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MCCONNELL AFB

MCCONNELL AIR FORCE BASE
INSTRUCTION 13-201

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction implements AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management*, and establishes policies, procedures and standards relating to flying activities at McConnell Air Force Base (AFB) and is applicable to all base flying units. Because of the density and mixed types of air traffic, the close proximity of numerous civilian airports and the large amount of pilot training traffic found in the area, strict adherence to the procedures established herein is absolutely essential except when circumstances warrant deviation in the interest of flying safety. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW with the Air Force Records Information Management System (AFRIMS) located at **https://www.my.af.mil/gcss-af61a/afrims/afrims**/. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented/extended.

SUMMARY OF CHANGES

This revision includes the following changes: **Chapter 1:** 1.1. and 1.2. adds more detail to Runway description; 1.1.4. updates non-standard Taxiways; 1.1.5. updates permanently closed/unusable pavement section; 1.2.4. adds TFOC to runway change notification; 1.4.1. updates all runways are equipped with SFLs; 1.4.2. updates unlit taxiway information; 1.6.2. moves info about Hazardous Cargo parking to 1.12.; 1.6.4. adds wing walker requirement for

Transients larger than a KC-135; 1.6.5. reference Aircraft Parking Plan; 1.8. changes AGL to MSL; 1.12. revises Special Operations Areas and Ramps section; 1.13.7. adds engine run restrictions; 1.14.1. changes tow procedures; 1.14.2. adds requirement to notify tower of tows that will enter taxiway Alpha and to maintain radio contact if towing on taxiway Alpha; 1.15.1. rewords taxi instruction requests; 1.15.3. adds multiple runway crossing restrictions/exceptions; 1.16.3. adds B-52 wing walker requirement; 1.16.4. removes requirement for FOD check after a Heavy aircraft arrival or departure; 1.17.1.1. removes specific areas to be swept and instead referenced the MOU which contains that same information; 1.17.3. updates airfield lighting outage procedures; 1.18.1. adds TFOC to RCR/RSC dissemination list; 1.20. moves and rewrites Procedures for Opening and Closing Runways/Taxiways section; 1.23.1. specifies that the Salina Road lights only need to be activated when the aircraft is making the approach to Runway 01L; 1.25. adds section discussing Activities on the Airfield. **Chapter 2:** 2.2.2.2. changes 3,000' restriction past Beech Runway extended centerline to 2,700'; 2.5. clarifies that RSRS is not utilized at MAFB. **Chapter 3:** 3.4. updates Fuel Dumping section; 3.8. changes parking spot for Hung Ordnance; 3.9. changes wind speed that tower evacuates. **Chapter 4**: removes previous Chapter 4 which contained duplicate information that is already published in the MAFBI 13-213. **New Chapter 4 (Previous Chapter 5):** 4.2.3. adds information about NOTAM dissemination and TFOC; 4.3.1.3.1. updates TFOC flight plan filing procedures; 4.4.3. changes distro list for FLIPs; 4.9.2. changes tower requirement to notify Command Post to an AM responsibility; 4.10.3. updates Echo Ramp Net Explosive Weight limitations; 4.14.2.3. adds requirement that tower is not authorize use of the Fire Training pit when aircraft are parked on Echo Ramp; 4.19.3. adds information about use of Ramp Net during snow removal; 4.25. adds statement about UAS operations. **Attachment 1:** updates picture of the Airfield included; **Attachment 4:** updates glide slope critical area picture included. **Throughout**: changes all references from flightline to airfield, changes name of MAFBI 13-213 Airfield Driving Instruction, changes all AFI 13-213 references to AFI 13-204 Vol 1, 2, or 3 references.

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES.

1.1. Runway(s) and Taxiways: McConnell AFB has two 12,000’ parallel runways, runway 19L/01R and runway 19R/01L, centerlines are 825’ apart (**Attachment 2**).

1.1.1. Runway 19L/01R is 150’ wide, but all signs and lights are installed for a 300’ wide runway. It is a non-precision instrument runway served by a Tactical Air Navigation (TACAN) system and visual aids. Procedures are also in place for radar navigation (RNAV) approaches. The first 1,000’ of the runway on either end is concrete and the middle 10,000’ is asphalt. The overruns are non-load bearing asphalt overlays and are 1,000’ long.

1.1.2. Runway 19R/01L is 150’ wide precision runway served by a TACAN and a Category 1 Instrument Landing System (ILS). Procedures are also in place for RNAV approaches. The runway is concrete the entire length. The overruns are non-load bearing asphalt overlays and are 1,000’ long.

1.1.3. Field Elevation: The official elevation for McConnell AFB is 1371' mean sea level (MSL), taken at the approach end of Runway 19R.

1.1.4. Taxiway Dimensions and Composition: Unless otherwise noted, all taxiways consist of load bearing 75' concrete center, and non-load bearing 25' asphalt shoulders. Exceptions and unusual features are taxiway F, between taxiway C and D, has nonstandard 12' shoulders.

1.1.5. There are no permanently closed or unusable areas of the Airfield.

1.2. Runway Selection Procedures.

1.2.1. The Control Tower Watch Supervisor or Senior Controller shall determine the runway in use. When conflicting wind information is received from the dual-wind sensors, Runway 19 should be the designated runway.

1.2.2. Runway 19 is designated as the "calm wind runway" and should be used when the wind is less than five knots.

1.2.3. The Control Tower shall coordinate runway changes with Wichita Approach Control and advise Airfield Management, Weather, and Beech Tower.

1.2.4. Airfield Management shall notify Command Post (CP), Fire Department, Total Force Operations Center (TFOC), and the Maintenance Operations Center (MOC) when the active runway is changed.

1.3. Controlled Movement Area (CMA) (Attachment 8).

1.3.1. The controlled movement area is defined as:

1.3.1.1. Runways/overruns.

1.3.1.2. The area between the runways/overruns.

1.3.1.3. 175' from the edge of either runway.

1.3.1.4. 175' from the edge of the south overruns and to the perimeter fence on the north overruns.

1.3.2. Entry, crossing, or access into the controlled movement area requires two-way radio communication and approval from the Control Tower.

1.3.3. Individuals requiring access to the CMA must be trained in accordance with MAFBI 13-213, *Airfield Driving Instruction*.

1.3.4. The tower's light gun will be used in the event radio communication is lost with a vehicle on the runway. If the vehicle driver does not respond to the light gun signals, the tower will raise and lower the intensity of the runway lighting. This signal means to immediately exit the runway and establish communications with the tower.

1.4. Airfield Lighting Systems.

1.4.1. All runways are equipped with High Intensity Runway Lights (HIRL) and Precision Approach Path Indicators (PAPI). Runway 19L/R and 01L are equipped with Approach Lighting System Category 1 (ALSF-1s). Runway 01R is equipped with Simplified Short Approach Lighting System to include Runway Alignment Indicator Lights (SSALR). All runways are equipped with Sequenced Flashing Lights (SFL). Specific lighting descriptions can be found in the Flight Information Handbook, section B.

1.4.2. All taxiways are lighted with the exception of the following:

1.4.2.1. Taxiway Delta, between Runway 01R/19L and Taxiway Alpha.

1.4.2.2. Taxiway Foxtrot, between Taxiway Charlie and Taxiway Delta.

1.4.3. Operation of airfield lighting shall be in accordance with Federal Aviation Administration Order (FAAO) JO 7110.65V, *Air Traffic Control*, unless otherwise requested by the pilot.

1.4.4. Malfunctions of any airfield lighting shall be immediately reported to Airfield Management at DSN 743-3701.

1.4.5. If the Control Tower is evacuated, closed, or the airfield lighting panel becomes inoperative, all airfield lighting will be shut off.

1.4.6. Maintenance of Airfield Lighting: The 22d Civil Engineer Squadron, Exterior Electric, (CES/CEOIE) will perform a check of all airfield lighting daily. On-the-spot repairs will be accomplished during this check. Inoperative lights, called in from the daily airfield inspection, will be repaired as the flying schedule permits. Lights that cannot be repaired immediately will be reported to Airfield Management for follow-up action. 22 CES/CEOIE on-call personnel will accomplish holiday and weekend repairs. Lighting status will be reported to Airfield Management who will, in turn, notify the Control Tower. Specific procedures concerning airfield lighting responsibilities are addressed in the Memorandum of Understanding (MOU) between 22 CES and 22d Operations Support Squadron (OSS) titled "Airfield Maintenance, Support, and Coordination Procedures".

1.4.7. Serviceability of the Airfield Lighting System: See Unified Facilities Criteria (UFC) 3-535-01, *Visual Air Navigation Facilities,* for guidelines. Airfield Management shall be responsible for coordinating airfield lighting outage Notices to Airmen (NOTAM) as required.

1.5. Aircraft Arresting Systems: There are no aircraft arresting systems at McConnell AFB.

1.6. Parking Plan/Restrictions.

1.6.1. Parking spots A1 thru A21, B1 thru B20, C1 thru C6 and D1 thru D4 will be used to park base-assigned and transient KC-135Rs.

1.6.2. Parking on Boeing ramp will be coordinated with Boeing security.

1.6.3. Transient aircraft will be parked at the discretion of the Airfield Manager (AFM). When aircraft larger than a KC-135 will be parked on the mass aircraft parking area (MAPA) or Delta Ramp, wing walkers will be required for aircraft movement.

1.6.4. For more detailed Parking Plan information refer to 22d Air Refueling Wing (ARW) Master Aircraft Parking.

1.7. Airfield Operations Facilities and Local Flying Area.

1.7.1. Airfield Operating Hours: McConnell AFB is a 24-hour a day facility, and is serviced by a Control Tower, Airfield Management and contract Transient Alert function. Transient alert has limited hours, see para 1.10. for hours of operation. All aircraft operating into or out of McConnell AFB that are not assigned to the 22 ARW or its tenant units must obtain an approved Prior Permission Required (PPR) number.

1.7.2. McConnell AFB designated airspace (Attachment 4): McConnell AFB has a Class D airspace 4.5 nautical mile (NM) in diameter centered on the airfield, up to and including 3900’ MSL. As depicted in Attachment 4, the area 1.5 NM west of Runway 19R/01L has been delegated to Wichita Approach and falls under their Class C airspace jurisdiction. Wichita Approach can utilize this area, surface and above, without prior coordination with McConnell AFB Control Tower. The Class C airspace east of the north/south line located 1.5 NM west of and parallel to runway 19R/1L is exempt from Class C airspace requirements.

1.7.3. The McConnell AFB Class D airspace may be released to Wichita Approach at the discretion of the McConnell AFB Tower Watch Supervisor. When McConnell AFB’s cloud ceiling is below 2,100' Above Ground Level (AGL) or visibility is less than three miles, McConnell AFB Tower should relinquish control of the Class D airspace after verbal coordination with Wichita Approach. Once released, McConnell AFB Tower relinquishes all airspace jurisdictions and shall not conduct operations without first coordinating the use or return of the Class D airspace with Wichita Approach. Wichita Approach shall transfer communications to McConnell AFB Tower for all aircraft landing McConnell AFB or Cessna Field no later than seven (NLT) flying miles per our Letter of Agreement (LOA) with Wichita. While Wichita Approach controls McConnell AFB Class D airspace, McConnell AFB Tower will complete all required coordination with Beech Tower for Cessna Field inbound aircraft.

1.7.4. As depicted in the shaded area of Attachment 3, Wichita Approach will remain clear of the Beech Factory Airport by five NM, remaining outside the lateral limits of the Class E airspace east of a north/south line located 1.5 NM west of and parallel to McConnell AFB Runway 19R/01L at or below 2,500' MSL.

1.7.5. VFR Local Training Areas. Eureka High/Low military operating areas (MOA) are located approximately 25 NM east of McConnell AFB. Eureka Low is from 2500’ MSL up to but not including 6000’ MSL. Eureka High is from 6000’ MSL up to but not including Flight Level 180.

1.7.6. Alert area A-683 lies above the McConnell AFB Class D and surrounding areas. See Figure 1.1.

Figure 1.1. Military and Special Use Airspace.

Military and Special Use Airspace

Alert Area A-683 for McConnell AFB extends over the east side of Wichita, including airspace directly over KBEC. Expect frequent military air traffic, consisting primarily of (but not limited to) KC-135 and E-3A heavy aircraft, T-1A Jayhawk (Beechjet) and T-38 trainers, and transient B-2 Stealth bombers and tactical fighters. Visual traffic patterns at McConnell are east of the Air Force base. There are no special procedures for operations in an Alert Area, but pilots are responsible to see and avoid military traffic whenever in Visual Meteorological conditions (VMC).

Alert Area A-683 over and surrounding Beech Field

Use current charts for navigation.

1.8. Local Frequencies. Local frequencies can be found in Table 1.1.

Table 1.1. Local Frequencies.

	UHF	**VHF**
DATIS	269.9	124.65
GROUND CONTROL	275.8	118.0
LOCAL CONTROL	291.775	127.25
IAB DISPATCH	372.2	NONE
IAB METRO	374.2	NONE
COMMAND POST	323.8/311.0	NONE
KANG OPS	301.6	NONE
ICT DEPARTURE ABOVE 4,000' MSL	385.55	134.85
ICT DEPARTURE AT OR BELOW 4,000' MSL	269.1	134.8

1.9. Navigational Aids (NAVAIDs): The Control Tower, Instrument Landing System (ILS), and TACAN facilities are equipped with reliable auto-start auxiliary power generators and are not required to be manually placed on generator power prior to the arrival of severe weather.

1.9.1. CES, Power Production shop, will run all facility generators the first week of every month unless otherwise coordinated.

1.9.2. The scheduled no-NOTAM Preventative Maintenance Inspection (PMI) time for the TACAN is every Wednesday from 0700-0900L. For Maintenance to occur, weather must be forecast to be better than 2000/3 for the entire maintenance period plus one hour.

1.9.3. PMI time for the ILS is not required and therefore not scheduled.

1.10. Transient Alert: Transient Alert (TA) services are limited, available Monday-Friday 0700-2300L and Saturday-Sunday 0800-1800L; closed holidays. Aircraft remaining overnight (RON) must arrive NLT 30 minutes prior to TA closure, and gas and go aircraft must arrive no later than one hour prior to TA closing. Limited de-icing of transient aircraft is available, no de-icing capability exists for C-5, C-17, B-747, and DC or KC-10. Munitions arm/de-arm services are not available. There is extremely limited transient parking available. Ground service is halted when a lighting warning is issued for lightning within 5 NM in accordance with Air Force Instruction (AFI) 91-203, *Air Force Consolidated Occupational Safety Instruction*.

1.11. Digital Automated Terminal Information Service (DATIS) Procedures: Aircraft shall obtain the current DATIS prior to initial contact with Tower or Wichita Approach Control. The DATIS operates 24/7. See para 1.8. for the DATIS frequencies. DATIS information is also available by calling DSN 316-743-5140.

1.12. Aircraft Special Operations Areas/Ramps (Attachment 2).

1.12.1. De-icing pit taxi procedures will be accomplished in accordance with MAFBI 11-220, *McConnell AFB De-Icing Procedures*.

1.12.2. Drag Chute Jettison: Tower shall instruct aircraft to retain their drag chute until parked or past the visual flight rules (VFR) hold line for the runway. Runway operations will be suspended until Airfield Management conducts a runway check to ensure there is no foreign object debris (FOD). After completing the check, Airfield Management will advise tower that runway operations are resumed.

1.12.3. Arm/De-arm Areas: McConnell AFB does not have aircraft arm/de-arm capability. If a divert aircraft needs to de-arm, tower will instruct the aircraft to park on Foxtrot Ramp spots 2-4, with the nose of the aircraft facing east-northeast on the F2-4 parking line.

1.12.4. Hazardous Cargo Parking: Parking spots E1 thru E3.

1.13. Engine Test/Run-up Procedures.

1.13.1. MOC, Airfield Management or Boeing Ground personnel shall coordinate all engine runs with the Control Tower.

1.13.2. Personnel conducting aircraft engine runs shall:

1.13.2.1. Prior to engine start, establish and maintain two-way radio communication with McConnell Ground Control (UHF 275.8/VHF 118.0).

1.13.2.2. Obtain approval from Ground Control prior to running engines above idle.

1.13.3. Due to the close proximity of Bravo and Charlie row to runway 19L/01R, jet blast from these engine runs could have an adverse effect on other aircraft operations. The Control Tower shall suspend all operations to runway 19L/01R before approving above idle engine runs on Bravo and Charlie row.

1.13.4. The primary spot for takeoff thrust engine runs is the MAPA. Additionally, takeoff thrust engine runs can be conducted on the concrete ends of runway 19L/01R. The aircraft shall be positioned on the runway centerline, 500' south of taxiway B or 500' north of taxiway E. If the MAPA or runway 19L/01R is unavailable, MOC will coordinate with Airfield Management Operations (AMOps) to conduct takeoff thrust engine runs on Delta or Foxtrot Ramp. AMOps will relay this information to the Control Tower.

1.13.5. Engine runs shall not have priority over aircraft working in the pattern.

1.13.6. During tower closure periods, MOC and Boeing shall coordinate engine runs with the 22 ARW Fire Department and CP.

1.13.7. Above idle engine runs for parking spots A7-A21 are not authorized because the blast shields are not lined up with the parking spots.

1.13.8. **Pilots of aircraft larger than KC-135 (B-787, B-777, B-767, B747, E-4, VC25, KC-10, C-5, C- 17, and B-52) will use the minimum engine thrust required for safe taxi operations. No takeoff thrust engine runs are permitted on any taxiway nor runway 19R/01L. Takeoff thrust engine runs may be conducted, with tower coordination, in designated maintenance areas and on the concrete ends of runway 19L/01R. The aircraft will be positioned on the runway centerline and 500’ south of taxiway Bravo or 500’ north of taxiway Echo.**

1.14. Aircraft Towing Procedures.

1.14.1. MOC shall coordinate all tows within the MAPA with the Control Tower and the McConnell AFB Emergency Control Center (MECC). All tows outside of the MAPA will be coordinated with and approved by Airfield Management who will advise the tower.

1.14.2. Tow Personnel shall:

1.14.2.1. Establish and maintain two-way radio communication with the Control Tower on the Ramp Net prior to beginning and for the duration of all tow operations in the controlled movement area and all taxiways.

1.14.2.2. Notify Tower when tow in the controlled movement area and all taxiways is complete.

1.14.2.3. Tows in the non-controlled movement area, other than taxiway Alpha, do not require two-way radio communication, however, tow clearance is only good for 45 minutes from the time tower is notified of the tow, unless otherwise coordinated. Tower must be notified of any extension of the tow time.

1.14.3. During tower closure periods, MOC shall coordinate aircraft towing operations with the McConnell AFB Fire Department and CP.

1.15. Aircraft Taxiing Requirements/Routes (See Attachment 2).

1.15.1. When ready for taxi, aircraft should state that they have the current DATIS and request taxi instructions.

1.15.2. Taxi to the active runway will be by the most operationally advantageous route unless otherwise directed by air traffic control. Taxiway A will be the primary taxi route to both runways.

1.15.3. Tower may not issue multiple runway crossings in a single transmission except during snow removal operations and to vehicles performing runway condition reading (RCR) checks.

1.16. Restricted/Classified Areas on the Airfield and Taxiway/Runway Restrictions:

1.16.1. Aircraft Parking Areas (Attachment 2 and 6).

1.16.2. Aircraft with wingspans over 175' are restricted from taxiing on taxiway Alpha past building 1218 without wing walkers.

1.16.3. B-52s will land and takeoff runway 19L/01R unless otherwise approved by the AFM. All B-52 ground operations require wing walkers, no exceptions. B-52s taxiing into/out of Boeing will taxi only via taxiway D unless otherwise approved by the AFM. B-52s parking on McConnell AFB will park on Delta Ramp and taxi to/from Delta Ramp via taxiway Charlie. All other parking locations and taxi routes must be prior approved by the AFM.

1.16.4. Aircraft larger than KC-135 will only make 180 turns on the ends of the runway.

1.16.5. Aircraft larger than 137' wingspan are restricted from taxiing north or south on taxiway Alpha adjacent/abeam Bravo parking row.

1.16.6. Aircraft with wingspan over 180' are restricted from operating on taxiway Foxtrot.

1.16.7. Holding between the runways on taxiways Bravo, Charlie, Delta, and Echo restricted to KC-135 and smaller aircraft.

1.17. Airfield Maintenance.

1.17.1. Airfield sweeper operators will be given prioritized requirements by Airfield Management while assigned to airfield sweeping duties.

1.17.1.1. Daily sweeping requirements are per the 22 OSS/22 CES MOU titled "Airfield Maintenance, Support, and Coordination Procedures."

1.17.2. Runway rubber removal and painting will be accomplished on both runways at least once every two years and budget permitting once a year. Rubber removal will be done in accordance with Engineering Technical Letter (ETL) 97-17, *Guide Specification - Paint and Rubber Removal from Roadway and Airfield Pavements*. Painting will include all required taxiway, runway, apron and road markings.

1.17.3. Airfield Lighting:

1.17.3.1. Airfield Management will perform daily nighttime checks of all airfield lighting with the exception of approach lights. Per the 22 OSS/22 CES MOU titled "Airfield Maintenance, Support, and Coordination Procedures," Airfield Lighting will accomplish checks of the approach lights.

1.17.3.2. Lighting outages of a non-emergency nature will be reported to CES Customer Service on Monday, Wednesday, and Friday between the hours of 0645L-1445L. CES Customer Service will assign a work order number and record the discrepancy on the airfield lighting log. Emergency outages or those that affect an entire system or portion of the airfield will be immediately reported. When reporting outages, Airfield Management will assign a work order number and record the discrepancy on the lighting outage log sheet. Specific procedures concerning airfield lighting responsibilities are addressed in the MOU between 22 CES and 22 OSS titled "Airfield Maintenance, Support, and Coordination Procedures."

1.17.3.3. Airfield Management will coordinate all runway closures for extended maintenance, taxiway or runway closures, etc. and advise 22 CES/CEOIE of coordinated closures and times.

1.17.4. Grass mowing will be conducted in accordance with the annual mowing contract as negotiated by 22d Contracting Squadron (CONS). Mower operators must check in with Airfield Management to be issued a radio and to relay their planned area of work. Airfield Management will pass the mower call sign and planned area of work to the Control Tower. All mower operators must possess an AF Information Management Tool (IMT) 483, *Certificate of Competency*, with controlled movement area (CMA) access and are required to follow procedures for driving on the airfield IAW the MAFBI 13-213.

1.18. Runway Surface Condition (RSC) and/or Runway Condition Reading (RCR) Values: Airfield Management shall determine and report RSC and RCR, as required IAW AFI 13-204V3, *Airfield Operations Procedures and Programs*. Airfield Management will disseminate RSC/RCR information to base weather station, the Control Tower, CP, TFOC, and MOC.

1.19. Runway Inspections/Checks: The following are the procedures and requirements for conducting runway inspections and checks:

1.19.1. Airfield inspections and checks will be conducted in accordance with AFI 13-204V3, Attachment 10. Airfield inspections shall be conducted by qualified Airfield Management personnel a minimum of once per day and will include a dual pass inspection of each runway. Airfield Management personnel will conduct airfield checks a minimum of twice per shift to examine the primary takeoff, landing and taxi surfaces during flying operations.

1.19.2. All discrepancies/hazards will be annotated on airfield inspection/check form and events log. Notify the AFM or Deputy AFM (DAFM) of any airfield discrepancies or hazards. Call CES customer service (DSN 743-5734) to report discrepancies that need immediate action.

1.20. Procedures for Opening and Closing the Runway or Taxiways.

1.20.1. Airfield Management is the only agency that can open or close a runway/taxiway.

1.20.2. Closing a Runway/Taxiway: Airfield Management will close the runway and/or taxiway as required and advise the Control Tower, MOC, TFOC, TA, Fire Department, and CP. Additionally, they will send a NOTAM, as required, when an emergency aircraft stops and/or blocks a portion of the runway and/or taxiway, emergency equipment is employed on the runway and/or taxiway or any other time the runway requires closure.

1.20.3. Opening a Runway/Taxiway: Airfield Management will inspect the airfield and then re-open the runway and/or taxiway after ensuring that it is clear of all obstructions (aircraft, vehicle, debris, etc.). Airfield Management will notify Control Tower, MOC, TFOC, TA, Fire Department, and CP when the runway and/or taxiway is open and cancel all pertinent NOTAMs.

1.21. Noise Abatement Procedures.

1.21.1. Refer all noise complaints and sonic boom damage claims to Public Affairs (DSN 743-3141) for action. After normal duty hours contact CP (DSN 743-3251).

1.21.2. The low closed traffic pattern is not available from 2200-0600L.

1.21.3. No practice approaches, VFR or instrument flight rules (IFR), shall be allowed for transient or non-base assigned aircraft between 2200-0600L. Practice approaches are authorized for transient/non-base assigned KC-135s between 2200-0600L. Due to the established noise patterns of the KC-135s assigned to McConnell AFB, restriction of transient/non-base assigned KC-135s is not required.

1.21.4. All aircraft shall avoid flying over the housing area, base clinic, and Munitions Storage Area.

1.22. Ceremonial Quiet Hour Requests (Attachment 7).

1.22.1. The 22d Operations Group Commander (OG/CC) is the approval authority for all quiet hour requests.

1.22.2. Submit requests to implement quiet hours to 22 OSS Current Operations (OSO) at least 30 days in advance for inclusion in the wing and Air Mobility Command (AMC) flying schedules. Requests must include the reason for the event, location, quiet hour start/finish times and noise reduction measure requested. Measures will be in accordance with one of the following options:

1.22.2.1. Option 1. Suspended Operations: Arrivals, departures, practice approaches, aircraft movement, engine starts, engine runs, aerospace ground equipment (AGE), and vehicle operations will be suspended for the duration of the quiet hours.

1.22.2.2. Option 2. Restricted Operations: Only full stop arrivals will be authorized. Departures, engine starts, engine runs, practice approaches, AGE operations and vehicle traffic within 1000’ of the event location will be suspended.

1.22.2.3. Option 3. Limited Operations: Suspensions and/or restrictions will be customized from the above options.

1.22.3. Upon approval but NLT seven days prior to the event, 22 OSS/OSO will pass quiet hour measures to Airfield Management. Airfield Management will issue a NOTAM and airfield advisory as required. **NOTE:** Emergencies and/or Higher Headquarters directed operations will take precedence over any established quiet hour restrictions.

1.22.4. Upon completion of the event, the requesting organization shall contact CP (DSN 743-3251) to inform them quiet hour restrictions are no longer required.

1.23. Protecting Precision Approach Critical Areas: Precision Approach Critical Areas bisect portions of Salina Road, the SW hammerhead and lead-in taxiways at each end of the

airfield (refer to Attachment 5 for specific details). The center access road south of the runway 01 glide slope antenna and north of the runway 19 glide slope antenna also fall within the Precision Approach Critical Area.

1.23.1. When aircraft are conducting an ILS approach to Runway 01L and the weather is below 800/2, the control tower will activate lights to stop traffic on Salina Road, before aircraft on final reaches the final approach fix (FAF), to protect the precision approach critical area. The local controller will state "ILS critical area not protected".

1.24. Procedures for Suspending Runway Operations: Runway operations may be suspended at the discretion of Airfield Management and/or Tower Watch Supervisor.

1.24.1. Operations are automatically suspended on the effected runway after an emergency aircraft has landed and remains suspended until Airfield Management has inspected the runway and advised the Control Tower that runway operations may be resumed.

1.24.2. When runway operations are suspended, all vehicles shall obtain clearance from the Control Tower prior to entering the CMA or crossing either runway.

1.25. Activities Affecting the Airfield.

1.25.1. All exercises affecting the airfield must be coordinated with the AFM 48 hrs in advance.

1.25.2. All airfield construction and maintenance conducted by base assigned or contractor personnel will be coordinated through Airfield Management prior to work commencing as required per the 22 CONS checklist. Specific rules and restrictions for the contractors will be briefed at the pre-construction meeting/briefing before work begins.

Chapter 2

VISUAL FLIGHT RULES (VFR)/INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

2.1. Visual Flight Rules (VFR) Weather Minimums. The VFR weather minimums are ceiling at or above 1000’ AGL and visibility of 3 miles or greater. Closed pattern and overhead pattern availability require a ceiling at or above 1,300’ AGL for low closed pattern, 2,100’ AGL for conventional pattern, and 2,600’ AGL for overhead pattern respectively.

2.2. Visual Flight Rules (VFR) Traffic Patterns (Attachment 3).

2.2.1. Overhead traffic pattern.

2.2.1.1. Fly the initial approach and the traffic pattern at 3,500’ MSL.

2.2.1.2. To protect the overhead pattern while in use, Air Traffic Control (ATC) will restrict all departures at or below 3,000' MSL until crossing the departure end of the runway.

2.2.2. Closed traffic pattern.

2.2.2.1. The closed traffic pattern for all aircraft will be flown to the east of McConnell AFB. The east pattern should be flown at 3,000' MSL.

2.2.2.2. When flying the VFR pattern to runway 19, aircrew may begin a descending base turn but must cross the Beech extended runway centerline at or above 2,700' MSL.

2.2.2.3. Low Closed Pattern requests will be approved at the controllers’ discretion, weather and workload permitting.

2.2.2.4. The low closed pattern will only be flown to the east of McConnell AFB and will be flown at 2,200’ MSL when runway 01L/R is in use. Upwind extensions are not authorized in the low closed pattern and crosswind turn must be completed within 1.5 NM of McConnell AFB to avoid traffic conflicts with Beech Airport. **NOTE:** Aircraft below 3,000’ MSL are protected from obstacles only if they remain within the Class D airspace. Controllers may issue separation maneuvers (360s, 180s, extended downwind, etc) to aircraft in the low closed pattern if the aircraft will remain within the confines of the Class D airspace. IF AN AIRCRAFT IS PROJECTED TO DEPART THE CLASS D AIRSPACE, THE CONTROLLER SHALL CLIMB THE AIRCRAFT TO THE 3,000’ MSL PATTERN ALTITUDE.

2.2.2.5. Aircraft entering the VFR pattern from CREST (IAB 030/07) or YANKEE (IAB 150/07) will be at 3,500' MSL. Aircraft proceeding to CREST for an approach to Runway 19 will maintain 3,500' MSL until abeam Jabara Airport. Aircraft proceeding to YANKEE for an approach to Runway 01 will maintain 3,500' MSL until departing YANKEE. All aircraft requesting a visual straight-in approach shall use CREST or YANKEE as entry points, unless otherwise directed by ATC.

2.3. Visual Flight Rules (VFR) Departures.

2.3.1. When departing/transitioning VFR on Runway 01, turn crosswind to remain within 2.5 distance measuring equipment (DME) (1.5 NM) north of McConnell AFB. If unable, continue northbound until reaching 3,000' MSL, then turn crosswind.

2.3.2. All VFR departures requesting radar advisories must advise Ground Control on initial contact of proposed altitude and initial on course heading. Ground Control will coordinate with Wichita Approach for a beacon code and departure frequency.

2.4. Special Procedures (Helicopter, Functional Check Flight, Paradrop Operations): Special procedures shall be conducted IAW FAAO 7110.65 guidelines.

2.5. Reduced Same Runway Separation (RSRS) Procedures: RSRS procedures are not authorized at McConnell AFB.

2.6. Intersection Departures: Intersection departures are available from all intersections and shall be conducted in accordance with FAAO 7110.65 procedures. See Attachment 2 for distances remaining.

2.7. Radar Traffic Patterns (Attachment 3): The radar traffic pattern is controlled by Wichita Approach Control. Radar pattern altitude is 4,000' MSL.

2.8. Availability/Restrictions for Airport Surveillance Radar (ASR) and Precision Approach Radar (PAR) Approaches/Monitoring: ASR/PAR services are not available at McConnell AFB.

2.9. Local Climb-Out Instructions: When issued a "Local climb-out" instruction, pilots shall fly runway heading, climb and maintain 4,000', contact Wichita Departure on 134.8 and comply with additional ATC instructions as required.

2.10. Radar Vector to Initial Procedure: All requests by IFR aircraft for an overhead approach shall be sequenced to a five-mile initial for Runway 19L/01R unless otherwise coordinated.

2.11. Breakout/Go Around/Missed Approach Procedures.

2.11.1. Breakout procedures may apply to straight-in IFR approaches or practice instrument approaches under VFR conditions and will normally be applied within two miles of the runway threshold. Unless otherwise coordinated, Breakout means: "Climb and maintain 3,000', fly heading 110". Traffic condition may dictate the need for alternate instructions.

2.11.2. All IFR go-arounds that are not coordinated otherwise shall be issued local climb out of: "Fly runway heading and maintain 4,000'".

2.11.3. Unless otherwise instructed by ATC, missed approach procedures will be flown as published for the approach being flown.

2.12. Circling Approaches: Circling approaches are only authorized to Runway 19L/R circle to land Runway 01L/R. When Southbound circling approaches are conducted, aircraft commanders are to commence circle no earlier than 2.5 DME (1.5 Nautical Miles) North of McConnell AFB. **NOTE**: Circling approaches to Runway 01L/R circle to land Runway 19L/R are not authorized due to close proximity of base turn to the Beech Airport Arrival/Departure corridor.

2.13. Lost Communications Instructions: Lost Communication procedures will be executed IAW the information outlined in the Flight Information Handbook, section A.

2.14. Opposite Direction Take-Offs and Landings: Separation requirements for opposite direction operations are listed below. For specific coordination procedures between Wichita and McConnell AFB ATC, refer to the *22d Air Refueling Wing/Wichita Approach Control Interfacility Coordination Letter of Agreement*.

2.14.1. VFR/IFR Departure versus IFR Arrival. An opposite direction departure must be clear of the final approach course before an arriving aircraft can proceed inbound within 10 NM final from the runway.

2.14.2. VFR/IFR Arrival versus IFR Departure. An opposite direction arrival must not proceed within 10 NM final from the runway prior to a departing aircraft turning to avoid conflict.

2.14.3. VFR aircraft in the pattern will not turn base leg until an opposite direction departure is airborne and clear of the final approach course or an opposite direction arrival has landed.

2.14.4. Arrival versus Arrival. No two IFR/VFR aircraft shall be simultaneously inbound inside 10 NM on opposite final approach courses.

Chapter 3

EMERGENCY PROCEDURES

3.1. Operation of the Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN):

3.1.1. Daily PCAS and SCN Check. To ensure both systems are fully operational, the Control Tower shall check the PCAS daily between 0800-0815L. Airfield Management shall check the SCN immediately after they receive the PCAS call. Crash net checks taking place during times other than those above must be coordinated with all responsible agencies prior to activation.

3.1.2. The Control Tower shall activate the PCAS after receiving information pertaining to an aircraft experiencing a declared or observed emergency. Once Airfield Management receives a call on the PCAS, Airfield Management will activate the secondary crash net. The Watch Supervisor/Senior Controller shall ensure the PCAS is activated for the following situations:

3.1.2.1. In-flight or ground emergencies.

3.1.2.2. Hot brakes.

3.1.2.3. No flight plan (unannounced arrivals).

3.1.2.4. Unsafe weapons or external stores that are not visible to the pilot.

3.1.2.5. Aircraft accident.

3.1.2.6. Bomb threat.

3.1.2.7. Control Tower evacuation and reopening following evacuation.

3.1.2.8. Disaster preparedness exercises (unless otherwise coordinated).

3.1.2.9. Real world disasters.

3.1.2.10. Unauthorized taxiing of aircraft.

3.1.2.11. Any other situation deemed necessary by the tower.

3.1.3. When the Tower activates the PCAS, the information below shall be furnished. Do not delay activation if all information required is not available.

3.1.3.1. Type of incident (Crash, in-flight, ground emergency or exercise, etc.).

3.1.3.2. Aircraft call sign and type.

3.1.3.3. Location (position), if known, and landing runway.

3.1.3.4. ETA.

3.1.3.5. Nature of emergency.

3.1.3.6. Personnel on board.

3.1.3.7. Hours fuel on board.

3.1.3.8. Surface wind.

3.1.3.9. Armament (if applicable).

3.1.3.10. Hot Cargo (if applicable).

3.1.3.11. Remarks.

3.1.4. The Control Tower shall notify the Fire Chief when an emergency aircraft is the next aircraft to land. Crash vehicles are not approved to follow the aircraft on the runway unless specifically issued clearance by the Control Tower via the Crash Net or via the telephone if the Crash Net is inoperative. The Control Tower will provide updated information to responding Airfield Management and Fire Department personnel.

3.1.5. When an emergency is terminated by the on-scene-commander, the Control Tower shall verify via landline that Airfield Management has been notified. Airfield Management will then pass the information over the secondary crash net.

3.2. Emergency Response Procedures.

3.2.1. On/off-base crashes. The CP is the central communications agency for all crashes for which McConnell AFB may have responsibility. Instructions to aircraft involved in the rescue will be passed to the Control Tower via landline from the CP.

3.2.2. The Control Tower shall use the on-base or the off-base crash grid map to pinpoint a crash site. Procedures shall include, but are not limited to:

3.2.2.1. Requesting range and bearing from a NAVAID (preferable McConnell AFB (IAB) TACAN), or a prominent landmark, from an aircraft at the scene (when available).

3.2.2.2. Requesting any airborne aircraft in contact with Control Tower to orbit the accident scene.

3.2.3. In the event Airfield Management is notified of a crash by means other than the PCAS, they will:

3.2.3.1. Notify the Control Tower via telephone to activate the PCAS.

3.2.3.2. Activate the secondary crash net.

3.2.4. The following shall occur when emergency aircraft reach a 10 mile final.

3.2.4.1. Control Tower personnel shall suspend all runway operations. Tower will announce the following over the radio, "McConnell runway operations suspended for emergency aircraft 10 mile final, expect holding for 5 minutes". If both runways are available, once the in-flight emergency (IFE) has landed the tower may commence operations on the open runway.

3.2.4.2. Aircraft in any of McConnell AFB's VFR patterns can expect holding at Crest, Yankee, a pattern correction to follow the IFE aircraft (i.e. 360 or extended downwind leg) or coordination for departure back to the Wichita Approach radar pattern until the situation is resolved.

3.2.4.3. Once the IFE aircraft has landed and Airfield Management has checked the runway, Airfield Management will inform the tower that the runway is open and normal operations can resume. Tower will announce the following over the radio, "Emergency

aircraft has landed, McConnell runway operations resumed. Continue holding until sequenced inbound".

3.2.5. Contractors working on the airfield must be notified of in-flight and ground emergencies, either by radio or by Airfield Management personnel. If the emergency is serious enough and affects the area where the contractors are working that area must be evacuated until the emergency is terminated.

3.2.6. IAW AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*, the Fire Chief is the Incident Commander.

3.3. External Stores Jettison Area Procedures.

3.3.1. Under emergency conditions, stores may be jettisoned in any clear area.

3.3.2. If possible, all live ordinances shall be jettisoned within the confines of Smoky Hill Range. Track inbound on the sequence line number (SLN) (channel 118) 208 radial at 4500' MSL, and jettison upon reaching the 18 DME point. Jettison area is approximately 200 meters southeast of the radar circle. If able, contact range control on 316.9, 304.9 or 139.7 or, if no response, contact Kansas City Center (363.2) to warn Smoky Hill of impending jettison.

3.3.3. McConnell AFB External Stores Jettison Area (VFR only): Jettison external stores (external tanks and practice or inert ordinance only) on the north third of the aerodrome between the runways and between taxiway B and taxiway C on a north-to-south track at 300' AGL (see Attachment 2). Control Tower approval is required prior to jettison.

3.4. Fuel Dumping.

3.4.1. Aerial Fuel Dumping: The fuel dumping area was designated by the 22 OG/CC and is located at the Wichita Very High Frequency (VHF) Omnidirectional Range/Tactical Aircraft Control (VORTAC) 107 radial between 35 and 55 NM, between FL220 and FL280. At 55 DME on the 107 radial, make a left standard-rate turn and intercept the 107 radial inbound. At 35 DME make a right standard-rate turn to intercept the 107 radial outbound. This procedure will keep the aircraft clear of federal airways, limit exposure in Eureka MOA, and avoid, to the maximum extent possible, urban areas and water supply sources. Dumping over agricultural areas cannot be avoided in the McConnell AFB area.

3.4.2. Ground Fuel Dumping: The designated location for ground dumping of fuel under alert conditions is over the grating on the Operations Ramp, immediately west of building 1112 (Base Operations). Fuel will be dumped only in a dire emergency. AMOps will notify the Fire Department 30 seconds prior to the start of fuel dumping.

3.5. Hot Brake Area and Procedures (See Attachment 2).

3.5.1. Hot Brake Areas are located on taxiways Bravo and Echo between runways 19L/01R & 19R/01L and on Foxtrot Ramp.

3.5.2. Pilots suspecting hot brakes shall request to taxi to the nearest hot brakes area and park the aircraft as desired.

3.5.3. Runway Operations will be suspended until no longer necessary, as determined by the On-Scene Commander.

3.6. Abandonment of Aircraft (Controlled Bail-Out and Ejection).

3.6.1. The controlled bail out area is 20 DME on the 080 degree radial of the McConnell AFB TACAN (37’36"N/96’51"W). When outbound on 080 degree radial at 10,000' MSL, eject from aircraft at the 20 DME fix.

3.6.2. In the event of an aircraft bail-out or ejection, McConnell AFB Tower will use all available resources to include, but not limited to, pilot reported position, TACAN radial and DME, Standard Terminal Automation Replacement System (STARS) Tower Display Workstation and Wichita Approach, to identify the most likely location of the abandoned aircraft.

3.7. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures: Control Tower shall notify Airfield Management and Wichita Approach Control when an ELT is received and when it has stopped. Airfield Management will notify Life Support via land line for an ELT received on 243.0. If Life Support does not answer the phone, CP is the alternate point of contact. If the ELT is received on 121.5, Airfield Management will contact the Air Force Rescue Coordination Center. **NOTE**: IAW FAAO 7110.65, operational ground testing of an ELT is authorized during the first five minutes of each hour. To avoid confusing the tests with an actual alarm, the testing is restricted to no more than three audible sweeps.

3.8. Hung Ordnance/Hot Gun Procedures: Hung Ordnance/Forward Firing Explosives/Hung Gun: McConnell AFB does not support generic flying missions involving combat ordnance; however, in the event unforeseen circumstances arise (IFE, etc.), park aircraft on Foxtrot Ramp beginning on F-2 thru F-4 as needed with nose of the aircraft pointing East-Northeast along established KC-135 parking/taxiing lines. When forward firing missiles or gun systems cannot be immediately safed, instruct 22d Security Forces Squadron (SFS) to close 40MM range area and restrict traffic from the intersection of Russell and Mulvane to the south and west for the duration of the event. Personnel inhabiting the Combat Arms Training and Marksmanship (CATM) range and associated facilities should be evacuated for the duration of the event.

3.9. Wind Limitations on Control Tower: The Watch Supervisor/Senior Controller on-duty shall direct a Control Tower evacuation for winds of 50 knots sustained or greater, tornadoes, or any incident or weather phenomenon deemed necessary.

3.10. Evacuation of ATC and AM Operations Facilities.

3.10.1. Control Tower Evacuation, building 70, will occur when a natural or man-made problem, disaster, or incident renders the building unusable or unsafe. If the evacuation is the result of a bomb threat, one person must remain behind to assist the SFS search of the building. Alternate ATC facilities are not required and therefore have not been established at McConnell AFB.

3.10.1.1. Wichita Approach Control shall assume air traffic control responsibilities for McConnell AFB as an uncontrolled airfield until McConnell AFB Tower returns to service.

3.10.1.2. Control Tower shall activate the crash phone prior to evacuation. Airfield Management will then activate the secondary crash phone.

3.10.1.3. Tower evacuation will be completed in accordance with McConnell AFB Control Tower Operating Instruction 13-204, .

3.10.2. Airfield Management Evacuation, building 1112, will occur when a natural or man-made problem, disaster or incident renders the building unusable or unsafe. If the evacuation is the result of a bomb threat, one person must remain behind to assist SFS search the building. The tower, building 70, is the primary location for reestablishing Airfield Management functions. Evacuation will be accomplished IAW Airfield Management Operations OSAA Operating Instruction 13-204, .

3.11. Anti-hijack Procedures: Tab E to Appendix 9 to Annex C of the McConnell AFB Mission Assurance Plan establishes the procedures to be used in the event of a hijacked or suspected hijacked aircraft.

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

3.12.1. Airfield Management will contact McConnell AFB Emergency Communication Center daily to obtain ARFF capability.

3.12.2. As changes occur, Fire Department will notify Airfield Management when capabilities fall below optimum level of service (OLS), i.e., reduced level of service (RLS), critical level of service (CLS) and inadequate level of service, as well as which USAF aircraft category will be affected and which ARFF vehicle is out of service or current manning status. (See attachment 9)

3.12.3. Upon notification of ARFF capability other than OLS, Airfield Management will notify the Control Tower, CP, Wing Safety, and TFOC, then submit a NOTAM in the following format: QFFCG ARFF is Reduced, Critical or Inadequate (as appropriate) of service USAF CAT (#) due to (vehicle, agent, and/or personnel) #### gallons remaining (for vehicle or agent reduction).

3.12.4. Installation Leadership should use the Crash Fire Fighting Matrix, mission requirements, and risk control measures as appropriate to make a determination in curtailing or limiting operations and/or accepting additional risks when ARFF capability is other than OLS.

Chapter 4

MISCELLANEOUS PROCEDURES.

4.1. Airfield Operations Board (AOB) Membership.

4.1.1. The Airfield Operations Board is established and meets quarterly IAW AFI 13-204V3. The purpose of the board includes recommending improvements, resolving problems, proposing/coordinating new or revised procedures for the airfield and providing a safer, more expeditious ATC system at McConnell AFB. Board members, or designated representatives, shall include, but are not limited to:

4.1.1.1. 22d Operations Group Commander (Chairperson as designated by the 22d Air Refueling Wing Vice Commander IAW AFI 13-204V3, para 4.2.1.)

4.1.1.2. 22d Mission Support Group Commander

4.1.1.3. 931st Air Refueling Group Commander

4.1.1.4. 22d Maintenance Group Commander

4.1.1.5. 22d Aircraft Maintenance Squadron Commander

4.1.1.6. 344th Air Refueling Squadron Commander/Operations Officer

4.1.1.7. 349th Air Refueling Squadron Commander/Operations Officer

4.1.1.8. 350th Air Refueling Squadron Commander/Operations Officer

4.1.1.9. 384th Air Refueling Squadron Commander/Operations Officer

4.1.1.10. 18th Air Refueling Squadron Commander/Operations Officer

4.1.1.11. 22d Air Refueling Wing Safety

4.1.1.12. 931st Air Refueling Group Safety

4.1.1.13. 22d Air Refueling Wing Airspace Manager

4.1.1.14. 22d Operations Group Stan/Eval

4.1.1.15. 931st Air Refueling Group Stan/Eval

4.1.1.16. 22d Operations Support Squadron Commander/Operations Officer

4.1.1.17. 22d Operations Support Squadron Airfield Operations Flight Commander/ Operations Officer

4.1.1.18. 22d Operations Support Squadron Airfield Manager

4.1.1.19. 22d Operations Support Squadron Chief Controller, Control Tower

4.1.1.20. 22d Operations Support Squadron Training and Standardization NCO

4.1.1.21. 22d Operation Support Squadron Weather Representative

4.1.1.22. 22d Communications Squadron Commander

4.1.1.23. 22d Civil Engineer Squadron Commander

4.1.1.24. 22d Civil Engineer Squadron Civil Engineering CEPD/CEAO/CEAN

4.1.1.25. Wichita Control Tower/TRACON facility manager

4.1.1.26. Cessna Aircraft Company (Airfield Representative)

4.1.1.27. Hawker Beechcraft Aircraft Company (Beech Control Tower Representative)

4.1.1.28. Boeing Company ATC Coordinator

4.1.2. Annual review requirements per AFI 13-204V3, Attachment 3 are found in Table 4.1.

Table 4.1. Annual Review Items

Month	Requirement	OPR
Feb	PMI schedule	22 CS/SCOA
Feb	Airspace	22 OSS/OSA
Feb	Parking Plan	22 OSS/OSA
Jun	Airfield Waiver Package	22 OSS/OSAA
Jun	Engine Run Procedures	22/931 AMXS
Aug	Air Installation Compatible Use Zone (AICUZ)	22 CES/CEAO
Sep	Terminal Instrument Procedures	HQ AMC/A3AT
Nov	Local Operating Procedures	22 OSS/OSA
Dec/Jun	Mid Air Collision Avoidance (semiannual)	22 ARW/SEF
Dec	ATC/Flying Procedures	22 OSS/OSA

4.2. NOTAM Procedures.

4.2.1. The Control Tower is designated as the NOTAM monitoring facility.

4.2.2. Instrument Approach Procedure (IAP) changes. A NOTAM will only be issued to publish IAP changes to the Flight Information Publication (FLIP) when directed by Headquarters (HQ) AMC/A3AT.

4.2.3. Airfield Management will draft, process and transmit all NOTAMs for the base IAW AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*. Airfield Management will also notify the McConnell AFB TFOC shop of conditions that may impact the airfield or flying operations. TFOC will make this info readily available to all applicable flying agencies.

4.2.4. Back-up NOTAM processing will be accomplished IAW "DoD NOTAM System Back-up Procedures" LOA.

4.3. Flight Plan Procedures.

4.3.1. All flight plans shall be filed in person at AMOps unless utilizing TFOC procedures.

4.3.1.1. TFOC procedures. 22 ARW and 931 ARG base assigned crews are authorized to file flight plans utilizing TFOC procedures. Crews filing flight plans with TFOC shall call AMOps at DSN 743-3701, 743-3840, or 743-6609 to verify the flight plan was received and is clearly readable within 15 minutes of filing.

4.3.1.2. International flight plans shall be filed three hours prior to the estimated time of departure (ETD). Local/domestic flight plans shall be filed 2 hours prior to ETD. Original flight plans will not be accepted via radio.

4.3.1.3. Base assigned aircrews filing flight plans through TFOC shall transmit their flight plan to AMOps via one of the methods listed below. Regardless of the method used to transmit the flight plan, ensure contact information (i.e. cell phone or extension where you can be reached) is included in the remarks section and call AMOps to ensure receipt and readability.

4.3.1.3.1. Completely fill out the appropriate flight plan located on the 22 OG shared drive (Prqeamcw3vn103\22_og\Flight Plans\Year\Month\File). Save the flight plan to the folder using the aircraft call sign and date (example: Turbo10_15Jan08). Once completed, print a copy, sign the flight plan and turn in to TFOC. Save the flight plan to the folder using the aircraft call sign and date (example: Turbo10_15Jan08).

4.3.1.3.2. Fax the flight plan to AMOps at DSN 743-4975.

4.3.1.3.3. Send the flight plan to the AMOps organizational e-mail account (22 OSS/OSAA).

4.3.2. The TFOC Shop maintains all signed/original flight plan documentation (Department of Defense (DD) Form 175, *Flight Plan, Military*/DD Form 1801, *International Flight Plan, DoD*) until AMOps picks them up every Friday. AMOps maintains the flight plans for a minimum of three months.

4.3.3. Departure Points. Crews shall file the first point of their intended route of flight and may use McConnell AFB departure gates (GOSSL, JAMEY, VARNR and KYLER). Crews shall continue using the preferred arrival navigation points (CASSO, HUSKA, ICT/212/028, HUT and ANY) between 0900L and 1600L. **NOTE:** For departures through JAMEY, crews shall file JAMEY PER as the preferred departure route.

4.4. Requesting Changes to Flight Information Publication (FLIP) Accounts.

4.4.1. Revision procedures for FLIPs:

4.4.1.1. Except for changes to Terminal Instrument Procedures; all non-procedural revisions, changes and corrections will be submitted to Air Force Flight Standards Agency (AFFSA)/A3IF.

4.4.1.2. Coordinate FLIP changes with appropriate local agencies (agencies vary depending upon entry), as a minimum coordinate with Airfield Management.

4.4.1.3. The AFM approves non-procedural FLIP change requests.

4.4.1.4. Airfield Management will issue a NOTAM for non-procedural FLIP changes, as required.

4.4.2. All flying squadrons will maintain and order their own flight publications.

4.4.3. Airfield Management provides FLIPs for transient aircrew and the following base agencies:

4.4.3.1. Air Traffic Control.

4.4.3.2. Command Post.

4.4.3.3. Weather.

4.4.4. Combat Crew Communications provide FLIP bags for all base assigned aircraft.

4.5. Waivers to Airfield/Airspace Criteria.

4.5.1. The CES Base Planner, AFM, Flight Safety and AMC Terminal Instrument Procedures (TERPS) are all involved in the waiver process. Individual responsibilities are defined below:

4.5.1.1. The CES Base Planner will prepare/initiate waiver requests.

4.5.1.2. The CES Base planner will submit requests through the installation to HQ AMC.

4.5.1.3. The CES Base Planner, AFM, and Flight Safety will conduct an operational risk management (ORM) of each proposed waiver.

4.5.1.4. The CES Base planner will maintain a complete record of all waivers requested and their disposition (approved or disapproved).

4.6. Prior Permission Required (PPR) Procedures: The purpose of PPR is to control volume and flow of traffic rather than prohibit it. Airfield Management is the central processing agency for all PPR/OBO requests for McConnell AFB. All transient aircraft except DV, SAM, EVAC, and weather divert missions require a PPR.

4.7. Arriving Air Evac Notification and Response Procedures: Air Evac Arrivals/Departure Coordination and Operations. Air Evac requires rescue vehicles standing-by from arrival to departure. The procedures are as follows:

4.7.1. Airfield Management shall notify Fire Department, Medical Clinic, and Transient Alert any time the Air Evac estimated time of arrival varies by more than 15 minutes and/or for any other pertinent Air Evac information.

4.7.2. Upon notification that an Air Evac aircraft is inbound with litter patients on board, one major crash vehicle will take up its standby position near the aircraft's final parking position. An ambulance will standby until all on and/or off-loading operations are completed and the aircraft has departed.

4.7.3. When the aircraft has landed and turned off the runway, the standby fire vehicle will proceed to the Air Evac aircraft and follow at a minimum, safe distance.

4.7.4. The standby fire vehicle will remain at the aircraft while on and/or off-loading all patients, and during engine start and taxiing, and will then return to its station upon aircraft

departure. The vehicle will remain on alert status until five minutes after the Air Evac aircraft has departed.

4.8. Unscheduled Aircraft Arrivals: No-Flight Plan Arrivals/PPR Procedures. The Control Tower shall notify Airfield Management, via Primary Crash Net, of any aircraft arriving without an appropriate flight plan. With exception to In-Flight Emergency aircraft, no-flight plan arrivals will not be allowed to land until approved by Airfield Management. Airfield Management will notify MECC of any unidentified arrivals. Once the aircraft lands and taxis clear of the runway the pilot will be told to hold their position until the occupants are identified by security forces. Airfield Management will advise the Control Tower of all approved arrivals and their PPR number. Aircraft arriving without a PPR number will be notified to contact Airfield Management upon landing.

4.9. Distinguished Visitor Notification Procedures.

4.9.1. Airfield Management shall coordinate distinguished visitor's arrival and departure IAW the DV Checklist and local procedures set in local AMOI.

4.9.2. The Control Tower shall relay a DV inbound call to Airfield Management when the aircraft is 20 miles out or as soon as practical. Airfield Management will relay this information to CP as soon as they receive it.

4.10. Dangerous/Hazardous Cargo.

4.10.1. Pre-notification. When notified that McConnell AFB will be the destination or stopover/departure point for aircraft carrying hazardous cargo, Airfield Management personnel will provide Fire Department, Hospital, Transient Alert, Safety, Control Tower, Security Forces, Transportation, MOC, and the CP with the information received from the agency initiating the pre-notification message or telephone.

4.10.2. Airfield Management shall notify the Control Tower of the parking area.

4.10.3. See 22 ARW Master Aircraft Parking Plan for hazard cargo parking spot limitations. Nonmilitary aircraft operations will be restricted from operating on taxiway Alpha between taxiway Charlie and Foxtrot Ramp and runway 19L/01R when aircraft are parked on Echo 1-3.

4.11. Wear of Hats.

4.11.1. The maintenance complex area west of Topeka Street and the airfield (red line) and the maintenance complex area on the west side of the McConnell AFB runways (the area between the security fence and the taxiways) is a maintenance/flying operation work area and is considered to be a no hat area for safety and FOD control purposes. Cold weather headgear (with no metal attachments) is authorized during appropriate seasons. Headgear must be controlled and secured to eliminate any FOD potential.

4.11.2. Salutes will be rendered throughout McConnell AFB (including no hat areas unless it disrupts work being performed) except for the airfield, which is a no salute area.

4.12. Local Aircraft Priorities: The following local aircraft priorities supplement, but do not take precedence over, the priorities set in FAAO 7110.65:

4.12.1. Emergency War Order (EWO) launch, Primary Nuclear Airlift Forces (PNAF missions/PNAF weapons movements). Aircraft using TURBO 88 thru 99 or "BOISE" call

sign/code word, Higher Headquarters-Directed departures., Weapons movements (other than those associated with PNAF missions).

4.12.2. Time critical air refueling missions shall have priority over all other departures. Pilots must forward controlled departure time to Ground Control on initial contact or as soon as possible to avoid unanticipated delays.

4.12.3. Local aircraft working in the VFR/IFR pattern shall, to the greatest extent possible, have priority over transient aircraft not covered under the list above.

4.13. Airfield Smoking Policy: Smoking is prohibited in aircraft maintenance facilities, all areas of the airfield and weapons storage and maintenance areas except where designated by the installation fire chief in coordination with the functional managers and/or supervisor of those areas.

4.14. Live Fire Training Procedures.

4.14.1. Base Fire Chief will:

4.14.1.1. Ensure the Control Tower is informed of all practiced fire exercises and their location at least one hour in advance.

4.14.1.2. Maintain two-way radio communication with the Control Tower for the duration of the fire training exercise.

4.14.1.3. At the request of the Control Tower Watch Supervisor/Senior Controller, cease the exercise when a question of flight safety becomes a factor.

4.14.2. The Control Tower will:

4.14.2.1. When the one hour notification call is received, advise the Base Fire Chief of the forecasted winds.

4.14.2.2. Ensure all affected aircraft are informed of the fire training exercise.

4.14.2.3. Ensure that no fire training activities occur at the aircraft or structural fire training facilities when aircraft with hazardous cargo are parked on Echo Ramp.

4.15. Civilian Aircraft Operations: Civil aircraft are authorized approaches at McConnell AFB, provided there is no undue delay to military aircraft. Civil aircraft cannot make touch-and-go, stop-and-go, or full stop landings unless authorized by Airfield Management.

4.16. Civil Use of Military NAVAIDs: McConnell AFB has no NAVAIDs in the National Airspace System for civil use.

4.17. Aero Club Operations: McConnell AFB currently has no aero club. Transient aero club members will comply with AFMAN 34-232, *Aero Club Operations*, and local base requirements, to include obtaining PPR prior to arrival.

4.18. Weather Dissemination and Coordination Procedures: Hazardous and severe weather notification procedures and lightning response procedures will be applied as outlined in MAFBI 15-101, *McConnell Air Force Base Weather Support*.

4.19. Airfield Snow Removal Operations.

4.19.1. Airfield Management is the only agency authorized to open or close the runway to flying operations during snow removal operations. Airfield Management must inspect the

runway prior to reopening. Snow 1 or Snow 2 units will ensure all snow removal vehicles exit the runway when directed.

4.19.2. Snow and ice removal operations shall be conducted in accordance with the 22 ARW OPLAN Snow and Ice Control Plan.

4.19.3. Snow removal vehicles must only use the Ramp Net for operational requests or statements between the control tower and snow removal vehicles. All other communications must be kept to a minimum to ensure frequency availability.

4.20. Bird/Wildlife Control (Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines): Refer to the current base BASH plan for applicable information.

4.20.1. Bird Watch Conditions (BWC). The following terminology will be used for rapid communications to disseminate bird activity information and implement unit operational procedures. Bird location should be given along with the condition code. **NOTE:** The use of numbers in defining a BWC is intended as a guide, responsible personnel must assess many factors when declaring BWCs. One bird may drive a BWC of Severe, Moderate or Low.

4.20.1.1. Bird Watch Condition LOW: Concentrations of less than five large birds or 15 small birds that pose a low probability hazard to flying aircraft.

4.20.1.2. Bird Watch Condition MODERATE: Concentrations of 5-15 large birds or 15-30 small birds observable in locations that represent a probable hazard to safe flying operations. Initial takeoffs and full stop landings allowed only when departure and arrival routes avoid identified bird activity. Additionally, local IFR/VFR pattern activity ceases.

4.20.1.3. Bird Watch Condition SEVERE: Heavy concentrations of birds (more than 15 large birds or 30 small birds) on or above the runways, taxiways, and departure or arrival routes. Takeoffs and landings are prohibited without 22 OG/CC or 931 ARG/CC (or higher) approval. **NOTE:** For Boeing flights previously identified as HIGH priority, the Pilot-in-Command shall serve as the waiver authority. Under BWC Severe, serious consideration must be given to requesting wildlife dispersal and delaying takeoff or landing until the bird watch condition is downgraded.

4.20.2. Low-Level Flights: Aircrew will avoid low-level segments and routes with identified bird hazards during periods defined by the Bird Avoidance Model provided by the Air Force Safety Center.

4.20.3. The authority to declare (upgrade or downgrade) BWC's are as follows:

4.20.3.1. Upgrading: The upgrade of the BWC can be accomplished by Airfield Management, the Control Tower, Flight Safety, or Wildlife Control.

4.20.3.2. Downgrading: The downgrade of the BWC must be agreed to by two of the following four agencies: Airfield Management, the Control Tower, Flight Safety or Wildlife Control. The only exception to this requirement is during Nighthawk Migration Season (see 22 ARW Bird/Wildlife Aircraft Strike Hazard Plan).

4.21. Supervisor of Flying (SOF) Operating from the Control Tower: There is currently no requirement for a SOF to be located in the Control Tower.

4.22. Taking of Photographs.

4.22.1. Photography is prohibited on the airfield unless authorized IAW McConnell AFB Mission Assurance Plan.

4.23. Night Vision Device (NVD) Operations and Procedures: McConnell AFB does not use NVD in the local area at this time.

4.24. Tactical Arrival and Departure (TAD) Procedures: McConnell AFB does not currently possess established TAD procedures for the local area.

4.25. Unmanned Aircraft Systems (UAS): There is no requirement for UAS operations at McConnell AFB.

JOEL D. JACKSON, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-2501, *Air Force Emergency Management (EM) Program Planning and Operations*, 24 January 2007

AFI 11-208_IP, *Department of Defense Notice to Airmen (NOTAM) System*, 3 June 2011

AFI 13-204, Volume 1, 2, 3, *Functional Management of Airfield Operations*, 9 May 2013

AFI 13-204V3, *Airfield Operations Procedures and Programs*, 6 February 2014

AFI 13-213, *Airfield Driving*, 1 June 2011

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFI 48-123, *Medical Examinations and Standards*, 5 November 2013

AFI 91-202, *The US Air Force Mishap Program*, 5 August 2011

AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, 15 June 2012

AFMAN 33-363, *Management of Records*, 1 March 2008

AFMAN 34-232, *Aero Club Operations*, 7 February 2007

AFMAN 91-223, *Aviation Safety Investigations and Reports*, 16 May 2013

AFPD 13-2, *Air Traffic Control, Airspace, Airfield and Range Management*, 7 Aug 2007

ETL 97-17, *Guide Specification Paint and Rubber Removal from Roadway and Airfield Pavements*, 1 December 1997

FAA Advisory Circular 150/5340-1L, *Standards for Airport Markings*, 27 September 2013

FAA Joint Order 7110.65, *Air Traffic Control*, 9 February 2012

FAAO JO 7110.65V, *Air Traffic Control*, 19 February 2014

MAFBI 11-220, *McConnell AFB De-Icing Procedures*, 1 November 2008

MAFBI 13-213, *Airfield Driving Instruction*, 23 December 2013

MAFBI 15-101, *McConnell Air Force Base Weather Support*, 1 April 2014

McConnell AFB Control Tower OI 13-204, 30 March 2014

OSAA OI 13-204, *Airfield Management Operations*, 17 June 2013

UFC 3-535-01, *Visual Air Navigation Facilities*, 17 November 2005

Prescribed Forms

N/A

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF IMT 457, *USAF Hazard Report*

AF IMT 483, *Certificate of Competency*

AF IMT 651, *Hazardous Air Traffic Report (HATR)*

AF IMT 3616, *Daily Record of Facility Operation*

DD Form 175, *Flight Plan, Military*

DD Form 1801, *International Flight Plan, DoD*

Abbreviations and Acronyms

AFB—Air Force Base

AFFSA—Air Force Flight Standards Agency

AFM—Airfield Manager

AFMAN—Air Force Manual

AFOSH—Air Force Occupational Safety and Health Standard

AFPD—Air Force Policy Directive

AFRIMS—Air Force Records Information Management System

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

ALSF1— Approach Lighting System Category 1

AMC—Air Mobility Command

AMOps—Airfield Management Operations

AOB—Airfield Operations Board

ARFF—Aircraft Rescue and Firefighting

ARW—Air Refueling Wing

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

BASH—Bird/Aircraft Strike Hazard

BWC—Bird Watch Conditions

CATM—Combat Arms Training and Marksmanship

CEOIE—Exterior Electric

CES—Civil Engineer Squadron

CLS—Critical Level of Service

CMA—Controlled Movement Area

CONS—Contracting Squadron

CP—Command Post

DAFM—Deputy Airfield Manager

DATIS—Digital Automated Terminal Information Service

DME—Distance Measuring Equipment

ELT—Emergency Locator Transmitter

ETD—Estimated Time of Departure

ETL—Engineering Technical Letter

EWO—Emergency War Order

FAAO—Federal Aviation Administration Order

FAF—Final Approach Fix

FLIP—Flight Information Publication

FOD—Foreign Object Debris

HIRL—High Intensity Runway Lights

HQ—Headquarters

IAP—Instrument Approach Procedure

IAW—In Accordance With

IFE—In-Flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMT—Information Management Tool

LOA—

MAPA—Mass Aircraft Parking Area

MECC—McConnell AFB Emergency Control Center

MOA—Military Operating Area

MOC—Maintenance Operations Center

MOU—Memorandum of Understanding

MSL—Mean Sea Level

NAVAID—Navigational Aid

NM—Nautical Mile

NLT—No Later Than

NOTAM—Notices to Airmen

NVD—Night Vision Device

OG—Operations Group

OI—Operating Instruction

OLS—Optimum Level of Service

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

OSO—Current Operations

OSS—Operations Support Squadron

PAPI—Precision Approach Path Indicators

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PMI—Preventative Maintenance Inspection

PNAF—Primary Nuclear Airlift Forces

PPR—Prior Permission Required

RCR—Runway Condition Reading

RLS—Reduced Level of Service

RON—Remaining Overnight

RNAV—Radar Navigation

RSC—Runway Surface Condition

RSRS—Reduced Same Runway Separation

SCN—Secondary Crash Net

SFL—Sequenced Flashing Lights

SFS—Security Forces Squadron

SLN—Sequence Line Number

SSALR—Simplified Short Approach Lighting System to include Runway Alignment Indicator Lights

STARS—Standard Terminal Automation Replacement

TA—Transient Alert

TACAN—Tactical Air Navigation

TAD—Tactical Arrival and Departure

TERPS—Terminal Instrument Procedures

TFOC—Total Force Operations Center

UAS—Unmanned Aircraft Systems

UFC—Unified Facilities Criteria

VFR—Visual Flight Rules

VHF—Very High Frequency

VORTAC—VHF Omnidirectional Range/Tactical Aircraft Control

Terms

Aerodrome— A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure, and movement of aircraft.

Airfield— The area to include all runways, taxiways, aprons, and ramps.

Aircraft on Final— Commonly used to mean that an aircraft is on final approach course or is aligned with a landing area.

Airfield Facilities— Includes: runways, taxiways, parking and servicing areas, ATC facilities, Airfield Management, navigational aids, aircraft fire suppression and rescue services and airfield lighting systems.

Airfield Manager (AFM)— Works directly for the AOF/CC and manages airfield management facilities to ensure effective support to the base flying mission and transient aircrews.

Airfield Management— A function that plans, organizes and directs airfield activities to include airfield construction/repairs, airfield driving program, ice/snow removal operations, Bird/Wildlife control, etc. Conducts airfield inspections and checks for safety and compliance with planning and design criteria. Procures, maintains, and produces information on safe operation of aircraft through the national and international airspace system such as Flight Information Publications, aeronautical charts and maps, Notice to Airmen (NOTAM), local airfield and navigational aid status, and weather information. Process domestic and international flight plans.

Airfield Management Operations (AMOps)— Provides aircrews with flight plan processing and planning services.

Controlled Movement Area (CMA)— As defined in Airfield Driving Instructions, any portion of the airfield requiring aircraft, vehicles and pedestrians to obtain specific Air Traffic Control approval for access (normally via two-way radio contact with the control tower). Controlled Movement Areas include but are not limited to areas used for takeoff, landing. **NOTE:** This definition is used in lieu of "movement area" as defined in the FAA Pilot Controller Glossary. Runways, (Taxiway D, E, F), any paved surface inside a runway hold line, and any grass area inside the painted holdlines on either side of the runway edge requiring tower clearance for entry.

Foreign Object Debris (FOD)— Any debris on the airfield that can cause damage to an aircraft. A few examples are tools, plastic packing materials, rocks, discarded parts from maintenance activities, etc. Any of these objects can shred internal parts if ingested into a jet engine and can become deadly projectiles. FOD can create an extremely hazardous and costly situation during taxiing, takeoff and landing; therefore, it is imperative that everyone on the airfield be alert to FOD and removes it immediately.

Light Gun— A handheld directional light signaling device which emits a brilliant narrow beam of white, green, or red light as selected by the tower controller. The color and type of light transmitted can be used to approve or disapprove anticipated pilot actions where radio

communication is not available. The light gun is used for controlling traffic operating in the vicinity of the airport and on the airport movement area.

Major Command (MAJCOM)— For the purpose of this instruction, includes all USAF Major Commands plus the Air National Guard Readiness Center, Air Force Reserve Command, Direct Reporting Units, and Field Operating Agencies. MAJCOM also refers to the OPR for Airfield Operations in this AFI.

Parking Ramp/Apron— Areas where aircraft are parked, loaded and unloaded and serviced between flights. Vehicles and aircraft operate in close proximity in these areas, so it is vital to maintain a safe distance between your vehicle and aircraft. Always yield to aircraft and never drive under an aircraft or its wings. Slow speed and extreme caution are required in these areas.

Ramp— Either concrete or asphalt (depending on the weight of the aircraft and the sub-base of the ground beneath) used to park aircraft or equipment.

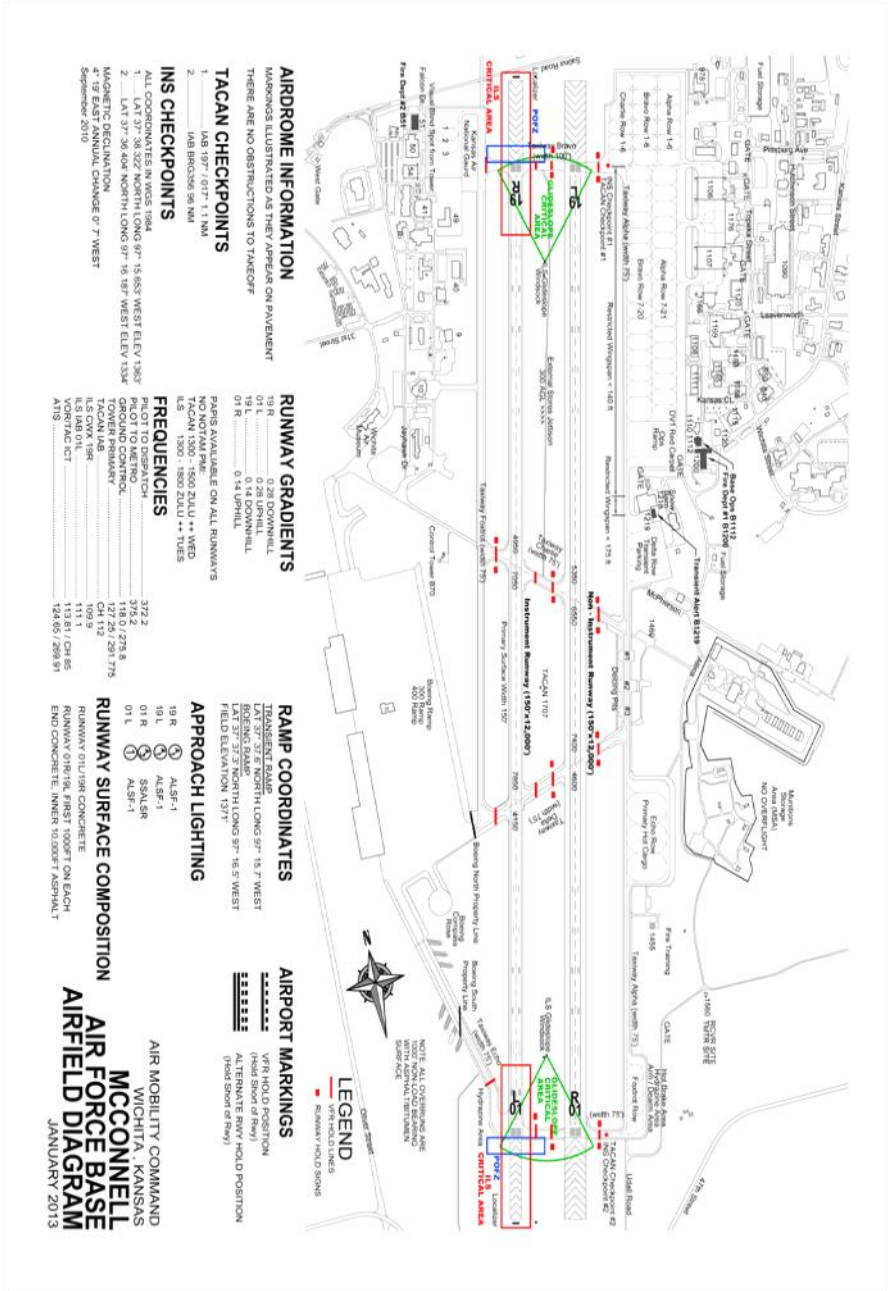
Restricted Area— An area on the airfield designated for the use by aircraft/equipment requiring security protection level. It is marked with signs prior to entering and is surrounded by a redline painted on the ground. Warning signs are posted every 100' along the boundary. Personnel requiring entry into a restricted area must have an Air Force security line badge issued by SFS.

Runway— A defined rectangular area on an airfield prepared for the landing and takeoff of aircraft.

Taxiway— A paved surface for taxiing aircraft from parking ramp to runway.

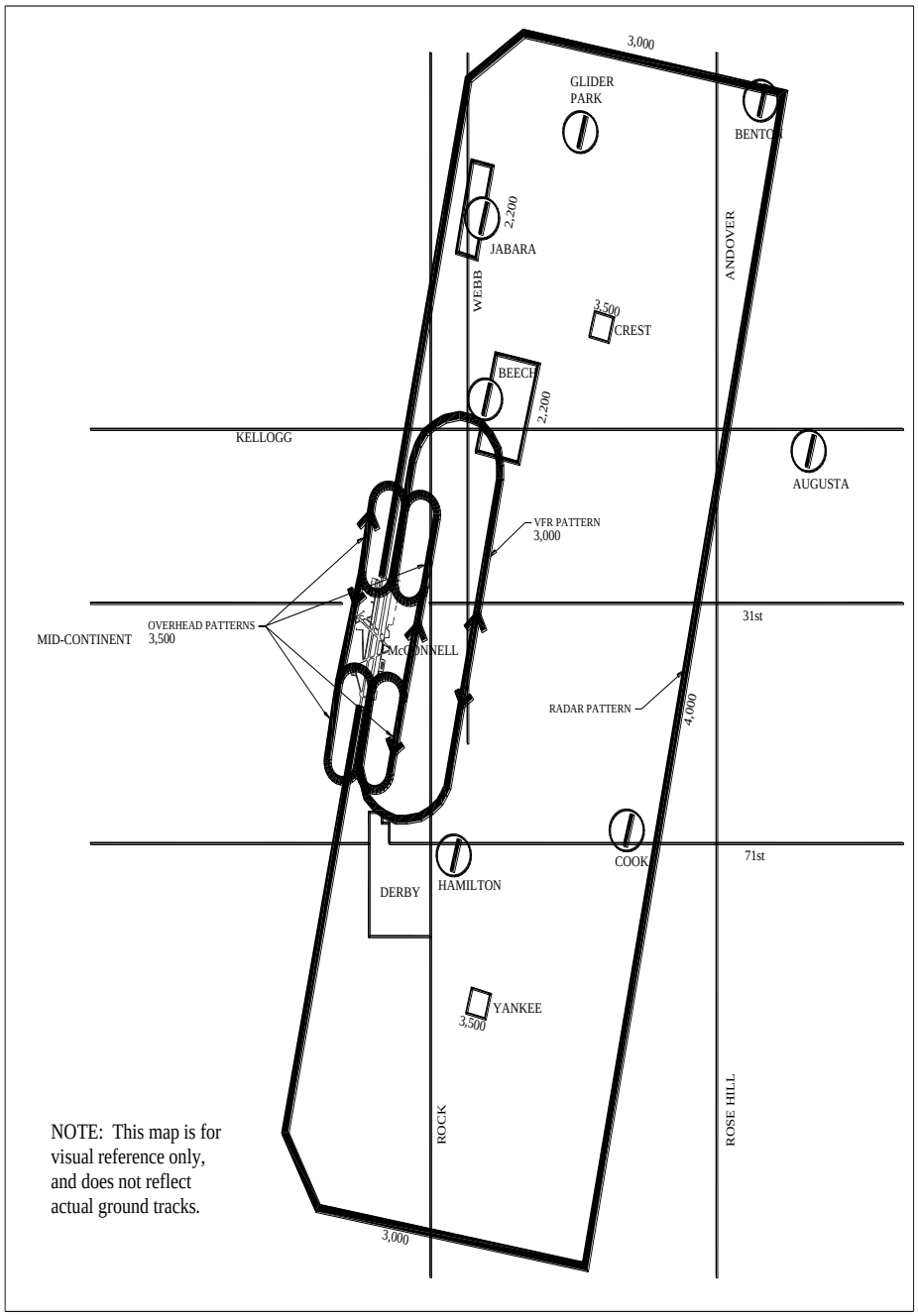
Attachment 2

RUNWAY LENGTH/GRADIENT/FIELD ELEVATION/DISTANCE REMAINING DIAGRAM



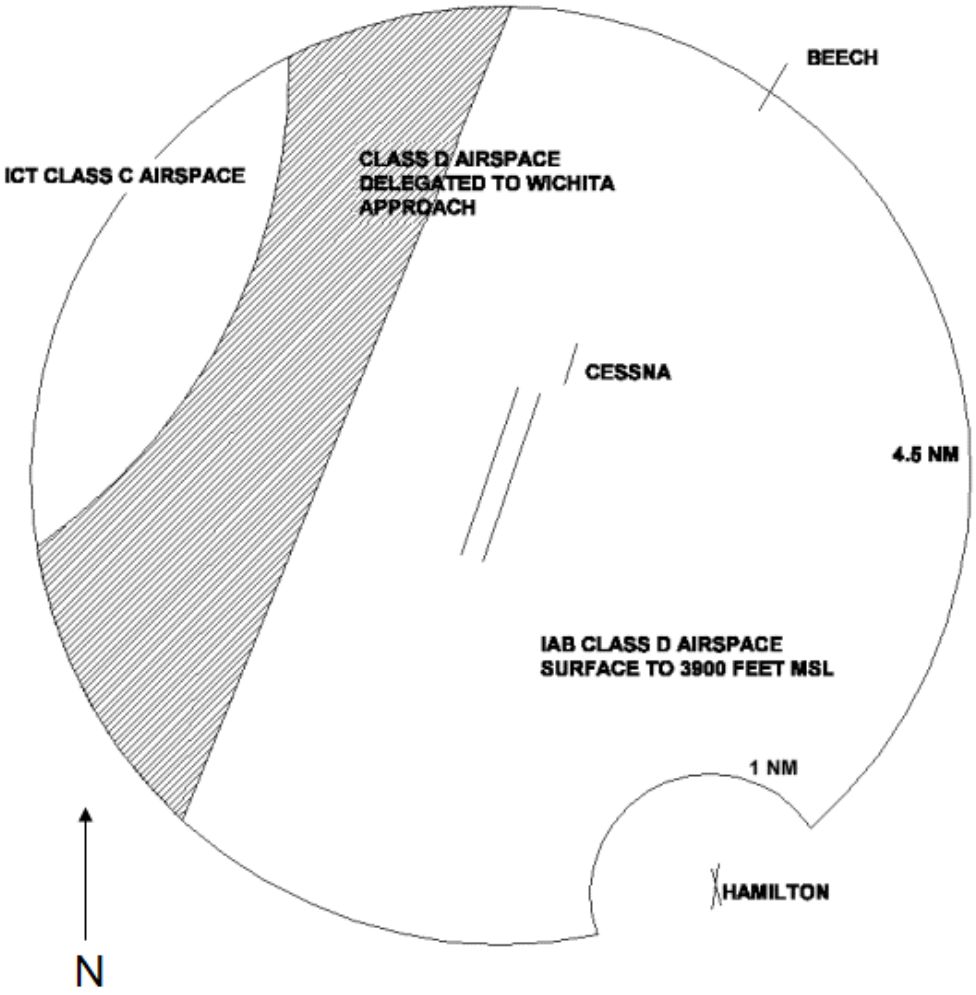
Attachment 3

APPLICABLE RADAR/VFR TRAFFIC PATTERNS



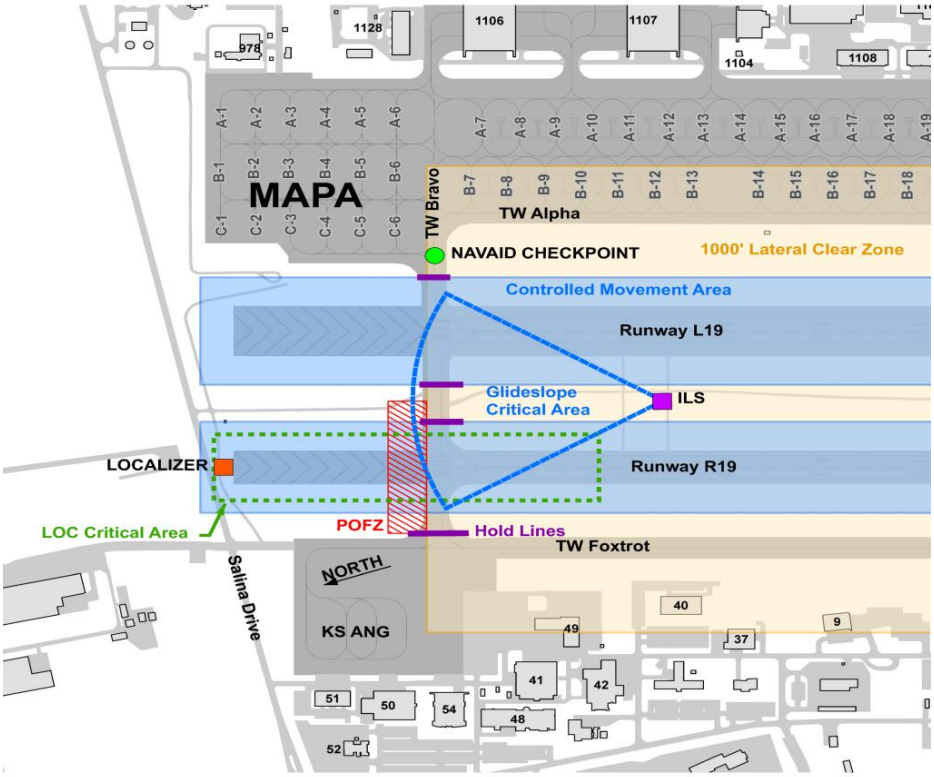
Attachment 4

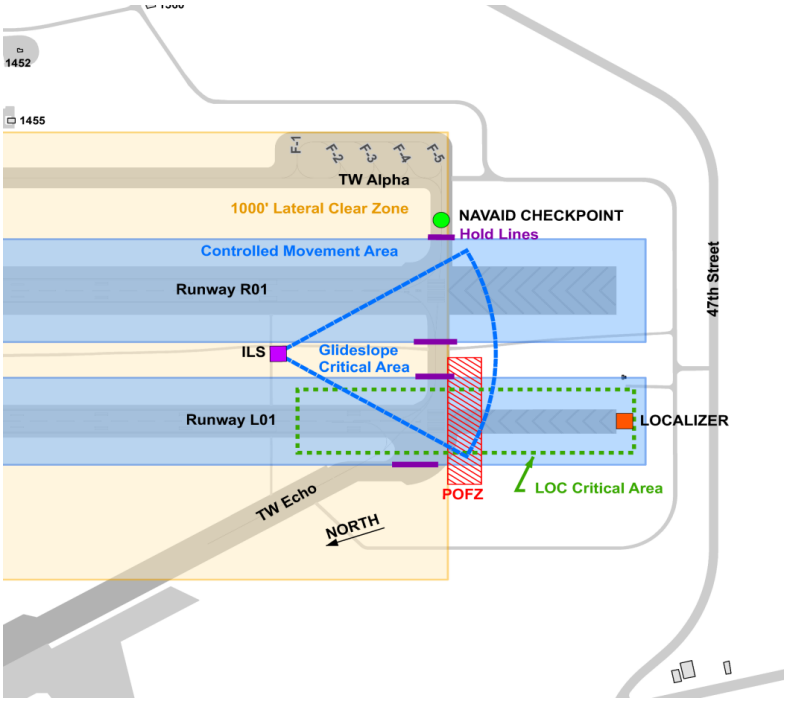
LOCAL FLYING AREA/DESIGNATION OF AIRSPACE



Attachment 5

ILS CRITICAL AREAS





Attachment 6

MAPA

Attachment 7

CEREMONIAL QUIET HOURS REQUEST FORM

(Date)

MEMORANDUM FOR 22 OSS/OSO

FROM: _____

SUBJECT: Request for ceremonial quiet hours.

1. Request for ceremonial quiet hours for _____ _____
(unit) (name/phone)

Occasion for quiet hours:

☐ Change of Command ☐ Awards Presentation ☐ Other:_____

☐ Retirement Ceremony ☐ DV Speech

2. Noise reduction option desired in accordance with MAFBI 13-201 (22 OG/CC Approval Required).

☐ Option 1: Suspended Operations

☐ Option 2: Restricted Operations

☐ Option 3: Limited Operations (Circle limitations below.)

Practice Approach VFR/Overhead Pattern Aerospace Ground Equipment
Mass Aircraft Parking Area Other:_____

3. Location of event: _____
(building number or address)

4. Date and Time of event: _____ / _____ / _____
(date) (start time) (end time)

For 22 OSS Use Only
Coordination: 344 ARS, 349 ARS, 350 ARS, 384 ARS, 931 ARG, 184 ARW, Tower, Airfield Management, 22 OSS/OSO, 22 OSS/CC/DO

(Date)

Date Received By 22 OSS/OSO:_____

☐ Approved as Requested

☐ Approved with the following changes:_____

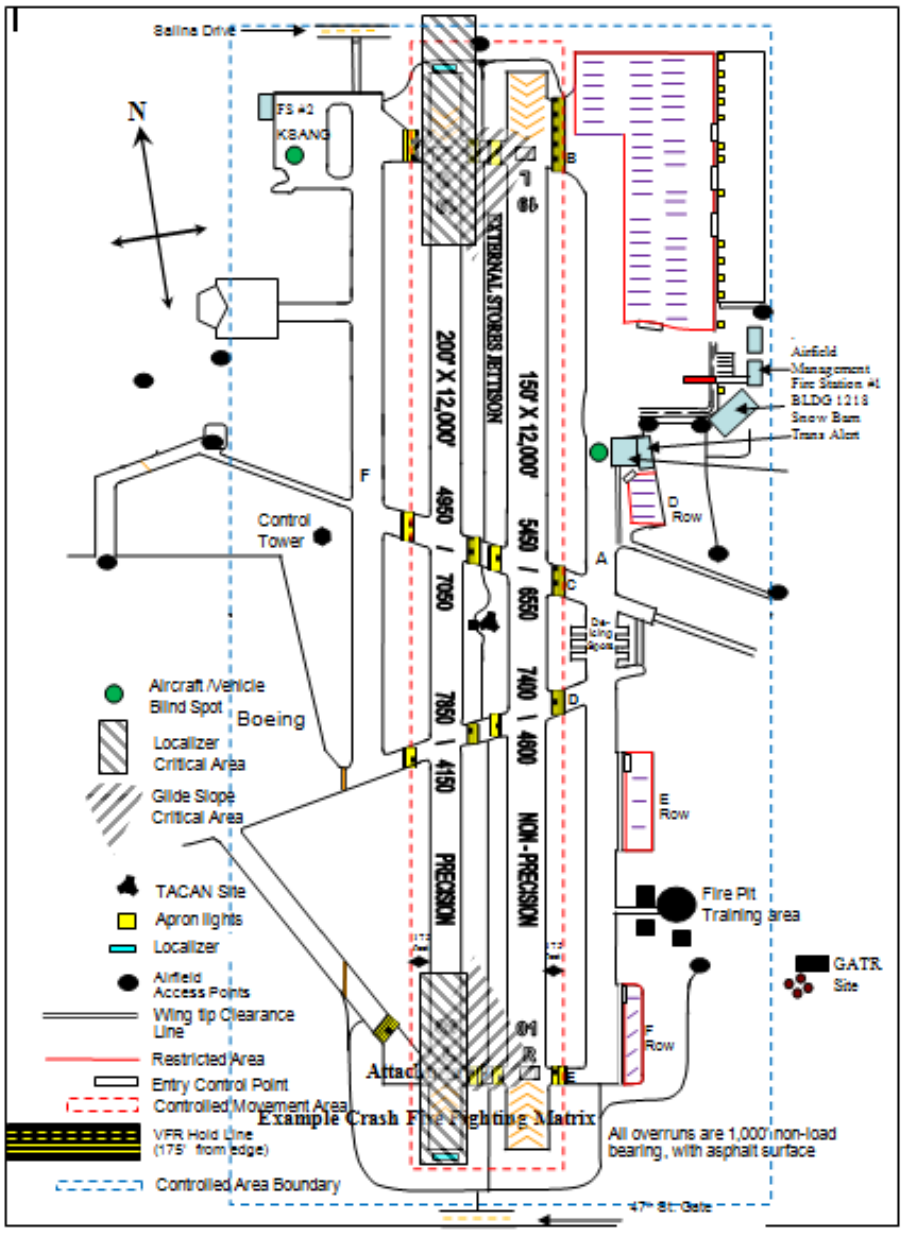
☐ Communicated to unit

☐ Faxed to Airfield Management

_____
Commander

Attachment 8

CONTROLLED MOVEMENT AREA (CMA)



Attachment 9

EXAMPLE CRASH FIRE FIGHTING MATRIX

Aircraft Type		Optimum Level Service		Reduced Level Service		Critical Level Service		Inadequate Level Service		Assigned-Normal Level of Service	Today's Current Level of Service
	USAF Cat	OLS-firefighters	OLS-Gallons VVRP+Q1+Q2+Q3	RLS-firefighters	RLS-Gallons Q2+Q1	CLS-firefighters	CLS-Gallons Q1	ILS-firefighters	ILS-Gallons	Bases of assigned aircraft (USAF Cat 1-6)	Date & Time:
F-16, A-10, C-21, F-15, F-22, T-37B, BQM-34, RQ-1A/B, T-38, AT-38, MQM-107, T-6A, UV-18, QF-4, CV-22, UH-1N, C-38A, T-1, RQ-4, C-12, F-35, F-117, F-22	1	14	2,500-1340	13-8	1,339-526	7	526-325	4	324	OLS	OLS
C-20,C-27	2	14	4,000-2760	13-8	2,759-1,316	7	1,315-752	4	751	OLS	OLS
C-9, C-40, C-130, E-3, E-8,T-43,C-37,MH-53,C-32,C-22,RC-135	3	14	5,000-4880	13-8	4,879-3,335	7	3,334-1,322	4	1,321	OLS	OLS
C-17, B-1, B-2, B-52, KC-135, KC-46	4	17	8,000-7780	16-8	7,779-4,364	7	4364-1732	4	1731	Assigned Cat 4	RLS
VC-25, KC-10, E-4 (747), MD-11,	5	18	10,000-9570	17-8	9,569-6,292	7	6291-2330	4	2329	RLS	CLS
C-5	6	19	13,000-12626	18-8	12,625-7,508	7	7507-2589	4	2588	CLS	CLS

Note: Assumed risk is implied for AMC aircraft use of DoD airfields worldwide for larger, higher category, transient aircraft operations at locations where the steady state ARFF category may be lower than what the aircraft in question may require. See IAW AMCI 11-208, paragraph 10.3.1., for specific guidance.