

**BY ORDER OF THE COMMANDER  
482D FIGHTER WING**



**HOMESTEAD AIR RESERVE BASE  
INSTRUCTION 13-201**

**23 AUGUST 2018**

**Space, Missile, Command and Control**

**HOMESTEAD AIR RESERVE BASE  
AIRFIELD OPERATIONS**

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OPR: 482 OSS/OSA

Certified by: 482 OG/CC  
(Col Michael F. Lesman)

Supersedes: HOMESTEADARBI13-201,  
10 April 2017

Pages: 129

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This instruction implements Air Force Instruction (AFI) 13-204 Volume 3, *Airfield Operations Procedures and Programs*. Contained in this instruction are procedures to be used for airfield operations activities pertaining to the 482d Fighter Wing (482 FW) as well as define requirements and responsibilities of support agencies for services required and provided. This instruction applies to all base and tenant units, but it is not intended to replace good judgment in the interest of flight safety. The Airfield Operations Board (AOB) has approved this instruction. This instruction combines various directives into one document common to all users and service agencies, which affects the entire Air Traffic Control (ATC) system at Homestead Air Reserve Base (HARB). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate functional chain of command. Prior to submission, changes must be coordinated by the submitting organization with all affected agencies. The 482d Operations Support Squadron 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 processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>. This publication requires the collection and maintenance of information protected by the Privacy Act of 1974.

**SUMMARY OF CHANGES**

This instruction has been completely revised and should be reviewed in its entirety. After coordination with the appropriate entities, it also incorporates, updates, and supersedes the following: Operations Letter 1, *Airfield Lighting* (15 MAY 99); Operations Letter 2, *NAVAID Facility Evacuation Alarms* (01JAN10); Operations Letter 4, *ATC and Supervisor of Flying (SOF) Operations* (01 JAN 10); Operations Letter 6, *Preassigned Transponder Codes*; Operations Letter 7, *Unlawful Seizure of Aircraft* (15MAY02); Operations Letter 8, *Protecting Instrument Landing System (ILS) Runway 5 Final Approach Course* (01 JAN 10); Operations Letter 9, *Radar Trail Recovery (RTR) Procedures* (01 JAN 10); Operations Letter 10, *Runway Alert* (15 JUL 03); Operations Letter 11, *Night Vision Device (NVD) Operations* (09 JUL 12).

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## Chapter 1

### INTRODUCTION AND POLICY

**1.1. Scope.** This instruction prescribes local procedures and policies concerning aircraft and airfield vehicular operations at HARB. It does not supersede United States Air Force (USAF), Air Force Reserve Command (AFRC), or Federal Aviation Administration (FAA) directives. Deviation from this instruction is authorized only in emergencies where adherence would jeopardize safe aircraft or vehicular operation. Airfield and flight operations in the Homestead area necessitate compliance with the procedures established herein.

**1.2. Revisions.** This instruction will be reviewed annually. Recommendations for revisions to this instruction are encouraged and should be forwarded to the 482d Operations Support Squadron, Airfield Operations Manager (482 OSS/OSA).

**1.3. Airfield Operations Board (AOB).**

1.3.1. The AOB provides a forum for discussing, coordinating, tracking, and updating airspace, airfield, and air traffic control activities in support of Homestead's mission. The base AOB will convene quarterly. The AOB will be scheduled by 482 OSS/OSA.

1.3.2. AFI 13-204V3 designates the 428 FW Vice Wing Commander (482 FW/CV) or designated representative as the chairperson for the AOB. The 482 FW/CV has designated the and the 482d Operations Group Commander (482 OG/CC) as chairpersons, in addition to the 482 FW/CC and 482 FW/CV.

1.3.3. Board Membership. The following organizations are identified as members IAW AFI 13-204V3, however, other persons with business for the Board are welcome and encouraged to attend:

1.3.3.1. 482 FW/CV (Chairperson)

1.3.3.2. 482d OG/CC Chairperson

1.3.3.3. 482d Mission Support Group Commander (482 MSG/CC)

1.3.3.4. 482 FW Flight & Ground Safety 482 FW/SEF/SEG) & USDA

1.3.3.5. 482 FW Command Post (482 FW/CP)

1.3.3.6. 482 OSS/CC

1.3.3.7. 93d Fighter Squadron (93 FS/CC)

1.3.3.8. 482 OSS/OSA

1.3.3.8.1. 482 OSS Base Airfield Operations Manager (482 OSS/OSAA)

1.3.3.8.2. 482 OSS Air Traffic Control Manager (482 OSS/OSAT)

1.3.3.8.3. 482 OSS Weather Operations Manager (482 OSS/OSAW)

1.3.3.9. 482 MSG Base Civil Engineer BCE (582 MSG/BCE)

1.3.3.10. 482 MSG Performance Management Office (482 MSG/COR)

1.3.3.11. 482d Maintenance Squadron Transient Alert (482 MXS/MXM-TA)

1.3.3.12. 125<sup>th</sup> Fighter Wing, Detachment 1, Florida Air National Guard (FANG) Commander (125 FW Det 1/CC)

1.3.3.13. United States (US) Customs & Border Protection

1.3.3.14. US Southern Command-South (SOCSSO)

1.3.3.15. Federal Aviation Administration (FAA) Air Traffic Representatives

1.3.4. The following items must be briefed quarterly:

**Table 1.1. AOB Quarterly Briefing Items.**

AOB Quarterly Briefing Items	
Item	
Airspace (Terminal, Enroute, and SUA)	
ATC/Flying Procedures (new, revised, rescinded and seldom used)	
Military or FAA Concerns	
Airfield Operations Flight Staffing (AOF Staff, AM, ATC, & Weather)	
ATCALs (Flight Inspection Schedule and status)	
Airfield Environment (activities/construction/existing waivers)	
Quarterly Joint Airfield Inspection Results	
UEI Deficiencies (including status and anticipated closure)	
Status of Airfield Driving Program (inspections/spot-checks/CMAVs/HATRs)	
Weather (operations, equipment, etc.)	

1.3.5. The following annual review items must be addressed at the AOB at a minimum in the calendar year quarter indicated or as changes occur:

**Table 1.2. AOB Annual Briefing Items.**

AOB Annual Briefing Items	
Item	Frequency
LOP Review	JAN
Results of the Annual Airfield Certification/Safety Inspection	JAN
Review Airfield Waivers (with emphasis on temporary waivers & corrective action plan)	JAN
TERPS	JUL
Results from Annual Self-Inspection	JUL
MICT/Self-Inspections/WIT Events and Exercises (status of any significant or critical observations), and Special Interest Items (SII)	JUL
Aircraft Parking Plan	OCT
Air Installation Compatible Use Zone (AICUZ) (optional)	As needed.

1.3.6. Scheduling. The Airfield Operations Manager (AOM) is the focal point for scheduling AOB meetings, preparing the agenda, and recording the minutes. The AOB must be conducted and documented according to the following schedule:

**Table 1.3. Airfield Operations Board Scheduling.**

Airfield Operations Board Scheduling		
Calendar Year Quarter	AOB NLT Date	Minutes NLT Date
First Quarter (JAN-MAR)	April 15 <sup>th</sup>	May 15 <sup>th</sup>
Second Quarter (APR-JUN)	July 15 <sup>th</sup>	August 15 <sup>th</sup>
Third Quarter (JUL-SEP)	October 15 <sup>th</sup>	November 15 <sup>th</sup>
Fourth Quarter (OCT-DEC)	January 15 <sup>th</sup>	February 15 <sup>th</sup>

1.3.7. Minutes. The AOB minutes are to be reviewed and approved by the chairperson of that AOB meeting. If there is a mandatory item that was not discussed it will be annotated as “N/D” in the minutes. When the AOB minutes include information from an AO or IG inspection report (e.g. CRITICAL or SIGNIFICANT deficiencies), the minutes must be marked “FOR OFFICIAL USE ONLY (FOUO).” Once the minutes have been signed, the AOM must post the minutes to the AFRC AO SharePoint Enterprise Information Management (EIM) site using the following format: ICAO Year Quarter (e.g. KHST\_2016\_1Qtr AOB Minutes).

**1.4. Air Traffic Control and Landing Systems (ATCALs) Review Board.**

1.4.1. The ATCALs Review Board is established IAW AFI 13-204V3 and provides a forum for discussing, coordinating, tracking, and updating the status of ATCALs programs, projects, and issues. The board will convene semi-annually, to discuss and make recommendations concerning various ATCALs, ATC, and AM programs projects, and issues. The meeting should include discussing new agenda items and reviewing previous items, as required by the chairperson.

1.4.2. The members of the ATCALs Review Board are as follows, other persons with business for the board are welcome and encouraged to attend:

1.4.2.1. 482 OSS/OSA/OSAA/OSAT.

1.4.2.2. 482 OSS/OSM.

1.4.3. The ATCALs Review Board Minutes are to be signed by the chairperson and approved by Major AJCOM OPR for AO.

**1.5. Airfield Operations Flight (AOF) Training Review Board (TRB).**

1.5.1. The AOF TRB is established to monitor and document the training status of AOF personnel. The TRB must be conducted quarterly. TRB meetings will be conducted at the following intervals:

1.5.1.1. First Quarter (JAN-MAR) – April TRB.

1.5.1.2. Second Quarter (APR-JUN) – July TRB.

1.5.1.3. Third Quarter (JUL-SEP) – October TRB.

1.5.1.4. Fourth Quarter (OCT-DEC) – January TRB.

1.5.2. Board minutes must be approved, signed and posted to the AFRC AO SharePoint EIM site.

**1.6. Mid-Air Collision Avoidance (MACA) Program.** An active MACA Program is essential to flight safety. Representatives from Flight Safety and/or Airfield Operations will educate the local flying community in the services provided by HARB Air Traffic Control as well as hazards associated with military aircraft. The Airfield Operations Flight plays a key role in supporting wing safety managed programs such as MACA. The program is directed by AFI 91-202, *The US Air Force Mishap Prevention Program*.

## Chapter 2

### HOMESTEAD AIRFIELD AND AREA DESCRIPTION

**2.1. Location.** HARB is located adjacent to Miami, Florida, and the Airport Reference Point is N 25° 29' 18.78" / W 080° 23' 00.84". The Airport identifier is KHST. The airfield elevation is 6' MSL located at the Runway 24 threshold. Runway 6 threshold elevation is 5'.

**2.2. Airfield Description.** (see [Attachment 2](#))

2.2.1. HARB consists of a single runway (Runway 6/24) that is 11,201 feet long and 300 feet wide. The runway is considered flat (0.0% gradient) and the entire runway is grooved.

2.2.2. Taxiways Alfa and Echo are 100 feet wide (concrete) with an additional 150 foot wide Arm/Disarm Pad (concrete) and 25 foot stabilized asphalt shoulders on the infield side of the taxiway and on the outside of the Arm/Disarm Pads.

2.2.3. All other taxiways are 75 feet wide (concrete) with a minimum of 25 foot stabilized asphalt shoulders on each side.

2.2.4. Information concerning maximum gross weight allowed per aircraft type and landing gear configuration is located in Tab C-5 of the Base Comprehensive Plan and is published in appropriate Flight Information Publication (FLIP) documents. Additional information is available from the Airfield Manager (AFM) or Civil Engineering Pavements Engineer.

**2.3. Flight Information Publication (FLIP) Requesting Procedures.**

2.3.1. Airfield Management Operations Section (AMOPS) is the focal point for ordering FLIP products. To order FLIPs through AMOPS, you must have a pre-established account with AMOPS. Contact the AMOPS desk and ask for the FLIP Program Manager.

2.3.2. Request a FLIP account in writing to AMOPS via e-mail to the FLIP Program Manager with product descriptions and quantities requested as listed in the National Geospatial-Intelligence Agency (NGA) Catalog of Maps, Charts, and Related Products. If a FLIP request exceeds the recommended allocation for the type of unit in the NGA catalog, or your unit is not listed in the catalog, formal justification for the additional requirements must be submitted. The FLIP Manager will keep this letter on file for future reference.

2.3.3. During crisis support, FLIPs can be emergency requisitioned. Requested products are normally shipped within 24 hours. Requests must be made in writing to 482 OSS/OSAA through the 482 OSS/CC for validation.

2.3.4. Any requests for changes to Homestead's information contained in the FLIPs should be made in writing to 482 OSS/OSA for validation and tasking to either AMOPS or TERPS personnel as appropriate.

**2.4. Controlled Movement Area (CMA).**

2.4.1. Driving Procedures will be IAW the Homestead Air Reserve Base Instruction (HARBI) 13-213, *Airfield Driving*. The CMA is comprised of the Runway and all taxiways. Refer to HARBI 13-213 for specific guidance on airfield driving requirements, airfield violations/penalties, vehicle traffic procedures, emergency vehicle operations,

vehicular call signs, authorization of POVs, and pedestrian operations within the Aircraft Maneuvering Areas (AMA) and CMA.

2.4.2. Only individuals having official business within the CMA will be approved access. Aircraft, vehicles, and pedestrians must establish two-way radio contact with the Air Traffic Control Tower (ATCT) and receive approval before entering the CMA. Only personnel and vehicles that possess a valid HARB AF Form 483, *Certificate of Competency* (AF Form 483) or be escorted by someone who possesses a valid HARB AF Form 483, will be granted access into the CMA.

2.4.3. All AMAs, as described in [paragraph 2.5](#), are designated as non-controlled movement areas. Vehicles operating in these areas are not required to establish radio contact with the ATCT; however, the requirement for a valid HARB AF Form 483 from [paragraph 2.4.2](#) applies to the AMA as well. In addition, vehicles should continuously monitor the ATCT network in the event of unforeseen circumstances.

2.4.4. The ATCT must immediately notify AMOPS of any CMA Violation (CMAV), including runway incursions. AMOPS will immediately respond and escort the individual to AMOPS. Required actions following a CMAV are outlined in HARB 13-213, *Airfield Driving*.

2.4.5. The ATCT will provide aircraft/vehicles with all known or observed hazards that exist along an aircraft/ vehicle route. The ATCT is not responsible for advisories in designated visual blind areas.

**2.5. Aircraft Maneuvering Areas (AMA).** Aircraft Maneuvering Areas (AMA) not designated as a runway or taxiway include (see [Attachment 2](#)):

2.5.1. UFC 3-260-01, *Airfield and Heliport Planning and Design*, defines an Arm/Disarm Pad as: pads used for arming aircraft just before takeoff and for disarming weapons retained or not expended upon the aircraft's return. The UFC also has siting criteria that Homestead has complied with for the Arm/Disarm Pads located on both Taxiway Alfa and Taxiway Echo (see [Attachment 27](#)). These Arm/Disarm Pads are used as arm/de-arm areas (IAW AFI 13-204V3), hot brakes response, engine run-ups and as a location for aircraft to hold prior to departure/after arrival for any reason.

2.5.2. The Hot Cargo Pad is located southwest of Taxiway Bravo, northwest of Taxiway Papa (see [Attachment 27](#)). This area is for loading or unloading hazardous cargo or as an alternate arm/de-arm area. Use of the Hot Cargo Pad is scheduled with AMOPS.

2.5.3. The Aircraft Rinse Rack (Bird Bath) is located across from the Hot Cargo Pad, northeast of Taxiway Bravo, northwest of Taxiway Papa.

2.5.4. There are four parking areas on the airfield including the Customs & Border Protection (CBP) Ramp, the MAKO Ramp (93 FS), the Transient/Main Ramp, and the FANG Ramp (125 FW, Det 1).

**2.6. Permanently Closed Portions of the Airfield.** Taxiway Bravo 3, southeast of Runway 6/24 approximately 1,800 feet from Runway 6 landing threshold is permanently closed to aircraft operations, with the exception of aircraft under tow for aircraft maintenance at the Trim Pad or Hush House.

**2.7. Taxiway Bravo 3 and Perimeter Road Access.**

2.7.1. Taxiway Bravo 3 – Only vehicles and aircraft in tow may access this area. Vehicles can access this area from the Perimeter Road or by requesting authorization to cross the runway at Taxiway Bravo. Aircraft may only enter and exit this area by being towed across the runway at Taxiway Bravo.

2.7.2. Perimeter Road Access – Requirements for access to the Perimeter Road are outlined in HARBI 13-213, *Airfield Driving*.

## **2.8. Restricted / Classified Areas on the Airfield.**

2.8.1. U.S. Customs and Border Protection Ramp. The U.S. Customs and Border Protection (CBP) Ramp is located at the northwest end of Taxiway Bravo and is leased and operated by the CBP. This area is not part of the CMA and approval from CBP personnel is required for access.

2.8.2. 93 FS (MAKO) Ramp. The MAKO Ramp is located adjacent to Taxiway Bravo on the northeast side between the Rinse Rack and the CBP Ramp and is restricted to 482 OG & 93 FS aircraft, vehicles and personnel ONLY.

2.8.3. 125 FW, Det 1 (FANG) Ramp. The Florida Air National Guard (FANG) Ramp is located on the northernmost part of the Main Ramp and is completely sectioned off with a security fence with the exception of the access from Taxiway Foxtrot. Access to this ramp is restricted to 125 FW, Det 1 aircraft, vehicles and personnel ONLY.

2.8.4. Main Ramp. There is a Restricted Area box on the Main Ramp outlined with a RED LINE which becomes active when an aircraft is parked in the designated area. During those times, Security Forces is responsible for posting a guard and the box becomes accessible only with Security Forces approval.

2.8.5. Live Ordnance Loading Area (LOLA). Taxiway Papa between Taxiway Alfa and Taxiway Bravo is designated as a LOLA and is a conditional restricted area (see [Attachment 22](#)). Procedures for LOLA Operations are contained in [paragraph 5.9](#).

2.8.6. Hot Cargo Pad. When this area is being utilized for Hot Cargo loading/unloading, Hot Pit Refueling, or as the Hot Brakes alternate location (as described in [paragraph 7.11](#)) the pad is restricted to mission essential personnel for the operation in progress only (see [Attachment 24](#)).

## **2.9. NAVAIDs and Ground Receiver Checkpoints.**

2.9.1. The following NAVAIDs are USAF operated and maintained, monitored by the ATCT, and equipped with emergency generator power:

2.9.1.1. HST TACAN – Channel 19, Identifier: HST

2.9.1.2. ILS Runway 6 – Frequency 109.9, Identifier: I-HST (DME information for the ILS approaches is provided by the HST TACAN)

2.9.1.3. HST Digital Airport Surveillance Radar (DASR-11)

2.9.2. Two TACAN NAVAID checkpoints are available on the airfield and are identified by a circle on the taxiway centerline with an arrow pointing toward the TACAN. The checkpoints have signs that are visible when the aircraft aligned with the arrow and provide the aircraft with the necessary data to validate their aircraft instrumentation as follows:

2.9.2.1. Taxiway Alfa – HST R-064 / 1.1 NM, Elevation 5 ft.

2.9.2.2. Taxiway Echo – HST R-221 / 0.7 NM, Elevation 6 ft.

2.9.3. Preventative Maintenance Inspection (PMI) Schedule. Scheduled (No-NOTAM) PMI for the Homestead NAVAIDs is detailed in the DoD FLIP IFR Supplement as:

2.9.3.1. ILS – Tuesdays/Thursdays, 0800-1000L.

2.9.3.2. TACAN – Wednesdays, 0800-1000L.

2.9.3.3. DASR – Wednesdays, 0700-0900L.

**2.10. Instrument Landing System (ILS) Critical Areas.** ILS Critical Areas consist of the Runway 6 Localizer Critical Area and the Runway 6 Glideslope Critical Area.

2.10.1. Runway 6 Localizer Critical Area (USAF standard). IAW AFI 13-203V3 Figure 7.1, this rectangular area extends from the Localizer Antenna 2,000 feet toward the approach end of Runway 6 and is 400 feet wide (200 feet either side of runway centerline). It includes a 50-foot extension behind the Localizer Antenna. ([Attachment 3](#))

2.10.2. Runway 6 Glideslope Critical Area (USAF standard). IAW AFI 13-204V3 Figure 7.2, this fan shaped area extends from the Runway 6 Glideslope Antenna to end of Runway 6 (which is greater than 1,300 feet) and covers an area 30 degrees either side of a line drawn through the Glideslope Antenna and parallel to the runway centerline. ([Attachment 4](#))

**2.11. Precision Obstacle Free Zone (POFZ).** The Runway 6 POFZ area is a rectangular area that begins at the Runway 6 threshold and extends 200 feet into the overrun and extends laterally 400 feet either side of the extended runway centerline. ([Attachment 5](#))

**2.12. Tower Visual and Radio Blind Spots.**

2.12.1. The following areas are not visible from the ATCT:

2.12.1.1. Area directly above and below the ATCT.

2.12.1.2. A small portion of the MAKO Ramp adjacent to Taxiway Bravo is blocked by the 93 FS Hangars and sunshades. This area only affects vehicles and F-16s entering or departing the MAKO Ramp via Taxiway Bravo.

2.12.2. There are no known radio blind spots on the CMA, in the HARB Class “D”, or delegated RAPCON Airspace.

**2.13. Airfield Operations and Air Traffic Control (ATC) Facilities.**

2.13.1. The ATC facilities at HARB include a Visual Flight Rules (VFR) ATCT and Radar Approach Control (RAPCON) Facility.

2.13.2. The RAPCON and Transient Alert (TA) operate during the published airfield hours (0700L to 2300L, daily), however operations that require TA support which occur before 0730 or after 2200 require 24 hour advance notice for TA to ensure staffing is available.

2.13.3. The ATCT, Weather, and AMOPS facilities are staffed 24/7 with reduced staffing from 2300L to 0700L to provide support for 125 FW, Det 1 and/or CBP scramble aircraft unless otherwise published in a Notice to Airmen (NOTAM).

2.13.4. After hours operations are approved on a case-by-case basis by the 482 OG/CC IAW [paragraph 2.22](#).

2.13.5. The Weather Operations Center is collocated with AMOPS. Observations are taken during normal airfield operating hours and when the airfield is open for after-hour operations (by request). Terminal forecasts are issued 24 hours a day and amended during hours when official observations are taken (e.g. when the airfield is open).

2.13.6. Adjacent ATC Facilities.

2.13.6.1. Miami ATCT and Approach Control (Miami Approach), in conjunction with Homestead RAPCON (HARB Approach), are the terminal radar facilities during Homestead's published operating hours. During this time Miami Approach provides Departure Control service to HARB. After the regularly published hours of operation HARB Approach Airspace reverts to Miami Approach (24 hour facility) who then provides all Arrival and Departure Control services to both HARB and Ocean Reef Club Airport.

2.13.6.2. Miami Air Route Traffic Control Center (ARTCC) is the IFR authority for HARB and provides clearances and governs the Severe Weather Avoidance Program (SWAP) for the region. A portion of Homestead RAPCON Airspace extends beyond the Miami Approach Airspace to the south, which is then Miami ARTCC Airspace, so Miami ARTCC will sometimes handoff aircraft directly to HARB Approach without going through Miami Approach.

**2.14. HARB Radar Approach Control (RAPCON) Services.** HARB Approach provides Arrival Control services to HARB as well as Arrival and Departure Control service to Ocean Reef Club (07FA), and VFR Advisories to aircraft requesting service within the delegated RAPCON Airspace.

### **2.15. Support Equipment.**

2.15.1. Support equipment may be pre-staged up to 3 hours prior to use, IAW UFC 3-260-01, *Airfield and Heliport Planning and Design Criteria*.

2.15.2. No more than three hours after aircraft arrival, or once the aircraft has become airborne, all equipment will be removed and placed in the proper storage location.

### **2.16. Airfield Lighting Systems.**

2.16.1. Homestead has the following airfield lighting systems:

2.16.1.1. Runway edge lighting.

2.16.1.1.1. Runway 6/24 has High Intensity Runway Lights (HIRL).

2.16.1.2. Visual Glide Slope Indicators.

2.16.1.2.1. Precision Approach Path Indicator (PAPI) Runway 6.

2.16.1.2.2. Precision Approach Path Indicator (PAPI) Runway 24.

2.16.1.3. Approach Lighting Systems.

2.16.1.3.1. Approach Lighting System with Sequenced Flashers (ALSF-1) Runway 6.

- 2.16.1.3.2. Short Approach Lighting System (SALS) Runway 24.
  - 2.16.1.4. Taxiway Edge Lighting.
  - 2.16.1.5. Runway Distance Remaining Markers.
  - 2.16.1.6. Airport Rotating Beacon.
  - 2.16.1.7. Obstruction Lights.
  - 2.16.1.8. Illuminated Taxiway Directional and Informational Signs.
  - 2.16.1.9. Illuminated Arresting Gear Marker Signs.
  - 2.16.2. ATCT personnel operate all airfield lighting IAW FAA JO 7110.65, *Air Traffic Control*. When the ATCT lighting control panel is out of service, ATC will notify AMOPS personnel who coordinate with Real Property personnel to operate the lighting systems manually from the Lighting Vault.
- 2.17. Aircraft Arresting Systems.** Homestead has BAK-12/14 retractable bi-directional arresting gear systems and E-5 emergency backup arresting systems. The BAK-12/14 gear is motorized and controlled by ATC. The E-5 gear is manually configured and requires arresting gear maintenance and/or the Fire Department to rig and de-rig the gear. Arresting gear engagement procedures are addressed in [paragraph 7.7](#). The following identifies the location and standard configuration of the arresting systems at HARB.
- 2.17.1. Two BAK-12/14 arresting systems (retractable bi-directional gear):
    - 2.17.1.1. The North BAK-12/14 arresting system is located on the NE end of the Runway 1,087 feet from Runway 24 threshold; 10,115 feet from Runway 6 Threshold.
    - 2.17.1.2. The South BAK-12/14 arresting system is located on the SW end of the Runway 1,650 feet from Runway 6 threshold; 9,552 feet from Runway 24 threshold.
  - 2.17.2. Two E-5 arresting systems (unidirectional gear with tail hook capability):
    - 2.17.2.1. The North E-5 arresting system is located 74 feet NE of Runway 24 threshold in the north overrun.
    - 2.17.2.2. The South E-5 arresting system is located 65 feet SW of Runway 6 threshold in the south overrun.
  - 2.17.3. The standard configuration for the runway in use is as follows:
    - 2.17.3.1. APPROACH END: BAK-12/14 lowered, E-5 Cable de-rigged and the cable is placed along the shoulder of the overrun.
    - 2.17.3.2. DEPARTURE END: BAK-12/14 raised, E-5 Cable rigged across the overrun in place, engagement ready. **Note:** The BAK-12/14 arresting system is lowered for heavy aircraft arrivals/departures. The approach end BAK-12/14 may be raised by ATC personnel for a short field engagement upon request of the pilot.
  - 2.17.4. Runway Changes.
    - 2.17.4.1. The ATCT will notify AMOPS and RAPCON of any impending runway changes.

2.17.4.2. AMOPS must then notify Weather, Transient Maintenance, Command Post, Fire Department, and Barrier Maintenance.

2.17.4.3. Twenty (20) minutes should be allowed for the Fire Department and Barrier Maintenance to reconfigure the E-5 barriers for a runway change. After hours, weekends and holidays may take longer due to reduced staffing and/or recall requirements.

2.17.4.4. The ATCT will also notify RAPCON once the change is complete, and RAPCON must then notify Miami Approach and Miami Center of the new runway configuration.

2.17.5. Alert Facility BAK-12/14 Cable Requirements. Alert aircraft must have a departure end arresting cable to remain on normal alert status (BAK-12/14 or E-5). If the arresting cables are inoperative, the alert force should be on "Mandatory" status. The ATCT will notify AMOPS to issue a NOTAM, and then AMOPS will notify the 482 FW Command Post, who in-turn must notify the senior alert pilot of changes in status of the arresting cable.

2.17.6. Arresting System Maintenance and Training.

2.17.6.1. All maintenance scheduled on arresting systems and training for Fire Department personnel will be conducted by contracted Real Property Management personnel, Power Production Section (Arresting System Maintenance) and coordinated through AMOPS for the agencies listed in [paragraph 7.7.1.2](#).

2.17.6.2. AMOPS must coordinate scheduled maintenance with the ATCT.

2.17.6.3. Arresting System Maintenance will notify the ATCT & AMOPS after the daily Arresting System Inspection is complete and give current status.

**2.18. Airfield Hazards.** AMOPS must notify the ATCT, Command Post, and transient pilots of any changes in airfield conditions that could pose a hazard to aircraft operations.

**2.19. Base Explosives Range.** The explosives range (EOD/Grenade range) is located west of the munitions storage area, which is southwest of Taxiway Bravo, northwest of the Hot Cargo Pad.

2.19.1. User must notify the Airfield Manager, Command Post and 482 FW/SEW in advance when the range will be active and when activity is complete. Immediately prior to and following detonation, EOD will advise the ATCT via radio (FM net). EOD must also advise the ATCT of approximate duration and approximate height, AGL, of any detonations that may be expected.

2.19.2. AMOPS must notify ATCT personnel when the range will be active.

2.19.3. The ATCT must:

2.19.3.1. Ensure transient aircraft are given instructions to remain clear of the range.

2.19.3.2. Advise all aircraft under ATCT control that the range is active.

2.19.3.3. Advise AMOPS when a requirement exists for the range to be shut down if user cannot be contacted on the FM net and request AMOPS bring another FM radio to the user to re-establish contact with the ATCT on the FM net before the range becomes active again.

2.19.4. At no time must the EOD Training Range or M203 Grenade Range be used if live ordnance operations are conducted on the MSA's Munitions Conveyor Assembly Pad, Building 2287.

2.19.5. The Explosive Ordnance Disposal Flight Operations must coordinate with Munitions Control to ensure no concurrent explosives operations are conducted on the EOD Training Range.

**2.20. Local Frequencies.** The **Table 2.1** below lists the regional frequencies and local squadron channelization.

**Table 2.1. Frequencies and Local Squadron Channelization.**

Frequencies and Local Squadron Channelization				
Agency	Frequency		Channelization	
	UHF	VHF	93 FS	125 FW*
Homestead Ground Control	275.8	121.75	2	11
Homestead Local Control	279.5	133.45	3	12
Homestead Approach	257.675	123.8	15	2
Homestead ATIS	269.9	132.275		
Homestead Single Frequency Approach/Emergency	318.2		19	
Homestead AMOPS	372.2			
Homestead Weather (Metro)	318.65			
Miami ATCT – South Departure (W Scope)	354.1	125.5	4	13
Miami ATCT – South Departure (H Scope)		125.25		
Miami ATCT – South Approach (S Scope)	350.2	120.5		
Miami ATCT – South Final (A Scope)	379.9	133.05		
Miami Center – MNATE Sector	323.0	124.7	5	14
Alert Operations	251.25		19	
93 FS Squadron COMMON	303.15		1	

\*125 FW aircraft are only UHF capable.

**2.21. Non-ATC Functions.** Pilots must not request ATC facilities to provide non-ATC functions such as relaying transportation and refueling or other miscellaneous information not directly relating to air traffic control. All such request must be passed to AMOPS on the pilot-to-dispatcher frequency, 372.2.

**2.22. Extending Airfield Operating Hours.**

2.22.1. After-hour operations are defined as any airfield operations service required after published operating hours. Requests for after-hour operations are handled as part of the 24 hour Prior Permission Required (PPR) process. For after-hours operations, AMOPS must submit for contract coverage of AMOPS for the requested operation through the Quality Assurance Evaluator (QAE) which is routed through the 482D Mission Support Group Contracting Office (482 MSG/LGC) and the 482d Operations Group Commander (482 OG/CC). The cost of the over-and-above service by the contractor is reimbursed by the unit requesting the after-hour operation. After the 482 OG/CC has approved the after-hours

operation, AMOPS must execute the applicable Quick Reaction Checklist (QRC) and coordinate the support effort between ATC, TA, Weather, and Fuels.

#### 2.22.2. Procedures.

2.22.2.1. Transient aircraft will be supported by a controlled (open) airfield. A transient aircraft is defined as any aircraft other than those locally assigned to Homestead agencies. As a minimum, the ATCT, a weather forecaster, AMOPS, and TA must be scheduled to support. All personnel will report one hour prior to the scheduled arrival.

2.22.2.2. The aircraft scheduler, manager, or pilot must contact AMOPS and identify the need or potential need for extended operating hours as early as possible. Requests should be received at least 24 hours in advance to coordinate support. Call AMOPS (DSN 535-7516) during airfield operating hours. After airfield operating hours, call the Homestead Command Post (CP) (DSN 535-7023). The 482 FW/CP must relay all information to AMOPS personnel.

### 2.23. Local Flying Area.

2.23.1. Local Flying and VFR Local Training Areas. VFR local training areas are any areas, routes, or airports within a 150 NM radius of the HST TACAN which are used to conduct operations and training. The local flying area is designated as South Florida, (**See Attachment 6**). **NOTE:** Full stop landings at airports other than HST followed by a return to HST are not considered a VFR local flight plan.

2.23.2. Adjacent Airports. There are civil airports with numerous general aviation aircraft operating VFR and IFR at various altitudes near HARB (**see Attachment 7**). The following list gives the names, identifier, locations of the airports (From Homestead TACAN, HST), and type of air traffic to expect. Pilots should use caution while operating within the vicinity of HARB; civil traffic may or may not be in contact with Homestead ATCT or RAPCON facilities.

2.23.2.1. HARB General Airport (X51). Located approximately R-280/10 DME from HARB. X51 is in Class "G" Airspace, has no operating ATCT, and consists of general aviation operations including flight schools, parachute operations, glider operations, as well as aerobatic flights. Miami Approach is the ATC authority for X51.

2.23.2.2. Miami Executive Airport (TMB). Located approximately R-348/10 DME from HARB. TMB has Class "D" Airspace and an operating ATCT, and is considered an overflow airport for Miami International and has several flight schools, some air taxi services and smaller air carrier operations. Miami Approach is the ATC authority for TMB.

2.23.2.3. Ocean Reef Club Airport (07FA). Located approximately R-152/11 DME from HARB. 07FA is in Class "G" Airspace, has no operating ATCT, and is a private use airport. HARB Approach is the ATC authority for 07FA during published hours of operation (0700-2300L), otherwise Miami Approach is the ATC authority.

2.23.2.4. Miami International Airport (MIA). Located approximately R-015/19 DME from HARB. Miami International has Class "B" Airspace (**see Attachment 8**) with an operational ATCT. MIA consists of primarily commercial aviation with some business

and general aviation mixed in. Miami ATCT and Approach are the ATC authority for MIA.

**2.24. HARB Class “D” Airspace.** Homestead Class “D” Airspace is a 5.5 NM radius from the Airport Reference Point (ARP) located at the center of the runway (N 25° 29’ 18.78” / W 080° 23’ 00.84”) from surface to 2,500 feet MSL (see [Attachment 9](#)). There are also two Class “E” Airspace extensions to the Class “D” Airspace.

**2.25. HARB Radar Approach Control (RAPCON) Airspace.** The designated HARB RAPCON Class “E” Airspace extends from the border of the HARB Class “D” Airspace to the south and southwest from surface to 3,000’ MSL. The airspace is depicted in [Attachment 10](#).

**2.26. Restricted / Warning Areas.** (see [Attachment 6](#))

2.26.1. R2901 – Approximately 110 NM northwest of HARB.

2.26.2. W174 – Approximately 70 NM west of HARB.

2.26.3. W465 – Approximately 50 NM south of HARB.

**2.27. Waivers to Airfield and Airspace Criteria.**

2.27.1. Any construction or maintenance work within or near the airfield environment must be coordinated with AMOPS prior to commencement of work, normally at the pre-construction meeting. If no pre-construction meeting is scheduled, coordinate with AMOPS at least 45 days prior to commencement of work.

2.27.2. The AFM will coordinate with the Base Community Planner (482 CES/CES) to ensure appropriate waivers to airfield and airspace criteria, IAW Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design Criteria*, are accomplished. The 482 CES/CES is the custodian of all temporary and permanent airfield waivers, contact for an update on the number and status of all waivers.

2.27.3. A temporary construction waiver is required for all construction activity on HARB that violates any imaginary surface.

2.27.4. Temporary construction waivers must be requested from the installation commander NLT 45 days prior to construction start unless it is an emergency situation. A signed copy of the temporary construction waiver must be provided to the AFM prior to start of construction.

2.27.5. The Base Community Planner is the OPR for all temporary construction waivers. However, temporary waivers are a coordinated effort between CE and 482 OSS/OSA. Temporary waivers must address the required areas outline in UFC 3-260-1. CE will draft the particulars of the construction project to include airfield criteria violations, impacts to airfield operations and mitigating actions to reduce the risk of mishap.

**2.28. Local Aircraft Priorities.** Exercise activity must not interfere with operational mission flying. The following listing was derived in an effort to comply with the Operational Priorities listed in FAA JO 7110.65, *Air Traffic Control*, and in no way supersedes the FAA requirements. Air traffic controllers will use the following local aircraft priorities when sequencing arrivals and departures:

2.28.1. Aircraft in distress/emergencies.

- 2.28.2. AIREVAC/MEDEVAC (priority requested) and HOSP aircraft.
- 2.28.3. Active Search and Rescue (SAR) Missions.
- 2.28.4. Active Air Defense Scrambles (Det 1, 125 FW).
- 2.28.5. Presidential Aircraft Movement.
- 2.28.6. Active CBP scrambles: CBP aircraft on a scramble will utilize the call sign OMAHA; otherwise the call sign SIERRA will be used.
- 2.28.7. Practice Air Defense Scrambles (Det 1, 125 FW).
- 2.28.8. 93 FS (F-16) and Det 1, 125 FW (F-15) training mission recoveries.
- 2.28.9. Full Stop Landings.
- 2.28.10. 93 FS (F-16) and Det 1, 125 FW (F-15) training mission launches.
- 2.28.11. IFR Departures.
- 2.28.12. Parachute Operations.
- 2.28.13. Transient Aircraft (military) practice approaches.
- 2.28.14. Opposite Direction (military) practice approaches.
- 2.28.15. Civil Aircraft.

**2.29. Pre-Assigned Transponder Codes for 482 FW Aircraft.** The 482 OG/CC has determined that pre-assigned transponder codes for 482 FW aircraft will better facilitate recovery operations when flight split-ups are requested by the flight lead or when necessary due to weather.

- 2.29.1. The use of these transponder codes are restricted to arrival flight operations within Homestead RAPCON airspace only.
- 2.29.2. Use of these transponder codes are not applicable to flight lead aircraft, as their code is associated with the IFR flight and assigned by Miami ARTCC upon departure from HARB.
- 2.29.3. The pre-assigned transponder codes must be maintained throughout the entire flight unless the aircraft splits and becomes a solo or lead aircraft and is assigned another code by Miami ARTCC.
- 2.29.4. Upon handoff to HARB Approach, aircraft should squawk “Standby” on the appropriate code.
- 2.29.5. The following codes are designated for the specified wingmen unless a different code is issued by ATC:

**Table 2.2. 482 FW Pre Assigned Transponder Codes.**

482 FW Pre-assigned Transponder Codes		
MAKO -2: 0102	SHARK -2: 0105	AKULA -2: 0110
MAKO -3: 0103	SHARK -3: 0106	AKULA -3: 0111
MAKO -4: 0104	SHARK -4: 0107	AKULA -4: 0112

2.29.6. The pre-assigned transponder code is based on the original flight composition and does not change as the composition changes. *Example:* A SHARK flight of four departs, then splits while with Miami ARTCC and SHARK 4 is paired with SHARK 1 as a flight of two, SHARK 4 would remain on the SHARK -4 code even though they are number two in the flight.

2.29.7. If flight split-up operations become necessary, the aircraft will be instructed to squawk "Normal" and Homestead Approach will radar identify the aircraft upon receiving the automated radar data block.

2.29.8. Aircraft that have cancelled IFR service and are returning to HARB utilizing VFR from Miami ARTCC airspace should squawk the ARTCC assigned code or 1200. Once in contact with Homestead Approach, and dependent on the flight operation requested, HARB Approach will assign the appropriate code(s). *Example 1:* SHARK 3 & 4 recover VFR with an ARTCC code assigned to SHARK 3. In this situation HARB Approach will not assign any new codes unless a flight split-up is requested. *Example 2:* SHARK 3 & 4 recover VFR with SHARK 3 squawking 1200. HARB Approach will instruct SHARK 3 to squawk the appropriate pre-assigned code. HARB Approach will not assign any additional codes unless a flight split-up is requested.

**2.30. Airfield Photography.** The 482 FWI 21-173, *Flightline Visitors/Photography/Video*, and 482 FW IDP 31-101, *Integrated Defense Plan*, are the governing instructions for airfield photography. Any person wishing to take photographs or video on the airfield must contact HARB AMOPS (DSN 535-7516), Public Affairs (DSN 535-7330), and the Maintenance Operations Center (DSN 535-6922/6923) to ensure that all agencies approve of the requested location and intent of the photograph/video.

**2.31. Wear of Hats on the Airfield.** IAW 482 FWI 21-101, approved hats/caps, (i.e. Boonie caps) are authorized on the MAKO Ramp and LOLA to mitigate exposure to the sun and heat. Wear of the seasonal watch cap is authorized but must comply with AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*. However, all hats/caps must be removed and appropriately stored/secured within 25 feet of an operating aircraft engine.

**2.32. Airfield Smoking Policy.** Smoking on the airfield is prohibited. Smoking off the airfield is only permitted in established designated smoking areas.

## Chapter 3

### AIRFIELD OPERATIONS

#### 3.1. Operation of Homestead Airfield.

- 3.1.1. HARB ATCT, AMOPS, and Weather offices have staffing 24 hours per day, 7 days per week.
- 3.1.2. The airfield is considered open during normal published operating hours (0700-2300L, daily).
- 3.1.3. The airfield is considered restricted use outside normal published operating hours (2300-0700L, daily). During restricted use hours, [paragraphs 2.13.3](#) and [2.22](#) apply.

#### 3.2. Airfield Inspections and Checks.

##### 3.2.1. Airfield Inspections.

3.2.1.1. The AFM or designated representative will conduct a minimum of one airfield inspection per day, IAW 13-204v3.

3.2.2. Airfield Checks. Opening the runway. The AMOPS opening airfield check, at a minimum, will ensure the runway, taxiway, arm/de-arm, and end of runway (EOR) surfaces are free of FOD, and determine the current bird condition, runway surface condition, and visually check the aircraft arresting system configuration.

##### 3.2.2.1. Additional checks will be conducted:

3.2.2.1.1. When requested by the SOF or ATCT.

3.2.2.1.2. After a wide body/heavy aircraft (e.g., B-52, B-747, C-17, C-5, KC-10, etc.) lands or departs, runway operations are automatically suspended until a runway check has been completed by AMOPS. **Note:** To help expedite runway checks, Tower will notify AMOPS when a heavy aircraft are taxiing for departure or are 15 miles from landing, or as soon as possible thereafter.

3.2.2.1.3. Unless a runway check has been specifically waived by the SOF or 482 OG/CC, runway operations will be suspended after all IFEs until resumed by AMOPS. All IFEs requiring runway operations to be suspended (e.g. when aircraft shuts down on runway) require a runway check.

3.2.2.1.4. After a barrier configuration change.

3.2.2.1.5. When maintenance on the runway surface has been accomplished

3.2.2.1.6. Nighttime/evening for airfield lighting serviceability checks. If airfield lighting is not activated and airfield operating hours have been reduced and/or do not extend into periods of darkness a lighting serviceability check is not required.

3.2.2.1.7. As otherwise required IAW AFI 13-204v3 or directed by the AFM.

#### 3.3. Airfield Lighting Inspections and Maintenance.

3.3.1. The AFM will ensure:

3.3.1.1. AMOPS personnel conduct a lighting check at least once per day during the hours of darkness. Annotate the results of this check on the airfield lighting check form. A copy of the airfield lighting check form will be provided to Real Property. Notify the ATCT of airfield lighting outages.

3.3.1.2. Airfield Systems office is notified of any obstruction light outages associated with meteorological and navigational equipment.

3.3.1.3. AMOPS tracks all lighting discrepancies and coordinates repairs.

3.3.2. Civil engineer airfield lighting crews will complete weekly airfield lighting inspections to validate the daily reports received from AMOPS. Airfield lighting crews must acquire a list of current outages from AMOPS prior to conducting their daily routine maintenance and complete maintenance as soon as practical each day.

3.3.3. Airfield lighting crews can complete emergency repairs at any time with the concurrence of the Airfield Management Shift Lead (AMSL) and ATCT Controller-in-Charge (CIC).

3.3.4. When there is a failure of the Approach Lighting System, ATCT must advise pilots of the outage and that approach light out minimums will apply.

**3.4. Foreign Object Damage (FOD) and Dropped Object Program (DOP).** The 482 FWI 21-101, *Foreign Object Damage (FOD) and Dropped Object Program (DOP)* is the governing instruction for managing this program at HARB including training, reporting and other procedures for managing FOD at HARB.

**3.5. Runway Surface Condition (RSC) and Runway Condition Readings (RCR).**

3.5.1. Runway Surface Condition (RSC). During rapidly changing weather conditions (e.g. rain showers in the vicinity, thunderstorms within 10NM) AMOPS will increase RSC checks as conditions warrant to ensure aircrews are provided with the most timely and accurate information possible. Only AMOPS may close portions or all of the movement areas. The ATCT may suspend air traffic operations to any portion of the movement areas when conditions warrant.

3.5.1.1. AMOPS is responsible for determining RSC.

3.5.1.2. AMOPS will determine the RSC as either 'wet' or 'dry'. The runway is considered 'wet' when water is the only form of visible moisture on 25 percent or more of the runway surface area (whether in isolated areas or not).

3.5.1.3. AMOPS will disseminate RSC data to the ATCT, 482 FW/CP, and 482 OG/OSAW, as well as send appropriate NOTAMs.

3.5.1.4. ATCT personnel will ensure that the ATIS is broadcasting the appropriate information and that the Airfield Automation System (AFAS/IDS5) is updated, which notifies RAPCON of the change in RSC.

3.5.2. Runway Condition Readings (RCR). RCRs are not available at HARB.

**3.6. Runway Selection Procedures.**

3.6.1. Runway 6 is designated as the calm wind and primary instrument runway.

3.6.2. The ATCT will designate the active runway as the runway most nearly aligned with the wind when 5 knots or more, or the calm wind runway when less than 5 knots unless the use of another runway will be operationally advantageous or is requested by the pilot IAW FAA JO 7110.65, *Air Traffic Control*.

3.6.3. The ATCT will notify the following agencies of the active runway in use when changing the active runway:

3.6.3.1. AMOPS.

3.6.3.2. Weather.

3.6.3.3. Homestead RAPCON

3.6.3.4. Miami Approach

3.6.3.5. Miami ARTCC.

**3.7. Suspending/Resuming Runway Operations.** When there is reason to believe a hazard exists on or near the runway or in the immediate approach area take the following action:

3.7.1. The ATCT, FW/SE, 482 OG/CC, 482 FW/SOF, or AMOPS will suspend runway operations and take emergency response action if an aircraft accident/incident occurs, as required by this chapter.

3.7.2. Runway operations are automatically suspended following arresting system engagements or when a disabled aircraft is on the runway.

3.7.3. If a non-aircraft emergency condition requires runway operations to be suspended (disabled vehicle, bird activity, debris):

3.7.3.1. The observing party will notify the ATCT or AMOPS of the reason.

3.7.3.2. ATCT will suspend runway operations and notify AMOPS, or, AMOPS will notify the ATCT to suspend runway operations (as appropriate).

3.7.4. AMOPS is the only source for approval of resuming runway operations, and only after a runway inspection has been completed ensuring the runway is free of FOD debris and suitable for aircraft operations, including RSC, BWC, and airfield lighting (when applicable).

**3.8. Opening and Closing the Runway.** Procedures for opening and closing the runway must be accomplished IAW AFI 13-204V3, Chapter 21. The Airfield Manager or designated representative is the approval authority for opening and closing the runway IAW AFI 13-204V3.

3.8.1. Procedures.

3.8.1.1. Once AMOPS has closed the runway:

3.8.1.1.1. AMOPS will submit a NOTAM for the closure and notify all Wing and tenant flying units and give them the estimated time of re-opening.

3.8.1.1.2. ATCT must update the ATIS and notify RAPCON of the runway closure information.

3.8.1.1.3. RAPCON must notify Miami ARTCC and Miami Approach Control and any inbound aircraft of the reason for the runway closure and the anticipated time of when the runway will be available.

3.8.1.2. The 482 MSG/CC, the Incident Commander, and the Airfield Manager will determine when the runway may be re-opened. Prior to re-opening, AMOPS must inspect the runway.

3.8.2. Any organization which has aircraft involved in the accident/incident must, when requested, render all possible assistance to the 482 FW Crash Recovery Crew on clearing the runway.

3.8.3. Tenant organizations that have aircraft airborne and scheduled to land at HARB will coordinate with the Airfield Manager to select the best course of action. In the event the representative of a tenant organization decides that it is safe to land the aircraft when the runway is not open for general use, the representative, in the name of the commander, must assume responsibility for the safety of the aircraft, vehicles and personnel at or near the site.

3.8.4. The 482 OG/CC may, in the 482 FW/CC name, instruct the ATCT to authorize the locally assigned aircraft to land. IAW FAA JO 7110.65, the ATCT must inform the pilot of the reason for the runway closure and state: *“AUTHORIZATION TO LAND HAS BEEN APPROVED BY THE 482D OPERATIONS GROUP COMMANDER, UNABLE TO ISSUE LANDING CLEARANCE. LANDING WILL BE AT YOUR OWN RISK.”*

### **3.9. Airfield and Runway Closures.**

3.9.1. 482 OSS/OSA will notify AFRC/A3OA of any runway closures. Since HARB only has one runway, a runway closure does constitute an airfield closure.

3.9.2. AMOPS is the approving authority for closing the runway if a hazard exists. The 482 FW/CC or designated representative may reopen the runway based on risk assessment to operations.

### **3.10. Notice to Airmen (NOTAM) Procedures.**

3.10.1. During airfield operating hours, the ATCT is designated the NAVAID status and NOTAM monitoring facility for HARB.

3.10.2. The ATCT will notify the following entities of any known ATCALs outages and when they return to service:

3.10.2.1. AMOPS.

3.10.2.2. Homestead RAPCON.

3.10.2.3. Miami Approach.

3.10.2.4. Miami ARTCC.

3.10.3. AMOPS is designated the NOTAM dispatch facility for HARB.

3.10.4. AMOPS will:

3.10.4.1. Process Flight Safety NOTAMs for ATCALs outages, airfield hazards (runway closure, threshold displacement, airfield lighting, etc.), and return to normal service IAW AFI 11-208 IP, *Department of Defense Notice to Airmen (NOTAM) System*.

3.10.4.2. Provide all Flight Safety and Local NOTAMs when requested by transient aircrews.

3.10.4.3. Notify the ATCT of Flight Safety or Local NOTAM initiation or cancellation.

### 3.11. Flight Planning.

#### 3.11.1. Flight plan filing requirements.

3.11.1.1. All military aircraft departing HARB will file a flight plan, DD Form 175, *Military Flight Plan* or DD Form 1801, *DOD International Flight Plan*, in person at AMOPS IAW Air Force policy.

3.11.1.2. Pilots can amend flight plans via the radio with AMOPS on pilot to dispatch frequency.

3.11.1.3. Filing original flight plans via radio transmission is not authorized. An aircraft commander on a stopover flight or divert flight plan may re-file or amend the flight plan with AMOPS via any means provided AMOPS verify an original flight plan clearance was filed.

3.11.1.4. Flight plans must be filed in person unless procedures are included in this instruction or a Letter of Agreement is established between AMOPS and the user. User must maintain the original flight plan.

3.11.1.5. AMOPS personnel will verify flight plans are on file with ARTCC during stop over flight plans. **NOTE:** AMOPS personnel will NOT modify or change In-Flight Manager (IFM) flight plans without the expressed permission of the applicable flight planning cell, flight manager, or dispatcher.

#### 3.11.2. No flight plan departures/arrivals.

3.11.2.1. Engine start requests. ATC will verify all no flight plan aircraft operations at HARB via AMOPS prior to granting engine start approval or landing clearance.

3.11.2.2. Unless an emergency exists, the ATCT will refuse landing clearance to all civilian no flight plan aircraft requesting to land at Homestead until AMOPS grants approval.

#### 3.11.3. Exceptions.

3.11.3.1. Civil aircraft are exempt from flight plan filing requirements.

3.11.3.2. Military aircraft that come to HARB to conduct local traffic pattern work and need to stop for a seat swap, to check a malfunction light, or other pause that does not require TA services are exempt from flight plan filing requirements.

### 3.12. Stereo Clearance / Controlling Agency.

3.12.1. The following stereo clearance must be issued to all 482 FW aircraft: *“(Call sign) CLEARED TO HOMESTEAD VIA (stereo route) PROFILE, TURN LEFT/RIGHT HEADING 1-8-0, MAINTAIN (4,000 or alternate initial altitude assigned by Miami Departure), EXPECT (final altitude) 1-0 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY (frequency/channel), SQUAWK (beacon code).”*

3.12.2. 482 FW aircraft will advise Ground Control on initial contact of the Homestead Profile on file.

3.12.3. If a 20 second/2-3 mile in-trail non-standard departure interval is requested, the following phraseology must be used: *“REQUEST 20 SECOND NON-STANDARD RADAR TRAIL DEPARTURE.”*

**3.13. Transient Alert Operations and Services.** AFI 21-101\_AFRC Supplement, *Aircraft and Equipment Maintenance Management*, and the 482 FWI 21-204, *Transient Alert*, describe the requirements and procedures for transient alert operations and services at HARB.

**3.14. Supervisor of Flying (SOF) Operating in the Tower.** The following procedures apply to a SOF operating in the ATCT:

3.14.1. The SOF must be present in the ATCT during normal 93 FS flight operations unless waived by the 482 OG/CC.

3.14.2. The SOF must not perform ATC functions or transmit ATC instructions or clearances to aircraft.

3.14.3. The SOF must coordinate only with the CIC.

3.14.4. The SOF must not interfere with ATC functions. If the SOF interferes with ATC duties, the CIC must notify the Air Traffic Manager (ATM). If the ATM is unavailable, the CIC will attempt to notify the Airfield Operations Manager (AOM) or 482 OG/CC, in that order.

3.14.5. When the SOF determines technical advice must be relayed and cannot utilize the SOF assigned frequencies, and feels the relay of such information by ATC could cause unacceptable delay, the SOF must coordinate with the CIC for authority to transmit directly to the affected aircraft on the ATC frequency.

3.14.6. The CIC must not consult with the SOF on air traffic control situations with the exception of the following circumstances during 93 FS flying operations:

3.14.6.1. Flight safety issues.

3.14.6.2. Runway changes.

3.14.6.3. Bird Watch Conditions.

3.14.6.4. Other Airfield Advisories, such as weather, taxiway closures, etc.

**3.15. Forwarding Flight Data.**

3.15.1. Flight plans.

3.15.1.1. Flight plans will normally be transmitted from AMOPS to ZMA ARTCC for inclusion in the National Airspace System.

3.15.1.2. When the ZMA ARTCC computer is not operational; AMOPS will provide the following data for IFR departures:

3.15.1.2.1. Aircraft identification.

3.15.1.2.2. Type of aircraft.

3.15.1.2.3. Destination.

3.15.1.2.4. Proposed departure time.

- 3.15.1.2.5. Any other remarks pertaining to operation in the terminal area.
- 3.15.1.3. When flight data input-output (FDIO) is not operational, AMOPS must provide the ATCT with the following data on all departures and arrivals via direct landline:
  - 3.15.1.3.1. Aircraft identification.
  - 3.15.1.3.2. Type of aircraft.
  - 3.15.1.3.3. Estimated time of arrival or requested proposed departure time.
  - 3.15.1.3.4. Stop-over flight plan information.
  - 3.15.1.3.5. Type of flight plan (VFR/IFR).
  - 3.15.1.3.6. Additional data, such as oceanic routings, local flight plans, and/or any other information that would assist in service to the flight.
- 3.15.2. Departure and arrival times.
  - 3.15.2.1. The ATCT will forward all departure and arrival times to AMOPS via direct landline.
  - 3.15.2.2. AMOPS will pass departure and arrival times to command post via direct landline.

### **3.16. Weather Dissemination and Coordination.**

- 3.16.1. A weather forecaster is available 24 hours a day. Pilots can obtain current weather observations and enroute and terminal forecasts by contacting Homestead METRO. Pilots must immediately report all potentially hazardous or un-forecasted weather encountered to METRO. Forecasters will disseminate those reports locally and in weather briefings. The ATCT will participate in the cooperative weather watch IAW 482 FWI 15-101, *Base Operational Weather Support* and Operations Letter 3, *Cooperative Weather Watch*.
- 3.16.2. Lightning Response. Lightning that is observed in vicinity of HARB must be reported to the weather forecaster or observer.

### **3.17. Aircraft Prior Permission Required (PPR) Requests.**

- 3.17.1. AFI 21-101, *Aircraft and Equipment Maintenance Management*, [paragraph 4.9.5](#) defines transient aircraft as aircraft not assigned to a base that are enroute from one location to another that may require routine servicing. Aircraft are not considered transient aircraft when deploying to or staging from a base for the purpose of flying sorties or conducting training with a squadron assigned to the base, with or without necessary aircraft maintenance support from the home base.
- 3.17.2. PPR Required: All transient aircraft executing a full stop landing must coordinate for a PPR number at least 24 hours prior to arrival. PPRs enable AMOPS to ensure aircraft parking and services are not exceeded as well as to deconflict transient operations from wing mission requirements such as quiet hours and exercises. PPR numbers are issued no earlier than 72 hours to ensure the most accurate wing mission requirements are known.
- 3.17.3. PPR Not Required: Aircraft from other locations conducting traffic pattern work at HARB with no intent of receiving parking or any other services (other than air traffic control services), may request full-stop/taxiback operations or a location on the airfield to stop their

aircraft for a seat swap for training without being required to coordinate for a PPR because they have no intention of shutting down their aircraft or receiving anything other than Air Traffic Control services from HARB.

3.17.4. PPR Not Required: Aircraft on active Search and Rescue (SAR) missions that require support are exempt from the 24 hour PPR requirement and may receive services from HARB.

3.17.5. PPRs for Deployed Units: Transient aircraft that are deployed to HARB are exempt from PPR numbers while flying local sorties; however, they must obtain a PPR number for their initial arrival.

3.17.6. PPR procedures are coordinated IAW NOTAM and IFR supplement guidance.

**3.18. Automatic Terminal Information Service (ATIS) Procedures.** ATIS is available 24 hours per day (frequency 132.275 or 269.9), updated IAW FAA JO 7110.65, *Air Traffic Control* and FAA JO 7900.5, *Surface Weather Observing*. At a minimum the ATIS broadcast will include weather conditions, airport conditions, the runway in use, and bird watch condition. Additional information may be included as deemed necessary by ATC.

**3.19. Local Bird/Wildlife Aircraft Strike Hazard (BASH) Program.**

3.19.1. BIRD HAZARD WARNING. The airfield is monitored on a daily basis by AMOPS, ATC, 482 FW/SEF, and USDA to identify potential animal threats and initiate corrective action. A Bird Hazard Warning System and procedure has been published in 482FWI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Reduction Program*. Birds are most prevalent in the vicinity of the runway one hour before sunset and one hour after sunrise. HARB experiences an increase in migratory bird activity between November and March. Bird Activity phases are as follows:

3.19.1.1. PHASE I (normal bird activity): During the period from April through October. Bird activity can still increase at any time due to extended mowing and favorable rainy weather conditions.

3.19.1.2. PHASE II (increased bird activity): November through March. Based on USDA bird activity study and monitoring:

3.19.1.2.1. During the period from 1 October through 31 March: Turkey Vultures are most prevalent in the vicinity of the runway between 1000 and 1600L when thermals develop.

3.19.1.2.2. During the period from 1 August through 30 September: Increase in Barn Swallow activity. Activity increases from 0800 to 1200L and 1800 to 2100L. The swallow activity can also increase during periods of rain and overcast conditions.

3.19.2. PROCEDURES. This paragraph establishes procedures to use for the immediate exchange of information between ground agencies and pilots concerning the existence and location of birds that could pose a hazard to flight safety and specific actions required for each of the established Bird Watch Conditions (BWC). Use the following terminology for rapid communications to disseminate bird activity information and implement unit operational procedures.

3.19.2.1. LOW – Normal bird activity on and above the airfield with a low probability of hazard.

3.19.2.2. MODERATE – Increased bird population in locations which represent an increased potential for strike. This condition requires increased vigilance by all agencies and supervisors and caution by aircrews. Takeoffs are permitted for 482 FW aircraft. On recovery only a single approach or overhead to a full stop landing is allowed. No pattern work is allowed without approval from the 482 OG/CC or designated representative.

3.19.2.3. SEVERE – High bird population on or immediately above the active runway or other specific location that represents a high potential for strike. No takeoffs or landings will be permitted for 482 FW aircraft into an airport that is under BWC SEVERE, unless the 482 OG/CC or designated representative grants approval for operational reasons.

3.19.2.4. Declaring Authority: The SOF is the authority to declare a bird watch condition during flight operations. The HARB Airfield Manager, or his/her designated representative, is the declaring authority during all “other periods.” The ATCT CIC may upgrade the BWC based on his/her observations when 482 FW aircraft are not flying, may only lower the BWC with Airfield Management concurrence. These persons can declare conditions based on ground observation, pilot reports, radar observations, etc.

3.19.2.5. Communications: Disseminate bird watch conditions by the following means:

3.19.2.5.1. The ATCT must include bird watch condition status in the ATIS information broadcast, or, if the ATIS is not functional the ATCT must advise all inbound or outbound aircraft.

3.19.2.5.2. During local 93 FS flight operations when the SOF declares BWC MODERATE or SEVERE:

3.19.2.5.2.1. SOF notifies the ATCT CIC.

3.19.2.5.2.2. The ATCT will notify AMOPS.

3.19.2.5.2.3. AMOPS will notify the Command Post.

3.19.2.5.2.4. The 482 FW/CP will notify 482 FW/SE, and the 93 FS.

3.19.2.5.2.5. AMOPS personnel will post the bird watch condition at the flight data counter for transient aircrew personnel.

3.19.2.5.3. During other local flight operations, once a bird watch condition other than LOW has been designated:

3.19.2.5.3.1. AMOPS personnel will notify the Command Post and ATCT personnel.

3.19.2.5.3.2. AMOPS will also ensure bird watch information is posted at the flight data counter and update the BWC on the AF Form 3616, *Daily Record of Facility Operations*.

### 3.19.3. PILOT RESPONSIBILITIES AND PROCEDURES.

3.19.3.1. If a pilot observes or encounters any bird activity while in flight, which could constitute a hazard, the pilot should contact the SOF, ATCT, or Range Operations and

request that the observed bird activity is passed onto the SOF or AMOPS, as appropriate. The following information is necessary:

- 3.19.3.1.1. Call sign.
- 3.19.3.1.2. Location.
- 3.19.3.1.3. Altitude.
- 3.19.3.1.4. Time of sighting.
- 3.19.3.1.5. Type of bird (if known).
- 3.19.3.1.6. Approximate number of birds.
- 3.19.3.1.7. Behavior of birds (soaring, flying to or from a location etc.).

3.19.3.2. Additional direction to all pilots and SOFs is provided below based upon the coded BWC and the location.

3.19.3.2.1. BWC SEVERE:

- 3.19.3.2.1.1. Traffic Pattern. Takeoffs and landings of AFRC/SOCSOUTH aircraft are prohibited.
- 3.19.3.2.1.2. Avon Park Range. Remain above 3,000' AGL to include dive delivery recoveries.
- 3.19.3.2.1.3. Low Level Routes. Low Level Routes will not be flown. **NOTE:** 482 OG/CC or higher may authorize deviations from the above restrictions in specific instances after implementing appropriate ORM techniques.

3.19.3.2.2. BWC MODERATE:

- 3.19.3.2.2.1. Multiple approaches and traffic pattern activity for HARB and assigned AFRC/SOCSOUTH aircraft ceases.
- 3.19.3.2.2.2. Departure and full stop approaches allowed if the departure and arrival route avoids identified bird activities.
- 3.19.3.2.2.3. Formation takeoffs, approaches and landings are prohibited.
- 3.19.3.2.2.4. Avon Park Range. Remain above 3,000' AGL to include dive recoveries. The only exception to this is when accomplishing RAP tasking events and updating currencies.
- 3.19.3.2.2.5. FAM events, MQT and IQT events must be risk assessed by the 93 FS/CC or 93 FS/DO.

3.19.4. 125 FW, DET 1 (FANG) BIRD WATCH CONDITION (BWC) PROCEDURES.

3.19.4.1. BWC SEVERE:

- 3.19.4.1.1. Cancel local flying unless mission essential.
- 3.19.4.1.2. The Alert Force should be placed on "mandatory scramble only" status.
- 3.19.4.1.3. Aircrew risk assessment re-evaluation is required.
- 3.19.4.1.4. 125 FW, Det 1/CC or 125 OG/CC approval required to fly.

3.19.4.1.5. Airborne aircraft will hold until BWC improves or fuel condition requires recovery via a single ship, full stop landing.

3.19.4.2. BWC MODERATE:

3.19.4.2.1. Aircrew risk assessment re-evaluation is required.

3.19.4.2.2. Restrict operations to single ship takeoff and recovery.

3.19.4.2.3. No low approaches or formation takeoffs permitted.

3.19.4.2.4. Avoid bird concentrations during departure and recovery.

3.19.5. U.S. CUSTOMS AND BORDER PROTECTION (CBP) BWC PROCEDURES. Receipt of BWC will be advisory in nature only. Flight operations will be conducted at the discretion of the CBP IAW the CBP Aviation Operations handbook and applicable FAA Regulations.

3.19.5.1. BWC SEVERE:

3.19.5.1.1. Only mission essential flights will be conducted.

3.19.5.1.2. Specific authorization of the CBP Command Duty Officer required.

3.19.5.1.3. Aircrew risk assessment re-evaluation is required.

3.19.5.2. BWC MODERATE:

3.19.5.2.1. Normal departures and recoveries will be conducted.

3.19.5.2.2. Local flying will be restricted unless specifically authorized by the CBP Command Duty Officer.

3.19.5.2.3. Aircrew risk assessment re-evaluation is required.

**3.20. Aircraft Parking Plan.** The HARB Aircraft Master Parking Plan is for general reference only. Transient Alert (TA), in coordination with the Airfield Manager, will park transient aircraft based on ramp workload and pre-coordinated requirements. This section establishes responsibilities for development and annual update of the HARB Aircraft Master Parking Plan and includes update, review and coordination procedures. This chapter is subject to revision only after coordination and concurrence of all agencies involved.

3.20.1. RESPONSIBILITIES.

3.20.1.1. The 482 AMXS/MXAA is the OPR for coordination and update of the plan.

3.20.1.2. 482 AMXS/MXAA is also the OPR, within the 482 MXG, for providing 482 MSG/BCE with maintenance inputs to the aircraft parking plan.

3.20.2. PROCEDURES.

3.20.2.1. The Comprehensive Aircraft Parking Plan is designated as the HARB Aircraft Master Parking Plan.

3.20.2.2. Propose changes to the Airfield Manager. 482 MXG agencies/organizations will submit changes through the 482 AMXS/MXAA.

3.20.2.3. All maintenance of aircraft parking areas (RAMP), such as repair, resurfacing, painting of markings, etc., must be coordinated through the Airfield Manager and 482 AMXS/MXAA.

3.20.2.4. Update and review of the Master Parking Plan must be accomplished annually.

3.20.2.5. Coordination for changes to, and update/review of, Master Parking Plan must be routed through the listed agencies/organization by 482 AMXS/MXAA:

3.20.2.5.1. Wing Safety.

3.20.2.5.2. Fire Department.

3.20.2.5.3. Security Forces.

3.20.2.5.4. Maintenance Operations Center.

3.20.2.5.5. Airfield Management.

3.20.2.5.6. Base Civil Engineer.

3.20.2.5.7. Disaster Preparedness.

3.20.2.5.8. Operations Group Commander.

3.20.2.5.9. Maintenance Group Commander.

3.20.2.5.10. Mission Support Group Commander.

3.20.2.6. Coordinated plan must be presented to Facility Utilization Board for approval.

3.20.3. RESTRICTIONS. General restrictions to the parking plan include:

3.20.3.1. Aircraft are to enter the ramp perpendicular to Taxiway Papa, south of the assigned parking row, and make a right turn in to the parking spot facing northeast, parallel to Taxiway Papa.

3.20.3.2. Any permanently assigned or detachment aircraft requesting to park on the Main Ramp are to coordinate parking assignments with AMOPS.

3.20.3.3. Transient aircraft, as defined in [paragraph 2.22.2.1](#), have the following restrictions:

3.20.3.3.1. To the maximum extent possible, transient aircraft are to be provided with a Follow-Me Truck escort after exiting the runway and led to the appropriate line.

3.20.3.3.2. Transient aircraft are to be parked by marshallers provided by TA.

3.20.3.3.3. Transient aircraft are to be parked on the TA Ramp to the maximum extent possible. If not possible, the location is to be coordinated with AMOPS and TA personnel.

### **3.21. Aircraft Taxi Requirements, Routes, and Restrictions.**

3.21.1. All aircraft movement under engine power (including tows) must be approved by the ATCT prior to the operation.

3.21.2. Air taxiing and hover taxiing must be done IAW FAA JO 7110.65, *Air Traffic Control*.

3.21.3. Wing-walkers are required for all B-52 aircraft taxiing/towing operations due to narrow Taxiways, location of signs, and landing gear configuration.

3.21.4. Paved areas on the airfield not stressed for aircraft movement are marked by a double yellow line. The double yellow line separates non-stressed pavement from aircraft weight-bearing pavement. All aircraft movements will follow established Taxiway centerlines at all times. Aircraft tires must never cross the double yellow boundary lines. Any violations must be reported to AMOPS immediately.

3.21.5. Taxiway Foxtrot, which provides access to the Alert Facility, is restricted to aircraft with a wingspan of 60 feet or smaller in addition to the security access requirements established in [paragraph 2.8.3](#).

**3.22. Local Departure Procedures.** The following are the IFR clearances issued from HARB.

3.22.1. For aircraft that do not require a DTA (landing in the Miami/Palm Beach terminal areas): *(Call sign) CLEARED TO (destination) AIRPORT VIA RADAR VECTORS, TURN LEFT/RIGHT HEADING 180, MAINTAIN (4,000 or alternate initial altitude assigned by Miami Departure), EXPECT (requested altitude) 10 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY (frequency/channel), SQUAWK (beacon code).*

3.22.2. For all other aircraft not filed on a stereo flight or landing in the Miami/Palm Beach terminal areas: *(Call sign) CLEARED TO (destination) AIRPORT VIA RADAR VECTORS (DTA fix) THEN AS FILED, MAINTAIN (4,000 or alternate initial altitude assigned by Miami Departure), EXPECT (requested altitude) 10 MINUTES AFTER DEPARTURE, DEPARTURE FREQUENCY (frequency/channel), SQUAWK (beacon code).*

**3.23. Intersection Departures.** Intersection departures are authorized and must be conducted IAW FAA JO 7110.65, *Air Traffic Control*. The pilot assumes full responsibility for performance data computation and compliance. The following distances are based on measurements from the appropriate runway end (threshold) to the closest edge of the intersecting Taxiway. Distances are rounded down to the nearest 100 feet (see [Attachment 2](#)).

3.23.1. Runway 6.

3.23.1.1. From Taxiway Bravo: 9,400’.

3.23.1.2. From Taxiway Charlie: 7,500’.

3.23.1.3. From Taxiway Delta: 2,900’.

3.23.2. Runway 24.

3.23.2.1. From Taxiway Delta: 8,300’.

3.23.2.2. From Taxiway Charlie: 3,700’.

3.23.2.3. From Taxiway Bravo: Not Authorized (1,800’).

**3.24. Opposite Direction Traffic.** Opposite direction traffic must be controlled by the ATCT. Approval/disapproval will be based on the traffic situation at the time.

3.24.1. Opposite Direction Departure vs. Arrival:

3.24.1.1. The opposite direction departure must be airborne and established on a heading diverging by at least 45 degrees from the reciprocal of the final approach course prior to an arrival to the runway in use reaching:

3.24.1.1.1. Mid-field downwind (VFR Pattern).

3.24.1.1.2. Ten (10) miles on final.

3.24.2. Opposite direction Arrival vs. Departure:

3.24.2.1. Opposite direction arrivals must not proceed closer than 10 miles from the departure end of the runway in use until the departing aircraft is airborne and established on a course diverging by at least 45 degrees from the reciprocal of the final approach course. If the arriving aircraft is at or within 10 mile final or at or beyond midfield downwind (VFR), the departing aircraft must be instructed to hold.

3.24.3. Opposite direction Arrival vs. Arrival:

3.24.3.1. An opposite direction arrival must not do the following until the arrival to the runway in use has crossed threshold (at which time the aircraft lands or becomes a departure):

3.24.3.1.1. Turn base leg (VFR pattern).

3.24.3.1.2. Proceed closer than 5 miles on final approach.

3.24.3.2. If the opposite direction arrival is on an instrument approach circling to land on the runway in use, the opposite direction aircraft must have commenced circling prior to the other aircraft crossing threshold to protect climb-out and/or missed approach.

3.24.4. Simultaneous opposite direction departures are not authorized.

**3.25. Vehicle/Pedestrian Operations on Airfield.** The HARBI 13-213, *Airfield Driving*, is the primary instruction governing vehicle/pedestrian operations on the airfield at Homestead. Below are some basic guidelines to follow, but are not all encompassing and users should refer to HARBI 13-213 to ensure they are in compliance with all requirements for operating on the airfield.

3.25.1. Vehicles and personnel are authorized access on the airfield only in performance of official duties. If access to activities on the airfield can be gained without transiting airfield areas, these access routes will be used to the maximum extent possible.

3.25.2. Utility vehicles, such as forklifts, trucks hauling freight, etc., must not cross Runway 6/24 unless escorted by a qualified/certified airfield driver. Excluded from this restriction are the motorized airfield sweepers, Civil Engineering vehicles, and emergency response vehicles in performance of their official duties, provided they have two-way radio communications with the ATCT.

3.25.3. Entry to any airfield established restricted areas depicted in [Attachment 2](#) (93 FS Ramp, 125 FW/Det 1 Ramp and portions of the Transient Ramp and Taxiway Papa when conditions warrant) will be granted by possession of a valid restricted area badge or escorted by a restricted area escort official.

3.25.4. Individuals approved by the ATCT to operate on the CMA must:

- 3.25.4.1. Have two-way radio contact with the ATCT, which may be accomplished by using a radio-equipped escort vehicle.
- 3.25.4.2. Read back ATCT clearance for runway or taxiway entry, word-for-word.
- 3.25.4.3. Continuously monitor the ATCT for radio calls and/or light gun signals.
- 3.25.4.4. For agencies or work-crews which require several workers or vehicles and need entry on the runway area, one individual must be responsible for all personnel within the crew and must have immediate recall capability to remove all personnel and vehicles from the runway edge by 100 feet as quickly as possible. This individual is the only person in the crew which is required to be in two-way radio contact with the ATCT. This individual is responsible to pass all workers' intentions to the ATCT. Exceptions to this are permissible only with the consent or approval of the ATCT CIC.
- 3.25.4.5. When the ATCT instructs a pedestrian or vehicle to exit the runway, or the CMA, the personnel and/or vehicles must move to an area 100 feet from the runway edge or behind the VFR hold lines on the taxiway until authorized by the ATCT to return to the runway or CMA.
- 3.25.4.6. Advise ATCT when leaving the runway or taxiway area.
- 3.25.4.7. Request separate approval for each re-entry to the runway.
- 3.25.4.8. AMOPS must advise the ATCT when any construction or other work being conducted on the airfield is complete for the day.

**3.26. Airfield Sweeper Operations.** Sweeper services are available between 0700L and 2300L daily.

- 3.26.1. Scheduled sweeper activity includes a daily active sweep of the following areas:
  - 3.26.1.1. Runway (grass to grass laterally) from threshold lights to barrier on both ends.
  - 3.26.1.2. Taxiways Alfa, Bravo (from Customs to Taxiway Papa), Papa, and Echo from white line to white line, including the Arm/Disarm Pads on Alfa and Echo.
  - 3.26.1.3. All empty parking spots on the 93 FS "MAKO" Ramp and all throats leading in and out of the ramp.
  - 3.26.1.4. Vehicle path from the fire station to Taxiway Papa (across the transient ramp).
  - 3.26.1.5. AGE equipment parking area.
- 3.26.2. A weekly sweep of the Transient Ramp (rows 1 through 5) is conducted each Thursday.
- 3.26.3. Any additional areas are swept as needed, or by request, coordinated directly with the Sweeper truck or through AMOPS.
- 3.26.4. Sweeper vehicles are required to respond to all in-flight emergencies.
- 3.26.5. Sweeper vehicles are required to adhere to the airfield movement criteria outlined in HARBI 13-213.

**3.27. Airfield Mowing Operations.** Mowing activities are conducted during daylight hours (between sunrise and sunset). The location of mower activity is coordinated real-time in order to

maintain the vegetation height requirements outlined in AFI 91-202. Mower vehicles and personnel are required adhere to the airfield movement criteria outlined in HARBI 13-213. AMOPS will issue a NOTAM(s) for general location of mowing operations.

**3.28. Aircraft Towing Procedures.** The 482 MXG/MOC must call the ATCT via telephone prior to all towing operations on the CMA and relay the tow vehicle callsign or aircraft tail number, the current parking location, and the tow destination. Prior to towing the aircraft, the tow vehicle must establish, and maintain, two-way radio communication with the ATCT during the tow operation. No aircraft may be towed onto the CMA or runway without specific approval from the ATCT.

**3.29. Protection of NAVAID Critical and POFZ Areas.**

3.29.1. ILS Localizer and Glideslope Critical Areas ([Attachments 3& 4](#)).

3.29.1.1. The ATCT will apply procedures in AFI 13-204V3, FAA JO 6750.16D, *Siting Criteria for Instrument Landing Systems* and FAA JO 7110.65, *Air Traffic Control*, to protect ILS Critical Areas (USAF standard for Runway 6 Localizer and Glideslope Critical Areas) and control aircraft and/or vehicle access to these areas.

3.29.1.2. HARB has traffic lights controlled by the ATCT to provide real-time protection of the Localizer and Glideslope Critical Areas without needing to use radio communication.

3.29.1.2.1. When protection of these areas is required, the ATCT must switch the traffic lights to RED.

3.29.1.2.2. Once the protection of these areas is no longer required, the ATCT must switch the traffic lights back to GREEN.

3.29.2. Precision Obstacle Free Zone (POFZ) ([Attachment 5](#)).

3.29.2.1. The POFZ is not impacted by aircraft established on the centerline of Taxiway Alfa holding short for departure, IAW FAA JO 7110.65 which states that horizontal surfaces (e.g., the wings) can penetrate the POFZ, but not vertical surfaces (e.g., fuselage or tail).

3.29.2.2. The POFZ is impacted by Spot 8 on the Arm/Disarm Pad on Taxiway Alfa (see [Attachment 5](#)).

3.29.2.2.1. When protection of this area is required, the ATCT must ensure that no fighter aircraft utilize Spot 8 of the Arm/Disarm Pad on Taxiway Alfa.

3.29.2.2.2. When protection of this area is no longer required, the ATCT may authorize fighter aircraft to resume utilizing Spot 8 of the Arm/Disarm Pad on Taxiway Alfa.

**3.30. Engine Test / Run-up Procedures.**

3.30.1. 482 MXG/MOC must notify the ATCT of proposed engine runs via radio or telephone and provide the aircraft's tail number and location.

3.30.2. Aircraft will not be left unattended or unlit when positioned on any taxiway during the hours of darkness. Lights must be positioned so glare will not be a hazard to the ATCT and aircraft taxiing, landing or taking off.

3.30.3. During all engine runs (day or night), the aircraft position lights must be on “Bright Flash” and the rotating light must be turned on prior to engine start. At night, a NF-2 light cart must be positioned so as not to create a hazard to arriving, departing or taxiing aircraft.

3.30.4. The engine run crew must maintain radio contact with the ATCT at all times and report termination to the ATCT and 482 MXG/MOC.

3.30.5. Transient aircraft are authorized to conduct low power engine runs on the parking ramp with the exception of heavy aircraft. Heavy aircraft (B1, B747, C5, C-17, etc.) that require engine run-up, must be moved to Taxiway Alfa or Echo marshalling areas, also known as hammerheads or Runway 6/24 end of runway (EOR) areas. Such engine run-ups must have a “Fire Guard” in attendance and have TA available for assistance.

3.30.6. Locally based fighter aircraft are authorized to conduct low power engine runs on their respective ramps. For high power engine runs these fighter aircraft must relocate the one of the areas on Taxiway Alfa or Echo, as described in [paragraph 3.30.5.](#), or be towed to the ‘Hush House’ area adjacent to Taxiway Bravo-3 depicted on [Attachment 2](#).

**3.31. ATCALs and Auxiliary Power Operation.** ATC services must continue during severe weather or other power outages. The following procedures apply to ensure that continuous power is supplied to ATC facilities and NAVAIDs:

3.31.1. All HARB ATCALs facilities will operate on commercial power as long as commercial power is reliable. If the auto-start capability for any ATCALs equipment is determined to be inoperative, Power Production must notify the ATCT and the ATCALs facility will be placed on back-up power 30 minutes prior to the observed or forecast arrival of severe weather. For the purpose of this requirement, severe weather is defined as thunderstorms or lightning within 10 NM of the airport as reported by the base weather station or observed by the ATCT. The ATCT CIC and AMOPS must be notified by maintenance personnel prior to any planned power outages or when transferring to generator power and once restored back to commercial power.

3.31.2. All ATCALs placed on generator power will remain on generator until the severe weather advisory has been terminated by the base weather station.

**3.32. Contingency Control of Airfield Lighting.** When the Airfield Lighting Computer System in the ATCT becomes inoperative:

3.32.1. Attempt to reset the computer system utilizing the manufacturer’s instructions.

3.32.2. If the reset does not restore ALCS control, notify AMOPS to manually set the airfield lighting.

3.32.3. Notify Real Property Management through the BCE Service Desk when airfield lighting has reverted to manual operation (if after hours, contact the HARB Fire Department and they relay to 482 MSG/BCE).

3.32.4. Relay lighting intensity changes to AMOPS as weather conditions, pilot requests or other FAA JO 7110.65 requirements dictate.

3.32.5. Enter ALCS system outages and restoration on AF3616, *Daily Record of Facility Operation*.

**3.33. Severe Weather Notification Procedures.** All information pertaining to Hazardous/Severe Weather Notification Procedures including Lightning Response, etc., may be found in 482 FWI 15-101, *Base Operational Weather Support*.

**3.34. Airfield Activities During Severe Weather.**

3.34.1. The weather flight will issue Weather Advisories, Weather Warnings, and Weather Watches. The criteria and desired lead times for Weather Warnings, Watches, and Advisories are detailed in 482 FWI 15-101.

3.34.2. The ATCT will disseminate all advisories, warnings, and watches to all aircraft when applicable and broadcast the information on the ATIS.

3.34.3. AMOPS will:

3.34.3.1. Disseminate advisories, warnings and watches to the U.S. Customs & Border Protection (CBP), 125 FW (Det 1), transient aircrews, and other agencies upon request.

3.34.3.2. Help coordinate evacuation of transient aircraft, if required.

3.34.4. TA will:

3.34.4.1. If possible, park aircraft facing into the wind.

3.34.4.2. Ensure all transient aircraft are secured IAW current directives.

3.34.4.3. Secure loose equipment and objects that might be damaged or cause damage to aircraft if moved by high winds.

3.34.4.4. Help aircrews evacuate aircraft as conditions dictate.

3.34.5. Maintenance personnel must comply with the guidelines established in the 482 FWI 21-104, *Flightline and Aircraft Maintenance Severe Weather Procedures*.

3.34.6. CP will notify TA personnel if transient military aircrews require assistance in securing their aircraft.

3.34.7. CBP and the 125 FW, Det 1 must follow their own directives for protection of their aircraft and property when notified of any severe weather advisories, warnings, and watches.

**3.35. Drogue Chute Jettison Areas / Procedures.** There are no locally assigned aircraft equipped with Drogue Chutes. When transient aircraft equipped with drogue chutes deploy the chute to decelerate the aircraft, utilize the following procedures:

3.35.1. The proper jettison procedure is to instruct the aircraft to taxi off the runway at the end and align with the wind in the Arm/Disarm Pads (shown in [Attachments 2 & 24](#)) on Taxiways Alfa or Echo prior to releasing the chute into the infield grass area.

3.35.2. In case of inadvertent loss of the drogue chute on the runway:

3.35.2.1. Aircraft commander must notify the ATCT and, dependent on fuel and location of the chute, determine whether to abort landing or departure until after the chute has been recovered.

3.35.2.2. The ATCT must suspend runway operations and notify all departing and arriving aircraft of the hazard, giving approximate location and relay the information to AMOPS, who must immediately respond to clear the chute off the runway.

3.35.2.3. If AMOPS is unable to respond, they must immediately relay the information to the Fire Department or Transient Alert to expedite removal of the chute.

3.35.2.4. Once the drogue chute has been recovered, and AMOPS has completed a FOD debris sweep of the runway, AMOPS will notify the ATCT that runway operations may resume.

3.35.3. Drogue Chute repacking is not available.

### **3.36. Civil Aircraft Operations and Use of ATCALs.**

3.36.1. Civil aircraft operations at HARB must only be authorized IAW AFI 10-1001, *Civil Aircraft Landing Permits*.

3.36.2. HARB Approach may provide VFR radar advisories and vectors for instrument approaches to civil aircraft on a workload permitting basis, however civil aircraft without a PPR must be given clearance for Low Approach ONLY.

3.36.3. Civil aircraft that land without a valid Civil Aircraft Landing Permit or landing clearance from the ATCT are processed IAW [paragraph 7.14](#).

**3.37. Exercises Involving ATC Facilities or the CMA.** IAW AFI 13-204V3, the 482 OSS/OSA is required to be notified at least 48 hours in advance of any exercise that will involve any ATC facility or the CMA.

## Chapter 4

### TERMINAL AREA OPERATIONS

**4.1. Visual Flight Rules (VFR) Weather Minimums.** Ceiling at or above 1,000 feet and visibility at or greater than 3 miles. Aircraft must remain clear of clouds, and the ATCT must maintain visual contact with the aircraft throughout the pattern.

**4.2. VFR Traffic Patterns.**

4.2.1. Aircraft entering the VFR traffic pattern at HARB will be issued radar traffic advisories to the maximum extent possible. Once the airport is called in sight by base assigned aircraft, IFR flight plans will automatically be canceled upon transfer from RAPCON to the ATCT.

4.2.2. Departures, and aircraft executing a go-around, will not exceed 1,000' MSL or initiate turns until passing the departure end of the runway, unless otherwise cleared by the ATCT.

4.2.3. ATCT personnel must not approve unusual maneuvers in the Class D airspace if they are not essential to the performance of flight. Request for unusual maneuvers must be approved by the 482 FW/CC or his designated representative after coordination with airfield and air traffic control management. **Note:** Unusual maneuvers include unnecessary low passes, unscheduled flybys, practice instrument approaches to altitude below specified minima (unless a landing or touch-and-go is to be made).

**4.3. Rectangular Pattern.** This pattern is to be used by all conventional/turbo prop aircraft unless directed or approved by the ATCT. The standard pattern will be flown to the southeast of the runway, right traffic for Runway 6 and left traffic for Runway 24. A non-standard pattern to the northwest of the runway may be issued by ATC with the exception of aircraft circling from an instrument approach procedure. Standard procedures are outlined below and in [Attachments 11 & 12](#).

4.3.1. Weather minimums for the rectangular pattern are equal to the type of operation the aircraft is conducting.

4.3.1.1. VFR aircraft operating in the rectangular pattern must have a ceiling of at least 500' above the pattern altitude to allow for aircraft to remain clear of clouds and enable ATC to maintain visual contact with the aircraft throughout the pattern.

4.3.1.2. IFR aircraft conducting a Visual Approach must comply with the weather requirements associated with the Visual Approach outlined in FAA JO 7110.65.

4.3.1.3. IFR aircraft circling from an instrument approach must meet the circling criteria published on the approach plate for the procedure they are conducting.

4.3.2. Downwind entry interception will be at the midway point at a 45 degree angle.

4.3.3. Downwind leg will be flown at 1,000' MSL, approximately 2 NM from the runway.

4.3.4. The checklist outlined in the aircraft flight handbook must be completed to include a "*WHEELS DOWN AND LOCKED*" report prior to turning base leg.

**4.4. Overhead Traffic Pattern and Procedures.** The overhead pattern must be flown by all jet tactical aircraft assigned to HARB and transient fighter type aircraft that request it, unless mission requirements or situations dictate otherwise.

4.4.1. The overhead traffic pattern (overhead and entry at SIERRA or HOTEL) is flown at 2,000' MSL and 300 KIAS. ATCT may approve a 1,500' MSL pattern for weather or birds.

4.4.2. Weather minimums for the overhead maneuver are a ceiling of 500' MSL above the pattern altitude and a visibility of 3 statute miles.

4.4.3. Aircraft being vectored to initial will be transferred to the ATCT not later than 5 NM from the runway. IFR is automatically cancelled when the aircraft reaches the initial point. If aircraft do not have the field in sight by 10 NM, Approach will begin vectoring for an instrument approach.

4.4.4. The direction of break will be consistent with the standard traffic pattern (right break for Runway 6 and left break for Runway 24). The normal break will be between the threshold and one-third down the runway unless directed otherwise by the ATCT. Pilots must advise the ATCT if intending to break earlier or later.

4.4.5. Overhead Pattern Entry Points:

4.4.5.1. Runway 6 - SIERRA, a visual reporting point (HST 198/08), is over a plowed area near the northern point of a triangle formed by a power line, a dirt road oriented east - west and a canal. Point SIERRA is approximately two miles south of the circular antenna farm.

4.4.5.2. Runway 24 - HOTEL, a visual reporting point (HST 083/09), is over a mud flat approximately 2 NM west of the north end of Elliot Key.

4.4.6. Entering the overhead traffic pattern after a low approach:

4.4.6.1. Runway 6 - Do not exceed 1,000' MSL or initiate turns until departure end of runway, unless otherwise directed by ATC, turn right and proceed direct to SIERRA at 2,000' MSL and 300 KIAS. See [Attachment 7](#).

4.4.6.2. Runway 24 - Do not exceed 1,000' MSL or initiate turns until departure end of runway, then at 2 DME, unless otherwise directed by ATC, turn left and proceed direct to HOTEL at 2,000' MSL and 300 KIAS. See [Attachment 8](#).

**4.5. Straight-in Pattern.** When locally assigned fighter aircraft request to enter the VFR Straight-in Pattern, aircraft must:

4.5.1. Request the straight-in on initial contact or on crosswind with the ATCT.

4.5.2. After receiving clearance for the straight-in, descend to 1,200' MSL and decelerate to an airspeed commensurate with the aircraft configuration.

4.5.3. Runway 6 operation - After departing SIERRA, proceed westbound to intercept a 7-8 mile final (see [Attachment 11](#)).

4.5.4. Runway 24 operation - After departing HOTEL, proceed direct to a 5-6 mile final via the approximate heading of 300 degrees (see [Attachment 12](#)).

**4.6. Helicopter Traffic Pattern.** These procedures are applicable to all helicopters operating in and out of HARB:

4.6.1. Helicopter pilots must call the ATCT prior to entering the Homestead Class D airspace. The ATCT will issue traffic information. Helicopters desiring to cross the extended centerline of the active runway must receive ATCT approval.

4.6.2. Helicopters may use the active runway in normal traffic sequence and when directed by the ATCT. When using the active runway, helicopters will fly their pattern to the southeast of the field at 500' MSL unless otherwise cleared by the ATCT.

4.6.3. Practice auto-rotations may be conducted to the active runway. Practice auto-rotations will be 800' MSL or below in existing direction of traffic only above hard surfaces to prevent FOD to aircraft.

4.6.4. CBP Helicopters and other Helicopters on official CBP business may utilize Spot X-ray (a non-controlled movement area) which is located within the CBP Cantonment Area at the northwest end of Taxiway Bravo and adjacent to the CBP Ramp.

**4.7. Radar Traffic Patterns and Radar Procedures.**

4.7.1. Radar Traffic Patterns must be handled in accordance with USAF, AFRC, FAA, and local Air Traffic Control directives. See [Attachments 11 and 12](#) for the depiction of the standard Radar Patterns and altitude information.

4.7.2. Radar procedures such as Surveillance Approaches (ASR) and Precision Approach Radar (PAR) Approaches are not available at HARB.

**4.8. Radar Advisory Service for VFR Aircraft.** Radar service is available from Homestead Approach within the delegated RAPCON Airspace on frequencies 123.8 or 257.675. Service outside HARB RAPCON Airspace is available from Miami Approach Control on frequencies 125.5 or 354.1; or from Miami ARTCC (MNATE Sector) on frequencies 124.7 or 323.0.

**4.9. Restricted Low Approaches.** The ATCT may authorize restricted low approaches, at or above 506' MSL (500' AGL), or 1,006' MSL (1000' AGL) for heavy aircraft, to closed runways and over personnel and/or equipment operating on the airfield movement area, as specified in FAA JO 7110.65.

**4.10. Breakout, Go-Around, and Missed Approach Procedures.**

4.10.1. The term "*BREAKOUT*" is to be used when aircraft cannot proceed within 3 miles of the airfield.

4.10.1.1. When ATC issues instructions for an aircraft to "*BREAKOUT*," it should be accompanied by additional traffic information and/or control instructions.

4.10.1.2. If aircraft are VFR executing the overhead maneuver ([paragraph 4.4](#)), Simulated Flame-out Pattern (SFO, [paragraph 5.5](#)), Straight-in SFO Pattern ([paragraph 5.5](#)), Tactical Attack Pattern (TAP [paragraph 5.6](#)), or High Tactical Recovery Procedure (HI-TRP, [paragraph 5.7](#)) and do not receive control instructions, the aircraft will maintain 1,006' MSL (1,000 AGL) until the departure end of the runway, then climb to 2,000' MSL, proceed VFR to HOTEL or SIERRA as appropriate based on the runway in use and hold until instructions are issued to re-enter the traffic pattern. See [paragraphs 4.4.5.1, 4.4.5.2](#) and [Attachments 11 & 12](#) for locations of HOTEL and SIERRA.

4.10.2. The term “GO AROUND” is to be used when landing clearance cannot be issued or in conjunction with rescinding a landing clearance, but the aircraft may overfly the airfield.

4.10.2.1. When ATC issues instructions for an aircraft to “GO AROUND,” it should be accompanied by additional traffic information and/or control instructions.

4.10.2.2. IFR aircraft that are executing an instrument approach in Instrument Meteorological Conditions (IMC) conditions are instructed to “GO AROUND,” the aircraft must also be instructed to execute the published missed approach or issue alternate missed approach instructions.

4.10.2.3. Aircraft in the radar pattern for practice instrument approaches will be instructed to execute the standard radar climb-out IAW [paragraph 4.11](#) unless traffic conditions warrant alternate ATC instructions to be issued.

4.10.2.4. Aircraft in the VFR local pattern will continue runway heading climbing to 1,000’ MSL and at the departure end of the runway the aircraft will re-enter the VFR traffic pattern unless alternate ATC instructions are issued.

4.10.3. If aircraft have completed an instrument approach to minimums during IMC and cannot (or do not wish to) land, the aircraft may “EXECUTE MISSED APPROACH,” at which time the aircraft will fly the published Missed Approach Procedure as published on the applicable DoD FLIP High/Low Altitude Instrument Approach Procedure or alternate instructions as issued by ATC.

#### **4.11. Standard Climb-Out Instructions.**

4.11.1. Standard climb-out instructions (Radar Climb-Out):

4.11.1.1. Runway 6: Fly runway heading, climb and maintain 1,000’ MSL, at departure end of runway turn right heading 150, climb and maintain 2,000’ MSL.

4.11.1.2. Runway 24: Fly runway heading, climb and maintain 1,000’ MSL, at departure end of runway turn left heading 150, climb and maintain 2,000’ MSL.

4.11.2. Procedures:

4.11.2.1. Aircraft assigned to HARB will be issued instructions to “EXECUTE LOCAL CLIMB-OUT” in lieu of the complete phraseology unless detailed climb-out instructions are requested.

4.11.2.2. All other aircraft will be issued standard climb-out instructions.

**4.12. VFR Reporting and Holding Points.** VFR reporting and holding points are depicted in [Attachment 13](#).

**4.13. Minimum Communications and Communications-out Departures or Arrivals.** Minimum Communications/Communications Out aircraft departures or arrivals are not authorized at HARB, unless specific procedures are established in a Letter of Procedure and reviewed and approved by MAJCOM prior to implementation.

**4.14. Lost Communication Procedures for 482 FW Aircraft.** The following procedures apply to all 482 FW aircraft experiencing radio communication failure (either aircraft or ATC outages):

4.14.1. Squawk 3/A transponder code 7600 and keep radios set to HARB Approach Control (frequency 123.8 or 257.675) or ATCT (frequency 133.45 or 354.1) and Guard (frequency 121.5 or 243.0).

4.14.2. VFR aircraft must:

4.14.2.1. Maintain VFR and proceed to the appropriate VFR entry point for the last known active runway (SIERRA for Runway 6, HOTEL for Runway 24).

4.14.2.2. Fly initial at 1,500' MSL and rock wings until departure end of runway.

4.14.2.3. Break at departure end, climb to 2,000' MSL and configure aircraft for landing.

4.14.2.4. Include the ATCT in visual scan for light gun signals on base and final.

4.14.3. FR aircraft outside 25 DME from HARB must:

4.14.3.1. Climb/descend to 7,000' MSL and proceed direct to CAJUN (HST R-236/30DME) to intercept the HST R-236 and track inbound.

4.14.3.2. Descend to 4,000' MSL and enter the published holding pattern at RYDOM (HST R-236/16DME) for at least one turn in holding while reattempting to establish radio communications.

4.14.3.3. If communications still cannot be established, execute either the TACAN Z RWY 6 or the ILS/LOC Z RWY 6 approach to Runway 6. If Runway 24 is active, and weather is above circling minimums aircraft must circle southeast for left traffic to Runway 24 as soon as possible.

4.14.3.4. Search for light gun signals from the ATCT on base and/or on final as appropriate.

4.14.4. IFR aircraft within 25 DME from HARB must:

4.14.4.1. Maintain last assigned altitude or 3,000' MSL, whichever is higher.

4.14.4.2. Proceed direct to JOMIN (HST R-180/16DME) and enter the published holding pattern at JOMIN for at least one lap while reattempting to establish radio communications.

4.14.4.3. If communications still cannot be established, execute either the TACAN Z RWY 6 or the ILS/LOC Z RWY 6 approach to Runway 6. If Runway 24 is active and weather is above circling minimums, aircraft must circle southeast for left traffic to Runway 24 as soon as possible.

4.14.4.4. Search for light gun signals from the ATCT on base and/or on final as appropriate.

**4.15. Noise Abatement Procedures.** HARB does not have established "Noise Abatement Procedures." Due to the location of HARB, most based aircraft's routes of flight are clear of populated areas. Any complaints of excessive aircraft noise should be reported to 482 FW/PA, Public Affairs Office.

#### **4.16. Quiet Hours.**

4.16.1. Quiet hours for official ceremonies and special events require 482 OG/CC approval. Requests will be submitted to 482 Scheduling, who will coordinate approval. To ensure

minimal effect on the wing's flying operations, organizations should submit requests for quiet hours to 482 Scheduling no later than (NLT) four weeks prior to the requested date. 482 Scheduling will schedule quiet hours from 10 minutes prior to the event's start time until the event's scheduled completion time. Once approved, 482 Scheduling will notify AMOPS to publish a NOTAM. Quiet Hour levels are depicted below.

4.16.1.1. Level 1: Aerodrome use for emergency aircraft only. No maintenance engine runs or aircraft taxiing. No refueling or AGE. No vehicle traffic or aircraft tows within 300 ft of the affected area.

4.16.1.2. Level 2: Aerodrome use for full stop straight-in landings only. No maintenance engine runs or aircraft taxiing. No refueling or AGE operations. No vehicle traffic or aircraft tows within 300 ft of the affected area.

4.16.1.3. Level 3: Aerodrome use for full stop straight-in landings only. No maintenance engine runs.

4.16.2. The SOF will ensure all 482 FW aircraft are complying with quiet hour procedures and notify aircrews when normal operations may be continued.

**4.17. Aerodrome and Aircraft Security.** Aerodrome and aircraft security procedures are specified in the 482 FW IDP 31-101, *Integrated Defense Plan*.

## Chapter 5

### SPECIAL AIRCRAFT OPERATIONS

**5.1. North American Aerospace Defense Command (NORAD) Fighter and United States Customs and Border Protection (U.S. CBP) Scrambles.** The following procedures must be used for the control and coordination concerning aircraft assigned to the Air Defense Mission at HARB.

5.1.1. RUNWAY ALERT PROCEDURES. Notification of a 'runway alert' situation is received in the ATCT via commercial telephone from the Air Defense Control Facility (ADCF) or base Command Post. A 'runway alert' may, or may not, result in an actual or practice scramble. The pilots will request to taxi and hold short of the departure runway (normally Runway 24). The following are ATCT procedures to ensure all controllers understand the process.

5.1.1.1. Upon receipt of a 'runway alert' from the ADCF or Command Post, the aircraft will contact the ATCT for taxi to either Runway 24 (standard) or Runway 6 (alternate).

5.1.1.2. Once the ATCT personnel have received the 'runway alert', they will issue taxi instructions to the requested runway.

5.1.1.3. Normal operations will continue at Homestead until the 'runway alert' is cancelled or the alert aircraft are issued air defense scramble launch authorization by ADCF or Command Post. There is no need to have a sterile runway during a runway alert scenario.

5.1.1.4. If the 'runway alert' becomes an active air defense scramble, the procedures in [paragraph 5.1.2](#) must be utilized.

5.1.2. ACTIVE AIR DEFENSE SCRAMBLES. Notification of an active air defense scramble is received in the ATCT via commercial telephone from the Air Defense Control Facility (ADCF). Fighter aircraft responding to these alerts will be taxied to Runway 24 unless the pilot requests to use Runway 6. Upon notification of an active air defense scramble, the following procedures will be accomplished:

5.1.2.1. The ATCT must immediately sterilize the runway ensuring no aircraft departs or arrives, with the exception of emergency aircraft, AIREVAC (if declared) or HOSP aircraft until the departure of the scramble aircraft.

5.1.2.2. The ATCT must not delay the departure of the scramble aircraft with the exception of emergency aircraft, AIREVAC (if declared) or HOSP aircraft.

5.1.2.3. Scramble pilots must initiate and maintain radio contact with the ATCT at all times during movement from the alert area to the take-off position. Clearances and taxi information, therefore, will be received directly from the ATCT on 279.55 or 133.45.

5.1.2.4. The ATCT personnel must relay clearance and departure release to scrambled aircraft as expeditiously as possible. **Note:** Scramble aircraft may depart a closed or unsafe runway at the discretion of the pilot. ATCT personnel will issue pertinent instructions and cautionary information IAW FAA JO 7110.65.

5.1.3. U.S. CUSTOMS AND BORDER PROTECTION SCRAMBLES.

5.1.3.1. If a CBP aircraft calls with the OMAHA call sign on an active scramble, the ATCT must immediately sterilize the runway ensuring no aircraft departs or arrives, with the exception of emergency aircraft, Active Air Defense Scrambles, AIREVAC (if declared) or HOSP aircraft until the departure of the scramble aircraft.

5.1.3.2. Scramble pilots must initiate and maintain radio contact with the ATCT at all times during movement from the alert area to the take-off position. Clearances and taxi information will be received directly from the ATCT on 279.55 or 133.45.

5.1.3.3. The ATCT personnel must relay clearance and departure release to scrambled aircraft as expeditiously as possible.

5.1.4. **IMPACT OF RUNWAY MAINTENANCE.** Runway maintenance that will close the airfield to normal traffic must be planned in a manner that will allow alert crews to respond to scrambles. Usually, one side of the runway will remain open, free of construction and can be cleared immediately for scrambles. A NOTAM must be issued by AMOPS personnel. Any actual closure of the alert facility must be coordinated with AFNORTH/1 AF, EADS Sector/DO, and the 125 FW, Det 1/CC.

## **5.2. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA). No ATC separation services will be provided between participating MARSA elements/flights.**

5.2.1. MARSA must only apply to IFR departures.

5.2.2. MARSA Procedures:

5.2.2.1. Aircrews Must:

5.2.2.1.1. Advise the ATCT when mission requires separate flight plans within the flight by stating: *MARSA DEPARTURE WITH (appropriate flight)*, (example: "Mako 11 MARSA departure with Shark 11"). This means both flights will depart under Mako 11 call sign, Shark 11 will squawk standby.

5.2.2.2. 3 HARB ATCT Must:

5.2.2.2.1. Relay to Miami ATCT whenever IFR departures declare MARSA.

5.2.2.2.2. Identify flight call signs and which flight will be the lead flight.

5.2.2.2.3. Ensure each aircraft flight progress strip contains the phrase, "MARSA w/ (wingman's call sign)" in the remarks section.

5.2.2.2.4. Send a departure message on aircraft having separate flight plan, but electing to join up for MARSA departure with another aircraft/flight

**5.3. Reduced Same Runway Separation (RSRS).** The following Reduced Same Runway Separation (RSRS) procedures are derived from the HQ AFRC A3 RSRS Policy and apply to U.S. Air Force aircraft only. USAF units deployed to HARB must receive a comprehensive brief on the RSRS criteria and the MAJCOM responsible for the deployed aircraft must approve the RSRS before the criteria may be applied to that unit. RSRS is not authorized between deployed U.S. Navy, and Marine Corps, aircraft unless a Letter of Agreement is signed. The following criteria must be used for application of RSRS at HARB. The type aircraft are interchangeable (meaning either aircraft may be in front or in trail).

5.3.1. General.

5.3.1.1. RSRS may be denied by controllers or refused by pilots for safety of flight. When RSRS is denied or refused standard FAA JO 7110.65 separation standards apply.

5.3.1.2. RSRS may not be utilized when any of the following conditions exist:

5.3.1.2.1. Anytime there is an emergency aircraft involved.

5.3.1.2.2. When controllers cannot safely determine distances using suitable landmarks.

5.3.1.2.3. To any situation involving an aircraft cleared for the option.

5.3.1.2.4. When braking action is reported as less than FAIR.

5.3.1.3. Wake Turbulence Application.

5.3.1.3.1. When the aircraft are operating under IFR or ATC instructions, controllers must ensure standard wake turbulence separation exists.

5.3.1.3.2. When aircraft are operating under VFR or maintaining visual separation, pilots are responsible for wake turbulence separation.

5.3.1.4. Overflying Aircraft. Aircrews must not overfly other aircraft on the runway; responsibility for this separation rests with the pilot. Controllers must provide appropriate traffic advisories.

5.3.1.5. Formation Landings. For the purposes of this instruction, a Formation Landing will be defined two aircraft conducting a simultaneous landing. For example: when two aircraft, part of the same flight, are arriving and cross threshold simultaneously.

5.3.2. The following RSRS may be applied between **similar** aircraft operating at HARB (meaning the same airframe: F-15 to F-15, F-16 to F-16):

5.3.2.1. Apply **3,000 feet** RSRS between **similar** fighter type aircraft operations as follows:

5.3.2.1.1. Full stop behind a full stop/touch-and-go/low approach.

5.3.2.1.2. Touch-and-go behind a touch-and-go/low approach.

5.3.2.1.3. Low approach behind a full stop/low approach.

5.3.2.2. Apply **6,000 feet** RSRS between **similar** fighter type aircraft operations as follows:

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

5.3.2.2.2. Full stop behind a formation landing full stop.

5.3.2.2.3. During daytime VFR when the runway is dry: touch-and-go behind a full stop.

5.3.2.2.4. For nighttime operations, when controllers can safely determine distances by suitable landmarks.

5.3.2.3. For wet runway conditions, if braking action is reported as FAIR or better:

5.3.2.3.1. Increase RSRS to 6,000 feet for operations listed in **paragraph 5.3.2.1**.

5.3.2.3.2. Operations listed in paragraphs 5.3.2.2.2 through 5.3.2.2.4 are not authorized when the runway is wet.

5.3.3. The following RSRS may be applied between **dissimilar** aircraft operating at HARB (meaning different airframes: F-15 to F-16):

5.3.3.1. Apply **6,000 feet** RSRS between **dissimilar** fighter type aircraft operations as follows:

5.3.3.1.1. Full stop behind a full stop/touch-and-go/low approach.

5.3.3.1.2. Touch-and-go behind a touch-and-go/low approach.

5.3.3.1.3. Low approach behind a full stop/touch-and-go/low approach.

5.3.3.1.4. During daytime VFR when the runway is dry: touch-and-go behind a full stop.

5.3.3.1.5. For wet runway conditions, the above operations may continue to use 6,000 feet if the braking action is reported as FAIR or better.

5.3.3.2. Apply **8,000 feet** RSRS between **dissimilar** fighter type aircraft operations as follows:

5.3.3.2.1. Full stop behind a formation landing full stop.

5.3.3.2.2. For nighttime operations, when controllers can safely determine distances by suitable landmarks.

**5.4. Radar-in-Trail Recovery Procedures.** The following details the procedures to be used at Homestead for radar-in-trail recovery procedures.

5.4.1. General Conditions:

5.4.1.1. Radar-in-trail recoveries are limited to no more than four aircraft.

5.4.1.2. Radar-in-trail recoveries are authorized for Runway 6 straight-in instrument procedures ONLY, including ILS, Localizer, TACAN, or visual straight-in approaches.

5.4.1.3. Aircrews conducting radar-in-trail recoveries are responsible for their own separation between other aircraft within their flight.

5.4.1.4. For multiple practice radar-in-trail approaches that do not terminate with a full-stop: (1) must be conducted under VFR conditions and (2) after executing a low approach/touch-and-go, the flight is responsible for their own separation until ATC initiates flight split-ups for individual control.

5.4.2. General Procedures:

5.4.2.1. The flight lead is responsible for requesting a radar-in-trail recovery using the following phraseology: *REQUEST RADAR-IN-TRAIL (type of approach)* Example: *“REQUEST RADAR-IN-TRAIL ILS RWY 6 APPROACH.”*

5.4.2.2. Homestead RAPCON personnel will approve or deny the request and notify the ATCT of the additional separation when necessary.

5.4.2.3. When a flight receives approval for a radar-in-trail recovery, they may begin to establish spacing as necessary. Spacing will be a minimum of 1 NM and maximum of 3 NM in-trail.

#### 5.4.3. Missed Approach, Break-out, Go-around Procedures:

5.4.3.1. In the event of a missed approach the aircraft will execute the published missed approach instructions, or alternate instructions issued by ATC.

5.4.3.2. In the event of a break-out from a VFR Practice radar-in-trail procedure:

5.4.3.2.1. The leading aircraft must comply with the breakout instructions when issued.

5.4.3.2.2. All succeeding aircraft must continue inbound and comply with the breakout instructions at the same point-in-space where the lead aircraft executed the breakout instructions.

5.4.3.2.3. Aircraft will maintain VFR and state their intentions for pattern entry and/or request vectors for another attempt IAW [paragraph 5.4.1](#) and [5.4.2](#).

5.4.3.3. In the event the aircraft executes a low-approach/go-around, the aircraft will state their intentions and request instructions from ATC IAW [paragraph 5.4.1](#) and [5.4.2](#).

### 5.5. Simulated Flame-Out (SFO) Patterns.

#### 5.5.1. General.

5.5.1.1. The SFO is a VFR maneuver flown entirely under ATCT control. SFOs are authorized only between sunrise and sunset. Aircraft must be in VFR conditions. Ceiling must be at least 1,000' MSL above requested High Key altitude and visibility at least 5 NM (for a Straight-in SFO the ceiling must be at least 10,000' MSL).

5.5.1.2. Unless an emergency exists, full stops are not authorized. In the event an SFO aircraft conducts a full stop landing, the ATCT must activate the Primary Crash Alarm System (PCAS) and complete the emergency checklist.

5.5.1.3. For SFOs on recovery: On initial contact with Homestead Approach, pilots will request "*VECTORS FOR OVERHEAD SFO*" or "*VECTORS FOR STRAIGHT-IN SFO*."

5.5.1.4. SFOs may be disapproved before or after the start of the maneuver at any time prior to an aircraft reporting Low Key descending to the runway (6 miles for SI-SFO).

5.5.1.5. Aircraft will cross 5 NM at or below 7,000' MSL.

5.5.1.6. Provision of SFO services by the ATCT does not in any way absolve the pilot from his/her responsibility to comply with FAR Part 91, subparts 91.111, 91.113 and 91.123.

#### 5.5.2. Overhead SFO Procedures (see [Attachment 14](#)):

5.5.2.1. The overhead SFO pattern will commence from High Key which is directly over the midpoint of the runway at 7,000' - 9,000' MSL with left turn base leg patterns to Runway 6 and Runway 24. Low Key will normally be 3,000'-5,000' MSL. All SFO

maneuvering must be accomplished within 3 NM of the Homestead TACAN. Turkey Point Power Plant must not be over flown.

5.5.2.2. Overhead SFO patterns may be flown after completing low approach, touch-and-go or missed approach. Aircraft cleared to High Key will remain at or below 1,000' MSL until departure end of runway and at 1 NM past departure end of runway (2DME) will initiate a right climbing turn from Runway 6 or from Runway 24 to High Key. Do not over fly the bomb dump. ATCT approval to High Key is clearance to climb within 3 NM to High Key altitude.

5.5.2.3. If requirement exists to discontinue the SFO pattern at Low Key, ATCT will direct the aircraft to return to High Key and hold, if required, or breakout to SIERRA or HOTEL. If holding at High Key is required, the aircraft will execute a 360 degree turn in the direction of the pattern at 7,000' MSL. A maximum of four aircraft may hold at High Key.

5.5.2.4. Pilots requesting an SFO following an IFR approach will make their request with HARB Approach not later than 6 NM final. This will provide sufficient time to coordinate the request with the ATCT. Unless otherwise directed, pilots will comply with the restrictions in [paragraph 5.5.2.2](#) above.

5.5.2.5. A Low Key entry to the Overhead SFO pattern may be requested following a low approach. The pilot on the go will "*REQUEST LOW KEY ENTRY.*" Upon approval by ATCT, a climbing left turn must be used to climb to Low Key (altitude 3,000'-5,000' MSL). All radio calls required in the Overhead SFO beginning with Low Key must be utilized.

5.5.2.6. Required Radio Calls for Overhead SFO - High Key, Low Key, and Base Key with gear down.

5.5.3. Straight-in SFO Procedures (see [Attachment 15](#)):

5.5.3.1. If an aircraft would like to conduct a SI-SFO, it should be requested only when Runway 6 is the active runway and aircraft are:

5.5.3.1.1. Inbound with Miami Center.

5.5.3.1.2. On initial contact with Homestead Approach.

5.5.3.1.3. Re-entering into the radar pattern.

5.5.3.2. Aircraft must be vectored and/or cleared to HST 236/15 (Park Place) at 9,000' MSL. The flight's IFR clearance will be automatically canceled at Park Place unless the aircraft commander cancels prior to Park Place.

5.5.3.3. A maximum of one flight, not totaling more than four aircraft, may perform a SI-SFO. Each flight member must maintain visual separation not to exceed 6,000' MSL with the preceding aircraft.

5.5.3.4. Each aircraft will report Park Place, initiate visual separation and continue inbound on a 055° course at 9,000' MSL. When applicable, report "*9 DME*" and initiate a descent to be below 7,000' MSL by 6 DME. Inside of 6 DME the aircraft must be aligned with the runway centerline +/-5 degrees.

5.5.3.5. At such time the SI-SFO aircraft reaches 6 DME from the landing threshold, there can be no other aircraft on final in front of the SI-SFO aircraft. Additionally, any departing aircraft must be past the departure end of the runway. There must be no more than four aircraft (total); including the SI-SFO aircraft, in any/all of the VFR patterns while a SI-SFO is being conducted. The ATCT must have visual contact with the SI-SFO aircraft no later than 3 NM or breakout instructions will be issued to the SI-SFO aircraft.

5.5.3.6. In the event of a breakout, the aircraft will be expected to proceed VFR to the Overhead SFO High Key position and hold at 7,000' MSL unless instructed otherwise.

5.5.3.7. Required Radio Calls for SI-SFO - Park Place, 9 DME (if clearance is not received), and 6 DME with the gear down.

## **5.6. Tactical Attack Pattern (TAP).**

5.6.1. General (see [Attachment 16](#)).

5.6.1.1. TAP operations are NOT authorized for Runway 24.

5.6.1.2. Aircraft must remain within the lateral confines of the HARB Class D Airspace.

5.6.1.3. The TAP is restricted to a maximum of two (2) aircraft at a time.

5.6.2. Procedures.

5.6.2.1. Aircraft will be vectored and/or cleared direct to HST at or below 11,000 feet MSL, as coordinated with Miami ATCT.

5.6.2.2. Aircraft will enter the pattern by (1) entering a downwind at the highest coordinated altitude, (2) overflying the airfield and entering a crosswind at the highest coordinated altitude, or (3) after executing a low approach engage the profile over the runway with the steep climb prior to the crosswind leg.

5.6.2.3. Aircraft will join the downwind at the requested (or highest authorized) altitude at or below 11,000 feet MSL and prior to each base leg the pilot will coordinate their climb-out to re-enter the TAP or request an alternate climb-out for another operation.

5.6.2.4. Aircraft will fly a level base leg at or below 11,000 feet MSL for 'target acquisition,' then turn final and begin a steep descent to no lower than 75 feet AGL, simulating an attack run.

5.6.2.5. Once over the runway the aircraft will either (1) initiate a steep climb to cross 4,000 feet MSL at the departure end of the runway to re-enter the TAP pattern, or (2) initiate the alternate climb-out received prior to base leg.

5.6.2.6. When re-entering the TAP pattern, at the departure end of the runway the aircraft will resume a moderate rate of climb from 4,000 feet MSL up to the coordinated altitude. **Note:** Authorization for TAP operations by the ATCT does not, in any way, absolve the pilot from his/her responsibility to comply with FAR Subparts 91.111, 91.123, and 91.113, other appropriate subparts of FAR Part 91, and/or applicable military regulations.

## **5.7. High Tactical Recovery Procedure (HI-TRP).**

5.7.1. The High Tactical Recovery Procedure (HI-TRP) is a VFR maneuver (see [Attachment 17](#)) flown entirely under ATCT control and only when the Tower Display Workstation (TDW) is operational. HI-TRPs are authorized only between sunrise and sunset. Aircraft must be in VFR conditions and must cancel IFR prior to commencement. Ceiling must be at least 1,000' MSL above the requested initial entry altitude and visibility at least 5 miles. **Note:** When the HI-TRP is denied or refused, FAA JO 7110.65 separation standards must apply.

5.7.2. Upon approval from Miami Approach, 482 FW aircraft will proceed direct to HST at 10,000' MSL. At the discretion of Miami Approach and HARB ATCT/RAPCON personnel, any altitude from 7,000'-10,000' MSL may be given. The aircraft will spiral down directly over the airfield remaining within 3 NM of the center of the runway.

5.7.3. Procedures:

5.7.3.1. 482 FW pilots will request from Miami Center or Miami Approach intentions to conduct HI-TRP and the altitude requested.

5.7.3.2. Miami Approach will coordinate with HST ATCT to conduct the HI-TRP and the altitude requested.

5.7.3.3. Miami Approach will approve or disapprove the request on an individual or recurring basis.

5.7.3.4. Pilot must report leaving 4,000' MSL for the purpose of sequencing with non-participating aircraft.

**5.8. Parachute Operations.** The following procedures are for units conducting parachute operations within the HARB airspace and delegated Drop Zones (DZs) depicted on the Attachments listed in each of the following sections.

5.8.1. Airspace. The Jump Airspace is defined as a 2.5 NM radius around the Airport Reference Point (ARP) depicted on [Attachment 18](#). HARB ATCT & RAPCON have this airspace depicted on Map 33 of the STARS for use when parachute operations are scheduled.

5.8.2. Drop Zones. There are three drops zones for use by aircraft operating at HARB, including the Golden Knight Drop Zone, the Homestead Airfield Drop Zone, and the Biscayne Bay Drop Zone.

5.8.2.1. IAW AFI 13-217, *Drop Zone and Landing Zone Operations*, DZ size and selection are the shared responsibility of the supporting force commander and the supported force commander. The supported force is responsible for DZ establishment, operation, safety, and for the elimination or acceptance of ground hazards associated with the DZ. The use of standard DZ sizes depicted in [Table 2.1](#) and [Figure 2.1](#) [of AFI 13-217] are essential to safe operations. They are required for Air Force unilateral aircrew training, and recommended for allied/joint training airdrops. The supported force will take responsibility for injury of personnel and damage to equipment that could result from using a DZ that does not meet the standard DZ size criteria.

5.8.2.2. The Golden Knight DZ (GK DZ) is a rectangular area approximately 220 feet long and 200 feet wide, located in a grass field centered around approximately N 25° 29' 44.95" / W 080° 23' 56.11" (see [Attachments 2 & 19](#)). This DZ is used by the U.S. Army Golden Knight Parachute Demonstration Unit for High Altitude/Low Open

(HALO) parachute operations. These operations normally do not exceed 14,000' MSL, but may if proper coordination is accomplished IAW the procedures outlined in this chapter.

5.8.2.3. The HARB Airfield DZ (HARB DZ) is a rectangular area approximately 2100 feet wide and 8250 feet long located along the infield grass adjacent to the runway and Taxiway Papa between the northern BAK 12/14 gear and Taxiway Bravo, with a DZ centerpoint of N 25° 29' 23.46" / W 080° 23' 00.00" and a point of intercept (PI) of N 25° 29' 43.44" / W 080° 22' 34.56" (see [Attachment 20](#)). This DZ is primarily used for low level static line jumps and are normally conducted at or below 3,000' MSL, however HALO operations may be conducted to this DZ if properly coordinated IAW the procedures outlined in this chapter.

5.8.2.4. The Biscayne Bay DZ (BB DZ) is a circular DZ with a 1,000 foot radius located 8NM east of HARB, centered around approximately N 25° 28' 51.00" / W 080° 13' 84.00" (Latitude: 25.480833 Longitude: -80.2400000 using AFRC GeoBase coordinates depicted in [Attachment 21](#)). This DZ is used for low altitude static line operations into water, or onto watercraft working directly with the unit conducting parachute operations, and must have water based 'ground crew' to receive these jumpers. These operations may only be conducted at or below 3,000' MSL. The units conducting these operations are responsible for conducting the operation at their own risk. HARB is not responsible for sterilizing or protecting any airspace, or for any injury or damage to property resulting from these operations. HARB may only provide advisory information (traffic, weather, etc.) to aircrews and act as liaison between aircrews and the overlying FAA facility that owns the airspace.

5.8.3. 482 LRS/LGRR must:

5.8.3.1. Upon receipt of information of a personnel parachute drop zone event, ensure there are no conflicts with the Wing/Base events calendar.

5.8.3.2. If no conflict, post the event on the Wing/Base events calendar.

5.8.4. 482 SFS must be prepared to cordon off or restrict base traffic as conditions warrant.

5.8.5. 482 MSG Fire Department must be prepared to respond to any emergency arising from jump operations.

5.8.6. HARB ATCT must:

5.8.6.1. Establish an LOA with the FAA (Miami ATCT) that covers coordination procedures for acquiring airspace to conduct parachute operations.

5.8.6.2. Ensure all staff members are familiar with the jump airspace, coordination, drop zones and procedures contained in this chapter, appropriate Letters of Agreement with the FAA and individual units, as well as applicable attachments to this instruction prior to approving parachute operations.

5.8.6.3. Approve/disapprove request for parachute operations over HARB based on traffic conditions.

5.8.6.4. Assign beacon codes 0110, 0111, or 0112 to aircraft conducting parachute operations.

5.8.6.5. Keep jump aircraft on Homestead ATCT frequency at all times.

5.8.6.6. Maintain contact with the Drop Zone Safety Officer (DZSO) on the Ramp Net.

5.8.6.7. Provide separation between non-participating aircraft and sterilize the Jump Airspace when jumpers are in the air, from surface up to and including the coordinated jump altitude.

5.8.6.8. Issue traffic advisories to the jump aircraft of any known traffic in the vicinity of the Jump Airspace.

5.8.6.9. When the HARB DZ is in use, notify the DZSO of aircraft taxiing on Taxiway Papa or Taxiway Delta near the DZ.

5.8.6.10. When the Biscayne Bay DZ is in use, provide traffic advisories and weather information to the participating aircraft.

5.8.6.11. In the event of a Florida Air National Guard scramble, notify the parachute operation aircraft and DZSO to suspend jump operations until the scramble aircraft have departed.

5.8.7. AMOPS must:

5.8.7.1. Notify the following units of the day and time of the requested parachute operation:

5.8.7.1.1. 93 FS.

5.8.7.1.2. ATCT.

5.8.7.1.3. Security Forces.

5.8.7.1.4. Base Fire Department.

5.8.7.1.5. Florida Air National Guard.

5.8.7.1.6. U.S. Customs & Border Protection.

5.8.7.2. De-conflict parachute drop zone events with the daily Flying Schedule.

5.8.7.3. Disseminate a Notice to Airmen (NOTAM) at least 24 hours prior to the parachute operations with the times and altitudes of the jump operations. If 24 hours is not possible, NOTAM should be issued as soon as possible once parachute operations have been approved through the 482 OG.

5.8.7.4. Upon request, provide the Drop Zone Safety Officer with a Land Mobile Radio (LMR) for communication with Homestead ATCT Ground Control.

5.8.7.5. Conduct a foreign object debris check of the runway after completion of static line jumps at the HARB DZ.

5.8.8. The unit requesting parachute operations must:

5.8.8.1. Have an established LOA with HARB ATCT that includes these procedures and any unit specific requirements or procedures prior to conducting these operations.

5.8.8.2. Ensure that aircrews and ground personnel are familiar with the Jump Airspace, drop zones, and procedures contained in this chapter, the parachute LOA associated with

their unit as well as ([Attachments 2, 18, 19, 20 & 21](#)) prior to conducting parachute operations as appropriate based on the DZ being utilized.

5.8.8.3. To the maximum extent possible initiate coordination for parachute operations 30 days prior to the day of execution, including coordination with SFS when base roads may need to be cordoned off for use of the DZ.

5.8.8.4. Have all personnel immediately report any observed damage to the airfield (broken lights, signs, etc.) observed during, or resulting from, jump operations.

5.8.9. Parachute operation aircrews must:

5.8.9.1. Remain within the HARB Class D airspace (depicted in [Attachment 9](#)) while navigating to and from the jump altitude for operations to the HALO DZ and Static Line DZ unless otherwise coordinated or instructed by ATC.

5.8.9.2. Notify the ATCT of the direction and distance of the planned jumper release location, based on the winds, and must not release jumpers until established within the Jump Airspace depicted on [Attachment 18](#).

5.8.9.3. Notify the ATCT of the total number of jumpers in each pass and provide a one-minute call prior to releasing jumpers. For example: “*HOMESTEAD TOWER*, (call sign), *ONE MINUTE TO JUMP WITH* (number) *JUMPERS*.”

5.8.9.4. Notify the ATCT of when jump operations are complete.

5.8.10. Drop Zone Safety Officer (DZSO) must:

5.8.10.1. Obtain a LMR from AMOPS.

5.8.10.2. Establish radio communications with HARB ATCT Ground Control prior to commencement of jump operations.

5.8.10.3. Upon receipt of a FANG Alert Scramble notification from Ground Control, the DZSO will immediately stop all jump operations and ensure personnel are well clear of the runway and taxiways.

5.8.10.4. Coordinate with the ATCT and/or AMOPS to remove any foreign object debris from the runway and taxiways observed during, or resulting from, parachute operations.

5.8.10.5. Ensure jumpers make every effort to clear any controlled movement areas as soon as possible after landing and police any foreign object debris resulting from their jump.

**5.9. Live Ordnance Loading Area (LOLA) Operations.** The 482 FWI 10-100, *Live Ordnance Loading Area (LOLA)*, is the governing instruction that defines explosive limits, policies and procedures, safety, and emergency procedures for LOLA operations. General operational requirements include, but are not limited to:

5.9.1. Barriers and signage are posted defining the area on Taxiway Papa.

5.9.2. The LOLA (see [Attachments 2 & 22](#)) is only accessible to 93 FS aircraft, vehicles, personnel and Security Forces. These agencies are the approving and policing authority for access to the LOLA.

5.9.3. The ATCT cannot authorize aircraft, vehicles or personnel to enter the LOLA. The ATCT only issues movement instructions to and from the LOLA when the aircraft, vehicle or personnel are utilizing taxiways.

5.9.4. When vehicles and personnel are accessing the LOLA from the access road on Perimeter Road (depicted as on **Attachments 2 & 22**) they must coordinate access with the agencies listed in **paragraph 5.9.2**.

**5.10. Night Vision Device (NVD) Operations.** The following procedures are to be used when conducting Night Vision Device (NVD) operations at HARB.

5.10.1. General.

5.10.1.1. Units requesting to conduct NVD operations at HARB must have an established LOA that includes these procedures and any additional unit specific requirements or procedures prior to conducting these operations.

5.10.1.2. There are no prior permission requirements for NVD operations and they are approved on a case-by-case basis by air traffic control IAW this chapter. Scheduling can be accomplished by complying with **paragraph 5.10.1.1** and **paragraph 5.10.2.3.1**.

5.10.1.3. NVD operations may be approved on a non-interfering basis and will not have priority over non-NVD operations.

5.10.1.4. NVD operations must be limited to participating aircraft and vehicles only. Non-participating aircraft or vehicles will not mix with participating aircraft and vehicles in any traffic pattern or on any controlled movement area.

5.10.1.5. NVD operations may only be conducted when reported weather meets or exceeds USAF VFR requirements of 3 statute miles of visibility and a ceiling of 500 feet above the appropriate pattern altitude for the type aircraft (fixed wing or helicopter).

5.10.1.6. Aircrews are responsible for contacting the HARB Weather Office (on frequency 318.65 or commercial telephone (786) 415-7511) to obtain official lunar illumination levels and for determining if the conditions are suitable for NVD operations for their aircraft.

5.10.1.7. Aircraft lights out operations are not authorized. At a minimum, aircraft must operate navigation lights for ATCT personnel to maintain visual contact with the aircraft while in the local pattern or on the airfield.

5.10.1.8. The Airport (rotating) Beacon must remain on at all times, but NVD configurations for runway/taxiway lighting may be:

5.10.1.8.1. Minimum intensity for runway and taxiway lights

5.10.1.8.2. Runway off, minimum intensity for taxiway lights

5.10.1.8.3. Runway and taxiway lighting off

5.10.2. Responsibilities.

5.10.2.1. ATCT must:

5.10.2.1.1. Notify AMOPS when NVD operations begin and end.

5.10.2.1.2. Ensure conflicts with non-participating aircraft are resolved prior to approving NVD operations to comply with [paragraph 5.10.1.3](#).

5.10.2.1.3. NOT use NVD equipment to control aircraft, and NOT provide separation between NVD aircraft. All NVD aircraft will be provided access to the airfield to land/depart at their own risk IAW FAA JO 7110.65. ATC will only issue traffic advisories to NVD aircraft during these operations.

5.10.2.1.4. Limit the number of NVD participating aircraft to a maximum of two (2).

5.10.2.1.5. Keep the Airport Rotating Beacon in the ON position at all times.

5.10.2.1.6. Notify NVD aircraft prior to modifying the airfield lighting from the pilot's requested configuration.

5.10.2.1.7. Keep the ATCT cab lighting to a minimum during NVD operations.

5.10.2.1.8. Comply with [paragraph 5.10.3.1](#) when non-participating aircraft are approaching or requesting taxi for departure and NVD operations must be suspended or terminated.

5.10.2.2. AMOPS must:

5.10.2.2.1. NOT use NVD equipment while operating on the airfield.

5.10.2.2.2. Provide an airfield check for NVD operations when requested by ATC to include the runway and primary taxi route.

5.10.2.3. Unit conducting NVD operations must:

5.10.2.3.1. On initial contact, aircrews may "*REQUEST NVD OPERATIONS*" with the ATCT and state the requested airfield lighting configuration.

5.10.2.3.2. Conduct NVD operations to Runway 6/24 utilizing the conventional rectangular patterns, depicted in [Attachments 11 & 12](#), as appropriate for the runway in use, unless otherwise directed by ATC.

5.10.2.3.3. Utilize standard taxi routes via hover taxi, air taxi and the parallel taxiway, Taxiway Papa.

5.10.2.3.4. Coordinate reduced aircraft exterior lighting for NVD operations with ATC prior to commencing these operations.

5.10.2.3.5. Assume responsibility for aircraft separation between their aircraft and other NVD aircraft.

5.10.2.3.6. Comply with "*TERMINATE*" and/or other operational restrictions or instructions issued by ATC.

5.10.3. Procedures.

5.10.3.1. Transition to/from NVD operations. There is no transition time or time limit requirements for going from "lights out" to "lights on" or vice versa. At a minimum, ATCT personnel must return airfield lighting to the required normal configuration as follows:

- 5.10.3.1.1. For non-participating aircraft conducting an instrument approach, return to normal airfield lighting configuration prior to the aircraft reaching the Final Approach Fix.
- 5.10.3.1.2. For non-participating IFR aircraft conducting a Visual Approach or VFR inbound aircraft, return to normal lighting configuration prior to the aircraft entering the HARB Class D Airspace.
- 5.10.3.1.3. For non-participating aircraft requesting taxi for departure, return to normal airfield lighting configuration prior to issuing taxi instructions.
- 5.10.3.2. Emergency Termination / Knock-it-Off Procedures.
  - 5.10.3.2.1. ATC or aircrews may terminate NVD operations at any time for safety of flight.
  - 5.10.3.2.2. To immediately suspend or terminate NVD operations, aircrews or ATCT personnel must transmit “*TERMINATE, TERMINATE, TERMINATE NVD OPERATIONS*” on the ATCT frequencies (133.45 & 279.5).
  - 5.10.3.2.3. After transmitting or receiving “*TERMINATE NVD OPERATIONS,*” ATCT personnel will issue specific instructions to the participating aircraft, when necessary, then return the airfield lighting to the appropriate normal lighting configuration and resume normal ATC operations as soon as possible.
- 5.10.3.3. Vehicle Requirements.
  - 5.10.3.3.1. Vehicle operations should be kept to a minimum during periods of reduced airfield lighting configurations.
  - 5.10.3.3.2. Vehicles are to maintain radio communications with the ATCT while operating on the CMA.
  - 5.10.3.3.3. Vehicle lighting requirements must be IAW AFI 13-213, which requires at a minimum hazard warning flashers or an Infrared Red (IR) strobe on the vehicle’s roof so aircrews and ATCT personnel may retain visual contact of the vehicle on the airfield.

**5.11. Freedom Recovery.** The “Freedom Recovery” is a VFR maneuver that may only be flown by 482 FW aircraft in Visual Meteorological Conditions (VMC) during Unit Training Assembly (UTA) weekends, or for other special events. Pilots will request the Freedom Recovery with HARB Approach or HARB ATCT. The aircraft fly overhead traffic pattern altitudes and fly a ground track that bisects the runway at a 90 degree angle. Aircraft must then break to enter a closed downwind to base for low approach/full stop landing (see [Attachment 23](#)) Pilots will inform the ATCT of intentions to carry through to re-enter initial as soon as practical. Aircraft must avoid Homestead General Airport, Channel 6 Antenna and Turkey Point Power Plant.

**5.12. Functional Check Flight (FCF).** Aircraft maintenance and pilot FCF requirements and procedures are established in the 482 FWI 21-133, Functional / Operational Check Flight. Airfield Operations support of FCFs is as follows:

- 5.12.1. The ATCT must:

- 5.12.1.1. Ensure FCFs are flown during daylight hours only.
- 5.12.1.2. Authorize FCFs during VMC unless the 482 OG/CC has waived certain weather requirements.
- 5.12.1.3. Only authorize high speed taxi checks on:
  - 5.12.1.3.1. Runway 6/24.
  - 5.12.1.3.2. Taxiway Papa, between Taxiway Echo and Taxiway Charlie.
- 5.12.1.4. Coordinate with the FAA for any unusual requests (e.g. unrestricted climb to a specified altitude, request for a specific heading after departure, etc.).

**5.13. AirEvac Notification and Response Procedures.** AMOPS is responsible for notifying crash/fire-rescue of inbound aeromedical aircraft and coordinating rescue protection. The ATCT will notify AMOPS of known inbound aeromedical aircraft when they are no less than 15 miles from the base.

**5.14. Aircraft Search and Rescue (SAR) Operations.** Normal notification of aircraft search and rescue operations in support of the National Search and Rescue Plan (Joint Pub 3-50v1) is coordinated through the Air Force Rescue Coordination Center (AFRCC). The following information (as available) should be given:

- 5.14.1. Time event/incident occurred.
- 5.14.2. Location.
- 5.14.3. Type and number of aircraft.
- 5.14.4. Personnel involved/on board.
- 5.14.5. Status of personnel.
- 5.14.6. Situation.

**5.15. Unmanned Aerial System (UAS) Procedures.** Specific procedures for local UAS operations at HARB are established in Letters of Procedure (LOP) between the 482 OG and using agencies. Only LOPs that have been reviewed and approved by AFRC/A3OA are authorized. Procedures, proposals, NOTAM requirements, emergency recall of airspace, altitude caps, arresting gear configuration, and other issues specific to base flying operations are to be outlined in the established LOPs. The 482 OSS/OSA is the coordinating agency for all UAS proposals and operations, all requests for UAS operations must be coordinated through this office.

**5.16. Unusual Maneuvers.**

- 5.16.1. The ATCT will not approve unusual maneuvers within the Class D airspace unless they are essential to the performance of flight. The exception is departing aircraft requesting an unrestricted climb, which may be approved by the ATCT after coordination with MIA Approach on a traffic-permitting basis.
- 5.16.2. The Air Traffic Manager must approve all other requests for unusual maneuvers after coordination with appropriate FAA agencies.

**5.17. Special Procedures Not Applied or Available.** The following special procedures are not available or applicable at HARB:

5.17.1. Radar Procedures such as Surveillance Approaches (ASR) and Precision Approach Radar (PAR) Approaches are not available.

5.17.2. No airfield snow removal services are available.

5.17.3. There is no Aero Club at HARB.

5.17.4. In accordance with AFI 13-204V3\_AFRC Supplement, *Airfield Operations Procedures and Programs*, friction measuring equipment is not required.

## Chapter 6

### AIRCRAFT REQUIRING SPECIAL HANDLING

**6.1. Customs and Agriculture Inspection Procedures for HARB.** The movement of drugs and agricultural products into U.S. borders is cause for great concern. To ensure that illegal drugs and agricultural products are not transported on aircraft arriving at HARB, procedures must be accomplished to implement the following objectives:

6.1.1. A specific parking area must be designated where large scale aircraft customs inspections will be performed.

6.1.2. An indoor area will be designated where all crew/passenger baggage will be inspected.

6.1.3. Arriving crews/passengers must be segregated from other personnel until the baggage inspection is complete.

6.1.4. U.S. Customs must advise ATCT and AMOPS if non-Customs aircraft and/or vehicles are authorized to use their ramp area.

### **6.2. Hazardous Cargo / Hot Armament Operations.**

6.2.1. Any base agency receiving information on hazardous cargo airlift or aircraft mission information requiring hot armament support is required to pass the information to AMOPS as soon as practical.

6.2.2. When transient aircraft carrying hazardous cargo arrive at HARB, 482 FW Weapons Safety (SEW) personnel will be notified/consulted concerning appropriate actions for hazardous cargo.

6.2.3. There is one hazardous cargo pad located on HARB's airfield. It is located southwest of Taxiway Bravo, northwest of Taxiway Papa, across from the Aircraft Rinse Rack (see [Attachments 2 & 24](#)). The pad is located near the Munitions Storage Area for ease of hazardous cargo loading or unloading operations, if required. These pads are sited for 1.1 thru 1.3 each, IAW AFMAN 91-201, *Explosive Safety Standards*, with varying Net Explosive Weights. When an aircraft carrying hazardous cargo is parked on the pad, no vehicles or persons will enter the closed area unless directly involved with the operation.

6.2.4. Hot armament areas are located on either end of the runway on Taxiway Alfa and Taxiway Echo (see [Attachment 2 & 24](#)). The ATCT will direct aircraft landing with hot armament to proceed to the nearest hot armament area, and park with weapons facing northwest parallel to the runway. 482d Civil Engineer Squadron Explosive Ordnance Disposal (482 CES/EOD) personnel will safe weapons. The ATCT may then direct the aircraft to the nearest hazardous cargo parking area.

6.2.5. Cargo aircraft and transient combat aircraft containing only HC/D 1.4 ammunition may park at any designated aircraft parking area provided that the quantity of these munitions are limited to a single aircraft load. Loading/unloading of these munitions by trailers (e.g., UALS, BDU, flare and chaff mods, captive-carry missiles) are considered in the transportation mode (QD-exempt) provided the trailers do not remain at the designated aircraft parking area longer than the loading or unloading operation being conducted, as

dictated by operational, security, or other concerns. Such a request must be pre-coordinated with the Airfield Manager and 482 FW Safety.

### 6.3. Aircraft Hot Refueling Procedures.

6.3.1. The Hot Cargo Pad is the only location authorized for Hot Pit Refueling at HARB.

6.3.2. Units requesting to utilize the Hot Cargo Pad for hot pit refueling must schedule the area with AMOPS at least 24 hours in advance to de-conflict with any existing PPRs for aircraft that may require the Hot Cargo Pad for loading/off loading hazardous cargo.

6.3.3. The 482 FWI 21-206, *Aircraft Hot Refueling Procedures*, is the governing instruction for maintenance personnel performing aircraft hot refueling procedures at HARB.

**6.4. External Stores and Cargo Jettison Area (not to include Hazardous Cargo).** The procedures outlined below apply to all pilots declaring emergencies that necessitate jettisoning external stores. These areas are for use by all aircraft having immediate jettison capability. IAW AFI 91-204, *Safety Investigations and Reports*, notify 482 FW/SEW of all incidents caused by explosives, weapons suspension, control, release systems, personnel error or mishaps.

6.4.1. The following procedures must be used for fighter type aircraft only:

6.4.1.1. The salvo area for fighter type aircraft has been designated on base, located along the canal 800 feet south of Runway 6/24 center line, between Taxiway Delta and Taxiway Echo. (see [Attachment 2](#))

6.4.1.2. Under VFR conditions, the pilot must contact the ATCT for permission to use the salvo area drop. The ATCT personnel must advise the pilot that jettisoning of external stores will be accomplished in the area described above. Aircraft must be flown on magnetic heading of 060 degrees (zero wind), 1,000' AGL, and airspeed as recommended by technical order. The ATCT personnel will then transmit the current altimeter setting to the pilot.

6.4.2. Prior to the drop:

6.4.2.1. The ATCT must activate the PCAS.

6.4.2.2. AMOPS must assist in clearing the area within the immediate proximity of the drop zone of all aircraft, vehicles and personnel.

6.4.2.3. If under IFR conditions a pilot is unable to visually clear the designated area. The pilot will jettison external stores into the live ordnance jettison area.

6.4.3. Live Ordnance Jettison and Abort Procedures:

6.4.3.1. Ground Aborts: If an abort occurs, after departing the Arm/Disarm Pad, the aborting aircrew must obtain clearance to taxi back to the Arm/Disarm Pad via the most expeditious route available for disarming. If aborting aircraft cannot be taxied, it must be shut down and disarmed before further movement. **Note:** If aborted aircraft has HC/D 1.1 explosive, the aircraft will return to designated explosive loaded aircraft parking locations only.

6.4.3.2. Air Aborts: If it becomes necessary to jettison stores and jettisoning can be accomplished under controlled conditions, proceed to one of the designated live ordnance

jettison areas depicted in [Attachment 25](#) or as coordinated with Miami Approach Control or Miami ARTCC.

**6.5. Fuel Dump Procedures.** Aircrews dumping fuel must make every effort to dump fuel over water, off the coast of Florida at or above 5,000' MSL. If this is not feasible, every effort must be made not to dump fuel over populated areas, Everglades National Park and Biscayne National Park. Pilots must coordinate with the appropriate ATC facility prior to commencing with fuel dumping procedures.

**6.6. Local Bailout Procedures.**

6.6.1. When it has been determined a controlled ejection/bailout is necessary; the pilot must contact the SOF with intent and ETA at the egress area.

6.6.2. The SOF must notify the ATCT of the proposed ejection in the egress area.

6.6.3. The ATCT must:

6.6.3.1. Activate the PCAS.

6.6.3.2. Disperse all other aircraft under ATCT control and transmit a warning call on all available frequencies (including 121.5 and 243.0).

6.6.3.3. Notify RAPCON of the controlled egress.

6.6.3.4. Monitor the aircraft position, and to the best of their ability using visual references and the TDW, determine the location of the downed aircraft, plot those coordinates on the crash grid map or suitable chart, and relay the information via the PCAS.

6.6.4. To the maximum extent possible, the pilot must:

6.6.4.1. Make an approach so as to depart HARB TACAN (Channel 19) on the 180 degree radial at/or above 2,000' MSL.

6.6.4.2. Maintain minimum safe airspeed (reference applicable flight handbook).

6.6.4.3. Initiate ejection/bailout when the aircraft reaches a point 5 NM south or one minute past TACAN passage. (see [Attachment 26](#))

6.6.4.4. Notify the ATCT of approximate location (by visual reference or coordinates) if the aircraft is unable to make the designated ejection/bailout location in the preceding paragraph. **Note:** Flight over populated areas and the area of HARB, northwest of Runways 6/24, must be avoided to the maximum extent possible.

**6.7. Distinguished Visitor (DV) Notification Procedures.** Upon notification from any source (AMOPS, CP, etc.) of any inbound aircraft with a distinguished visitor (DV):

6.7.1. RAPCON must advise the ATCT when the aircraft is approximately 30 NM out for landing. If RAPCON does not establish radar contact prior to the aircraft reaching 30NM (due to radar altitude filters or a late handoff from Miami Approach or Miami ARTCC), RAPCON must notify the ATCT as soon as possible after radar identification has been established.

6.7.2. The ATCT must then relay the inbound to AMOPS.

6.7.3. AMOPS will then notify the 482 FW/CP.

6.7.4. 482 FW/CP will notify all other agencies as required.

6.7.5. The following data is to be passed to each link in the notification sequence (if known):

6.7.5.1. Aircraft call sign or tail number.

6.7.5.2. Type of aircraft.

6.7.5.3. Servicing requirements to include transportation, DV honors and required aircraft services.

6.7.5.4. Estimated time of arrival, estimated time of departure and estimated block time.

## Chapter 7

### EMERGENCIES

**7.1. Continuity of Air Traffic Services.** The 482 OG/CC has determined that alternate location ATCT services may be provided as detailed below, however alternate location RAPCON services are prohibited.

7.1.1. ATC services during emergency evacuations of essential personnel from the Air Traffic Control Facilities at HARB is to be limited to locally assigned alert aircraft basic VFR arrival and departures only. The location of alternate ATC service is on the shoulder of Taxiway Charlie between Runway 6/24 and Taxiway Papa (see [Attachment 27](#)).

7.1.2. If weather is below VFR minimums, the ATCT services are limited to notification of the airport conditions.

7.1.3. If basic VFR ATC service is not available for locally assigned alert aircraft (as detailed in [paragraph 7.1.1](#)) due to weather or other circumstances, AMOPS will notify both the 125 FW, Det 1 and U.S. Customs & Border Protection of the closure and that any departures or arrivals to fulfill their alert functions will be at their own risk. In addition, AMOPS must submit a NOTAM that the airfield is closed with the exception of base assigned alert aircraft.

7.1.4. All other non-essential aircraft are to be diverted.

7.1.5. ATCT Personnel must initiate the locally developed checklists to transition from Full ATC Service to Limited ATC Service. A detailed list of actions and responsibilities are published in the HARB Tower Operating Instruction.

7.1.6. AMOPS must provide transportation or escort service to the alternate ATC location when requested by ATC personnel.

7.1.7. When the ATCT has been evacuated, airfield lighting will be adjusted in accordance with [paragraph 3.32](#), utilizing the FM Net to communicate between ATC & AMOPS.

**7.2. Evacuation of Airfield Management Operations Section (AMOPS) and Control Tower Facilities.**

7.2.1. Conditions that warrant evacuation. Evacuation of Air Traffic Control facilities must take place under the following situations:

7.2.1.1. Bomb Threat.

7.2.1.2. Fire.

7.2.1.3. When the wind velocity exceeds or is forecasted to exceed sustained winds of 50 KTS.

7.2.1.4. During Condition I or when released by base official during a hurricane.

7.2.1.5. When a tornado is sighted or upon direction by the CIC.

7.2.1.6. Anytime the CIC on duty deems necessary for safety.

7.2.2. ATC/AMOPS Facilities Evacuation.

7.2.2.1. In the event of an evacuation from the ATCT, the ATCT CIC must:

7.2.2.1.1. Evacuate all non-essential personnel from the ATCT to AMOPS (Bldg. 702) or Alternate ATC Service Location to prepare for Limited ATC Service, as appropriate. If weather allows for Limited ATC Service, at a minimum, one ATCT CIC or, if feasible, one CIC and one fully rated controller will proceed to the Alternate ATC Service Location (see [Attachment 27](#)) to establish limited service.

7.2.2.1.2. Activate the PCAS (ATCT) to notify all emergency response agencies of the ATC facility evacuation.

7.2.2.1.3. Notify RAPCON and request AMOPS send a NOTAM stating the airfield is closed with the exception of base assigned alert aircraft only, when applicable, otherwise the NOTAM will merely state the airfield is closed.

7.2.2.1.4. Transmit over all ATC frequencies and Guard: *“HARB TOWER IS EVACUATING (reason if time permits), FOR MORE INFORMATION CONTACT MIAMI APPROACH CONTROL ON FREQUENCY 125.5 OR 354.1.”*

7.2.2.1.5. Transmit over FM Ramp Net: *“ALL CMA CLEARANCES ARE SUSPENDED UNTIL FURTHER NOTICE, FOR MORE INFORMATION CONTACT AIRFIELD MANAGEMENT OPERATIONS.”*

7.2.2.1.6. Time permitting, broadcast an updated ATIS message stating that the ATCT has been evacuated and that Limited ATC Service may be available for base assigned alert aircraft only, and for aircraft to contact Miami Approach Control on frequency 125.5 or 354.1 for more information (any additional information as required).

7.2.2.1.7. Evacuate all remaining ATCT personnel to AMOPS or alternate ATC location as appropriate.

7.2.2.1.8. Once alternate ATC service may commence, transmit over available frequencies (Local, Ground, FM Net): *“ATTENTION ALL AIRCRAFT AND PERSONNEL, HARB'S ALTERNATE AIR TRAFFIC CONTROL TOWER IS NOW OPERATIONAL. LIMITED ATC SERVICE AVAILABLE FOR LOCALLY ASSIGNED ALERT AIRCRAFT ONLY.”* **Note:** Utilize only UHF frequencies for Local Control (Tower) during Limited ATC Service due to limitations with the FANG. When operating in a Limited ATC Service capacity or if limited service becomes impossible due to weather or other conditions, HARB ATCT personnel must keep Miami Approach Control updated on the level of service available for them to relay to aircraft.

7.2.2.1.9. Once the primary ATC service location is available, conduct the opening equipment checklist, activate the PCAS to notify base agencies, and transmit on all ATC frequencies and Guard: *“HARB TOWER HAS RESUMED OPERATIONS FROM THE PRIMARY CONTROL TOWER. FULL ATC SERVICE IS NOW AVAILABLE.”*

7.2.2.2. In the event of an evacuation from the RAPCON, the RAPCON CIC must:

7.2.2.2.1. Evacuate all non-essential personnel from the RAPCON to AMOPS (Bldg. 702).

- 7.2.2.2.2. Coordinate with HARB ATCT on whether Limited ATC Service will be provided (based on weather and airport conditions) or if the airfield is to be uncontrolled. Then relay that information to Miami Approach.
- 7.2.2.2.3. Notify Miami Approach of the evacuation, transfer control of all aircraft and release control of the delegated HARB RAPCON Airspace to Miami Approach.
- 7.2.2.2.4. Evacuate all remaining RAPCON personnel to AMOPS.
- 7.2.2.3. In the event that AMOPS is evacuated, the AMOPS personnel must follow the steps in the appropriate QRC to include:
- 7.2.2.3.1. Activate the SCN and transmit: *“AIRFIELD MANAGEMENT PERSONNEL WILL BE EVACUATING TO THE PRIMARY EVACUATION LOCATION AT THIS TIME.”*
- 7.2.2.3.2. Notify the AFM, DAFM, ATCT & TA.
- 7.2.2.3.3. Take the AM Evacuation Kit and proceed to the evacuation location (Building 596, Deployed Unit Center (DUC)).
- 7.2.2.3.4. Upon arrival at the evacuation location contact all agencies on the SCN, those listed in [paragraph 15.2.3.2](#), as well as the AOM and Contract Project Manager via landline numbers to establish service at the evacuation location.
- 7.2.2.3.5. When able, reestablish service at the normal location (Building 702) and notify the appropriate entities above that AMOPS is resuming normal operations.
- 7.2.2.3.6. Log all action taken on AF Form 3616, *Daily Record of Facility Operation*.
- 7.2.3. Bomb Threat to Facilities. In the event of a bomb threat, if the threat is received by telephone, use AF Form 440, *Bomb Threat Aid*, or the Bomb Threat QRC to copy any information furnished or received from the notifier/caller, then immediately notify the 482 SFS.
- 7.2.4. Resuming Normal Operations. The above alternate operations must be maintained until normal operations can be resumed.
- 7.2.4.1. Authority for resuming normal operations must be:
- 7.2.4.1.1. Bomb Threat – 482 SF
- 7.2.4.1.2. High Winds – Airfield Operations Manager, Air Traffic Manager or ATCT CIC
- 7.2.4.1.3. Fire – Fire Chief or Senior Fire Official
- 7.2.4.2. Any other reason – Airfield Operations Manager, Air Traffic Manager or ATCT CIC.
- 7.2.4.3. Facility Checklist. The ATCT and/or RAPCON CIC, as well as AMOPS AMSL must re-accomplish a Facility Opening Checklist prior to resuming normal operations after an evacuation.

### 7.3. In-flight and Ground Emergencies.

### 7.3.1. During periods when the airfield is open:

#### 7.3.1.1. The ATCT will:

7.3.1.1.1. Gather information; activate the Primary Crash Alarm System (PCAS) and provide follow-up information.

7.3.1.1.2. Advise the Incident Commander when the aircraft is 10 miles out and when it is the next aircraft to land. **Note:** The Incident Commander is the senior fire official, IAW the 482FW IEMP 10-2, *Installation Emergency Management Plan*. During actual emergencies all first responders (i.e. FD, AMOPS, SFS etc.) may exceed established speed limits, taking into account driving conditions. First responders are exempt from conducting a FOD check when responding to an actual emergency until the emergency is terminated. All drivers **MUST** obtain approval from the ATCT prior to entering the controlled movement area and/or runway.

7.3.1.1.3. Give priority to emergency vehicles and suspend runway operations except for rescue and emergency aircraft when.

7.3.1.1.3.1. An emergency aircraft is within 7 miles of the runway.

7.3.1.1.3.2. An aircraft accident occurs on the runway or in the immediate vicinity of the runway.

7.3.1.1.3.3. A hazardous situation exists in the airfield environment that poses a hazard to flight operations.

7.3.1.1.4. Relinquish control of the runway to the Incident Commander once the aircraft has landed and been brought to a stop unless circumstances prevent this (e.g., additional emergency aircraft that require landing).

7.3.1.1.5. Resume normal runway operations after the Airfield Manager or designated representative reopens the runway.

#### 7.3.1.2. AMOPS will:

7.3.1.2.1. Activate the Secondary Crash Network (SCN)

7.3.1.2.2. Advise the ATCT when runway operations are suspended or may be resumed.

7.3.1.2.3. Dispatch AMOPS personnel to the airfield to suspend runway or airfield operations as needed.

7.3.1.2.4. Plot grid coordinates/cordon/ECPs and send NOTAMS as applicable.

7.3.1.2.5. Prior to resuming runway operations, AMOPS personnel must conduct an airfield check of all affected areas.

#### 7.3.1.3. The Incident Commander will:

7.3.1.3.1. Determine the level of emergency response consistent with the nature of the emergency.

7.3.1.3.2. Assume control of the runway upon notification from the ATCT and return control to the ATCT when emergency access is no longer needed.

7.3.2. During periods when the airfield is considered closed (only open for 125 FW, Det 1 & CBP scrambles between 2300L – 0700L): **Note:** The CP may likely be the first agency to be notified of an in-flight or ground emergency when the airfield is closed. Due to the time required for personnel to arrive and conduct airfield inspections, it is highly unlikely that the airfield can be opened in time to provide normal ATC and AMOPS services.

7.3.2.1. Upon initial contact with the emergency aircraft (if in-flight emergency), CP may advise the aircrew of the following:

7.3.2.1.1. The airfield is closed and that ATCT, AMOPS, and Transient Aircraft Maintenance will not be immediately available.

7.3.2.1.2. That a wildlife hazard exists and that the runway cannot be checked prior to the aircraft landing.

7.3.2.1.3. The ILS is unmonitored and that the ILS Critical Area is not protected.

7.3.2.1.4. The airfield is uncontrolled and that personnel or vehicles may be on the landing surface.

7.3.2.2. If, after receiving this information, the pilot elects to land at Homestead, CP will:

7.3.2.2.1. Acquire pertinent emergency information such landing runway and nature of emergency.

7.3.2.2.2. Initiate the Secondary Crash Network.

7.3.2.2.3. Inform AMOPS, Transient Aircraft Maintenance, and 482 FW/SEF standby personnel.

7.3.2.2.4. Inform the 482 OSS/CC.

7.3.2.3. The Incident Commander will:

7.3.2.3.1. Take control of the runway and movement area when released by the ATCT.

7.3.2.3.2. Determine whether to request ambulance support.

7.3.2.3.3. Once the aircraft has landed and is determined fire safe, have the pilot shut down the engines, then chock the aircraft.

7.3.2.4. AMOPS will respond to the airfield as soon as practical to determine runway condition and whether or not the aircraft needs to be repositioned.

7.3.2.5. TA will respond to ensure the aircraft is safely parked and/or moved as deemed necessary by the Airfield Manager.

7.3.2.6. 482 FW/SEF will respond as required to begin a safety investigation.

#### **7.4. Primary Crash Alarm System (PCAS) and Emergency Notification.**

7.4.1. The PCAS provides the ATCT with an immediate means of relaying emergency information. The ATCT must activate the primary PCAS for the following:

7.4.1.1. Pilot declares an emergency or an aircraft mishap occurs in the base response jurisdiction.

- 7.4.1.2. 482 OG/CC or designated representative declares an emergency.
  - 7.4.1.3. The ATCT declares an emergency IAW FAA JO 7110.65, *Air Traffic Control*.
  - 7.4.1.4. Aircraft departs a runway or Taxiway surface without authorization.
  - 7.4.1.5. Hung Gun, Hung Live Ordnance, Hung Un-secure Heavyweight Inert.
  - 7.4.1.6. Suspected or confirmed blown tire or hot brakes on an aircraft.
  - 7.4.1.7. Nuclear, toxic chemical, or fuel emergency or accident involving aircraft or cargo.
  - 7.4.1.8. Unauthorized/Hostile aircraft operations.
  - 7.4.1.9. Aircraft bomb threat.
  - 7.4.1.10. Aircraft hijack threat.
  - 7.4.1.11. As requested during a disaster response (real or exercise) that includes the airfield environment.
  - 7.4.1.12. Any event an ATCT controller may decide requires an emergency response.
  - 7.4.1.13. To amend, revise, or update information previously passed on the PCAS. **Note:** Relay events occurring outside of HARB controlled airspace to the appropriate civil agencies (FSS, Miami Approach, Miami ARTCC, etc.).
  - 7.4.1.14. Any other time required by FAA JO 7110.65, *Air Traffic Control* or deemed necessary by the ATCT CIC.
  - 7.4.1.15. All advance information that is received regarding an aircraft emergency should be relayed to the ATCT.
- 7.4.2. The ATCT will activate the PCAS in a timely manner, as appropriate, when an emergency is declared. Avoid activations that require lengthy delays to emergency response vehicles (i.e. long range early notifications). All updates pertaining to the emergency aircraft are transmitted via the PCAS. The following agencies have access to the PCAS:
- 7.4.2.1. ATCT – only agency capable of activation, transmit and receive.
  - 7.4.2.2. AMOPS – transmit and receive.
  - 7.4.2.3. Fire Dispatch – transmit and receive.
- 7.4.3. AMOPS will relay all known data over the SCN and advise the ATCT of updated information received from a different source.
- 7.4.4. The ATCT will advise the Incident Commander, via radio, of the emergency aircraft's estimated arrival time.
- 7.4.5. The fire department will immediately notify the ATCT when a Class III fuel spill is discovered or when a Class II spill is upgraded to a Class III.
- 7.4.6. The ATCT will receive emergency termination from the fire department over the fire/crash net or direct landline.
- 7.4.7. The ATCT/command post will notify AMOPS upon termination of an emergency. The PCAS is not activated to relay emergency termination.

7.4.8. AMOPS must relay emergency termination over the SCN and advise the ATCT.

7.4.9. AMOPS will check the SCN system daily, normally right after the PCAS is tested.

7.4.10. During real-world emergencies, trainees may only activate the PCAS if the trainer/monitor has the capability to monitor and transmit over the PCAS.

7.4.11. When the PCAS is answered, no verbal response is necessary. If the ATCT polling lights are inoperative, the ATCT will initiate a roll call before passing any emergency information.

7.4.12. As a minimum, the following information will be relayed as applicable:

7.4.12.1. Aircraft call sign and type.

7.4.12.2. Nature of the emergency or accident.

7.4.12.3. Pilot's intentions or desires.

7.4.13. The following information will be collected and relayed as time and circumstances permit. The ATCT will not delay PCAS activation in order to collect this information:

7.4.13.1. Location (include on or off base grid coordinates or landmarks).

7.4.13.2. Personnel involved (number and location, if known).

7.4.13.3. Fuel on board.

7.4.13.4. Hazardous cargo (net explosive weight, line number).

7.4.13.5. Landing runway.

7.4.13.6. Estimated time of arrival or time of occurrence.

7.4.13.7. Wind direction and speed.

7.4.13.8. Whether barrier engagement is/is not anticipated (fighter aircraft only).

7.4.13.9. Other information deemed necessary by the Incident Commander.  
**Note:** Specific procedures cannot always be prescribed for every emergency. If there is doubt that a given situation constitutes an emergency, it should be handled as an emergency. Obtain enough information to handle the emergency intelligently.

7.4.14. Any agency having additional or corrective information concerning the announced situation will relay the information to AMOPS via telephone or the secondary crash net.

7.4.15. The ATCT initiates any required repair action of the PCAS circuits.

7.4.16. The ATCT initiates an operational test of the PCAS each duty day.

## **7.5. Secondary Crash Network (SCN).**

7.5.1. The SCN is for the dissemination of emergency information only.

7.5.2. The following agencies are granted access to the SCN:

7.5.2.1. AMOPS.

7.5.2.2. Fire Department.

7.5.2.3. Weather Office.

- 7.5.2.4. Civil Engineering (CE) Readiness.
- 7.5.2.5. Hospital/Medical Treatment Facility.
- 7.5.2.6. Command Post (CP).
- 7.5.2.7. Civil Engineering (CE).
- 7.5.2.8. Security Forces (SF).
- 7.5.2.9. 125 FW (FANG).
- 7.5.2.10. U.S. Customs & Border Protection (CBP)
- 7.5.2.11. Maintenance Operations Center (MOC)

7.5.3. AMOPS activates the SCN for those situations initiated by the PCAS.

7.5.4. AMOPS will test the SCN each duty day.

7.5.5. When unable to activate the SCN, AMOPS will utilize the alternate SCN.

7.5.5.1. The alternate SCN is a pre-program land line conference call. When needed, AMOPS will activate the alternate SCN by dialing DSN 535-7425 or commercial (786) 415-7425. **Note:** AMOPS will conduct a check of the alternate SCN capabilities the first Monday of each month.

7.5.6. All stations with two-way capability (T) must use a noise reduction feature. Failure to do so will result in the station being deleted or changed to receive only. If an agency moves or gets new equipment, it is the user's responsibility to maintain the noise reduction feature.

**7.6. Aircraft Mishap Response and Reporting.** All mishap response and reporting procedures will be IAW applicable Air Force instructions, wing plans, local operating instructions and facility quick-reaction checklists.

**7.7. Emergency Arresting Gear / Barrier Engagement Procedures.**

7.7.1. General Aircraft Arresting Procedures.

7.7.1.1. General. Normal runway operations will be suspended while the aircraft is being removed from the runway, after cable engagements and while the cable is being repositioned or replaced. Take-offs must be restricted to active scrambles. Landings will be restricted to emergencies and aircraft with insufficient fuel to proceed to the nearest suitable airport. Runway operations will remain suspended until a FOD debris check has been completed by AMOPS and the runway has been deemed safe for continued operations.

7.7.1.2. Arresting Gear Outages. Prior coordination with AMOPS, ATCT, 482 OG/CC and 125 FW, Det 1/CC must be accomplished any time a cable is to be placed out of commission.

7.7.1.3. Successive engagements of more than five per hour are not authorized.

7.7.2. BAK 12/14 Engagement Procedures and Responsibilities. All actions below are based on the aircraft being movable (for example: no blown tires, collapsed gear, etc.). In the event of an impending departure end engagement:

- 7.7.2.1. Aircraft commander must advise the appropriate Air Traffic Control agency, and if time permits the SOF, of impending cable engagement as soon as possible IAW AFI 11-2F-16V3.
- 7.7.2.2. The ATCT must activate the Primary Crash Alarm System (PCAS) and transmit information relative to the cable engagement.
- 7.7.2.3. The Fire Department must respond immediately upon notification.
- 7.7.2.4. 482 FW Operations Center must notify the applicable squadron of engagement.
- 7.7.2.5. AMOPS must:
  - 7.7.2.5.1. Initiate the Secondary Crash Net for all cable engagements.
  - 7.7.2.5.2. Issue the required NOTAMs anytime an arresting system becomes inoperative and the system cannot be certified within one hour.
  - 7.7.2.5.3. Respond to the airfield if a barrier engagement is imminent and evaluate when to suspend and resume runway operations.
- 7.7.2.6. Crash Recovery crew and tow vehicle must respond to the emergency with all necessary equipment, positioned behind the Fire Department's vehicles.
- 7.7.2.7. The Senior Fire Official must, circumstances permitting, dispatch a vehicle to the anticipated barrier shacks to start engines prior to emergency aircraft on final.
- 7.7.2.8. Upon successful engagement of the cable, the ATCT must relinquish control of the runway to the Senior Fire Official. Fire crash crews must respond to the emergency aircraft and determine the fire safety of the aircraft.
- 7.7.2.9. Once the aircraft has been determined to be fire safe, the aircraft must be shut down and towed from its location. The Incident Commander must direct the crews to prepare for rewind operations.
- 7.7.2.10. After an emergency cable engagement, if conditions dictate removing the aircraft ASAP, the aircrew will do so IAW checklist procedures. If the aircraft is safe, the aircrew must remain on board to expedite towing from the runway.
- 7.7.2.11. The Senior Fire Official must indicate that the Crash Recovery tow vehicle is cleared into position for installation of tow bar. This action will be accomplished as soon as engines are shut down to preclude excessive delay.
- 7.7.2.12. The Senior Fire Official must advise when aircraft is safe and has been released to the 482 FW Crash Recovery crew for removal from runway.
- 7.7.2.13. Crash Recovery crew is responsible for removing aircraft from the runway. Aircraft will be pushed back sufficiently to release pressure on cable; the Recovery Crew must install hook strap and raise hook sufficiently to release the cable for subsequent rewind.
- 7.7.2.14. Expeditiously tow aircraft from runway utilizing nearest useable exit point or as instructed by the ATCT.
- 7.7.2.15. Fire Department must rewind tapes, reposition and tie down cable, reposition support disc (donuts), and reset engine and component parts for subsequent engagements.

7.7.2.16. Contracted Real Property Management personnel, Power Production section must certify the cable back in service. If a cable technician is not on hand to assist and certify the systems, the Fire Department must disconnect the off base pendant cable and pull it to the side of the runway.

7.7.2.17. The Airfield Manager or a designated representative must advise the ATCT when normal runway operations may resume.

7.7.2.18. AMOPS must advise 482d OG Operations Center that the cable is operational and normal runway operations can resume for the recovery of aircraft.

7.7.2.19. All agencies must comply with required reporting procedures.

7.7.2.20. Except during emergencies, agencies must ensure no more than one BAK-12/14 cable is placed out of commission at a time.

7.7.3. E-5 Engagement Procedures and Responsibilities. Based on the runway in use, the approach end E-5 must be disconnected and clear of the runway. The departure end E-5 must be rigged, ready for engagement. Twenty minutes should be allowed for the Fire Department and Arresting System Maintenance to reconfigure the cables for a runway change. In the event of an impending engagement, the procedures are the same as described for the BAK12/14 engagement above with the exception of:

7.7.3.1. In place of [paragraphs 7.7.2.10](#) through [7.7.2.12](#) above, aircraft engines will be shut down, main and nose gear locked down, and ladder installed for all E-5 engagements. This action is to be accomplished by Fire Department personnel if Crash Recovery crew is not available. If Crash Recovery personnel respond, this will be their responsibility.

7.7.3.2. For E-5 cable engagements contracted Real Property Management personnel, Power Production, is to be assisted by the Fire Department for repositioning/replacing the cable. 482 MSG/BCE Pavement and Ground (CEO) section may be required to assist.

7.7.4. Approach End Engagements. The BAK-12/14s at HARB are capable of supporting approach end engagements.

7.7.4.1. Approach end engagements will normally be conducted to the runway in use.

7.7.4.2. An approach end engagement to the opposite end of the runway may be conducted at pilot's request.

7.7.4.3. If an approach end engagement is requested, the pilot or military authority must specifically request that the approach end cable be raised. Fully functioning BAK 12/14 takes less than 1 minute to fully raise from the down position. Once the gear indicator in the ATCT shows the approach end BAK 12/14 is locked in the up position, the pilot will be advised of the approach end cable configuration.

**7.8. Wind Limitation on Tower.** The ATCT will be evacuated when winds are forecasted to reach or exceed 50 knots. This determination is based on structural limitations of the facility and safety of personnel. When required to evacuate, [paragraph 7.2.2](#) applies.

**7.9. Emergency Locator Transmitter (ELT) Signal.** When an ELT signal has been detected, reported, or terminated, the ATCT must contact Miami ARTCC IAW FAA JO 7110.65, then

notify AMOPS and 482 FW/CP. AMOPS will take the appropriate action IAW their Quick Reaction Checklist (QRC) governing ELTs.

**7.10. Hung Ordnance Procedures.** The 482 FWI 21-203, *End of Runway Arming/De-arming Procedures*, is the governing authority for handling any arming/de-arming procedures, including hung ordnance, and it identifies explosive limits, personnel limits, equipment requirements, location of operations, safety requirements, sequence of arming/de-arming operations, emergency procedures, and aircraft shutdown.

7.10.1. 93 FS (F-16) Criteria. The following indicates which types of hung ordnance constitute an emergency and requires crash phone activation:

7.10.1.1. Hung Gun.

7.10.1.2. Hung Live Ordnance.

7.10.1.3. Hung Un-Secure Heavyweight Inert.

7.10.1.4. Other conditions when requested by the SOF.

7.10.2. IAW [paragraph 7.10.1](#), the ATCT will activate the PCAS and pass all known information. After landing, the aircraft will be taxied to the nearest hot armament area (see [Attachments 2 & 24](#)) and park with weapons facing parallel to the runway. The 482d Civil Engineer Squadron Explosive Ordnance Disposal (482 CES/EOD) personnel will safe the weapons.

7.10.3. To the maximum extent possible, the aircraft must be de-armed on one of the Arm/Disarm Pads (see [Attachments 2 & 24](#)) IAW 482 FWI 21-203 before returning to the parking ramp. The Hot Cargo Pad is to be used if neither of the Arm/Disarm Pads are available.

7.10.4. Pattern and Landing Procedures – Aircraft with hung ordnance must execute a hung ordnance pattern as follows:

7.10.4.1. Aircraft carrying hung ordnance must not use the overhead traffic pattern.

7.10.4.2. Runway 6. The pattern for Runway 6 will be a straight-in avoiding all populated areas.

7.10.4.3. Runway 24. The pattern for Runway 24 will be a straight-in approach or a circling approach. **NOTE:** Circling is not authorized in the northwest quadrant.

## **7.11. Blown Tire / Hot Brakes Procedures.**

7.11.1. There are three hot brake areas established at Homestead Air Reserve Base (HARB), which are located at:

7.11.1.1. Runway 24 end of runway (EOR), Spot 8.

7.11.1.2. Runway 06 EOR, Spot 8.

7.11.1.3. Hot Cargo Pad.

7.11.2. The areas located at each end of the runway are appropriate for aborted take-offs or heavyweight landings where hot brakes are likely.

7.11.2.1. Every effort should be made to park any aircraft with suspected hot brakes, facing into the wind at one of the three designated hot brake areas.

7.11.2.1.1. It is generally recognized that excessive taxiing with hot brakes will create a more serious and potentially dangerous situation.

7.11.2.1.2. Anytime a ground emergency for hot brakes is declared in a de-arm area, the de-arm operations for the rest of the aircraft is moved from taxiways Alpha or Echo End of Runway (EORs) to Bravo or Delta until the emergency is terminated.  
**Caution:** At no time is a mechanical/digital device utilized to determine brake temperature.

### 7.11.3. Blown Tire / Hot Brakes Procedures.

7.11.3.1. Ground Crew Procedures: **Warning:** DO NOT APPROACH TIRES, if a suspected hot brake condition exists. Refer to T.O. 1F-16C-6WC-1-11.

7.11.3.1.1. **STAY CLEAR OF THE AIRCRAFT** and notify the pilot of a hot brake condition/alert using the hot brake hand signal.

7.11.3.1.2. If possible, use the Aircraft Maintenance Net on a Land Mobile Radio, (LMR) to alert the 482 MXG/Maintenance Operations Center (482 MXG/MOC) to call the 482d Mission Support Group/Fire Department (482 MSG/CEF).

7.11.3.1.3. The area will be cleared of non-essential personnel for a minimum of 300ft in all directions.

7.11.3.1.4. Avoid inflated Main Landing Gear (MLG) tire side area within 300 feet for 45 minutes after aircraft has stopped.

7.11.3.1.5. If required, approach from the front or rear for firefighting purposes only.

7.11.3.1.6. After the ground emergency is terminated by the Fire Chief and waiting at least 45 minutes from the time the aircraft has stopped, secure the aircraft and tow it to the appropriate parking location.

### 7.11.3.2. Pilot Procedures:

7.11.3.2.1. Suspected hot brakes immediately after landing: Accomplish Hot Brake procedures IAW TO 1F-16C-1CL-1.

7.11.3.2.1.1. If the pilot suspects that hot brakes are likely due to variables, such as landing heavy, a short runway or higher speeds, the aircraft should be taxied into Spot 8 in the EOR. The aircraft nose should be into the wind and firefighting equipment requested, as soon as possible. Do not shut the engine down until instructed by the 482 MSG/CEF due to a potential fuel fire hazard.

7.11.3.2.1.2. Do not use the parking brake. Use only minimal brake pressure to hold aircraft stationary.

7.11.3.2.1.3. Turn the Emergency Power Unit (EPU) switch to the **OFF** position.

7.11.3.2.1.4. When directed by the Fire Chief, place the throttle in off.  
**Caution:** DO NOT TURN OFF MAIN POWER UNTIL AFTER THE NOSE WHEEL HAS BEEN CHOCKED. ONCE THE MAIN POWER SWITCH IS

TURNED OFF, THE BRAKES WILL BE INOPERATIVE.

7.11.3.2.1.5. Once 482 MSG/CEF chocks the nose wheel, turn the main power switch to off and exit the aircraft towards the front of the aircraft. If a brake fire occurs, execute a ground egress IAW TO 1F-16C-1CL-1. **Warning:** Ensure engine has stopped rotating before chocking nose wheel.

7.11.3.2.2. Hot brakes discovered at EOR by de-arm personnel:

7.11.3.2.2.1. If advised by de-arm personnel of a hot brake condition and if able, taxi to Spot 8 in the EOR. Do not use the parking brake. Use only minimal brake pressure to hold aircraft stationary. Keep the engine running, immediately call HARB Ground Control and declare a ground emergency for hot brakes.

7.11.3.2.2.2. Await the Fire Chief's directions and accomplish procedures in **paragraphs 7.11.3.2.1.1** through **7.11.3.2.1.5**, above. The de-arm operation for the rest of the aircraft will be moved from taxiways Alpha or Echo EOR's to Bravo or Delta until the emergency is terminated.

7.11.3.2.3. Hot Brakes discovered at the MAKO Parking Ramp:

7.11.3.2.3.1. If notified by aircraft maintenance personnel of a hot brake condition at the MAKO parking ramp, contact HARB Ground Control immediately and declare a ground emergency for hot brakes.

7.11.3.2.3.2. Taxi to the Hot Cargo Pad, if possible, or as far away as possible from other parked aircraft, personnel or other resources. Use only minimal braking pressure to stop aircraft and do not use the parking brake. Point the nose of the aircraft into the wind, if possible.

7.11.3.2.3.3. Once the aircraft is parked, keep the engine running, await the Fire Chief's directions and accomplish procedures in **paragraphs 7.11.3.2.1.1** through **7.11.3.2.1.5**, above.

7.11.3.3. 482 MXG/MOC Procedures:

7.11.3.3.1. Upon notification of a hot brake condition, MOC notifies the following:

7.11.3.3.1.1. Notify 482 MXG and base agencies per Hot Brake checklist E-21 and Ground Emergency checklist E-02.

7.11.3.4. Crash Recovery Procedures:

7.11.3.4.1. An aircraft maintenance supervisor (Officer In Charge (OIC), Noncommissioned Officer In Charge (NCOIC), Pro-Super, Aircraft Generation Flight Chief, or Expediter) immediately responds to the Fire Chief or his assistant at the hot brake ground emergency location for instructions. Depending on the location of the emergency, it may become necessary to move other aircraft or resources away from the emergency area.

7.11.3.4.2. Avoid inflated MLG tire side area within 300 feet for 45 minutes after aircraft has stopped.

7.11.3.4.3. After the ground emergency is terminated by the Fire Chief and waiting at least 45 minutes from the time the aircraft has stopped, secure the aircraft and tow it to the appropriate parking location.

7.11.3.4.4. 482 MSG/CEF may provide an escort vehicle to follow the aircraft back to the parking area.

7.11.3.5. ATCT Procedures:

7.11.3.5.1. If the ATCT is notified of an aircraft with hot brakes they must activate the PCAS and make the appropriate emergency notification IAW [paragraph 7.4](#).

7.11.3.5.2. If a pilot reports suspected hot brakes upon landing, the aircraft will be directed to taxi to Spot 8 on the departure EOR.

7.11.3.5.3. If a disabled aircraft shuts down on the runway, the runway operations must be suspended until the aircraft has been removed.

7.11.3.5.4. If an aircraft is identified with hot brakes while taxiing it will be directed to one of the three hot brakes areas, if able, or hold their position and wait for assistance.

7.11.3.6. AMOPS Procedures:

7.11.3.6.1. AMOPS activates the SCN and notifies Wing and base flying units of any known hot brakes events and suspend/close the runway as necessary. Then after the aircraft has been removed and a FOD debris check completed, AMOPS will make the determination to resume normal runway operations.

**7.12. Bomb Threat to Aircraft.** Upon receipt of information from any source that a bomb or other explosive device was or will be placed on or in an aircraft, take the following actions.

7.12.1. Upon notification, the ATCT will:

7.12.1.1. Activate the PCAS circuit and relay all known information.

7.12.1.2. Advise the pilot of the aircraft involved as well as Miami Approach (South Departure) and Miami ARTCC (MNATE Sector) Area Managers.

7.12.1.3. If the aircraft is on the ground, clear it to taxi to the Hot Cargo Pad.

7.12.1.4. If the pilot of an aircraft suspected of having a bomb aboard insists on taking off and in the controller's opinion the operation will not adversely affect other traffic, issue or relay an ATC clearance. Instruct the pilot to contact Miami Approach (125.5 or 354.1) for radar flight following.

7.12.1.5. If the aircraft is airborne and requests landing instructions, clear the aircraft to land and handle as an emergency.

7.12.2. AMOPS will advise the ATCT of any information received, activate the SCN and relay all information on the threat or hazard.

**7.13. Hijack and Unlawful Seizure of Aircraft.**

7.13.1. All emergency response personnel, including ATCT, AMOPS, Command Post, Fire Department and Security Forces should be familiar with AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*. It contains guidelines for preventing and resisting

hijack attempts on U.S. Air Force aircraft or civil aircraft on military contracts as well as covert communications signals used by the air crew.

7.13.2. ATCT must:

7.13.2.1. Verify flight plan status for all aircraft, not previously identified by AMOPS, before issuing taxi instructions. U.S. Customs aircraft are exempt from this procedure.

7.13.2.2. Immediately activate the PCAS when a suspected unlawful seizure of aircraft occurs and relay all known aircraft information including type, position, etc.

7.13.2.3. Assist response agencies listed in [paragraph 7.13.1](#) by forwarding updated information as necessary and relaying any orders or instructions to the aircraft.

7.13.3. Other response agencies must, upon receipt of a “STOP ALERT” situation, immediately initiate and complete applicable checklist items.

7.13.4. When ATCT activates the PCAS in an unlawful seizure situation and AMOPS responds with “STOP ALERT,” the airfield is automatically closed and ALL emergency vehicles will respond with or without contacting the ATCT.

7.13.5. When an aircraft hijack or unlawful seizure event impacts the runway, procedures in [paragraph 3.7](#) applies for suspending and resuming runway operations and/or [paragraph 3.8](#) applies for closing and re-opening the runway.

**7.14. Unscheduled and Unauthorized Aircraft Arrivals.**

7.14.1. The AOM is the approval authority for determining if an aircraft with no flight plan or PPR will be authorized to land.

7.14.2. When dealing with an unscheduled arrival, prior to authorizing an aircraft to land ATC personnel must:

7.14.2.1. Contact AMOPS to determine if a flight plan was filed or a PPR was approved or denied.

7.14.2.2. If no PPR is on file, recommend the aircraft contact AMOPS via Pilot-to-Dispatch for coordination (UHF: 372.2).

7.14.2.3. If the aircraft is unable to contact AMOPS, ATC will pass the following information to AMOPS: call sign, tail number, type of aircraft, departure point, type of clearance and where the flight plan was filed, when a PPR was requested.

7.14.2.4. If AMOPS verifies PPR approval, ATC may issue landing clearance.

7.14.2.5. If AMOPS verifies PPR disapproval, ATC must not issue landing clearance.

7.14.3. If a civil aircraft lacking a PPR or flight plan lands, ATCT must activate the PCAS and direct the aircraft to exit the runway and hold position until the issue is resolved.

7.14.4. AMOPS must process unauthorized civil landings IAW AFI 10-1001, *Civil Aircraft Landing Permits*.

**7.15. Emergency Power Unit (EPU) Activation / Hydrazine Procedures.** The 482 FW IEMP 10-2, Annex A, Appendix 1, Tab A is the governing document for handling Hydrazine incidents at HARB. In addition to the policies in the 482 FW IEMP 10-2:

7.15.1. All EPU activations must be considered emergency incidents, requiring response by the appropriate agencies.

7.15.2. Initial responders include:

7.15.2.1. Fire Department.

7.15.2.2. Hydrazine Response Team/Fuels.

7.15.2.3. 482d Security Forces Squadron (482 SFS).

7.15.3. The ATCT must provide wind information to the aircraft and initial responders so the aircraft may position itself facing into the wind at Taxiway Bravo or Delta between the runway and Taxiway Papa (see [Attachment 2](#)).

7.15.4. Hydrazine response procedures will be performed IAW the following checklists:

7.15.4.1. Fire Department Checklist #8, *Aircraft Hydrazine Incident* or Fire Department Checklist #9, *Facility Hydrazine Incident* (as appropriate).

7.15.4.2. Maintenance Squadron LCL-482MSX-10-6 Checklist, *Hydrazine Response*.

7.15.4.3. Airfield Management QRC #11, *Hydrazine Incident*.

**7.16. Air Abort Immediately After Take-off.** This procedure specifies a standard air abort procedure for aircrews immediately after take-off for flight performance limited aircraft, for example: gear down, engine out, etc.

7.16.1. IFR departures in VMC: The pilot may maintain VFR after canceling IFR and advising the controlling agency of his/her intentions. Nature of the emergency will dictate pilot actions; however, radar flight following will be utilized to the maximum extent possible.

7.16.2. IFR departures in IMC: The aircraft should continue to follow the departure clearance. When the decision to abort is made, advise Miami Departure Control or the ATCT and request clearance for the type approach desired.

7.16.3. VFR Departures: The pilot must advise the ATCT immediately if a decision is made to abort during VFR departure.

**7.17. Visual Check of Aircraft Landing Gear.** When a gear malfunction is suspected or when an intermediate indication is visible on the landing gear indicator, warning lights, etc., the aircraft commander will advise the ATCT.

7.17.1. If a chase aircraft is not available:

7.17.1.1. Make a normal low approach descending no lower than altitude specified in AFI 11-2F-16V3 or current aircrew directives.

7.17.1.2. The ATCT will advise the aircrew of whatever position the landing gear appears to be in.

7.17.2. If a chase aircraft is available during final approach turn, establish a track which will take the aircraft parallel to the active runway and between the runway and parking ramp at an airspeed consistent with aircraft performance and safety requirements.

**7.18. Reduced Aircraft Rescue and Fire Fighting (ARFF) Capabilities.**

7.18.1. Crash personnel will notify AMOPS and Command Post when base rescue or fire capabilities are diminished or reduced. For diminished or reduced fire fighting capability, AMOPS will publish a NOTAM for Capability Yellow or Red and coordinate arrival/departure aircraft information so fire fighting assets may be postured to support.

7.18.2. Influencing factors which impact the unit's ability to provide crash fire fighting capability are manning, crash fire rescue vehicles, and non-aircraft related emergencies.

7.18.3. The following crash fire rescue (CFR) capability categories were developed to aid commanders in making operational decisions when CFR capability is degraded. Procedures are further outlined in Crash Fire Rescue Vehicle Capability Notification Requirements.

7.18.3.1. CATEGORY GREEN. Capability from 76% to 100%, normal risk. Fire protection can support all airfield operations.

7.18.3.2. CATEGORY YELLOW. Capability below 51% to 75%, medium risk. Consider minimizing touch and go landings for large frame aircraft (C-5, KC-10, E-4, and B-747). Can fully support medium frame aircraft (C-9, C-17 and E-3) operations. Consider minimizing aircraft maintenance activities to those activities that directly support the mission. Degraded capability to mount an effective aircraft interior fire fighting attack.

7.18.3.3. CATEGORY RED. Capability below 50%, maximum risk. Cannot adequately support runway operations for large frame or medium frame aircraft. Consider curtailing aircraft launches to higher priority missions only. Curtail or consider stopping aircraft maintenance activities. Extremely limited capability to mount an effective interior fire attack on a large frame aircraft.

7.18.4. Upon AMOPS notification of CAT Yellow or Red, AMOPS will post NOTAM detailing airfield operation restrictions.

## Chapter 8

### ACCURACY OF INFORMATION & REVIEW REQUIREMENTS

**8.1. Accuracy of Information.** To ensure accuracy of this instruction between formal revisions, the base agencies listed below (or their designated representatives) are responsible for an annual review of, at a minimum, the specified sections.

8.1.1. The 482 FW/SE, or designated representative(s) (e.g 482 FW/SEF, FW/SEG, FW/SEW) is/are responsible for the review of:

- 8.1.1.1. **Paragraph 1.6** , Mid-Air Collision Avoidance (MACA) Program.
- 8.1.1.2. **Paragraph 2.19** , Base Explosives Range.
- 8.1.1.3. **Paragraph 2.31** , Wear of Hats on the Airfield.
- 8.1.1.4. **Paragraph 2.32** , Airfield Smoking Policy.
- 8.1.1.5. **Paragraph 3.7** , Suspending / Resuming Runway Operations.
- 8.1.1.6. **Paragraph 3.8** , Opening and Closing the Runway.
- 8.1.1.7. **Paragraph 3.19** , Local Bird / Wildlife Strike Hazard (BASH) Program.
- 8.1.1.8. **Paragraph 3.34** , Airfield Activities During Severe Weather.
- 8.1.1.9. **Paragraph 3.35** , Drogue Chute Jettison Areas / Procedures.
- 8.1.1.10. **Paragraph 4.14** , Lost Communications Procedures for 482 FW Aircraft.
- 8.1.1.11. **Paragraph 5.2** , Military Authority Assumes Responsibility for Separation of Aircraft (MARSA).
- 8.1.1.12. **Paragraph 5.3** , Reduced Same Runway Separation (RSRS).
- 8.1.1.13. **Paragraph 5.4** , Radar-in-Trail Recovery Procedures.
- 8.1.1.14. **Paragraph 5.5** , Simulated Flame-Out (SFO) Patterns.
- 8.1.1.15. **Paragraph 5.6** , Tactical Attack Pattern (TAP).
- 8.1.1.16. **Paragraph 5.7** , High Tactical Recovery Procedure (HI-TRP).
- 8.1.1.17. **Paragraph 5.9** , Live Ordnance Loading Area (LOLA) Operations.
- 8.1.1.18. **Paragraph 5.10** , Night Vision Device (NVD) Operations.
- 8.1.1.19. **Paragraph 5.12** , Functional Check Flight (FCF)/Operational Check Flight (OCF).
- 8.1.1.20. **Paragraph 6.2** , Hazardous Cargo / Hot Armament Operations.
- 8.1.1.21. **Paragraph 6.3** , Aircraft Hot Refueling Procedures.
- 8.1.1.22. **Paragraph 6.4** , External Stores and Cargo Jettison Area (not to include Hazardous Cargo).
- 8.1.1.23. **Paragraph 6.5** , Fuel Dump Procedures.

- 8.1.1.24. **Paragraph 6.6** , Local Bailout Procedures.
- 8.1.1.25. **Chapter 7** , Emergencies.
- 8.1.2. The 482 OG/CC, or designated representative(s) (e.g. OG/OGV, OSS/CC, OSS/DO), is(are) responsible for the review of:
  - 8.1.2.1. **Paragraph 1.3** , Airfield Operations Board.
  - 8.1.2.2. **Paragraph 2.21** , Non-ATC Functions.
  - 8.1.2.3. **Paragraph 2.22** , Extending Airfield Operating Hours.
  - 8.1.2.4. **Paragraph 2.28** , Local Aircraft Priorities.
  - 8.1.2.5. **Paragraph 2.29** , Pre-Assigned Transponder Codes for 482 FW Aircraft.
  - 8.1.2.6. **Chapter 3** , Airfield Operations.
  - 8.1.2.7. **Chapter 4** , Terminal Area Operations.
  - 8.1.2.8. **Chapter 5** , Special Aircraft Operations.
  - 8.1.2.9. **Chapter 6** , Aircraft Requiring Special Handling.
  - 8.1.2.10. **Chapter 7** , Emergencies.
- 8.1.3. The 482 MSG/QAE & 482 OSS/OSAA are responsible for the review of:
  - 8.1.3.1. **Paragraph 1.3** , Airfield Operations Board (AOB).
  - 8.1.3.2. **Paragraph 1.4** , Air Traffic Control and Landing Systems (ATCAL) Review Board.
  - 8.1.3.3. **Paragraph 2.2** , Airfield Description.
  - 8.1.3.4. **Paragraph 2.3** , Flight Information Publication (FLIP) Requesting Procedures.
  - 8.1.3.5. **Paragraph 2.4** , Controlled Movement Area (CMA).
  - 8.1.3.6. **Paragraph 2.5** , Aircraft Maneuvering Area (AMA).
  - 8.1.3.7. **Paragraph 2.6** , Permanently Closed Portions of the Airfield.
  - 8.1.3.8. **Paragraph 2.7** , Taxiway Bravo 3 and Perimeter Road Access.
  - 8.1.3.9. **Paragraph 2.8** , Restricted / Classified Areas on the Airfield.
  - 8.1.3.10. **Paragraph 2.12** , Tower Visual and Radio Blind Spots.
  - 8.1.3.11. **Paragraph 2.13** , Airfield Operations and Air Traffic Control (ATC) Facilities.
  - 8.1.3.12. **Paragraph 2.16** , Airfield Lighting Systems.
  - 8.1.3.13. **Paragraph 2.17** , Aircraft Arresting Systems.
  - 8.1.3.14. **Paragraph 2.18** , Airfield Hazards.
  - 8.1.3.15. **Paragraph 2.19** , Base Explosives Range.
  - 8.1.3.16. **Paragraph 2.22** , Extending Airfield Operating Hours.

- 8.1.3.17. **Paragraph 2.27** , Waivers to Airfield and Airspace Criteria.
- 8.1.3.18. **Paragraph 2.30** , Airfield Photography.
- 8.1.3.19. **Paragraph 2.31** , Wear of Hats on the Airfield.
- 8.1.3.20. **Paragraph 2.32** , Airfield Smoking Policy.
- 8.1.3.21. **Chapter 3** , Airfield Operations.
- 8.1.3.22. **Paragraph 5.8**, Parachute Operations.
- 8.1.3.23. **Paragraph 5.9** , Live Ordnance Loading Area (LOLA) Operations.
- 8.1.3.24. **Paragraph 5.10** , Night Vision Device (NVD) Operations.
- 8.1.3.25. **Paragraph 5.13** , AirEvac Notification and Response Procedures.
- 8.1.3.26. **Paragraph 6.1** , Customs and Agriculture Inspection Procedures for HARB.
- 8.1.3.27. **Paragraph 6.2** , Hazardous Cargo / Hot Armament Operations.
- 8.1.3.28. **Paragraph 6.7** , Distinguished Visitor (DV) Notification Procedures.
- 8.1.3.29. **Chapter 7** , Emergencies.
- 8.1.4. The 482 OSS/OSAT is responsible for the review of:
  - 8.1.4.1. **Paragraph 1.3** , Airfield Operations Board (AOB).
  - 8.1.4.2. **Paragraph 1.4** , Air Traffic Control and Landing Systems (ATCALs) Review Board.
  - 8.1.4.3. **Paragraph 1.5** Airfield Operations Flight (AOF) Training Review Board (TRB).
  - 8.1.4.4. **Chapter 2** , Homestead Airfield and Area Description.
  - 8.1.4.5. **Chapter 3** , Airfield Operations.
  - 8.1.4.6. **Chapter 4** , Terminal Area Operations.
  - 8.1.4.7. **Chapter 5** , Special Aircraft Operations.
  - 8.1.4.8. **Chapter 6** , Aircraft Requiring Special Handling.
  - 8.1.4.9. **Chapter 7** , Emergencies.
- 8.1.5. The 482 MSG/BCE is responsible for the review of:
  - 8.1.5.1. **Paragraph 2.16** , Airfield Lighting Systems.
  - 8.1.5.2. **Paragraph 2.17** , Aircraft Arresting Systems.
  - 8.1.5.3. **Paragraph 2.22** , Extending Airfield Operating Hours.
  - 8.1.5.4. **Paragraph 2.27** , Waivers to Airfield and Airspace Criteria.
  - 8.1.5.5. **Paragraph 3.3** , Airfield Lighting Inspections and Maintenance.
  - 8.1.5.6. **Paragraph 3.32** , Contingency Control of Airfield Lighting.
  - 8.1.5.7. **Paragraph 6.2** , Hazardous Cargo / Hot Armament Operations.

- 8.1.5.8. **Paragraph 7.7** , Emergency Arresting Gear / Barrier Engagement Procedures.
- 8.1.6. The 482 MSG/CEF is responsible for the review of:
  - 8.1.6.1. **Paragraph 2.17** , Aircraft Arresting Systems.
  - 8.1.6.2. **Paragraph 3.8** , Opening and Closing the Runway.
  - 8.1.6.3. **Paragraph 3.35** , Drogue Chute Jettison Areas / Procedures.
  - 8.1.6.4. **Paragraph 5.8** , Parachute Operations.
  - 8.1.6.5. **Paragraph 6.2** , Hazardous Cargo / Hot Armament Operations.
  - 8.1.6.6. **Paragraph 6.3** , Aircraft Hot Refueling Procedures.
  - 8.1.6.7. **Paragraph 6.4** , External Stores and Cargo Jettison Area (not to include Hazardous Cargo).
  - 8.1.6.8. **Paragraph 6.6** , Local Bailout Procedures.
  - 8.1.6.9. **Paragraph 7.2** , Evacuation of Airfield Management Operations Section (AMOPS) and Control Tower Facilities.
  - 8.1.6.10. **Paragraph 7.3** , In-flight and Ground Emergencies.
  - 8.1.6.11. **Paragraph 7.4** , Primary Crash Alarm System (PCAS) and Emergency Notification.
  - 8.1.6.12. **Paragraph 7.7** , Emergency Arresting Gear / Barrier Engagement Procedures.
  - 8.1.6.13. **Paragraph 7.10** , Hung Ordnance Procedures.
  - 8.1.6.14. **Paragraph 7.11** , Blown Tire / Hot Brakes Procedures.
  - 8.1.6.15. **Paragraph 7.12** , Bomb Threat to Aircraft.
  - 8.1.6.16. **Paragraph 7.13** , Hijack and Unlawful Seizure of Aircraft.
  - 8.1.6.17. **Paragraph 7.15** , Emergency Power Unit (EPU) Activation / Hydrazine Procedures.
  - 8.1.6.18. **Paragraph 7.18** , Reduced Aircraft Rescue and Fire Fighting (ARFF) Capabilities.
- 8.1.7. The 482 MXG, or designated representative(s) (e.g. MXG/MXQ, MXG/AMXS, MXG/MXS) is(are) responsible for the review of:
  - 8.1.7.1. **Paragraph 2.13** , Airfield Operations and Air Traffic Control (ATC) Facilities.
  - 8.1.7.2. **Paragraph 2.15** , Support Equipment.
  - 8.1.7.3. **Paragraph 2.22** , Extending Airfield Operating Hours.
  - 8.1.7.4. **Paragraph 3.13** , Transient Alert Operations and Services.
  - 8.1.7.5. **Paragraph 3.20** , Aircraft Parking Plan.
  - 8.1.7.6. **Paragraph 3.26** , Airfield Sweeper Operations.
  - 8.1.7.7. **Paragraph 3.27** , Airfield Mowing Operations.

- 8.1.7.8. **Paragraph 3.28** , Airfield Towing Operations.
- 8.1.7.9. **Paragraph 3.34** , Airfield Activities During Severe Weather.
- 8.1.7.10. **Paragraph 3.35** , Drogue Chute Jettison Areas / Procedures.
- 8.1.7.11. **Paragraph 5.12** , Functional Check Flight (FCF)/Operational Check Flight (OCF).
- 8.1.8. The 482 FW/CP is responsible for the review of:
  - 8.1.8.1. **Paragraph 2.17** , Aircraft Arresting Systems.
  - 8.1.8.2. **Paragraph 2.18** , Airfield Hazards.
  - 8.1.8.3. **Paragraph 2.19** , Base Explosives Range.
  - 8.1.8.4. **Paragraph 2.22** , Extending Airfield Operating Hours.
  - 8.1.8.5. **Paragraph 3.5** , Runway Surface Condition (RSC) and Runway Condition Readings (RCR).
  - 8.1.8.6. **Paragraph 3.15** , Forwarding Flight Data.
  - 8.1.8.7. **Paragraph 3.19** , Local Bird / Wildlife Strike Hazard (BASH) Program.
  - 8.1.8.8. **Paragraph 5.1** , North American Aerospace Defense Command (NORAD) Fighter and United States Customs and Border Protection (U.S. CBP) Scrambles.
  - 8.1.8.9. **Paragraph 6.7** , Distinguished Visitor (DV) Notification Procedures.
  - 8.1.8.10. **Paragraph 7.3** , In-flight and Ground Emergencies.
  - 8.1.8.11. **Paragraph 7.4** , Primary Crash Alarm System (PCAS) and Emergency Notification.
  - 8.1.8.12. **Paragraph 7.5** , Secondary Crash Network (SCN).
  - 8.1.8.13. **Paragraph 7.7** , Emergency Arresting Gear / Barrier Engagement Procedures.
  - 8.1.8.14. **Paragraph 7.9** , Emergency Locator Transmitter (ELT) Signal.
  - 8.1.8.15. **Paragraph 7.13** , Hijack and Unlawful Seizure of Aircraft.
  - 8.1.8.16. **Paragraph 7.18** , Reduced Aircraft Rescue and Fire Fighting (ARFF) Capabilities.
- 8.1.9. The 482 SFS is responsible for the review of:
  - 8.1.9.1. **Paragraph 2.4** , Controlled Movement Area (CMA).
  - 8.1.9.2. **Paragraph 2.8** , Restricted / Classified Areas on the Airfield.
  - 8.1.9.3. **Paragraph 2.19** , Base Explosives Range.
  - 8.1.9.4. **Paragraph 2.30** , Airfield Photography.
  - 8.1.9.5. **Paragraph 3.20** , Aircraft Parking Plan.
  - 8.1.9.6. **Paragraph 4.16** , Aerodrome and Aircraft Security.
  - 8.1.9.7. **Paragraph 5.8** , Parachute Operations.

8.1.9.8. **Paragraph 5.9** , Live Ordnance Loading Area (LOLA) Operations.

8.1.9.9. **Paragraph 6.2** , Hazardous Cargo / Hot Armament Operations.

8.1.9.10. **Paragraph 7.2** , Evacuation of Airfield Management Operations Section (AMOPS) and Control Tower Facilities.

8.1.9.11. **Paragraph 7.3** , In-flight and Ground Emergencies.

8.1.9.12. **Paragraph 7.5** , Secondary Crash Network (SCN).

8.1.9.13. **Paragraph 7.12** , Bomb Threat to Aircraft.

8.1.9.14. **Paragraph 7.13** , Hijack and Unlawful Seizure of Aircraft.

8.1.9.15. **Paragraph 7.14** , Unscheduled and Unauthorized Aircraft Arrivals.

8.1.9.16. **Paragraph 7.15** , Emergency Power Unit (EPU) Activation / Hydrazine Procedures.

8.1.10. The 125 FW, DET 1/CC, or designated representatives, are responsible for the review of:

8.1.10.1. **Paragraph 2.20** , Local Frequencies.

8.1.10.2. **Paragraph 2.28** , Local Aircraft Priorities.

8.1.10.3. **Paragraph 2.8.3** , 125 FW, Det 1 (FANG) Ramp.

8.1.10.4. **Paragraph 3.19.4** , 125 FW, Det 1 (FANG) Bird Watch Condition (BWC) Procedures.

8.1.10.5. **Paragraph 5.1.4** , Impact of Runway Maintenance.

8.1.10.6. **Paragraph 7.1** , Continuity of Air Traffic Services.

8.1.10.7. **Paragraph 7.7.1.2** , Arresting Gear Outages.

8.1.11. Special Operations Command, South (SOCSOUTH) representatives are responsible for the review of:

8.1.11.1. **Paragraph 2.28** , Local Aircraft Priorities.

8.1.11.2. **Paragraph 5.8** , Parachute Operations.

8.1.11.3. **Attachments 18, 19, 20, & 21** , Jump Airspace and Drop Zones.

**8.2. Review Requirements.** The agencies listed in **paragraph 8.1** are responsible for contacting the 482 OSS/OSA for corrections, recommendations or requests for additional information to be included in this instruction. If there are any units not included in this chapter that have a reason to review and make recommendations, notify the additional unit and the 482 OSS/OSA for inclusion in future reviews and updates.

DAVID P. GARFIELD, Colonel, USAF  
Commander, 482d Fighter Wing

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

*References*

- AFI 10-1001, *Civil Aircraft Landing Permits*, 1 Sep 1995
- AFI 11-2F-16V3, *F-16 Operations Procedures*, 13 Jul 2016
- AFI 11-202V3\_ACCSUPP, *General Flight Rules, Air Combat Command Supplement*, 13 Aug 2015
- AFI 11-208 IP, *Department of Defense Notice to Airmen (NOTAM) System*, 13 Feb 2018
- AFI 13-204V3, *Airfield Operations Procedures and Programs*, 1 Sep 2010
- AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*, 21 Jun 2010
- AFI 13-213, *Airfield Driving*, 1 Jun 2011
- AFI 13-217, *Drop Zone and Landing Zone Operations*, 10 May 2007
- AFI 21-101, *Aircraft and Equipment Maintenance Management*, 21 May 2015
- AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*, 18 Dec 2013
- AFI 91-202, *The US Air Force Mishap Prevention Program*, 24 Jun 2015
- AFI 91-204, *Safety Investigation Reports*, 27 Apr 2018
- AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 Apr 2007
- AFMAN 33-363, *Management of Records*, 1 May 2008
- AFMAN 91-201, *Explosives Safety Standards*, 21 May 2017
- 482 FWI 10-100, *Live Ordnance Loading Area (LOLA)*, 10 Oct 2012
- 482 FWI 15-101, *Base Operational Weather Support*, 27 Oct 2016
- 482 FWI 21-101, *Foreign Object Damage (FOD) and Dropped Object Program (DOP)*, 6 Jul 2017
- 482 FWI 21-203, *End of Runway Arming/De-Arming Procedures*, 13 Jul 2018
- 482 FWI 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Reduction Program*, 20 Jun 2012
- 482 FW IDP 31-101, *Integrated Defense Plan*, 01 Feb 2018
- HARBI 13-213, *Airfield Driving*, 7 May 2014
- Operations Letter 3, *Cooperative Weather Watch*, 15 Jun 2018
- FAA JO 6750.16E, *Siting Criteria for Instrument Landing Systems*, 14 May 2014
- FAA JO 7110.65X, *Air Traffic Control*, 12 Sep 2017
- FAA JO 7900.5D, *Surface Weather Observing*, 20 Dec 2016
- Title 14, Code of Federal Regulations, Part 91, *General Operating and Flight Rules*, 01 Jan 2018
- UFC 3-260-01, *Airfield and Heliport Planning and Design Criteria*, 17 Nov 2008

***Adopted Forms***

AF Form 847, *Recommendation for Change of Publication*

AF Form 483, *Certificate of Competency*

***Abbreviations and Acronyms***

**ACC**—Air Combat Command

**AFI**—Air Force Instruction

**AFJI**—Air Force Joint Instruction

**AFMAN**—Air Force Manual

**AFRC**—Air Force Reserve Command

**AGL**—Above Ground Level

**AICUZ**—Air Installation Compatible Use Zone

**AIREVAC**—Aeromedical Evacuation

**ALSF—1**—Approach Light System with Sequence Flashers

**AMOPS**—Airfield Management Operations

**AOB**—Airfield Operations Board

**ARB**—Air Reserve Base

**ARTCC**—Air Route Traffic Control Center

**ATC**—Air Traffic Control

**ATCAL**S—Air Traffic Control and Landing Systems

**ATCT**—Air Traffic Control Tower

**ATIS**—Automatic Terminal Information Service

**BASH**—Bird/Wildlife Aircraft Strike Hazard

**CBP**—U.S. Customs and Border Protection

**CE**—Civil Engineering

**CIC-Controller-in**—Charge

**CMA**—Controlled Movement Area

**CP**—Command Post

**DME**—Distance Measuring Equipment compatible with TACAN

**DoD**—Department of Defense

**DV**—Distinguished Visitor

**DZ**—Drop Zone

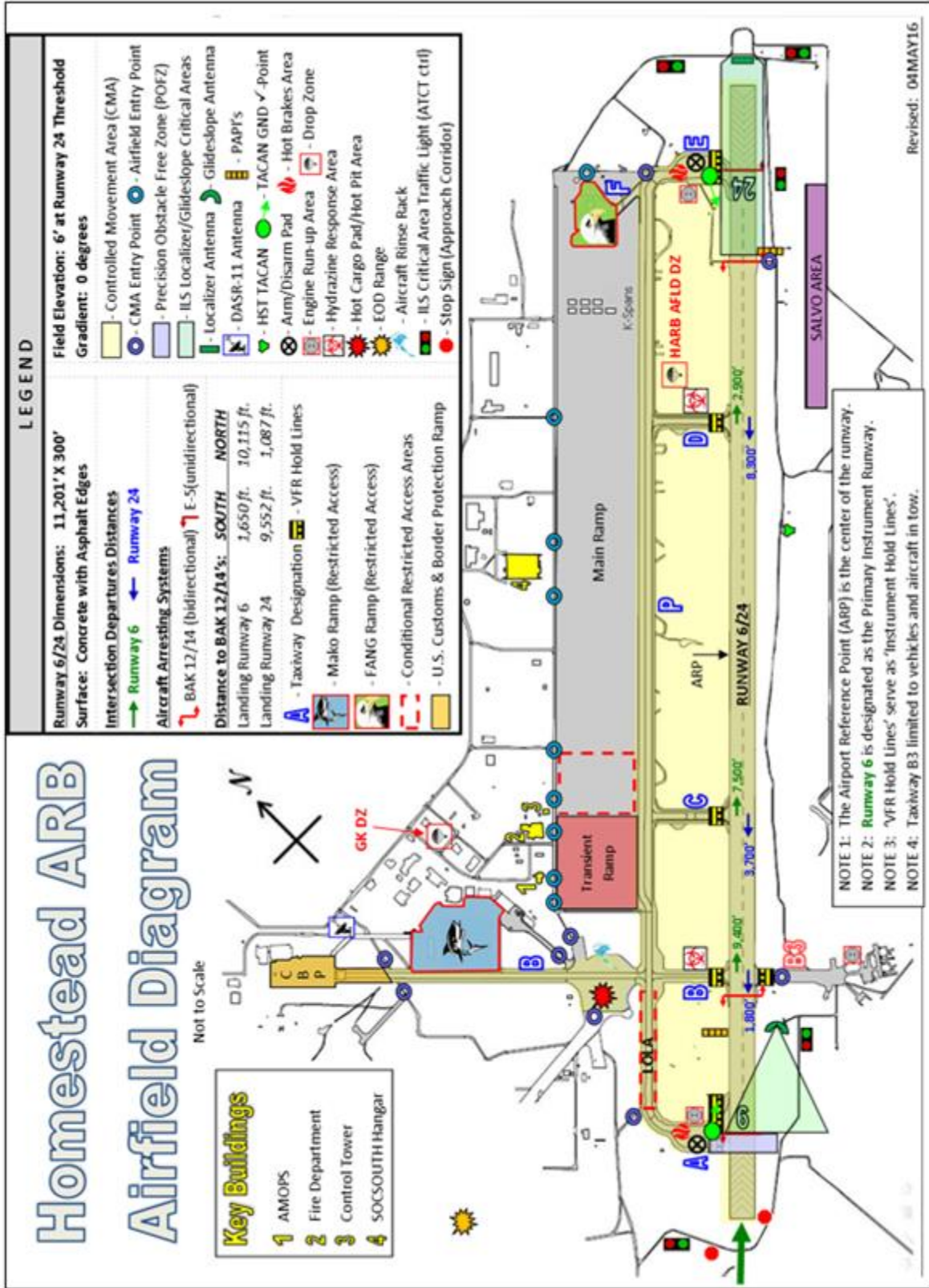
**ELT**—Emergency Locator Transmitter

**EOD**—Explosive Ordnance Disposal  
**EOR**—End of Runway  
**ETA**—Estimated Time of Arrival  
**ETD**—Estimated Time of Departure  
**FAA**—Federal Aviation Administration  
**FAA AC**—Federal Aviation Administration Advisory Circular  
**FAA JO**—Federal Aviation Administration Joint Order  
**FANG**—Florida Air National Guard  
**FAR**—Federal Aviation Regulation  
**FLIP**—Flight Information Publication  
**FOD**—Foreign Object Damage  
**HIRL**—High Intensity Runway Lights  
**HI—TRP**—High Tactical Recovery Procedure  
**ICAO**—International Civil Aviation Organization  
**IFR**—Instrument Flight Rules  
**ILS**—Instrument Landing System  
**IMC**—Instrument Meteorological Conditions  
**LOA**—Letter of Agreement  
**LOI**—Local Operating Instruction  
**LOLA**—Live Ordnance Load Area  
**MARSA**—Military Authority Assumes Responsibility for Separation of Aircraft  
**MOC**—Maintenance Operations Center  
**MSL**—Mean Sea Level  
**NAVAID**—Navigational Aid  
**NM**—Nautical Mile  
**NOTAM**—Notice to Airmen  
**NVD**—Night Vision Device  
**OPR**—Office of Primary Responsibility  
**PAPI**—Precision Approach Path Indicator  
**PAR**—Precision Approach Radar  
**PCAS**—Primary Crash Alarm System  
**PMI**—Preventative Maintenance Inspection

**POFZ**—Precision Obstacle Free Zone  
**POV**—Privately Owned Vehicle  
**PPR**—Prior Permission Required  
**QAE**—Quality Assurance Evaluator  
**QRC**—Quick Reaction Checklist  
**RAPCON**—Radar Approach Control  
**RCR**—Runway Condition Reading  
**RSC**—Runway Surface Condition  
**RSRS**—Reduced Same Runway Separation  
**RWY**—Runway  
**SAR**—Search and Rescue  
**SCN**—Secondary Crash Net  
**SFO**—Simulated Flame Out  
**SOF**—Supervisor of Flying  
**TA**—Transient Alert  
**TACAN**—Tactical Air Navigation  
**TERPS**—Terminal Instrument Procedures  
**USAF**—United States Air Force  
**VFR**—Visual Flight Rules  
**VMC**—Visual Meteorological Conditions

**Attachment 2**  
**AIRFIELD DIAGRAM**

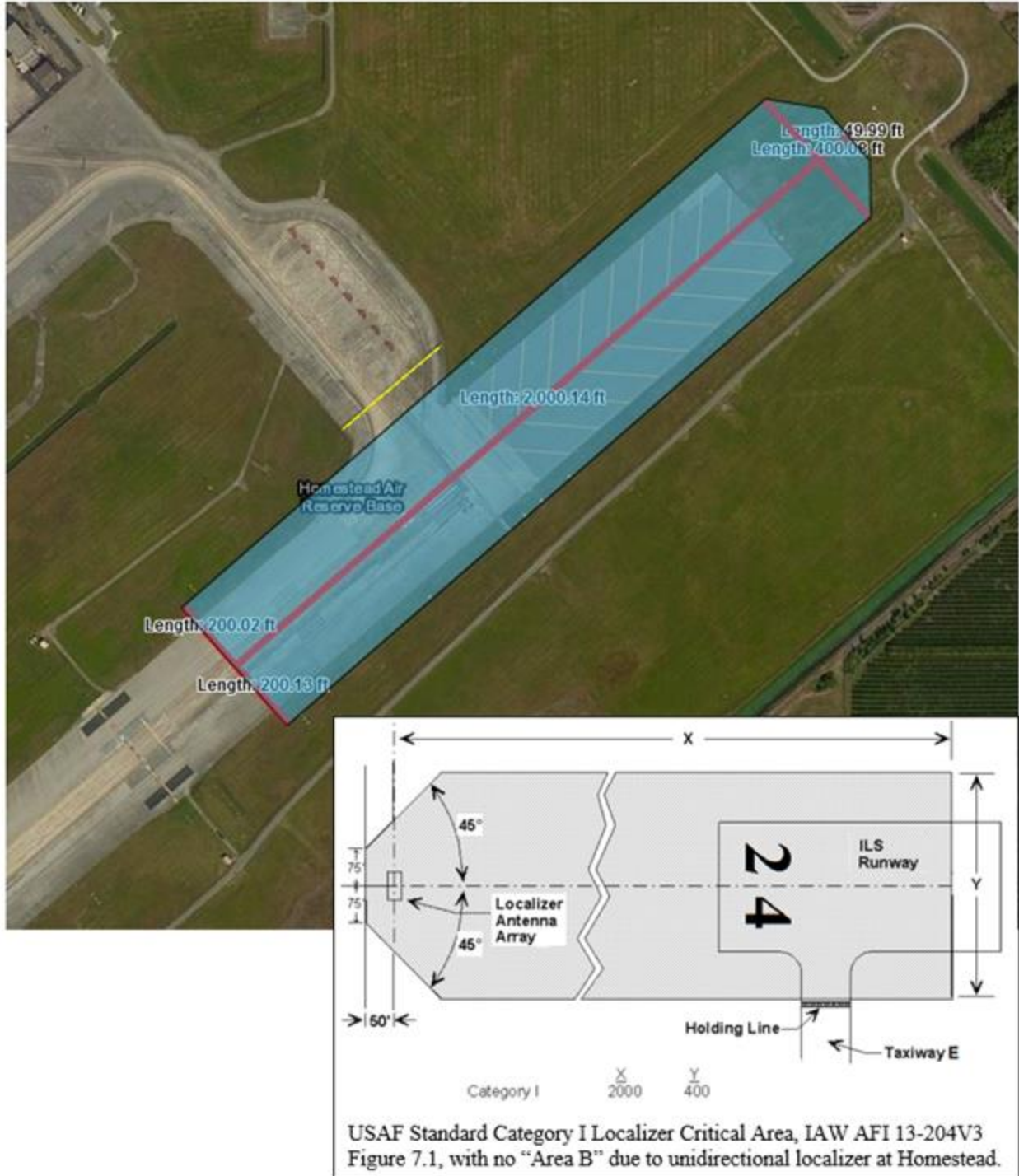
**Figure A2.1. Airfield Diagram.**



Attachment 3

ILS LOCALIZER CRITICAL AREA

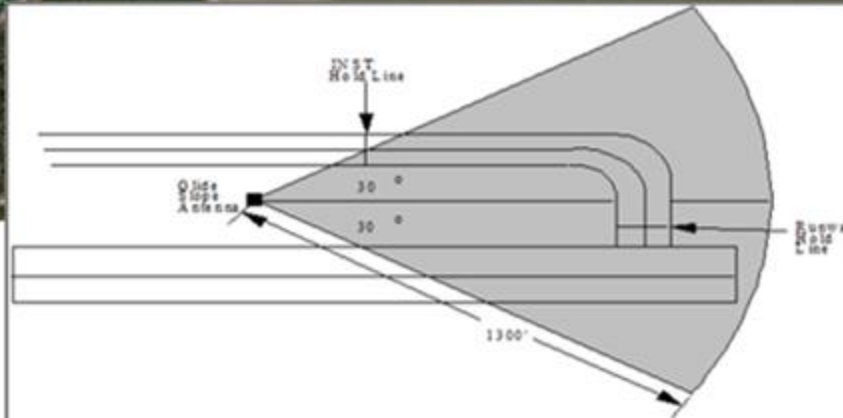
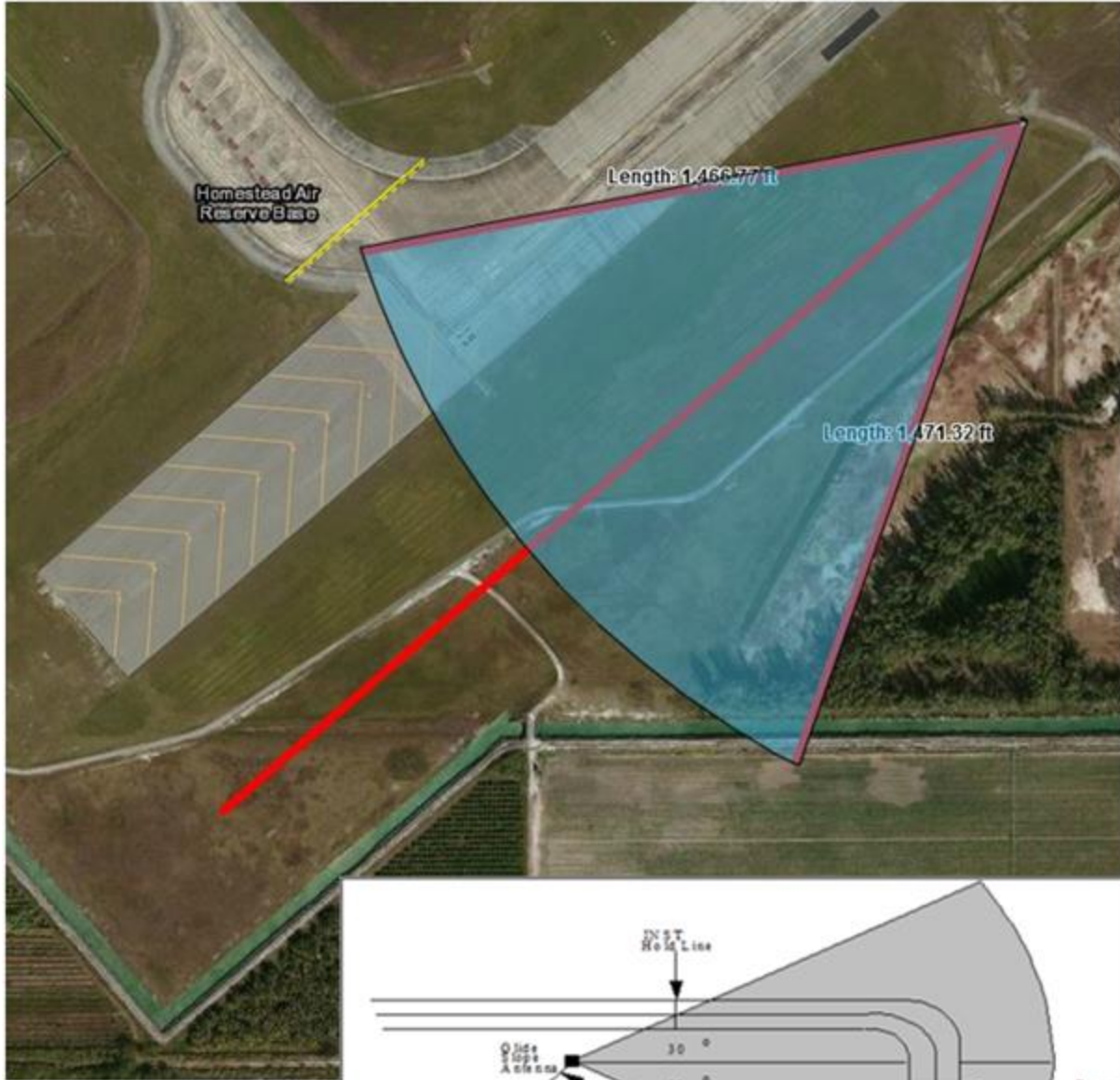
Figure A3.1. ILS Localizer Critical Area.



Attachment 4

**ILS GLIDESLOPE CRITICAL AREA**

**Figure A4.1. ILS Glideslope Critical Area.**



USAF Standard Glideslope Critical Area, IAW AFI 13-204V3 Figure 7.2, which is a fan-shaped area that extends from the glideslope antenna, all the way to the end of the runway because it is greater than 1,300 feet. It covers an area 30 degrees either side of the line depicted, drawn through the glideslope antenna and parallel to the runway centerline.

## Attachment 5

## PRECISION OBSTACLE FREE ZONE (POFZ)

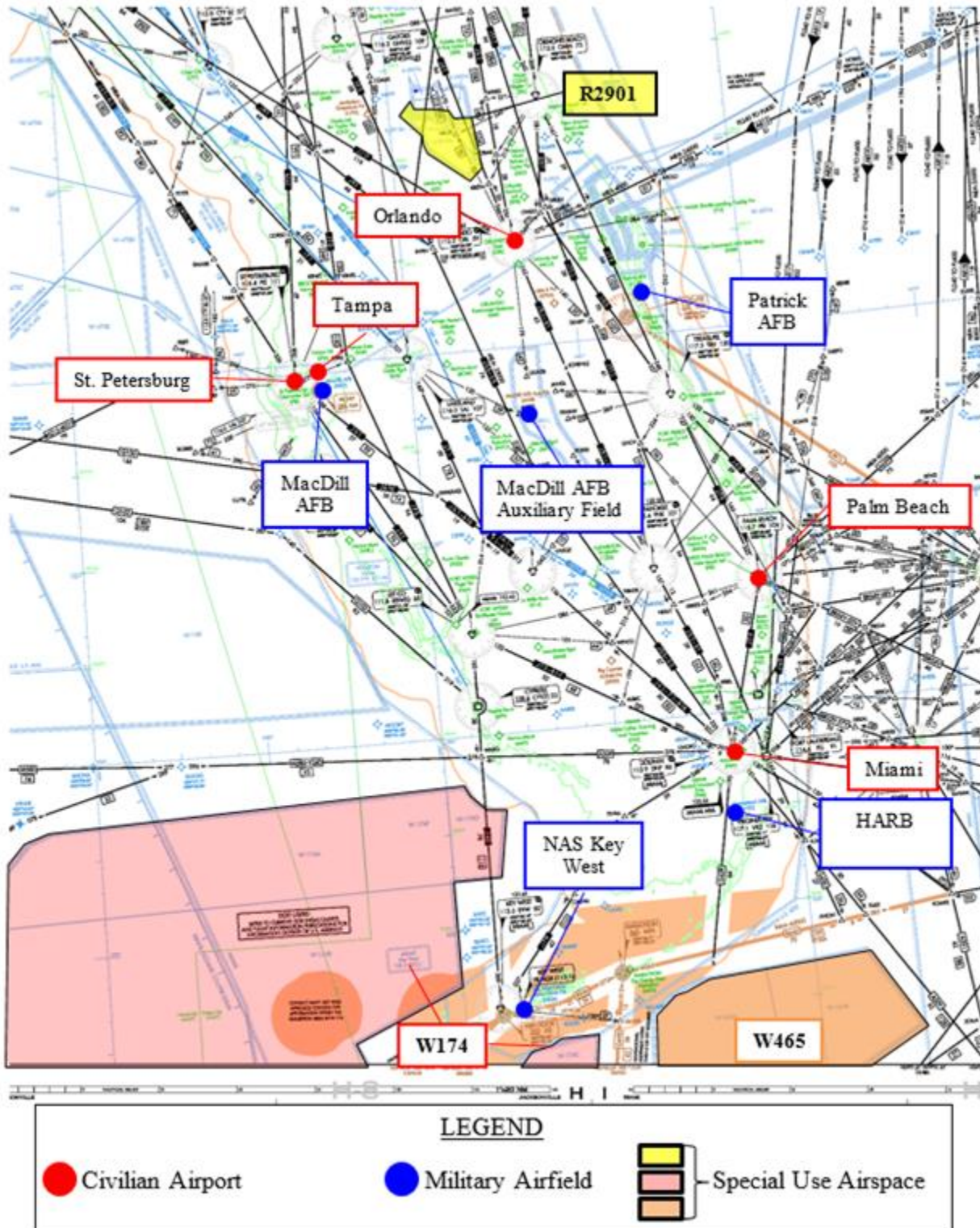
Figure A5.1. Precision Obstacle Free Zone (POFZ).



The Precision Obstacle Free Zone (POFZ) is defined as a 200 feet long by 800 feet wide rectangular shaped area that begins at the Runway 6 Threshold and extends laterally 400 feet either side of the runway centerline and extends 200 feet towards and into the overrun and surrounding area.

Attachment 6  
LOCAL FLYING AREA

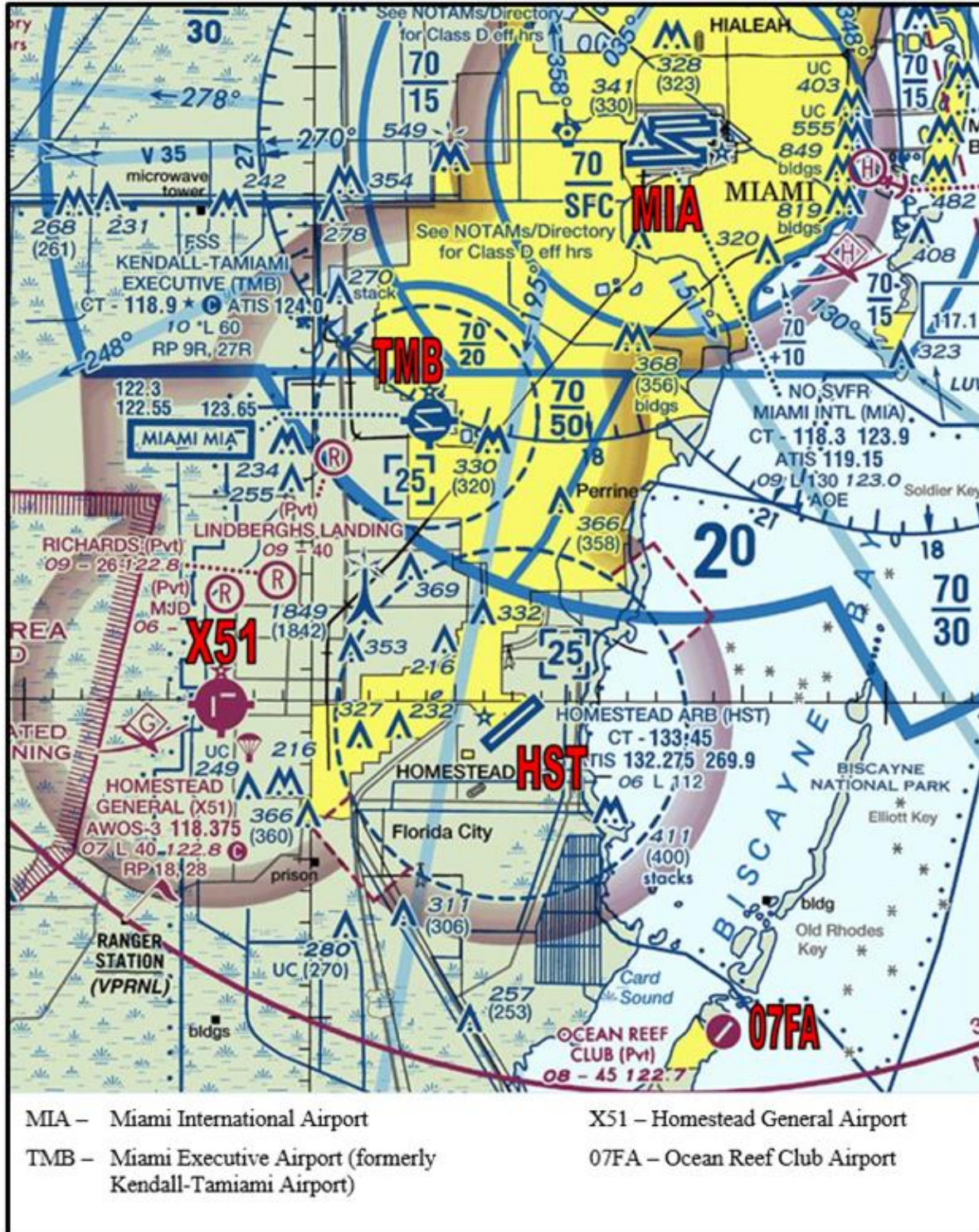
Figure A6.1. Local Flying Area.



Attachment 7

ADJACENT AIRPORTS

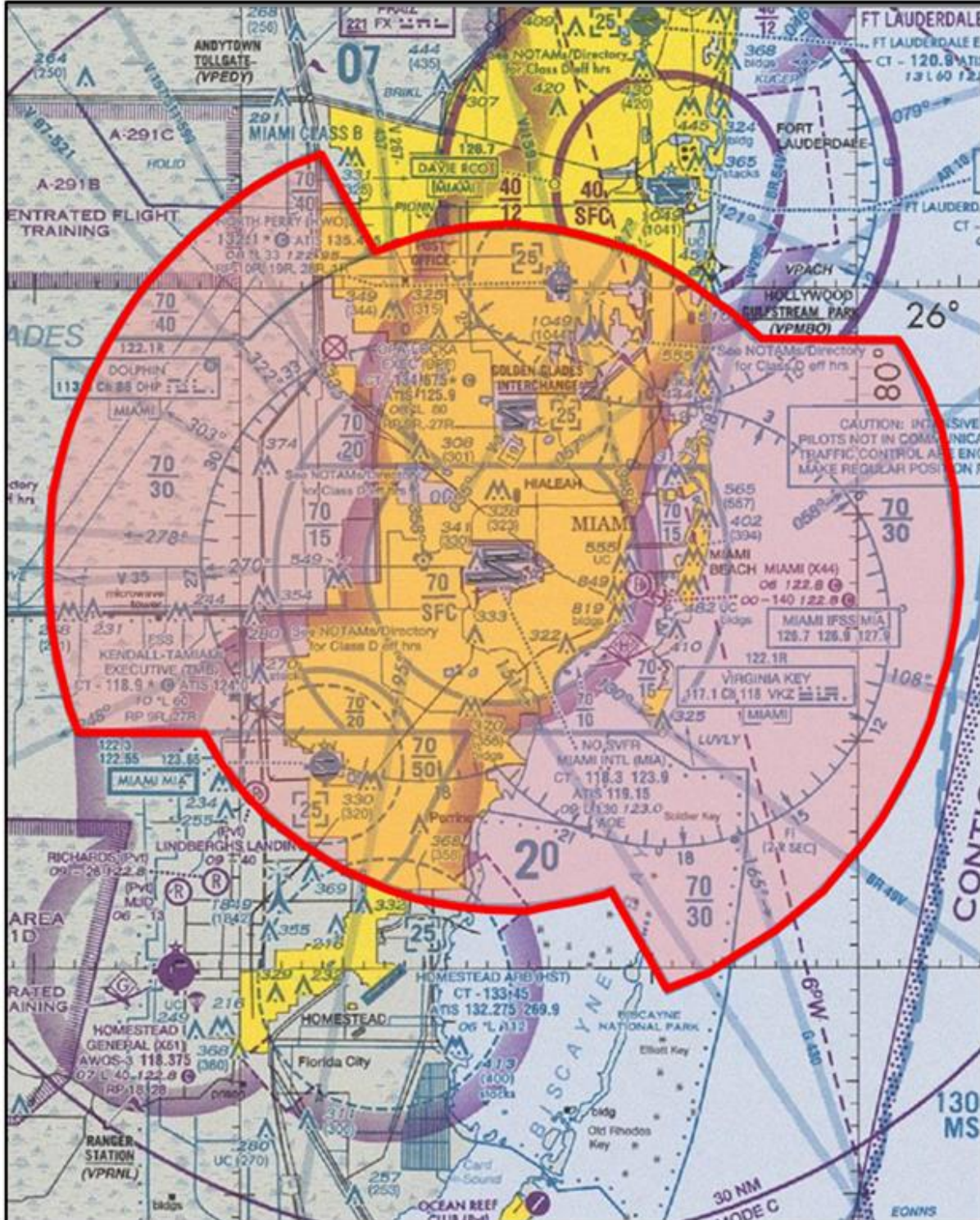
Figure A7.1. Adjacent Airports.



Attachment 8

MIAMI CLASS "B" AIRSPACE

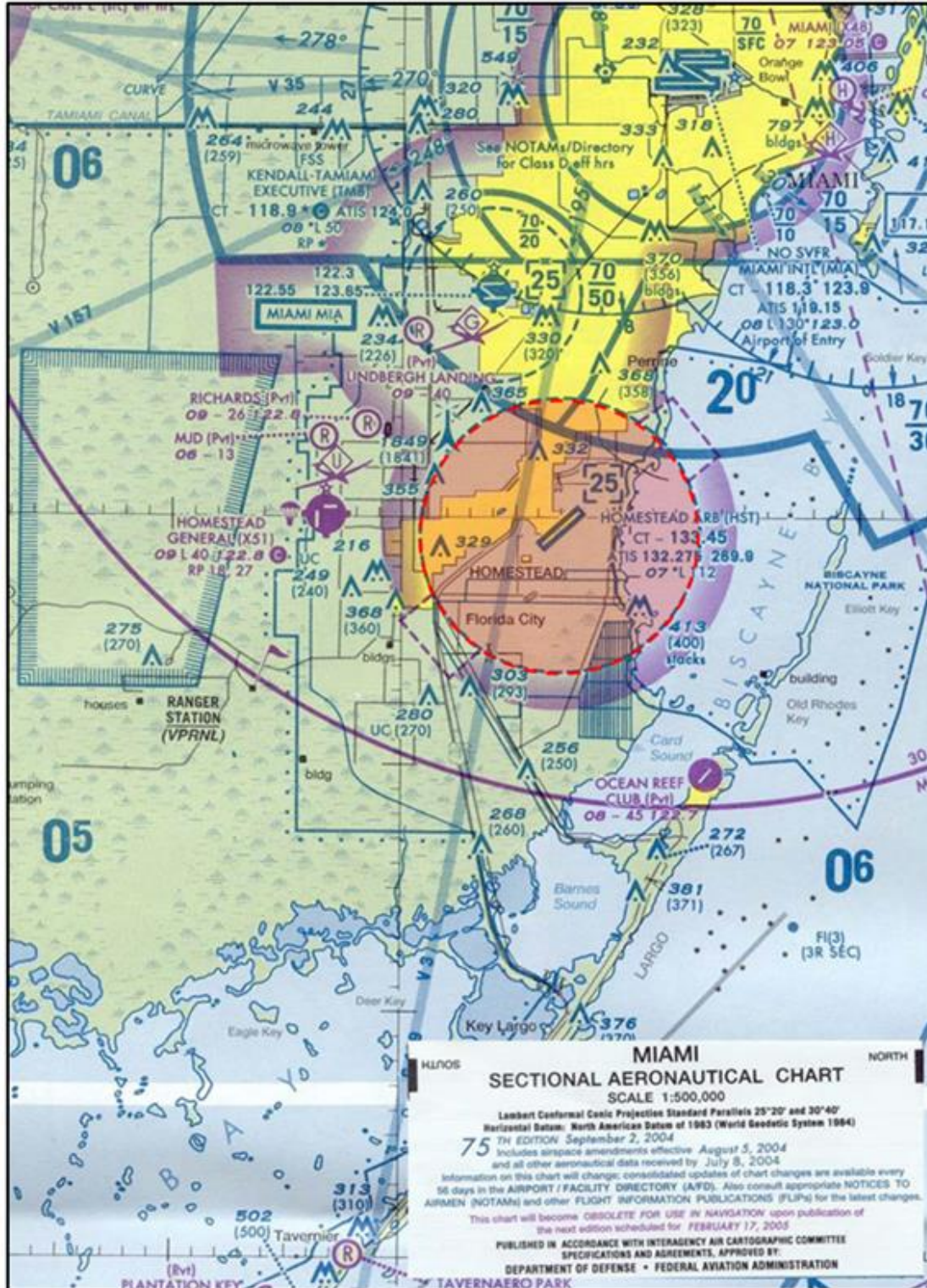
Figure A8.1. Miami Class "B" Airspace.



Attachment 9

HOMESTEAD CLASS "D" AIRSPACE

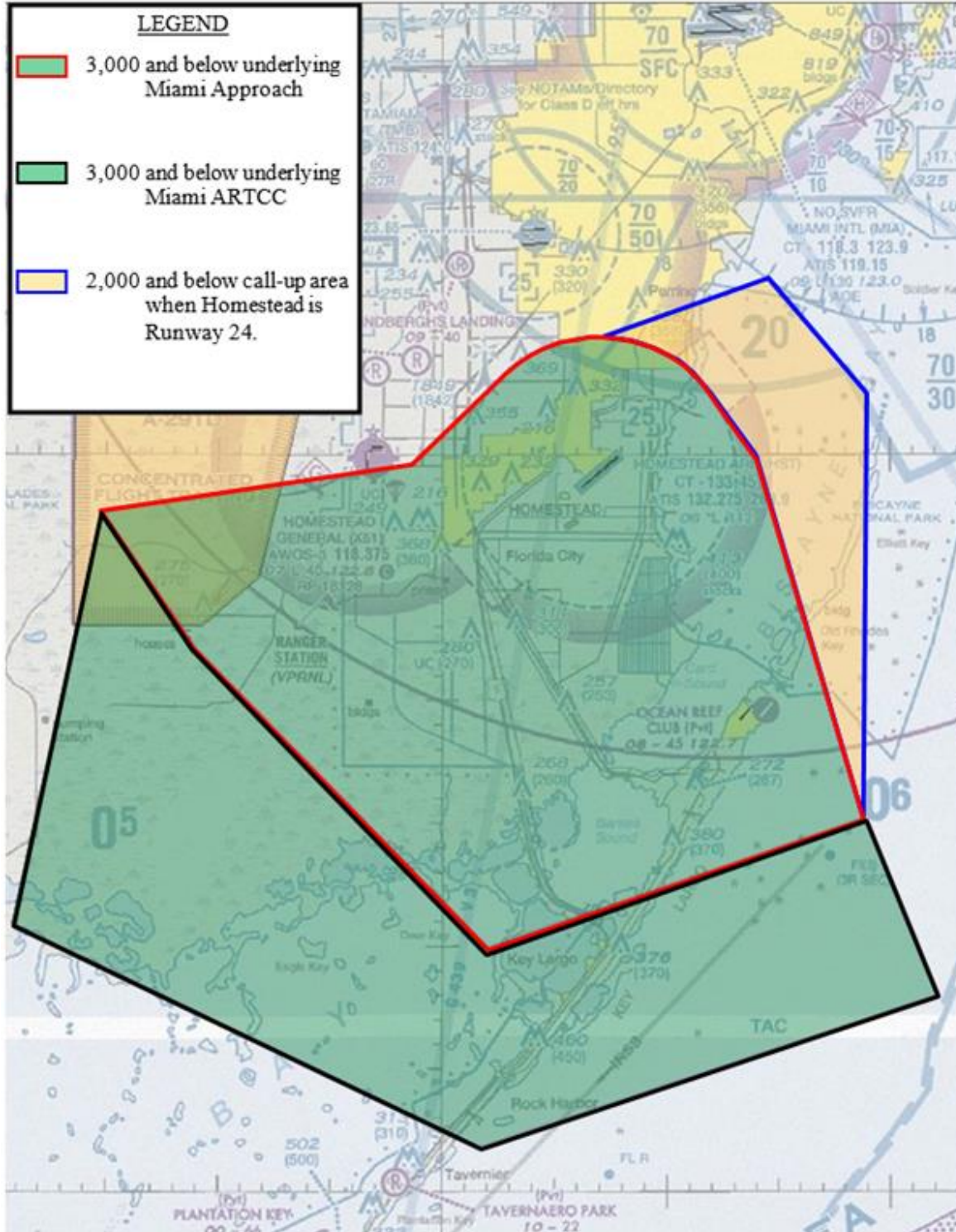
Figure A9.1. Homestead Class "D" Airspace.



Attachment 10

HOMESTEAD RAPCON AIRSPACE

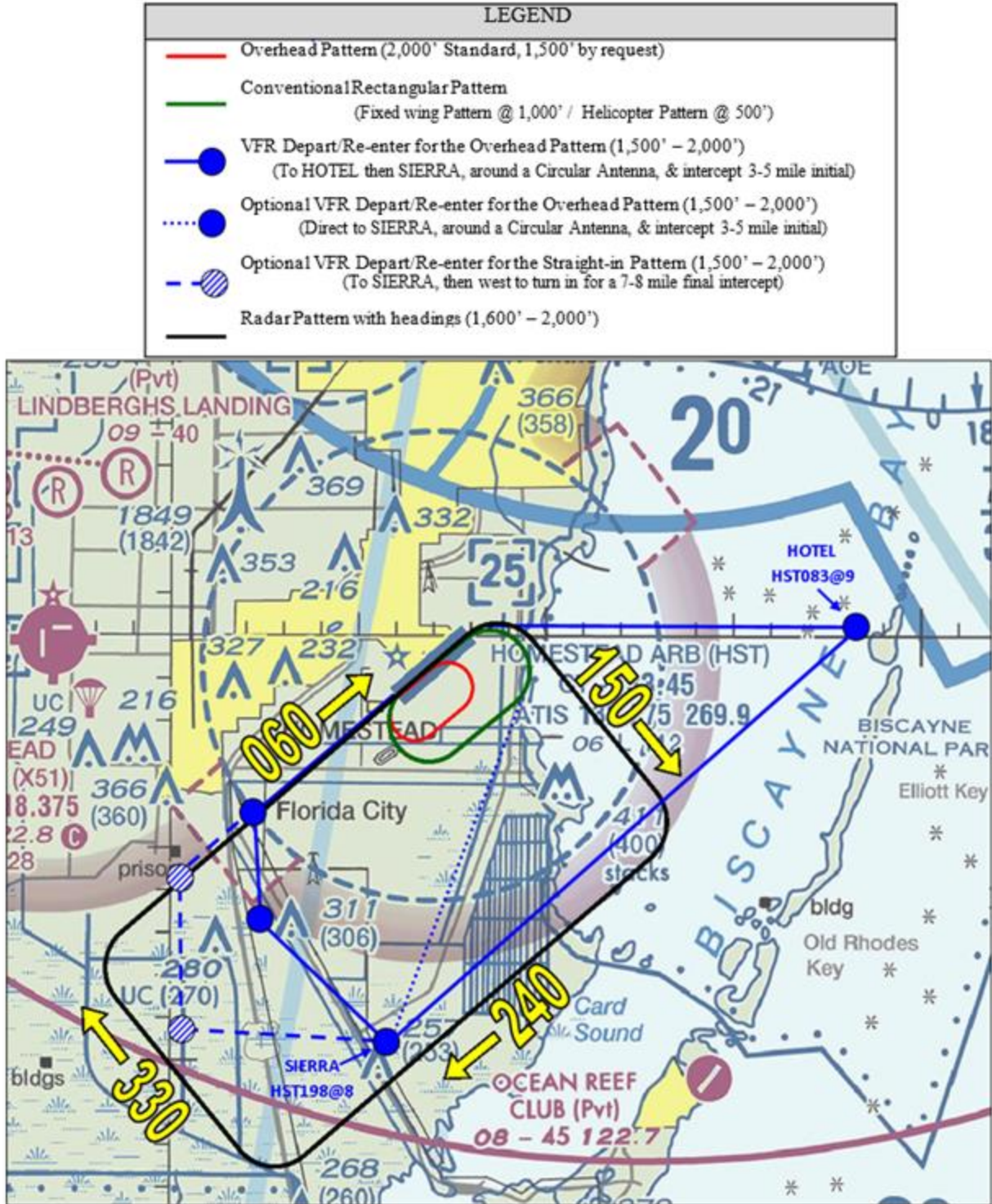
Figure A10.1. Homestead RAPCON Airspace.



Attachment 11

RUNWAY 6 TRAFFIC PATTERNS

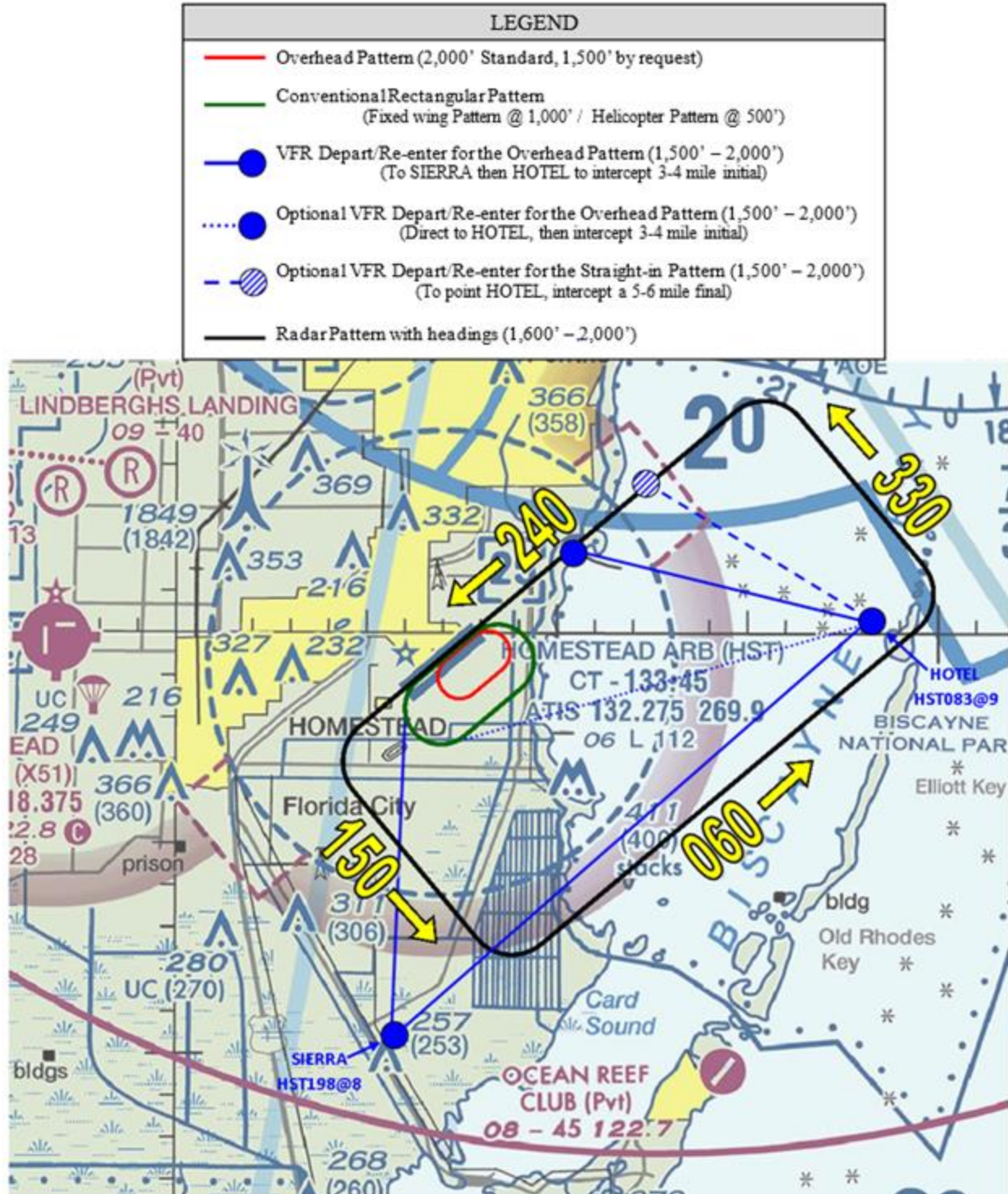
Figure A11.1. Runway 6 Traffic Patterns.



Attachment 12

RUNWAY 24 TRAFFIC PATTERNS

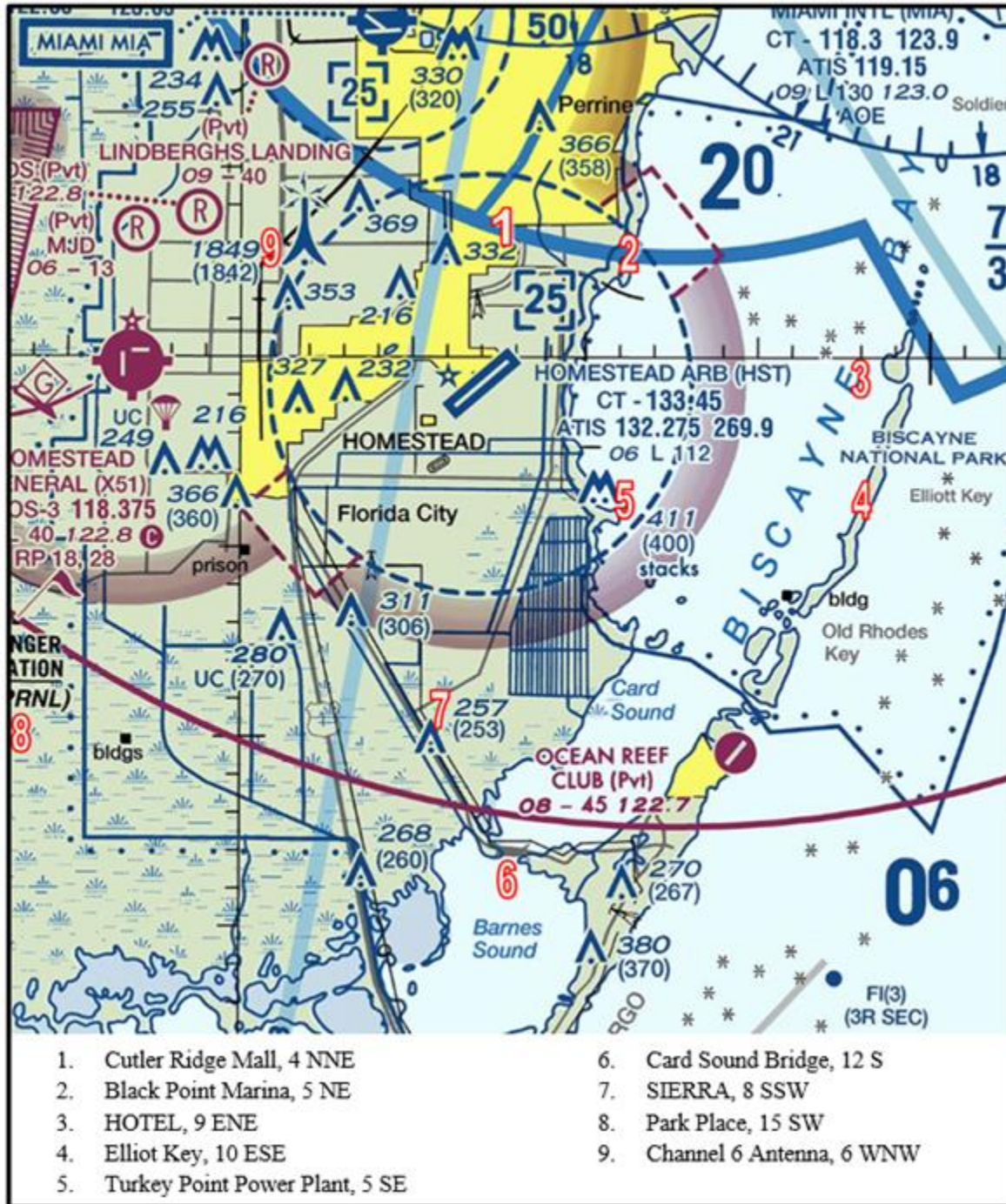
Figure A12.1. Runway 24 Traffic Patterns.



Attachment 13

VFR REPORTING / HOLDING POINTS

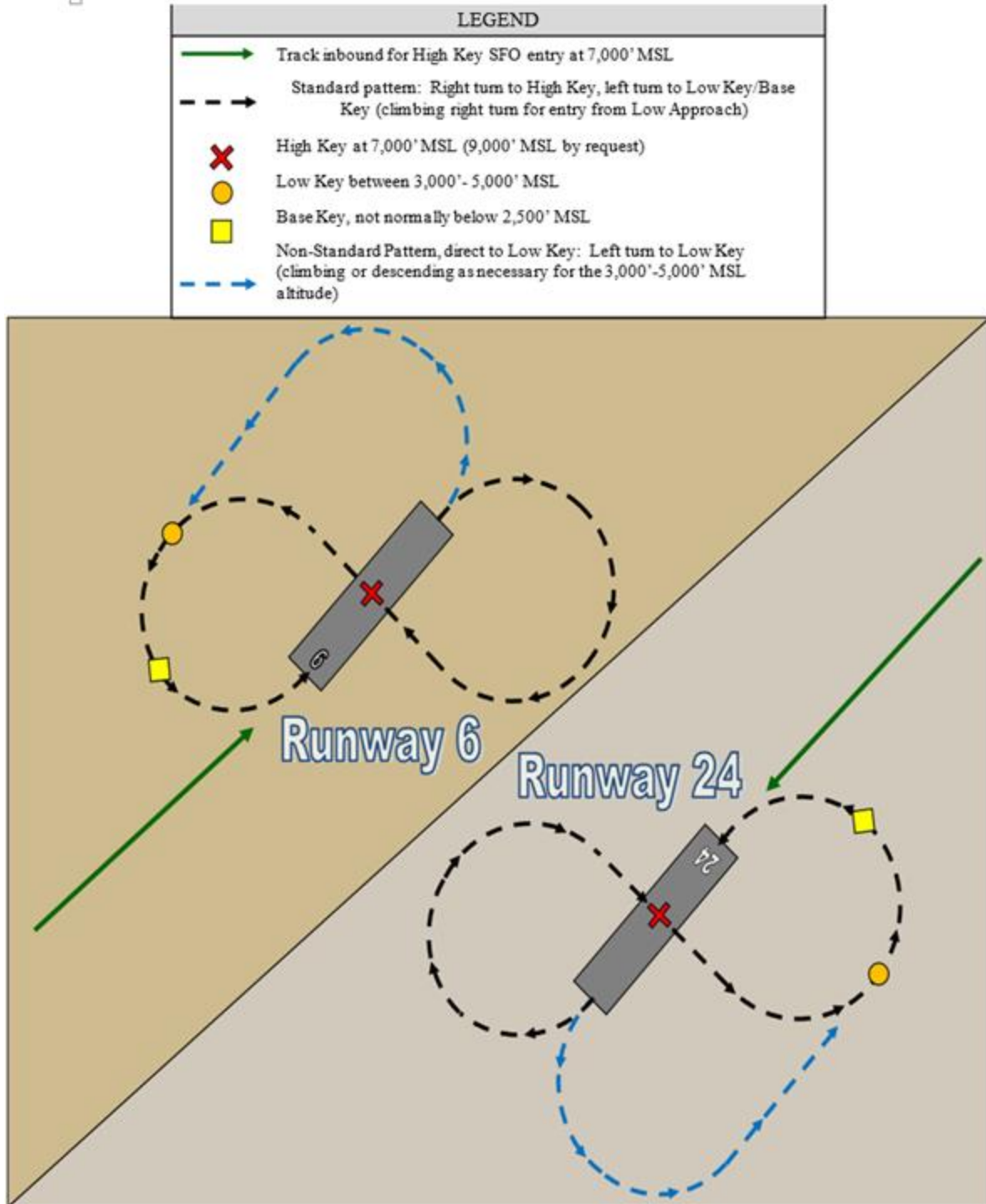
Figure A13.1. VFR Reporting / Holding Points.



Attachment 14

OVERHEAD SIMULATED FLAMEOUT (SFO) PATTERNS

Figure A14.1. Overhead Simulated Flameout (SFO) Patterns.





**Attachment 16****TACTICAL ATTACK PATTERN (TAP)**

**A16.1. ENTRY:** Request the TAP from Homestead ATCT, then once coordinated & approved by the ATCT, aircraft may enter the TAP from a low approach/missed approach/go around, overfly the airfield and enter a crosswind at the highest coordinated altitude, or enter a high downwind at the highest approved altitude and commence with their first approach.

**A16.2. AIRSPACE ALTITUDE:** 7,000 – 11,000' MSL (Block Altitude, if able) as coordinated between the Homestead ATCT and Miami ATCT.

**A16.3. WEATHER:**

A16.3.1. Ceiling must be 1,000' above the highest approved altitude

A16.3.2. Visibility must be 5 miles or greater.

**A16.4. RESTRICTIONS:**

A16.4.1. All maneuvers must take place within the lateral confines of the Homestead Class "D" Airspace at or below the highest approved altitude.

A16.4.2. Maximum of two (2) aircraft in the TAP at a time.

A16.4.3. No other traffic may be operating within the designated TAP airspace during the use of the TAP.

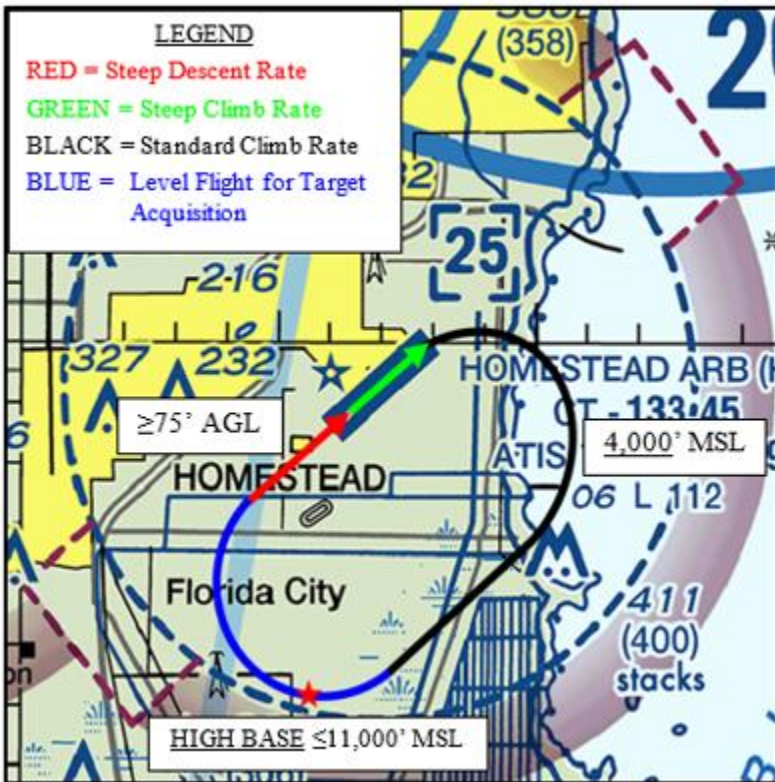
A16.4.4. Aircraft must not overfly the Turkey Point Power Plant while executing the TAP.

**A16.5. BREAKOUT:** Climb/Descend to 2,000' MSL and proceed direct to HOTEL or SIERRA as coordinated with the ATCT.

**A16.6. EXECUTION:**

A16.6.1. Upon completion of a low approach/missed approach/go around, 482 FW aircraft will make a steep climb to 4,000, then the aircraft will turn downwind and continue their climb to the approved "High Base" altitude. The aircraft will turn a level base leg and align themselves with the runway for 'target acquisition,' remaining within the lateral confines of the Homestead Class "D" Airspace at all times.

Figure A16.1. TACTICAL ATTACK PATTERN (TAP)



**Attachment 17****HIGH TACTICAL RECOVERY PROCEDURE (HI-TRP)****A17.1. ENTRY:**

A17.1.1. Request HI-TRP from Homestead Approach.

**A17.2. ALTITUDE:** 7,000'-10,000' MSL

**A17.3. WEATHER:** 1,000' above requested altitude.

**A17.4. RESTRICTIONS:**

A17.4.1. All maneuvering must be within 3 DME. Max of 4 aircraft.

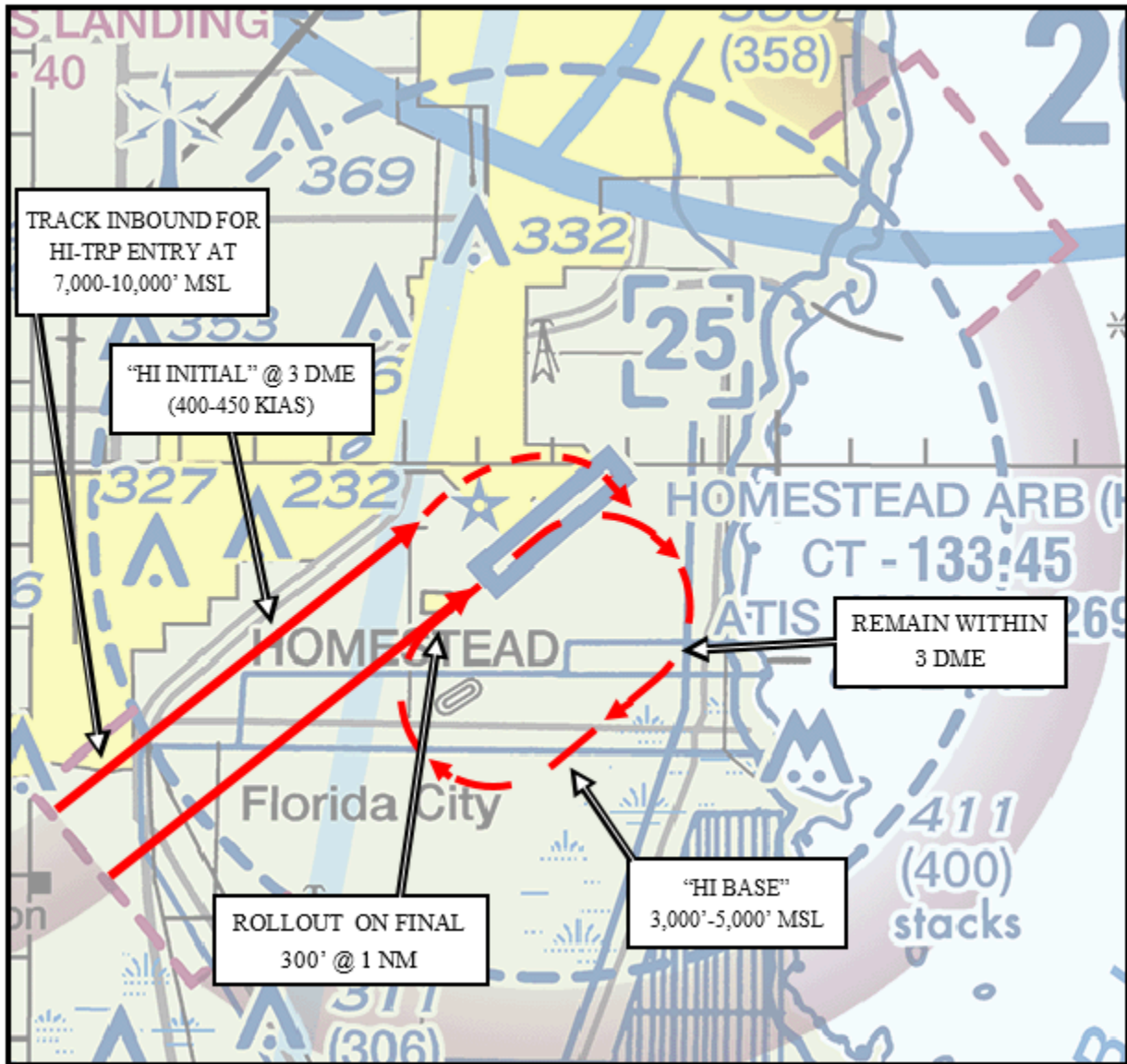
**A17.5. BREAKOUT:**

A17.5.1. Descend to 2,000' MSL and proceed to SIERRA or HOTEL with ATCT approval.

**A17.6. EXECUTION:**

A17.6.1. Idle break at midfield. Descend in idle to be at "High Base" 3,000'-5,000' MSL. Roll out at 300' MSL and 1NM Final for Runway 6 (Normal landing parameters). Landing light on final. Power modulate as required. AT NO TIME WILL SAFE LANDING PARAMETERS BE COMPROMISED.

Figure A17.1. High Tactical Recovery Procedure (HI-TRP).

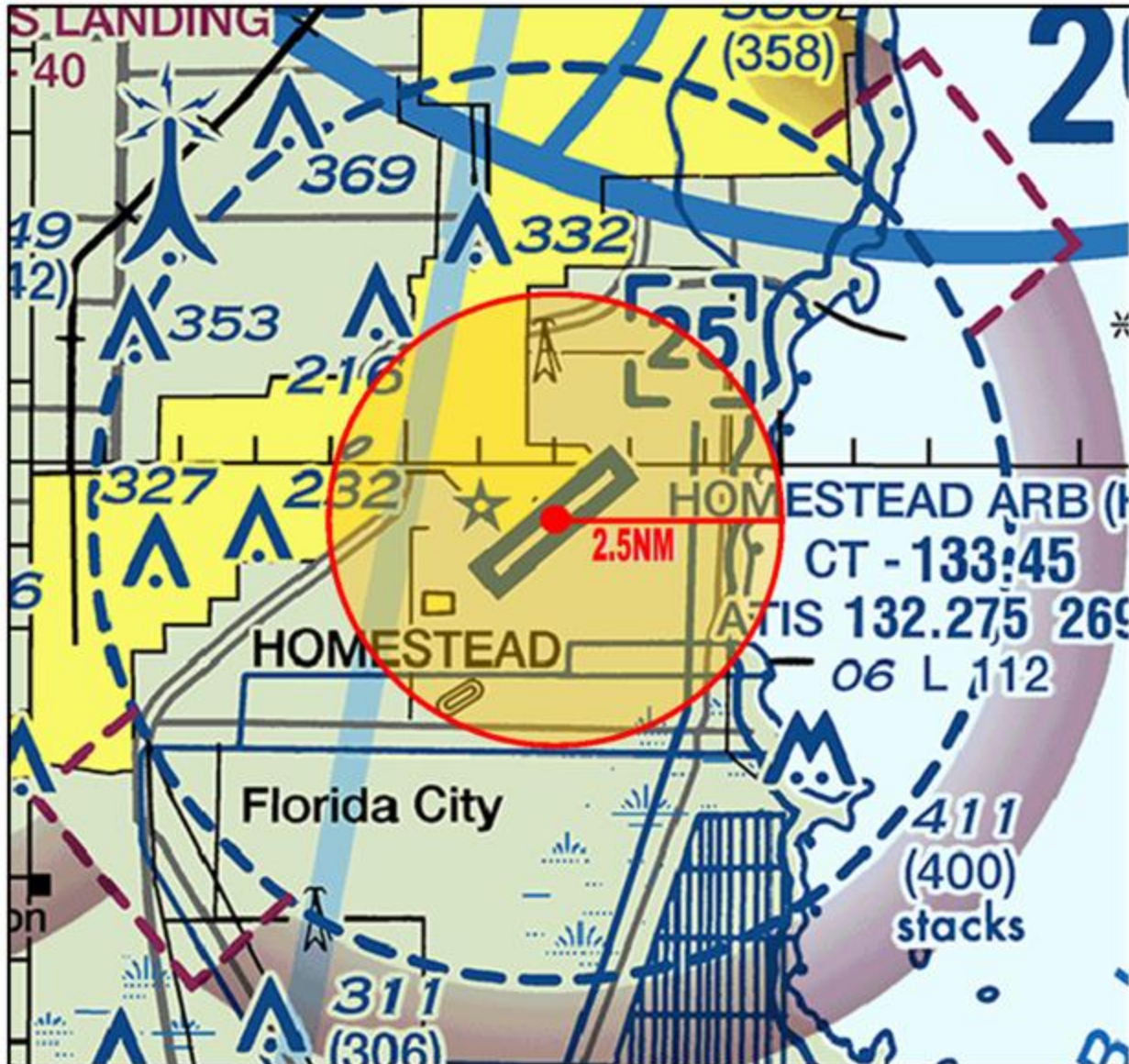


Attachment 18

PARACHUTE OPERATIONS PROTECTED “JUMP AIRSPACE”

A18.1. For units participating in parachute operations utilizing the two Drop Zones located on HARB, aircraft must release jumpers inside of a 2.5NM radius around the Homestead Airport Reference Point (ARP) located at N 25° 29’ 18.78” / W 080° 23’ 00.84” (which is also the center of the runway).

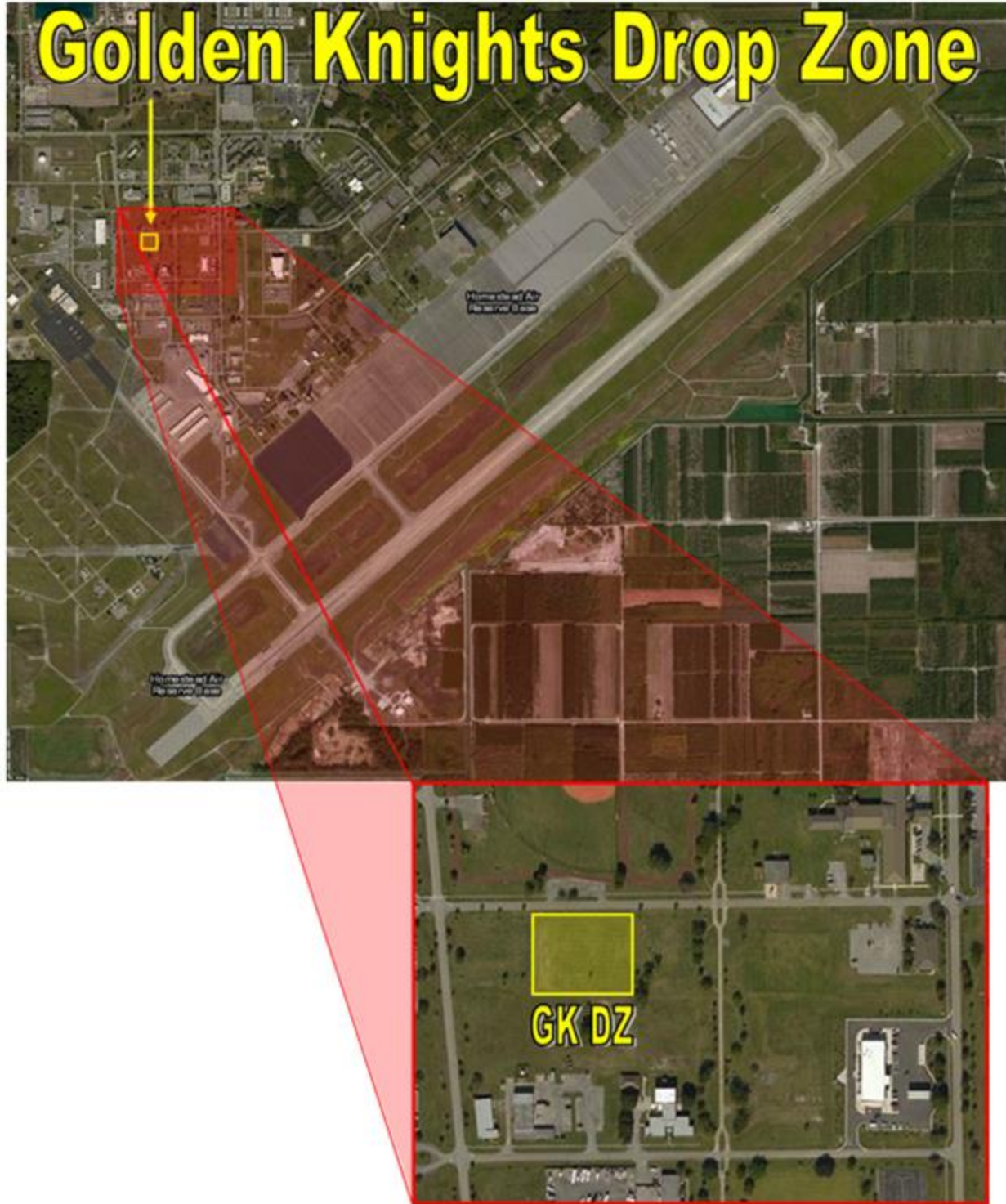
Figure A18.1. Parachute Operations Protected “Jump Airspace”.



Attachment 19

GOLDEN KNIGHTS DROP ZONE (GK DZ)

Figure A19.1. Golden Knights Drop Zone (GK DZ).

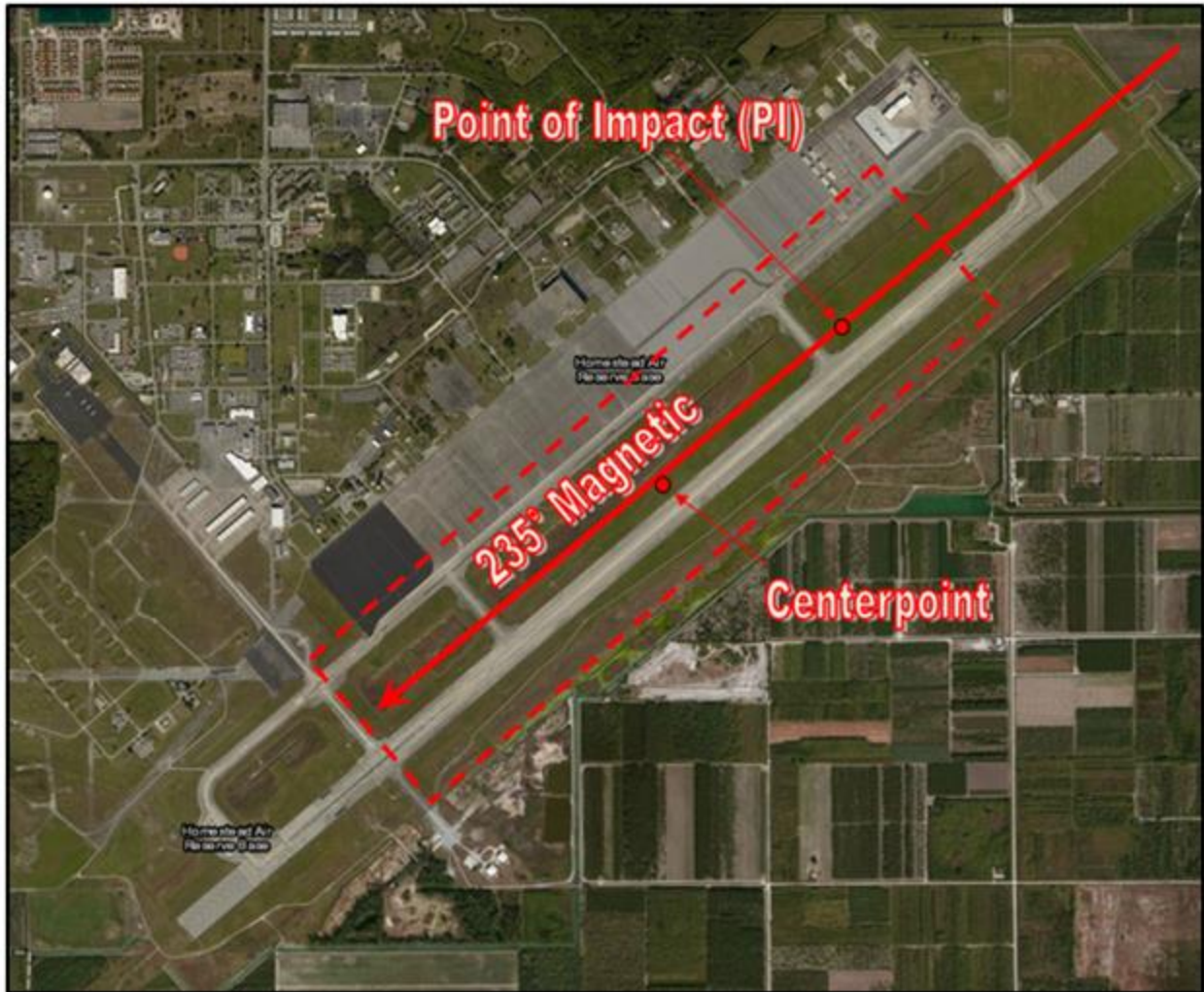


## Attachment 20

**HOMESTEAD AIRFIELD DROP ZONE (HARB DZ)**

**A20.1.** Homestead Airfield Drop Zone #524, as described on the AF Form 3823, *Drop Zone Survey*, conducted on 15APR14, is that area 8,250 feet long (2,750 yards), by 2,100 feet wide (700 yards) along the magnetic heading of 235°, and a Drop Zone Centerpoint of N 25°29.391' / W 080°23.000' and a Point of Impact (PI) at N 25°29.724' / W 080°22.576'. The reference AF Form 3823 is on file with 482 OSS/OSA.

**Figure A20.1. Homestead Airfield Drop Zone (HARB DZ).**



Attachment 21

BISCAYNE BAY DROP ZONE (BB DZ)

Figure A21.1. Biscayne Bay Drop Zone (BB DZ)



Attachment 22

LIVE ORDNANCE LOADING AREA (LOLA)

Figure A22.1. Live Ordnance Loading Area (LOLA).



**Attachment 23****FREEDOM RECOVERY PATTERN**

**A23.1. Entry:** From the Initial for the Overhead Maneuver to Runway 6 or the VFR reporting point SIERRA.

**A23.2. Altitudes:**

A23.2.1. Initial Altitude - 2,000' MSL (1,500' MSL upon request)

A23.2.2. Break Altitude – 1,500' MSL

**A23.3. Profile:** Aircraft will proceed from the Initial or SIERRA at the approved Initial Altitude. Aircraft will proceed to a point northwest of the airport and turn in to align themselves with Taxiway Bravo, perpendicular to Runway 6/24, then descend to the Break Altitude. The aircraft will overfly the runway along Taxiway Bravo and then break right to enter the right downwind to Runway 6 and proceed with the standard base leg to the pilot's request of a Full Stop or Low Approach.

**A23.4. Hazards:** Aircraft must avoid Homestead General Airport (X51), Channel 6 Antenna (CH6), and Turkey Point Powerplant (TP) depicted below.

Figure A23.1. Freedom Recovery Pattern.



Attachment 24

HAZARDOUS CARGO & ARM / DISARM PADS

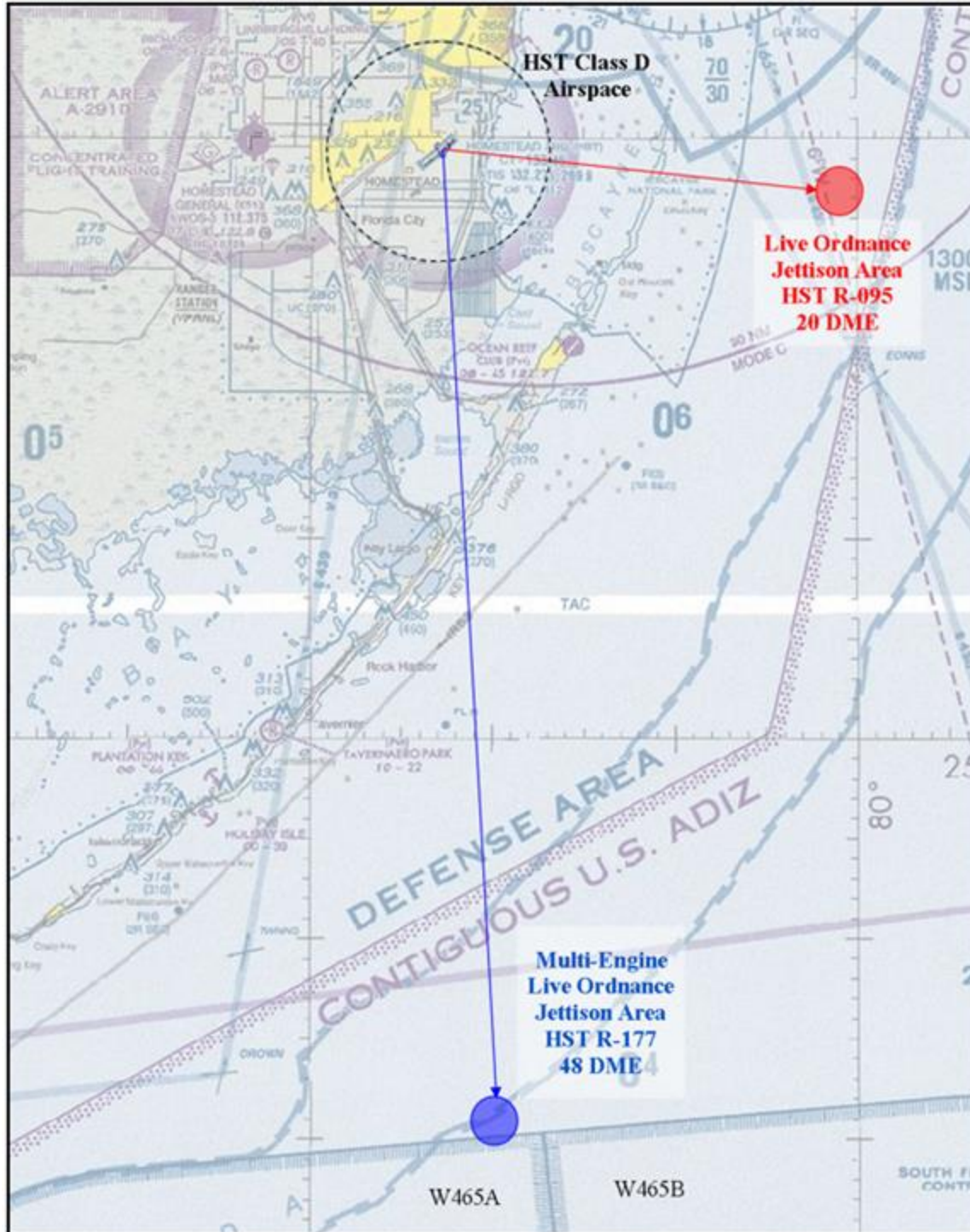
Figure A24.1. Hazardous Cargo & ARM / Disarm PADS.



Attachment 25

EMERGENCY JETTISON AREAS

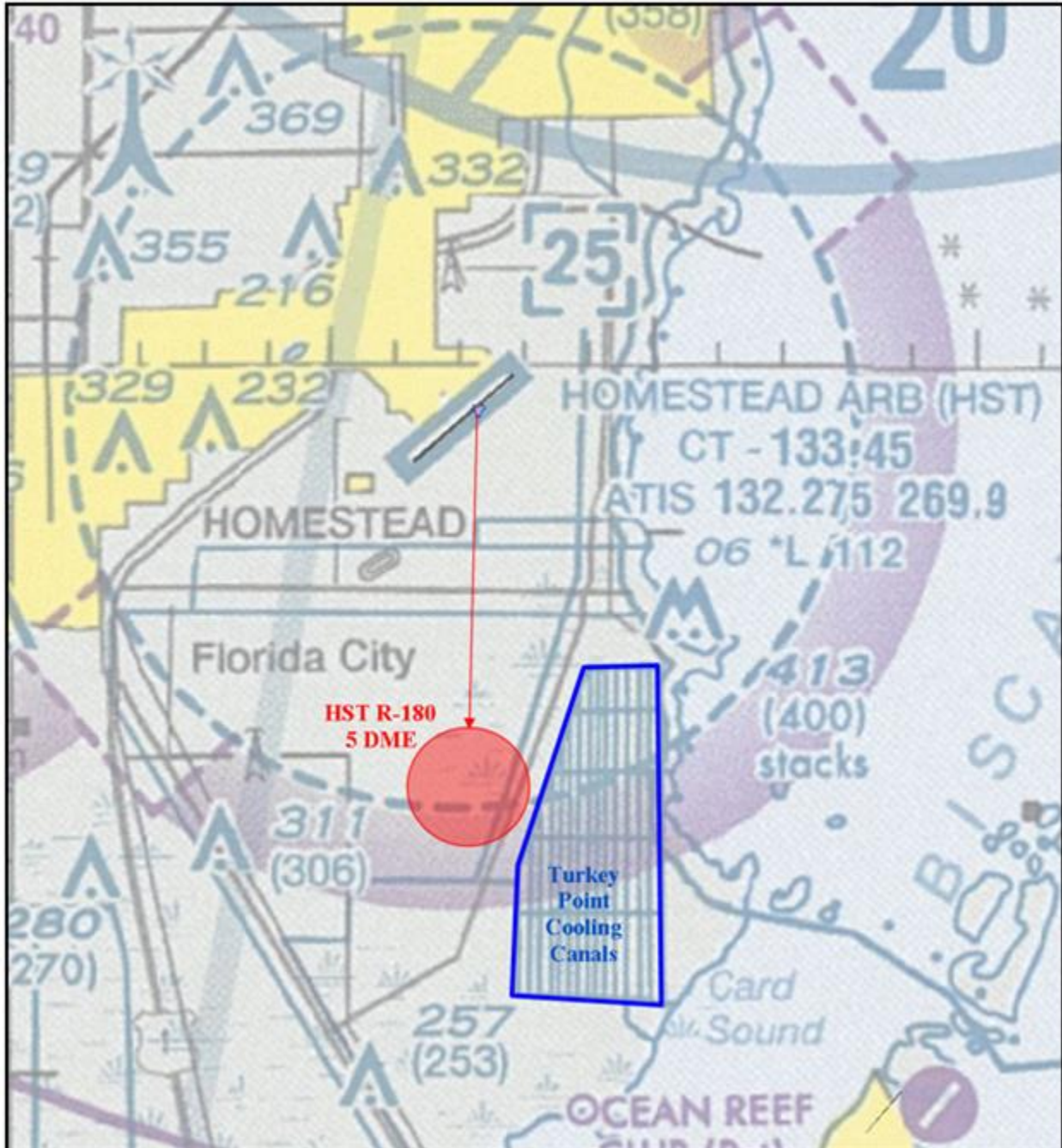
Figure A25.1. Emergency Jettison Areas.



Attachment 26

CONTROLLED BAILOUT AREA

Figure A26.1. Controlled Bailout Area.



Attachment 27

ALTERNATE ATC SERVICE LOCATION

Figure A27.1. Alternate ATC Service Location.



**Attachment 28**  
**DISTRIBUTION**

**Table A28.1. Distribution.**

DISTRIBUTION:
HQ AFRC/A3OA, 155 Richard Ray Blvd., Robins AFB, GA 31098-1635
10AF/DO, NAFJRB, Ft. Worth, TX 76127-6200
USAF Representative, FAA Southern Region, Atlanta, GA 30320
FAA Miami ARTCC, 7500 NW 58 Street, Miami, FL 33166
FAA Miami ATC ATCT, P.O. Box 59-1345, Miami, FL 33159-1345
Det 1, 125 FW, HARB, FL 33039
Coast Guard Air Station, Opa Locka Airport, Opa Locka, FL 33054
Airfield Management Operations, MacDill AFB, FL 33608-5000
Coast Guard, Key West NAS, FL 33049
U.S. Customs and Border Protection, Miami Air Branch, HARB, FL 33039
Drug Enforcement Agency, SE Area – Air Unit, 1100 Lee Wagener Suite #330, FL 33315
FAA Miami AIFSS, 14301 SW 128 Street, Miami, FL 33186
SOCSSOUTH JSOAC/CC HARB, FL 33039-1299
482 FW/CC, HARB, FL 33039-1299
482 OG/CC, HARB, FL 33039-1299
482 OG/CD, HARB, FL 33039-1299
482 OSS/OSAA, HARB, FL 33039-1299
482 OG/OGV, HARB, FL 33039-1299
93 FS/CC, HARB, FL 33039-1299
93 FS/DO, HARB, FL 33039-1299
467 FS/CC HARB, FL 33039-1299
482 OG/OSAT, HARB, FL 33039-1299
482 OG/OSAW, HARB, FL 33039-1299
482 OG/OSA, HARB, FL 33039-1299
482 MSG/CC, HARB, FL 33039-1299
482 MSG/BCE, HARB, FL 33039-1299
482 CS/CC, HARB, FL 33039-1299
482 SFS/CC, HARB, FL 33039-1299

482 LRS/CC, HARB, FL 33039-1299
482 MXG/CC, HARB, FL 33039-1299