BY ORDER OF THE COMMANDER
934TH AIRLIFT WING

934TH AIRLIFT WING INSTRUCTION
13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction implements AFMAN 13-204 Volume 1, *Management of Airfield Operations*, Air Force Reserve Command (AFRC) Supplement. It directs procedures to be used for airfield operations activities pertaining to the 934th Airlift Wing (934 AW) and defines requirements and responsibilities of support agencies for services required and provided. This instruction applies to all base and partner units but is not intended to supplant good judgment in the interest of flight safety. The Airfield Operations Board (AOB) has approved this instruction. This instruction combines various directives, which affects the entire Air Traffic Control (ATC) system at Minneapolis-St Paul International Airport (MSP) ARS (Air Reserve Station), into one document common to all users and service agencies. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication;* route AF Form 847 from the field through the appropriate functional chain of command to (include OPR mailing instructions). Prior to submission, changes must be coordinated by the submitting organization with all affected agencies. The 934 AW Airfield Operations Manager will incorporate all changes. This instruction will be reviewed by the AOB annually. Ensure that all records created as a result of the processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of according to the Air Force Records Disposition Schedule (RDS)

SUMMARY OF CHANGES

This document has been revised and must be completely reviewed. Changes to roles, responsibilities, procedures, and references incorporated.

1. Protocol.

1.1. Scope: This instruction prescribes ATC and Airfield Management (AM) procedures for the 934 AW. DAFMAN 13-204 Volume 1, *Management of Airfield Operations, Attachment 2* specifies applicable items that must be addressed herein. Command and wing directives will be consulted in order to determine how to perform specific operations. The procedures described here are directive in nature and apply to personnel and aircraft assigned to the 934 AW. Deviations from procedures outlined herein are authorized when flying safety dictates, or when directed by ATC or AM.

1.2. Policy. Each unit or assigned organization is responsible for ensuring their personnel are familiar with this instruction.

1.2.1. Word Meanings. The following definitions apply within this instruction.

1.2.1.1. Shall, will, or must – indicate a mandatory procedure.

1.2.1.2. Should – indicates a recommended procedure.

1.2.1.3. May or Need Not – indicates an optional procedure.

2. General Information Regarding Airfield Facilities.

2.1. Airfield Information.

2.1.1. All runways are concrete (grooved) in good to excellent condition; runway gradient variations are less than 0.3% slope. All runways are 150 feet wide, except for 12R/30L which is 200 feet wide.

2.1.2. For Airfield Diagram refer to current FLIP.

2.1.3. Reference current FLIP and Airfield Suitability and Restrictions Report (ASRR)/Giant Report for additional information.

2.2. Runway Selection Procedures.

2.2.1. Runway selection shall be determined in accordance with FAA Order 8400.9, *National Safety and Operational Criteria for Runway Use Programs.*

2.2.1.1. Parallel runway selection shall be based on, but not limited to, wind, weather, and traffic conditions.

2.2.1.2. The Terminal Radar Approach Control (TRACON) Operations Supervisor/Controller in Charge (OS/CIC) shall determine the arrival runway.

2.2.1.3. The Air Traffic Control Tower (ATCT) Operations Supervisor/Controller-in-Charge (OS/CIC) shall determine the departure runway.

2.2.2. The Runway Use System gives ATC guidance on noise-sensitive runway selection.

2.2.2.1. Departures are considered noisier than arrivals and shall be considered first when selecting a runway configuration. Departure runway(s) should be considered in descending preference from the chart below based on wind, weather, and airport demand.

2.2.2.2. Once a departure runway configuration has been selected, a corresponding arrival runway configuration shall be selected in descending preference from Table 1 based on wind, weather, and airport demand.

Table 1. Minneapolis-St. Paul (MSP) Intl Airport Runway Preferences.

Departure Preference	Arrival Preference
Runways 12L/12R	Runways 30L/30R
Runways 30L/30R	Runways 12L/12R
Runway 17	Runway 35
Either Runway 22 or 04	Either Runway 22 or 04

2.2.3. Runways 12L and 12R are designated as the calm wind and primary instrument runways.

2.2.4. Requests for a specific runway, other than normal landing direction, are authorized with up to a 10-knot tailwind.

2.3. Controlled Movement Area (CMA).

2.3.1. The MSP CMA is controlled by Metropolitan Airports Commission (MAC) Airside Operations (AO). The CMA is identified by Non-Movement Area Boundary markings painted across all pavement areas leading to the CMA.

2.3.2. Vehicle operators required to drive within the CMA must contact MAC AO for approval and escort unless the operator has an MSP Movement Area License.

2.4. Airport Lighting Systems.

2.4.1.1. RWY 04/22: Sequence Flashing Lights (SFL), High Intensity Runway Lights (HIRL), Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), Precision Approach Path Indicator (PAPI) Lights.

2.4.1.2. RWY 12L: SFL, Touchdown Zone Lighting (TDZL), Centerline Lighting (CL), HIRL, High Intensity Approach Lighting System with Sequence Flashers (ALSF-2), PAPI.

2.4.1.3. RWY 30R: CL, HIRL, Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF), PAPI.

2.4.1.4. RWY 12R/30L: SFL, TDZL, CL, HIRL, ALSF-2, PAPI.

2.4.1.5. RWY 17: CL, HIRL, Runway End Identifier Lights (REIL), PAPI.

2.4.1.6. RWY 35: SFL, TDZL, CL, HIRL, ALSF-2, PAPI.

2.4.2. Taxiways.

2.4.2.1. Taxiway Edge Lights.

2.4.2.2 Taxiway Centerline Lighting on Taxiways B, Q and T.

2.4.2.3. Taxiway Guidance Sign Lighting System.

2.4.2.4. Runway Guard Lights. These elevated, alternating-flashing lights are located on all Taxiways leading to the Runways and are positioned adjacent to the Runway Holding Position signs and markings. Some wider taxiways also have in-pavement runway guard lights.

2.4.2.5. Stop Bar Lights: Stop Bar Lights on Runway 22 at the intersection of Runway 17/35 and on Runway 04 at the intersection of Runway 12L/30R.

2.4.3. Runway Status Lights. This is a system of in-pavement runway and taxiway lighting which enhances pilot situational awareness by illuminating runway entrance lights when the runway is unsafe for entry or crossing.

2.4.4. Terminal/Apron Lighting.

2.4.4.1. Security/Ballpark Lighting.

2.4.4.2. Facilities Flood Lighting.

2.4.5. Miscellaneous Airport Lighting.

2.4.5.1. Airport Rotating Beacon.

2.4.5.2. Obstruction Lighting.

2.5. Permanently Closed/Unusable Portions of the Airfield.

2.5.1. The following areas on MSP are permanently closed/unusable to aircraft.

2.5.1.1. Old compass swing pad south of taxiway feeder Romeo 6.

2.5.1.2. The portion of Taxiway Alpha west of TWY Feeder A10 (Old TWY Feeder A11).

2.5.1.3. Minnesota Air National Guard (MNANG) Museum Feeder.

NOTE: With MAC approval the MNANG Museum Feeder may be used on a case-by-case basis.

2.6. Aircraft Arresting Systems.

2.6.1. Runway 12R has an Engineered Material Arresting System (EMAS) located in the departure end safety area.

2.6.2. If the situation dictates and time permits, coordinate with MSP ATCT prior to engagement.

2.7. Aircraft Parking Plan/Restrictions.

2.7.1. The 934 AW Apron consists of 10 base aircraft parking spots and one Very Important Person (VIP) parking spot. See Table 2.

Table 2. 934 Airlift Wing Aircraft Parking Spots.

Parking Spot	Coordinates
1	N44 53.59 / W93 12.73
2	N44 53.62 / W93 12.71
2A	N44 53.65 / W93 12.72
3	N44 53.59 / W93 12.80
4	N44 53.62 / W93 12.80
5	N44 53.59 / W93 12.87
6	N44 53.62 / W93 12.87
7	N44 53.59 / W93 12.93
8	N44 53.59 / W93 12.99
9	N44 53.63 / W93 13.04
VIP	N44 53.62 / W93 12.93
A2A	N44 53.64 / W93 12.75
A2B	N44 53.64 / W93 12.71
A2C	N44 53.64 / W93 12.68
A9A	N44 53.63 / W93 13.07

2.7.2. Due to limited 934 AW Apron size, locally based and transient C-130H aircraft may operate with reduced obstruction clearance.

2.7.2.1. Operation between 10 and 25 feet of permanent obstacles must be IAW AFMAN 11-218.

2.7.2.2. Operation with less than 10 feet of permanent obstacles is authorized under the following:

2.7.2.2.1. Operation must be IAW AFMAN 11-218.

2.7.2.2.2. Aircraft marshaller is required, and wing walkers are highly recommended.

2.7.2.2.3. AFMAN 11-218 waiver authority is the 934 AW/CC. This instruction documents this waiver authority and will remain valid until revoked.

2.7.3. Maximum on Ground (MOG). The MOG for the 934 AW Apron is as follows:

2.7.3.1. Working MOG.

2.7.3.1.1. Eight base C-130H aircraft.

2.7.3.1.2. Two transient C-130s or one C-17 or KC-46.

2.7.3.2. Parking MOG (Wartime Aircraft Activity Report).

2.7.3.2.1. Base aircraft present - two C-17s/KC-46 (same aircraft or one each) or five C-130s.

2.7.3.2.2. Base aircraft not present - three C-5s or four C-17s/KC-46s (same aircraft type or any combination thereof) or fourteen C-130Hs.

2.8. Air Traffic Control (ATC). MSP ATC facilities consist of the ATCT and TRACON.

2.8.1. MSP ATCT is responsible for the airspace within a 6 NM radius of the ASR-9 antenna, from surface to 3,000 feet MSL. The MSP ATCT facility operates 24/7.

2.8.2. MSP M98 TRACON is responsible for the airspace within a 40 NM radius of the MSP ASR-9 antenna from surface to 17,000 feet MSL. The TRACON facility operates 24/7/365.

2.9. Local Frequencies/Channelization.

2.9.1. Command Post (NORTHSTAR) – 252.1 UHF. Engine Start-up requests (for hijack prevention), arrival information, etc.

2.9.2. Airfield Management (VIKING OPS) – 282.675 UHF. Mission support, flight plans, etc.

2.9.3. 96 AS Interplane – 226.55. UHF Formation flight communications.

2.9.4. MSP ATC Frequencies. Consult aircrew Electronic Flight Bag (EFB) and/or latest FLIP.

2.10. Radar, Airfield and Weather Systems (RAWS).

2.10.1. MSP utilizes civil Navigational Aids (NAVAIDS). The NAVAID components are part of the National Airspace System. See FLIP for most current information.

2.10.2. The MSP ATCT and TRACON are the designated NAVAID monitoring facilities. All equipment or monitor malfunctions, including alarms, will be promptly reported to the appropriate maintenance personnel.

2.10.3. MSP FAA Technical Operations department maintains all Airport NAVAIDs.

2.10.4. Area Navigation (RNAV) approaches are available for Runways 4, 12L, 12R, 22, 30L, 30R and 35.

2.10.5. NAVAID Preventive Maintenance Inspection (PMI): FAA Technical Operations will coordinate all PMIs with the MSP ATCT Supervisor before shutting down any NAVAID for scheduled maintenance. Appropriate NOTAMs will be issued.

2.10.6. Auxiliary Power. All MSP NAVAIDs are equipped with automated battery backup. In the event commercial power should fail, transition between commercial power and backup battery power is transparent to on-going flight operations.

2.11. Transient Alert. No transient alert service is available at MSP ARS. 934 MXG will provide limited support for transient aircraft on a case-by-case basis. Transient aircrews must coordinate for a Prior Permission Required (PPR) 48 hours in advance.

2.12. Automatic Terminal Information Service (ATIS) Procedures.

2.12.1. ATIS VHF Frequencies; departure 120.8 and arrival 135.35.

2.12.2. MSP ATCT updates the ATIS at least once an hour with new hourly weather observation.

2.12.3. MSP ATCT may update the ATIS more often due to weather, runway configuration, airport information and advisories.

2.13. Aircraft Special Operations Areas/Ramps: Arm/De-Arm Areas, Engine Run-up Areas, Drag Chute Jettison Areas, Hot Pit Refueling Areas, Unmanned Aircraft Systems (UAS) Designated Start Areas.

2.13.1. Arm/De-Arm Areas. MSP does not have designated arm/de-arm areas. If the requirement should arise, MAC AO will determine on a pre-coordinated, case-by-case basis.

2.13.2. Engine Run-up Areas. The following areas are authorized as engine run areas:

2.13.2.1. 934 AW Apron-Primary: Spot 8 (facing west). Aircraft Spots 5 and 7 must be vacated. Secondary: Spot 1 (facing east). Aircraft parking Spots 3 and 5 must be vacated.

2.13.2.2. All other 934 AW Spots are ground idle only.

2.13.2.3. 133 AW Apron-Spot D9 (alternate – 133 AW coordination required).

2.13.2.4. MAC Run-up Pad. Prior coordination with MAC AO is required.

2.13.3. Drag Chute Jettison Areas. MSP does not have drag chute jettison areas.

2.13.4. Hot Pit Refueling Areas. MSP does not have hot pit refueling areas.

2.13.5. Unmanned Aerial Systems (UAS) Designated Start Areas. MSP Airport does not allow UAS operations other than those operated by approved MAC personnel.

2.14. Aircraft Towing Procedures.

2.14.1. Aircraft will be towed by qualified maintenance personnel and IAW the applicable Technical Order guidance.

2.14.2. Maintenance personnel requesting tows shall contact the MOC who will contact the Command Post prior to commencing tow. Command Post will notify Base Defense Operations Center (BDOC) before relaying authorization back to maintenance.

2.14.3. When Command Post is closed maintenance personnel will contact BDOC directly.

2.14.4. Any individual observing an aircraft moving and the aircraft's intentions cannot be verified should notify Command Post immediately. If necessary, Command Post will initiate anti-hijack checklist. If Command Post is closed, notify BDOC and/or AM.

2.14.5. Maintenance personnel towing aircraft to/from the 133 AW Apron or within any portion of the MSP CMA must be escorted by MAC AO unless the operator has an MSP Movement Area License.

2.15. Aircraft Taxiing Requirements/Routes.

2.15.1. No special aircraft taxiing routes are in place for MSP. Aircrews will follow ATC ground instructions. Follow-me service will be provided for all transient aircraft on the 934 AW Apron only.

2.15.2. KC-135 and other aircraft with similar low hanging engines are restricted from using 934 AW Apron taxiway feeders R3 and R4.

2.15.3. Wide-body aircraft (e.g. C-5, C-17, KC-135, KC-46, B-747, etc.) operations. Airfield Management will inspect the apron after all wide-body aircraft arrivals or departures to ensure no foreign object debris issues.

2.16. Airfield Maintenance.

2.16.1. Apron Sweeper Operations. Civil Engineering (CE) will dispatch a sweeper a minimum of one day each month to sweep the entire apron. A sweeper with qualified operator will be available on-call Mon-Fri 0700-1600L. All apron sweeper requests should be coordinated through AM. Sweeper operators must contact AM prior to commencing sweeper operations.

2.16.2. Mowing Operations. The normal mowing season is between April and November. The grass around taxiway feeders R3-R8 and the area east and west of the 934 AW Apron is maintained by MAC maintenance personnel. The grass around buildings 820, 821, 822, 823, 830, and 870 are maintained by CE personnel and will be mowed as required.

2.16.3. Apron Lighting Repair Operations. MAC and/or the FAA are responsible for maintaining and repairing airport approach lights, runway lights, taxiway lights, obstruction lights, apron/terminal lights, illuminated signs, etc.

2.16.3.1. The CE electrical shop is responsible for maintaining and repairing the 934 AW Apron (ballpark) lights, obstruction lights on 934 AW facilities, and facility flood lights.

2.16.3.2. Airfield Management will notify CE to repair 934 AW Apron lighting outages.

2.17. Runway Surface Condition (RSC) and Runway Condition Readings (RCR) values. MAC AO is responsible for determining the predominant RSC/RCR for all runways, taxiways and aprons (exception 934 AW/133 AW Aprons).

2.17.1. Field Conditions (FICONs) are updated by MAC Airside Ops and are published in NOTAM form available from the Department of Defense Aeronautical information system at https://www.daip.jcs.mil/daip/mobile/index

2.17.2. Due to limited apron space, aircraft parking layout, and required vehicle speeds during braking action checks, RCR checks will not be conducted on the 934 AW Apron IAW DAFMAN 13-204V2, AFRC Sup 1. In lieu of RCR checks, the following safety procedures will be utilized to the maximum extent possible during the snow/ice season (normally Nov-Mar):

2.17.2.1. AM will report/record predominate apron surface conditions (e.g. dry, wet, snow, ice, slush, etc.) and depth. These conditions will be displayed on the Airfield Status Display and recorded in the AF Form 3616.

2.17.2.2. Aircraft scheduled to fly the next day will be parked in the hangar, when space is available.

2.17.2.3. Aircrews will use extreme caution when taxiing on pavement surfaces that are other than dry. Use of aircraft marshallers is mandatory. If necessary, use wing walkers to the maximum extent possible.

2.17.2.4. Maintenance personnel towing aircraft on pavement surfaces that are other than dry will use extreme caution and follow towing guidance outlined in applicable technical orders.

2.17.2.5. Maintenance personnel will utilize aircraft parking spots A2A, A2B, A2C, 9 and 9A to the maximum extent possible. In the event this is not feasible, then aircraft parking spots 1, 3, 5, 7, and 8 will be utilized. This allows CE to prioritize ramp snow removal operations.

2.17.2.5.1. CE will plow and broom frozen precipitation on the apron IAW the 934 AW*, Snow and Ice Control Plan*.

2.17.2.5.2. When required, CE will open lanes through the snow berm to allow maintenance personnel access to tow aircraft from the outside (southern) row to the inside (northern) row (Spots 2, 2a, 4, 6 and VIP).

2.17.2.6. Local training flights are not normally scheduled prior to 1100L (Nov-Mar). This schedule facilitates warming temperature time to allow for thawing action to remove most frozen precipitation from the apron surface prior to start of daily flight operations.

2.17.2.6.1. If required, CE will plow a taxi lane from the aircraft parking spot out to Taxiway Romeo.

2.17.2.6.2. If the apron surface condition is deemed unsafe to operate on by the Aircraft Commander (AC), CE will plow a tow lane from the aircraft parking spot to Taxiway Romeo.

2.18. Procedures/requirements for conducting runway inspections/checks.

2.18.1. MAC AO is responsible for conducting inspections/checks on all MSP runways.

2.18.2. In the event where 934 AW personnel require access onto the runways (e.g. aircraft emergency, etc.) MAC AO personnel will provide an escort.

2.19. Procedures for Opening and Closing Runways.

2.19.1. MAC AO will use the approved MSP surface closure process to determine the need for a surface (runway) closure.

2.19.2. MAC AO will issue and coordinate appropriate NOTAMs.

2.19.3. MAC AO will close the runway using the appropriate ATC Local VHF frequency. AO is responsible for all runway closing and reopening communications with ATC. If the task is delegated to another MAC department, ATC must be notified in advance and provided with the call sign of the designated party.

2.19.4. AO will broadcast the runway surface is open on the appropriate ATC local VHF frequency (123.95, 126.7 or 123.675).

2.20. Procedures for Suspending and Resuming Runway Operations (Open Runway).

2.20.1. General MAC policy is to conduct maintenance operations in excess of five minutes on a closed surface.

2.20.2. Runway suspensions necessitated because of unusual aircraft incidents/operations will be coordinated between MSP ATCT and MAC AO.

2.21. Engine Test/Run-up Procedures.

2.21.1. Engine runs will only be conducted in designated engine run locations (see paragraph 2.13. listed above).

2.21.2. The MOC shall contact the Command Post with all engine run requests. Minimum information required is as follows:

2.21.2.1. Tail Number.

2.21.2.2. Aircraft Spot.

2.21.2.3. Number of engines.

2.21.2.4. Duration.

2.21.3. Command Post will notify BDOC. If Command Post is closed the MOC shall notify BDOC directly.

2.22. Noise Abatement Procedures.

2.22.1. The guidelines for the issuance of air traffic control instructions relating to noise abatement applies to all turbojet and all other Group IV (C-130) and V aircraft.

2.22.2. Arriving aircraft will be vectored at 4,000 ft MSL or higher until intercepting the glidepath unless a particular situation dictates otherwise.

2.22.3. Whenever the normal pattern is over Highland or the South Minneapolis area, a noise sensitive message shall be added to the ATIS.

2.22.4. Intersection departures-turbojet only. ATC shall ensure the intersection takeoffs, for turbojet aircraft, are not initiated when the departure path is over a noise sensitive area, e.g. departing runways 4, 30L, and 30R.

2.22.5. Noise abatement procedures will be consistent with safe operating practices and will provide minimum noise levels over surrounding residential areas. During operations at airfields other than MSP, comply with established noise abatement procedures for that airfield as contained in DoD Flight Information Publication (FLIP) or as issued by ATC.

2.23. Protecting Precision Approach Critical Areas.

2.23.1. The localizer and glideslope critical areas are protected by ILS Critical Area Holding Position signs and markings; see Attachment 2.

2.23.2. ILS Critical Area Holding Markings: Two solid parallel yellow lines with vertical yellow stripes (bordered in black). Critical Area Hold Lines are painted on all pavement areas within the CMA that protect the localizer and glide slope critical areas.

2.23.3. During inclement weather conditions (whenever conditions are less than reported ceiling 800 feet or visibility less than 2 miles), MSP ATCT will protect the ILS Critical Areas with instructions to aircraft and vehicle operators.

2.24. Restricted/Classified Areas on the Airfield.

2.24.1. The 934 AW and 133 AW Aprons are designated as restricted areas. Individuals must have a restricted area badge (AF Form 1199, *Air Force Entry Control Card*) or be escorted by a line badge holder.

2.24.2. Maintenance Group personnel are responsible for surveillance of assets parked on the 934 AW Apron or restricted areas during duty hours. Normally the MOC will inform BDOC when the flightline has been opened or closed. During non-duty hours, weekends, holidays, or any other occasions when maintenance personnel are not performing duties on the aircraft

parking apron, or maintenance facilities that contain aircraft, MOC will telephone BDOC and notify them that the responsibility for security surveillance of the restricted areas has been transferred to them. The airfield security patrol(s) will assume surveillance responsibilities until the MOC notifies BDOC that they are resuming security responsibilities. During that time, anyone approaching the restricted area will be challenged and identified.

2.24.3. Except for approved flight operations, ground taxi and aircraft towing operations, MSP airside (exception: 934 AW and 133 AW Aprons) is off limits to all 934 AW personnel unless escorted by MAC personnel.

2.25 Auxiliary Power for ATCALS Facilities

2.25.1. MSP Airport and MAC maintains auxiliary power capability for all ATCALS Facilities in accordance with the KMSP Operations Certificate.

2.26. Unmanned Aerial Systems (Drone Operations). MSP does not allow drone operations within the Airport Operating Area. Requests to operate drone operations within MSP Class B airspace is normally denied but may be considered on a case-by-case basis.

3. Flying Areas.

3.1. General Description of Local Terrain. MSP is not part of any city but is nestled among several. The airport is surrounded by Minneapolis, St. Paul and the suburban cities of Bloomington, Eagan, Mendota Heights and Richfield. The terrain is generally flat with some rolling hills (1,000 feet to 1,200 feet MSL) primarily south of the airport.

3.1.1. Takeoff Obstacles. Reference FLIP/NOTAMs for current data.

3.2. Local Flying Area. The 934 AW local flying area covers five states (MN, WI, IA, SD, ND).

3.3. Designation of Airspace. MSP is Class B airspace.

3.4. VFR Local Training Areas. Generally, the 934 AW local flying area is the VFR local training area.

3.5. VFR Procedures.

3.5.1. VFR Weather Minimums. Standard. Refer to current Air Force policy.

3.5.2. VFR Traffic Patterns. Standard VFR straight-in recoveries and overhead (with prior coordination) are conducted at MSP.

3.5.3. Special Procedures.

3.5.3.1. Land and Hold Short Operations (LAHSO) are conducted at MSP. 934 AW aircrews may passively participate IAW AFMAN 11-202V3. The Pilot in Command (PIC) is the final authority.

3.5.3.2. Functional Check Flights (FCF). FCFs will be accomplished in the Siren Orbit Area. Utilization of the Siren Orbit Area must be pre-coordinated with Minneapolis Center. Coordination requirements and flight procedures are outlined in the FCF Guidebook located at the Airfield Management Operations duty desk. See Attachment 3.

3.5.4. Reduced Same Runway Separation Procedures. Military aircraft are allowed to take off and land at MSP as a flight in formation.

3.5.5. Intersection Departures.

3.5.5.1. See Attachment 2 for intersection departure/runway available data.

3.5.5.2. When requested, ATC will report the lower 50-foot increment. For example, runway 22 from Taxiway C9: 10,388 feet will be issued by MSP ATCT as 10,350 feet.

3.6. IFR Procedures.

3.6.1. All aircraft must have a flight plan on file and receive a clearance from MSP ATC prior to entering Class B airspace.

3.6.2. Radar Traffic Patterns. There are no "traffic patterns" per se at MSP. Aircraft are assigned a runway on initial contact with Minneapolis TRACON as dictated by traffic conditions and runway configuration.

3.6.3. Availability/Restrictions for Airport Surveillance Radar (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring. ASR/PAR approaches do not exist at MSP.

3.6.4. Local Departure Procedures.

3.6.4.1. KMSP utilizes 13 NAVAID-based Standard Instrument Departures. (see FLIP)

3.6.5. Radar Vector to Initial Procedures. Follow procedures as instructed by MSP ATC.

4. Emergency Procedures.

4.1. General: Specific procedures cannot be prescribed for every situation that might be considered an emergency. As a general rule, an emergency includes any situation, which places an aircraft, people and or property in danger or distress. If it is unclear whether a situation is an emergency, treat it as an emergency.

4.2. Type of Declared Emergencies: When an aircrew declares an emergency it will be classified as one of the following:

4.2.1. In-flight – emergencies that occur while airborne.

4.2.2. Ground – emergencies that occur on the ground.

4.2.3. Medical – emergencies involving the health of a crew member or passenger onboard.

4.3. Operation of Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN). MSP ARS does not have first responder capability and as such does not own or operate a PCAS or a SCN IAW DAFMAN 13-204V2 AFRCSUP. The MAC Aircraft Rescue and Fire Fighting (ARFF) responds to all civilian and military aircraft in-flight and ground emergencies.

4.3.1. Emergency Response Procedures: In-Flight/Ground Emergency Procedures (On/Off Base):

4.3.1.1. Alternate PCAS procedures. In the event of an aircraft in-flight or ground emergency, the aircrew will contact MSP ATCT who in turn notifies the MAC ARFF. The aircrew also notifies Command Post who then notifies AM and other base agencies per the applicable aircraft emergency quick reaction checklist.

4.3.1.2. Alternate SCN procedures. For in-flight and ground emergencies on the runways or taxiways the aircrew will notify ATC, as appropriate, (and Command Post and/or AM Ops) who will notify MAC ARFF. For ground emergencies on the 934 AW Apron when aircrew are not on board the aircraft, maintenance personnel working on the parking apron will notify MOC. MOC will notify Security Forces (and Command Post and/or AM Ops) who will notify MAC ARFF.

4.3.1.3. Off-base mishaps. When a report is received from a credible source (ATC Facility, law enforcement, etc.), Command Post (primary agency) or AM Ops (secondary agency) will initiate Quick Reaction Checklist pertaining to *On/Off Base Incident/Mishap Notification.*

4.3.2. Designation of the On-Scene Commander (OSC). The 934th MSG/CC is normally the designated OSC; if otherwise, the OSC will be designated by the installation commander. The OSC shall comply with the minimum guidelines established in 934 AW Installation Emergency Management Plan 10-2.

4.4. External Stores/Cargo Jettison Procedures. The AC will determine the best course of action in an emergency situation. If time and conditions permit use R4301 or R4305 for emergency external stores/cargo jettison. See Attachments 4 and 5.

4.5. Fuel Dumping Procedures. The AC will determine the best course of action in an emergency situation. If time and conditions permit use R4301 or R4305 for emergency fuel dumping. See Attachments 4 and 5.

NOTE: External Stores/Cargo Jettison and Fuel Dumping require Command Post to be notified prior to the event. If the emergency situation does not allow prior notification, Command Post must be notified as soon as the situation safely allows.

4.6. Emergency Aircraft Arresting System Procedures. Aircraft emergencies involving degraded stopping ability will utilize Runway 12R to the maximum extent possible; 12R is equipped with an Engineered Materials Arresting System at the departure end.

4.7. Hot Brake Area and Procedures. Designated hot brake areas are as follows:

Table 3. Minneapolis-St. Paul Intl Airport Designated Hot Brake/Hung Ordnance Areas.

Runway 17	N/A
Runway 35	Runway 17 De-icing Pad
Runway 04	Taxiway Feeder C10
Runway 22	Taxiway Feeder C2
Runway 30L	Runway 12R De-icing Pad
Runway 12R	Runway 30L De-icing Pad
Runway 30R	Runway 12L De-icing Pad
Runway 12L	Runway 30R De-icing pad

NOTE: If the de-icing pads are unavailable, the last feeder taxiway for the landing runway will be used.

4.7.1. The aircrew will notify both MSP ATCT and the MSP Command Post if they are declaring a ground emergency or are unable to move the aircraft.

4.7.2. Upon notification from MSP ATCT, MAC AO will initially close the affected location (runway, taxiway, apron, etc.). Once MAC ARFF assesses the situation, MAC AO will determine which surfaces can be reopened.

4.8. Abandonment/Bailout of Aircraft. The AC will determine the best course of action in an emergency situation. If time and conditions permit use R4301 or R4305 for emergency abandonment/bailout of aircraft. See Attachments 4 and 5.

NOTE: If using R4301 for emergency operations the aircrew should contact Miller ATCT (VHF 126.2 (Primary) / UHF 254.4), or Miller Ops (VHF 126.2 (Primary) / FM 41.5 / UHF 254.4). If unable to notify these agencies contact NORTHSTAR or VIKING OPS to notify Camp Ripley Post Security at DSN 871-7375, Commercial (320) 632-7375. Post Security will make emergency notifications as required.

4.9. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitters (ELT).

4.9.1. In the event MSP ATCT contacts the 934 AW (e.g. Command Post, AM, etc.) about an ELT signal, the contacted agency shall contact the MOC to assess whether any of the 934 AW aircraft have ELT in operation and no ELT maintenance is being performed.

4.9.2. If applicable, have MOC check transient aircraft on the apron.

4.9.3. Notify MSP ATCT of the results of the ELT search.

4.10. Hung Ordnance Areas and Procedures. Same areas and procedures as for hot brakes. See paragraph 4.7.

4.11. Wind Limitations on Control Tower. The MSP ATCT will be evacuated IAW internal policy.

4.12. Evacuation of Airfield Management Operation Facilities. When AM Operations (bldg 821W) personnel must be evacuated due to fire, bomb threat, or other unsafe conditions, AM Operations will relocate to their alternate AM facility in Bldg 641, 133 AW Operations Facility.

4.13. Alternate AM Facility Procedures. See QRC , *Airfield Management Facility Evacuation* located in the AM Operations section.

4.14. Open, Closing and Providing Airfield Operation Services for less than 24-hour Facilities.

4.14.1. Published Airfield Operations (AO) hours are as follows: Mon-Thur 0700-2200L, Fri 0700-1600L, and UTA weekends 0700-1600L.

4.14.2. Regardless of published hours, AO will support all 934 AW aircraft and pre-approved transient aircraft.

4.14.3. A minimum of one qualified AM specialist will be on duty at all times during flying operations. One qualified AM specialist will be On-call during all other times.

4.14.4. AM Operations personnel will utilize AMOI 13-204 whenever the airfield (934 AW Apron) is opened or closed.

5. Flight Planning Procedures.

5.1. Flight Plans: Aircraft departing MSP ARS must have a flight plan on file with AM Operations one (1) hour prior to flight.

5.2. A DD Form 1801, *DOD International Flight Plan*, must be filed for each flight. Flight plans may be filed in person or electronically (e.g. email, telephone, ForeFlight, etc). The original flight plan will be kept on file with Airfield Management.

5.2.1. Locally filed flight plans can be amended by any means provided a flight plan is on file at AM Operations. Additionally, an aircraft commander on a stopover or divert flight plan may re-file or amend the flight plan with AM Operations by any means provided AM Operations can verify the original flight plan. When Flight plans are amended with Flight Data at (651) 463-

5588, AM will obtain a Computer Identification number (CID) to aid the pilot in activating clearance.

5.2.2. Flight plans must list the PIC and appropriate signature of approving authority. All other crew members should be listed on the crew orders.

5.3. Transient/stopover/divert flight plans may be re-filed or amended with AM Operations via any means (radio, telephone, etc.) provided AM Operations personnel can verify an original flight was filed. AM Operations may verify flight plans by contacting the original departure location via telephone or Aeronautical Information System Replacement (AIS-R) flight plan processing computer.

5.4. Processing Flight Plans. AM Operations personnel will file flight plans via the AIS-R computer system. Flight Plans will be submitted to AM NLT one (1) hour prior to departure. Flight Plans submitted less than one (1) hour will be rejected, the crew will file and provide AM the original copy.

5.4.1. When the primary and alternate AIS-R systems are down, flight plans may be filed utilizing 1800wxbrief.com or called in to Lockheed Martin Flight Services at (800) 992-7433 or Flight Data at (651) 463-5588.

5.4.2. A Memorandum of Agreement is maintained between the AFRC Air Reserve Stations to process flight plans and flight movement messages if/when necessary.

5.4.3. When changes to flight plans are necessary, a full route clearance read-back will be entered as the first item in remarks.

6. Miscellaneous Procedures.

6.1. Airfield Operations Board (AOB). The AOB is established IAW AFMAN 13-204V1 as a forum for discussing, updating, and tracking various activities in support of the 934 AW and 133 AW missions. The 934th Airfield Operations Manager and the 133rd Airfield Manager normally conduct the AOB.

6.1.1. AOB members include, but are not limited to representatives from the following units/agencies:

Table 4. AOB Members

Operations Group – CC	Civil Engineering
Mission Support Group – CC	Air Traffic Control
Operations Support Squadron – CC	Command Post
Operations Support Squadron – DO	Airport Authority
Airlift Squadron – CC	Airfield Manager
Airlift Squadron – DO	Airfield Operations Manager
Standards and Evaluations	Safety

6.1.2. Mandatory AOB agenda items are outlined in AFMAN 13-204V1.

6.1.3. Annual AOB agenda items and when they are to be briefed are as follows:

Table 5. Annual AOB Agenda Items.

Self Inspection	April AOB
Special Interest Items	April AOB
Airfield Certification/Safety Inspection	April AOB
Airfield Waivers	April AOB
LOP Review	October AOB
Aircraft Parking Plan	October AOB
Terminal Procedures	October AOB

6.1.4. The AOB meets semi-annually or as directed by the respective Operations Group Commanders. The AOB schedule is as follows:

6.1.4.1. 1st (Apr) and 3rd Quarters (Oct). The AOB will convene.

6.1.4.2. 2nd (Jul) and 4th Quarters (Jan). AOB Slides only.

6.1.4.3. Quarterly AOB minutes will be completed, staffed and forwarded to all AOB members and HQ AFRC/A3OA.

6.2. NOTAM Procedures. AM Operations will transmit all required NOTAMs for the 934 AW Apron as necessitated by current restrictions.

6.2.1. NOTAMs will be processed IAW AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System.*

6.2.2. In the event the base LAN/server is not working NOTAMs can be processed by any of the other Air Reserve Stations, Airfield Management sections or the MNANG 133 OSS/OSA.

6.3. Flight Information Publication (FLIP) Account. AM Operations manages Department of Defense Activity Address Code JM3806.

6.3.1. AM Operations receives and stocks current FLIPs for the Flight Planning Room.

6.3.2. If requested, AM will order and provide FLIPs to the 96th Airlift Squadron.

6.3.3. Non-procedural FLIP revision requests will be submitted via the National Flight Data Center website.

6.4. Prior Permission Requested (PPR) Procedures. MSP ARS requires a PPR for all transient aircraft except those exempted by DAFMAN 13-204V2. Exempted aircraft will receive a PPR after the fact for tracking purposes.

6.4.1. Transient aircraft requesting to park on the 934 AW Apron must obtain a PPR with a minimum of 48 hour prior notice.

6.4.2. AM Operations will complete a PPR worksheet on each transient aircraft and notify appropriate/applicable support agencies.

6.5. Quiet Hours for Special Events (934 AW Apron).

6.5.1. When notified of a Quiet Hour request, AM will coordinate with Command Post, Maintenance Operation Center (MOC), 96 AS, 133 AW, MAC AO, MSP ATCT. The 934 OG/CC is the approving authority.

6.5.2. AM will send applicable Quiet Hour NOTAM for 934 AW Apron.

6.6. Aeromedical Evacuation (AIREVAC) Notification and Response Procedures.

6.6.1. AM Operations will complete a PPR worksheet on each AIREVAC aircraft and notify appropriate support agencies.

6.6.2. AM Operations will notify the Veteran's Administration Medical Center and/or local point of contact (provided by coordinating aircrew or mission planner) for all AIREVAC aircraft.

6.7. Unscheduled/Unauthorized Aircraft Arrivals. Unscheduled aircraft entering the 934 AW Apron may be subject to STOP Alert actions by Security Forces.

NOTE: Every effort will be made to re-direct the aircraft off the 934 AW Apron by relaying message to the pilot through MSP ATCT.

6.7.1. AM Operations personnel will notify BDOC, Command Post, 934 OG/CC, and MOC.

6.7.2. If the aircraft cannot be stopped from shutting down, the pilot will be escorted by Security Forces into Airfield Management once it is safe to do so. AM Operations personnel will obtain pilots name, aircraft registration, unit/company affiliation and point of contact.

6.7.3. From this point, senior leadership will determine appropriate actions.

6.8. Distinguished Visitor (DV) Notification Procedures.

6.8.1. When a DV is inbound to MSP ARS, AM Operations will complete 934 OSA *Prior Permission Required* worksheet, to include all known DV information.

6.8.2. At a minimum the 934 WG/CC, Command Post, Protocol, and Operations Group Commander will be notified of all inbound DVs.

6.9. Dangerous/Hazardous Cargo. The 934 AW Apron Spots 1, 2a, and 3-9 are limited to standard aircraft load defensive Flares and Chaff only.

6.9.1. The 934 AW Apron Spot 2 is the designated Hot Cargo spot. This spot can accommodate class 1.3. up to 3,000 lbs Net Explosive Weight (NEW) and class 1.4. Mission Essential Quantity NEW. Inhabited building distance is 101 feet. Aircraft parking Spots 1 and 2a must be vacated prior to the Hot Cargo spot being utilized.

6.9.2. No hazard class/division 1.1 explosives are allowed on the airfield unless permission has been granted by the airport authority per the MSP Field Rule dated 01 Dec 97.

6.9.3. Loading and unloading of hazard class/division 1.2, 1.3, 1.4, 1.5, and 1.6 explosive cargo on the MAC controlled portion of the airfield must be approved by MAC AO. MAC AO will determine the aircraft parking location and coordinate with MAC ARFF as required.

6.9.4. Airfield Management will notify appropriate agencies.

6.10. Airfield (934 AW Apron) Photography. 934 AW personnel may take photographs on the 934 AW Apron (Restricted Area) for official business after coordination with MOC and BDOC. Non-wing personnel or wing personnel wishing to take personal photographs must coordinate

with Public Affairs (PA) for approval. PA coordinates with the area owner and pre-notifies MOC and BDOC.

NOTE: US Secret Service must give approval to take photos of Air Force One and Two and Marine Corps security personnel must give approval to take pictures of Marine One.

6.11. Night Vision Device (NVD) Operations. NVD aircraft operations are authorized on taxiway Romeo with MAC AO coordination and approval. Prior coordination with Airfield Management, MOC, Command Post, and BDOC is also required.

6.12. Local Aircraft Priorities. There are no local aircraft priorities at MSP. Special requests will be handled on a case-by-case basis.

6.13. Lost Communications Instructions. MSP employs the standard lost communication procedures outlined in the Aeronautical Information Manual and Flight Information Handbook.

6.14. Standard Climb Out Instructions. Aircrews will comply with MSP ATCT instructions.

6.15. Opposite Direction Take-Offs and Landings. Opposite direction take-offs and landing are authorized (traffic permitting) and are occasionally conducted between 2300L and 0530L IAW local noise abatement procedures. Runway assignment will be based on current traffic conditions.

6.16. Breakout/Go around/Missed Approach Procedures. None specified. Expect ATC to issue instructions, otherwise fly published FLIP procedures.

6.17. Civilian Aircraft Operations. Civil aircraft request will be processed IAW AFI 10-1001, *Civil Aircraft Landing Permits.* Approved civil aircraft operators must comply with AFI 10-1001.

6.18. Civil Use of Military NAVAIDs. Not applicable to MSP Airport.

6.19. Aero Club Operations. MSP Airport does not have an Aero Club.

6.20. Weather Dissemination and Coordination Procedures – Hazardous/Severe Weather Notification Procedures; Lightning Response.

6.20.1. Command Post will disseminate/coordinate hazardous/severe weather using the AtHoc Network-Centric Emergency Mass Notification System.

6.20.2. Whenever there is lightning within 5 NM of MSP the 934 AW Apron will be cleared. The MOC is responsible for monitoring and coordinating lightning within 5 NM procedures.

6.21. Airfield Snow Removal Procedures: The 934 MSG/CE is the OPR for snow removal operations. Airfield snow removal will be conducted IAW the yearly 934 AW *Snow and Ice Control Plan.*

6.22. Bird/Wildlife Control. MAC AO shall mitigate bird/wildlife hazards as outlined in Airport Certification Manual, Section 337 (Part 139.337), *Wildlife Hazard Management* and Exhibit 337-1, *Wildlife Management Plan*. Mitigation may include any or all of the following:

6.22.1. Habitat Modification: Maintain grass between 7 – 14 inches.

6.22.2. Hazing: Types of hazing include propane cannons/electronic distress cry generators, pyrotechnics, paintball guns, and effigy.

6.22.3. Population Management: Includes capture/relocate, capture/euthanize, egg/nest destruction, and depredation.

6.23. Bird Watch Conditions (BWC). IAW 934th/133rd Plan 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH)* the following standard AF terminology will be used for rapid communications to disseminate bird activity and implement operational procedures:

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

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

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

6.23.4. Authority. The primary agency to declare BWC moderate or severe is Airfield Management. Any declared BWC condition is for the 934 AW Apron only and has no effect on other aircraft operating at MSP. During scheduled flight operations, pilot in commands shall make a proper risk assessment obtaining as much information as possible about the bird hazard together with all available alternatives.

6.23.4.1. Airfield Management is restricted to declaring the BWC for the 934 AW Apron. Due to this potentially serious limitation, aircrews must contact MSP ATCT for a more accurate assessment of the actual birds in the vicinity of MSP.

6.23.4.2. When applicable, Airfield Management will notify MAC AO to disperse birds from the 934 AW Apron.

6.23.5. Communications. During normal flight operations, the reported BWC will be passed by AM to the Command Post, 96 AS and applicable transient aircrews. Command Post will notify Flight Safety. The BWC will be posted on the airfield status board located in the AM Operations section. When the BWC is moderate or severe the Command Post will broadcast to airborne aircraft.

6.23.6. Downgrading. Once a BWC has been declared, it is the declaring authority's responsibility to either cancel or downgrade the condition commensurate with updated information. Flight Safety will follow-up on all increased BWCs.

6.23.7. BWC Restrictions.

6.23.7.1. Condition Severe. Takeoff and landings not authorized, unless cleared prohibited. Waiver authority is OG/CC.

6.23.7.2. Condition Moderate. Initial takeoffs and final landings allowed only when departure and arrival routes will avoid bird activity. Local IFR/VFR traffic pattern activity is prohibited.

6.23.7.3. Condition Low. No restrictions.

6.24. Supervisor of Flying (SOF). IAW AFI 11-418 *Operations Supervision* a dedicated on-duty SOF is not required. If needed, Operations Supervisor duties and responsibilities will be completed IAW 934 AWI 11-201.

6.25. Tactical Arrival/Departure Procedures.

6.25.1. Formation and single-ship straight-in recoveries are conducted at MSP.

6.25.2. Formation and single-ship VFR Overhead recoveries are authorized to Runways 4, 30L and 30R with MSP ATCT prior approval.

6.26. No-standard airfield systems/configurations. The 934 AW Apron has the following non-standard apron markings.

6.26.1. Circles of Safety. A designated area on the apron around each C-130 aircraft parking spot. These areas are marked with six inch wide green arcs painted on the apron and extend 10 feet beyond the nose, wings, and tail of the aircraft. Only essential vehicles in direct support of the aircraft may enter these areas. Spotters are required.

6.26.2. Aerospace Ground Equipment (AGE) Boxes. Designated areas on the apron where AGE can be temporarily stored to support aircraft operations. These areas are marked with six inch wide white rectangular boxes (may be bordered in black). Due to the size of the apron, many of the designated AGE boxes are located within 10 feet of an aircraft wing tip clearance. See Paragraph 2.7.2.

6.26.3. Aircraft Stop Blocks. Designated areas on the apron where aircraft are parked. These stop blocks are where the aircraft nose wheel is parked/positioned.

6.27. Airfield (934 AW Apron) Coordination Requirements: Airfield activities (e.g. exercises, deployments, crane operations, construction projects, et.) must be coordinated through AM in advance to ensure airfield safety and continuous, uninterrupted flight operations.

6.27.1. Crane operations must be coordinated through Airfield Management a minimum of five (5) duty days in advance of the requested operation. Airfield Management will coordinate with MAC to ensure no adverse impact to safe flight operations.

6.27.2. Airfield Construction: The base civil engineer or designated representative shall coordinate the location, dates, and times of construction projects impacting the 934 AW Apron with Airfield Management.

6.27.2.1. Construction Meetings: Airfield Management will be invited to all airfield pre-construction, work in-progress, and project acceptance construction meetings.

6.27.2.2. Airfield construction within 934 AW Apron restricted area requires a Free Zone and/or escort. Airfield Management personnel do not initiate Free Zone paperwork or provide contractor escorts for airfield construction projects.

6.27.2.3. Airfield Management will ensure all contractors are briefed and trained on safe airfield driving procedures IAW 934 AWI 13-213.

6.27.2.4. Airfield Management will publish an appropriate NOTAMs for all construction projects affecting the 934 AW Apron.

6.27.2.5. Temporary Construction Waivers: All airfield (934 AW Apron) construction must have a temporary construction waiver approved by the 934 AW/CC. See Unified Facilities Criteria 3-260-01, *Airfield and Heliport Planning and Design* for further guidance.

SAMUEL J. KRAEMER, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

DAFMAN 13-204 Volume 2*, Airfield Management,* 19 September 2024

Unified Facilities Criteria 3-260-01*, Airfield and Heliport Planning and Design,* 4 February 2019 – Change 1, 5 May 2020

DAFI 13-213*, Airfield Driving,* 3 February 2020

934 AWI 13-213*, Airfield Driving,* 2 December 2021

FAA Order 8400.9*, National Safety and Operational Criteria for Runway Use Programs,* 9 November 1981

MSP IAP ARS, *Installation Emergency Management Plan 10-2*, 25 March 2022

AFI 11-208*, Department of Defense Notice to Airmen (NOTAM) System,* 12 February 2018

AFI 10-1001*, Civil Aircraft Landing Permits,* 22 August 2018

934 AW*, Snow and Ice Control Plan,* 16 October 2024

Airport Certification Manual*, Section 337 (Part 139.337), Wildlife Hazard Management and Exhibit 337-1, Wildlife Hazard Management Plan* 1 June 2019

934th /133rd Plan 91-212*, Bird/Wildlife Aircraft Strike Hazard (BASH),* 11 October 2023

AFI 11-418*, Operations Supervision,* 21 December 2021

Adopted Forms

DD Form 1801, *DOD International Flight Plan.*

AF Form 1199, *Air Force Entry Control Card.*

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

AF – Air Force

AFI – Air Force Instruction

AFMAN – Air Force Manual

AFRC – Air Force Reserve Command

AFRIMS – Air Force Records Information Management System

AIREVAC – Air Evacuation

AISR – Aeronautical Information System Replacement

ALSF-2 – High Intensity Approach Lighting System Category II with Sequence Flashing Lights

AM – Airfield Management

AMXS – Aircraft Maintenance Squadron

AO – Airfield Operations

AOB – Airfield Operations Board

APP/APCH – Approach

ARFF – Aircraft Rescue and Fire Fighting

ARPT - Airport

ARR – Arrival

ARS – Air Reserve Station

AS – Airlift Squadron

ASR – Airport Surveillance Radar

ATC – Air Traffic Control

ATCT – Air Traffic Control Tower

ATIS – Automatic Terminal Information Service

AW – Airlift Wing

AWI – Air Wing Instruction

BDOC – Base Defense Operations Center

BLDG - Building

BTN - Between

BWC – Bird Watch Condition

CC - Commander

CE – Civil Engineering

CHAN - Channel

CIC – Controller-in-Charge

CL – Centerline or Centerline Lighting (whichever applicable)

CMA – Controlled Movement Area

CP – Command Post

CRS – Course

DME – Distance Measuring Equipment

DO – Director of Operations

DOD – Department of Defense

DV – Distinguished Visitor

EFB – Electronic Flight Bag

ELT – Emergency Locator Transmitter

EMAS – Engineered Material Arresting System

FAA – Federal Aviation Administration

FCF – Functional Check Flight

FLIP – Flight Information Publication

FOD – Foreign Object Debris/Damage

FREQ - Frequency

GND – Ground

GS –Glide Slope

HIRL – High Intensity Runway Lights

IAW – In Accordance With

IDENT - Identifier

IFR – Instrument Flight Rules

ILS – Instrument Landing System

IMT – Information Management Tool

INTL - International

LAHSO – Land and Hold Short Operations

LOC – Localizer

MAC – Metropolitan Airports Commission

MAJCOM – Major Command

MALSF – Medium Intensity Approach Lighting System with Sequence Flashing Lights

MALSR – Medium Intensity Approach Lighting System with Alignment Indicator Lights

MHz - Megahertz

MNANG – Minnesota Air National Guard

MOC – Maintenance Operations Center

MOG – Maximum on Ground

MSG – Mission Support Group

MSL – Mean Sea Level

MSP – Minneapolis-St Paul International Airport

MXG – Maintenance Group

N – North

NAVAIDs – Navigational Aids

NEW – Net Explosive Weight

NM – Nautical Mile

NOTAM – Notice-to-Airmen

OG – Operations Group

OI – Operating Instruction

OPR – Office of Primary Responsibility

OS – Operations Supervisor

OSA – Airfield Operations

OSC – On-Scene Commander

OSS – Operations Support Squadron

PAPI – Precision Path Indicator Lights

PAR – Precision Approach Radar

POC – Point of Contact

POV – Privately Owned Vehicle

PPR – Prior Permission Required

QRC - Quick Reaction Checklist

RAIL – Runway Alignment Lights

RCR – Runway Condition Reading

RDS – Records Disposition Schedule

REIL – Runway End Identifier Lights

RSC – Runway Surface Condition

RWY – Runway

S - South

SFL – Sequence Flashing Lights

TDZL – Touchdown Lighting

TRACON – Terminal Radar Approach Control

TWR – Tower

TWY – Taxiway

UAS - Unmanned Aerial System

UHF – Ultra High Frequency (300-3000 MHz)

UTA – Unit Training Assembly

VFR – Visual Flight Rules

VHF – Very High Frequency (30-300 MHz)

VIP – Very Important Person

VMC – Visual Meteorological Conditions

VOL - Volume

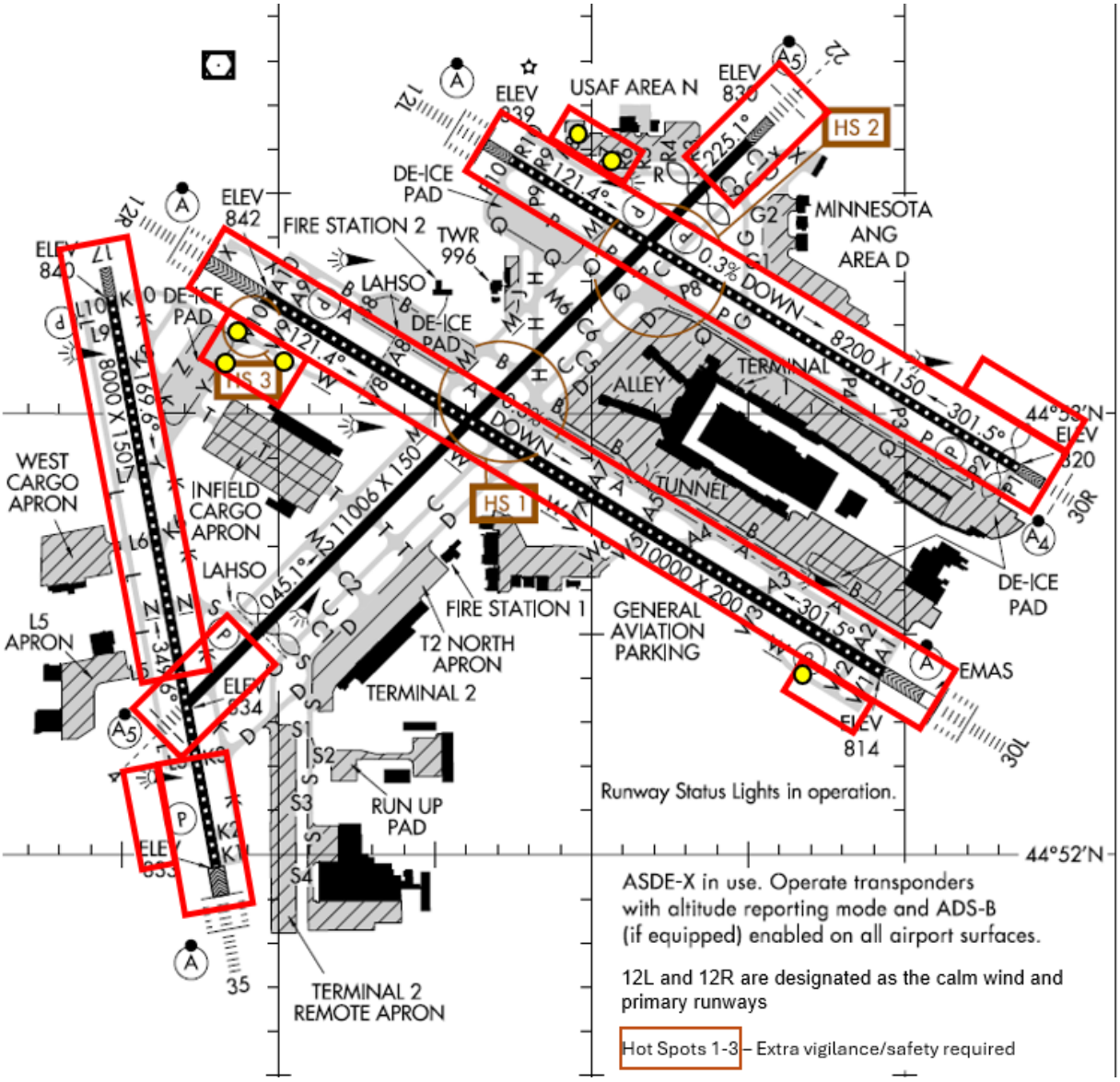
VOR – VHF Omni-range

VR – VFR Military Training Route

W – West

Attachment 2

AIRFIELD DIAGRAM



Airfield Diagram – Additional Information

- **Runways:** Concrete (grooved). Gradient variations do not exceed 0.03% slope.
- **Taxiways:** All primary taxiways are a minimum of 75 feet wide and concrete.
- **Controlled Movement Areas:** Runways and Taxiways and their respective safety areas.
    - Runways – Two-way radio contact and prior approval from MSP ATCT required.
    - Taxiways – Prior coordination and escort from MAC AO required.
    - Runway Safety Areas:
        - Length: Entire length of runway plus 1,000 feet at each end.
        - Width: 500 feet (250 feet each side of centerline).
        - Includes all grass/infield areas within these dimensions.

- Taxiway Safety Areas:
  - Vary from 125 – 214 feet (centered on the Taxiway centerline). The width is based on the largest aircraft that is authorized to use the taxiway.
  - Includes all grass/infield areas within these dimensions.

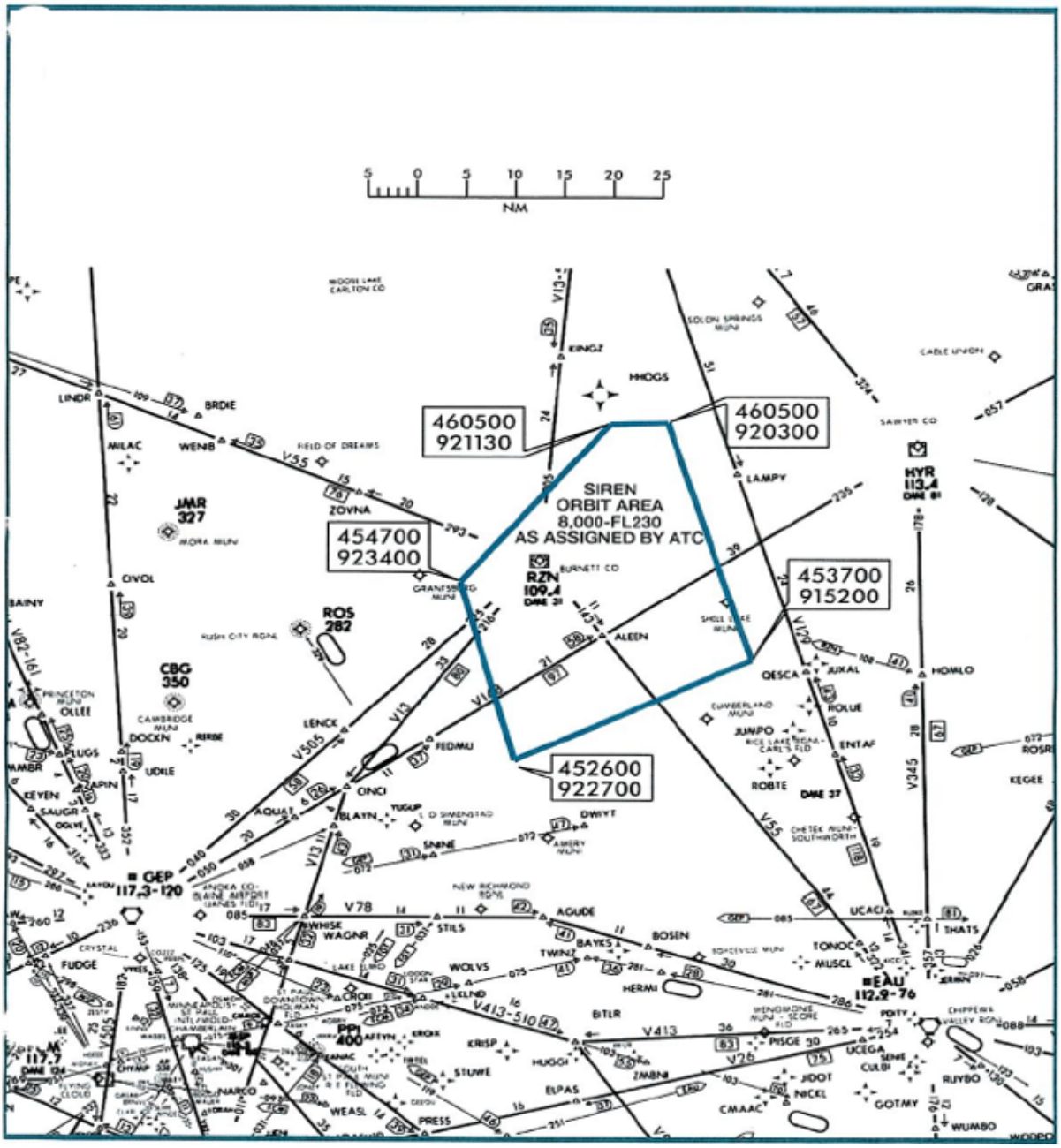
- **Glide Slope / Localizer Critical Areas:** 
- **Instrument Hold Line Locations:** 
  - Taxiway R8
  - Taxiway R (west of TWY R7)
  - Taxiway W (east of TWY W9)
  - Taxiway W (west of TWY W10)
  - Taxiway W (west of TWY W2)
  - Taxiway Y (south of TWY W10)

Intersection Departure Distances:

Runway 04		**Runway 22**		**Runway 17**		**Runway 35**	
TWY L	11000’	TWY C10	11000’	TWY K10/L10	8000’	TWY K1	8000’
17/35	10950’	TWY R/C9	10350’	TWY L9	7550’	TWY K2	7550’
TWY K	10500’	12L/30R	9000’	TWY K8	6850’	TWY K3/L3	6500’
TWY S	9450’	TWY P	8600’	TWY L7	5550’	04/22	5700’
TWY C2/M2	8200’	TWY Q	8200’	TWY L6	4600’	TWY N	4350’
TWY T	7350’	TWY C6/M6	7600’	TWY N	3650’	TWY K6/L6	3525’
TWY W	5850’	TWY H	6900’	04/22	2250’	TWY Y/L7	2450’
12R/30L	5450’	TWY B	6500’	TWY L3	1500’	TWY K8	1150’
TWY A	5050’	TWY A	5950’	TWY K2	450’	TWY L9	450’
TWY B	4400’	12R/30L	5550’				
TWY H	4100’	TWY W	5150’				
TWY C6/M6	3400’	TWY T	3650’				
TWY Q	2800’	TWY C2/M2	2800’				
TWY P	2400’	TWY S	1550’				
12L/30R	1950’	TWY K	500’				
TWY C9	650’						
****Runway 12L**		**Runway 12R**		**Runway 30R**		**Runway 30L**	
TWY P10/R10	7600’	TWY A10/W10	10000’	TWY P1	8200’	TWY A1/W1	10000’
TWY P9/R9	7150’	TWY A9/W9	9550’	TWY P2	7700’	TWY A2/W2	9550’
TWY M	6050’	TWY A8/W8	8100’	TWY P3	6200’	TWY A3/W3	8050’
04/22	5400’	TWY M	7150’	TWY P4	5400’	TWY A4	6600’
TWY C	4950’	04/22	6650’	TWY G	3800’	TWY A5/W5	6150’
TWY P8	4400’	TWY C	6200’	TWY P8	3200’	TWY A7/W7	5250’
TWY G	3800’	TWY D	5850’	TWY C	2850’	TWY D	4150’
TWY P4	2200’	TWY A7/W7	4750’	04/22	2200’	TWY C	3800’
TWY P3	1400’	TWY A5/W5	3850’	TWY M	1650’	04/22	3350’
		TWY A4	3350’	TWY P9/R9	400’	TWY M	2850’
		TWY A3/W3	1950’			TWY A8/W8	1900’
		TWY A2/W2	450’			TWY A9/W9	450’
** Distance to go for Runway 12L is based on the ASDA of 7,620 feet							

Attachment 3

SIREN ORBIT AREA
DESIGNATED FUNCTIONAL FLIGHT CHECK AREA



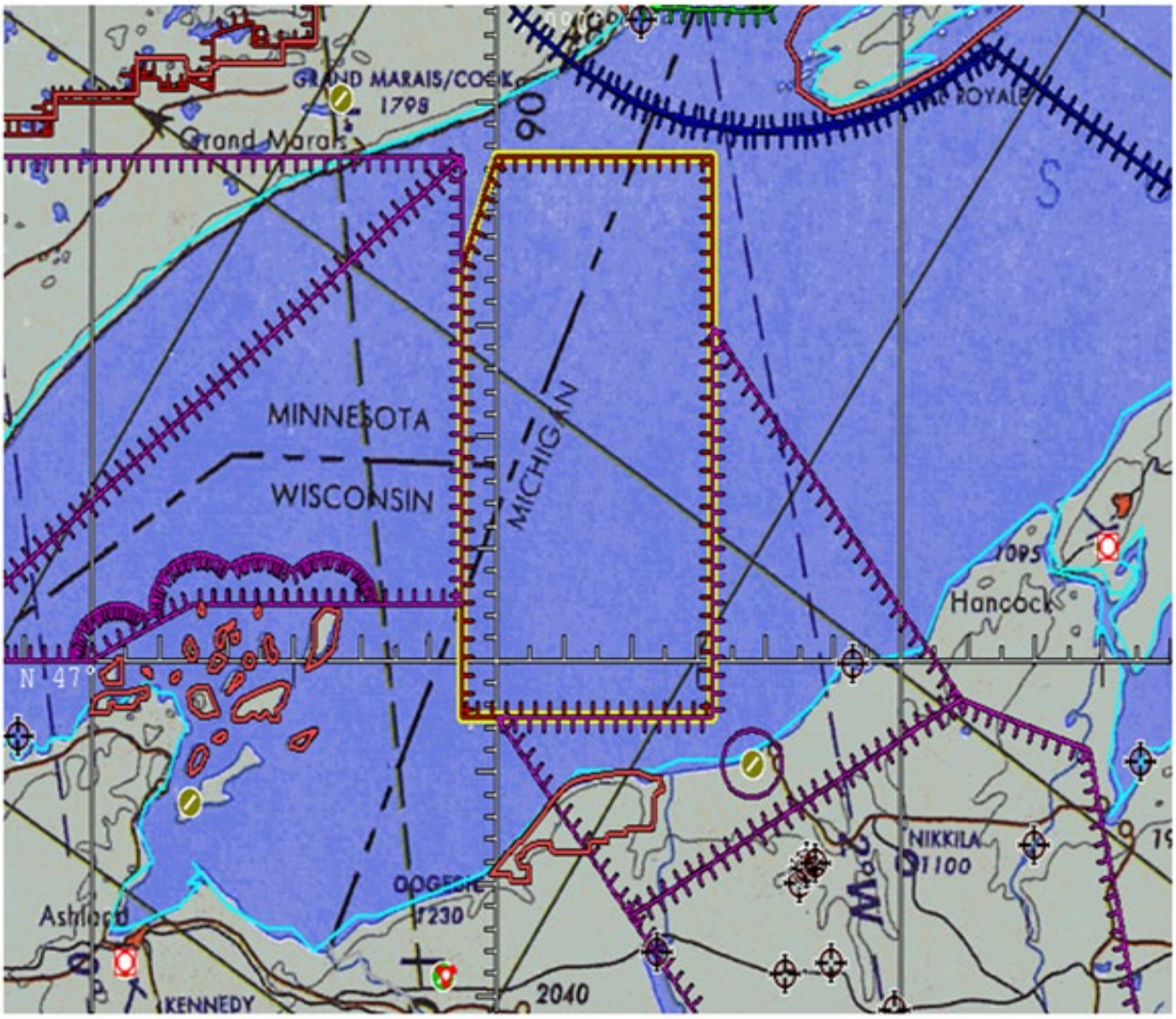
Attachment 4

AIRCRAFT EMERGENCY LOCATION
(External Stores/Cargo Jettison, Fuel Dumping and Abandonment/Bailout)

R4301, Camp Ripley, MN, Restricted, SURFACE – FL270
Minneapolis Center 118.05 MHz/239.0 MHz
Controlling Authority: FAA Minneapolis ARTCC, KZMP

Attachment 5

AIRCRAFT EMERGENCY LOCATION
(External Stores/Cargo Jettison, Fuel Dumping and Abandonment/Bailout)



R4305, Lake Superior, MN, Restricted, SURFACE – FL450
Minneapolis Center 133.55 MHz/127.2 MHz
Controlling Authority: FAA Minneapolis ARTCC, KZMP