will initiate bail out over the Coyle VORTAC. The pilot will then ensure the aircraft is placed on a 120° magnetic heading. Upon reaching the coastline, the aircraft will be flown at the specified Technical Order KTAS, trimmed for level flight, auto pilot engaged, prior to pilot abandonment of aircraft. **Note:** Fighter aircraft will turn to a magnetic heading of 120° over the Coyle VORTAC, reduce power to idle and eject.

6.8.1. AO facilities will execute the respective emergency checklist for aircraft abandonment, bailout, and ejection.

6.9. Personnel/Crash Locator Beacon (P/CLB) Signal/Emergency Locator Transmitter (ELT) response procedures.

6.9.1. AO facilities will execute the respective emergency checklist for P/CLB and ELT.

6.9.1.1. McGuire Tower will not activate the PCAS for P/CLB or ELT signals unless definitively associated with an emergency. McGuire Tower will notify AMOPS and RAPCON of heard and/or reported signals.

6.9.1.2. AMOPS will notify Aircrew Flight Equipment (305 OSS/OSL) to source the signal location if suspected within the terminal airfield environment. Provide all available information (i.e., frequency, strength of signal, and time initially heard/reported).

6.9.1.3. RAPCON will advise McGuire Tower and AMOPS of heard and/or reported signals. If the signal continues, RAPCON will notify New York ARTCC for further action with the Rescue Coordination Center.

6.9.2. Aircrew Flight Equipment (305 OSS/OSL) will:

6.9.2.1. Upon notification from AMOPS, immediately dispatch specialists with the necessary equipment to locate and deactivate the P/CLB or ELT signal.

6.9.2.2. Notify AMOPS of the results of the search.

6.10. Hung Ordnance Procedures. Refer to [Paragraph 2.11.1](#).

6.11. Wind Limitations on Control Tower/Digital Airport Surveillance Radar.

6.11.1. McGuire Tower (building 1605) is structurally designed to withstand wind speeds of up to 72 knots (82 mph). Shelter in Place (SIP) to the third floor or facility evacuation will occur when sustained wind speed or peak gusts reach/exceed 60 knots (70 mph) or in the opinion of the McGuire Tower WS, conditions warrant.

6.11.2. The DASR antenna (building 3207) will be disengaged (placed into free spin) when sustained wind speed or peak gusts reach/exceed 65 knots (74 mph) operating with one serviceable drive train or 85 knots (97 knots) operating with two serviceable drive trains.

6.12. Evacuation of AO Facilities. Each WS/shift lead is responsible for directing the evacuation of their respective AO facility during an emergency. Evacuation actions are outlined within local facility checklists. AO services will be limited until primary (or established secondary) facilities are restored and deemed operational. AO facilities will only be evacuated for real-world (not exercised) scenarios unless pre-coordinated with the AOF/CC.

6.12.1. McGuire Tower evacuation. Building 1608 is the dedicated alternate Tower. In the event building 1608 is unavailable, McGuire Tower personnel will evacuate to AMOPS (building 1758) where terminal ATC services will be discontinued. **Note:** When the alternate Tower is in use, Runway 06/36 will be utilized primarily for arrival/departure due to controller blind spots of the Runway 24 approach corridor (5-8 mile final). Additionally, as a risk mitigation measure, ATC services will be restricted to straight-in full-stop arrivals and departures only.

6.12.1.1. The WS will use best judgement to determine the immediacy of evacuation and handling of airborne arrival aircraft. McGuire Tower will either direct the full-stop landing of all aircraft in the McGuire Tower pattern(s) or instruct aircraft to maintain VFR and contact McGuire Approach (as appropriate).

6.12.1.2. Activate the PCAS and state “*MCGUIRE TOWER IS BEING EVACUATED TO BUILDING 1608 (or other location, if known) (reason)*”.

6.12.1.3. If time permits, initiate a blanket ATIS broadcast to include “*MCGUIRE TOWER HAS BEEN EVACUATED. ARRIVING AIRCRAFT, CONTACT MCGUIRE APPROACH FOR CURRENT AIRFIELD CONDITIONS. DEPARTING AIRCRAFT, CONTACT TOWER FOR CURRENT CONDITIONS.*” If time does not permit, turn-off the ATIS.

6.12.1.4. Notify/coordinate the following with RAPCON:

6.12.1.4.1. Reason for evacuation.

6.12.1.4.2. Evacuation location.

6.12.1.4.3. Position and call-sign of all aircraft on McGuire Tower frequencies.

6.12.1.4.4. Phone number McGuire Tower personnel can be reached at while in transit to the alternate facility.

6.12.1.4.5. Release Class Delta airspace to RAPCON.

6.12.1.5. After all airborne operations have safely landed (or transitioned to McGuire Approach) transmit on all UHF/VHF/FM frequencies/channels that “*MCGUIRE TOWER IS BEING EVACUATED. RUNWAY OPERATIONS SUSPENDED. ALL AIRCRAFT ON FREQUENCY CONTACT MCGUIRE APPROACH (VHF/UHF).*”

6.12.1.6. Request AMOPS initiate an airfield check.

6.12.1.7. Ensure airfield lighting is configured to the appropriate settings for current/forecasted weather conditions. Once established in the alternate facility, coordinate all subsequent airfield lighting change requirements through 87 CES/CEOFE.

6.12.1.8. Initiate total evacuation of the primary facility, conduct accountability, and proceed to building 1608. Open the alternate facility as detailed IAW *McGuire Tower Standard Operating Procedures*. If unable to open the alternate facility, notify RAPCON, AMOPS, 87 ABW/CP, 108 WG/CP, and 87 CES/CEF of the determined evacuation location.

6.12.1.9. RAPCON will support McGuire Tower evacuation through the following:

6.12.1.9.1. Advise aircraft inbound to KWRI of McGuire Tower facility evacuation and the status of operations.

6.12.1.9.2. If practical, monitor McGuire Tower frequencies until the alternate facility is established and operational.

6.12.1.10. AMOPS will support McGuire Tower evacuation through the following:

6.12.1.10.1. Publish the following NOTAM: *“MCGUIRE RUNWAY OPERATIONS LIMITED DUE TO CONTROL TOWER EVACUATION. CONTACT GROUND CONTROL ON (VHF) OR TOWER ON (VHF). NO UHF CAPABILITY EXISTS. IF NO RESPONSE, CONTACT MCGUIRE APPROACH ON (VHF/UHF).”*

6.12.1.10.2. If the evacuation is to any location other than building 1608, publish the following NOTAM: *“MCGUIRE RUNWAY OPERATIONS SUSPENDED DUE TO CONTROL TOWER EVACUATION. CONTACT MCGUIRE APPROACH ON (VHF/UHF).”*

6.12.2. RAPCON evacuation. Redundant RAPCON service capability does not exist within an alternate facility, therefore continuity of ATC services will be supported (under reduced capacity) by New York ARTCC. Refer to *JB MDL RAPCON and New York ARTCC Interfacility Letter of Agreement* for service transfer information and procedures. RAPCON personnel will:

6.12.2.1. Transmit on all UHF/VHF frequencies that *“MCGUIRE RAPCON IS BEING EVACUATED (reason) (alternate instructions).”*

6.12.2.2. Notify AMOPS, RAWS, and all appropriate adjacent ATC facilities.

6.12.2.3. Evacuate to the established rendezvous point (building 3101, western most parking lot) and conduct accountability.

6.12.2.4. McGuire Tower will:

6.12.2.4.1. Activate the primary crash alarm system. State: *“MCGUIRE RAPCON IS BEING EVACUATED (reason) (alternate instructions).”*

6.12.2.4.2. Transmit on all UHF/VHF/FM frequencies that *“MCGUIRE RAPCON IS BEING EVACUATED (reason) (alternate instructions).”*

6.12.2.4.3. Initiate a blanket ATIS broadcast to include *“MCGUIRE RAPCON HAS BEEN EVACUATED (reason) (alternate instructions).”*

6.12.2.5. AMOPS will transmit the following NOTAM advising of RAPCON evacuation: *“MCGUIRE RAPCON OPERATIONS LIMITED DUE TO FACILITY EVACUATION.”*

6.12.3. AMOPS evacuation. Building 1605 (McGuire Tower, 6th floor) is the dedicated alternate AMOPS location. AMOPS personnel will:

6.12.3.1. Notify 87 ABW/CP, McGuire Tower, and RAPCON of evacuation intentions and contact method for continuity of operations.

6.12.3.2. Complete facility evacuation Quick Reaction Checklist (QRC).

6.12.4. RAWS evacuation. Building 1758 (AOF Conference Room) is the dedicated alternate RAWS location. RAWS personnel will:

6.12.4.1. Notify the AOF/CC of evacuation intentions and contact method for continuity of operations.

6.12.5. Personnel return and resumption of operations within AO primary facilities will be coordinated through the AOF/CC.

6.13. Other Emergency Procedures as Locally Determined (flame out, precautionary approaches). All local emergency procedures are covered/addressed in this guidance.

6.14. Alternate Facility Procedures. Refer to [Paragraph 6.12](#) and local AO facility checklists.

6.15. Aircraft Rescue and Firefighting (ARFF) Reduction of Service Procedures. Refer to [Attachment 9](#). During reduced firefighting/rescue capability at McGuire Field, certain operational restrictions exist. Anytime a major piece of Aircraft Rescue Fire Fighting equipment is out of service, the Fire Chief or their representative will advise the AFM or designated representative. AMOPS will complete the Firefighting/Rescue Capability QRC and send any applicable NOTAMs.

Chapter 7

FLIGHT PLANNING PROCEDURES

7.1. Flight Plan Submission Responsibilities.

7.1.1. All aircraft (base assigned, hosted flying units/agencies, transient, stopover, and divert) departing McGuire Field (KWRI Class D) must have a valid flight plan on file with AMOPS in order to receive engine start authorization from McGuire Tower. Exceptions include “FCFs” (reference [paragraph 4.4](#)) and “VFR Locals” ([paragraph 7.4](#)).

7.1.2. If AMOPS is the flight plan filing agency, aircraft commander’s and/or responsible flight managers will:

7.1.2.1. Submit a signed DD Form 1801, *DoD International Flight Plan* and a copy of crew orders (where applicable) to AMOPS in person or electronically a minimum of 60 minutes prior to the proposed departure time. If submitting electronically, flight plans will be sent to email: SCCBASEOP@us.af.mil or fax: 609-754-6465. The aircraft commander and/or responsible flight manager will confirm digital transmission receipt via phone call to AMOPS (609-754-2712) immediately after submission. Name and a reachable phone contact of the aircraft commander and/or responsible flight manager will be included with flight plan submission in the event subsequent follow-up or corrective action is needed. AMOPS will not file a flight plan until verification via phone call is received.

7.1.2.2. File flight plan in person if the AMOPS e-mail or fax machine is out of service.
Note: Original flight plans will not be accepted via radio.

7.1.3. If the aircraft commander and/or flight manager utilizes an alternate flight plan filing method (ForeFlight, Jeppesen, Flightplan.com, Integrated Flight Manager, etc.), the aircraft commander and/or flight manager will confirm digital transmission receipt via phone call to AMOPS (609-754-2712) immediately after submission but no later than 60 minutes prior to the proposed departure time.

7.1.3.1. At minimum, the following information will be included on the flight plan: call-sign, ETD, ETE, Destination, and Route of Flight and (2) the command pilot confirms the unit is maintaining the crew/passenger list. Notify McGuire Tower after completing these steps.

7.1.3.2. If the alternate flight plan filing method is unsuccessful, a signed DD Form 1801 *DoD International Flight Plan* must be submitted to AMOPS. **Note:** Untimely submissions or failure to comply with these instructions may result in delay of engine start and/or clearance issuance.

7.1.4. Official flight records are preserved internal to the unit and maintained IAW Air Force RDS and record disposition cycles.

7.2. Flight Plan Amendments. Aircrews should expect departure delays when amending flight plans.

7.2.1. Flight plans originally filed through AMOPS can be amended via any means.

7.2.2. AMOPS cannot amend a flight plan when filed through an alternative method (ForeFlight, Jeppesen, Flightplan.com, Integrated Flight Manager, etc.) In the situations, initiate cancellation/resubmission through the alternative method and notify AMOPS.

7.2.3. Aircrews may request amendments to the following items through RAPCON (Clearance Delivery):

7.2.3.1. IFR local addition

7.2.3.2. Departure Time

7.2.4. Aircrews may request amendments to the following items through McGuire Tower:

7.2.5. VFR local addition. **Note:** RAPCON and McGuire Tower will notify AMOPS immediately of any aircrew requested changes to ensure integrity of flight following services.

7.3. Flight Plan Cancellation and Close-Out.

7.3.1. Aircraft commanders and/or responsible flight managers will notify AMOPS upon flight plan cancellation.

7.3.2. Aircraft commanders who have requested to keep a flight plan open are responsible to ensure close-out if the mission cancels (FCFs, maintenance taxi-back, etc.)

7.4. VFR Locals. “ VFR Locals” are defined as airborne aircraft operations that will remain strictly within KWRI Class D airspace and Class E extensions only.

7.4.1. Aircrews requesting a “VFR Local” will notify AMOPS with call-sign, aircraft type, ETD, and ETE prior to contacting McGuire Tower. VFR locals do not require a flight plan.

7.5. VFR Outbounds. “ VFR Outbounds” are defined as aircraft operations departing the limits of the KWRI Class D airspace. Flights plans are required for “VFR Outbounds” as referenced in [paragraph 7.1](#).

7.6. Pre-Signed Flight Plan Authorizations.

7.6.1. Units may request AMOPS maintain a pre-signed flight plan on file when expeditious flight plan processing is required (i.e. alert missions). Requests will be submitted to the AFM and will be approved on a case by case basis.

7.6.2. Units approved to maintain a pre-signed flight plan on file, will contact AMOPS with the call-sign, aircraft type, ETD, and ETE prior to contacting McGuire Tower.

7.6.3. Units are responsible for ensuring the flight plan on file remains current and accurate. Any required changes will require a new pre-signed flight plan to be submitted.

7.7. Temporary Duty/Exercise Aircraft. TDY/Exercise aircraft requesting unique flight plan procedures may do so via Letter of Agreement IAW AFMAN 13-204v2, *Airfield Management*. All agreements must be approved by the AFM.

7.8. Flight Plan Disposition. All original flight plans not submitted in person to AMOPS, must be maintained by the Unit in accordance with the Air Force RDS.

Chapter 8

MISCELLANEOUS PROCEDURES

8.1. Airfield Operations Board (AOB) Membership. This AOB provides a forum for discussing, updating, and projecting airfield/aerodrome activities associated with the various JB MDL flying missions. The AOB will convene quarterly. The AOF/CC is responsible for constructing the agenda, facilitating the meeting, and recording/distributing post meeting minutes. The AOB will be chaired by 305 AMW Vice Commander (305 AMW/CV). Board attendance is mandatory for units/agencies listed in [Table 8.1](#).

Table 8.1. JB MDL AOB Membership.

305 AMW	
305 AMW/CV	6 AS/CC
305 OG/CC	32 ARS/CC
305 MXG/CC	305 APS/CC
305 AMW/SEF	305 OSS/CC
305 AMW/XP	305 OSS/OSK
305 AMW/IG	305 OSS/OSA, Staff, OSAB, OSAD, OSAM
305 OG/OGV	305 OSS/OSW
2 ARS/CC	305 OSS/Det 1, ATC, GEMD (Lakehurst)
87 ABW	
87 MSG/CC	787 CES/CC, CEI, CEN, CL
87 CEG/CC	87 CES/CC, CEA, CEC, CEO
87 ABW/CP	87 SFS/CC, S3, ATO
87 ABW/XP	87 MDG/SGP
87 ABW/IG	87 ABW/SE
MISSION PARTNERS	
514 OG/CC, OGV, SEF	621 CRG/CC, SEF
108 WG OG/CC, OGV, SEF	NJARNG 1-150 Aviation Battalion (Lakehurst)
VR/64 CO, Safety, Stan/Eval	FBI Detachment (Lakehurst)
MAG-49 CO, Safety/Stan/Eval	NAVAIR (Lakehurst)
Army 2/228 OIC, Safety/Stan Eval	C5ISR (Lakehurst)
ASA, Fort Dix Aviation/Ranges	<i>Temporary Mission Partners (as applicable)</i>
OTHERS	
FAA AFREP	FAA FSDO
FAA ATREP	AMC/A3AT (TERPS)

8.1.1. Refer to AFMAN 13-204v1 (AMC Supplement) for mandatory quarterly briefing topics.

8.1.1.1. Airfield Project Priorities. Pertinent airfield projects will be discussed and prioritized in meeting forum between 787 CES/CEN and McGuire/Lakehurst AFMs prior to the end of each quarter for inclusion in the AOB. The 305 AMW/CV will determine acceptability of priorities and endorse submittal through the Facility Utilization Board.

8.1.2. The following additional AOB topics will be reviewed (at minimum) once annually during the designated quarter:

8.1.2.1. 1st Quarter (January - March)

8.1.2.1.1. Special Interest Items

8.1.2.1.2. Aircraft Parking Plan

8.1.2.2. 2nd Quarter (April - June)

8.1.2.2.1. Self-Inspection and Management Internal Control Toolkit (MICT)

8.1.2.2.2. TERPS (review of all instrument procedures)

8.1.2.2.3. Air Installation Compatibility Use Zone (AICUZ)

8.1.2.3. 3rd Quarter (July - September)

8.1.2.3.1. PMI schedule

8.1.2.3.2. Status of existing airfield waivers

8.1.2.3.3. Projection of airfield projects and priorities

8.1.2.4. 4th Quarter (October - December)

8.1.2.4.1. Status of Local Operating Procedures

8.1.2.4.2. Results of the Annual Airfield Certification Safety Inspection (ACSI). **Note:** The AFM will ensure the ACSI occurs within the 4th quarter (calendar year). Staffing of required ACSI documentation will, at minimum, be initiated prior to the end of the 4th quarter.

8.2. NOTAM Procedures.

8.2.1. RAPCON is designated as the NOTAM monitoring facility.

8.2.2. AMOPS is designated NOTAM issuing/transmittal facility.

8.2.2.1. NOTAM submissions that adversely impose restrictions to approach minimums, operational capability, or AO services will first be coordinated through the AOF/CC.

8.3. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes.

8.3.1. FLIPs are managed IAW AFI 11-201, *Flight Information Publications*.

8.3.2. Submit requested changes to Flight Information Publications (including TERPS and other non-procedural items) to the AFM.

8.4. Prior Permission Required (PPR) Procedures. All transient (non-base assigned) aircraft, with the exception of those conducting practice approaches, are required to have a Prior Permission Required (PPR) issued by AMOPS prior to landing arrival. PPRs will be requested no earlier than seven (7) days and no later than 24 hours prior to arrival (48 hours for aircraft carrying dangerous/hazardous cargo). PPR procedures are further described in FLIPs (IFR En-route Supplement).

8.4.1. Tenant service/component operations centers will notify AMOPS of any intended transient aircraft support effort for PPR logging and transient aircraft accountability. Refer to [Paragraph 2.8](#) for parking plan coordination procedures.

8.4.2. Aircrews with an approved PPR that deviate from the coordinated arrival time by more than one (1) hour will notify AMOPS as soon as possible. **Note:** Aircrew and planners are reminded to check current Pavement Classification Number values/allowable gross load limitations and, if necessary, request a weight bearing capacity waiver through AMOPS.

8.4.3. Failure to comply with PPR filing requirements may result in transient aircraft holds and/ or ground service delays.

8.4.4. AMOPS will refer to the following types of transient aircraft support requests to the AFM. In turn, the AFM will initiate review staffing through 305 AMW/XP and 87 ABW/XP (Installation Gatekeeper). 305 AMW/XP and 87 ABW/XP will determine support capabilities from host agencies and notify the AFM of approval status prior to PPR issuance.

8.4.4.1. Alert status missions (other than those authorized under existing agreement)

8.4.4.2. Missions requiring irregular support (protection level, maintenance, etc.)

8.4.4.3. Aircraft beddown (on-station time exceeding seven (7) days)

8.4.4.4. Aircraft supporting local exercises, deployments, or special missions

8.4.4.5. Foreign aircraft landing and/or transitions

8.5. Air Evacuation Notification and Response Procedures. Air evacuation procedures are outlined within local AO facility checklists.

8.5.1. McGuire Tower/RAPCON will provide priority handling to air ambulance flights (call-sign "MEDEVAC"). When verbally requested, ATC will provide priority handling to "AIR EVAC", "HOSP", and scheduled air carrier/air taxi flights.

8.6. Unscheduled Arrival/Departure Situations.

8.6.1. An unscheduled arrival situation is defined as an inbound transient aircraft that has not coordinated intentions for landing, parking, or ground service support with AMOPS. In the event of an inbound unscheduled arrival:

8.6.1.1. McGuire Tower will first contact AMOPS to validate the aircraft's arrival status. If determination cannot be made, McGuire Tower will direct the unscheduled arrival aircraft to enter a holding pattern and advise the crew to contact AMOPS via Pilot to Dispatch frequency for resolution. McGuire Tower will withhold landing clearance (unless in the case of a pilot declared emergency) until authorization is provided by AMOPS.

8.6.1.2. AMOPS will collect pertinent PPR information from the aircrew, determine suitability of ground service support, and notify McGuire Tower of authorization outcome. Notify the AFM of the unscheduled arrival situation as soon as possible.

8.6.2. An unscheduled departure situation is a base-assigned or transient aircraft that requests engine-start/departure without a valid flight plan on file with AMOPS, a result of failed aircrew coordination and/or flight plan content rejection. In the event of an unscheduled departure request:

8.6.2.1. McGuire Tower will instruct the aircraft to contact AMOPS via Pilot to Dispatch radio for resolution. McGuire Tower will withhold engine start clearance until departure vetting is communicated by AMOPS.

8.6.2.2. AMOPS will advise the aircrew of flight plan/filing discrepancy and assist in resolution. AMOPS will notify the AFM of the unscheduled departure situation as soon as possible.

8.7. Aircraft Security, Unauthorized Movement and Stop Alert. Any individual that observes a suspicious activity or unauthorized person on the airfield will immediately notify 87 SFS/BDOC. If necessary, safety procedures including Stop Alert will be initiated by McGuire Tower to protect DoD personnel, property, and assets during instances of an unauthorized tow, engine-start, taxi, takeoff and landing.

8.7.1. McGuire Tower will maintain surveillance of all moving aircraft. In the event of an unauthorized movement or suspect action involving an aircraft, attempt to establish radio contact and issue control instructions/light gun signal. If unable to hail the aircraft/operator or if the instructions are ignored, activate the PCAS and declare a “Stop Alert”.

8.7.2. AO facilities will execute the respective emergency checklist for Unauthorized Movement/Stop Alert and source the JB MDL Integrated Defense Plan for additional measures.

8.8. Distinguished Visitor Notification Procedures.

8.8.1. JB MDL Protocol Offices (87 ABW/CCP and USAF EC/CCP) will advise AMOPS of any planned DV aircraft arrival/departure events as well as any movement updates as soon as possible.

8.8.2. AO facilities will execute the respective checklist for DV notification.

8.8.3. Aircrews are responsible for notifying 87 ABW/CP of arrivals involving the transport of DVs or special interest flights. Refer to FLIPs/IFR En-route Supplement.

8.9. Dangerous/Hazardous Cargo Operations.

8.9.1. Aircrews and planners are responsible for notifying AMOPS of arrivals involving the transport of dangerous/hazardous cargo when requesting a PPR. Additionally, aircrews will notify 87 ABW/CP during transit prior to arrival. Refer to FLIPs/IFR En-route Supplement. Contact 87 ABW/SEW for a copy of the Explosive Safety Quantity Clearance Zone Map.

8.9.2. AMOPS will determine parking locations for all aircraft carrying dangerous/hazardous cargo and notify McGuire Tower, 305 MXG/MXO, 87 ABW/CP, and 87 CES/CEF, and 87 ABW/SEW of the following information: call-sign, ETA/ETD, explosive class, and parking spot.

8.9.3. 87 ABW/CP and McGuire Tower will notify AMOPS of any known inbound dangerous/hazardous cargo aircraft.

8.9.4. Ground support agencies that transport/handle dangerous/hazardous cargo will notify AMOPS prior to conducting movements or loading/unloading operations on the airfield.

Table 8.2. Explosives Laden Aircraft Parking Guide.

Parking Location	Explosive Limits
HCLA-1 (Primary)	HC/D 1.1.: UP TO 24,000 lbs. NEW HC/D 1.2.1. (12): UP TO 28,000 lbs. NEW

	HC/D 1.2.2.: UP TO 50,000 lbs. NEW HC/D 1.3.: UP TO 250,000 lbs. NEW HC/D 1.4.: Capacity/No restriction
HCLA-3	HC/D 1.1.: UP TO 25,000 lbs. NEW HC/D 1.2.1. (12): UP TO 28,000 lbs. NEW HC/D 1.2.2.: UP TO 50,000 lbs. NEW HC/D 1.3.: UP TO 250,000 lbs. NEW HC/D 1.4.: Capacity/No restriction
HCLA-4 HCLA-5 HCLA-6 HCLA-7	HC/D 1.1.: UP TO 30,000 lbs. NEW HC/D 1.2.1. (12): UP TO 28,000 lbs. NEW HC/D 1.2.2.: UP TO 50,000 lbs. NEW HC/D 1.3.: UP TO 250,000 lbs. NEW HC/D 1.4.: Capacity/No restriction.
Alpha Row: A1 Bravo Row: B1-B6 Mike Row: M2-M3 November Row: N2-N3	HC/D 1.3.: UP TO 5,000 lbs. NEW HC/D 1.4.: Capacity/ No restrictions
Romeo Row: R1-R3 Hotel Row: H3-H4 India Row: I3-I4 Juliet Row: J3-J4 Kilo Row: K3-K4 Lima Row: L3-L4 Victor Row: V1-V4	HC/D 1.3.: UP TO 5,000 lbs. NEW HC/D 1.4.: Capacity/No Restrictions
	Note: Department of Transportation Class A, B, and C explosives terminology will not be used when deciding aircraft parking locations.

8.9.4.1. AMOPS will initiate a closure NOTAM for the respective portion of Taxiway Lima when aircraft are parked on HCLA-3, HCLA-4, HCLA-5, HCLA-6, and HCLA-7. Light-Alls will be placed to illuminate the aircraft (via base assigned maintenance support or 305 MXG/MXO).

8.9.4.2. Prior to reopening, AMOPS will check the area to ensure all equipment and obstacles have been removed.

8.9.5. AMOPS will monitor parking capacity limits of dangerous/hazardous cargo aircraft. If ability to support Hazard Class Division (HC/D) 1.1. and 1.2. explosives is reduced and a deconfliction plan cannot be determined, notify the AFM and coordinate with 87 ABW/SEW for up channel resolution.

8.9.6. McGuire Tower will issue the following preferred taxi routes for known aircraft carrying dangerous/hazardous cargo with class/division 1.1., 1.2., or 1.3., over 1,000 pounds Net Explosive Weight (NEW):

8.9.6.1. Landing Runway 06/24 or Runway 18: Taxi via taxiway Golf, Lima, to HCLA.

8.9.6.2. Landing Runway 36: Taxi via Taxiway Lima to HCLA.

8.9.6.3. Utilization of the main ramp will only be used for taxi as a last resort. Aircraft loaded with dangerous/hazardous cargo will be given the right of way for movement.

8.10. Airfield Photography. Unofficial photography in and around the flight line, restricted areas and controlled areas must be approved by 87 ABW/PA in writing and coordinated with AMOPS, 87 SFS, and 87 ABW/CP. Refer to the *JB MDL Integrated Defense Plan* and contact 87 ABW/PA for additional information: DSN: 650-1541/2104 or Commercial: 609-754-1541/2104.

8.11. Noise Complaints and Public Concerns.

8.11.1. All noise complaints and/or public concerns will be directed to the Joint Base Public Affairs Office (87 ABW/PA) for formalized processing. If follow-up actions are required, 87 ABW/PA will initiate investigative action with 305 OSS/OSA (Airspace Manager) and/or ASA Fort Dix Aviation/Ranges, dependent on the location of reported disturbance.

8.11.2. Noise complaint reports should be as specific as possible and include the following information: name/contact information of complainant, date/time of disturbance, location of disturbance, type/number of aircraft (to include color, markings, and general description), direction of travel, and estimated altitude. **Note:** 305 OSS/OSA will notify 787 CES/CENP regarding all noise complaint findings.

8.12. Night Vision Device (NVD) Operations. Procedures for NVD Operations are defined in *JB MDL TAD/NVG Letter of Agreement*. Contact 305 OSS/OSA for additional information.

8.13. Local Aircraft Priorities. FAA JO 7110.65 governs aircraft operational priorities. Local aircraft priorities are listed in the order following. Excluding FAA or local priorities, air traffic will be handled on a first-come, first-served basis.

8.13.1. Joint Chiefs of Staff (JCS) Priority missions as defined by Air Mobility Command Instruction (AMCI) 11-208, *Mobility Air Forces Management, Flying Operations*.

8.13.2. OPLAN 801X Missions. EXCEPTION: These aircraft will be given top priority when on a USSTRATCOM-assigned mission. Refer to the 108 WG BUGGY RIDE BUST OUT LOA.

8.13.3. DV arrivals/departures.

8.13.4. AMC Controlled Departure Time (CDT) sorties (defined exclusively as sorties in which an airdrop route or an air-refueling route [either tanker or receiver] is planned as the first activity after takeoff).

8.13.4.1. Aircrews will notify ground control no later than 15 minutes prior to their CDT and inform the controller of their actual CDT. Delaying to call McGuire Tower until the runway hold short line may not provide sufficient time for the controller to re-sequence traffic or guarantee a RADAR release to meet the required CDT. Once traffic has been vectored to final and transferred from RAPCON to McGuire Tower, an inbound aircraft will have priority over departures that are not pre-coordinated with McGuire Tower.

8.13.5. AMC CDT sorties (defined exclusively as sorties in which an airdrop route or an air-refueling route [either tanker or receiver] is planned as the first activity after takeoff).

8.13.6. Drop mission formations and Station Keeping Equipment (SKE) missions.

8.13.7. IFR Full Stop Landings.

8.13.8. IFR Departures (Non-local pattern, Tower or RADAR).

8.13.9. Practice Approaches.

8.13.10. Practice VFR Tactical Arrivals and Departures (TADs).

8.14. Lost Communications Instructions. In the event of lost communication, McGuire Tower/RAPCON will follow procedures IAW FAA JO 7110.65. Aircraft will utilize in-flight guides and applicable supplements.

8.15. Opposite Direction Take-Offs and Landings.

8.15.1. Opposite direction arrivals and departures are permitted, dependent upon existing traffic to the runway in use. Unless an opposite direction operation is a known special mission (alert launch, MITO, controlled departure times, etc.), an opposite direction operation will not take priority over the normal traffic flow.

8.15.2. ATC facility coordination for opposite direction arrivals/departures will take place over recorded line. Initial coordination will include “(Call-sign), (type aircraft), *OPPOSITE DIRECTION (arrival/departure), RUNWAY (number).*” All coordination thereafter will include “*OPPOSITE DIRECTION (arrival/departure), RUNWAY (number).*”

8.15.3. Simultaneous same/opposite direction arrivals or departures to Taxiway Hotel and Runways 18/36 are not authorized between fixed wing aircraft and helicopters.

8.15.4. Opposite Direction procedures are further defined in *Airfield Operations Interfacility Coordination, Equipment Priorities Operations Letter*. Contact 305 OSS/OSA for additional information.

8.16. Breakout/Go Around/Missed Approach Procedures.

8.16.1. RAPCON will advise McGuire Tower of RAPCON-initiated breakouts.

8.16.2. McGuire Tower will coordinate a breakout procedure with RAPCON. If time does not permit, McGuire Tower will utilize the following standard breakout procedures:

8.16.2.1. Inform the aircraft “(Call-sign), *APPROACH CLEARANCE CANCELLED...*” and the appropriate breakout instruction listed in **Table 8.3** Once the aircraft has commenced the breakout instructions and safely turned to avoid any conflicts, advise the aircraft to contact RAPCON on the appropriate frequency.

Table 8.3. Standard Breakout Procedures.

Active Runway	Breakout Procedures
Runway 06	“... <i>TURN RIGHT HEADING 180°, CLIMB AND MAINTAIN 2,000’ MSL, CONTACT ARRIVAL (frequency).</i> ”
Runway 24	“... <i>TURN RIGHT HEADING 360°, CLIMB AND MAINTAIN 2,000’ MSL, CONTACT ARRIVAL (frequency).</i> ”
Runway 36	“... <i>TURN RIGHT HEADING 150°, CLIMB AND MAINTAIN 2,000’ MSL, CONTACT ARRIVAL (frequency).</i> ”

Runway 18	“...TURN LEFT HEADING 060°, CLIMB AND MAINTAIN 2,000’ MSL, CONTACT ARRIVAL (frequency).”
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8.16.2.2. Go-Arounds: When issued “go-around” inside six (6) miles, IFR aircraft will execute local climbout. VFR aircraft will fly runway heading and climb to appropriate pattern altitude.

8.17. Civilian Aircraft Operations.

8.17.1. Civil aircraft may conduct practice approaches provided no undue delays occur to real-world missions or military training. Civil aircraft are not authorized to make touch-and-go, stop-and-go, or full-stop landings unless authorized by AMOPS or in the event of an emergency.

8.17.2. The McGuire AFM is considered the “designated representative” to approve or disapprove civil aircraft landing permit applications, as authorized by the Installation Commander (SAA) IAW AFI 10-1001, *Civil Aircraft Landing Permits*. The AFM will notify the AOF/CC following approval of a civil aircraft landing request.

8.17.2.1. Requests to support civil aircraft landings will be processed through AMOPS. Submit requests to SCCBASEOP@us.af.mil or fax: 609-754-6465. The following documentation must be provided for processing:

8.17.2.1.1. DD Form 2400; *Civil Aircraft Certificate of Insurance*.

8.17.2.1.2. DD Form 2401; *Civil Aircraft Landing Permit*.

8.17.2.1.3. DD Form 2402; *Civil Aircraft Hold Harmless Agreement*.

8.17.2.1.4. Correspondence memorandum describing official business intentions.
Note: AVGAS is not available at McGuire Field.

8.18. Civil Use of Military Navigational Aids, Deployable RAWS Systems.

8.18.1. Navigational aids, systems, and published approaches may be used by both military and civilian aircraft for operations. If locally configured in the terminal environment, civil aircraft utilization of deployable RAWS equipment is prohibited.

8.18.2. Deployable RAWS systems include AN/MPN-25 (Mobile PAR) and AN/MRN-23 Mobile VORTAC.

8.18.2.1. Employment and military aircraft utilization of AN/MPN-25 and AN/MRN-23 equipment will be accomplished IAW *Deployable RAWS Equipment Servicing, Taskings Memorandum of Understanding*. Contact 305 OSS/OSA for additional information.

8.19. Aero Club Operations. Aero Club operations do not exist at JB MDL.

8.20. Weather Dissemination and Coordination Procedures: Hazardous/Severe Weather Notification Procedures; Lightning Response .

8.20.1. 305 OSS/OSW has an available weather forecaster on duty to provide weather services 24/7, 365 days a year. During times of airfield closure, the weather flight will reopen for required watches, warnings, or advisories. If required for any other reason, 87 ABW/CP (DSN: 650-3935) can recall weather personnel. Additionally, a forecaster will return to duty NLT 6 hours prior to the airfield reopening.

8.20.2. McGuire Field has a fully automated AN/ FMQ-19 Weather Observing System.

8.20.2.1. Surface weather observations, watches/warning/advisories, and terminal aerodrome forecasts will be transmitted via the Joint Environment Toolkit (JET) and available via the JET viewer (owsjet15.us.af.mil). In an event where JET is unavailable, the weather flight will manually pass information to McGuire Tower, AMOPS, and 87 ABW/CP.

8.20.2.2. Aircrews can obtain current weather observations, en-route, and terminal forecasts by contacting (609) 754-1130 at any time. Aircrews should immediately report all potentially hazardous or un-forecasted weather encountered to 305 OSS/OSW.

8.20.3. McGuire Tower and RAPCON will relay Pilot Reports (PIREPs) to the weather forecaster.

8.20.4. When 305 OSS/OSW issues a general warning for adverse weather:

8.20.4.1. All agencies in receipt of the warning shall accomplish applicable checklists and forward notify personnel operating in the airfield environment.

8.20.4.2. McGuire Tower will broadcast general weather warning information on all frequencies/channels (including FM LMR Ramp/Tower Net) as follows: *“WEATHER INFORMATION. (Weather condition) WARNING IS IN EFFECT FOR MCGUIRE AIRFIELD. GROUND AND MAINTENANCE SUPPORT WILL CEASE. SEEK SHELTER FOR THE DURATION OF THIS WARNING.”*

8.20.4.3. All personnel, including military, civilians, contractors, and visitors must seek shelter in either a vehicle, aircraft or structure; ground and maintenance support functions in the airfield environment will cease.

8.20.4.4. Aircraft arrivals and departures are authorized at the discretion of the aircraft commander provided no further ground support is required. Aircrews and passengers will remain onboard the aircraft until the lightning warning has expired.

8.20.4.5. For detailed guidance on hazardous and severe weather notification procedures including lightning response, refer to 305 AMWI 15-101, *Weather Support Procedures*.

8.21. Airfield Snow Removal Operations. Airfield snow removal operations will be accomplished *IAW JB MDL Snow and Ice Control Support Plan 32-1002*.

8.22. Bird/Wildlife Control: Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines. For detailed guidance on the McGuire bird/wildlife control program, refer to SPLAN 91-212, *JB MDL BASH Plan*.

8.23. Bird Watch Conditions: Locally established Bird Watch Conditions (BWC). For detailed guidance on Bird Watch Conditions, refer to SPLAN 91-212, *JB MDL BASH Plan*.

8.24. Supervisor of Flying (SOF) Operating in the Tower. SOF position does not exist at JB MDL.

8.25. Tactical Arrival/Departure (TAD) Procedures. For detailed guidance on TAD procedures, refer to *JB MDL TAD/NVG Letter of Agreement*.

Chapter 9

KNEL – MAXFIELD FIELD INFORMATION

9.1. Airfield Environment. The airfield is defined as all runways, helipads, overruns, taxiways, ramps, grassy infield/outfields, aircraft parking areas, access roads, hangars, and associated maintenance and servicing areas where aircraft may be encountered.

9.1.1. Runways.

9.1.1.1. Runway 06/24 is 5,002' in usable length and parallel to ALZ 063/243; edges are separated by 300' and centerlines separated by 420'. It is designated as the primary instrument runway. The first 150' of each runway end is grooved concrete; the remaining center portion (4,702') is asphalt. Usable width is 150' without paved shoulders on both sides. Runway 06 overrun is 250' x 150' and Runway 24 overrun is 210' x 150' bituminous asphalt. True heading orientation is 050.5°/230.5°. Runway slope gradient is of 0.3%. Applied UFC classification is design Class A.

9.1.1.2. Runway 15/33 is 5,002' in usable length and is comprised of asphalt. Usable width is 150' without paved shoulders on both sides. Overruns are 200' x 150' bituminous asphalt. True heading orientation is 140.5°/320.5°. Runway slope gradient is of 0.2%. Applied UFC classification is design Class A.

9.1.1.3. ALZ 063/243 is 3,500' in usable length and parallel to Runway 06/24; edges are separated by 300' and centerlines separated by 420'. The ALZ is comprised of grooved concrete. Usable width is 90' with 10' asphalt paved shoulders on both sides. Overruns are 300' x 90' concrete. True heading orientation is 050.6°/230.6°. ALZ slope gradient is of 0.4%. Applied UFC classification is design Class A.

9.2. Helipads.

9.2.1. Helipad 1. Located at the intersection of Taxiways Alpha, Bravo, and Charlie. Unilluminated; daytime use only except for NJ ARNG users IAW the 305 AMW Uncontrolled Airfield Operations (UAO) Memorandum of Understanding (MOU).

9.2.2. Helipad 2. Located on the western corner of MAT 3. Unilluminated; daytime use only except for NJ ARNG users IAW the 305 AMW Uncontrolled Airfield Operations (UAO) Memorandum of Understanding (MOU).

9.2.3. Helipad 3. Located on Taxiway Golf between the approach end of Runway 24 and Hangar 10 (U.S. Army C5ISR, Center Flight Activity). Illuminated.

9.3. Taxiways and Ramps.

9.3.1. Maxfield West Ramp. Located at the base of Lakehurst Tower. Restricted to aircraft with wingspans of 60' or less. Aircraft with larger wingspans require non-standard evaluation by the AFM and "follow-me" service to parking by the Transient Line section (T-Line). This ramp is primarily used for C5ISR assigned helicopters and also the sole parking location for transient C-17 aircraft.

9.3.2. C5ISR Ramp. Located adjacent to Taxiway Golf and Helipad 3. Restricted to aircraft with wingspans of 60' or less. This ramp is primarily used for unit assigned helicopters and

small fixed wing aircraft. All non-standard and/or transient aircraft parking request must be pre-coordinated with the Airfield Manager and T-Line.

9.3.3. ARNG Ramp. Located adjacent to MAT 3 and Helipad 2. Restricted to aircraft with wingspans of 60' or less. This ramp is primarily used for unit assigned helicopters. All non-standard and/or transient aircraft parking request must be pre-coordinated with the Airfield Manager and T-Line.

9.4. MAT 3. Located northwest of Hangars 5 and 6. Permanently closed.

Table 9.1. Taxiway Listing and Restrictions.

Taxiway	Width	Restriction
Alpha	75'	C-17s are restricted to a max of 411K lbs. with SAA WBC approval. Aircraft above 411K lbs. require AMC/A3 approval.
Bravo	75'	N/A
Charlie	75'	N/A
Delta	60'	N/A
Echo	60'	Taxiway Echo south of Taxiway Delta restricted to aircraft with a wingspan of 52' or less
Golf	75'	C-17s are restricted from taxiing on Taxiway Golf
Lima	60'	N/A
MAT 3 Taxilane	60'	Restricted to aircraft with a wingspan of 52' or less

9.4.1. Maxfield Field elevation is 101'.

9.5. All non-standard airfield markings are annotated in the DoD FLIP (En-route), IFR – Supplement, United States under the remarks section.

9.6. Intersection Departure Distances.

Table 9.2. Intersection Departure Distances.

Taxiway	Runway 06	Runway 24	Runway 15	Runway 33
Bravo	-	-	1,450'	3,300'
Charlie	3,300'	1,450'	-	-
Runway Intersection	3,700'	1,000'	1,950'	2,850'
Note: Refer to Air Operations Manual, Lakehurst/Maxfield Field (<i>KNEL AIIOPSMAN 3710.7A</i>) for intersection departure procedures. Contact Lakehurst Air Department (305 OSS/Det 1) for publication access				

9.7. **Runway Selection Procedures.** Refer to *KNEL AIIOPSMAN 3710.7A* for runway selection procedures. Contact 305 OSS/Det 1 for publication access.

9.8. **Controlled Movement Areas (CMA).** The CMA consists of Runway 06/24 and 15/33; ALZ 063/243; overruns; Helipads 1, 2, and 3; and Taxiways Alpha, Bravo, Charlie, Delta, Echo, Golf, and Lima. CMA boundaries extend laterally 100' from runway and ALZ edges; limits coincide with VFR hold line markings on paved surfaces.

9.8.1. All persons operating a vehicle on the airfield must be licensed per Naval Air Training and Operating Procedures Standardization (NATOPS) Air Traffic Control Manual, *NAVAIR 00-80T-114*. Only vehicles authorized in accordance with the Airfield Vehicle Operations Course (AVOC) are permitted on the airfield. Refer to *KNEL AIIOPSMAN 3710.7A* and/or contact 305 OSS/Det 1 by calling the ATC Division COMM (732) 323-4995 or DSN: 624-4995 for airfield driving procedures and AVOC publication access.

9.9. Airfield Lighting Systems. 87 CES/CEOFE (Airfield Lighting) is the primary agency that inspects airfield lighting reliability as well as reports and fixes airfield lighting outages. Lakehurst AMOPS monitors the status of the airfield lighting system. Lakehurst Tower operates the airfield lighting system IAW FAA JO 7110.65. Abnormalities should be immediately reported to Lakehurst Tower or Lakehurst AMOPS. **Note:** Lakehurst AMOPS includes locally trained and qualified United States Navy (USN) Aerographers Mates (AG) and Transient Line (T-Line) personnel IAW Installation Support MOA for JB MDL, NJ, Change 4.

9.9.1. Lakehurst Tower operates and controls the Airfield Lighting Control System (AFLCS) remote monitor panel from the cab. Any abnormalities with this system are reported to GEMD for troubleshooting and fix action.

9.9.2. If GEMD is unable to identify and/or fix the abnormality, Lakehurst AMOPS will be notified to coordinate with 87 CES/CEOFE for corrective action.

9.9.3. KNEL Airfield Lighting Systems.

9.9.3.1. Runway 06: High Intensity Runway Lights (HIRL), overt and covert lighting installed.

9.9.3.2. Runway 24: HIRLs, Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), Precision Approach Path Indicators (PAPI), overt and covert lighting installed.

9.9.3.3. Runway 15: HIRLs installed.

9.9.3.4. Runway 33: HIRLs and PAPI installed.

9.9.3.5. ALZ 063: Overt-Covert Landing System (OCLS) installed.

9.9.3.6. ALZ 243: OCLS installed. **Note:** Refer to *JB MDL TAD/NVG Letter of Agreement* for ALZ NVG lighting information and procedures. Contact 305 OSS/OSK for publication access.

9.9.3.6.1. Rotating Beacon. The KNEL beacon is mounted on the roof of Hangar 1, 8,700' southeast of the Runway 24 approach end. The beacon is activated between sunset and sunrise or when weather conditions are VFR or IFR.

9.9.3.6.2. Taxiway Lighting. Taxiways Alpha, Bravo, Charlie, Delta, and Echo lighting is operational at five intensity settings. Taxiways Lima and Gulf lighting is operational at three intensity settings.

9.9.3.6.3. Runway Distance Markers (RDM). RDMs are installed on Runway 06/24 and Runway 15/33. ALZ 063/243 has VS-17 Marker Panels in lieu of RDMs.

9.10. Airfield Lighting Inspection and Maintenance.

9.10.1. 87 CES/CEOFE will complete a routine daily airfield lighting inspections utilizing the Lakehurst lighting check form and advise Lakehurst AMOPS upon completion. 87 CES/CEOFE will report system status changes to Lakehurst AMOPS, review/provide update to the master outage log, and conduct maintenance actions.

9.10.2. 87 CES/CEOFE is authorized to complete emergency lighting repairs with concurrence from the Lakehurst AFM and the Lakehurst Tower WS.

9.10.3. Lakehurst AMOPS personnel will conduct a lighting check once per day during hours of darkness (when the airfield is operational). Results will be annotated on the airfield lighting check form and emailed to 87 CES/CEOFE when there is a reported outage annotated. In the event a lighting system is found to exceed allowable outage threshold, Lakehurst AMOPS will then publish applicable NOTAM advisories/restrictions.

9.10.4. Lakehurst AMOPS will notify GEMD of any obstruction light outage associated with meteorological or navigational equipment.

9.10.5. Lakehurst AMOPS will track all lighting discrepancies via Airfield Discrepancy log and coordinate repair actions until fixed.

9.11. Permanently Closed/Unusable Portions of the Airfield.

9.11.1. MAT-3 is permanently closed.

9.12. Aircraft Arresting Systems. No Aircraft Arresting System are installed/available.**9.13. Parking Plan Coordination.**

9.13.1. The locally assigned 1-150th Assault Helicopter Battalion New Jersey, Army National Guard (NJARNG), C5ISR Center Flight Activity and SO-10 Aviation Federal Bureau of Investigation (FBI) units are responsible for assigning their own parking locations for their aircraft in their designated ramps/areas. Additionally, the ramp managers of these locally assigned units are responsible for ensuring that safe taxiing and parking operations are provided to their respective aircraft. Any additional parking must be requested through the Lakehurst Airfield Manager (AFM) for coordination.

9.13.2. Maxfield West Ramp is the primary parking for C5ISR helicopters and all transient aircraft to include C-17 and C-130 aircraft.

9.13.2.1. Maxfield West Ramp has a Maximum on Ground (MOG) of 1 C-17 aircraft and 2 C-130 aircraft.

9.13.2.2. The Lakehurst AFM will coordinate with C5ISR prior to any transient aircraft arrivals to ensure proper aircraft parking spot de-confliction.

9.14. Other Airfield Areas.

9.14.1. Arm/De-Arm Areas. Lakehurst Tower will direct aircraft via the most direct route initiating arm/de-arm actions or those with hot guns and/or ordnance malfunctions to the location(s) specified below. Ordnance assembly and disassembly will only be conducted within approved areas. Every effort will be made to avoid directing ordnance towards buildings, vehicles and/or populated areas.

9.14.1.1. Landing Runway 06: Turn left on to Taxiway Lima, face heading 240°.

9.14.1.2. Landing Runway 24: Turn right on to Runway 15/33 and taxi to Runway 15 threshold, face heading 330°.

9.14.1.3. Landing Runway 15: Make a right 180° turn after landing complete, taxi to Runway 15 threshold, face heading 330°.

9.14.1.4. Landing Runway 33: Taxi to Runway 15 threshold, face heading 330°. **Note:** During periods of thunderstorms and/or lightning within 5 NM of the airfield, ordnance handling procedures will cease.

9.14.2. Drag Chute Jettison Areas. Lakehurst Tower will advise the aircraft following drag chute deployment to taxi to park with the item in trail. If not possible, jettison actions should occur immediately after exiting the primary Runway 06/24. True heading orientation is 050.5°/230.5°.

9.14.2.1. Lakehurst Tower will suspend runway operations and notify Lakehurst AMOPS following deployment of a drag chute. Lakehurst AMOPS will conduct a runway check for FOD prior to resuming runway operations.

9.14.2.2. Lakehurst Transient-Line personnel will collect the drag chute as part of transient aircraft servicing.

9.15. Hazardous/Dangerous Cargo Areas. Personnel responsible for transporting hazardous cargo to and from the airfield will provide advance notification to Lakehurst AMOPS. The Lakehurst AFM will determine parking locations for all aircraft carrying Hazardous Cargo. Aircraft loaded with Explosive Class Cargo are not authorized.

9.15.1. Lakehurst Transient Line will pass hazardous cargo information including call-sign, ETA/ETD, explosive class, and parking location to the following agencies for both arriving and departing aircraft: Lakehurst Tower, Lakehurst AMOPS, 87 CES/CEF, and 87 SFS.

9.15.2. When an arriving aircrew notifies ATC of hazardous cargo on board, ATC will pass the information to Lakehurst AMOPS.

9.16. Ground Fuel Tanks Parking. No ground fuel tank parking is available at Maxfield Field. All aircraft fueling requirements will be supported by truck and coordinated with the Lakehurst AFM.

9.16.1. Hot Pit Refueling Areas. KNEL does not utilize Hot Pit Refueling Areas.

9.16.2. Engine Run-Up Areas. Low power engine run-ups may be conducted on any parking spot on the airfield. High power engine run-ups may only be performed on the approach end of a runway. Pilots in command are responsible for the safe execution of engine run-ups.

9.16.3. Aircraft Towing Procedures. The locally assigned 1-150th Assault Helicopter Battalion New Jersey, Army National Guard (NJARNG), C5ISR Center Flight Activity and SO-10 Aviation Federal Bureau of Investigation (FBI) will coordinate aircraft tows thru the Air Department T-Line section. T-Line will communicate with Lakehurst Tower relaying all pertinent tow information. Once, approved T-Line will oversee the tow operation procedure until complete.

9.17. Ground Electronics Maintenance Division (GEMD). Refer to *KNEL AIROPSMAN 3710.7A* for GEMD operations and procedures, to include PMI schedule. Contact 305 OSS/Det 1 for publication access.

Table 9.3. Local NAVAID Frequencies/Channelization.

NAVAID	Channel	Identifier	Location
TACAN	55	I-NEL	On field
NDB	396	I-NEL	On field

9.18. Aircraft Taxiing Requirements/Routes (to include Heavy Aircraft Jet Thrust Avoidance Procedures, Taxiway/Taxilane Restrictions and Wingtip Clearance, etc.).

9.18.1. Aircraft shall contact Lakehurst Tower (Ground Control) prior to taxi for specific taxi instructions. To the maximum extent possible, aircraft will be directed away from any heavy jet thrust.

9.18.2. Taxi Restrictions. Refer to [Table 9.1](#) for taxi restrictions.

9.19. Airfield/Facilities Maintenance.

9.19.1. All airfield maintenance shall be pre-coordinated with Lakehurst AMOPS.

9.19.2. Vehicles (e.g., airfield sweeper, mowers, snowplows, airfield lighting, etc.) or pedestrians operating in the airfield environment must follow the procedures and guidelines outlined in the AVOC; contact 305 OSS/Det 1 for publication access. Lakehurst AMOPS will notify/coordinate with Lakehurst Tower and/or GEMD of airfield maintenance activities or actions that may affect facilities. Additionally, 787 CES is responsible for ensuring all contracts follow the Airfield Annex 01-35-13-Special Projects Procedures guidance provided by the Airfield Manager.

9.19.3. Airfield Construction. All airfield construction projects or local actions that may restrict or suspend the normal use of runways, taxiways, or ramps will be coordinated with the Lakehurst AFM not later than 45 days prior to beginning work. The Lakehurst AFM will send a NOTAM when required and notify affected agencies.

9.19.3.1. All contractors working on the airfield will check-in and check out with Lakehurst AMOPS daily. Lakehurst AMOPS will log this in the daily events log. Contractors will be required to supply their own radios when conducting construction within the controlled movement area (CMA). Airfield radios can be signed in and out with the Air Department Transient-Line section in contingency situations.

9.19.3.2. Each construction project on or affecting the airfield/aerodrome must have a pre-construction meeting a minimum of 30 days prior to beginning construction. Meeting representation should include Flight Safety, AFM, 87 ABW/SEG, 87 ABW/SEW (as required) and Civil Engineering (CES). CES is responsible for disseminating pre-construction meeting minutes prior to project start.

9.19.4. Rubber Removal and Airfield Paint/Removal Plan. Lakehurst/Maxfield Field rubber removal and airfield paint/removal are scheduled concurrent with McGuire Field twice a year in April and October for efficiency and cost saving efforts.

9.20. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values. Lakehurst AMOPS is responsible for determining RSC and/or RCR values at Maxfield Field. Lakehurst AMOPS will inform Lakehurst Tower, Command Post, and Weather of RSC or RCR changes. **Note:** Refer to *JB MDL Snow and Ice Control Plan* for more information. Contact 87 CES/CEOHS for publication access.

9.21. Procedures/Requirements for Conducting Runway Inspections/Checks. Qualified Lakehurst AMOPS personnel shall perform airfield checks and comprehensive daily inspections IAW Air Force Manual 13-204v2, *Airfield Management* and local operating procedures.

9.21.1. Annual Airfield Certification/Safety Inspection (ACSI) will be conducted, briefed, and documented IAW Air Force Manual 13-204v2, *Airfield Management*. At a minimum, attendance will include:

9.21.1.1. AFM and/or Superintendent of Airfields.

9.21.1.2. Naval Support Activity Lakehurst Air Boss.

9.21.1.3. 305 AMW/SEF (Flight Safety).

9.21.1.4. 787 CES/CENPL (Community Planner)

9.21.1.5. 787 CES/CENMP (Project Planner)

9.21.1.6. 87 CES (Airfield Support)

9.22. Closure, Suspension, and Resumption of Runway Operations.

9.22.1. Lakehurst AMOPS and Lakehurst Tower maintain authority to suspend runway operations. Runway suspension will be declared following an emergency aircraft landing or when there is reason to believe that a hazard exists on/near the runway and/or approach departure corridor. In the event of a runway suspension, Lakehurst Tower will immediately notify RAPCON and send applicable NOTAM restrictions.

9.22.2. Lakehurst AMOPS is the only agency that maintains authority to resume runway operations following a suspension. Prior to resumption, Lakehurst AMOPS will complete a runway check, verify the area is safe for operation, and notify Lakehurst Tower of status change. Lakehurst Tower will then notify RAPCON of resumed runway operations and remove applicable NOTAM restrictions.

9.22.3. Runway closures are generally for extended periods of time (e.g., repairs, maintenance actions, construction). The Lakehurst AFM is the only individual authorized to declare closure of a runway or airfield area, following coordination with the 305 OG/CC and, if necessary, higher headquarters. The Lakehurst AFM will send applicable NOTAM restrictions following runway or airfield area closure. A closed runway/airfield area may only be reopened following completion of a runway/airfield check by Lakehurst AMOPS.

9.23. Protection of the 360° VFR Overhead Pattern. When the VFR 360° overhead pattern is in use, Lakehurst Tower will protect this pattern by holding all applicable departure clearance or issue instructions to aircraft completing (other than full stop) approaches to maintain at or below 1,600' MSL until reaching the departure end until the overhead aircraft has turned downwind.

9.24. Airfield Sweeper Operations. The T-Line section maintains an airfield sweeper and is responsible for FOD sweeping operations at Maxfield Field. All airfield sweeper request should be filtered through base operations at DSN: 624-4995 (Emergency or Routine).

9.24.1. Below is the airfield priority sweeping schedule the T-Line section that will be accomplished IAW AFMAN 13-204v2, *Airfield Management*:

9.24.1.1. Monday - Runway 06/24, Taxiways Alpha, Bravo, Charlie

9.24.1.2. Tuesday - ALZ 063/243, Taxiways Lima, Golf

9.24.1.3. Wednesday - Runway 15/33, Taxiway Delta

9.24.1.4. Thursday - Taxiway Echo, West Ramp

9.24.1.5. Friday - MAT 3 Taxilane, C5ISR and ARNG Ramps

9.24.2. The airfield sweeping schedule should be accomplished prior to the published airfield opening hours Monday-Friday to the maximum extent possible.

Chapter 10

KNEL – FLIGHT PLANNING PROCEDURES

10.1. General Information. Lakehurst AMOPS does not provide flight planning services. ATC provides flight following, tracking, aircraft security and anti-hijacking procedures IAW USN ATC FACMAN. Local units will utilize the following flight planning procedures:

10.1.1. C5ISR. Pilots receive weather briefs via USN Naval Oceanography Operations Command (NOOC) via website or phone. The Pilot in Command is responsible for the input of flight plans utilizing FAA approved flight planning systems FOREFLIGHT and/or FlightPlan.com. All IFR flight plans and VFR flight plans that leave KNEL Class D air space are filed thru these systems. VFR flight plans that stay within KNEL Class D air space are filed via ground frequency 118.375 and/or 307.05 directly from the Pilot in Command to Lakehurst Tower. The pilot in command is responsible for amending, cancelling and re-filing their flight thru the above flight planning systems. Additionally, the pilot in command will pass all flight plan data to the unit flight operations section which tracks all assigned aircraft on/off station, provides flight following procedures and search & rescue assistance. Furthermore, all flight plan information is communicated to Lakehurst Tower from the pilot in command via ground frequency 118.375 and/or 307.05 prior to departure. Finally, a weekly flight schedule highlighting aircraft call-signs, tail numbers and estimated flight time frames is sent to Lakehurst Tower for additional flight following awareness.

10.1.2. FBI. Pilots receive weather briefs via FAA approved Lidos flight service system. The Pilot in Command is responsible for the input of IFR flight plans utilizing the FAA approved Lidos flight service system. VFR flight plans are filed via ground frequency 118.375 and/or 307.05 directly from the Pilot in Command to Lakehurst Tower. Additionally, the pilot in command is responsible for amending, cancelling and re-filing their flight plan thru Lidos. The pilot in command will also pass all flight plan data to their unit cell which tracks all assigned aircraft on/off station, provides flight following procedures and search & rescue assistance. Furthermore, all flight plan information is communicated to Lakehurst Tower from the pilot in command via ground frequency 118.375 and/or 307.05 prior to departure. Finally, a weekly flight schedule highlighting the number of aircraft and estimated flight times is sent to Lakehurst Tower for additional flight following awareness.

10.1.3. ARNG. Pilots receive weather briefs via USAF 15th Operational Weather Squadron (OWS). The Pilot in Command is responsible for the input of flight plans utilizing USA approved flight service systems sky vector and/or FOREFLIGHT. All IFR flight plans and VFR flight plans that leave the Class D air space are filed thru these systems. VFR flight plans that stay within the local Class D air space are filed via ground frequency 118.375 and/or 307.05 directly from the Pilot in Command to Lakehurst Tower. The pilot in command is also responsible for amending, cancelling and re-filing their flight thru these systems. Additionally, the pilot in command will pass all flight plan data to their unit flight operations section which tracks all assigned aircraft on/off station, provides flight following procedures and search & rescue assistance. Furthermore, all flight plan information is communicated to Lakehurst Tower from the pilot in command via ground frequency 118.375 and/or 307.05 prior to departure (VFR flight plans are only coordinated via ground frequency in real time). Finally, a weekly flight schedule highlighting aircraft call-signs, tail numbers and estimated flight time

frames is sent to Lakehurst Tower for additional flight following awareness. **Note:** All local units mentioned above will maintain their original flight plans. A copy will be provided immediately to Air Department upon request if needed due to an aircraft emergency situation.

Chapter 11

KNEL – EMERGENCY PROCEDURES

11.1. Secondary Crash Net (SCN).

11.1.1. The SCN circuit consists of Lakehurst AMOPS, 87 ABW/CP, 87 CES/CEF, 305 OSS/OSW, 87 SFS/BDOC, 87 MDG/SGP Ambulance Services, Emergency Management (87 CES/CEXM), 1-150 NJARNG, and 305 MXG/MOC. Lakehurst AMOPS is the activation authority for the SCN. Each agency has transmit and receive capability. Following the activation of the PCAS by Lakehurst Tower, Lakehurst AMOPS will notify agencies via the SCN or individually.

11.1.2. The SCN will be checked daily by 0815L to coincide with the daily PCAS test at 0800L. Results will be documented on the SCN Log and AF Form 3616.

11.1.3. Backup procedures for the SCN will be tested quarterly. Results will be documented on the SCN Log and AF Form 3616.

11.1.4. SCN testing is not required when the airfield is closed.

11.2. Emergency Actions (On/Off Base).

11.2.1. Lakehurst AMOPS shall:

11.2.1.1. Relay to Lakehurst Tower any situation that requires PCAS activation.

11.2.1.2. Activate the SCN when notified of an emergency.

11.2.1.3. Respond to all airfield and aircraft emergencies. **Note:** Refer to *KNEL AIROPSMAN 3710.7A* for Lakehurst Tower and Fire Department Emergency Actions (On/Off Base). Contact 305 OSS/Det 1 for publication access.

11.3. Hung Ordnance Procedures.

11.3.1. Hung ordnance procedures will be conducted IAW arm/de-arm area procedures described in **Paragraph 9.9.1** of this publication.

11.4. Evacuation and Alternate Facility Procedures. Evacuation of Lakehurst AMOPS. On occasion, Lakehurst AMOPS will have limited operating capability due to evacuation of the primary facility. During the period between evacuation of primary Lakehurst AMOPS and relocation to alternate location, all Lakehurst AMOPS capabilities will cease.

11.4.1. Lakehurst AMOPS shall:

11.4.1.1. Only evacuate in the event of a real (not exercised) emergency as required.

11.4.1.2. Notify Air Boss, AFM, Lakehurst Tower and 87 ABW/CP that Lakehurst AMOPS will be evacuating to the GEMD facility bldg.42.

11.4.1.3. Complete procedures IAW applicable Evacuation of Lakehurst AMOPS QRC.

11.4.1.4. Establish operations at alternate location as soon as practical and contact required agencies IAW Evacuation of Lakehurst AMOPS QRC.

11.4.1.5. Upon return to primary location, required agencies will be contacted IAW Evacuation of Lakehurst AMOPS QRC. **Note:** Evacuation procedures for the Air

Department ATC and GEMD sections are available in their respective FACMAN. Contact 305 OSS/Det 1 for publication access.

11.5. Aircraft Rescue and Firefighting (ARFF) Reduction of Service Procedures.

11.5.1. Notifications.

11.5.1.1. The Fire Chief or Senior Fire Officer on duty at Lakehurst Fire Department will ensure the Fire Alarm Communications Center operator notifies Lakehurst AMOPS and JB MDL Command Post daily with current ARFF capability. They will also notify Lakehurst AMOPS and JB MDL Command Post in a timely manner as changes occur to firefighting agent on-hand, reduction in firefighters, and/or response time requirements that cannot be met, if different from the daily notification.

11.5.1.2. Lakehurst AMOPS will send a NOTAM when notified of an ARFF capability that is less than optimum level of service (OLS) IAW the following format:

11.5.1.2.1. QFFCG ARFF IS REDUCED OR CRITICAL LEVEL (as appropriate) OF SERVICE USAF CAT (#) DUE TO (vehicles, agent, and/or personnel) ##### GALLONS REMAINING (for vehicle or agent reduction).

11.5.1.2.2. **Example 1** (vehicles): KNEL QFFCG ARFF IS REDUCED LEVEL OF SERVICE, USAF CAT 1 DUE TO VEHICLE SHORTAGE, 2200 GALS REMAINING; (add location specific restrictions).

11.5.1.2.3. **Example 2** (personnel): KNEL ARFF REDUCED LEVEL OF SERVICE, USAF CAT 1 DUE TO PERSONNEL SHORTAGE; (add location specific restrictions).

11.5.1.3. The Lakehurst AFM will ensure the level of service that Lakehurst's ARFF set will provide with respect to each USAF category is published in the appropriate FLIP.

11.5.2. Refer to **Attachement 12** for Lakehurst's Crash Firefighting Matrix.

Chapter 12

KNEL – MISCELLANEOUS

12.1. NOTAM Procedures.

12.1.1. Lakehurst Tower is designated as the NOTAM and Airfield Systems monitor facility.

12.1.2. Lakehurst AMOPS is the designated NOTAM transmittal facility, and will initiate and publish all Maxfield Field NOTAMs.

12.2. Bird/Wildlife Control and Bird Watch Condition Guidelines. Guidelines for the BASH program and determining bird watch conditions are outlined in JB MDL BASH Plan 91-212. Contact 305 AMW/SEF for publication access.

12.3. Weather Dissemination and Coordination Procedures. Maxfield Field USN Aerographers (AG) monitor an Automated Surface Observing System (ASOS). An AG is on duty Monday-Friday 0700L-2000L; when airfield hours are extended to 0000L and during Unit Training Assembly (UTA) weekend operations, aircrews that do not have service-aligned reach back briefing capabilities can arrange for flight weather briefings from 305 OSS/OSW 24/7 at 609-754-1130 or 609-754-3992, option 1. For further detailed guidance on hazardous/severe weather notification procedures and lightning responses refer to 305 AMWI 15-101, *Weather Support Procedures*.

12.4. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes. Lakehurst Tower is the focal point for the Air Department FLIP account and manages FLIP distribution. The Lakehurst AFM shall review each new FLIP edition for accuracy and consistency of airfield related data. Agencies or personnel requesting changes or additions to FLIPs must route all requests through the Lakehurst AFM.

12.5. Prior Permission Required (PPR) Procedures. All transient aircraft are required to obtain a PPR a minimum of 48 hours prior to intended arrival, to include requests outside of published airfield hours. PPR requests can be made with Air Department Transient-Line at DSN: 624-4147 or COMM 732-323-4147. **Note:** Operating the airfield outside of published hours requires 305 OG/CC approval.

12.6. Air Evacuation and Medical Evacuation Notification and Response Procedures. The following procedures are required only when the pilot requests AIREVAC/MEDEVAC priority handling.

12.6.1. Lakehurst Tower will activate the PCAS for AIREVAC/MEDEVAC aircraft intending to land at Maxfield Field.

12.6.2. Lakehurst AMOPS will activate the SCN following PCAS notification from Lakehurst Tower and initiate any applicable Quick Reaction Checklist (QRC).

12.7. Aircraft Security, Unauthorized Movement and Stop Alert. Lakehurst AMOPS will activate the SCN immediately following notification from Lakehurst Tower of an unauthorized aircraft.

12.8. Lakehurst Tower and ATC Procedures. Refer to KNEL AIROPSMAN 3710.7A and the preceding publication (305 AMWI 13-204 *Airfield Operations Instruction*) for any items not specifically addressed in this annex.

12.9. No Hat/No Salute Area. Maxfield Field is designated as a No Hat/No Salute Area IAW AFI 36-2903, AMC Supplement, *Dress and Personal Appearance of Air Force Personnel*.

SCOTT M. WIEDERHOLT, Col, USAF
Commander, 305th Air Mobility Wing

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

JB MDL Plan 91-212, *Bird Aircraft Strike Hazard (BASH) Plan*

JB MDL Integrated Defense Plan, *(JIDP)*

305 AMWI 15-101, *Weather Support Procedures*

AFI 13-213 (AMC Supplement), *Airfield Driving*

AFMAN 13-204v1 (AMC Supplement), *Airfield Operations*

AFMAN 13-204v2 (AMC Supplement), *Airfield Management*

AFMAN 13-204v3 (AMC Supplement), *Air Traffic Control*

AFMAN 13-204v4 (AMC Supplement), *Radar, Airfield, and Weather Systems*

AFMAN 37-123, *Management of Records*

AFMAN 37-139, *Records Disposition Schedule*

DESR 6005.09_AFMAN91-201

AMCI 11-208, *Mobility Air Forces Management, Flying Operations.*

(DOD) Flight Information Publication, *Airport/Facility Directory for Northeast U.S.*

FAAO 6750.24, *Instrument Landing System and Ancillary Electronic Component Configuration and Performance Requirements*

FAA JO 7110.65, *Air Traffic Control*

FAA JO 7210.3, *Facility Operation and Administration*

FAA JO 7110.126; *Consolidated Wake Turbulence (CWT) Separation Standards*

High/Low Altitude United States Vol-21

Hazardous Cargo Laden Aircraft Support Instructions

305/514 MXGI 21-101, *Aircraft Towing Procedures*

New York ARTCC Emergency Action Plan

UFC 3-260-01, *Airfield and Heliport Planning and Design Criteria*

(DOD) Flight Information Publication, *Airport/Facility Directory for Northeast U.S.*

Air Operations Manual, Lakehurst/Maxfield Field (KNEL AIROPSMAN 3710.7A)

NAVAIR 00-80T-114, *Naval Air Training and Operations Procedures Standardization (NATOPS) Air Traffic Control Manual*

Adopted Forms

DD Form 1801, *DoD International Flight Plan*

DD Form 2400, *Civil Aircraft Certificate of Insurance*

DD Form 2401, *Civil Aircraft Landing Permit*

DD Form 2402, *Civil Aircraft Hold Harmless Agreement*

AF Form 443, *Airfield Drivers License*

AF Form 847, *Recommendation for Change of Publication*

AF Form 3616, *Daily Record of Facility Operation*

AF Form 4437, *Deliberate Risk Assessment*

Abbreviations and Acronyms

ABW—Air Base Wing

ACSI—Annual Airfield Certification/Safety Inspection

ADCON—Administrative Control

AG—Aerographers Mates

AFLCS—Airfield Lighting Control System

AFM—Airfield Manager

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFRIMS—Air Force Records Information Management System

AG—Aerographer

AGL—Above Ground Level

AICUZ—Air Installation Compatibility Use Zone

AISR—Aeronautical Information System Replacement

AIREVAC—Aircraft Evacuation

ALZ—Assault Landing Zone

ALTRV—Altitude Reservation

AMOPS—Airfield Management Operations

AMW—Air Mobility Wing

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ARA—Airborne Radar Approach

ARFF—Aircraft Rescue and Fire Fighting

ARTCC—Air Route Traffic Control Center

ASA—Army Support Activity

ASR—Airport Surveillance Radar
ATC—Air Traffic Control
ATCFO—Air Traffic Control Facility Officer
ATIS—Automatic Terminal Information Service
AVOC—Airfield Vehicle Operations Course
BASH—Bird Aircraft Strike Hazard
CAPA—Combat Aircraft Parking Area
CAT—Category
CDT—Controlled Departure Time
CL—Centerline Lighting
CLS—Critical Level of Service
CMA—Controlled Movement Area
COR—Contracting Officer Representative
COTS—commercial-of-the-shelf
CP—Command Post
CWT—Consolidated Wake Turbulence
DALR—Digital Audio Legal Recorder
DASR—Digital Airport Surveillance Radar
DME—Distance Measuring Equipment
DV—Distinguished Visitor
ELT—Emergency Locator Transmitter
ETA—Estimated Time of Arrival
ETD—Estimated Time of Departure
ETVS—Enhanced Terminal Voice Switch
FCF—Functional Check Flight
FCLP—Field Carrier Landing Practice
FES—Fire Emergency Services
FLIP—Flight Information Publication
FOD—Foreign Object Damage
FW—Fighter Wing
GEMD—Ground Electronics Mechanical Department
GS—Glideslope

HATR—Hazardous Air Traffic Report

HC/D—Hazardous Class Division

HCLA—Hazardous Cargo Load Area

HIRL—High Intensity Runway Lights

IAW—In Accordance With

IC—Incident Commander

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

JB MDL—Joint Base McGuire Dix Lakehurst

JCS—Joint Chiefs of Staff

JET—Joint Environment Toolkit

KWRI—Airport Identifier for McGuire Field

KNEL—Airport Identifier for Maxfield Field

LOC—Localizer

LS—Lighted Signage

MALSR—Medium Intensity Approach Light System with Runway Alignment Indicator Lights

MARSA—Military Assumes Responsibility for Separation of Aircraft

MITO—Minimum Interval Take-off

MOA—Memorandum of Agreement

MOC—Maintenance Operations Control

MOU—Memorandum of Understanding

MSL—Mean Sea Level

NATOPS—Naval Air Training and Operating Procedures Standardization

NAVAID—Navigational Aid

NDB—Non-Directional Beacon

NEW—Net Explosive Weight

NM—Nautical Mile

NOOC—Naval Oceanography Operations Command

NORDO—No Radio

NOTAM—Notice to Airmen

NVD—Night Vision Devices

NVG—Night Vision Goggles
OBO—Official Business Only
OCLS—Overt Covert Landing System
OLS—Optimum Level of Service
OPR—Office of Primary Responsibility
PAPI—Precision Approach Path Indicator
PAR—Precision Approach Radar
P/CLB—Personnel/Crash Locator Beacon
PCAS—Primary Crash Alarm System
PIREP—Pilot Report
PMI—Preventative Maintenance Inspection
POFZ—Precision Obstacle Free Zone
PPR—Prior Permission Required
QRC—Quick Reference Checklist
RAPCON—Radar Approach Control
RCR—Runway Condition Reading
RDM—Runway Distance Marker
REIL—Runway End Identification Lights
RLS—Reduced Level of Service
RSC—Runway Surface Condition
RSI—Remote Status Indicator
RVR—Runway Visual Range
SAA—Senior Airfield Authority
SCN—Secondary Crash Net
SFL—Sequenced Flashing Lights
SID—Standard Instrument Departure
SIP—Shelter In Place
SIOP—Single Integrated Operation Plan
SKE—Station Keeping Equipment
SM—Statute Miles
SOF—Supervisor of Flying
SSI—Special Security Instruction

STARS—Standard Terminal Automation Replacement System

SVFR—Special Visual Flight Rules

T-LINE—Transient Line

TAD—Tactical Arrival/Departure

TDZL—Touchdown Zone Lighting

TERPS—Terminal Instrument Procedures

TMT—Task Management Toolkit

UAO—Uncontrolled Airfield Operations

UAS—Unmanned Aircraft System

UTA—Unit Training Assembly

UHF—Ultra high frequency

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VORTAC—Very High Frequency Omni directional Range Tactical Air Navigation

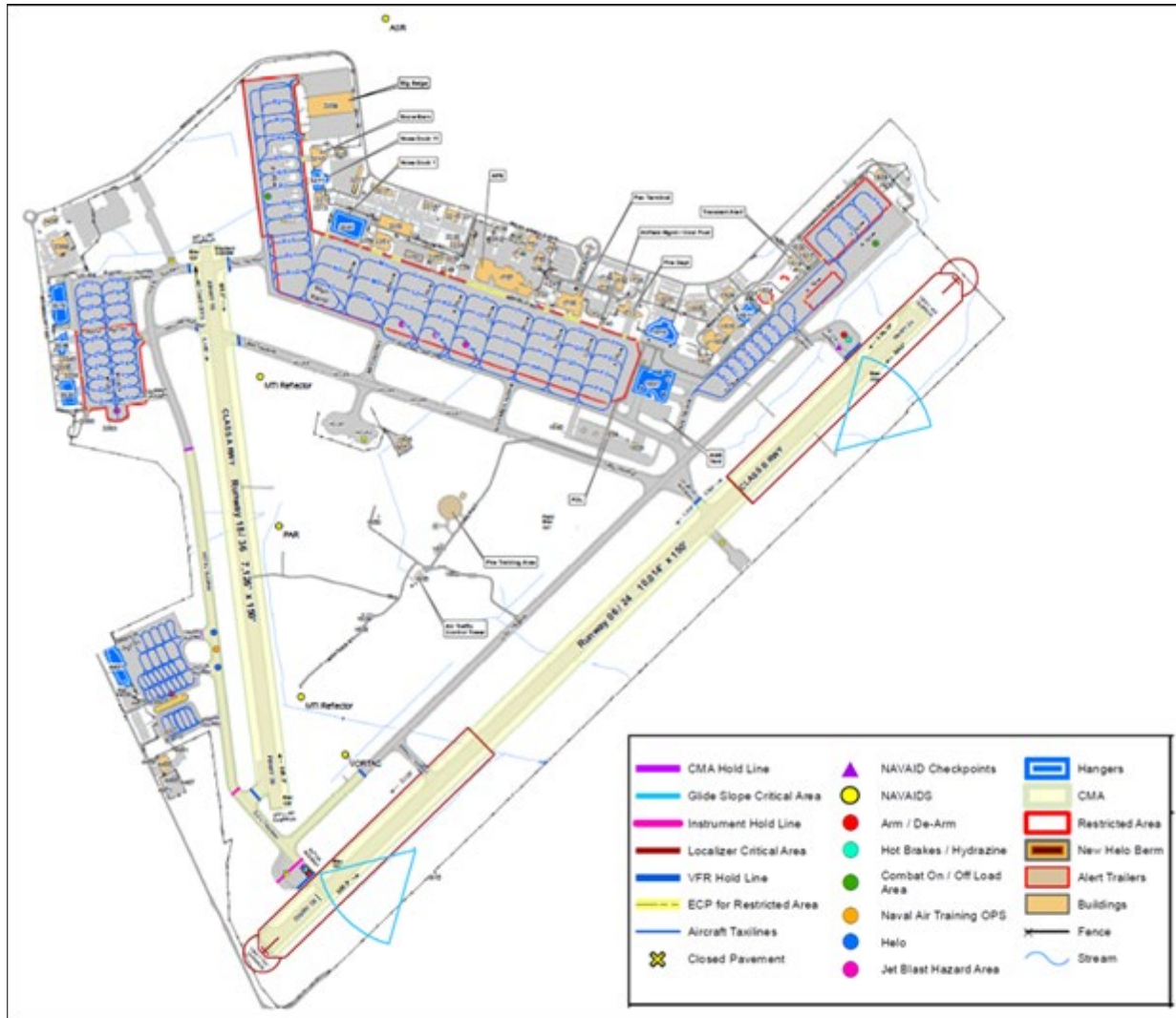
WBC—Weight Bearing Capacity

WS—Watch Supervisor

Attachment 2

MCGUIRE FIELD (KWRI) AIRFIELD DIAGRAM

Figure A2.1. KWRI Airfield Diagram.



A2.1. Note:. Contact 305 OSS/OSAA for higher resolution version of the Master Airfield Diagram.

Attachment 3

HEAVY AIRCRAFT JET THRUST AVOIDANCE PROCEDURES

Figure A3.1. C-17, C-5, and KC-10 Jet Thrust Avoidance Procedures.

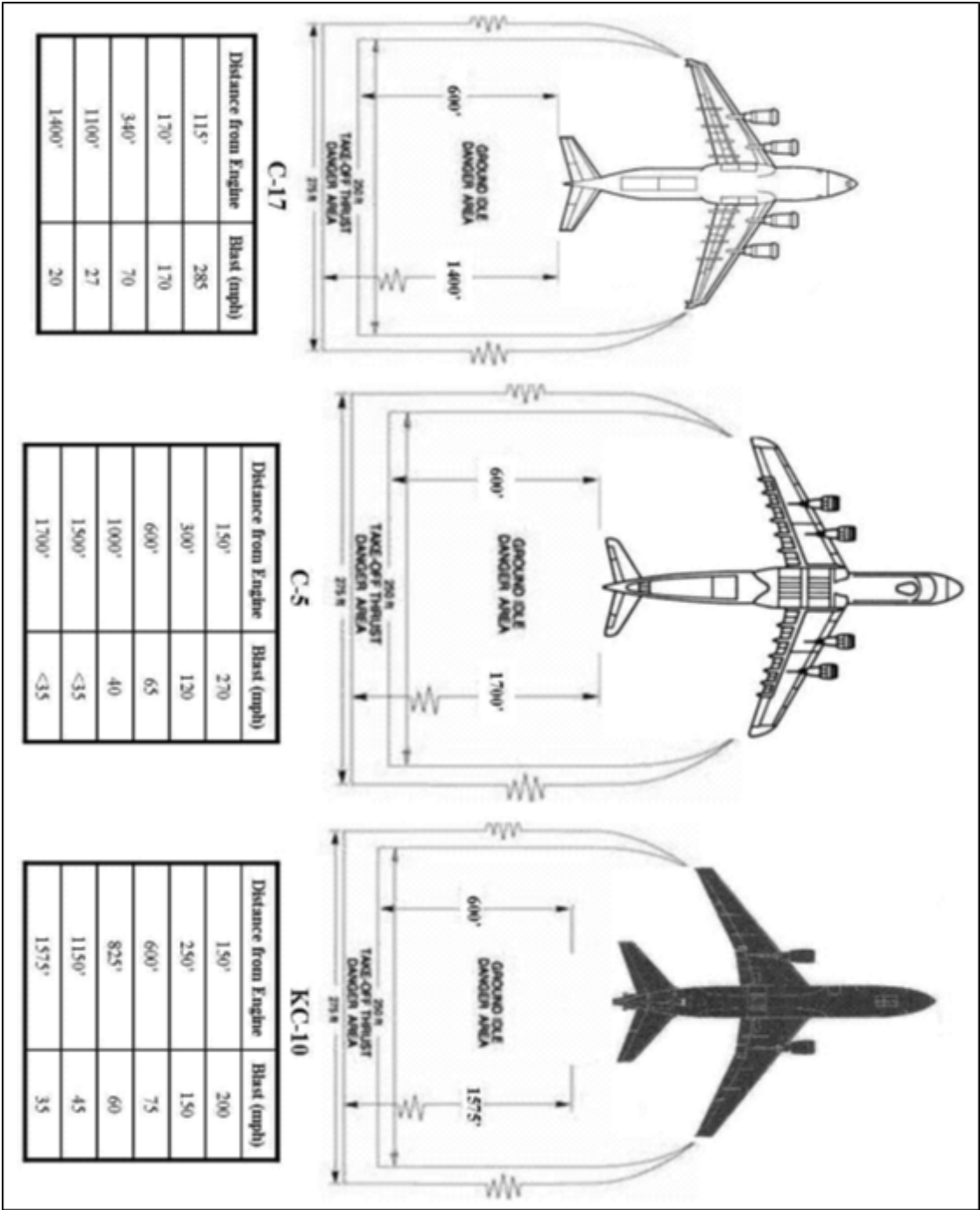


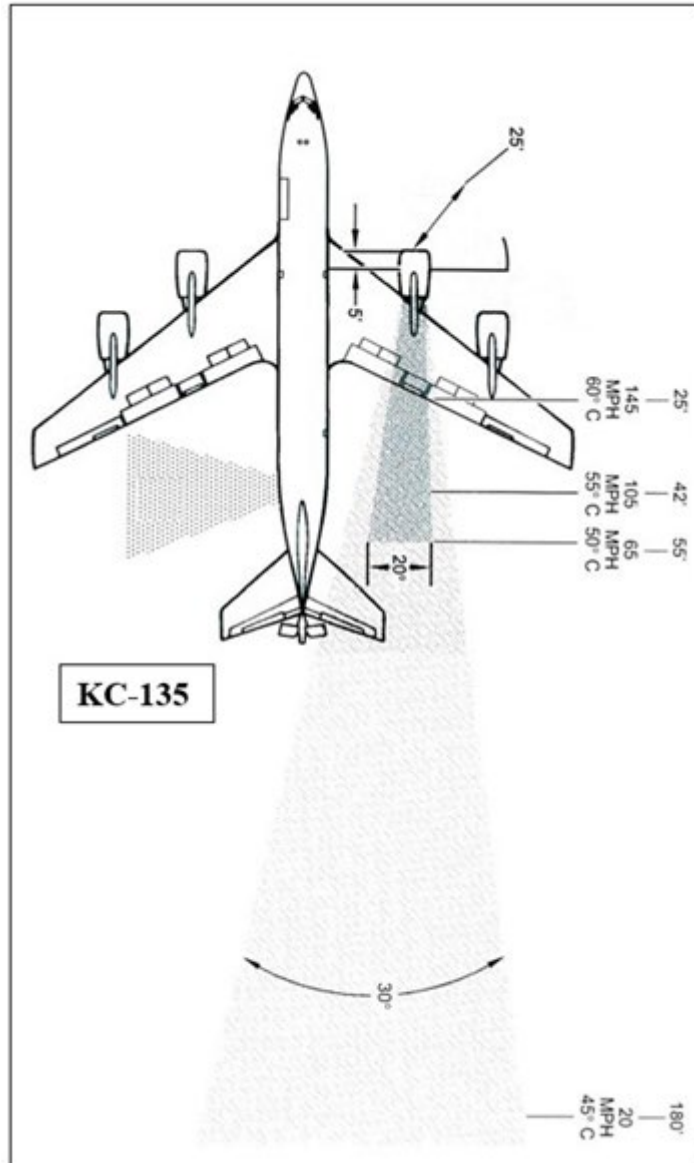
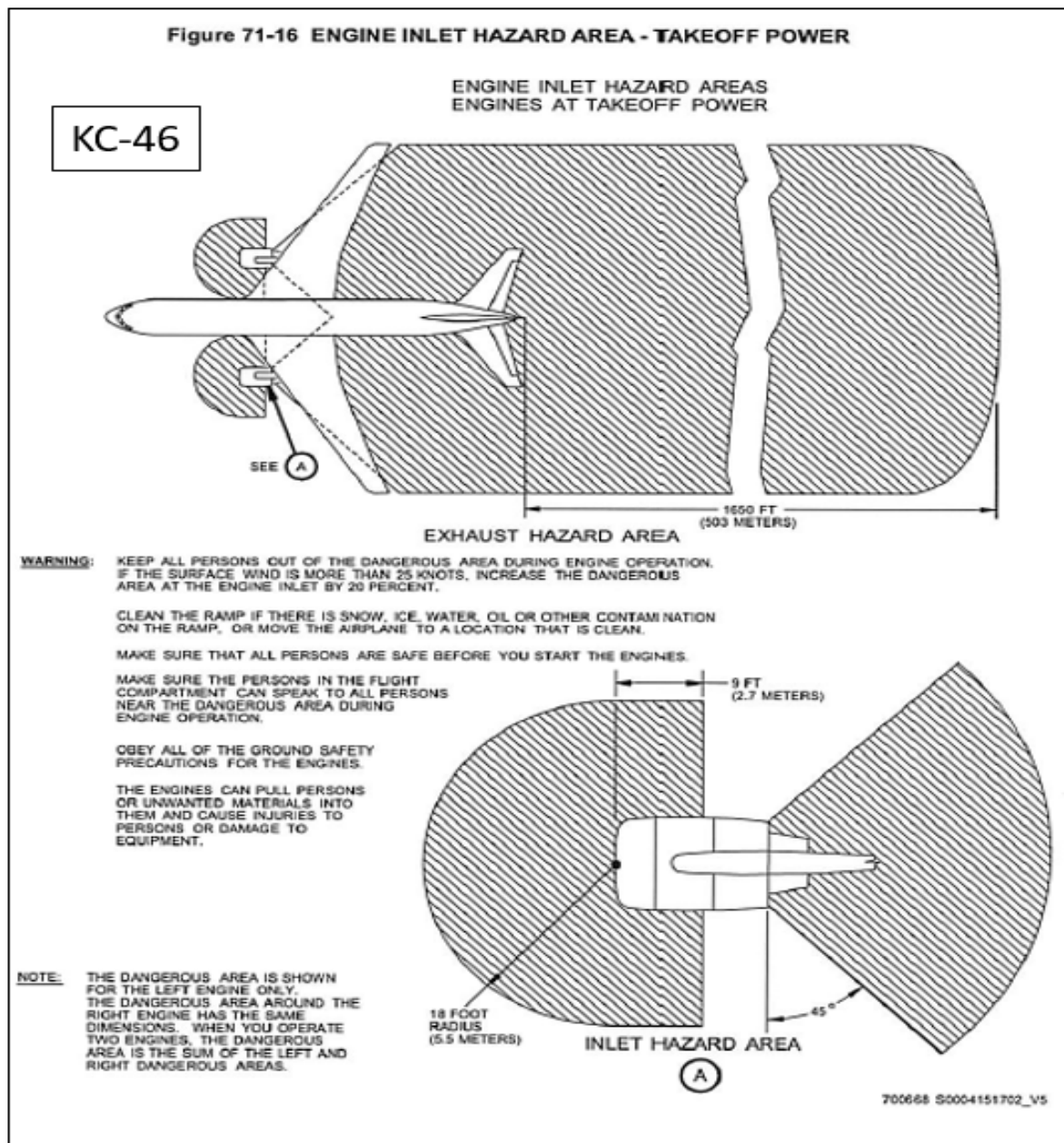
Figure A3.2. KC-135 Jet Thrust Avoidance Procedures.

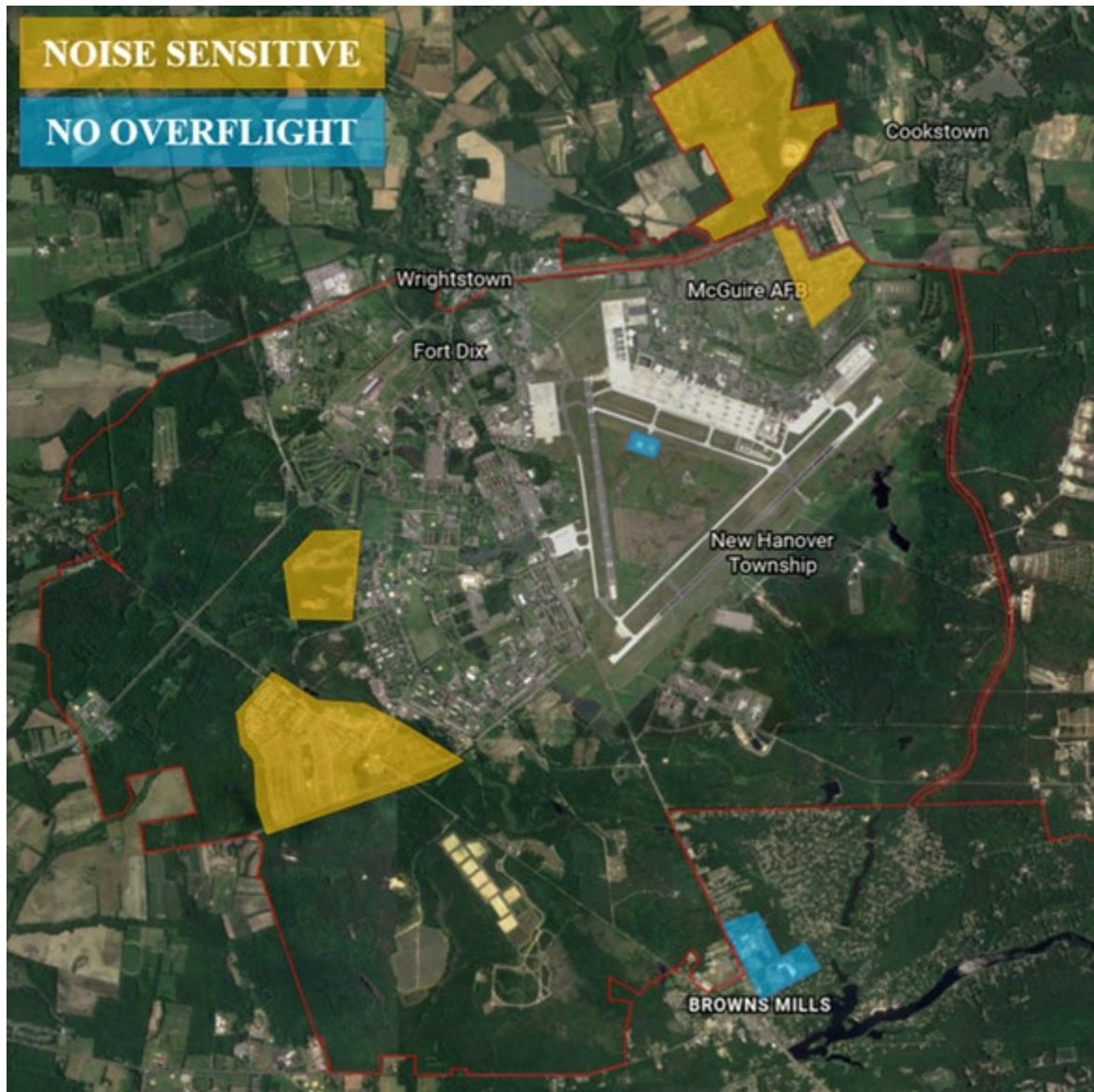
Figure A3.3. KC-46 Jet Thrust Avoidance Procedures.



Attachment 4

NOISE SENSITIVE AND NO OVERFLIGHT AREAS

Figure A4.1. KWRI Noise Sensitive and No Overflight Areas.



Attachment 5

MCGUIRE FIELD QUIET HOURS REQUEST FORM

Figure A5.1. Quiet Hours Request Form.

SUMMARY: The term “quiet hours” indicates a broad spectrum of airfield operating limitations. Practicality of requests will be determined based on event scope and flying mission requirements. The 305 OG/CC is the approval authority for quiet hours requests.

DIRECTIONS: Complete the below form and submit this request to the AFM and AOF/CC (DSN: 754-5466/6466) a minimum of 20 business days in advance of the event.

REQUEST DETAILS:

Event Name: _____ Event Date: _____ Time/Duration: _____

POC Rank/Name: _____ POC Unit: _____

POC Email: _____ POC Phone: _____

Location	Standard Restriction
MAG 49 Ramp 108 WG Ramp VR-64 Ramp	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Taxiway Hotel</u> or in immediate vicinity of the event location. Air: Runway 18/36 operations suspended.
Dock 1 Dock 11 Dock 51	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Rows: Lima, Mike, November, and Romeo</u> or in immediate vicinity of the event location. Air: N/A
2-Bay 3-Bay	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Rows: Bravo, Foxtrot, and Golf</u> or in immediate vicinity of the event location. Additionally, <u>Taxiway Uniform closed between Taxiway November and Taxiway Golf.</u> Air: N/A
Army C-12 Hangar	Ground: No aircraft taxi, engine runs, tows, AGE/PWR carts, APU's, vehicle operations, mowing, construction activity, or use of heavy equipment authorized on <u>Rows: Alpha-1, Victor</u> or in immediate vicinity of the event location. Air: N/A
Aerodrome	Air: Airborne operations restricted to departure/full-stop arrival only to all runways. Non-base assigned aircraft transitions and/or pattern work prohibited. Aircrews will avoid overflight of the ceremony area to the maximum extent possible. Mission planners should avoid aircraft arrival/departure times during the specified window.

Requestor Signature: _____ Today's Date: _____

A5.1. Note:. Contact 305 OSS/OSAA for an electronic version of this form.

Attachment 6

JB MDL NON-STANDARD AIRFIELD/AERODROME EVENT REQUEST

A6.1. SUMMARY: Units/agencies requesting to conduct non-routine activities in the airfield/aerodrome environment must pre-coordinate 305 OSS/OSA with consideration for processing timelines that may require multi-agency endorsement and authorization from the SAA. Non-standard airfield/aerodrome events will be submitted to 305 OSS/OSA in writing and as applicable, include an AF Form 4437, *Deliberate Risk Assessment* that details mitigation efforts if the event has potential to interfere with normal daily operations.

A6.2. DIRECTIONS: Initiate Task Management Toolkit (TMT) correspondence or email an electronic Staff Summary Sheet to the AFM and AOF/CC that includes the following details:

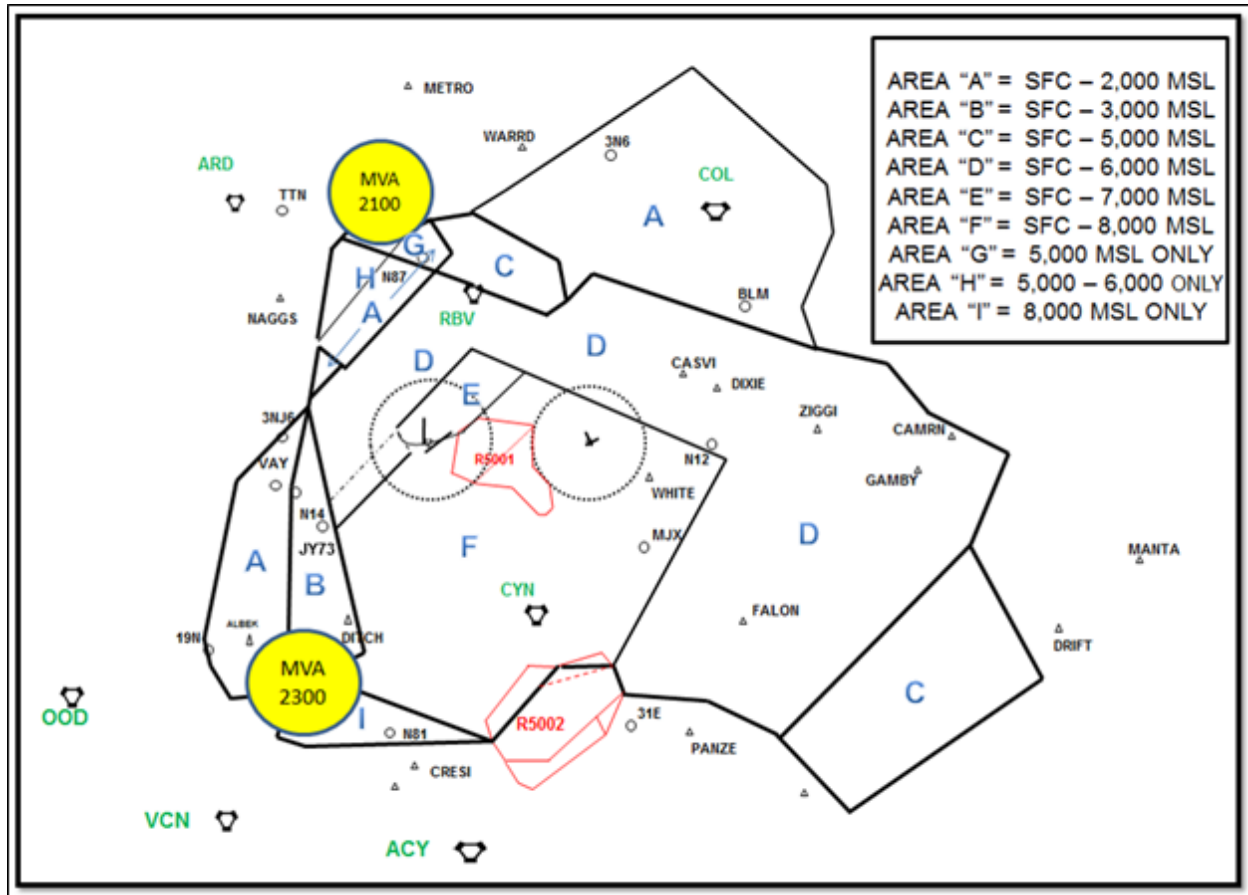
Figure A6.1. Event Request Content Specification.

Item	Details
Action Officer/Requestor	Name, Rank, Position, Unit, Work/Mobile Phone, Email
Summary	(Unit) requests 305 AMW Senior Leadership endorsement to conduct (operation/exercise/event) within the JB MDL airfield/airspace environment on (Date/Time (Local/Zulu)).
Description	Include regulatory requirements as applicable: training, special operation, hazard mitigation, etc.) and intentions of the event
Date, Time, Duration	Are date/time & durations flexible? If submitting on an expedited timeline, is there justification for short-notice coordination? Include backup date(s) as applicable.
Location	Identify the location for the intended non-standard event to take place (parking spots, ramps, taxiways, etc.), airfield gates of intended entry/exit, and storage locations. Are locations flexible or can the operation be conducted in an alternate area?
Movement, Access	If the non-standard event involves vehicle operation, pedestrian movement, and/or Restricted Area access, are individuals properly licensed (AF Form 443) and authorized access (Restricted Area Badge).
Operational Deconfliction & Communication	How will this non-standard event be deconflicted from real-world operations? (Communication with ATC via Land Mobile Radio, avoidance of movement areas, etc.)
Risk Mitigation & Acceptance	Describe potential risks/operational impacts (debris piles, smoke plumes, etc.) and mitigation measures (i.e. NOTAMs, safety observers). If the non-standard event introduces risk to the airfield environment, a Deliberate Risk Assessment (AF Form 4437) must be staffed through 305 AMW/SEF and endorsed by the SAA as part of this request
Special Circumstances	Describe any additional pertinent information (i.e. weather minimums, day/night restrictions, environmental factors that may affect execution of the non-standard event).

Attachment 7

MCGUIRE RAPCON AIRSPACE DELEGATION

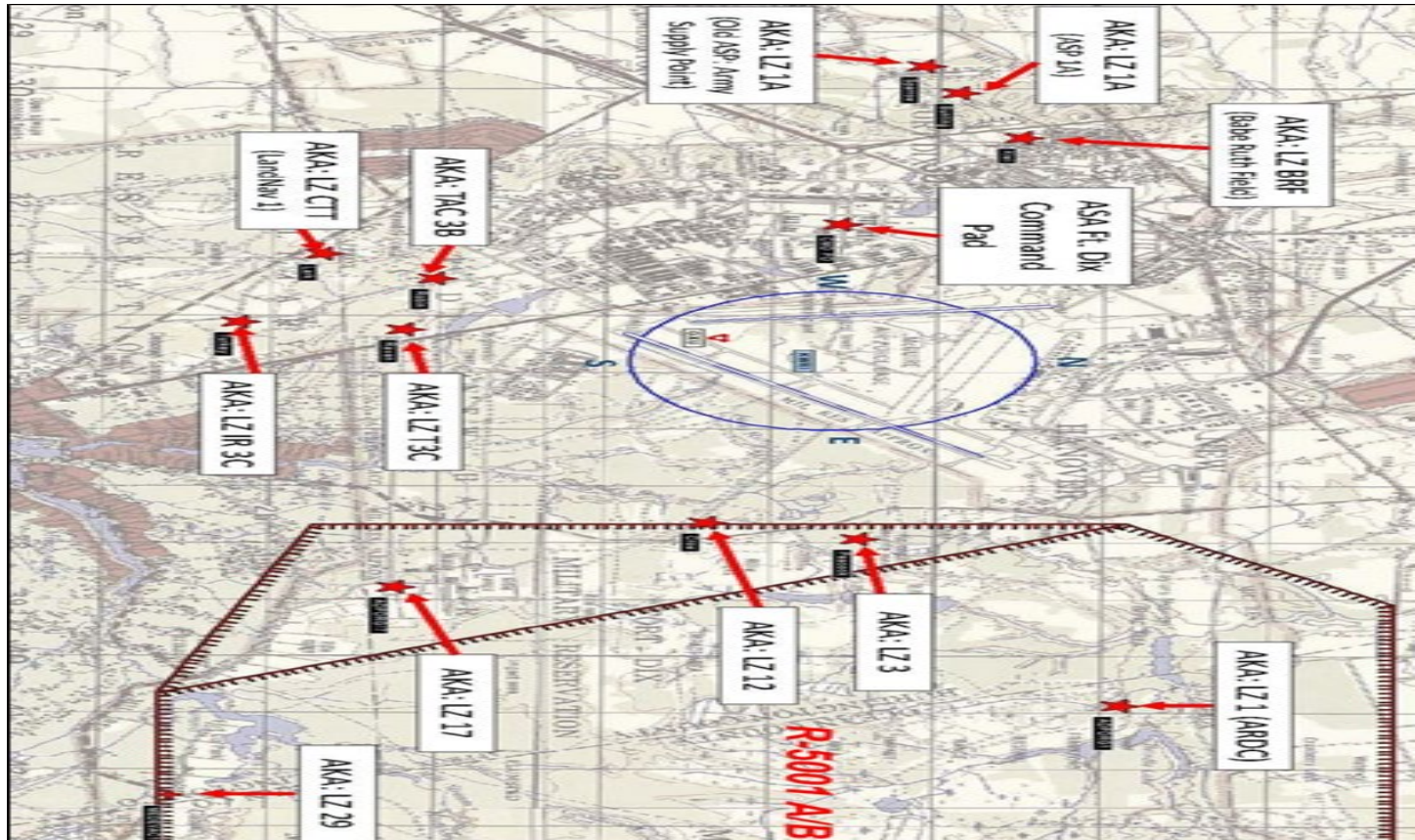
Figure A7.1. Airspace Delegation.



Attachment 8

FREQUENTLY USED HELICOPTER LANDING SITES

Figure A8.1. Helicopter Landing Sites.



Attachment 9

AIRCRAFT RESCUE FIRE FIGHTING (ARFF) RESTRICTIONS

A9.1. This attachment provides guidance on creating standardized NOTAM messages and imposition of operational restrictions, as required, when Aircraft Rescue Firefighting (ARFF) capability is reduced at McGuire field. This will provide explanation of the risk management principals in relation to ARFF capability used in determining restrictions. Moreover, this contains the minimum requirements for supporting steady state operations for permanently assigned aircraft.

A9.1.1. ARFF capability is dependent on the amount of firefighting agent, vehicles, and firefighters available to conduct operations at a single incident scene. Capability for each primary resource (firefighting agent and firefighters) is described in terms of optimum level of service (OLS), reduced level of service (RLS), and critical level of service (CLS). Overall Fire Emergency Services (FES) capability is the lowest level of service available based upon status of ARFF resource. For example, when firefighting agent is OLS and firefighters are CLS, the overall capability is CLS.

A9.1.2. Response time for ARFF vehicles is another factor that must be considered and can affect airfield fire protection coverage. Air Force FES flights are postured to respond to one emergency at a time, limiting the ability to respond if another incident occurs. For example, if a Hazardous Materials emergency has occurred, ARFF resources may be limited until after additional firefighters are recalled, mutual aid is secured, or other risk management plans have been implemented. **Note:** If ARFF times cannot be met, declaration of CLS will be automatic and reported via a NOTAM.

A9.2. Per McGuire Crash Firefighting Matrix, McGuire Field will operate under USAF CAT 5 criteria.

A9.3. FES normally operates at the Reduced Level of Service (RLS), if FES level of service fall below RLS the Fire Alarm Communications Center will notify AMOPS and 87 ABW/CP.

A9.4. When notified of an ARFF capability that is less than RLS, AMOPS will send a NOTAM IAW with the following format: QFFCG ARFF is Reduced or Critical Level (as appropriate) of Service USAF CAT (#) due to (vehicles, agent, and/or personnel) ##### gallons remaining (for vehicle or agent reduction). Example 1 (vehicles): KWRI QFFCG ARFF is Reduced Level of Service, USAF CAT 5 due to vehicle shortage, 5200 gals remaining; (add location specific restrictions). Example 2 (personnel): KWRI ARFF Reduced Level of Service, USAF CAT 4 due to personnel shortage; (add location specific restrictions).

A9.5. The OG/CC will use the ARFF-capability matrix, mission requirements and risk control measures to make an ORM determination in curtailing or limiting operations and/or accepting additional risks when ARFF service is other than OLS.

A9.5.1. Minimizing, restricting, or stopping normal flying operations.

A9.5.2. Minimizing or stopping aircraft maintenance and/or fueling operations.

A9.5.3. Restricting flying operations to the landing surface that is closer to fire dept.

A9.5.4. Stopping transition training.

A9.5.5. Stopping any concurrent servicing operations.

A9.5.6. Minimizing or stopping local exercises.

A9.5.7. Seeking relief from higher headquarters exercises or taskings.

A9.5.8. Minimizing or stopping wide-body aircraft traffic.

A9.5.9. Diverting in-flight emergencies if time permits.

A9.5.10. Expediting parts ordering and implementing after-hour vehicle maintenance.

A9.5.11. Restricting passenger processing/movements/VIP and/or DV arrival/departures.

A9.5.12. Restricting specific category of transient aircraft.

A9.6. Maxfield Field (Lakehurst) will have separate written guidance for ARFF reporting and the decision-making processes.

A9.7. Reduced ARFF-capabilities could drive cancellation of TACC missions based on TACC mission planner and/or Aircraft Commander ORM of reduced McGuire ARFF status.

A9.8. IAW AMC Supplement to 13-204V3, the Airfield Manager will track and report higher category transient aircraft frequency, i.e. the airfield is USAF CAT 4 and supports CAT 5 and 6 transient aircraft. Provide data to HQ AMC/A3AP and HQ AMC/A7XF on an annual basis (1 Oct -30 Sep) no later than 1 Nov of each year.

Table A9.1. McGuireARFF Matrix.

Aircraft Type		Optimum Level Service		Reduced Level Service		Critical Level Service		Inadequate Level Service		Assigned-Normal Level of Service	Today's Current Level of Service
	US AF CAT	OLS-firefig hters	OLS-Gallons VVRP+Q1+Q2+Q3	RLS-firefig hters	RLS-Gallons Q2+Q1	CLS-firefig hters	CLS-Gallons Q1	ILS-firefig hters	ILS-Gallons	Bases of assigned aircraft (USAF CAT 1-6)	Date & Time:
F-16, A-10, C-21, F-15, F-22, T-37B, BQM-34,	1	14	2,500-1340	13-8	1,339-526	7	526-325	4	324	OLS	OLS

RQ-1A/B, T-38, AT-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, C-12, F-35, F-117, F-22											
C-20, C-27	2	14	4,000-2760	13-8	2,759-1,316	7	1,315-752	4	751	OLS	OLS
C-9, C-40, C-130, E-3, E-8, T-43, C-37, MH-53, C-32, C-22, RC-135	3	14	5,000-4880	13-8	4,879-3,335	7	3,334-1,322	4	1,321	OLS	OLS
C-17, B-1, B-2, B-52, KC-135, KC-46	4	17	8,000-7780	16-8	7,779-4,364	7	4364-1732	4	1731	Assigned CAT 4	RLS
VC-25, KC-10, E-4 (747), MD-11,	5	18	10,000-9570	17-8	9,569-6,292	7	6291-2330	4	2329	RLS	CLS
C-5	6	19	13,000-12626	18-8	12,625-7,508	7	7507-2589	4	2588	CLS	CLS

MAXFIELD FIELD (KNEL) AIRFIELD DIAGRAM

Figure A10.1. Maxfield Field Airfield Diagram.



Attachment 11

KNEL – CRASH FIREFIGHTING MATRIX

Table A11.1. Maxwell Field ARFF Matrix.

GOVERNING DIRECTIVES FOR STAFFING									
(1) DODI 6055.6 provides minimum level of service objectives for structural fires, investigations, hazardous materials, EMS, ARFF, technical rescue, and wildfire responses. Generally the aggregate response time is 7 minutes for the first arriving company except for ARFF responses which are 5 minutes for an unannounced and 1 minute for an announced ARFF emergency. These service objectives also provide apparatus staffing guidance; structural, rescue and hazardous materials apparatus staffing based off of a 4 person company and ARFF is based off of a 3 personnel company. (2) The Air Force established Technical Implementation Guides (TIG) for ARFF (TIG-403) and (TIG 1710) for structural responses, through AFI 32-2001, to assist IFC's in the development of installation response guidelines. (3) TIG 403 establishes levels of service requirements based on the correlation of staffing and firefighting agent. With the assumption that only 1 major emergency occurs at a time, normal AF FES operations is at the RLS level and AF Aircraft Rescue and Fire Fighting response Guide the following applies;									
Aircraft Type & AF Veh. Set		Optimum Level of Service OLS		Reduced Level of Service RLS		Critical Level of Service CLS		Inadequate Level of Service ILS	
JBMDL Airfield	AF Set	OLS F/F	OLS Gal Q1+Q2+Q3	RLS F/F	RLS Gal Q2+Q1	CLS F/F	CLS Gal Q1	ILS F/F	ILS Gal
Lakehurst	3	14	5,000-4,880	13-8	4,879-3,027	7	3,026-1,322	4	1,321
McGuire	5	17	10,000-9,570	16-8	9,569-6,292	7	6,291-2,330	4	2,329
(4) TIG 1710 establishes levels of service requirements based on the on staffing and response times. With the same assumptions as (iii.) and using the AF Fire Emergency Services Structural Response Guide the following applies; (for other elements review TIG 1710 for details)									
Element		ART		Companies		Staff			
STRUCTURAL FIRE									
1 st arriving		7		1		4			
Full alarm assignment		12		3		13			