

**BY ORDER OF THE COMMANDER
MACDILL AIR FORCE BASE (AMC)**

**MACDILL AIR FORCE BASE
INSTRUCTION**



13-204

2 SEPTEMBER 2025

***Nuclear, Space, Missile, or Command and
Control Operations***

***AIRFIELD OPERATIONS
PROCEDURES AND PROGRAMS***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFMAN 13-204V1, Management of Airfield Operations. This publication applies to Active Duty and AF Reserve Command (AFRC) Units. This publication does not apply to the Air National Guard (ANG). It consolidates into one publication those basic procedures concerning Air Traffic Control (ATC), Airfield Management Operations (AMOPS) and related operations essential for the safe and orderly conduct of aerodrome activities at MacDill Air Force Base (MAFB). These procedures are supplemental to Air Force Manual (AFMAN)11-202V3, Flight Operations, AFPD 13-2, Air Traffic Control, Airspace, Airfield, and Range Management, AFMAN 13-204V1, Management of Airfield Operations, AFMAN 24-306, Operation of Air Force Government Motor Vehicles, Federal Aviation Administration Job Order (FAA JO) 7110.65 X, Air Traffic Control and other applicable Air Force (AF) and Federal Aviation Administration (FAA) directives. Ensure all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, Records Management and Information Governance Program, and are disposed in accordance with (IAW) the Air Force Records Disposition Schedule (RDS), which is located in the Air Force Records Information Management System (AFRIMS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the DAF Form 847, Recommendation for Change of Publication; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all direct Supplements must be routed to the OPR of this publication for coordination prior to

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SUMMARY OF CHANGES

This document has been substantially revised and should be reviewed in its entirety. Major changes include ATC frequency listing, taxi restrictions/limitations, aircraft arresting system descriptions, active runway selection procedures, airfield/aerodrome restrictions, airfield closure standby procedures, flight plan processing, coordination of non-standard airfield events, Controlled Movement Area procedures, pattern work clearances, noise abatement restrictions, Prior Permission Required processing guidance, Night Vision Device procedures, Unmanned Aircraft Systems information, Servicing Radar Approach Control altitude, Runway Gradient and the airfield diagram.

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Chapter 1

GENERAL OPERATIONS

1.1. Overview. This instruction prescribes procedures and outlines policies for the safe, orderly, and expeditious flow of air traffic operations. It supplements guidance contained in applicable United States Air Force (USAF) and Federal Aviation Administration (FAA) publications.

1.2. Roles and Responsibilities.

1.2.1. As an AMC-hosted base, authority and ultimate responsibility for operating the airfield on MacDill AFB resides with the 6th Air Refueling Wing Commander (6 ARW/CC) as the Installation Commander. All references to Installation Commander refer to the 6 ARW/CC.

1.2.2. The Operations Support Squadron's Airfield Operations Flight (6 OSS/OSA) executes the functions prescribed in AFMAN/DAFMAN 13-204 volumes 1-4, DAFI 13-213, and corresponding supplements. Unless prefixed otherwise, all references to Airfield Management (AM) or AM Ops within this instruction refer to 6 OSS/OSAA.

1.2.3. Unit commanders must ensure aircrew under their operational control (OPCON) comply with this publication. All aircrew members, including TDY aircrews, personnel in support of airfield activities, AM, and ATC personnel assigned to MacDill AFB will comply with the operating procedures in this instruction.

1.3. Deviations. Any party subject to these procedures may deviate from the policy contained herein only in the interest of safety. The 6th Operations Group Commander (6 OG/CC) must approve all other deviations or waiver requests before operations begin. All deviations must be reported to the OPR for this publication.

1.4. Revisions. IAW AFMAN 13-204V1 AMC Supplement, this instruction will be reviewed annually. Recommendations for changes to this instruction are encouraged and should be submitted to 6 OSS/OSA Airfield Operations Flight Commander (AOF/CC).

1.5. Scope. This instruction prescribes Air Traffic Control (ATC), Airfield Management (AM), Radar, Airfield, and Weather Systems (RAWS), and aircraft, vehicles, and personnel procedures for MAFB. AFMAN 13-204V1 AMC Supplement, [Attachment 2](#) specifies applicable items that must be addressed in this regulation. Command and wing directives will be consulted to determine how to perform specific operations. The procedures described here are directive in nature and apply to personnel and aircraft assigned to MAFB.

1.6. Word Meanings. The following definitions apply within this instruction:

1.6.1. Shall, will, or must—indicate a mandatory procedure.

1.6.2. Should—indicates a recommended procedure.

1.6.3. May or need not—indicates an optional procedure.

1.7. Runways and Taxiways. MacDill AFB has one precision approach Runway (05/23) constructed of 11,421 feet of asphalt and concrete. The first 1,000 feet of runway is concrete, and the middle 9,421 feet is asphalt. The runway's usable width is 151 feet wide with paved 25-foot shoulders on both sides. Runway 05 is oriented on a true heading of 045°. Runway 23 is oriented on a true heading of 225°. The overruns are 1,000 feet x 200 feet bituminous asphalt at the Runway

05/23 approach ends. The runway's gradient is 1 degree. Note: All aircraft will use the concrete portions (first 1,000 feet of each runway end) for 180° turns on the runway.

1.7.1. Field elevation: The official field elevation is 14 feet Mean Sea Level (MSL), measured at the Runway 23 approach end.

1.7.2. Taxiways (Twys): All taxiways are 75 feet wide with 25-foot shoulders.

1.7.3. All non-standard airfield markings are annotated in the DoD Flight Information Publication, Area Planning.

1.7.4. Weight Restrictions. Refer to the Airfield Suitability Report. Contact the Airfield Manager (AFM) (commercial: 813-828-2030) and Civil Engineers (CE) Pavement Specialist (commercial 813-828-8385) for allowances determined by bypass rate and aircraft category.

1.7.5. Taxi-route, Obstacle, and Wingtip Clearance Restrictions. Refer to DoD Flight Information Publication, Area Planning for the most current listing of airfield restrictions.

1.7.5.1. Heavy Aircraft Taxi Procedures. To reduce FOD potential on taxiways, after landing or prior to take off, all large/heavy and other four engine aircraft must taxi with outboard engines at idle or off, unless operational necessity dictates otherwise. Consider any areas of airfield construction as high risk FOD areas and use caution to minimize blowing FOD around airfield.

1.7.5.2. Wide body aircraft with wingspans greater than 132.7 feet will not be allowed to taxi on taxi lanes located on the Alpha apron without wing-walkers. If it is necessary for a wide body aircraft to taxi past these rows, Transient Alert must ensure that sufficient wingtip clearance is available and provide wing-walkers.

1.7.5.3. B-52s must have wing-walkers to transverse any taxiways or aprons after exiting runway 05 and runway 23.

1.7.6. Helipad/helicopter areas:

1.7.6.1. Limited use concrete VFR Helipad. (concrete 100ft by 100ft) Coordinates: N27°50.69' W82°30.79'. Elevation 9.7ft MSL. Approach and departure should be made from/to east.

1.7.6.2. Helicopter Training Area (HTA). The HTA is a VFR training area defined by the areas depicted in [Attachment 11](#), from the surface to 400' MSL. Units utilizing the HTA assume operational responsibility while conducting operations within the HTA. MacDill ATC is NOT responsible for separation between two or more helicopters operating in the HTA, Center Sod, or from structures, personnel or equipment. ATC will provide advisories between participating and non-participating aircraft to the maximum extent possible. The HTA shall not be used when the ceiling is lower than 1000' AGL or the visibility is less than 3 SM, unless SVFR operations are coordinated with ATC.

1.7.6.3. Center Sod Area. The "Center Sod" area is defined as a VFR hover area from the surface to 100' MSL located north of ASF MacDill, north of taxiway Kilo, east of taxiways Juliet and Golf and west of taxiways Lima and Mike as depicted in [Attachment 12](#). The "Center Sod" area is authorized for helicopter landing and hovering in order to accomplish helicopter flight training and maintenance checks. Aircraft operating in the "Center Sod" will not land or hover within 200 feet of the adjacent taxiways, except when transitioning

to/from the Center Sod area or when approved by ATC. Operations within the “Center Sod” area will be at the risk of the aircrew. If two or more aircraft are to operate within the “Center Sod” area, ATC will advise participating aircraft when other aircraft are approved to enter the “Center Sod” area. Participating aircraft will coordinate movement/aircraft spacing on their internal company frequencies while operating within the Center Sod area.

1.7.7. MacDill Tower is a 137-foot-tall structure located at midfield, 1,300 feet northwest of the Runway 05/23 centerline. For current local frequencies, see FLIPs U.S. Low Vol-19.

1.7.8. MAFB Tactical Air Navigation Aid (TACAN - FRN/45R) (Identifier: MCF, Channel 47X) is located on the west side of Runway 05/23, 860 feet from the Runway 23 approach end.

1.7.9. CAT I ILS. Runway 05 and 23 localizers are each offset 3 degrees from centerline.

1.7.10. Runway 05 NAVAIDS:

1.7.10.1. Localizer (Identifier: I-MCF, Frequency: 109.5 MHz) is located on the west side of the runway, 690 feet from the Runway 23 approach end.

1.7.10.2. Glideslope (Frequency: 332.60 MHz) is located on the west side of the runway, 1,111 feet from the landing threshold.

1.7.11. Runway 23 NAVAIDS:

1.7.11.1. Localizer (Identifier: I-GBZ, Frequency: 111.7 MHz) is located on the west side of the runway, 940 feet from the Runway 05 approach end.

1.7.11.2. Glideslope (Frequency: 333.50 MHz) is located on the west side of runway, 1,070 feet from the landing threshold.

1.7.12. TACAN checkpoints are marked on the airfield as described below:

1.7.12.1. Taxiway Alpha - MAG Bearing 037°, Distance 1.7NM, **CH 47X**.

1.7.12.2. Taxiway Echo - MAG Bearing 302°, Distance 0.6NM, **CH 47X**.

1.7.13. Hot Brake Areas:

1.7.13.1. Primary: The taxiway used to exit the runway or as instructed by ATC.

1.7.13.2. Alternate: Intersection of Birdbath and Taxiway Echo for Runway 05 and the northeast corner of the Mole Hole (Taxiway Hotel) for Runway 23.

1.7.14. Hydrazine inspection areas:

1.7.14.1. Primary: Taxiway Alpha for Runway 23 and Taxiway Echo for Runway 05.

1.7.14.2. Alternate: Taxiway Golf between Taxiways Delta and Echo.

1.7.15. Airfield Explosives Parking:

1.7.15.1. Dangerous (Hot) Cargo Areas: The primary parking/off-load area is located on Taxiway Papa midway between Taxiways Kilo and Lima. Alternate parking/off-load is located on Taxiway Mike between Taxiways Lima and Golf.

1.7.15.2. Combat Aircraft Parking Areas (CAPA) are located on the Charlie apron (Mole Hole) and the Deployed Unit Complex (DUC) Ramp.

1.7.15.3. The Wing Safety Office maintains approved explosive site plans and explosive limits for each location.

1.7.16. Aircraft in-ground refueling pits are located on the North Ramp and are numbered A8-A19. Hot Refueling is authorized within the Bravo and Charlie Ramps with approval from Airfield Management Operations; procedures can be found in the “MacDill AFB KC-135 R/T Hot Refuel Site Certification”. Hot Refueling on parking spot B-1 is only authorized for the National Airborne Operations Center (NAOC).

1.7.17. Arm/De-Arm Areas (see [Attachment 2](#)): The Arming area for Runway 05 is located on Taxiway Hotel or Taxiway Juliet; the De-Arming area for Runway 05 is located at the intersection of Taxiways Mike and Golf; the Arming area for Runway 23 is located at the intersection of Taxiways Mike and Golf; and the De-Arming area for Runway 23 is Taxiway Hotel or Taxiway Juliet.

1.7.18. Airfield Management/ Airfield Operations is in the north side of Hangar 3 on the first floor (see [Attachment 2](#)).

1.7.19. The uncontrolled movement areas include the North Ramp, South Ramp, Charlie Ramp, Delta Ramp, and Army Helicopter Ramp.

1.8. Runway Selection Procedures.

1.8.1. The Control Tower Watch Supervisor shall determine the runway in use.

1.8.2. Runway 05 is designated the primary instrument, Alert Force, and calm wind runway due to noise abatement and traffic flow compatibility with Tampa ATCT.

1.8.3. Runway Change Procedures.

1.8.3.1. Tower WS/SC shall coordinate with Tampa ATCT before changing the Runway in use.

1.8.3.2. MacDill Tower will notify AMOPS, Base Weather and Fire Department of any change to the runway in use. Note: When MAFB’s Runway 23 and Tampa’s Runway 01 are in use, aircraft operations may be delayed. This configuration is complex and severely limits air traffic operations at both airports.

1.9. Control of Ground Traffic in the Controlled Movement Area (CMA).

1.9.1. The CMA is the portion of the airfield requiring aircraft, vehicles, and pedestrians to establish and maintain two-way radio communications with MacDill Tower and obtain ATC approval prior to entry. Only those in direct support of mission essential activities are authorized to operate within the CMA. The CMA is defined as Runway 05/23 and extending 100ft from the Runway edge, overruns, the Helipad extending 100ft from the helipad edge, South Perimeter Road extended laterally 175 feet east and west of the painted runway edge. On paved surfaces, the CMA boundary is annotated by VFR hold lines (See [Attachment 2](#) for depiction).

1.9.2. Airfield Management serves as the OPR for the wing/base airfield driving program. All personnel driving on the airfield must be qualified and comply with DAFI 13-213, Airfield Driving, and all other prescribed governing directives. DAFI 13-213, Airfield Driving Instruction and any AMC/Base supplement, provides further information on personnel

responsibilities, vehicle traffic procedures (to include privately owned vehicles), airfield driving requirements, and airfield/CMA violations.

1.9.3. Controlled Area Movement Procedures. Vehicle operators and personnel shall utilize FM (LMR) Ramp/Tower Net as the primary method to contact MacDill Tower. This net is exclusively reserved for communication with the Tower; all other intra-agency communication must be conducted on other designated channels. At no time shall ATC (VHF/UHF) frequencies be used for vehicular/pedestrian CMA access.

1.9.4. MacDill Tower will monitor FM (LMR) Crash Net during emergencies or upon request by Fire Department; this channel may be used for emergency vehicle coordination.

1.9.5. All vehicles and personnel shall exit the CMA immediately if two-way radio communication with ATC is lost. Cellular telephones may only be used as a last resort in an emergency to communicate with ATC upon radio failure and to coordinate an immediate exit from the CMA.

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

1.9.7. If ATC cannot establish radio contact, they will first use light gun signals to direct vehicle or personnel out of the CMA. As an alternate measure, ATC will flash the runway edge lights several times to communicate a CMA exit command.

1.9.8. Emergency vehicles responding to an incident are not exempt from CMA operation requirements and must receive ATC permission prior to entry.

1.9.9. During an emergency, MacDill Tower will expect Crash Response and AMOPS vehicles to approach the CMA. When possible, MacDill Tower will assist and facilitate vehicle movement by issuing proactive and positive control instruction.

1.9.10. While operating vehicles on taxiways or beyond any parking ramp, personnel must possess two-way radio capability and monitor FM (LMR) Ramp/Tower Net or Crash Net. Situational awareness is necessary to facilitate the taxi-ground movement of aircraft and aircraft-related vehicles. Operators must be aware of their surroundings and prevent the development of hazardous conflicts.

1.9.11. Procedures for disposition of personnel and vehicles involved in a runway incursion are defined in DAFI 13-213 and will be investigated by AMOPS and Flight Safety. Procedures for aircraft involved in a runway incursion are prescribed in DAFMAN 91-223 and will be investigated by Flight Safety.

1.10. Airfield Lighting System.

1.10.1. Airfield lighting will be operated in accordance with FAA JO 7110.65, Air Traffic Control.

1.10.2. The following airfield lighting is available for both Runways 05 and 23:

1.10.2.1. US Standard Approach Lights 1 with Sequenced Flashing Lights (ALSF-1).

1.10.2.2. High Intensity Runway Lights (HIRL).

1.10.2.3. Precision Approach Path Indicator (PAPI). The PAPI lights provide a 3.0-degree visual glide path with a touchdown approximately 1,000 feet past the runway threshold (PAPIs will only be utilized for the active runway and when MacDill Tower is open).

1.10.3. Taxiway Lights. All taxiways are lighted.

1.10.4. Preventive maintenance will not be performed during the hours of darkness or with current/forecasted IFR conditions.

1.10.5. Lighting outages. Refer to AFMAN13-204V2 for documentation and reporting procedures for lighting outages.

1.11. Permanently Closed/Unusable Portions of the Airfield.

1.11.1. Abandoned taxiway pavement (marked unusable) northeast of Taxiway Echo.

1.11.2. Abandoned taxiway pavement (marked unusable) northwest and southwest of Taxiway Kilo.

1.11.3. Abandoned taxiway pavement (marked unusable) northwest of Taxiway Papa.

1.11.4. Degraded pavement (marked by apron boundary lines) northeast of parking spot T-25.

1.12. Aircraft Arresting Systems.

1.12.1. MAFB employs a Barrier Arresting Kit - 12 (BAK-12) on the approach end of each runway; both systems are permanently raised pendant cables spanning the width of the runway with bidirectional tail hook arrestment capability. During normal operations, arresting systems are strung and considered "configured."

1.12.1.1. Runway 05 (South BAK-12): 1,338 feet from approach end (10,083 feet from departure end).

1.12.1.2. Runway 23 (North BAK-12): 1,397 feet from approach end (10,024 feet from departure end).

1.12.2. Maintenance and certification of arresting systems will be accomplished in accordance with AFMAN32-1040, Civil Engineer Airfield Infrastructure Systems.

1.12.3. Following any barrier engagement, Barrier Maintenance (6 CES/CEOP) must recertify the arresting system for usable configuration. Recertification of each BAK-12 systems takes approximately 40 minutes; however additional delays may result depending on duty/on-call status of personnel.

1.12.4. Barrier Maintenance will ensure AMOPS is notified immediately when capabilities or changes to the arresting system occur. Likewise, Barrier Maintenance will coordinate, in advance, any planned maintenance that affects system operational status and usability. Tower will suspend runway operations in the event any maintenance is conducted on the BAK-12 system.

1.13. Parking Plan/Restrictions.

1.13.1. The MAFB Aircraft Master Parking Plan (AMPP) (Tab E-9 Map) establishes the MAFB Parking Plan and restrictions. AMOPS is the OPR for the AMPP and is responsible for the development and annual update of the plan. The AFM will annually review and coordinate on the aircraft parking plan to make sure it is IAW UFC 3-260-01.

1.13.2. The AFM will ensure coordination with CES, SFS, Wing Safety, Fire Department, 6 MXG, TA, Fuels Control, MacDill Tower, MAJCOM Terminal Instrument Procedures (TERPS) and Wing Plans to guarantee changes to the plan do not affect operations on the aerodrome.

1.13.3. The 6 OG/CC is the final base approval authority for this plan. HQ AMC/A3AP will be notified of any changes.

1.13.4. Proposed changes to this plan will be submitted in writing to the AFM, who will forward to the appropriate agencies. All agencies will propose desired changes to painting, signage or parking schemes during the annual review process. Actions that affect the AMPP (i.e., changes, updates or review) will be routed by the AFM through the following agencies/organizations:

1.13.4.1. 6 MXG/CC.

1.13.4.2. Safety (6 ARW/SE).

1.13.4.3. Fire Department (6 CES/CEF).

1.13.4.4. Airfield Pavement Engineer (6 CES/CECC).

1.13.4.5. 6 SFS/S3 Staff.

1.13.4.6. TA (6 MXS/TA).

1.13.4.7. Ground Transportation (6 LRS/LGRDDO)

1.13.4.8. Any wing-assigned, tenant or deployed flying unit operating at MAFB.

1.14. Airfield Operations Facilities: Operating Hours and Designated Airspace. The AOF (6 OSS/OSA) executes the ATC, Radar Airfield and Weather Systems (RAWS) and AM missions. MAFB airfield operates 24 hours 7 days a week.

1.14.1. AM includes AMOPS. AMOPS is operated 24 hours a day, 7 days a week.

1.14.2. ATCT is the USAF control tower located on MAFB. The MAFB Class D airspace is defined in JO 7400.11 B, Airspace Designations, and depicted on the sectional charts as "that airspace extending upward from the surface of the Earth to but not including 1,200 feet MSL within a 4.5-mile radius of MacDill AFB; excluding the portion within the Tampa International Airport, FL, Class B airspace area; excluding that portion southwest of a line connecting the 2 points of intersection with a 4 mile radius circle centered on the Albert Whitted Airport. (Lat. 27°45'54" N., Long 82°37'37" W.) The ATCT is operated 24 hours a day, 7 days a week.

1.14.3. Operationally, and by letter of agreement with FAA Tampa ATCT, MAFB ATC is responsible for airspace (shaped like a capital letter D) 1.5 NM northwest of runway 05/23 arcing to the south out to 4.5 NM from the surface to 1,199 feet MSL, and a portion of the Tampa Class Bravo from 1200 feet to 1600 feet MSL.

1.14.4. The airspace between 1,600 feet MSL and 2,099 feet MSL cannot be used by either MacDill Tower or Tampa ATCT without prior coordination.

1.14.5. RAWS maintains the ATC radios and frequencies, Instrument Landing Systems (ILS), Tactical Air Navigation Station (TACAN), Weather Equipment (FMQ-19), and other mission-

critical equipment. RAWs works 0700-1500 and is available through a standby schedule to support responses 24 hours/7 days a week as applicable.

1.14.6. Any maintenance performed on facilities or equipment that affects ATC shall be coordinated in advance with the MacDill Tower Chief Controller (CCTLR). If maintenance is in response to an outage logged by MacDill Tower but additional equipment must be taken out of service to repair, maintenance personnel will gain CCTLR approval prior to removing any piece of functional equipment from service.

1.15. Local Frequencies. Contact 6 OSS/OSA for access to recorded media and tape transcripts. Must have 6 OG/CC approval before release of recorded media or transcripts.

Table 1.1. Frequencies.

Frequencies		
Position	VHF	UHF
Local Control	120.175	294.7
Ground Control	118.575	275.8
Emergency Single Frequency Approach (SFA)	N/A	285.55
Automated Terminal Information Service (ATIS)	133.825	270.1
Avon Park Operations	292.2	126.15
Pilot to Dispatch (AMOPS)	N/A	372.2
Pilot to Metro (Weather)	N/A	225.05
Command Post/Lightning Ops (CP)	N/A	323.8/311.0
Paradrop Operations	N/A	240.1

1.16. RAWs, to include Preventive Maintenance Inspection (PMI) schedule.

1.16.1. Scheduling Interruptions to ATCALs. Preventive maintenance of ATCALs performed during other than published maintenance periods be coordinated with the AOF/CC and approved by the 6 OG/CC. The AOF/CC will perform required coordination with USAF and FAA ATC and affected base agencies. The identification feature of ATCALs released to maintenance will be turned off when necessary IAW AFMAN 13-204V1_AMCSUP. Equipment downtime can be coordinated by HQ/AFFSA Remote Maintenance Center (RMC) or local ATCALs work center.

1.16.2. A No-NOTAM Preventive Maintenance Schedule will be published in the DoD Flight Information Publication (Enroute), IFR – Supplement, United States under the specific NAVAID comments section. See Air Traffic Control Equipment Maintenance, Restoration, and Coordination Procedures Operations Letter for the No-NOTAM PMI schedule.

1.16.3. NAVAIDs will not be released unless the ceiling is at or above 3,000 feet and visibility is at or above 5 statute miles. Additionally, if weather drops below these values after a NAVAID is released, it will be returned to MacDill Tower control upon request.

1.16.4. Tower shall immediately report all interruptions, outages, or malfunctions of NAVAIDs, ATC equipment, airfield lighting and pertinent airfield conditions to AMOPS.

1.16.5. WX will notify AMOPS for any meteorological equipment outages.

1.16.6. AMOPS will notify MacDill Tower of all NOTAMs dispatched and provide email notification to specified base agencies as defined in local guidance.

1.16.7. Maintenance personnel may bypass the ILS interlock to allow simultaneous localizer and/or glideslope operations to accommodate facility installation, maintenance restoration, preventive maintenance or flight inspection. Maintenance personnel will contact MacDill Tower and make the request. The MacDill Tower WS/SC will ensure at least a 3,000-foot ceiling and/or 5 miles visibility exists prior to approving operation of the systems in dual mode. Maintenance will notify MacDill Tower when the system is returned to normal operational status.

1.17. Transient Alert: Services/Facilities Available to Support Transient Aircraft. Reference: IFR-SUPPLEMENT UNITED STATES

1.17.1. MacDill Tower personnel shall relay twenty (20) mile calls to AMOPS and Transient Alert for all transient aircraft arrivals including DV, Med/Air Evacuation Aircraft and as request by AMOPS for select missions. Relay of information by air traffic controllers is secondary to providing ATC services. Controllers will relay this information provided it does not interfere with primary ATC responsibilities.

1.17.2. AMOPS will notify TA to coordinate aircraft support services when PPR are coordinated.

1.17.3. Runway will be suspended immediately after B-52, C-5 and/or B-747 full stop landing/departures until a Foreign Object Damage (FOD) check must be accomplished by AMOPS. FOD check is not required for aircraft performing practice approaches.

1.18. Automatic Terminal Information Service (ATIS) Procedures.

1.18.1. ATIS broadcasts shall be made upon facility opening and continue until the facility closes. This recording is broadcast on 133.825 and 270.1 MHz and provides basic terminal information.

1.18.2. Prior to requesting taxi, all aircrews will ensure a flight plan is on file with AMOPS, check the ATIS broadcast for latest weather information, and report the current ATIS "code."

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

1.19.1. Arm/De-Arm Areas (see [Attachment 2](#)): The Arming area for Runway 05 is located on Taxiway Hotel or Taxiway Juliet; the De-Arming area for Runway 05 is located at the intersection of Taxiways Mike and Golf; the Arming area for Runway 23 is located at the intersection of Taxiways Mike and Golf; and the De-Arming area for Runway 23 is Taxiway Hotel or Taxiway Juliet.

1.19.2. Engine Run-up Areas: Full-power engine runs authorized on A-1, A-2, A-6 (Aircraft nose must be oriented to the north), B-2, B-4, B-6. All other full-power engine run locations must be approved by the Airfield Manager or designated representative.

1.19.3. Maintenance personnel will follow all engine runs/washes IAW DAFI 21-101_AMCSUP_MACDILLAFB. Personnel conducting the engine run/wash will advise MacDill Tower of aircraft call sign/tail number and location prior to commencing any engine run to ensure no arriving, departing or taxiing aircraft are affected. Pilots or aircraft

maintenance personnel are responsible for ensuring adequate clearance from other aircraft while conducting engine run operations.

1.19.4. Unless pre-coordinated with MacDill Tower, drag chutes should not be jettisoned on the runway. Aircrews should retain their chute until the aircraft has reached parking. 6 OSS/OSAA will coordinate to retrieve a jettisoned chute.

1.19.5. Hot Pit Refueling is authorized within the Bravo and Charlie Ramps with approval from Airfield Management Operations; procedures can be found in the “MacDill AFB KC-135 R/T Hot Pit Refuel Site Certification”. Hot Pit Refueling on parking spot B-1 is only authorized for the National Airborne Operations Center (NAOC).

1.19.6. Refer to MacDill Small Unmanned Aircraft System – Concept of Employment for sUAS operations. For all sUAS operations refer to [paragraph 7.25](#).

1.20. Aircraft Towing Procedures. MacDill Tower is the approval authority for all aircraft tow operations. For operational deconfliction and safety, 6 MXG personnel will coordinate all tow operations in real time and in direct communication with MacDill Tower. Prior to commencing a tow, MOC will notify MacDill Tower via landline and provide tail number, location, and tow route. Movement authorization and termination will occur via FM (LMR) Ramp/Tower Net; 6 MXG personnel will always monitor this channel during the operation and advise MacDill Tower upon completion.

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

1.21.1. TA Procedures. When the TA dispatcher is notified by AMOPS of a transient aircraft arrival, he/she will dispatch a "follow-me" vehicle to assist the aircraft. All inbound transient aircraft are required to follow the TA vehicle ("follow-me") from the taxiway designated by ATC (limited to the intersection of taxiway Lima and Echo or the south end of Kilo).

1.21.2. Taxiing with Live Ordnance. All aircraft loaded with armed forward-firing ordnance will advise MacDill Tower prior to taxiing and will taxi to avoid pointing its ordnance at any passenger-carrying aircraft.

1.21.3. Jet Blast/Heavy Aircraft Jet Thrust. Engine run crews will abide by [paragraph 1.27](#) of this instruction. Vehicles/personnel are expected to remain clear of taxiing aircraft IAW their airfield driver’s training and AFI 13-213, Airfield Driving.

1.22. Airfield Maintenance: Sweeper Operations, Grass Mowing, Rubber Removal, Airfield Paint Plan.

1.22.1. Airfield sweeping operations are outlined in the table below:

Table 1.2. Sweeping Operations.

Sweeping Operations	
General Sweeping	Monday – Friday from 0600-1500
Standby Sweeper	A standby sweeper will be available at all other times not indicated above and available to report within hour

*Due to limited number of sweepers (3), multiple sweeper taskings may not always be supported due to sweeper maintenance requirements.

1.22.1.1. The sweeper operator will obtain runway access approval through the Control Tower and report to the Airfield Management Operations (AMOPS) no later than 0615L local to receive any special sweeping instructions.

1.22.1.2. Commencing no later than 0630L, sweep the runway and the following main taxiways in this priority: L, E, K (L to G), A, B, C, D, and then all the remaining pavement. Airfield management may request priority changes based on mission requirements.

1.22.2. Airfield mowing will be accomplished to maintain the vegetation height in accordance with DAFI 91-212, The Bird/Aircraft Strike Hazard (BASH) Management Program, paragraph 3.2.1.4. and the local contract Performance Work Statement.

1.22.2.1. CES is responsible for ensuring all personnel performing mowing operations on the airfield possess valid Airfield Drivers Licenses and are equipped with a land mobile radio (LMR) to coordinate CMA access and movement with MacDill Tower.

1.22.2.2. CES Grounds Maintenance, in conjunction with AMOPS, will establish a mowing schedule to ensure all grassy areas of the airfield are maintained between 7-14 inches IAW Bird/Wildlife Aircraft Strike Hazard (BASH) requirements. Grass height maintenance between 7-14 inches applies to all infield areas, grassy areas surrounding taxiways/taxi lanes, aircraft hangars, ramps and other aircraft movement areas.

1.22.2.3. CES Grounds Maintenance will take advantage of low traffic volume periods and scheduled recurring preventative maintenance runway closures in order to cut grass close to runway edges.

1.22.3. AFM and/or DAFM will coordinate with CE to establish a rubber removal/airfield paint plan that will produce minimal disruption to the flying mission. Rubber removal will be conducted as needed and based on determination from CES friction testing devices. Rubber removal will normally be conducted on the first 3,000 feet of each runway utilizing a State of Florida environmentally approved chemical and mechanical action.

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

1.23.1. Runway Surface Condition (RSC) checks will be accomplished and reported IAW AFMAN 13-204V2_AMCSUP, Airfield Management. MAFB will report RSC as either wet or dry. Note: During "Lightning within 5 or other severe weather conditions, the ATC Watch Supervisor may recommend "Wet Rwy" to AMOPS for declaration.

1.23.2. Runway Condition Readings (RCR) are not required at MAFB due to the climate.

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

1.24.1. Daily Airfield Inspections:

1.24.1.1. Airfield Management authorized personnel shall inspect the airfield at least once daily IAW AFMAN 13-204V2_AMCSUP. To the maximum extent possible, daily inspections should be conducted during light traffic periods, NLT 1000L.

1.24.1.2. Inspection results will be documented on the airfield inspection checklist and AF Form 3616, Daily Record of Facility Operation.

1.24.1.3. Airfield Management personnel will conduct and document a daily lighting serviceability and marking retro-reflectivity check NLT 1 hour after sunset or before the start of night flying operations and/or during hours of reduced visibility. Inspection requirements, documentation, and reporting will be IAW AFMAN 13-204V2_AMCSUP and locally published guidance.

1.24.2. Quarterly Airfield Inspections. A joint airfield inspection will be conducted quarterly, the month prior to the AOB. Participants will include, at a minimum, the following: AOF/CC, AFM and/or Deputy Airfield Manager (DAFM), CE (Community Planner, Airfield Infrastructure/Pavement Engineer, Environmental and Airfield Lighting), Flight Safety and Security Forces. Inspection results will be coordinated with HQ AMC/A3AT (TERPS).

1.24.3. Annual Certification/Safety Inspection. An annual certification/safety inspection will be conducted each year to evaluate the airfield's condition and compliance with USAF airfield infrastructure and safety requirements. Participants will include, at a minimum, the following: AOF/CC, AFM and/or DAFM, CE Airfield Infrastructure/Pavement Engineer and Flight Safety. All discrepancies will be identified to the appropriate agency to initiate corrective action(s). The AFM and/or DAFM will annotate all discrepancies on the appropriate checklist and will document follow-up inspections.

1.24.4. Other events. Airfield checks will be completed for/after the following: Unauthorized landings, severe weather, airfield driving violations, checks of construction area, natural disasters (e.g., tornado, typhoon, earthquake etc.) or when deemed necessary.

1.25. Procedures for Opening and Closing the Runway. Airfield/aerodrome closure approval and coordination will be IAW AFMAN 13-204V1_AMCSUP, Management of Airfield Operations.

1.25.1. MAFB shall not operate as an uncontrolled airfield. Utilization of the airfield/aerodrome (except for emergencies) is not authorized during airfield closures.

1.25.2. During approved closure periods, designated airfield support agencies (MacDill Tower, Weather, AMOPS, POL, and Transient Alert (TA)) will ensure continuous On-Call or Standby support for any requirement to reopen the airfield. AMOPS personnel will forward their primary phone to cell phones and be available for any airfield responses.

1.25.3. Aircrews or mission coordinators requesting support during a closure must receive 6 OG/CC (or designated representative) approval.

1.25.4. Specific procedures for opening and closing the airfield are addressed in the Airfield Operations Flight Coordination Letter.

1.26. Procedures for Suspending and Resuming Runway Operations.

1.26.1. MacDill Tower will suspend air traffic operations on the active runway when an emergency aircraft lands or when there is reason to believe that a hazard exists on/near the runway and/or approach/departure corridor. MacDill Tower will notify Tampa ATCT and AMOPS immediately when the aerodrome is closed and when runway operations are suspended.

1.26.2. AMOPS maintains authority to close/suspend/resume runway operations for hazards affecting flight safety, as outlined IAW AFMAN 13-204V2_AMCSUP.

1.26.3. Runway operations will only be resumed only after AMOPS completes a runway check and verifies the area is safe for operation. AMOPS will notify MacDill Tower when runway operations are resumed. Note: A runway suspension/check is not required when there is no physical risk to the runway (i.e. a medical emergency on board an aircraft does not require a runway check).

1.27. Engine Test/Run-up Procedures.

1.27.1. Maintenance personnel conducting engine run/wash will advise MacDill Tower of aircraft call sign/tail number and location prior to commencing any engine run to ensure no arriving, departing or taxiing aircraft are affected. Pilots or aircraft maintenance personnel are responsible for ensuring adequate clearance from other aircraft while conducting engine run operations. Full-power engine runs are authorized on parking spots A-6 (aircraft nose must be oriented to the north), A-2 (aircraft nose must be oriented into the wind and there must not be aircraft parked on DV-1 & 4), B-2, and B-6. All other full-power engine run locations must be approved by the Airfield Manager.

1.27.2. Engine runs on taxiways are not authorized unless approved by the Airfield Manager. See [Paragraph 1.19.2](#) for approved engine run locations.

1.28. Noise Abatement Procedures. To minimize the impact of aircraft noise on the local community, the most stringent noise abatement procedures, compatible with safety, will be employed.

1.28.1. No multiple IFR/VFR approach for transient aircraft between the hours of (2200-0600L, 0300-1100Z++).

1.28.2. Afterburner-equipped aircraft will terminate use of afterburners as soon as practical after departure.

1.28.3. Intersection/formation departures will not be permitted if aircraft cannot reach 1,000 feet MSL prior to the airfield boundary.

1.28.4. Overflight of noise sensitive areas will be avoided in visual meteorological conditions (VMC) so long as safety is not compromised. These areas include the St. Petersburg land mass restriction and Apollo Beach as defined in the DoD approach plates for KMCF.

1.29. Procedures for Protecting Precision Approach Critical Areas.

1.29.1. MacDill Tower is responsible for the protection of the ILS critical areas. These areas are defined as follows:

1.29.1.1. Localizer – A rectangular area parallel and perpendicular to the antenna array (including the 3° offset) extending from the antenna array 2,000 feet towards the approach end of the runway and 150 feet on each side of the centerline of the approach course. It includes a 50-foot extension behind the antenna array.

1.29.1.2. Glide Slope – A fan-shaped area that extends from the glide slope antenna 1,300 feet toward the approach end of the runway (or to the end of the runway, whichever is greater). It covers an area 30 degrees each side of a line drawn through the glide slope antenna and parallel to the runway centerline.

1.29.2. ILS Critical Areas are protected by means of establishing a controlled area or physically separating the critical areas from vehicular travel routes to prevent vehicles of all

types from interfering with the radiation pattern emitted by the antenna array. Even the smallest interference can cause a significant deviation in the radiation pattern and affect the course of flight for landing aircraft. Aircraft are not allowed to proceed beyond the ILS final approach fix, unless the Precision Approach Critical Area is protected.

1.29.3. When an ILS approach is in progress to Runway 05 and weather conditions are below a ceiling of 800 feet and/or visibility of less than 2 miles, MacDill Tower will activate the North Boundary Road lights to restrict vehicle movement inside the Precision Approach Critical Area. Lights are inspected daily by AMOPS. If lights are found to be inoperative, MacDill Tower will notify Security Forces to restrict vehicle operations on the North Boundary Road (and South Perimeter Road as needed) ([Attachment 4](#)) and report the outage to AMOPS. Note: The North overrun access road and South Perimeter Road at the approach end of Runway 05 are restricted to authorized/mission essential vehicles must have direct two-way radio contact with and approval from the Control Tower.

1.30. Restricted/Classified Areas on the Airfield (see Attachment 2). Refer to the airfield diagram for airfield restricted areas. The airfield does not have any classified areas.

1.31. Auxiliary power for ATCALs facilities.

1.31.1. **Unscheduled Power Interruptions.** In the event of loss of commercial power, a self-starting generator supports each NAVAID. The generator takes 5-10 seconds to start and can provide needed power for 72 hours continuously without refueling. Each NAVAID site will rely on auto-start capability for back-up power and will not be manually transferred to generator power unless the automatic transfer switch is inoperable.

1.31.2. **ATC Tower:** The ATCT Watch Supervisor will notify CE Emergency Service Call Desk that the ATC Tower is on back-up power.

1.31.3. **RAWS Systems and Facilities:** For all other facilities, the Tower Watch Supervisor will notify RAWS of an outage, and RAWS will coordinate with CE Emergency Service Call desk to rectify power issues.

1.31.4. The Civil Engineer Squadron Power Production (6 CES/CEOFP) shop will activate the airfield lighting back-up power generator at the request of ATCT when the ATCT does not possess the capability to activate it (e.g., switch disabled, ATCT evacuation, etc.). At the request of ATCT, the Civil Engineer Squadron Electrical Shop (6 CES/CEOFE) will operate the backup lighting panel located in the lighting vault.

1.31.5. 6 CES/CEOFP shall advise ATCT personnel anytime the remote generator switch in the ATCT is not operational.

1.32. Drone Operations. MAFB does not support large drone operations see [paragraph 7.25](#) for sUAS procedures.

Chapter 2

FLYING AREAS

2.1. Local Flying Area/Designation of Airspace.

2.1.1. The MAFB Class D airspace is defined in JO 7400.11 B, Airspace Designations, and depicted on the sectional charts as “that airspace extending upward from the surface of the Earth to but not including 1,200 feet MSL within a 4.5-mile radius of MacDill AFB; excluding the portion within the Tampa International Airport, FL, Class B airspace area; excluding that portion southwest of a line connecting the 2 points of intersection with a 4 mile radius circle centered on the Albert Whitted Airport. (Lat. 27°45'54" N., Long 82°37'37" W.)

2.1.2. Operationally, and by letter of agreement with FAA Tampa ATCT, MAFB ATC is responsible for airspace (shaped like a capital letter D) 1.5 NM northwest of runway 05/23 arcing to the south out to 4.5 NM from the surface to 1,199 feet MSL, and a portion of the Tampa Class Bravo from 1200 feet to 1600 feet MSL.

2.1.3. The airspace between 1,600 feet MSL and 2,099 feet MSL cannot be used by either MacDill Tower or Tampa ATCT without prior coordination.

2.1.4. Local Area Restrictions. Unless flying under IFR conditions, aircrews will avoid flying over St Petersburg, Davis Island, Peter O'Knight and Albert Whitted airports. Traffic within the MAFB VFR terminal areas will remain between 600 and 1,600 feet MSL unless otherwise coordinated with ATC. Pilots shall notify MacDill Tower of type landing on initial contact. For force protection purposes, light aircraft and helicopters at or below 500 feet (except for arrivals/departures and aircraft established in the traffic pattern) shall, to the maximum extent possible, avoid overflight of U.S. Special Operations Command (USSOCOM), U.S. Central Command (USCENTCOM), base housing, firing range, munitions storage area, and the marina.

2.1.5. Visual Reporting Points/Procedures (see Attachments 6 and 7).

2.1.5.1. Point X-ray. The small peninsula extending from the eastern shoreline of Hillsborough Bay toward the southern tip of Davis Island (MCF TACAN 070°/5 DME).

2.1.5.2. Point Yankee. The point off the east shore of Tampa Bay, 4 miles north of Ruskin (MCF TACAN 136°/7 DME).

2.1.5.3. Point Zulu. Cockroach Bay, on the southeast shore of Tampa Bay, 4 miles southwest of Ruskin (MCF TACAN 185°/11 DME).

2.1.5.4. Approach and Landing from VFR Reporting Points. At the entry point, pilots shall remain outside of Class B airspace and contact MacDill Tower with call sign, entry point, flight size, and intentions.

2.1.6. Initial Re-entry Procedures. When instructed by ATC to reenter, aircrew shall exit the pattern to the east (remain outside of the VFR traffic patterns) and report initial as instructed by ATC. Initial reentry will be flown at 1,600 feet MSL.

2.2. VFR Local Training Areas. MAFB VFR Terminal Area consists of Class D airspace depicted in [Attachment 5](#). Any planned deviation from the MAFB terminal area both lateral and

vertical (see [paragraph 1.14.2](#)) shall be coordinated through MacDill Tower to ensure adequate civil/military aircraft separation.

Chapter 3

VFR PROCEDURES

3.1. VFR Weather Minimums.

Table 3.1. VFR Weather Minimums.

VFR Weather Minimums		
VFR Traffic Pattern	Pattern Altitude	Weather Minimum
Overhead	1,600 MSL	Clear of clouds and 3 miles visibility
Rectangular	1,100 MSL	Ceiling 1,600 AGL and 3 miles visibility
Light Aircraft/Helicopter	600 MSL	Ceiling 1,100 AGL and 3 miles visibility

3.2. VFR Traffic Patterns.

3.2.1. Radar Traffic Pattern – 1,600 feet MSL (Approach services provided by Tampa ATCT) The pattern is bi-directional and is defined as a rectangular shaped pattern with the downwind leg approximately 6 NM south of the runway centerline over Tampa Bay. (See Attachment 6 and 7).

3.2.2. Initial/Overhead Pattern – Pattern altitude is 1,600 feet MSL (Runway 05 uses right turns, Runway 23 uses left turns). The overhead/initial pattern is normally entered from IFR vectors to initial.

3.2.3. Rectangular Pattern – Downwind leg to the southeast of the MacDill runway. Pattern altitude is 1,100 feet MSL.

3.2.4. Light Aircraft/Helicopter Pattern – Pattern altitude is 600 feet MSL. The west pattern will remain within 1½ miles of the runway. Direction of turns will be as requested or as specified by ATC.

3.3. Special Procedures (Helicopter, Functional Check Flight, Parachute Operations, 360-Overhead Pattern Protection).

3.3.1. Transient Helicopter Operations. Unless otherwise authorized by ATC, Helicopters (for VFR operations only) will utilize the intersection of Taxiway Lima and Echo for arrivals/departures. Helicopters visiting 159th Aviation Regiment (ASF MacDill) will park at a parking spot assigned by ASF MacDill.

3.3.2. Functional Check Flights (FCF) for ASF MacDill must be coordinated with AMOPS via the ASF MacDill operation desk. ASF will pass the following FCF information: callsign: parking spot, estimated time of departure; estimated duration of maintenance flight. AMOPS will pass all received information to ATC Tower prior to engine start. Tower will relay aircraft departure and completion of maintenance test flight times to AMOPS. Flight plans are not required for ASF MacDill maintenance test flights.

3.3.3. Parachute Operations. Parachute Operations will be conducted in accordance with the “6th Operations Group Airborne/Jump Operations” Letter of Agreement on file with 6 OSS/OSA. See [attachment 10](#) for Drop Zone location and taxiway vehicle restrictions. See DAFI13-213, Airfield Driving_MACDILLAFB SUP for additional vehicle operator requirements.

3.3.4. Protection of the 360° Overhead Pattern. Any time aircraft are in the overhead pattern, MacDill Tower shall restrict departures to 1,100 feet MSL until departure end of runway.

3.3.5. Unusual Maneuvers. ATC cannot approve pilot requests to conduct unusual maneuvers unless it is considered essential to performance of flight. Unusual maneuvers include unnecessary low passes, unscheduled fly-bys, practice instrument approaches to altitudes below specific minima, fighter demonstrations, etc. All requests to conduct an unusual maneuver, specifically maneuvers where a waiver is required, must be coordinated through 6 OSS/OSA and approved by the 6 OG/CC not later than 60 days prior to the event.

3.4. Reduced Same Runway Separation Procedures (RSRS). RSRS is not authorized at MAFB.

3.5. Intersection Departures. Distance remaining, in feet, from intersections are depicted on **Table 3.2** and the Airfield Diagram (**Attachment 2**). MacDill Tower controllers may initiate/authorize intersection takeoffs. The measured distance from the intersection to the runway end will not be issued to base aircraft unless specifically requested. Note: Aircraft shall be issued the distance remaining, rounded down to the nearest 50 feet, from each intersection where takeoff is authorized IAW JO 7110.65.

Table 3.2. Intersection Departure Distances.

Intersection Departure Distances		
Taxiway	Runway 05	Runway 23
B	8,045	N/A for fixed wing
C	6,000	5,421
D	N/A for fixed wing	7,552

Chapter 4

IFR PROCEDURES

4.1. Radar Traffic Patterns.

4.1.1. Radar Approaches. Multiple touch-and-go, stop-and-go and low approaches are permitted at the discretion of MacDill Tower and Tampa ATCT based on traffic and weather conditions.

4.1.2. Pilots shall inform Tampa Approach as soon as practical if intention is to return to the radar pattern.

4.1.3. Unless multiple approaches have been coordinated, an instrument approach terminates in a full-stop landing, touch-and-go or a low approach followed by entry into VFR pattern (exception: visual approaches).

4.1.4. Circling Approaches. Pilots may make circling approaches to either the runway in use or opposite direction based upon approval from Tampa ATCT and MacDill Tower. On initial contact with Tampa ATCT, pilots shall request which runway they want to make the approach to and the runway they want to circle to, and how the approach will terminate, (i.e., “Stay with Tower”, “Back to Radar”, “Full Stop”). Tampa ATCT may coordinate with MacDill Tower for the circling approach/opposite direction request or deny it immediately based on existing traffic. All circling maneuvers shall be accomplished south and east of the runway, unless issued alternate instructions by ATC, and within the confines of the MacDill Class D airspace.

4.1.5. Simulated Flame-Out (SFO) Approaches. SFOs are not authorized at MAFB.

4.2. Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring. MacDill AFB does not ASR or PAR Approach availability.

4.3. Local Departure Procedures.

4.3.1. Servicing Radar Approach Control (FAA Tampa ATCT). Tampa ATCT is the FAA facility at Tampa International Airport servicing a 30NM radius up to 12,000 feet MSL. It provides basic radar service to MAFB. An ATC clearance is required for all aircraft entering the Tampa Class B Airspace.

4.3.2. Aircraft departing Runway 05 will depart via the MacDill Standard Instrument Departure (SID) procedure or be issued a right turn heading 080 and instructed to climb to 1,600 MSL.

4.3.3. Aircraft departing Runway 23 will depart via the MacDill Standard Instrument Departure (SID) procedure or be issued a left turn heading 190 and instructed to climb to 1,600 MSL.

Table 4.1. Aircraft Requesting Local IFR Patternwork.

Aircraft Requesting Local IFR Pattern Work	
Runway	Aircraft Requesting IFR Patternwork

05	“CLEARED TO MACDILL AFB VIA RADAR VECTORS. ON DEPARTURE, TURN RIGHT HEADING 130, CLIMB AND MAINTAIN 1,600”
23	“CLEARED TO MACDILL AFB VIA RADAR VECTORS. ON DEPARTURE, TURN LEFT HEADING 130, CLIMB AND MAINTAIN 1,600”

4.4. Radar Vector to Initial Procedures. Radar services are provided by Tampa ATCT.

Chapter 5

EMERGENCY PROCEDURES

5.1. Primary Crash Alarm System Procedures. The PCAS circuit will be tested by MacDill Tower at 0800L daily and will be activated by MacDill Tower for all aircraft emergencies, airfield accidents, or at other times deemed appropriate IAW DAFMAN 13-204v3. Such times include, but are not limited to:

- 5.1.1. Emergency bailout/jettison.
- 5.1.2. Controlled bailout/jettison.
- 5.1.3. Hot brakes (actual or suspected).
- 5.1.4. Emergency Power Unit activation or suspected hydrazine leak (F-16 only).
- 5.1.5. Emergency civil aircraft landing.
- 5.1.6. Airfield attack (actual or simulated).
- 5.1.7. Emergency Management information (actual or simulated).
- 5.1.8. On-base/off-base aircraft mishap (actual or simulated).
- 5.1.9. Fuel spills.
- 5.1.10. Unplanned barrier engagements (excludes certifications).
- 5.1.11. Aircraft in emergency fuel status.
- 5.1.12. Stop Alert (unauthorized landing, movement, or hijacking).
- 5.1.13. MacDill Tower evacuation.
- 5.1.14. Known No Radio (NORDO) aircraft (without chase).
- 5.1.15. Bomb threat (actual or simulated).
- 5.1.16. Entry of an unauthorized aircraft into MacDill airspace.

5.2. The PCAS circuit consists of the following agencies:

- 5.2.1. MacDill Tower.
- 5.2.2. AMOPS.
- 5.2.3. Fire Department.
- 5.2.4. Flight Surgeon (during duty hours).
- 5.2.5. CP (receive only).

5.3. Secondary Crash Net (SCN) Procedures. AMOPS will activate the SCN immediately following any activation of the PCAS or by operational standard outlined IAW AFMAN 13-204V2_AMCSUP. Information transmitted over the SCN shall be relayed verbatim. This includes daily system checks. Termination times will be relayed over the SCN. Note: SCN may be activated independently from PCAS. The SCN circuit consists of the following agencies: Note: an "*" denotes non 24/7 agencies.

- 5.3.1. Command Post
- 5.3.2. Transient Alert*
- 5.3.3. Fire Department.
- 5.3.4. 6 ARW Command Section *
- 5.3.5. 6 OG Command Section *
- 5.3.6. 6 MSG Command Section.*
- 5.3.7. Security Forces Base Defense Operations Center (BDOC)
- 5.3.8. Weather
- 5.3.9. 6 ARW Safety *
- 5.3.10. EOD *
- 5.3.11. Civil Engineering *
- 5.3.12. Emergency Management *
- 5.3.13. Public Affairs *
- 5.3.14. Medical Control Center*
- 5.3.15. 6 Maintenance Operations Control Center (MOCC)
- 5.3.16. MacDill Aviation Support Facility (ASF)*

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

- 5.4.1. The primary Crash Station is located on Taxiway Kilo (see [Attachment 2](#)). Firefighting personnel are on duty 24 hours a day.
- 5.4.2. All response vehicles shall yield the right of way to Fire Department vehicles.
- 5.4.3. Vehicles requesting to operate in the CMA must establish and maintain radio contact with MacDill Tower. Refer to [paragraph 1.9](#) of this instruction for additional information.
- 5.4.4. Response vehicles shall be positioned in an area as to not impede aircraft movement.

5.5. Responsibilities During Emergencies.

- 5.5.1. The Aircraft Commander shall:
 - 5.5.1.1. Declare an emergency with the controlling agency (Tampa ATCT/MacDill Tower) as soon as practical. Fighter-type aircraft can expect a single frequency approach (SFA). Other type aircraft can expect the SFA upon request. The SFA frequency is 285.55 MHz. Tampa ATCT, MacDill Tower and the Fire Chief all have the capability to operate on this frequency. The emergency aircraft will remain on 285.55 MHz until the emergency is terminated. MacDill Tower will monitor SFA Frequency, after releasing its usage to the Fire Dept, until emergency is terminated. VHF-only aircraft will maintain contact with MacDill Tower throughout the emergency. MacDill Tower will relay information between the aircraft and the Fire Chief.

5.5.1.2. Inform the controlling agency of emergency termination as soon as practical during airborne phases of flight.

5.5.2. MacDill Tower shall:

5.5.2.1. Suspend air traffic operations IAW [paragraph 1.26](#).

5.5.2.2. Activate the PCAS when advised of an emergency and broadcast on all available ATC frequencies that an emergency is in progress. The broadcast shall include any anticipated runway suspension/closure time. Suspend runway operations when the emergency aircraft lands.

5.5.2.3. Provide access to the runway and SFA frequency (as required) to the on-scene commander (Normally CHIEF 2) as soon as the aircraft either comes to a complete stop on the runway, engages the barrier or exits the runway.

5.5.2.4. Broadcast on all available frequencies that the emergency has terminated, and the airfield has returned to normal operations after AMOPS determines that runway operations may resume.

5.5.3. AMOPS shall:

5.5.3.1. Respond to all aerodrome emergencies.

5.5.3.2. Close or suspend runway operations IAW [paragraph 1.26](#).

5.5.3.3. Perform a runway and FOD check after any emergency aircraft lands. Resume runway operations when practical. Note: See [paragraph 1.26](#) for when a runway check may be waived.

5.5.3.4. Send a NOTAM immediately if the runway/aerodrome is closed.

5.5.4. The Base Fire Chief shall:

5.5.4.1. Act as the initial on-scene commander until arrival of the primary, 6 MSG/CC or designated representative. Upon taking control of the situation, the on-scene commander will advise MacDill Tower. Procedures for the on-scene commander are outlined in MacDill AFB Mishap Response Plan 91-1.

5.5.4.2. During emergency operations, position firefighting apparatus at designated locations.

5.5.4.3. Maintain fire protection responsibility for the crashed or distressed aircraft and release the aircraft to the on-scene commander when appropriate.

5.5.4.4. Keep all firefighting equipment not required to support the distressed aircraft positioned to not impede aircraft movement.

5.5.4.5. The Fire Department is the only agency authorized to terminate an emergency on the ground.

5.5.5. EOD personnel shall:

5.5.5.1. Respond to aircraft emergencies/accidents as directed by the on-scene commander. In the event EOD personnel are not readily available due to higher priority requirements, the on-scene commander will take action to obtain personnel to perform de-arm operations.

5.5.5.2. De-arm live ordnance aboard aircraft involved in barrier engagements if there is damage to aircraft or ordnance.

5.5.5.3. De-arm/remove hazardous explosive items before the aircraft is released to the investigation team or removed from the runway.

5.5.5.4. The Crash Recovery Team will respond to the runway to expeditiously remove disabled aircraft at the direction of the on-scene commander.

5.6. External Stores Jettison Area Procedures. There are three controlled jettison areas for MAFB operations. Circumstances will determine which area is to be used.

5.6.1. Tampa Bay. An area of water approximately 2,000 feet wide by 5,000 feet long adjacent to and west of the Runway 05 approach lights. Pilots will contact the CP stating reason for jettison and estimated time of arrival (ETA) in the pattern. Clearance from MacDill Tower is required. Obtain clearance to enter traffic for Runway 23. Enter at a point 2-3 miles from the approach end of Runway 23 at 1,600 feet MSL. Fly parallel to and to the right (north) of Runway 23 at 1,600 feet MSL (see [Attachment 9](#)).

5.6.2. Avon Park Jettison. Aircrew will contact CP for a phone patch into Avon Park for procedures and coordination (see [Attachment 8](#)).

5.6.3. IFR Jettison. If weather precludes jettison of external stores in visual conditions, pilots will proceed to the secondary controlled bailout area (Egmont Key). Altitude should be 1,600 feet MSL. The area should be confirmed free of surface vessels using airborne/ground radar assistance. Heading will be 220° or as necessary to avoid surface vessels (see [Attachment 9](#)).

5.6.4. Emergency Jettison/ Bailout. If emergency bailout/stores jettison is required, aircrew should ensure stores and/or aircraft impact the water or land in an uninhabited area. When stores are jettisoned, the pilot will report the location of the stores to the CP. CP will pass this information to the US Coast Guard as a possible hazard to surface vessels.

5.7. Fuel Dumping. 6 ARW aircrew will use the phrase “adjusting gross weight” to indicate the need for fuel dumping after obtaining 6 OG/CC permission.

5.7.1. After obtaining permission, the aircraft will proceed to MCF 212°/26 and establish a holding pattern. Fuel should be jettisoned above FL200, and the crew will record the time, position, winds and outside air temperature at the time of jettison.

5.7.2. Should an emergency preclude the use of the above procedure, aircrews must use good judgment and record the time, position and amount of fuel jettisoned and report the information to the Wing Safety Office after landing.

5.8. Emergency Aircraft Arresting System Procedures. See [paragraph 1.12](#) for MacDill AFB Arresting System configuration. Emergency Actions:

5.8.1. Pilots shall state their intent to make a barrier/cable engagement to the controlling agency as soon as possible.

5.8.2. MacDill Tower shall:

5.8.2.1. Activate the Primary Crash Alarm System (PCAS).

5.8.2.2. Immediately after the engagement, make the following transmissions on all ATC frequencies (275.8/118.575 and 294.7/120.175) and Guard frequencies (243.0/121.5):

"ATTENTION ALL AIRCRAFT, MACDILL TOWER ON GUARD, MACDILL RUNWAY OPERATIONS ARE SUSPENDED DUE TO CABLE/BARRIER ENGAGEMENT. EXPECT A 30-40 MINUTE DELAY FOR LANDING AND DEPARTURES".

5.8.2.3. MacDill Tower shall grant runway access to the on-scene commander once the emergency aircraft has come to a complete stop. Authorize runway access to responding emergency vehicles using the following transmission: (Example) "CHIEF 2 PLUS X (NUMBER), PROCEED ON RUNWAY 05/23".

5.8.3. Fire Department will notify MacDill Tower and AMOPS upon termination of the emergency.

5.8.4. Airfield Management will ensure the BAK-12 is properly configured, no FOD exists, and all vehicles are off the runway prior to informing MacDill Tower that runway operations can be resumed.

5.9. Hot Brake Area and Procedures. A hot brake condition is a suspected, potential or actual hazardous situation, attributed to overheating of the wheel brake systems.

5.9.1. A hot brake condition will be treated as an aircraft ground emergency and the PCAS will be activated.

5.9.2. Aircrew or ground personnel will immediately notify MacDill Tower of a hot brake condition providing call sign, location and aircraft tail number. The aircrew will taxi the aircraft as instructed to the designated taxiway areas completely off the active runway (see [Attachment 2](#)). Engines will not be shut down until firefighting equipment is in place.

5.9.3. When a hot brake condition is confirmed, CHIEF 2 will direct further response actions per aircraft type/nature of emergency protocol until the emergency is terminated.

5.10. Abandonment of Aircraft (Controlled Bail-Out, Ejection, Plotting Aircraft Coordinates).

5.10.1. Aircrew planning a controlled bailout shall contact the CP and request coordination to enter the egress area. The primary egress area is the Avon Park Range. If weather or distance does not allow use of the Avon Park area, the area immediately southwest of Egmont Key, in the Gulf of Mexico, may be used as a secondary bailout area.

5.10.2. Primary Controlled Bailout (Avon Park Range - VFR Conditions Only) (see [Attachment 8](#)).

5.10.2.1. Contact Avon Operations on Guard (243.0 MHz) to confirm the area is clear prior to entering.

5.10.2.2. Position the aircraft south of the runway complex (approximately 2 NM), heading 050°, while maintaining safe airspeed and above 2,000 feet MSL. Bailout will be initiated as the aircraft passes abeam the center of the MacDill AUX 1 airfield runway. Prior to ejection, the pilot should take the necessary action to ensure the aircraft impacts within the confines of the Avon Park Reservation (nose down trim and idle power).

5.10.3. Secondary Controlled Bailout (Gulf of Mexico) (see [Attachment 9](#)).

5.10.3.1. Visually clear impact area to ensure it is free of surface vessels.

5.10.3.2. The aircraft will be flown over Egmont Key, MCF 220°/21, heading 220°, at a safe airspeed and above 2,000 feet MSL. Bailout as aircraft passes over the Egmont Key land mass.

5.10.3.3. If visual contact with Egmont Key is not possible, request Tampa ATCT (119.65/353.575 MHz) give radar vectors to Egmont Key.

5.11. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) response procedures.

5.11.1. The reception of an ELT signal by MacDill Tower or any agency will be treated as a possible aircraft accident/pilot ejection and will be handled accordingly, except MacDill Tower will not activate the PCAS.

5.11.2. When an ELT signal is received or reported, MacDill Tower will immediately notify CP, AMOPS and Tampa ATCT.

5.11.3. AMOPS will activate ELT QRC to locate and determine the source of the ELT signal and will advise MacDill Tower of any results.

5.11.4. Operational testing of ELTs are authorized the first 5 minutes of each hour and limited to 3 audible sweeps. These ELT signals will not be acted upon per the above procedures.

5.12. Hung Ordnance Procedures. Hot Gun/Hung Ordnance: Taxiway Alpha is designated as the Hot Gun/Hung Ordnance clearing area with the following procedures:

5.12.1. Landing on Runway 05:

5.12.1.1. Upon landing, the aircraft will execute a 180° left turn in the departure end hammerhead and taxi via the runway to Taxiway Alpha.

5.12.1.2. When parking on Taxiway Alpha, the aircraft will establish a heading of 220° before engine shutdown.

5.12.1.3. Hung ordnance removal and gun clearing will be performed at the direction of the on-scene commander.

5.12.2. Landing on Runway 23:

5.12.2.1. Upon landing, the aircraft will continue on the runway to Taxiway Alpha.

5.12.2.2. When parking, the aircraft will establish a heading of 220° before engine shutdown.

5.12.2.3. Hung ordnance removal and gun clearing will be performed at the direction of the on-scene commander.

5.13. Evacuation of Airfield Operations Facilities.

5.13.1. Wind Limitations on Control Tower. MacDill Tower can withstand winds up to 130 knots/150 miles per hour. MacDill Tower personnel will evacuate when winds are forecasted or observed at 55 knots (steady or gusting).

5.13.2. In the event of man-made or natural hazards that require MacDill Tower evacuation, the airfield will be closed. All aircraft inbound to MacDill will be diverted to an alternate location. Detailed controller responsibilities in the event of an evacuation can be found in MacDill Tower OI 13-204.

5.13.3. AMOPS will evacuate to the 9th floor of the ATCT. Detailed AMOPS facility responsibilities in the event of an evacuation can be found in MacDill OSAA QRCs.

5.13.4. Detailed RAWS facility responsibilities in the event of an evacuation can be found in the DAFMAN 13-204V4.

5.13.5. No alternate ATC facility is available.

5.14. Other Emergency Procedures as Locally Determined (flame out, precautionary approaches). 801X Alert Notification.

5.14.1. CP is responsible for the following:

5.14.1.1. Notifying MacDill Tower of daily alert call signs.

5.14.1.2. Notifying MacDill Tower of all alerts as soon as possible.

5.14.1.3. Terminating all alerts.

5.14.1.4. Determining departure runway and relaying to MacDill Tower.

5.14.2. Upon alert notification, MacDill Tower will restrict runway operations except for aircraft within 1 mile of landing (full stop), aircraft past the hold line for departure or aircraft blocking the path to the runway being used by the alert force. All other aircraft will remain outside of the arrival/departure corridor.

5.15. Alternate Facility Procedures. The alternate AMOPS facility is at the ATC Control Tower. It is equipped with the SCN, all necessary landlines, radios, and computers with LAN connections. Alternate facility procedures are executed IAW OSAA OI 13-204.

5.16. F-16 Emergency Power Unit /Hydrazine Procedures. The F-16 Emergency Power Unit (EPU) uses a highly toxic fuel called hydrazine (H-70). If the EPU is operated, a check must be made to ensure there is no hydrazine leak.

5.16.1. When the EPU is used or a hydrazine leak is suspected, the aircraft must be isolated until a safety check can be completed to determine if there has been an actual leak.

5.16.2. The primary designated hydrazine inspection area is Taxiway Alpha or Echo at either end of the runway (see [Attachment 2](#)). If it is not feasible to taxi the aircraft to the hydrazine inspection area, the aircrew will attempt to clear the runway and main taxi routes.

5.16.3. The aircrew or ground personnel will immediately notify MacDill Tower of an EPU activation and/or a hydrazine leak. MacDill Tower will activate the PCAS.

5.17. Emergency Landing of Civil Aircraft at MacDill AFB. Civil aircraft without an approved landing permit making an emergency landing at MAFB will be processed in accordance with AFI 10-1001. The aircraft will be handled as a Stop Alert.

5.18. Suspected Hijack/Stop Alert Procedures. Stop Alert procedures are designed to prevent and stop unauthorized engine start, taxi, takeoff and landing at MAFB. MacDill Tower will maintain surveillance of all taxiing aircraft and aircraft tows. MacDill Tower will attempt to establish radio/light gun contact with any suspect aircraft and issue appropriate instructions. If unable to contact the aircraft or the instructions are ignored, MacDill Tower will immediately activate the PCAS to activate the "Stop Alert." Anti-Hijacking Procedures are explicitly outlined in the 6 ARW Integrated Defense Antiterrorism Plan, Annex M, Appendix 3.

5.19. Reduced Aircraft Rescue and Fire Fighting (ARFF) Capabilities. ARFF capabilities:

5.19.1. Reduced ARFF capabilities are defined in AFI 32-2001.

5.19.2. AMOPS will:

5.19.2.1. Verify the current Levels of Service (LOS) at the beginning of each shift.

5.19.2.2. Issue a standardized NOTAM message detailing airfield firefighting capabilities and any operational restrictions, as required, when the ARFF capability is reduced to any level below the published level of service.

5.19.2.3. When the ARFF status falls below the published steady state, AMOPS will notify Command Post, the Tower, and the AOF/CC.

5.19.3. Fire Chief or Senior Fire Officer will:

5.19.3.1. Ensure the Emergency Communications Center operator notifies when ARFF capability is at a reduced rate.

5.19.3.2. Articulate its LOS by identifying an LOS for each assigned aircraft category.

5.19.4. The Tower will broadcast the ARFF reduced capabilities on the Automatic Terminal Information System (ATIS).

Chapter 6

FLIGHT PLANNING PROCEDURES

6.1. Flight Plans.

6.1.1. Aircrews arriving to MacDill from other military airfields must file their flight plan with their respective Airfield Management team.

6.1.2. All aircraft departing MacDill AFB must have a flight plan on file with AMOPS prior to takeoff.

6.1.3. ForeFlight will be the primary means of filing flight plans with a copy of the flight plan sent to AMOPS at 6OSS.Baseops@us.af.mil.

6.1.4. Flight plans may be sent to AMOPS via Email. Electronically signed flight plans, or scanned copies of signed flight plans may be sent to 6OSS.BaseOps@us.af.mil. A confirmation call by the sender is required after sending the email. The pilot in command is responsible for assuring the flight plan is emailed to AMOPS at least one hour prior to aircraft takeoff (two hours for international (ICAO) flight plans).

6.1.5. Aircrew may utilize MatterMost to submit signed flight plans when ForeFlight is unavailable. If MatterMost does not give an automated acknowledgement, the pilot in command must confirm receipt by calling Airfield Management. The pilot in command is responsible for assuring the flight plan is received by AMOPS at least one hour prior to aircraft takeoff (two hours for international (ICAO) flight plans).

6.1.6. Aircrews may file their flight plan in person at AMOPS desk. Note: Departure clearance may be delayed/withheld for aircrews that do not comply with the above specified procedures. CP will maintain all original classified/alert flight plans for base assigned aircraft. Alert missions will not file flight plans via email.

6.1.7. The flying unit will:

6.1.7.1. Maintain the original flight plan IAW WEB-RIMS Records Disposition Schedule (RDS).

6.1.7.2. Maintain the original flight plan in accordance with the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/gcss-af61a/afrims/afrims/>

6.1.7.3. Ensure pilots fill out flight plans clearly and legibly and provide a contact number in case of questions. This will help protect the accuracy of data and enable timely resolution of any errors.

6.1.7.4. Contact AMOPS by phone (DSN 968-2929, commercial 813-828-2929, option 3) to verify receipt of the flight plan.

6.1.8. AMOPS will:

6.1.8.1. Ensure all flight plans are checked for accuracy and use the provided POC number to verify any information as needed.

6.1.8.2. Ensure the flight plan is signed.

- 6.1.8.3. Enter the flight plan in the same manner and timeliness as if it were filed in person.
- 6.1.8.4. Ensure all NOTAMs for KMCF are current.
- 6.1.8.5. Maintain the Flight Information Publications account to ensure availability of products for mission planning.
- 6.1.8.6. Be responsible for sending any departure messages to destination airports/bases via Aeronautical Information System Replacement (AISR), in accordance with AFJMAN 11-213, Military Flight Data Telecommunications Systems. Any required DV information will be obtained from either the CP or Wing Protocol office.
- 6.1.9. If an aircrew is unable to change or amend their flight plan through ForeFlight, the crew will contact AMOPS directly and provide the desired flight change information. AMOPS will cancel the original flight plan and submit a new flight plan with the changes.
- 6.1.10. MacDill AMOPS does not have the capability to pull a copy of flight plans filed from systems such as flightplan.com, Jeppeson, etc. Crews utilizing these systems must also follow flight planning instructions listed above.

Chapter 7

MISCELLANEOUS PROCEDURES

7.1. Airfield Operations Board (AOB). The MacDill AOB shall be conducted IAW AFMAN 13-204V1_AMCSUP. The purpose of the board is to propose and coordinate new or revised procedures, techniques, equipment or facilities for the airfield or air traffic operations. The following offices shall be represented at each board meeting:

- 7.1.1. 6th Air Refueling Wing Vice Commander – Chairperson.
- 7.1.2. 6th Operations Group Commander.
- 7.1.3. 6th Operations Group, Standardization and Evaluation.
- 7.1.4. 6th Maintenance Group Commander or designated representative.
- 7.1.5. 91st Air Refueling Squadron Commander or designated representative.
- 7.1.6. 50 ARS/CC or designated representative.
- 7.1.7. 6th Operations Support Squadron Commander and the following OSS staff:
- 7.1.8. Airfield Operations Flight Commander (creates agenda, briefs and records minutes).
- 7.1.9. MacDill Tower CCTLR or designated representative.
- 7.1.10. AFM or designated representative.
- 7.1.11. Weather NCOIC or designated representative.
- 7.1.12. Radar, Airfield & Weather Systems NCOIC or designated representative.
- 7.1.13. Wing Flight Safety Office representative.
- 7.1.14. 6th Mission Support Group Commander or designated representative.
- 7.1.15. 6th Civil Engineer Squadron Commander or designated representative. Representatives may be asked to address concerns dealing with the following areas:
 - 7.1.16. Airfield Infrastructure/Pavements.
 - 7.1.17. Airfield Lighting.
 - 7.1.18. Barrier Maintenance.
 - 7.1.19. Environmental Office.
 - 7.1.20. Vegetation Control Office.
 - 7.1.21. Community Planner (Airfield Waiver OPR).
 - 7.1.22. 6th Communications Squadron Commander. Representatives may be asked to address concerns dealing with the following areas:
 - 7.1.22.1. Projects.
 - 7.1.22.2. Telephone Maintenance (primary/secondary crash nets).
- 7.1.23. 598 RANS/RMD.

- 7.1.24. 927th Operations Group representative.
- 7.1.25. Federal Aviation Administration, Tampa ATC.
- 7.1.26. CP.
- 7.1.27. Other invited guests will include the following:
 - 7.1.27.1. AMC/A3AT TERPS Specialist.
 - 7.1.27.2. Physical Security NCO (6 SFS/S5SA).
 - 7.1.27.3. USSOCOM, USCENTCOM (including SOCCENT), and JCSE Airborne Operations.
 - 7.1.27.4. MacDill ASF.
 - 7.1.27.5. 45th Aeromedical Evacuation Squadron Representative.
 - 7.1.27.6. Production Supervisor (6 AMXS).
- 7.1.28. Publish items that require annual review in the AOI.
 - 7.1.28.1. January – March Reviews (1st Quarter):
 - 7.1.28.1.1. Airfield Operations Certification Inspection.
 - 7.1.28.1.2. Special Interest Items (SII).
 - 7.1.28.2. April – June Reviews (2nd Quarter):
 - 7.1.28.2.1. Aircraft Parking Plan.
 - 7.1.28.2.2. Results of the Annual Airfield Certification/Safety Inspection.
 - 7.1.28.2.3. TERPS (reviews of all instrument procedures).
 - 7.1.28.3. July – September Reviews (3rd Quarter): Preventive Maintenance Inspection Schedule.
 - 7.1.28.4. October – December Reviews (4th Quarter):
 - 7.1.28.4.1. Letters of Procedure (LOP) Review (to include base airfield instruction).
 - 7.1.28.4.2. Status of existing airfield waivers.

7.2. NOTAM Procedures. AMOPS is the central NOTAM issuing agency for MAFB. MacDill Tower is the NOTAM monitoring facility.

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

7.3.1. AMOPS conducts an annual requirement review of unit FLIP accounts. All requests for changes shall be made through 6 OSS/OSAA. AMOPS will follow FLIP procedures IAW local instructions. AMC/A3AT conducts a monthly FLIP review to include new, rescinded, or outdated procedures.

7.3.2. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes. MacDill Airfield Management is the focal point for FLIP accounts. AMOPS shall review each new FLIP edition for accuracy and consistency of airfield related data. Agencies or personnel requesting changes or additions to the FLIPs shall route all requests through the AFM.

7.4. Prior Permission Requested (PPR) Procedures.

7.4.1. All transient aircraft intending to land at MAFB must have a PPR number on file with AMOPS. Unscheduled aircraft/non-PPR arrivals will be sequenced to hold and referred to the Pilot to Dispatch frequency for resolution. Exceptions include aircraft emergencies, weather diverts, and aircraft conducting practices approaches not resulting in a full-stop landing.

7.4.2. PPRs may be requested no earlier than 7 days and no later than 24 hours prior to arrival. Requests outside this window will be coordinated with the NCOIC, Airfield Management Operations. PPR request will be submitted to the 6OSSBaseops@us.af.mil utilizing the locally developed MacDill AFB PPR Request Form.

7.4.3. Locally assigned flight crews are exempt from obtaining PPR numbers.

7.4.4. AMOPS will maintain a PPR log that identifies all inbound transient aircraft. The log contains the most current information for each PPR. If a PPR is in question, MacDill Tower will verify status of PPR prior to allowing the aircraft to land.

7.5. Air and Medical Evac Notification and Response Procedures. AMOPS will notify agencies of any pertinent information or updates regarding Med/Air Evacuation arrivals/departures IAW reference 6 OSS/OSAA Med/Air Evacuation Checklist).

7.6. Unscheduled/Unauthorized Aircraft Arrivals.

7.6.1. ATCT will solicit AM for permission to grant an unscheduled aircraft arrival.

7.6.2. AM will grant or deny permission for unscheduled aircraft arrivals IAW AFI 10-1001, Civil Aircraft Landing Permits, MAFBI OI 13-204, MacDill AFB Airfield Management, and local checklists.

7.6.3. Unauthorized landings. (Refer to AFI 10-1001 and MAFBI 13-213.) In the event an aircraft lands without permission, ATCT and AM will execute Unauthorized/Inadvertent Civilian Aircraft Landings checklists.

7.7. Distinguished Visitor Notification Procedures and Airfield/Aerodrome Restrictions (Quiet Hours, Ramp Freeze, and Official Business Only). AMOPS will notify agencies of any pertinent information or updates regarding DV arrivals/departures (reference 6 OSS/OSAA DV Checklist).

7.7.1. Airfield/Aerodrome restrictions may be conducted for a variety of reasons but are not limited to the following: airspace security, disasters requiring essential personnel movement only, Distinguished Visitor (DV) support, and special events.

7.7.2. Quiet Hours. Requests for quiet hours will be coordinated through the Airfield Operations Flight Commander or designated representative a minimum of 14 days prior to a designated event and route for approval to the 6 OG/CC. The term “quiet hours” indicates a broad spectrum of airfield/aerodrome restrictions. Airfield Management will submit appropriate NOTAM once approved. The following table lists recommended measures for noise reduction in specific airfield areas. Aircraft areas will be restricted depending on quiet hours event request and activity.

Table 7.1. Quiet Hours Restriction Examples.

Quiet Hours Restriction Examples

Quiet Hours	Restriction Examples
Hangar Events	Aerodrome Quiet Hours in effect. No engine runs/apu runs, construction work, or aircraft/vehicle movement on the following: DV spots 1-4, transient spots T17-T25, and numbered series parking rows 46-52. All vehicles will avoid using access roads around Hangar. Unless previously coordinated. Aircraft will avoid overflight of the event Hangar. Arrivals limited to full-stop unless otherwise warranted by ATC or Aircraft Commander.
MacDill Community Park USSCOM USCENTCOM	Aerodrome quiet house in effect within proximity to Alpha Ramp/AGE yard/Outdoor wash rack/Hangar 1 & 2, Alpha Ramp A11-A19 spots, no engines runs/washes, no aircraft pattern work. Unless previously coordinated. Aircraft will avoid overflight of the specified event location. Arrivals limited to full-stop unless otherwise warranted by ATC or Aircraft Commander.
Airfield/Aerodrome	No engine runs/APU runs, construction work, vehicle movements, or ground/airborne aircraft operations are permitted within the airfield perimeter (to include the runway, taxiways, parking aprons, ramps, facilities, infields, and controlled area limits) or aerodrome unless in case of an emergency. Personnel movements are authorized.

7.7.3. Ramp Freeze. The term “Ramp Freeze” indicates that all operations taking place on the airfield cease based on a triggering DV mission/event. Notification of a Ramp Freeze will be initiated by AMOPS NLT 15 minutes prior to the triggering aircraft/personnel arrival or event. Ramp Freeze notification procedures are further defined in facility checklists.

7.7.3.1. Ramp Freeze restrictions may include but are not limited to: No engine runs/APU runs, construction work, vehicle movements, or ground/airborne aircraft operations are permitted within the airfield perimeter (to include the runway, taxiways, parking aprons, ramps, facilities, infields, and controlled area limits) or aerodrome unless in case of an emergency. Personnel movements are selectively approved by the Executive Security Lead.

7.7.3.2. Ramp Freeze will remain in effect until either (1) on arrival, the DV relocates to an area outside the airfield perimeter or (2) on departure, the DV has safely exited the aerodrome.

7.7.4. Official Business Only (OBO). This airfield status may be applied at the discretion of the 6 OG/CC to curtail transient aircraft from accessing the airfield. OBO is defined as follows: "The airfield is closed to all transient military and civilian aircraft for obtaining routine services such as fueling, passenger drop off or pickup, parking, or maintenance. Only locally assigned aircraft, emergency aircraft or those selectively approved by Airfield Management are authorized to land on the airfield." Airfield Management will submit an appropriate NOTAM.

7.8. Dangerous/Hazardous Cargo.

7.8.1. Aircraft will be parked, loaded and unloaded in the designated dangerous (HOT) cargo areas (see [Attachment 2](#)). The primary hot cargo spot is Taxiway Papa and the alternate is Taxiway Mike. Additional locations may be approved by 6 ARW/SEW and AMOPs.

7.8.2. The following procedures will be implemented upon notification of inbound emergency aircraft with dangerous cargo aboard:

7.8.2.1. MacDill Tower shall activate the PCAS if the aircraft declares an emergency, relaying all pertinent information (call sign, type aircraft, ETA, cargo, class number and net explosive weight if known). MacDill Tower will relay any dangerous cargo information updates to AMOPS.

7.8.2.2. AMOPS shall notify the following agencies/units, giving aircraft call sign, ETA or departure time, dangerous cargo, explosives class number and net explosive weight (all information as available):

7.8.2.2.1. CP.

7.8.2.2.2. MacDill Tower.

7.8.2.2.3. Fire Station Communications Center.

7.8.2.2.4. TA.

7.8.2.2.5. 6 MXG Maintenance Operations Center.

7.8.2.2.6. Explosive Ordnance Disposal.

7.8.2.2.7. Emergency Management.

7.8.2.2.8. 6 SFS BDOC.

7.8.2.2.9. SE.

7.8.2.2.10. The wing commander via CP if any aircraft carrying hazardous material has landed without notification or if MacDill Tower was not notified in accordance with AFMAN24-604, Preparing Hazardous Materials for Military Air Shipments, so that actions required by this regulation may be accomplished.

7.8.2.2.11. Fire Department of any emergency information.

7.8.2.3. TA personnel will ensure the aircraft is directed to and parked in the hazardous (HOT) cargo area.

7.9. Airfield Photography. Photography on the airfield is restricted. Comply with 6 ARW Integrated Defense Antiterrorism Plan, to obtain authorization for any photography.

7.10. Night Vision Device (NVD) Operations.

7.10.1. Aircraft may conduct black out operations, upon approval from MacDill Tower, while operating with Night Vision Devices.

7.10.2. Assumption of risk. Aircrews conducting NVD/Black Out operations do so at their own risk. MacDill Tower is unable to apply separation standards during NVD/Black Out operations. At all times, participating crews must abide by all higher headquarters (AFIs, AFMANs, MAJCOM supplements, etc.) guidance specifically relating to the aircraft's performance and lighting requirements during NVD/Black Out operations.

7.10.3. Scheduling. Flying units will contact AMOPS via phone a minimum of 30 minutes prior to requested execution. Requestors will provide call-sign, agency, and desired operation times. AMOPS will confirm flying schedule deconfliction and request permission from

MacDill Tower prior to issuing approval. Approval will be based on existing/forecasted traffic, controller workload, and weather conditions.

7.10.4. Notification/coordination requirements. Upon NVD/Black Out operations approval, AMOPS will issue the following NOTAM: “CAUTION: NVD OPERATIONS ON RWY05/23 FROM (time) ZULU TO (time) ZULU.” MacDill Tower will broadcast an ATIS advisory with the following message: “(AIRBORNE/GROUND) NIGHT VISION DEVICE OPERATIONS IN EFFECT FROM (time) UNTIL (time) ZULU (Specify the portion of the airfield affected for ground operations) INBOUND VFR AIRCRAFT ADVISE MACDILL TOWER 10 MILES OUT.”

7.10.5. Weather/lunar illumination requirements. NVD/Black Out operations at MacDill will only take place under VMC conditions (ceiling at or above 1,000 feet AGL and visibility at or above 3 miles). Lunar illumination minimum requirements do not exist at MacDill AFB. For the latest weather and luminescence data, contact 6 OSS/OSW.

7.10.6. Operational priority. Arrival procedures and priority will be IAW [paragraph 7.11](#). Note: Non-participating aircraft have priority over all NVD/Black Out operations.

7.10.7. Separation and termination limits. Non-participating aircraft will not mix with participating NVD/Black Out aircraft. MacDill Tower will advise participating aircraft of any conflicts that will require operation termination.

7.10.8. Non-participating transitions, arrivals, and departures warrant MacDill Tower termination of NVD/Black Out operations. Terminate operations (turn on approach, runway, and taxiway lights) prior to a non-participating aircraft arrival within 10 miles or a departing a non-participating aircraft prior to taxi.

7.10.9. NVD/Black Out pattern. Operations involving NVD/Black Out are only authorized in the published VFR Rectangular Pattern or Light Aircraft/Helicopter Pattern. Use of NVDs for ground operations (taxi) is not authorized.

7.10.10. Traffic density will not exceed two aircraft.

7.10.11. Vehicle operations. Vehicles are not authorized in the taxiway movement areas or CMA during NVD/Black Out operations due to absence of airfield lighting. Note: Vehicles operating near the CMA will not shine headlights towards the arrival/departure surface. (Vehicle operators are notified through the unit Airfield Driving Program Managers via the Wing Airfield Driving Program Manager).

7.10.12. Participating aircrews will communicate with MacDill Tower as soon as possible to request lighting configuration. Unless otherwise directed by the WS/SC, when the pilot requests the airfield lights off, MacDill Tower will turn off the approach lights, HIRLs, runway edge lights and taxiway lights. Note: All airfield obstruction lights and parking ramp lights (externally activated) will remain on. MacDill Tower shall, to the maximum extent possible, dim tower cab lighting to provide a safe working environment for observing NVD/Black Out aircraft operating in the pattern.

7.10.13. Suspension of NVD/Black Out operations may be initiated at any time, in the interest of flight safety, by either ATC or the pilot via the phraseology “KNOCK IT OFF.” This phrase will terminate NVD/Black Out operations for all participating aircraft. Note: Participating aircraft may elect to delay and remain in the VFR tower pattern, after suspension/termination.

7.10.14. MacDill Tower will issue “at your own risk” in lieu of landing clearance to aircraft performing NVD/Black Out operations. Controllers will use the following phraseology: “(CS), MACDILL TOWER, (RWY), (WIND), NVD OPERATIONS ARE AUTHORIZED AT YOUR OWN RISK”.

7.11. Local Aircraft Priorities. Aircraft priorities will be applied IAW FAAO 7110.65. Local aircraft priorities are subordinate to FAA directives. Exercise activity shall not interfere with operational mission flying. MAFB local priorities are defined as (listed in order of priority):

- 7.11.1. Emergencies
- 7.11.2. Real-World Alert Launches
- 7.11.3. Practice Alert Launches
- 7.11.4. DV Arrivals/Departures
- 7.11.5. IFR Arrivals/Departures
- 7.11.6. Base Assigned IFR/VFR Pattern Work
- 7.11.7. Jump/Airborne Ops Aircraft
- 7.11.8. Transient IFR/VFR Pattern Work
- 7.11.9. UAS Operations
- 7.11.10. NVD Operations

7.12. Lost Communications Instructions.

7.12.1. ATCT Pattern. If radio failure occurs or is suspected, squawk 7600 on the transponder and proceed via normal arrival routes. When given a flashing green light gun signal, go to the appropriate Rwy; depending on prevailing winds or other traffic in the traffic pattern, enter a downwind for the Runway in use. Rock the aircraft’s wings on downwind and watch the ATCT for light gun signals when turning final. If a steady green light gun signal is not received on final, go around and repeat the procedure.

7.12.2. Ground Traffic.

7.12.2.1. Aircraft experiencing lost radio communication past the Rwy hold line will turn the aircraft to face the ATCT and flash the landing lights on the Twy before taxiing onto the departure Rwy. Upon receiving a flashing white light gun signal from the ATCT, taxi back on the same route that was used to get to the departure Rwy. Aircraft will hold short of any intersecting Rwy and face the ATCT to receive a light gun instruction.

7.12.2.2. Vehicles experiencing lost communication while within the CMA will immediately exit the movement area and face vehicle towards the ATCT and flash headlights. The vehicle will then wait for light gun instructions from the ATCT. The ATCT may also flash Rwy lights to signal vehicle to exit Rwy immediately. Vehicle will immediately notify AMOPS when out of the CMA.

7.13. Standard Climb-Out Instructions. Local Climb-out. When issuing climb-out instructions to MacDill-based aircraft, controllers may use the term “Execute Local Climb-out” in lieu of the instructions below. Exception: “Local Climb-out” is not to be used when the overhead pattern is in use. See [paragraph 3.3.4](#).

Table 7.2. Standard (Local) Climb-Out.

Standard (Local) Climb-Out	
Runway	Standard (Local) Climb-out
05	“ON DEPARTURE, TURN RIGHT HEADING 130, CLIMB AND MAINTAIN 1,600”
23	“ON DEPARTURE, TURN LEFT HEADING 130, CLIMB AND MAINTAIN 1,600’
Note: Pilots must inform the controlling facility immediately if unable to comply with ATC instructions.	

7.14. Opposite Direction Take-Offs and Landings. Opposite direction traffic may be authorized IAW FAA JO 7110.65, AFMAN 13-204V3_AMCSUP and the MCF-TPA LOA. Opposite direction departures or arrivals will not be authorized when the Standard Terminal Automation Replacement System (STARS) is inoperative. MacDill Tower and Tampa ATCT will coordinate opposite direction departures or arrivals on an individual basis, traffic permitting.

7.15. Breakout/Go Around/Missed Approach Procedures.

7.15.1. Go Around Procedures.

7.15.1.1. IFR Aircraft inside the final approach fix will execute local climb-out and expect radar vectors with Tampa ATCT.

7.15.1.2. For IFR Aircraft, when a go around will not alleviate the conflict inside the final approach fix, MacDill Tower shall coordinate with Tampa ATCT and relay instructions; example: “(CALL SIGN, issue instructions provided by Tampa ATCT, (reason)”. The aircraft will be transferred to Tampa ATCT to be reestablished in the approach/arrival pattern. Note: MacDill Tower must ensure the aircraft is executing the appropriate missed approach procedure.

7.15.1.3. VFR aircraft will fly runway heading, climb to the appropriate pattern altitude, and receive further instructions from MacDill Tower.

7.15.2. Breakout Procedures. For aircraft outside the final approach fix, MacDill Tower will coordinate breakout procedures with Tampa ATCT. Aircraft shall execute instructions issued by MacDill Tower. Aircraft will be informed: “(CALL SIGN) APPROACH CLEARANCE CANCELLED, (instructions as issued by Tampa ATCT)”.

7.16. Civilian Aircraft Operations. Civilian requests to land at MAFB to conduct authorized business will be routed through 6 OSS/OSAA (DSN: 968 – 2030) for disposition in accordance with AFI 10-1001, Civil Aircraft Landing Permits. See [paragraph 5.16](#) for Emergency Landing of Civil Aircraft at MacDill AFB.

7.17. Civil Use of Military ATCALs. MacDill Tower may provide service to civil aircraft requesting practice approaches if it does not interfere with normal flying operations (as coordinated through 6 OSS/OSAT. Civil aircraft may not land or perform touch-and-go operations without prior coordination with AMOPS. Civil Air Patrol (CAP) aircraft shall be considered military aircraft when using the CAP call sign.

7.18. Aero Club Operations. MAFB does not have an aero club.

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

7.19.1. Weather observations shall be transmitted via the Joint Environment Toolkit (JET) or Bridging Environmental Intelligence For Responsive Operations Support (BIFROST) Portal to the CP, MacDill Tower and Tampa ATCT at least hourly.

7.19.2. Pilot Weather Reports (PIREP). MacDill Tower personnel will relay to Base Weather observer all PIREPs received from aircrew. Weather shall ensure MacDill Tower is informed of PIREPs transmitted via METRO/PMSV.

7.19.3. Lightning Warnings. When Base Weather disseminates a warning for lightning within five (5) nautical miles of the airfield, the following procedures apply:

7.19.3.1. All personnel, including civilians, contractors and transient/deployed personnel, must seek shelter in a vehicle, aircraft or structure immediately after notification until the lightning warning has expired. The aircraft commander (AC) of an aircraft armed/loaded with hot/ hazardous cargo may elect to disembark the crew/passengers if remaining on the aircraft creates a greater danger to personnel. Ground support will respond to transport the crew/passengers to shelter. Ground support will not vacate the transportation vehicle and no other ground/ maintenance support will be provided.

7.19.3.2. MacDill Tower (Local Controller) will inform all inbound aircraft, "A LIGHTNING WARNING IS IN EFFECT; EXPECT SERVICE DELAYS." MacDill ATC (Ground Control) will broadcast the following message via ground frequencies, RAMP NET, and CRASH NET simultaneously: "THE AIRFIELD IS UNDER A LIGHTNING WARNING DUE TO LIGHTNING WITHIN FIVE (5) MILES. AIRCRAFT TAXI AND VEHICLE MOVEMENT IS AUTHORIZED. GROUND AND MAINTENANCE SUPPORT ARE NOT AVAILABLE DURING THIS WARNING."

7.19.3.3. Local aircraft arrivals are authorized to land and taxi in accordance with that unit's respective technical order. Crews and passengers will remain onboard the aircraft until the lightning warning has expired. Crews should not expect any ground support during the warning period.

7.19.3.4. Transient aircraft arrivals support services will be limited to "follow me" guidance from the runway to the assigned parking location. TA will not provide any ground support/services until after the lightning warning has expired.

7.19.3.5. Aircraft departures, at the discretion of the aircraft commander, are authorized provided no further ground support is required. TA services will be limited to "follow me" guidance from the parking location to the runway.

7.19.3.6. All agencies in receipt of the warning shall accomplish applicable checklists and relay the warning to personnel operating within the aerodrome and base to the maximum extent possible.

7.19.3.7. The 6 OG/CC, in conjunction with the 6 MXG/CC (or their designated representatives) may elect to deviate from the above restrictions in the interest of safety or when other requirements dictate; decision guidance will be disseminated to all appropriate parties via CP.

7.19.4. Weather Observation Equipment. Lighted windsocks are located between the runway and the parallel taxiway (Taxiway G), 350 feet from the approach end of either runway.

7.19.5. Runway Visual Range (RVR) is measured by the FMQ-19. The equipment for Runway 05 is located north of the runway approximately 1,000 feet from the approach end. The equipment for Runway 23 is located north of the runway approximately 1,000 feet from the approach end.

7.20. Airfield Snow Removal Operations. MAFB does not have airfield snow removal operations.

7.21. Bird/Wildlife Control: Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines.

7.21.1. For detailed guidance on the MacDill BASH Program, refer to MACDILLAFBI 91-212, MacDill AFB Bird Aircraft Strike Hazard (BASH) Program. Wing Safety is the OPR for this instruction. Bird Watch Conditions (BWC) and flight restrictions applicable to each BWC are detailed in the MACDILLAFBI 91-212.

7.21.2. AMOPS, MacDill Tower, Wildlife Control and Wing Flight Safety will report any observed birds or wildlife on or near the runway/airfield.

7.22. Bird Watch Conditions: Locally established Bird Watch Conditions (BWC). BWCs will be raised/lowered IAW MACDILLAFBI 91-212.

7.23. Supervisor of Flying (SOF) Operating in the Tower. The ATCT does not have a SOF program. Any flying squadron request to add an observer or SOF within the ATCT, for any specified time, must be coordinated through the AOF/CC.

7.24. Tactical Arrival/Departure Procedures. MAFB does not support tactical arrivals or departures.

7.25. UAS Operations Procedures. All sUAS operators shall abide by MacDill Small Unmanned Aircraft System – Concept of Employment for sUAS operations.

7.26. Contractors Working on the Airfield. The requirement owner (e.g. Fire Department, CE, etc.) will provide an airfield qualified escort for personnel working on the airfield without an Entry Control Badge (ECB). Personnel acting as an escort must be authorized/certified to drive on the airfield. Contractors not escorted must have an ECB or be on an Entry Authorization List (EAL) approved by 6th SFS.

7.27. Non-standard Airfield Systems or Configurations (e. g., signs, lighting, markings, arresting gear). MacDill Airfield does not have any non-standard systems or configurations.

7.28. Events and Exercises.

7.28.1. 6 ARW/IG will coordinate with the AOF/CC and AFM to ensure activities such as exercises, deployments, etc., are properly planned and executed IAW AFMAN 13-204V1_AMCSUP,

7.28.2. AMOPS will coordinate with CP, CE, Fire Department, Wing Safety, Security Forces, Transient Alert (TA), Maintenance Operations Center (MOC), Wing Protocol, the Inspector General and Wing Plans to develop short-term aircraft parking plans for DVs, contingencies, exercises, static displays, airshows and other special airfield projects.

7.28.3. The AOF/CC must be notified at least 48 hours in advance of any exercise or inspection that involves Airfield Operations (AO) personnel, facilities to include ATCALs, or airfield (i.e. Operational Readiness Exercises [ORE], Operational Readiness Inspections [ORI] and Major Accident Response Exercise [MARE]). The AOF/CC must approve, in advance, exercises that include removing AO personnel to alternate facilities or to shelter areas.

7.28.4. Exercise staging locations shall be considered during planning phases for potential impact on real-world operations and proximity to Controlled Movement Area (CMA).

7.28.5. All exercise messages shall be preceded by the statement, "Exercise, Exercise, Exercise."

7.28.6. ATC WIT will file simulations or deviations with the 6 OSS WIT Lead or IG for any exercises. MacDill Tower WS/SC has the authority to determine the extent of participation of their facility once an exercise begins. The WS/SC may terminate their participation if safety of flight will be jeopardized.

7.28.7. Transient aircrews participating in large scale events or exercises should receive an Airfield Operations indoctrination brief immediately upon arrival. This briefing includes an overview of flying procedures, airfield information, flight plan processing, local airport data, and safety considerations. Flying units are encouraged to request large forum briefings and can do so by contacting the AOF/CC (commercial: 813-828-1759).

7.28.8. Any units driving on the airfield in participating in exercises will contact AMOPS for Airfield Driving Procedures IAW DAFI13-213_MACDILLAFBSUP

7.29. Airfield Waiver Review.

7.29.1. 6 CES is responsible for conducting the annual airfield waiver review with the following agencies, as a minimum: AFM and/or DAFM, CE (Community Planner, Airfield Infrastructure/Pavement Engineers and Airfield Lighting), Flight Safety, Weather and RAWS. This review will be conducted in concert with the annual airfield safety certification inspection. Results will be forwarded to AMC/A3AP.

7.29.2. Airfield Waivers. The 6 ARW/CC is the approval authority for approving temporary waivers for violations of airfield and heliport planning and design criteria for construction activities, air shows, or temporary installation of an aircraft arresting system. CE will process waiver requests. Coordinate and submit airfield waiver and clear zone/accident potential zone siting requests to the appropriate approving authority IAW Unified Facilities Criteria (UFC) 3-260-01, UFC 3-260-04, UFC 3-535-01, AFMAN 10-1004, Conducting Air Force Open Houses; and to include submitting a copy of wing-approved temporary waivers for construction activities, air shows, or temporary installation of an aircraft arresting system via the HQ AMC SharePoint®. An approved waiver and/or siting approval from the appropriate authority shall be secured before construction or alteration work is started.

7.30. Miscellaneous Events. Requests for non-standard/miscellaneous airfield events (i.e. special airborne operations, troop movements, and running events) will be coordinated through the AFM and AOF/CC. The 6 OG/CC is the approval authority for all non-standard airfield events.

7.31. Airfield Construction Procedures.

7.31.1. All construction projects and special activities (including airfield repair and maintenance) will be coordinated through the AFM or designated representative for

operational impact and waiver assessment. Managing agencies will coordinate as far in advance as practical before intended project start.

7.31.2. Airfield construction/work crew/maintenance restrictions are discussed during pre-construction meetings. Project phasing, risk management, airfield entry control points, access routes to and from the work site, FOD control measures, project accountability, and operational restrictions are evaluated during these meetings.

7.31.3. The requirement owner (e.g. Fire Department, CE, etc.) will provide an airfield qualified escort for personnel working on the airfield without a Entry Control Badge (ECB). Personnel acting as an escort must be authorized/certified to drive on the airfield. Contractors not escorted must have an ECB or be on an Entry Authorization List (EAL) approved by SFS.

7.32. Controlled Departure Times. Aircraft requesting a controlled departure time will identify the controlled departure time in the remarks section of their flight plan and advise Ground Control prior to taxi but not later than 10 minutes prior to requested controlled departure time. Fighter aircraft shall inform ground control 5 minutes prior to exiting the arming areas.

7.33. KC-135 Cell Departure/ Military Assumes Responsibility for Separation of Aircraft (MARSA) Procedures.

7.33.1. All MAFB cell departures shall be conducted in accordance with the Tampa Air Traffic Control and MacDill Air Force Base Air Traffic Control Tower Letter of Agreement in non-standard formation using MARSA procedures.

7.33.2. Cell departures normally consist of two or more heavy KC-135 aircraft departing MacDill in thirty-second intervals.

7.33.3. Aircrews shall ensure requested flight block altitudes and breakup fix (when feasible) are included within their flight plan.

7.33.4. Aircrews shall ensure the remarks section of their filed flight plan includes “MARSA W/ {wingman’s Callsign}” in the remarks section.

7.33.5. To the maximum extent possible, cell departures will not be turned until ten (10) DME.

7.33.6. Visual cut-off is approved to expedite formation join up.

7.34. EOD and ATC Communication Procedures.

7.34.1. For detonations that require airspace protection, EOD personnel will:

7.34.1.1. Unless there is an emergency, notify Tower one hour prior and directly prior to the range going hot and inform Tower of the height in which the airspace will be affected.

7.34.1.2. The EOD team will visually clear the airspace prior to setting off a detonation.

7.34.1.3. Maintain radio contact for the entire duration of the range being hot.

7.34.1.4. Notify Tower when the range is cold.

7.34.2. Tower will advise EOD when detonations are not conducive to flying operations.

7.35. Security Forces Procedures for North Boundary Road Lights (NBL). When the NBL system is inoperative, Security Forces (SF) will dispatch patrols to North Boundary Road and restrict vehicle movement (between the 2 sets of inoperative lights) on North Boundary Road when requested by AMOPS to ensure protection of the ILS Localizer Critical Area for aircraft

conducting an ILS approach to Runway 04. Security Forces will contact control tower via radio or telephone (968-4492) when SF vehicles are in-place on North Boundary Road.

EDWARD V. SZCZEPANIK, Colonel, USAF
Commander

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

DAFPD 11-1, Flying-Hour Program, 8 Dec 20
AFMAN11-202V3, Flight Operations, 10 Jan 22
AFMAN 13-204V1, Management of Airfield Operations, 22 Jul 20
AFMAN 13-204V1_AMCSUP, Management of Airfield Operations, 6 Jul 21
AFMAN 13-204V2_AMCSUP, Airfield Management, 7 Jun 21
AFMAN 13-204V3_AMCSUP, Air Traffic Control, 10 Mar 21
AFMAN 24-306, Operation of Air Force Government Motor Vehicles, 30 Jul 20
AFMAN 24-604, Preparing Hazardous Materials for Military Air Shipments, 09 Oct 2020
DAFMAN 90-161, Publishing Processed and Procedures, 15 Apr 22
FAA JO 7110.65 X, Air Traffic Control, 12 Oct 17
DAFI 21-101, Aircraft and Equipment Maintenance Management, 16 Jan 20
DAFMAN 91-203, Air Force Occupational Safety, Fire, and Health Standards, 25 Mar 226
ARW Integrated Defense Antiterrorism Plan, 5 Nov 202

3

AFMAN 32-1040, Civil Engineer Airfield Infrastructure Systems, 23 Aug 19
FAAO 7400.11B, Airspace Designations, 8 Mar 16
AFI 10-1001, Civil Aircraft Landing Permits, 23 Aug 18
AFI 91-202, The US Air Force Mishap Prevention Program, 12 Mar 20
MACDILLAFBI 91-212, Bird Aircraft Strike Hazard (BASH) Program, 17 Sep 2019
AFJMAN 11-213, Military Flight Data Telecommunications Systems, 27 Apr 18
DAFI 13-213, Airfield Driving, 4 Feb 20
MacDill AFB Mishap Response Plan 91-1, 1 July 2023
AMCI 11-208, Mobility Air Forces Management, 8 Feb 17

Prescribed Forms

None

Adopted Forms

DAF Form 847, Recommendation for Change of Publication
AF Form 3616, Daily Record of Facility Operation
DD Form 1801, DoD International Flight Plan

Abbreviations and Acronyms

6 AMXS—6th Aircraft Maintenance Squadron
6 ARW—6th Air Refueling Wing
6 ARW/IG—6th Air Refueling Wing, Inspector General
6 ARW/SEW—6th Air Refueling Wing, Weapons Safety
6 MXS/TA—6th Maintenance Squadron, Transient Alert
6 CES—6th Civil Engineering Squadron
6 MSG—6th Mission Support Group
6 MXG—6th Maintenance Group
6 OG—6th Operations Group
6 OSS/OSA—6th Operations Support Squadron, Airfield Operations Flight
6 OSS/OSAA—6th Operations Support Squadron, Airfield Management
6 OSS/OSAT—6th Operations Support Squadron, Tower
6 OSS/OSW—6th Operations Support Squadron, Weather
6 SFS—6th Security Forces Squadron
6 SFS/S5SA—6th Security Forces Squadron, Physical Security
23 WG/Det 1—23 Wing/ Detachment 1
50 ARS—50th Air Refueling Squadron
91 ARS—91st Air Refueling Squadron
310 AS—310th Airlift Squadron
927 OG—927th Operations Group
AC—Aircraft Commander
AF—Air Force
AFB—Air Force Base
AFI—Air Force Instruction
AFJI—Air Force Joint Instruction
AFJMAN—Air Force Joint Manual
AFM—Airfield Manager
AFMAN—Air Force Manual
AFOSI—Air Force Office of Special Investigations
AFPAM—Air Force Pamphlet
AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

AISR—Aeronautical Information System Replacement

ALSF-1—Approach Lights 1 with Sequenced Lights

AM—Airfield Management

AMC/A3AP—AMC Airfield Operations and Procedures Branch

AMC/A3AT—AMC Airfield Operations and Terminal Instrument Procedures (TERPS) Office

AMOPS—Airfield Management Operations

AMPP—Airfield Master Parking Plan

ANG—Air National Guard

AO—Airfield Operations

AOI—Airfield Operations Instruction

AOCI—Airfield Operations Certification Inspection

APU—Auxiliary Power Unit

ARFF—Aircraft Rescue and Fire Fighting

ASF—Aviation Support Facility

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

ATCALS—Air Traffic Control and Landing Systems

ATIS—Automatic Terminal Information Service

ASR—Availability/Restrictions for Surveillance

BAK-12—Barrier Arresting Kit

BASH—Bird/Aircraft Strike Hazard

BDOC—Base Defense Operations Center

BIFROST—Bridging Environmental Intelligence For Responsive Operations Support

BWC—Bird Watch Condition

CAP—Civil Air Patrol

CAPA—Combat Aircraft Parking Areas

CAT—Category

CC—Commander

CE—Civil Engineer

CECC—Airfield Pavements
CEF—Fire Department
CMA—Controlled Movement Area
CP—Command Post
DAFM—Deputy Airfield Manager
DAFMAN—Department of the Air Force Manual
DINS—Defense Internet NOTAM Service
DME—Distance Measuring Equipment
DoD—Department of Defense
DUC—Deployed Unit Complex
DV—Distinguish Visitor
DZ—Drop Zone
DZSO—Drop Zone Safety Officer
DZSTL—Drop Zone Support Team Leader
EAL—Entry Authorization List
ECB—Entry Control Badge
ELT—Emergency Locator Transmitter
EOC—Emergency Operations Center
EOD—Explosive Ordnance Disposal
EPU—Emergency Power Unit
ETA—Estimated Time of Arrival
FAA—Federal Aviation Administration
FAAO—Federal Aviation Administration Order
FAF—Final Approach Fix
FCF—Functional Check Flights
FDIO—Flight Data Input/Output
FLIP—Flight Information Publication
FM—Frequency Modulation
FOD—Foreign Object Damage
HATR—Hazardous Air Traffic Report
HHQ—Higher Headquarters
HIRL—High Intensity Runway Lights

HQ AMC—Headquarters, Air Mobility Command
HTA—Helicopter Training Area
IAW—In Accordance With
ICAO—International Civil Aviation Organization
IFR—Instrument Flight Rules
ILS—Instrument Landing System
JCSE—Joint Communications Support Element
JO—Job Order
LAN—Local Area Network
LMR—Land Mobile Radio
LOP—Letters of Procedure
LOS—Levels of Service
LOX—Liquid Oxygen
JET—Joint Environmental Toolkit
KMCF—International Civil Aviation Organization (ICAO) code for MacDill Air Force Base
MACA—Midair Collision Avoidance
MAFB—MacDill Air Force Base
MAFBI—MacDill Air Force Base Instruction
MARE—Major Accident Response Exercise
MARSA—Military Assumes Responsibility for Separation of Aircraft
MOC—Maintenance Operations Control
MOCC—Maintenance Operations Control Center
MSL—Mean Sea Level
NAOC—National Airborne Operations Center
NAVAID—Navigation Aid
NBL—North Boundary Road Lights
NCO—Noncommissioned Officer
NCOIC—Noncommissioned Officer in Charge
NLT—No Later Than
NM—Nautical Mile
NORDO—No Radio
NOTAM—Notice to Airmen

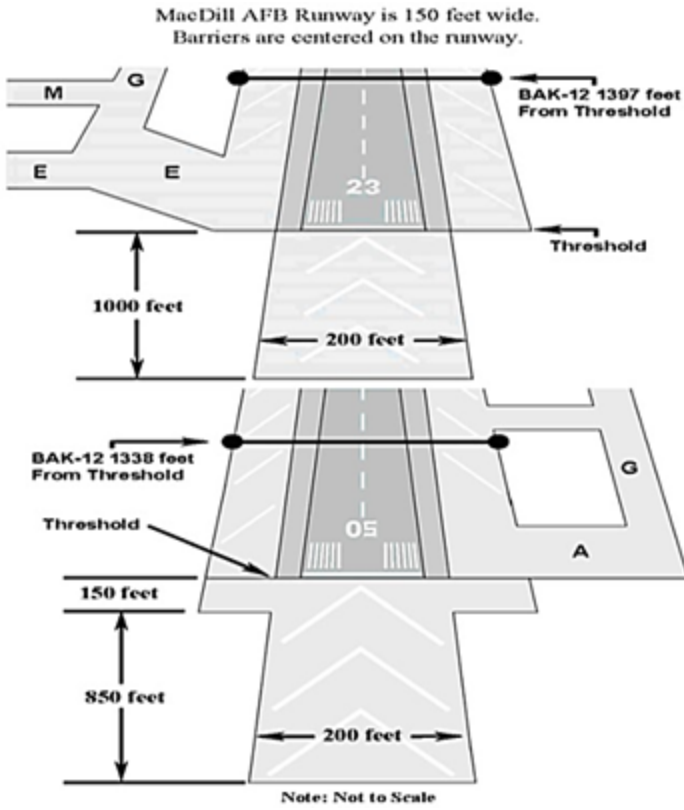
NVD—Night Vision Device
OBO—Official Business Only
OI—Operating Instruction
OPCON—Operational Control
OPR—Office of Primary Responsibility
ORE—Operational Readiness Exercise
ORI—Operational Readiness Inspection
OSAA—Airfield Manager
OSAT—MacDill Tower Chief Controller
PAPI—Precision Approach Path Indicator
PAR—Precision Approach Radar
PCAS—Primary Crash Alarm System
PI—Point of Impact
PIREP—Pilot Weather Reports
PMI—Preventive Maintenance Inspection
POB—Personnel on Board
POC—Point of Contact
POL—Petroleum, Oils, and Lubricants
POV—Privately Owned Vehicle
PPR—Prior Permission Required
QRC—Quick Reference Checklist
RAWS—Radar, Airfield and Weather Systems
RSC—Runway Surface Condition
RCR—Runway Condition Reading
RDS—Records Disposition Schedule
RSRS—Reduced Same Runway Separation
RVR—Runway Visual Range
RWY—Runway
SCN—Secondary Crash Net
SE—Safety
SF—Security Forces
SFA—Single Frequency Approach

SFL—Sequenced Flashing Lights
SFO—Simulated Flame-Out
SID—Standard Instrument Departure
SII—Special Interest Items
SOCENT—Special Operations Command Central
SOF—Supervisor of Flying
SOP—Standard Operating Procedure
STARS—Standard Terminal Automation Replacement System
TA—Transient Alert
TACAN—Tactical Air Navigation Aid
TDY—Temporary Duty
TERPS—Terminal Instrument Procedures
TWY—Taxiway
UAS—Unmanned Aircraft System
UFC—Unified Facilities Criteria
UHF—Ultra High Frequency
USAF—United States Air Force
USCENTCOM—U.S. Central Command
USSOCOM—U.S. Special Operations Command
WS/SC—Watch Supervisor/Senior Controller
VHF—Very High Frequency
VMC—Visual Meteorological Conditions
VFR—Visual Flight Rules

Attachment 3

AIRCRAFT ARRESTING SYSTEM

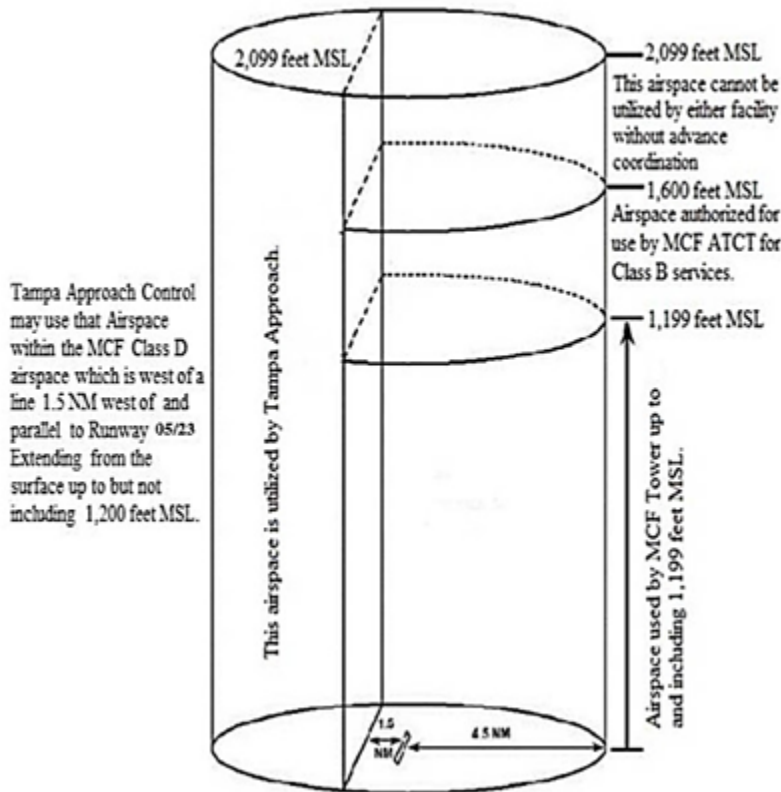
Figure A3.1. Aircraft Arresting System.



Attachment 5

MAFB CLASS D AIRSPACE

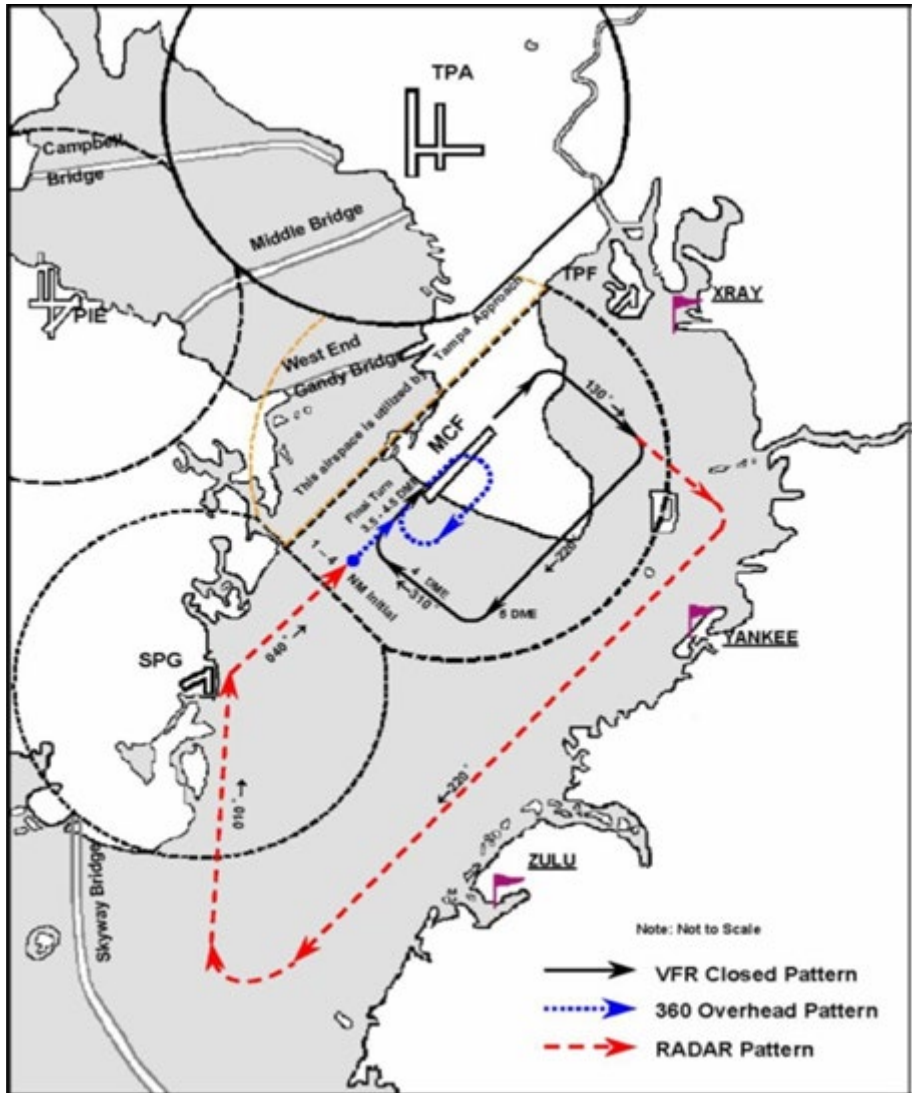
Figure A5.1. Class D Airspace.



Attachment 6

MAFB RUNWAY 05 TRAFFIC PATTERNS

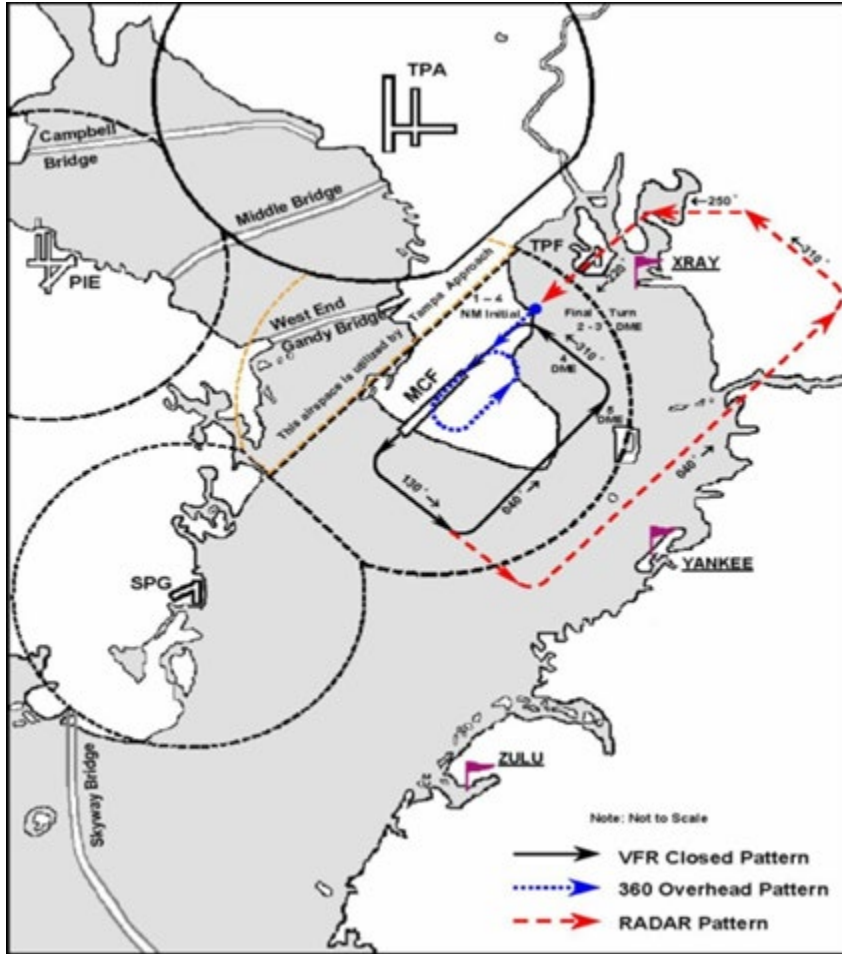
Figure A6.1. MAFB Runway 05 Traffic Patterns.



Attachment 7

MAFB RUNWAY 23 TRAFFIC PATTERNS

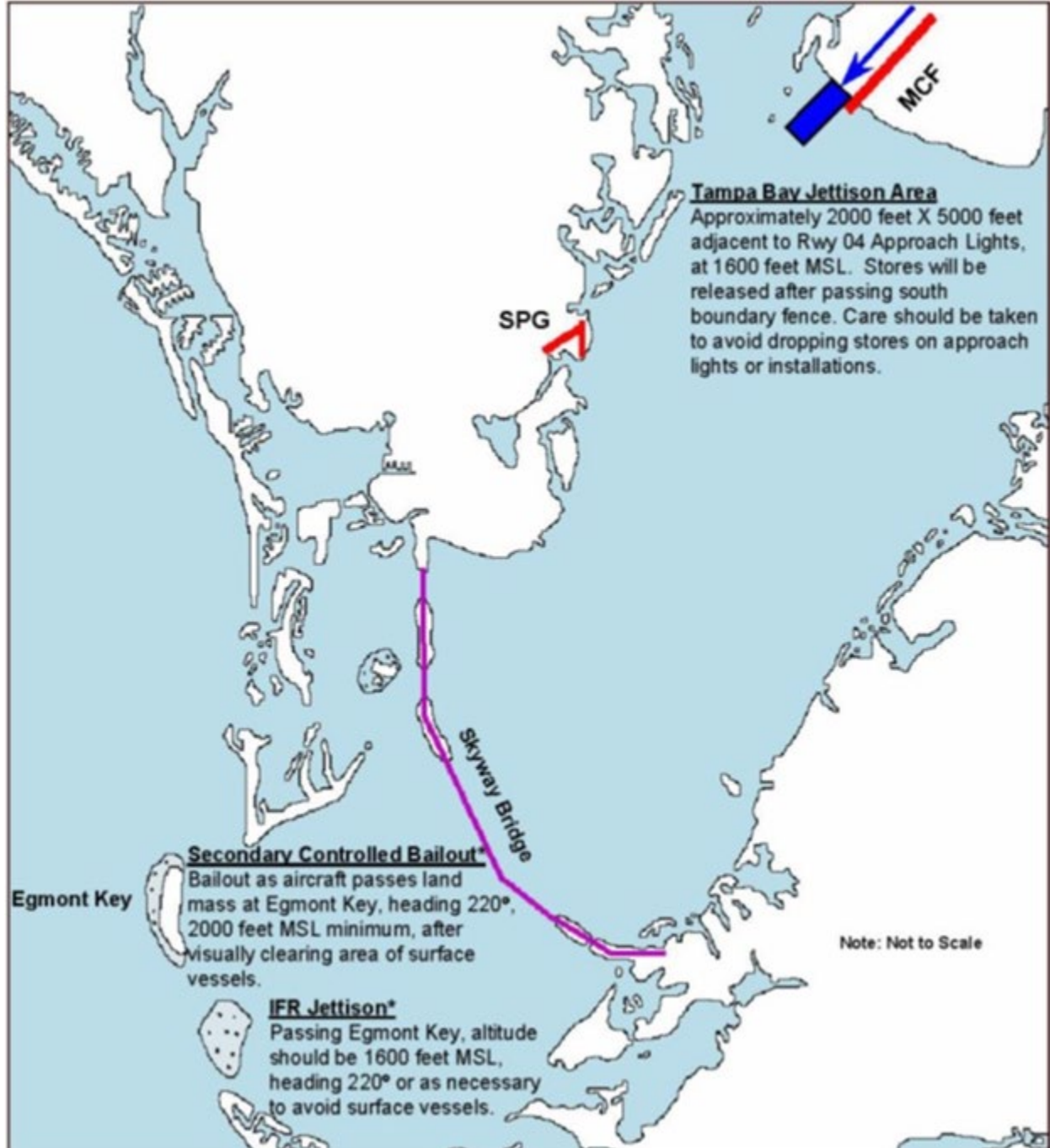
Figure A7.1. MAFB Runway 23 Traffic Patterns.



Attachment 9

TAMPA BAY AND IFR JETTISON/SECONDARY CONTROLLED BAILOUT AREAS

Figure A9.1. Tampa Bay and IFR Jettison/Secondary Controlled Bailout Areas.



Attachment 10

MACDILL AFB PARADROP OPERATIONS / DROP ZONE LOCATION

Figure A10.1. Paradrop Operations / Drop Zone Location.

